

From: [Patrick O'Neill](#)
To: [North York Community Council](#)
Cc: [Councillor Pasternak](#); Michael.Kerzner@pc.ola.org; joepantalone@sympatico.ca; HenriDekker@centennialcollege.ca; [Rosanna Iaboni](#); [Rita Delcasale-Cimini](#); [Josie Casciato](#); [Stephen Tonon](#); [Rina Camarra](#); [Colomba Sarra](#); [Iolanda Robinson](#); [Rosemary Bell](#); [Louise Russo](#); [Donald Di Prospero](#); [Linda Gargaro](#); [Marlene Dipasquale](#); [Marianna Savoia](#); [Toni Molinaro](#); [Hernan Benavides](#); [Marjorie Benavides](#); [Dylan Shvili](#); [Mary Zamengo](#)
Subject: [External Sender] July 7 Public Meeting: Downsview West District Application
Date: June 17, 2026 9:08:55 PM
Attachments: [The id8 Downsview level crossing.pdf](#)
[The embarrassing level crossing.pdf](#)
[What the id8 planners have to say.pdf](#)
[Two problems with the Downsview Application.pdf](#)
[Is the City naive in thinkingpdf](#)
[Not a good street for small business!!.pdf](#)

TO: North York Community Council
RE: Public Meeting July 7, 2026
1377 Sheppard Avenue West - Downsview West District Application

Downsview West is the key district (size, accessibility, subway/GO station, Supply Depot, permitted uses, history) in the updated Secondary Plan

On behalf of our resident association (Downsview Lands Community Voice) I would like to address the meeting in person to discuss a significant flaw in the proposed Application

While our group can live with most of the developer proposals, we cannot agree to the extension of the status quo arrangement for Carl Hall Rd. and its horse and buggy level crossing

Reason:

It is simply a bad idea
A busy street meeting a GO commuter train at grade
In the middle of the "15 minute city"
An accident waiting to happen !!!

Despite having the best planners in the world on call
The developers have "ghosted" Carl Hall Rd in their proposals
Kicking any solution 30 years down the road
To future residents
While the time for addressing the matter
Is right now

Patrick O'Neill
Downsview Lands Community Voice

PS: these submissions have previously been made to the City

TO: Kate MacMillan, Toronto Planning Department
Downsview Environmental Assessment, Major Streets

DATE: November, 2025

RE: **Is the City naive in thinking the level crossing at Carl Hall Rd.
Will be less busy in the middle of the 'new city'?**

For the following reasons, the DLCVA is not convinced that a *planned* community of 80,000 residents will welcome the frequent criss-crossings of a busy street and a 24-hour GO train:

- Carl Hall Road is already a wide and busy street. Under the proposed plan, it is due for an extension eastward (300m?) to the Dufferin Street Extension as well as construction of a substantial number of residential units. With increased connectivity and population density there will inevitably be increased traffic.
- The Framework Plan (p95) talks positively about "the innovation corridor at Carl Hall Road" consisting of the following addresses: Warehouse Event Centre (No.35), the Supply Depot South (No.40), Scotiabank Hockey Complex (No.57), six repurposed military buildings in the Cultural Commons (collectively No.60), Centennial College Aerospace campus (No.65), the Hangar Sport and Event Centre (No.75) and Toronto FC Soccer training facility (No.77). All of these venues are people-centric, attracting numerous vehicles and visitors.
- Every 20 minutes (6.00am - 10.00pm), TTC Bus Route 101 connects the Sheppard West subway station to the Centennial College aerospace campus. It is hard to imagine the TTC being pleased with having to cross the railroad tracks to get to its final two stops on Carl Hall Road.

Far from being in the middle of nowhere, Carl Hall Rd. comprises a distinctive stretch of new and repurposed buildings popular with pedestrians, cyclists and motorists alike. Home to the recently opened Centennial College aerospace centre, it is described in the promotional literature as the "Innovation Corridor" of the new community.



The folly of maintaining this crossing in its present form at the Carl Hall Rd. location is totally explained by this embarrassing (and totally useless) sign posted on site.

In a word, it is simply too dangerous to have a 19th century crossing in the middle of a fast-moving town of 83K residents and 41K workers.

It is no credit to the world-renowned planning teams assembled by the developers of this mammoth project that they have not risen up en masse

to protest continuation of this toxic status quo.

Failure to make the (admittedly costly) decision of mandating a multi-grade crossing at this time is a serious omission that will only cause the Secondary Plan to lose credibility down the line, ultimately leading to ever more costly delays and revisions (and lawsuits).

With this submission, our point is not to criticize the lack of decisiveness of the Secondary Plan but to point out that it has spectacularly failed to achieve the mobility it claims to have achieved at the centre of the new town.

By deferring its decision on the Carl Hall Rd. level crossing, the Secondary Plan is under the mistaken impression it has achieved mobility in the middle section of the site.

Faced with the thorny problem of a busy roadway criss-crossing a soon-to-be-double-tracked railway at right angles at grade, albeit at a narrow convergence point, the Secondary Plan has chosen to punt the decision for a multi-grade crossing down the road, leaving it for a subsequent district plan to decide.

A quick look at Mobility Map 7-4 above and the preferred street network below would lead one to believe that despite its central location (at D), this meeting of street and railroad is in a remote spot and isolated spot with minimum connectivity whereas in fact it is already a communications hotspot that is only going to get hotter.

