



Malvern Neighbourhood Connections Phase One

Public Consultation Report
October 2025



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Consultation Summary

The first phase of public consultation for Malvern Neighbourhood Connections Consultation took place from June 10, 2025, to July 8, 2025. The public and interest groups were invited to provide feedback on proposed changes for Brenyon Way, Crow Trail, Casebridge Court, Venture Drive and Watertower Gate. A second phase of public consultation is planned for 2026-2027, and will invite feedback on Tapscott Road, Sewells Road, McLevin Avenue and Malvern Street.

Consultation activities included two meetings with interest groups, two pop-up community engagement activities, a public drop-in event, an online feedback survey, and comment tracking. Public consultation participants included 17 people who attended the in-person public drop-in event, 42 survey respondents, and eight people who provided comments by mail, phone and email.

Overall, participants expressed support for the proposed neighbourhood greenway on Crow Trail and the on-street shared lane for people driving and cycling. Feedback acknowledged speeding on the road and expressed support for proposed measures to calm motor vehicle traffic and proposed road safety improvements for pedestrians.

Public feedback for proposed changes on Brenyon Way was generally supportive of intersection and crossing improvements for pedestrians. Public feedback about the proposed cycle tracks was mixed: about 60% of those who provided feedback for Brenyon Way expressed support for the proposed cycle tracks, owing to the safety and connectivity they would provide for people cycling, and just over 30% of participants who provided feedback for Brenyon Way expressed opposition to the proposed cycle tracks primarily owing to concerns about the reduction of on-street parking, concerns about issues with snow removal and the perception that cycle tracks are not needed. People expressed concern about the proposed removal of the midblock TTC stops, primarily at Pioneer Pathway, citing that the bus stops serve numerous individuals from the high-rise and townhouse complexes, and include seniors, students, children and people with disabilities.

For the proposed changes on Casebridge Court, Venture Drive and Water Tower Gate, participants generally expressed support. Feedback about the proposed speed limit of 40 km/h was mixed; while most participants support this proposed change, some who opposed it suggested it remain 50 km/h while others suggest it be reduced to 30 km/h.

The feedback gathered through this consultation will inform staff recommendations to City Council.

More information about the project can be found at toronto.ca/MalvernConnections.

Project Overview

Malvern Neighbourhood Connections Phase One Public Consultation invited residents and community groups to learn more and provide feedback on proposed changes to Crow Trail, Brenyon Way, Casebridge Court, Venture Drive and Water Tower Gate that aim to create safer and more accessible neighbourhood streets for everyone especially for seniors, school children, pedestrians and people cycling, and to better connect residents to local destinations.

From 2015 to 2025, there were 348 collisions on Crow Trail, Brenyon Way, Casebridge Court, Venture Drive and Water Tower Gate. Of these collisions, 24 involved pedestrians or people cycling, and four people were killed or seriously injured, one of them being a pedestrian.

Road resurfacing is planned for 2027 on Crow Trail, Brenyon Way, Casebridge Court, Venture Drive, and Water Tower Gate. Making changes with planned road work is cost effective and minimizes repeated construction.



Map of Malvern Neighbourhood Connections project area

Overview of Communications and Consultation Activities

Communication Activities

A variety of methods were used to notify people of the project and opportunities to participate:

- Project web page toronto.ca/MalvernConnections (216 unique visits)
- Notice delivered through Canada Post (5309 to high rise buildings in the project area) and private courier (7054 to all other addresses in the project area).
- Emails to interest groups including schools, community centers, the local library and high-rise buildings in the project area and businesses (53 contacts)
- Pop-up community engagement at Malvern Community Recreation Centre and Malvern Public Library (10 people directly engaged)
- Poster distribution on Brenyon Way and Crow Trail (30 posters at bus stops and common areas of high-rise building and town house complexes)

Consultation Activities

Public and interest group comments on the project were received through the following consultation and engagement activities:

Activity	Date	Participation
Virtual Community Interest Group Meetings	June 12, 2025 (St. Columba Catholic School, Principal); June 20, 2025 (Brenyon Way Community Interest Group Meeting)	Four attendees (Eight invited)
Public Drop-In Event	June 24, 2025	17 attendees
Online Survey	June 10, 2025 to July 8, 2025	42 completed responses
Pop-Up Engagement Activities	June 17, 2025; June 24, 2025	10 participants directly engaged
Email/Phone	June 10, 2025 to July 8, 2025	Comments received from eight individuals

What We Heard

- Overall, participants expressed support for the proposed neighbourhood greenway on Crow Trail that includes road safety improvements, measures to reduce motor vehicle speeds and discourage cut-through motor vehicle traffic, and the on-street shared lane for people driving and cycling. Feedback generally acknowledged speeding as an issue on Crow Trail along with the desire to see a road safer for pedestrians including school children and to have more protections for cyclists.
- Public feedback for proposed changes on Brenyon Way was generally supportive of intersection and crossing improvements for pedestrians. Public feedback about the proposed cycle tracks was mixed: about 60% of participants who provided feedback about Brenyon Way expressed support for the proposed cycle tracks owing to the safety and connectivity they would provide for people cycling and just over 30% of participants who provided feedback about Brenyon Way expressed opposition to the proposed cycle tracks primarily owing to concerns about the reduction of on-street parking, concerns about issues related to snow removal and the perception that cycle tracks are not needed owing to the lack of people cycling in the area. When speaking to concerns about proposed changes to on-street parking, many participants noted that the ongoing construction for the high-rise development at 25 Sewells Road had reduced parking at 250 Brenyon Way including visitor's parking, resulting in additional demand for on-street parking.
- Some participants raised concerns about the potential loss of the bus stop at Pioneer Pathway. They shared that TTC buses on Brenyon Way are frequently used and the removal of the bus stop would create challenges for people with disabilities and challenges for feeling safe as the bus stop removal would result in a longer walk home for some bus riders.
- In addition to proposed changes, some participants expressed the desire to see further changes to improve road safety on Brenyon Way including speed humps and a crosswalk at Pioneer Pathway.
- In terms of a new crossing opportunity, participants expressed more support for Option 1 (at pedestrian pathways connecting Lowry Square and John Tabor Trail) than Option 2 (near Foregate Avenue and pedestrian pathways that connects to Tillbrook Court and Winstanly Crescent), as Option 1 would align with an area that is already being used frequently as a crossing, and it would better facilitate connecting isolated neighbourhoods.
- Participants generally expressed support for the proposed changes on Casebridge Court, Venture Drive and Water Tower Gate. Most feedback expressed support for the proposed speed limit reduction to 40 km/h but some who opposed it suggested it remain 50 km/h and others suggested it be reduced further to 30 km/h.