In a previous submission, our group suggested that the id8 Downsview proposal to retain the at-grade *crossing* of Carl Hall Road and CN GO line at the north end of a supposedly “complete community” was an accident waiting to happen, and went on to criticize the id8 Application for not doing anything about it. With this email, the DLCVA would look at two reasons given by the Applicant for not wishing to change the status quo.

Before doing so however, a CP24 video report of a May 16 accident at this precise location makes for interesting viewing, encapsulating as it does all our concerns for this junction

[Train seen slamming into SUV in 'shocking' new GO Transit video](#)



Figure 1: The Carl Hall Road crossing today “is an existing at-grade rail crossing and includes automatic warning devices such as Reflectorized Crossbucks (R), Flashing Lights (F), Bell (B), and Gates (G)”. (p12, *Rail Safety and Risk Mitigation Report*).

The same report notes (p9) that with service increases, 180 train trips per day can be expected “with two-way 15-minute service between Aurora GO Station and Union Station after electrification”.

In the past our group has complained about the meandering trajectory of a Carl Hall Road going every which-way, and welcomes the addition of more direct E/W routes across the site. However the above response oversimplifies the problem of this particular crossing. While it is certainly true to say that thru-traffic will avoid the Carl Hall Rd. crossing, local and internal traffic will presumably increase, if for no other reason than it will connect two newly populated areas, the southern portion of Downsview West district (projected density 2.8 FSI) and the Runway North A district (projected population 6000 + 1700 jobs). In addition and despite the ease and convenience of the new E/W thru-streets, Carl Hall Rd will invariably receive incidental traffic from its link-up with two new N/S streets, (the semi-arterial) Billy Bishop Way and (the arterial) Dufferin Street Extension.

A more serious problem however, has to do with the number of pedestrians and cyclists converging on this site because of the N/S “Off-Street Cycling and Pedestrian Network” created by the Plan on the east side of the tracks (on the rail right-of-way from the subway station to Downsview Park Blvd). According to the Framework Plan (p56), the Rail Greenway will provide “significant pedestrian connections and highly walkable urban environments” as well as a cycling infrastructure of “convenient, car-free routes

across the site". While the provision of alternative mobility is a welcome addition to the id8 proposal, it also means there will be a significant up-tick of cyclists and pedestrians at the out-of-the-way Carl Hall crossing, whose behavior at this spot is far from predictable and hard to control. If we are not mistaken, the id8 Plan displays no awareness of this problem, unless one wants to rely on the report of their rail consultants which blandly states "Improved pedestrian safety measures are currently being implemented at this crossing." (p12, *Rail Safety Plan*).

Changing gears, mention should be made of a different reason for questioning the wisdom of retaining the existing crossing at Carl Hall Rd, one that has nothing to do with the id8 Application but is a fact of life in the GTA today. While this kind of crossing may not be anyone's choice for navigating around the new community in car or truck, in the event of traffic gridlock -- however occasioned, be it construction, accident, extreme weather event, festival hit -- motorists will turn to any route to escape their predicament. The sight of a long line-up of motorists desperate to *get out* of a traffic jam turning to this connection, is not a sight anyone wants to see, but one that will surely happen.

Due to their incomplete awareness of the problems posed by this site, neither of the above responses can be relied upon by a fair-minded reviewer. Until such time as the id8 Downsview planners can address the deficiencies listed, the City should withhold its approval.

Downsview Lands Community Voice Association

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From: Patrick O'Neill <patrick.oneill.8@gmail.com>

Sent: June 23, 2025 4:40 AM

To: Jason Diceman, Planning Department

Cc: Sarah Phipps, City of Toronto, Kate Macmillan City of Toronto;

Subject: Downsview Major Streets & Infrastructure Servicing Environmental Assessment

**TO: Jason Diceman, City of Toronto
Matthew Wheatley, Third Party Public**

**RE: Downsview Major Streets & Infrastructure Servicing Environmental Assessment
Carl Hall Road - Not a good street for small business**

Last Monday's webinar on major Downsview streets contained one unforeseen surprise.

As expected, the Ancaster community turned out in force to air their reservations about being caught up in the action of the bigger and faster city next door, sensing that the way of life they are used to might be under threat of survival

For some reason however another community, less organized but equally adjacent, was absent from this conversation, namely the temporary placeholders along Carl Hall Road

This group without a voice is made up of a mix of service providers and small business owners currently flourishing along this popular corridor

Without wishing to argue that tenants have the same rights and privileges as landowners, the fact is these public venues are going concerns operationally and are not complete nobodies

Yet somehow they are missing in action

Currently TTC Bus Route 101 picks up and drops off passengers at the following locations on what the Environmental Assessment designates as a "private road":

Stop 1: (Opposite 35 Carl Hall Road)

- a) No. 35: Warehouse Event Centre, with DriveTest Downsview at rear
- b) No. 40: The Supply Depot South (office wing on the south side)

Stop 2: (Carl Hall Road at Centennial College)

- a) No. 57: Scotiabank Hockey Complex
- b) No. 60: Cultural Commons / Downsview Aerospace Innovation & Research hub
- c) No. 65: Centennial College Aerospace campus

Stop 3: (The Hangar)

- a) No. 85: Toronto Football Club (soccer complex) / BMO Training Field
- b) No. 75: The Hangar Sports Event Centre

As these operations are the lifeblood of a vigorous and people-oriented street, at the very least they should enjoy the following:

- The right to be on a real street (i.e. not a non-street) clearly designated as such on all official documentation. Currently Carl Hall Road does not qualify either as a major or minor street
- The right to have guaranteed access to Wilson Subway Station. This is currently impossible as the major streets study does not allow Carl Hall Road to even be connected to the proposed Downsview extension

However secondary these deficiencies might appear to local residents, they strike to the heart of the continued viability of the Carl Hall Road rentals

The City should not approve the Major Streets Environmental Assessment until they have been rectified.

Downsview Lands Community Voice Association

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Rina Camarra

Palmira Di Carlo

Stephen Tonon

Donald Di Prospero

Marlene DiPasquale

Rosemary Bell

Colomba Sarra

Iolanda Robinson

Marianna Savoia

TO: Jessica Krushnisky, Planner, City of Toronto
Yulia Pak, Third Party Public

DATE: 2 August 2022

RE: **The embarrassing level crossing**

In a previous submission, our group suggested that the id8 Downsview proposal to retain the at-grade *crossing* of Carl Hall Road and CN GO line at the north end of a supposedly “complete community” was an accident waiting to happen, and went on to criticize the id8 Application for not doing anything about it. With this email, the DLCVA would look at two reasons given by the Applicant for not wishing to change the status quo.

Before doing so however, a CP24 video report of a May 16 accident at this precise location makes for interesting viewing, encapsulating as it does all our concerns for this junction

[Train seen slamming into SUV in 'shocking' new GO Transit video](#)



View of the rail corridor from Carl Hall Road, looking south (ERA, 2021).

Figure 1: The Carl Hall Road crossing today *“is an existing at-grade rail crossing and includes automatic warning devices such as Reflectorized Crossbucks (R), Flashing Lights (F), Bell (B), and Gates (G)”*. (Rail Safety and Risk Mitigation Report).

Reason #1: According to the planners, two new multi-grade crossings (Northern Crossing and Downsview Park Blvd) will provide better ways of navigating the new community E/W. Because Carl Hall Rd. does not provide direct access to either of these “arterial” streets, the planners allege there will be a huge reduction of vehicular traffic at the Carl Hall Rd. level crossing.

In the past our group has complained about the meandering trajectory of a Carl Hall Road going every which-way, and welcomes the addition of more direct E/W routes across the site. However the above response oversimplifies the problem of this particular crossing. While it is certainly true to say that thru-traffic will avoid the Carl Hall Rd. crossing, local and internal traffic will presumably increase, if for no other reason than it will connect two newly populated areas, the southern portion of Downsview West district (projected density 2.8 FSI) and the Runway North A district (projected population 6000 + 1700 jobs). In addition and despite the ease and convenience of the new E/W thru-streets, Carl Hall Rd will invariably receive incidental traffic from its link-up with two new N/S streets, (the semi-arterial) Billy Bishop Way and (the arterial) Dufferin Street Extension.

A more serious problem however, has to do with the number of pedestrians and cyclists converging on this site because of the N/S “Off-Street Cycling and Pedestrian Network” created by the Plan on the east side of the tracks (on the rail right-of-way from the subway station to Downsview Park Blvd). According to the Framework Plan (p56), the Rail Greenway will provide *“significant pedestrian connections and highly walkable urban environments”* as well as a cycling infrastructure of *“convenient, car-free routes across the site”*. While the provision of alternative mobility is a welcome addition to the id8 proposal, it also means there will be a significant up-tick of cyclists and pedestrians at the out-of-the-way Carl Hall crossing, whose behavior at this spot is far from predictable and hard to control. If we are not mistaken, the id8 Plan displays no awareness of this problem, unless one wants to rely on the report of their rail consultants which blandly states *“Improved pedestrian safety measures are currently being implemented at this crossing.”* (p12, Rail Safety Plan).

Despite the best intentions of planners, a different reason for questioning the wisdom of retaining the existing crossing at Carl Hall Rd, has to do with the traffic situation in the GTA today. While a level crossing may not be anyone’s choice for getting around the new community in car or truck, in the event of an emergency (construction blockage, accident, extreme weather event, festival hit) motorists will turn to any route to escape their predicament. The sight of a long line-up of drivers desperate to *get out* of a traffic jam turning to this connection, is not a sight anyone wants to see, but one that will surely happen.