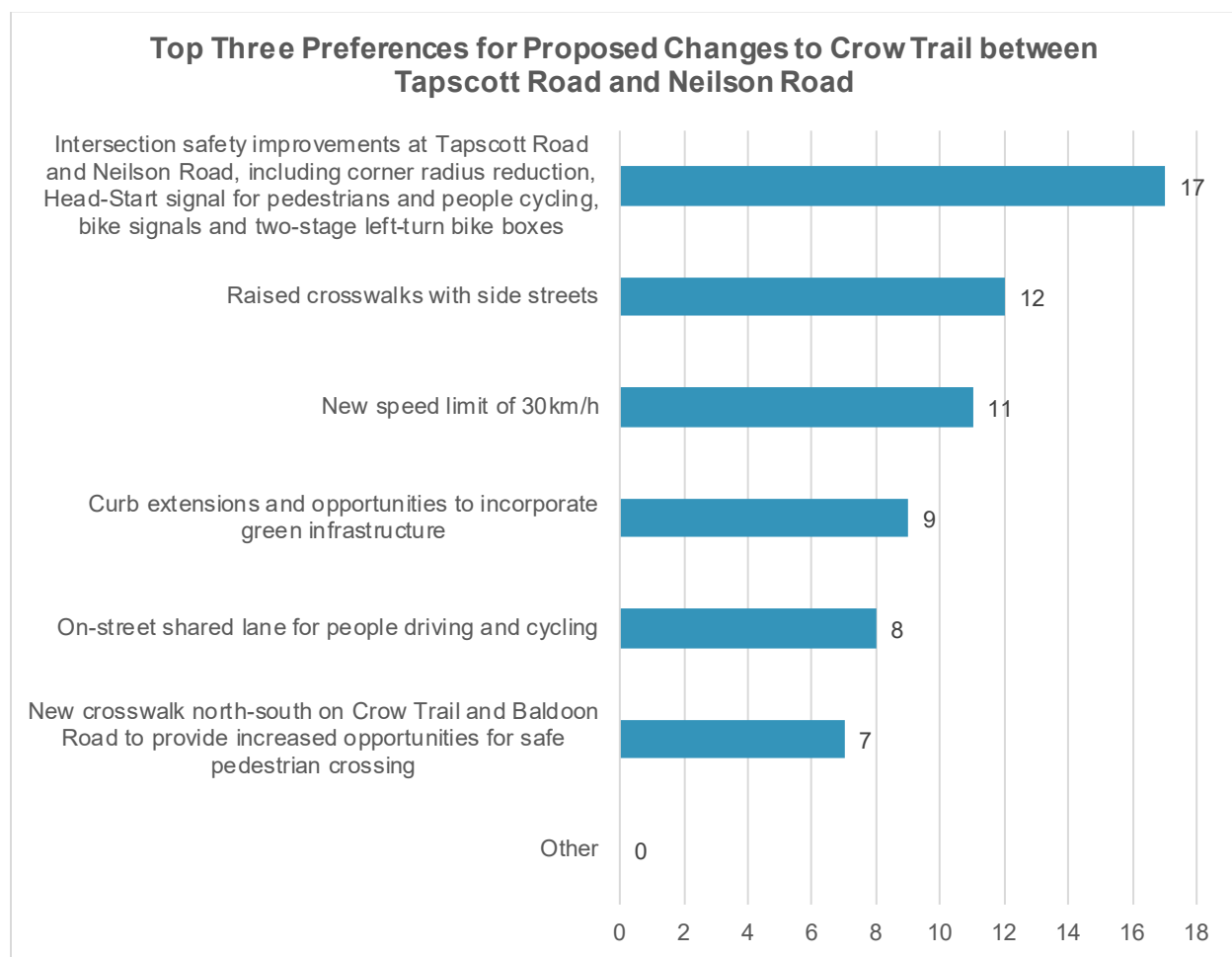
Survey

The survey was available online and in print format and included background information on the project. The questions included multi-choice or multi-select responses, in addition to open ended comment boxes and optional demographic questions. Participation in the survey was anonymous. Survey respondents had the option to choose which section(s) to provide feedback on, i.e. Crow Trail, Brenyon Way and/or Casebridge Court, Venture Drive and Water Tower Gate. See Appendix for survey participant profile.

Responses received to each question for each section (Crow Trail, Brenyon Way and Casebridge Court, Venture Drive and Water Tower Gate) are presented here.

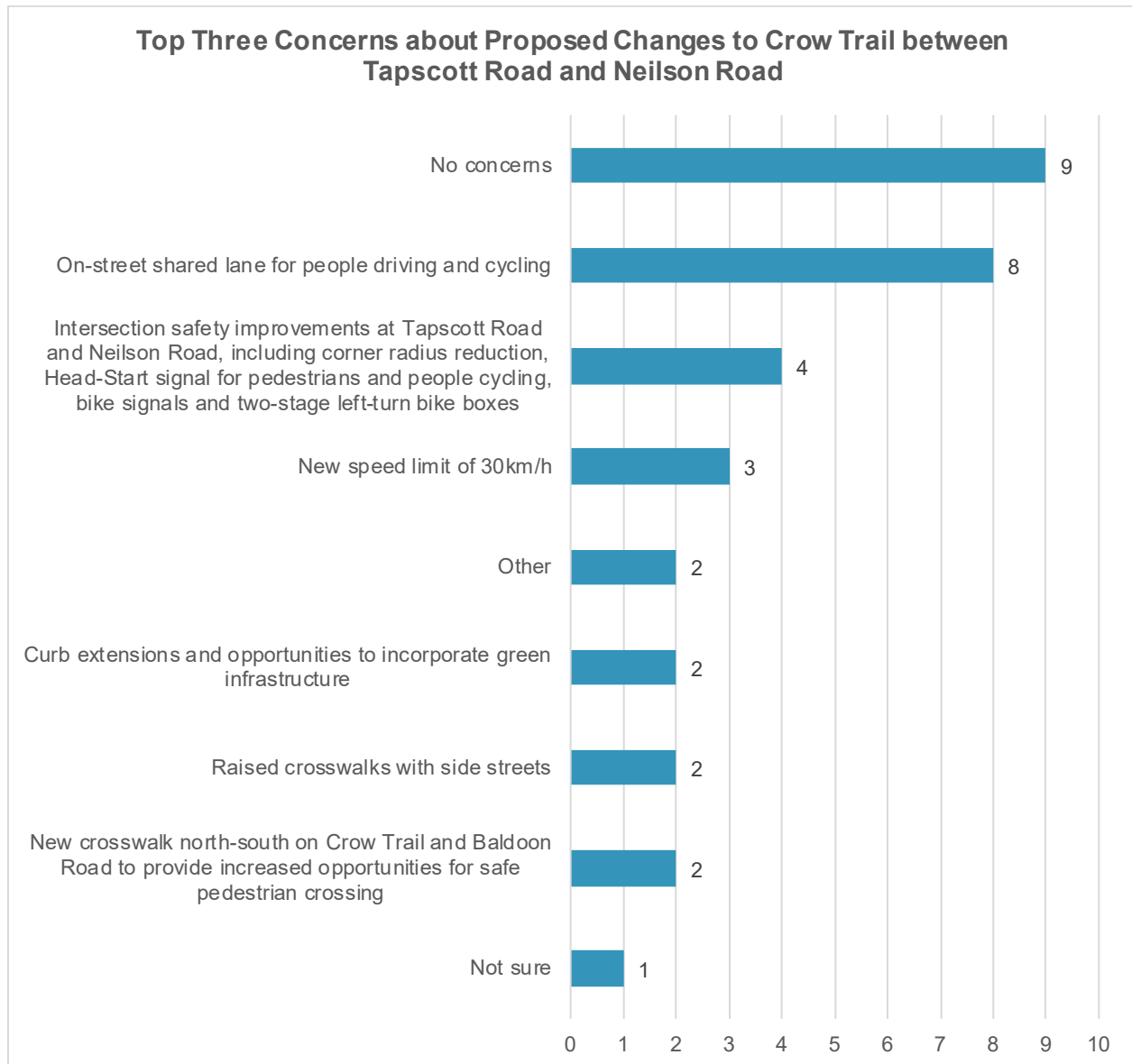
Crow Trail

Question: What do you like about the proposed changes to Crow Trail between Tapscott Road and Neilson Road? Select your top three.



23 respondents answered this question. The most popular changes among survey respondents were Intersection Safety Improvements (selected by 17 respondents), Raised Crosswalks (12 respondents) and New speed limit of 30km/h which was selected 11 times.