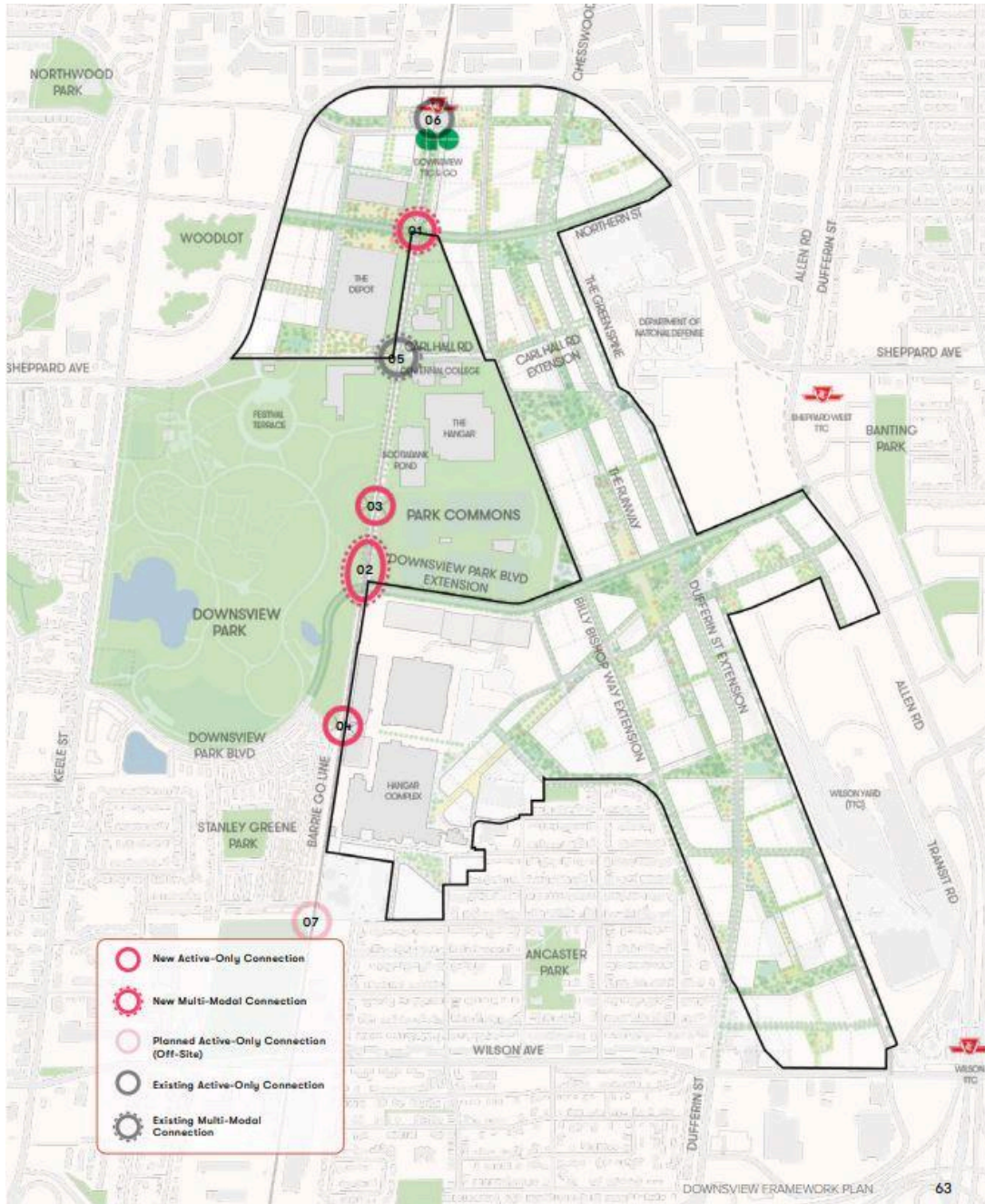


Figure 2: Mobility network of the Framework Plan showing the Carl Hall Rd crossing at 05
It is “existing multi-modal” in that it allows vehicles, cyclists and pedestrians to cross at grade.

Reason #2: According to the proposed plan, it is impossible to build a grade-separated crossing at the Carl Hall Rd. intersection due to the street’s immediate proximity to permanent on-site buildings, each of which has their own setback, access, slope, drainage and safety requirements.

Based on the Applicant’s sketch of on-site heritage properties (Figure 3 below), we note the following particulars with respect to the existing structures that ring the Carl Hall Rd crossing. In the absence of

clearly-defined boundaries, please note that distances indicated, while generally accurate, are only approximate:

- At its closest point, the Supply Depot South at 40 Carl Hall Rd (Heritage Bldg 151) is 30m north of Carl Hall Rd. The southern two-storey section is actively leased out to various commercial enterprises.
- The entire frontage of the Aerospace Engineering Centre at 60 Carl Hall Rd (Heritage Bldg 43) is 30m north of Carl Hall Road. This repurposed 1944 helicopter facility is currently leased to (the former) Ryerson University for research purposes.
- The entire frontage of the Warehouse Event Center at 35 Carl Hall Rd (Heritage Bldg 34) appears to be 0-5m south of the street right-of-way (boundaries are unclear). This lofty single-floor space is owned by Canada Lands and is currently leased to a number of commercial enterprises.
- The Centennial College Aerospace campus at 65 Carl Hall Rd, the brand new pride and joy of the Downsview Park Commons, replaces or repurposes Heritage Bldgs 1, 4, 3, 6, 9, 18. Its entire frontage immediately abuts the Carl Hall right-of-way. There is no setback whatsoever.