Question: What concerns you about the proposed changes to Crow Trail between Tapscott Road and Neilson Road? Select your top three concerns.

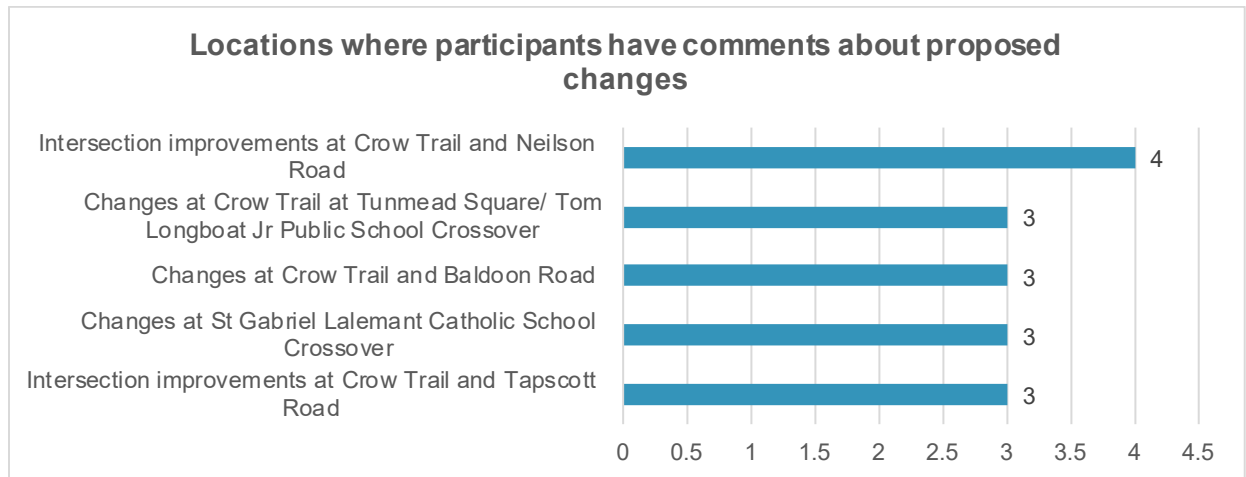


23 respondents answered this question. Nine respondents had no concerns. In terms of the proposed changes, eight respondents expressed concern about the on-street shared lane for people driving and cycling and four respondents had concerns about the proposed intersection safety improvements at Tapscott Road and Neilson Road. Comments by respondents who selected 'Other' expressed the need for cyclists to have a separated bike lane for safety reasons.

Comments about Crow Trail

Overall, respondents expressed support for road safety improvements for pedestrians including school children. Some respondents expressed a desire to have more protections for people cycling and raised concerns that the on-street shared lane could be unsafe for people cycling.

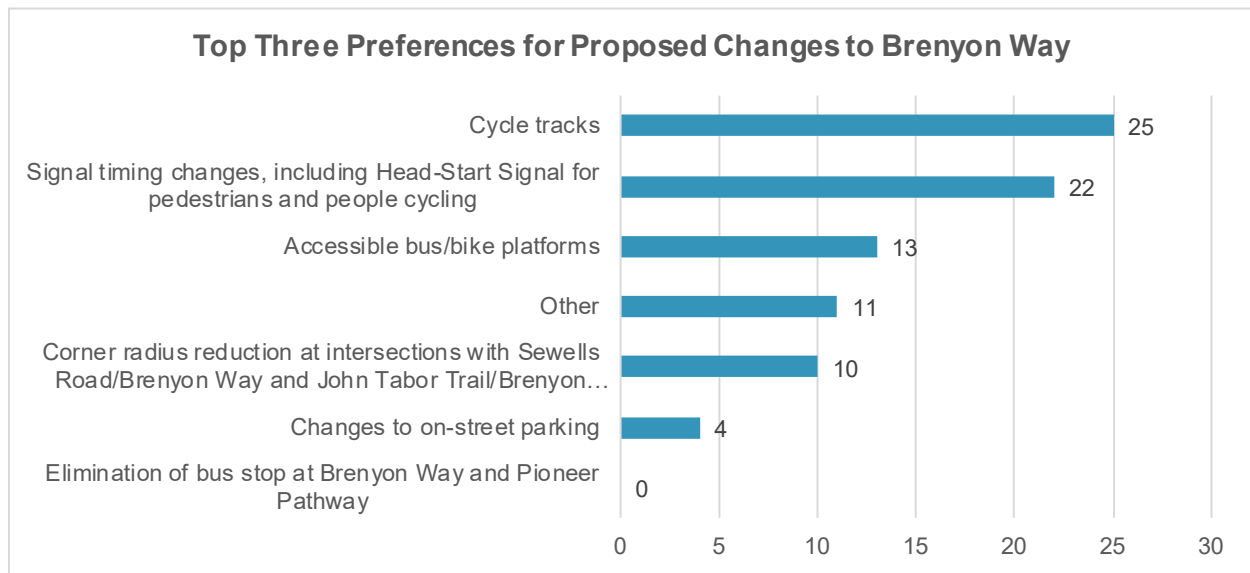
Question: Do you have comments about the proposed changes at any of the following locations? Select all that apply.



Twenty three respondents answered this question. Four respondents had comments about intersection improvements at Crow Trail and Neilson Road. Each of the remaining locations was selected by three respondents. Three respondents provided written comments. One respondent expressed opposition to most of the proposed changes on Crow Trail. Another respondent expressed the desire to have protected intersections in place of bike boxes. The third respondent expressed the desire for Crow Trail to be a one-way street which would be safer for children cycling and the desire to have separated cycle tracks on Crow Trail, similar to what is proposed on Brenyon Way. The third respondent also expressed the desire to have more robust safety measures at the intersection of Crow Trail and Neilson Road including a crossing that prioritizes pedestrians to help make the intersection safer and to encourage more people to walk and access the park.

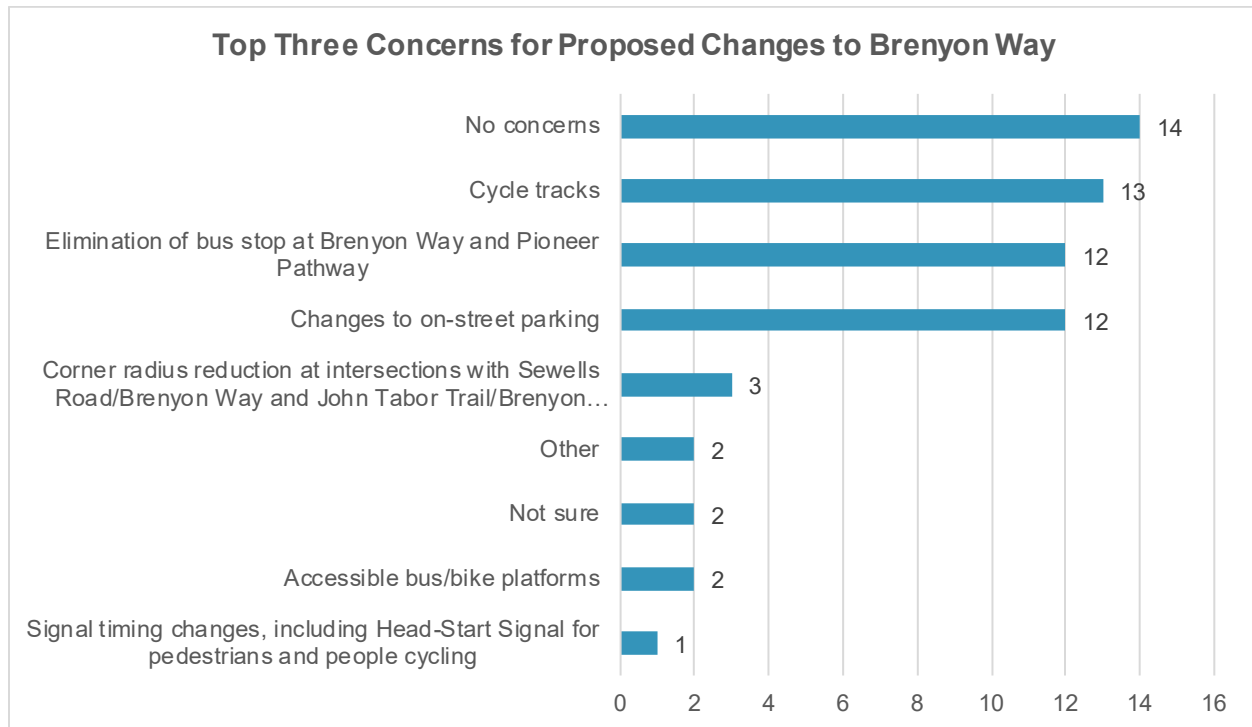
Brenyon Way

Question: What do you like about the proposed changes to Brenyon Way? Select your top three.



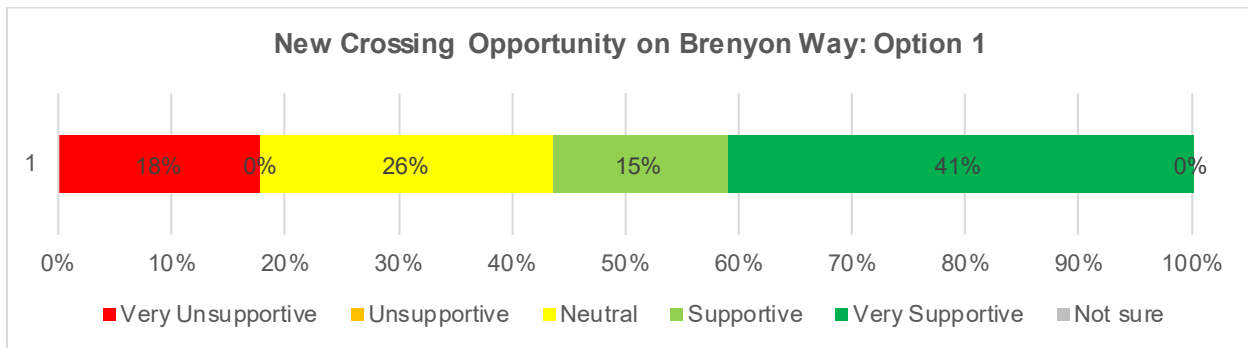
Thirty nine respondents answered this question. The most popular changes among survey respondents were 'Cycle tracks,' which was selected by 25 respondents, 'Signal timing changes, including Head-Start Signal for pedestrians and people cycling,' which was selected 22 times. 'Other' was selected 11 times. Most comments by those who selected 'Other' expressed the desire to see no changes on Brenyon Way and there was concern about cycle tracks decreasing mobility on the street and the need to address other issues like crime prevention in the area.

Question: What concerns you about the proposed changes to Brenyon Way? Select your top three concerns.



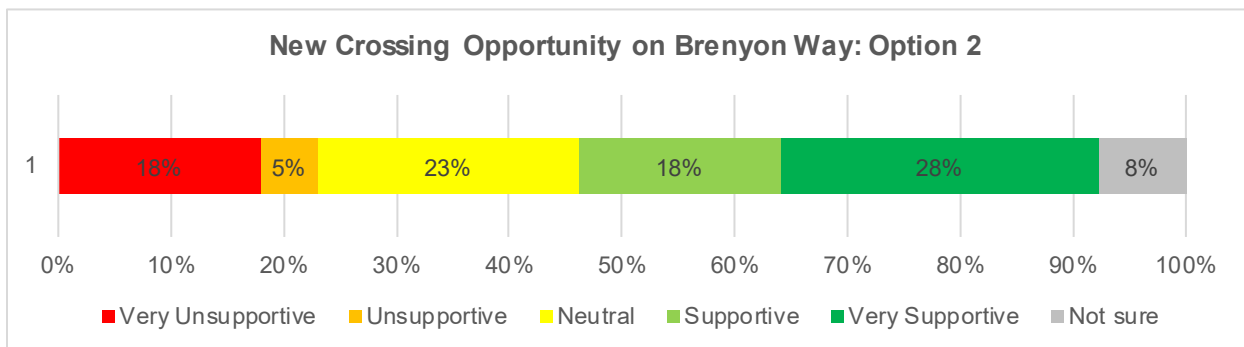
Thirty nine respondents answered this question. Fourteen respondents indicated that they have no concerns. The proposed changes with the most concerns were cycle tracks which was selected by 13 respondents followed by the elimination of the bus stop at Brenyon Way and Pioneer Pathway and changes to on-street parking which were each selected by 12 respondents.

Question: For the proposed new crossing opportunity on Brenyon Way between John Tabor Trail and Sheppard Avenue East, how supportive are you of Option 1 (at pedestrian pathways connecting Lowry Square and John Tabor Trail)?



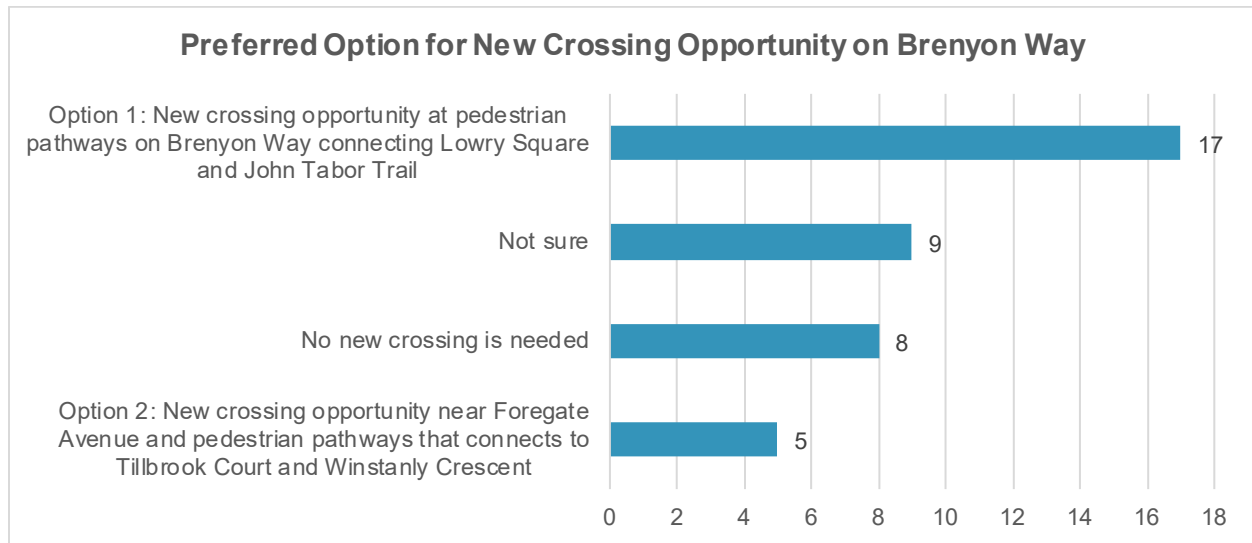
39 respondents answered this question. 18% or 7 respondents selected 'Very Unsupportive,' 0 respondents selected 'Unsupportive,' 26% or 10 respondents selected 'Neutral,' 15% or 6 respondents selected 'Supportive,' 41% or 16 respondents selected 'Very Supportive,' and no one selected 'Not sure.'