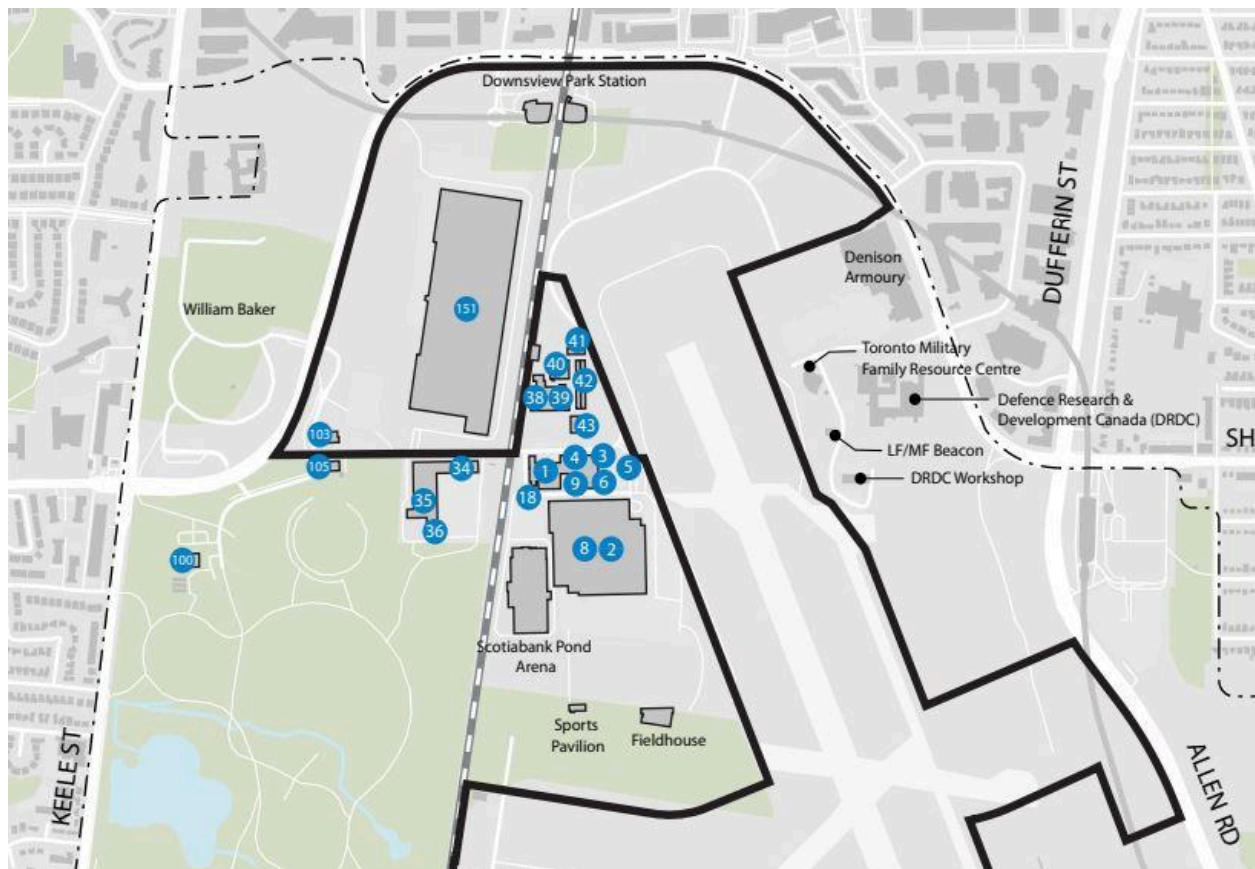


Figure 3: Municipal list of heritage properties in north end of the old Canadian Forces Base Downsview
(Cultural Heritage Resource Assessment p4)

As it stands right now, the two structures on the south side of Carl Hall Rd rule out the construction of a grade-separated crossing -- there being no room for required access points, on-off ramps, acceptable slopes, minimum drainage and safety requirements, etc., etc. -- and dictate that this junction remain, as it has always been, a level crossing. This is far from the end of the story however. A more careful review of the same sketch indicates that if this problem street were designated a *collector* road (66' right-of-way vs.

88' semi-arterial') and re-routed northwards some 15m, a grade-separated crossing in conformity with the regulations could easily be implemented. For some reason, the id8 Downsview Plan does not take up this possibility. That the id8 planners chose to overlook such a commonsense adjustment to this problem intersection is no credit to them. This is the sort of misstep that causes the competence of the Applicant's entire proposal to be put in doubt.

Due to their incomplete awareness of the problems posed by this site, neither of the above responses can be relied upon by a fair-minded reviewer. Until such time as the id8 Downsview planners can address the deficiencies listed, the City should withhold its approval.

Downsview Lands Community Voice Association

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TO: Jessica Krushnisky, Planner, City of Toronto
Nicole Swerhun, Third Party Public

DATE: 21 March 2022

RE: The id8 Downsview level crossing

The 2021 id8 Framework Plan, admittedly an aspirational document, sets out in large strokes how the old CFB Downsview / Bombardier airstrip lands could be transformed into a busy and up-to-date urban community fully in contact with the larger metropolitan area around it.

Oddly enough, the same document has very little to say about Carl Hall Road, a winding E/W street that crosses the CN Barrie line at right angles, AT GRADE, except to include it holus bolus in the new city exactly as it has always been

In opting for a 19th century horse-and-buggy solution to a difficult roadway / railroad intersection, it is opting for a status quo solution and missing out on the opportunity to address this problem properly.

Further to our email of 11 March, we wish to advise that our reservations about the title and zoning of two small parcels of land in the Downsview Park Commons appear to have been resolved.

However the matter of shoddy corporate governance has not been resolved.

For a *planned* community of 80,000 people in this day and age, to have a level crossing over a busy rail line in its midst is *unthinkable*.

Yet the id8 Framework Plan proposes two grade-separated vehicular connections across the Barrie GO line for lands abutting id8 lands while the same plan calls for the semi-arterial crossing at Carl Hall Road (entirely within the Downsview Park Commons and perhaps the busier street) to remain a level crossing.

Somehow the Framework Plan believes this arrangement to simultaneously be in the best interests of both the id8 group and Downsview Park.