Question: For the proposed new crossing opportunity on Brenyon Way between John Tabor Trail and Sheppard Avenue East, how supportive are you of Option 2 (near Foregate Avenue and pedestrian pathways that connects to Tillbrook Court and Winstanly Crescent)?



Thirty nine respondents answered this question. 18% or 7 respondents selected 'Very Unsupportive,' 5% or 2 respondents selected 'Unsupportive,' 23% or 9 respondents selected 'Neutral,' 18% or 7 respondents selected 'Supportive,' 28% or 11 respondents selected 'Very Supportive,' and 8% or 3 respondents selected 'Not sure.'

Question: For the proposed new crossing opportunity on Brenyon Way between John Tabor Trail and Sheppard Avenue East, which option do you prefer?

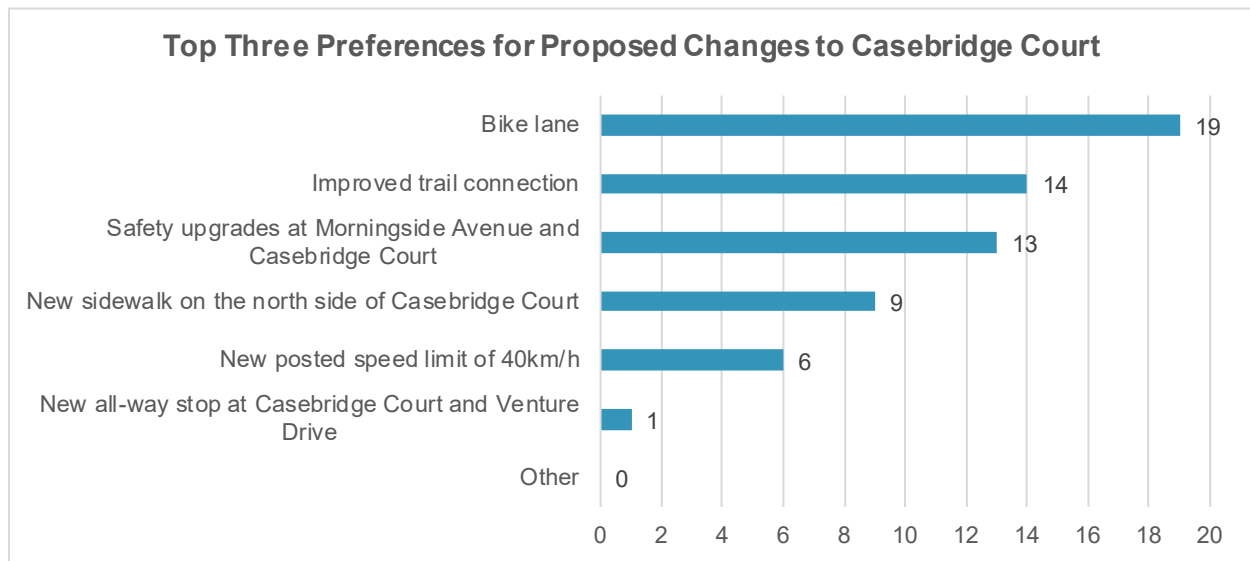


Thirty nine respondents answered this question. Seventeen respondents selected 'Option 1: New crossing opportunity at pedestrian pathways on Brenyon Way connecting Lowry Square and John Tabor Trail,' whereas five respondents selected 'Option 2: New crossing opportunity near Foregate Avenue and pedestrian pathways that connects to Tillbrook Court and Winstanly Crescent. Nine respondents selected, 'Not sure,' and eight respondents selected 'No new crossing is needed.'

Respondents who expressed preference for Option 1 commented that Option 1 would align with an area that is already being used frequently as a crossing, and it would better facilitate connecting isolated neighbourhoods and areas with schools and parks.

Casebridge Court, Venture Drive, Water Tower Gate

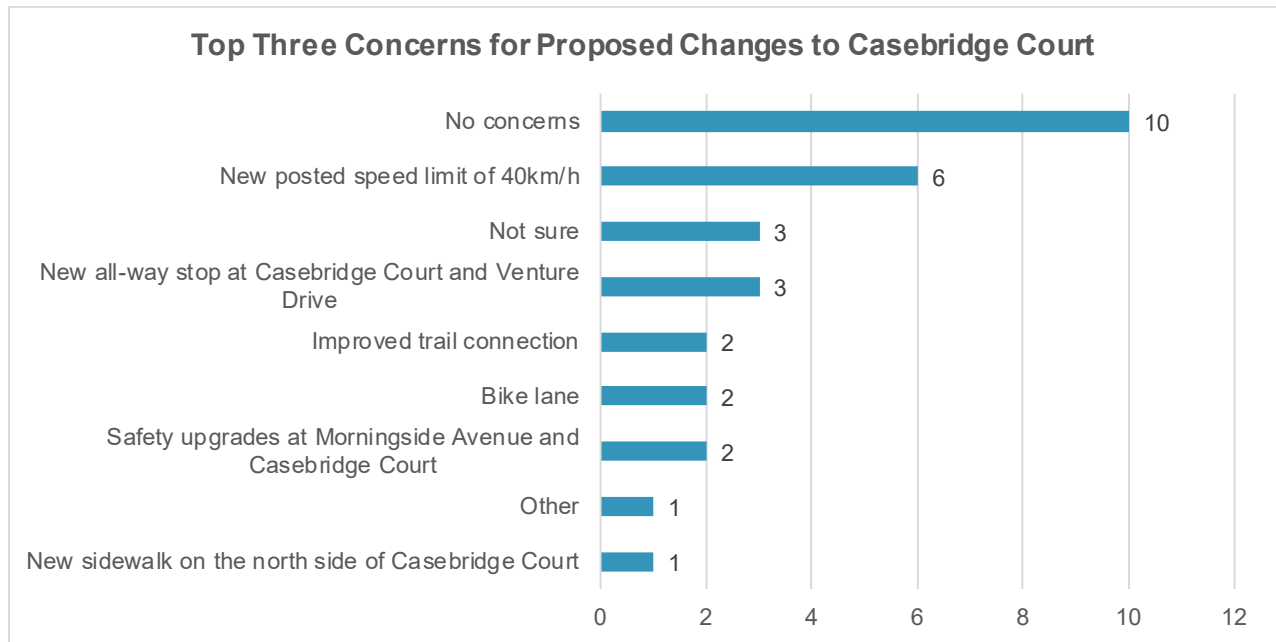
Question: What do you like about the proposed changes to Casebridge Court? Select your top three.



Twenty five respondents answered this question. Nineteen respondents identified the proposed bike lane, 14 respondents selected the improved trail connection, and 13 selected the safety upgrades at Morningside Avenue.

'New sidewalk on the north side of Casebridge Court' was selected nine times, 'New posted speed limit of 40km/h' was selected by six respondents, and 'New all-way stop at Casebridge Court and Venture Drive' was selected by only one respondent.

Question: What concerns you about the proposed changes to Casebridge Court? Select your top three concerns.

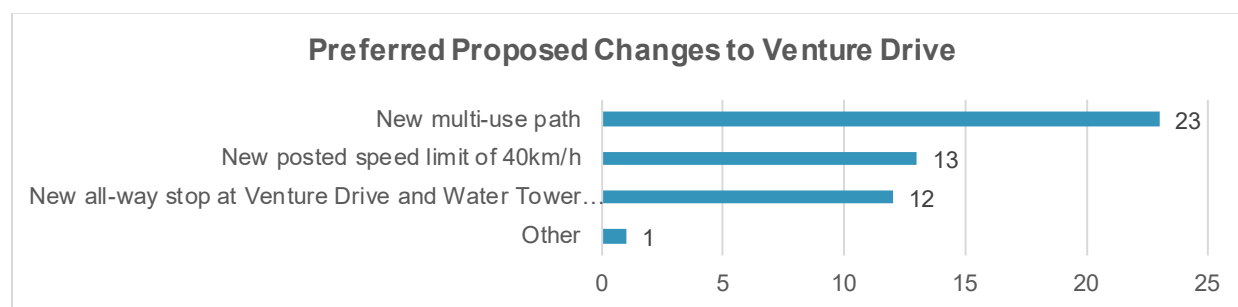


Twenty five respondents answered this question. 'No concerns' was selected ten times. 'New posted speed limit of 40km/h' as a concern for proposed changes on Casebridge Court was selected six times. 'New all-way stop at Casebridge Court and Venture Drive' was selected three times and 'Not sure' was also selected three times.

Comments to explain responses about Casebridge Court

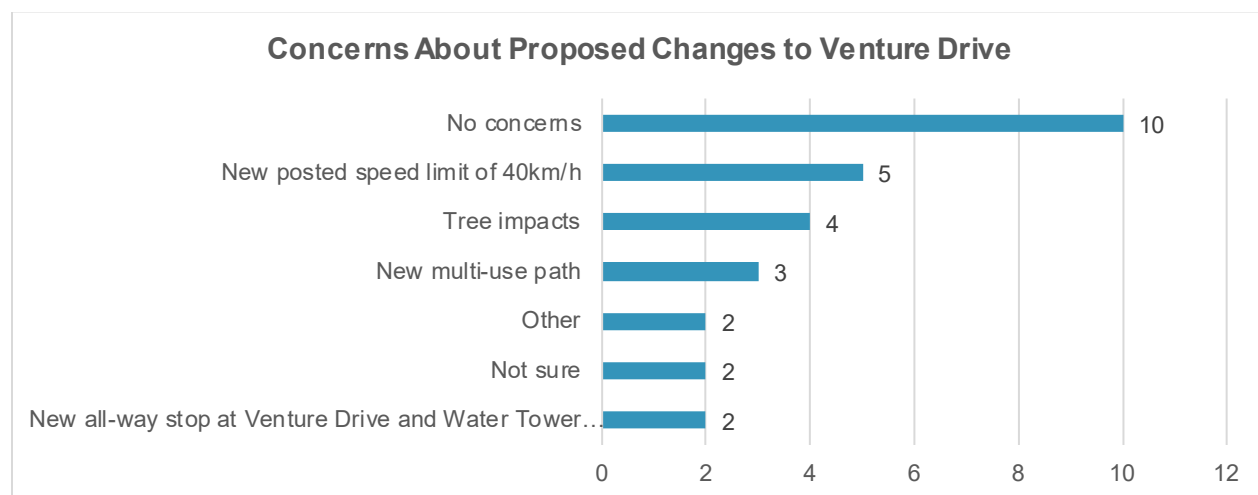
Comments included expressing appreciation for the enhanced connectivity that would be provided by the proposed cycling infrastructure in addition to the increased safety for people cycling and how the proposed cycling infrastructure could encourage increased usage of active transportation. Comments also included suggestions for additional changes including wayfinding, connecting the bike lane to the Railpath Trail and lowering the speed limit to 30 km/h.

Question: What do you like about the proposed changes to Venture Drive?



25 respondents answered this question. The most popular proposed change was, 'New multi-use path,' which was selected 23 times. 'New posted speed limit of 40km/h' was selected 13 times, and 'New all-way stop at Venture Drive and Water Tower Gate' was selected 12 times. and 'Other' was selected only once. No comments were provided by the respondent who selected 'Other.'

Question: What concerns you about the proposed changes to Venture Drive?

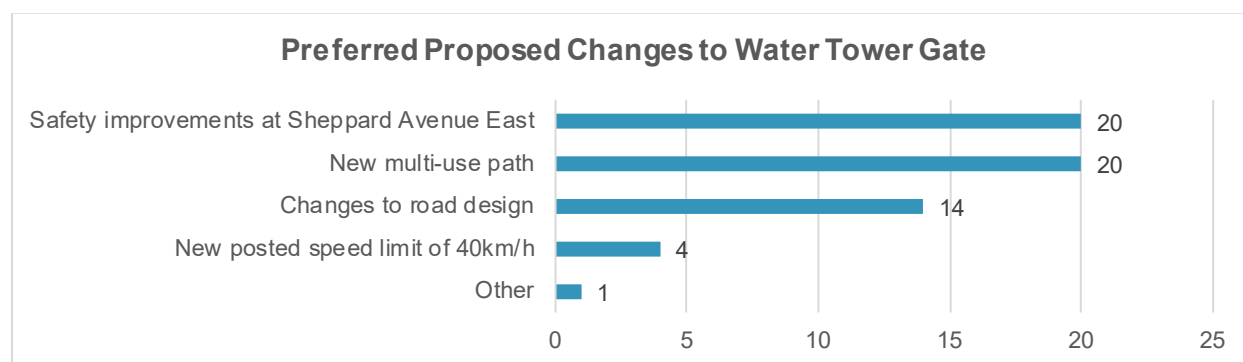


25 respondents answered this question. Ten respondents had no concerns. The top three concerns were 'New posted speed limit of 40km/h,' which was selected by five respondents, 'Tree impacts,' which was selected by four respondents and 'New multi-use path,' which was selected by three respondents. 'New all-way stop at Venture Drive and Water Tower Gate' was selected by two respondents. 'Not sure' was selected twice and 'Other' was also selected twice. Comments by those who selected 'Other' expressed concern about water drainage due to rain, biodiversity and the lack of a connection to the Scarborough Railpath Trail.

Comments to explain responses about Venture Drive

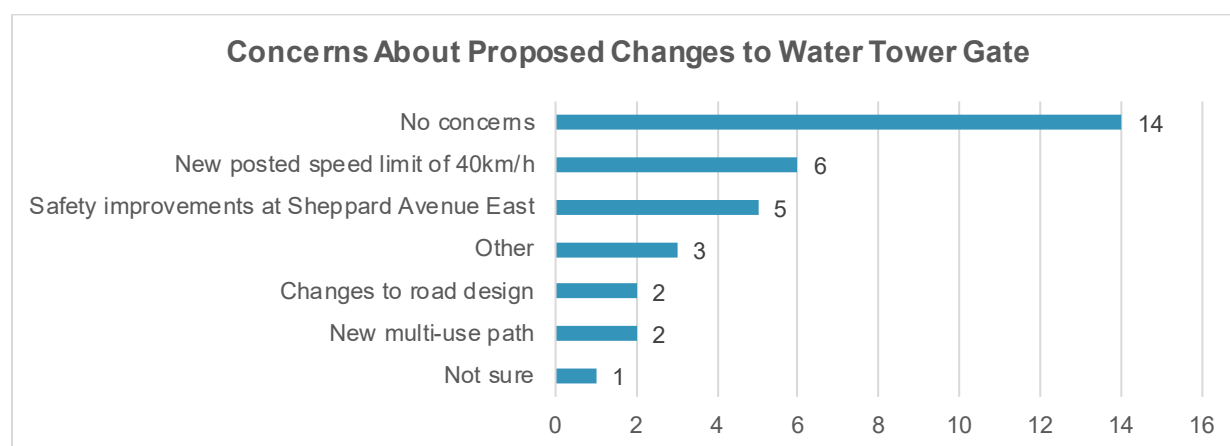
Comments included expressing support for the cycling infrastructure owing to the increased connectivity for people cycling and the increased safety for cyclists that it would provide. One comment suggested making the transition from the bike lane on Casebridge Court to the multi-use path on Venture Drive smoother for cyclists. Some would like to see additional changes including a lower speed limit of 30 km/h and road design changes including narrowing of the road to calm traffic and lower speeds. The addition of the all-way stop at the intersection of Venture Drive and Water Tower Gate was welcomed as a measure to calm traffic originating from the Amazon facility.