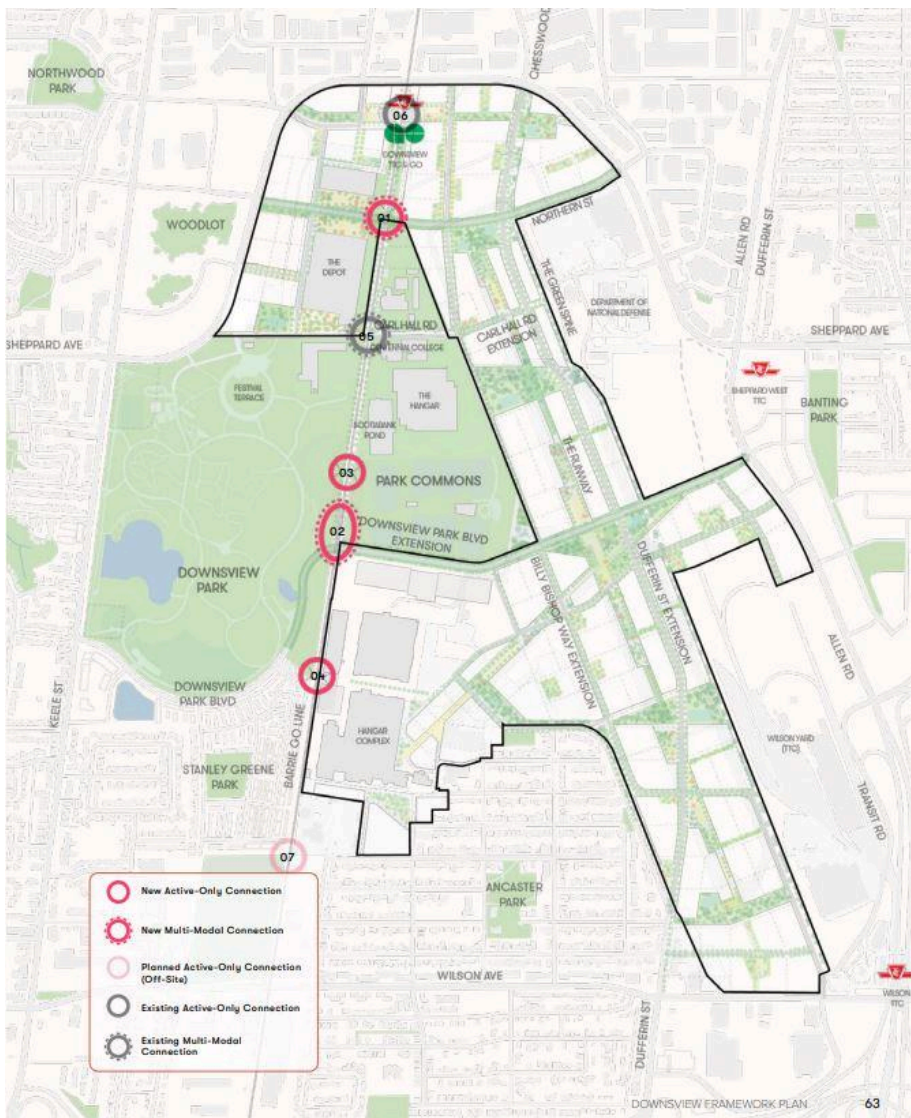
Yet how can this outcome be in the best interests of Downsview Park? Such a level crossing on a busy street these days is an accident waiting to happen, and after the first inevitable train/vehicle collision, the outcry will be so great that a proper crossing will have to be built ... with the Park alone being on the hook for costs.

In the six months since the release of The Framework Plan, there has been no discussion whatsoever of this matter. Nobody is speaking up for the Park. To all appearances, a gentleman's agreement is in place. As conflicts of interest go, this is a *howler*.

Please be advised that our group cannot support the Application of Amend the Official Plan until this matter has been dealt with.

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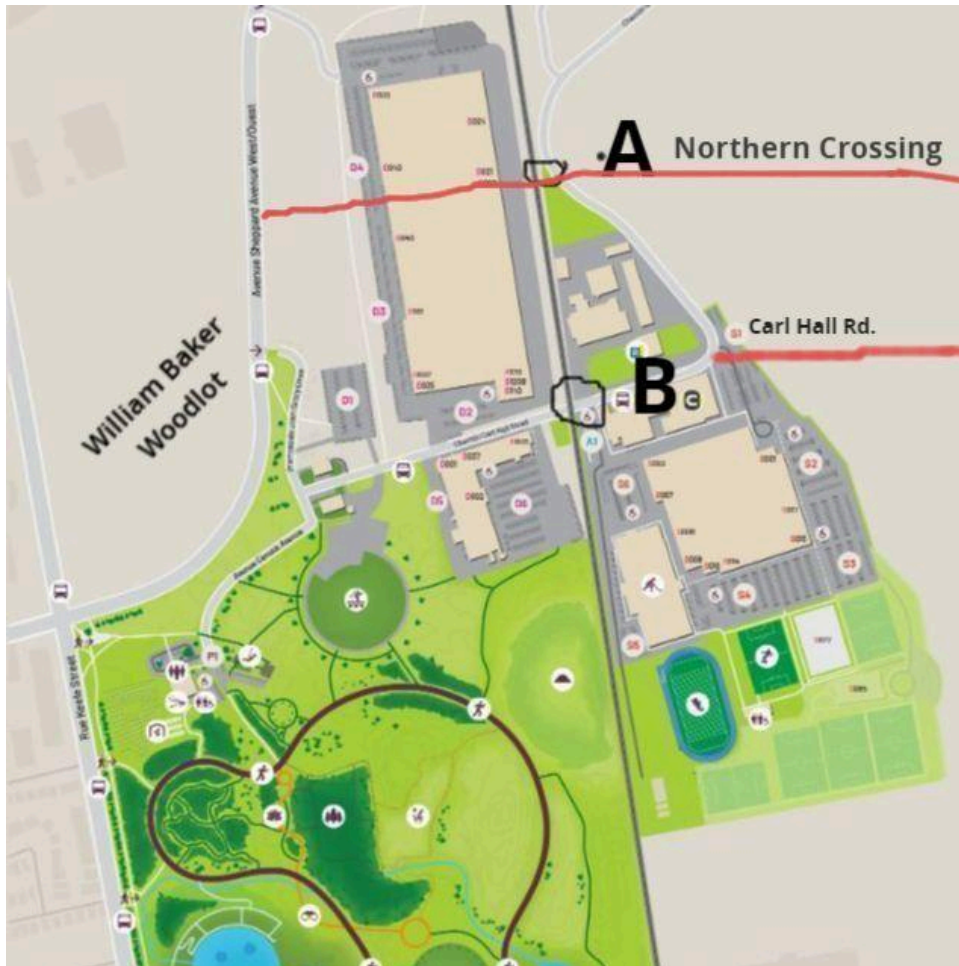
TO: Jessica Krushnisky, Planner, City of Toronto
Matthew Wheatley, Third Party Public