Question: What do you like about the proposed changes to Water Tower Gate?



25 respondents answered this question. Both 'Safety improvements at Sheppard Avenue East' and 'New multi-use path' were selected by twenty respondents. 'Changes to road design' was selected 14 times, followed by 'New posted speed limit of 40km/h,' which was selected four times. 'Other' was selected only once with no comments provided.

Question: What concerns you about the proposed changes to Water Tower Gate?



25 respondents answered this question. Fourteen respondents had no concerns. The top concerns were 'New posted speed limit of 40km/h,' which was selected six times. Followed by 'Safety improvements at Sheppard Avenue East,' which was selected five times. 'Other' was selected three times and comments included the desire to see more cycling infrastructure including a left-turn bike box on the south side of the intersection for cyclists traveling westbound on Sheppard Avenue East, extending cycling facilities to Milner Avenue, and more intersection protections. 'New multi-use path' and 'Changes to road design' were each selected twice and 'Not sure,' was only selected once.

Comments to explain responses about Water Tower Gate

Comments included support for the cycling infrastructure owing to the increased connectivity for cyclists. Some comments expressed the desire to have protected cycling infrastructure. Some comments expressed concern about motor vehicle traffic speeds and the desire to have a lower speed limit and road design changes to slow motor vehicle traffic.

Additional comments, concerns, observations or suggestions

Some respondents who provided additional comments expressed overall support for the project and the desire to see more changes including more cycling routes on neighbouring major roads to build a cycling network and the creation of more cycling trails.

Comments about proposed changes on Brenyon Way included concerns that the cycle tracks are not necessary owing to the lack of people cycling in the area. Other comments about proposed changes on Brenyon Way included the desire to have cycle tracks in the boulevard along with concerns that cycle tracks will be disruptive for motor vehicle traffic on Brenyon Way. Concerns about the impact to on-street parking and the impact to TTC bus stops on Brenyon Way were also mentioned. A designated drop-off area for St. Columba Catholic School on Brenyon Way south of John Tabor Trail was suggested.

Observations, concerns or suggestions about road safety and connectivity on streets identified for Phase Two

Responses included the desire to see more cycling infrastructure and safer crossings at major intersections; measures to reduce speeding; dedicated cycle lanes to minimize collisions between people cycling and people walking; and improving connectivity with the planned and existing cycling infrastructure so people can see the benefits of currently proposed changes.

Public Consultation Drop-in Event

At the June 24, 2025 public drop-in event, attendees were able to view information panels and speak with members of the project team. Participant comments are summarized below:

Topic	Comment Summary
Brenyon Way: Proposed bus stop removal	- Keep midblock bus stops - Keep bus stop at Pioneer Pathway - Concern about impact of bus stop removal for the disabled population - The TTC bus on Brenyon Way is heavily used
Brenyon Way: Proposed cycle tracks	- Suggestion that bike lanes be placed in the boulevard - Concern that motor vehicles exiting driveways will hit people cycling - Support for bike lane - Comment that cycle tracks are a waste of public funds
Brenyon Way: Other	- Raised crossings requested for roads connecting with Brenyon Way - Lighting needs to be improved on Brenyon Way - The frequency of snow removal is an issue on Brenyon Way - Crosswalk at Pioneer Pathway suggested - Need for more speed limit signage
Brenyon Way: On-street parking	- On-street parking is now more heavily used due to the construction at 25 Sewells Road which has resulted in the loss of visitor parking - Inquiry about the parking arrangement with the completion of the construction at 25 Sewells
Casebridge Court	- Improve access to Scarborough Railpath Trail at the cul-de-sac
Crow Trail	- Trees at Baldoon block view of stop sign - Bus bay/layover area on Neilson Road needs improvement - Road safety improvements are needed; motor vehicle traffic travels at 50-60 km/h
Other	- More transit connections to the Scarborough Town Centre are needed - Not everyone can afford a bicycle - Bicycle theft occurs - Bike education needed for kids - Sidewalks collect water

Additional Feedback (email and telephone)

The comments received through phone and email are summarized by theme below:

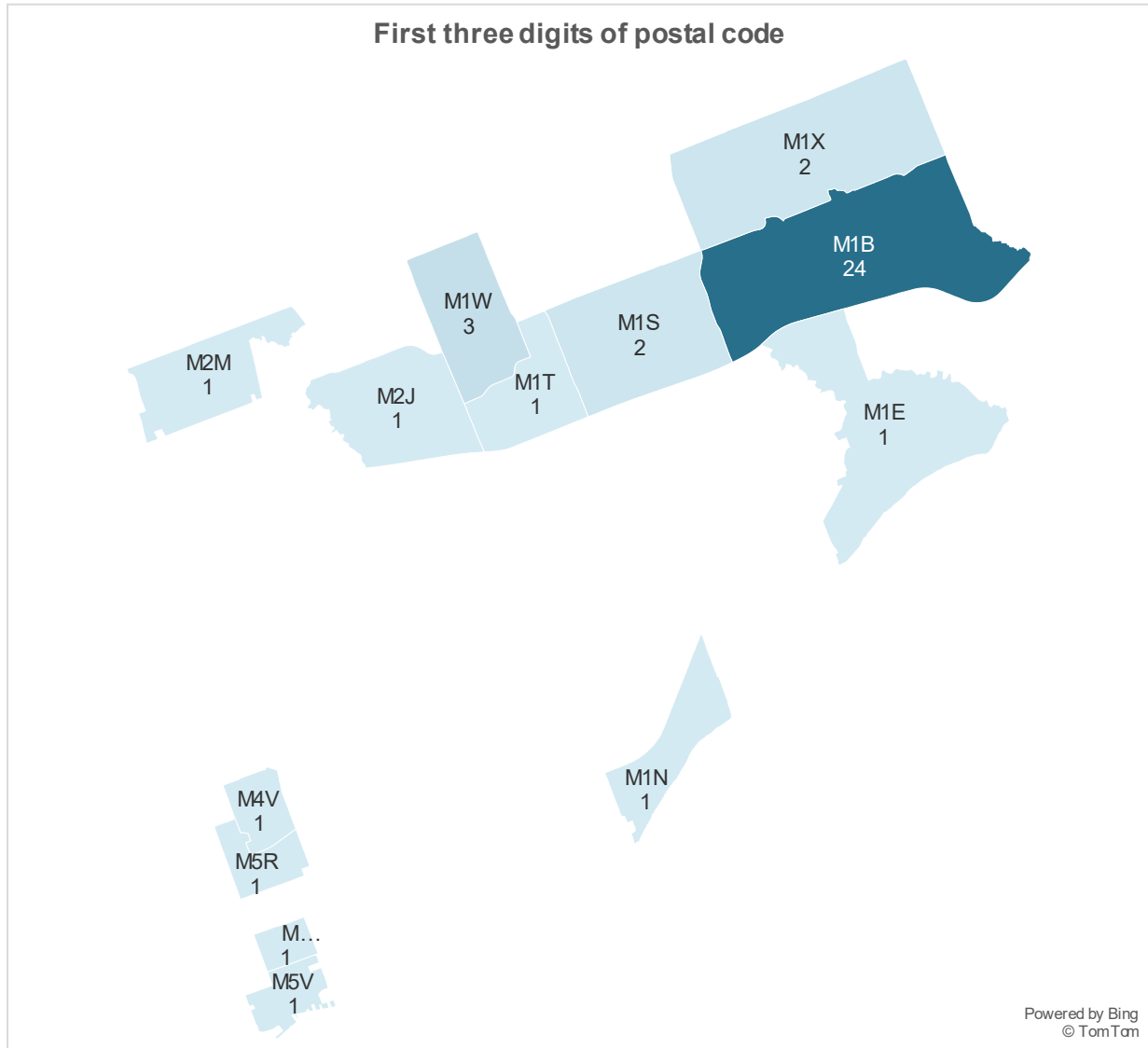
Theme	Comments
Brenyon Way	- Add speed humps along Brenyon Way to address speeding. - Concerns about cycle tracks leading to the loss of on-street parking and making snow removal difficult. - Cycle tracks should not be implemented until the construction at 25 Sewells has been completed to ensure parking is available for local residents. - Questions about methods of data collection for current volumes of vehicles and bicycles
Casebridge Court	- Temporary ramp constructed at the cul-de-sac to facilitate Morningside Creek construction access needs to be properly restored.
Crow Trail	- Support for proposed road safety improvements and cycling connections on Crow Trail.
Cycling	- Proposed cycling routes would improve east-west cycling routes.
Other	- John Tabor Trail, where dangerous speeding occurs, needs to be included in the project. - Question about whether proposed changes on Crow Trail meet the definition of a neighbourhood greenway.