DATE: June 2025

RE: **Two problems with the id8 Downsview Application to Amend the Official Plan**

As you are no doubt aware, our group has advised of a [level crossing problem](#) affecting Carl Hall Road as well as a [premature demolition proposal](#) relating to the Downsview Park Supply Depot, both of which, in our view, are systemic flaws compromising the entire id8 Application. With this email, the DLCVA (a member of the id8 Community Resource Group for which it receives an honorarium) would provide additional reasons for its reservations.

Pursuant to the Application, the id8 Group proposes that Carl Hall Road continue to crisscross the Barrie GO line at grade (see B below) while calling for a new multilevel underpass at the Northern Crossing, about 300m away (at A below).



Given that Downsview Park Station is planned to be the centrepiece of the two most densely populated districts in the new id8 community (Downsview West: 12.9K residents + 6.7K jobs, Downsview East - 11.5K residents + 8.6K jobs), it is simply unconscionable for a supposedly “complete” community to make do with the substandard .

For the following reasons, the DLCVA is not convinced that a *planned* community of 80,000 residents will welcome the frequent criss-crossings of a busy street and a 24-hour GO train:

- Carl Hall Road is already a wide and busy street. Under the proposed plan, it is due for an extension eastward (300m?) to the Dufferin Street Extension as well as construction of a substantial number of residential units. With increased connectivity and population density there will inevitably be increased traffic.
- The Framework Plan (p95) talks positively about “the innovation corridor at Carl Hall Road” consisting of the following addresses: Warehouse Event Centre (No.35), the Supply Depot South (No.40), Scotiabank Hockey Complex (No.57), six repurposed military buildings in the Cultural Commons (collectively No.60), Centennial College Aerospace campus (No.65), the Hangar Sport and Event Centre (No.75) and Toronto FC Soccer training facility (No.77). All of these venues are people-centric, attracting numerous vehicles and visitors.
- Every 20 minutes (6.00am - 10.00pm), TTC Bus Route 101 connects the Sheppard West subway station to the Centennial College aerospace campus. It is hard to imagine the TTC being pleased with having to cross the railroad tracks to get to its final two stops on Carl Hall Road.

The DLCVA fails to see how a state-of-the-art *planned* community of 80,000 residents can be compatible with such an active and on-going vehicle/train interface.

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TO: Jessica Krushniski, City of Toronto
Yulia Pak, Third Party Public

RE: What the id8 planners have to say

DATE: 20 June, 2022

As previously advised, our group has identified three possible “fails” in the proposed id8 Downsview Plan, all of which relate to crossings over the Barrie GO Train line at the north end of the new 10-district community. With this email, we would take a more careful look at what the id8 planners have to say about each of these *intersecting* issues:

1. No east-west through street at (or near) the GO / TTC Downsview Park station (leading to possible isolation of the districts on opposite sides of the tracks). At the station (which is not under the control of either id8 partner), pedestrians on one side of the tracks can only get to the other side by entering the station, taking an escalator down, crossing an open space, escalating back up and then exiting the station, leading one to wonder if the Applicant is over-relying on this publicly-owned, pedestrian-only, escalator-dependent, below-grade crossing?



Figure 1: Demonstration Massing Plan (p107, The Framework Plan) as manually modified in red
A: Downsview GO Train / Subway station (“Downsview Transit Hub”) with underground walkway
B: the Northern (multi-level) Crossing created by carving out the middle section of the Supply Depot
C: the Carl Hall level crossing

- "The existing below-grade pedestrian crossing at Downsview Park Station will remain unchanged by the Framework Plan." (*Framework Plan p62*)
- "The Framework Plan's mobility strategy focuses on getting people where they want to go without relying on cars. ... The mobility strategy is based on three goals: creating complete, connected and walkable communities; facilitating active transportation to local transit service and leveraging connections to key employment and growth nodes through regional transit connections." (*Framework Plan p54*)
- Accessible and Universal Design are approaches to design that can result in improved experiences for users of all ages and abilities. Accessible Design is a process which considers the needs of those with disabilities, specifically, designing and including features that improve user experience. Universal Design is a broader concept which looks to design the entire user-experience ... to be usable by all people, without the need for adaptation or specialised features. Environments, developments, and public realm improvements designed to support universal accessibility deliver a common experience and benefits to all people, regardless of characteristics or abilities. (*p36 Planning Rationale*)

DLCVA takeaway: In the 27 reports accompanying the id8 Application, there is no awareness that the limited connectivity of this popular hub might be a major inconvenience

2. Cutting the Supply Depot in two at the Northern Crossing appears to be an awkward and costly solution to what is essentially a traffic problem.



- Building 151 is the largest single structure at PDP [Parc Downsview Park] covering an area 27.5 acres in size. The building is designed to withstand a nuclear blast and is constructed of heavily reinforced concrete walls that are 1 1/2 feet thick and a 2 foot thick roof slab. In case of infrastructure failure the roof was designed to store up to a foot of water as a backup supply. There are also two 660,000 gallon reservoirs underneath the building which supply the fire sprinkler system. The building was constructed during the period of the Cold War and reflects the uncertain mood of the time with its tough envelope and back-up systems. At one time, the building was the central supply depot for the Canadian Military and as such contained everything from nails and screws to aircraft wings and engines. (p127 Cultural Heritage Resource Assessment)
- The sprawling and repetitive built form of the Depot building provides opportunities for modifications and adaption while maintaining its overall scale. A connection through the Depot will require the demolition and/or alteration of certain bays of the northern portion of the building. The remaining northern portion will retain the core structural elements of the Depot with modifications to the walls and roof for greater accessibility and porosity. The retained portions can be re-purposed for a wide variety of retail, commercial and community uses. A Heritage Impact Assessment that provides an analysis of the impacts and mitigations of the proposed modification to the Supply Depot will be submitted at a later date. (p55-56 Cultural Heritage Resource Assessment)

- CLC [Canada Lands Company] lands are outside the jurisdiction of the OHA [Ontario Heritage Act] and other provincial or municipal land use regulation. The Treasury Board Policy on Management of Real Property does not apply to the lands owned by PSP [Public Sector Pension Investment Board] and PDP [Parc Downsview Park]. Notwithstanding, PSP and CLC both intend to continue to work with the City on achieving their objectives. (p9 *Cultural Heritage Resource Assessment*)
- The building is currently used as a film studio and market. The building is in fair condition. (p21, *The Framework Plan*)
- This Plan establishes a flexible framework to guide the incremental redevelopment of the Subject Lands. Over many decades, this Plan will achieve ... Re-purposed heritage buildings that recognize the site's legacy of innovation and provide space to nurture new talent, celebrate local arts and culture, and spark great ideas. (p36 *Planning Rationale*)
- The Northern Crossing will facilitate a new east-west street connection beneath the Barrie Line, connecting to Sheppard Avenue West at either end. The new east-west street should align with existing or planned municipal streets at its termini to contribute to broader network connectivity. This crossing may involve creating a passage through the existing Supply Depot Building at 40 Carl Hall Road, subject to detailed engineering and feasibility studies. If feasible, this intervention should be designed to activate the building and open it to greater public access, with programmable open spaces flanking the new right-of-way connection. (p10, *Economic Assessment Report*)
- The primary conservation approach recommended for the management of built form and landscape at the Subject Lands is rehabilitation. As noted in the *Standards and Guidelines for the Conservation of Historic Places in Canada (2010)*, rehabilitation involves "the sensitive adaptation of an historic place or individual component for a continuing or compatible contemporary use, while protecting its heritage value." The approach is recommended given that additions are planned for both new and continued uses at the Subject Lands. A plan for rehabilitation should be developed before work begins. The overall intent is to adaptively re-use existing structures where feasible. A range of site strategies will be developed in tandem with future development proposals, which may include demolition, partial removal, additions and modifications. (p54 *Cultural Heritage Resource Assessment*)

DLCVA takeaway: While there is a clear awareness of the physical and heritage features of this outside ex-military building, there is very little talk about living sustainably with it.

3. By retaining the level crossing at Carl Hall Rd, the id8 proposal is amplifying an existing problem (pedestrian+vehicle+train interface) but doing nothing to address it.



- Within the Subject Lands, the Carl Hall Road existing rail crossing is located at Mile 10.5. It is an existing at-grade rail crossing and includes automatic warning devices such as Reflectorized Crossbucks (R), Flashing Lights (F), Bell (B), and Gates (G) Improved pedestrian safety measures are currently being implemented at this crossing. It is anticipated to be double tracked in the future by Metrolinx. (p13, Rail Safety Plan)
- For the Metrolinx rail corridor adjacent to the Subject Lands, it is anticipated that by 2025, a 15-minute bi-directional service will be introduced, with improvements in rail service being phased in over several years (p9, Rail Safety Plan)
- The Proposed Framework Plan will maintain the east-west orientation of Carl Hall Road, and the ad hoc setbacks of existing and proposed buildings. Carl Hall Road helps to anchor the proposed Aerospace Campus ... and the Park Commons, adjacent to the Subject Lands. The proposed site strategy extends Carl Hall Road to the runway neighbourhoods, with the potential to connect to Sheppard Avenue across the DND [Department of National Defense] lands should they redevelop. Carl Hall Road will link the new Runway North A District with the new Downsview West District, and provide greater access to the Park Commons. Carl Hall Road will serve as a gateway to Downsview Park, with slower vehicular traffic. It will also be a key east-west pedestrian and cycling corridor that extends from the Park to the future communities along the Runway. (p55 Cultural Heritage Resource Assessment)

- For the portion of any future sensitive/high occupancy use, development parcels that are closer to the rail corridor, a range of rail safety approaches are available that could be used to mitigate the risks related to rail safety; • The railway does not create a hindrance to development of the Subject Lands as shown in the Framework Plan; and • Specific rail safety mitigation approaches and measures will be developed as part of the design of each district and block of development adjacent to the railway. (p64 Planning Rationale)

DLCVA takeaway: How can a *planned* community of 80,000 residents and 40,000 workers be compatible with an at-grade pedestrian+vehicle+train crossing?

In our view the City should not consent to the proposed Application until the three problems detailed above have been addressed.

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