Appendices

Appendix A: Survey Participant Profile

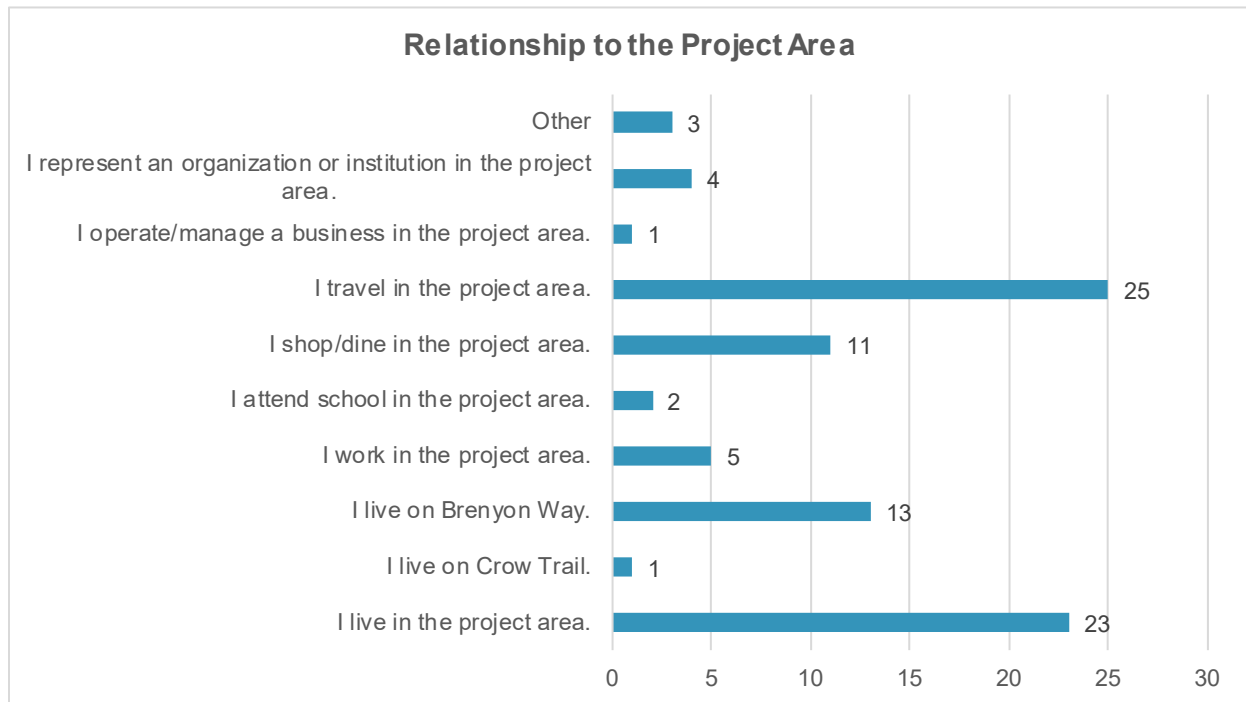
A total of 42 survey respondents provided demographic information described below.

Postal Code | n=42



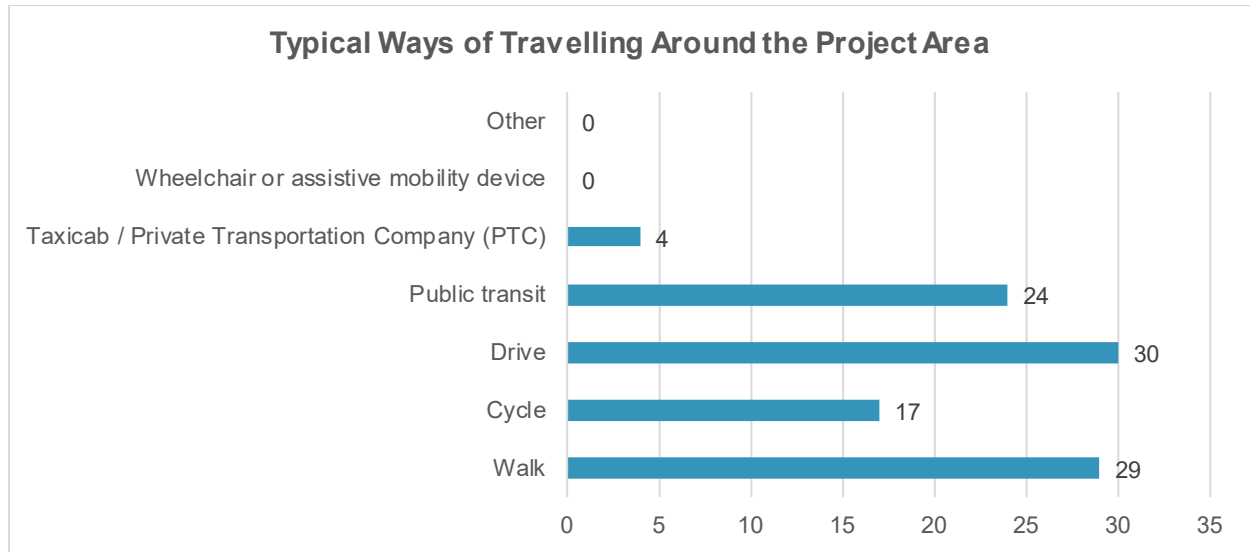
Almost 60% of survey respondents live in the project area (M1B) and some respondents live adjacent to the project area (M1E, M1S, M1X), with other respondents scattered across Scarborough (M1N, M1T and M1W) and others outside of Scarborough (M2M, M4V and M5V). A few respondents did not provide their postal code.

Relationship to the Project Area | n=42



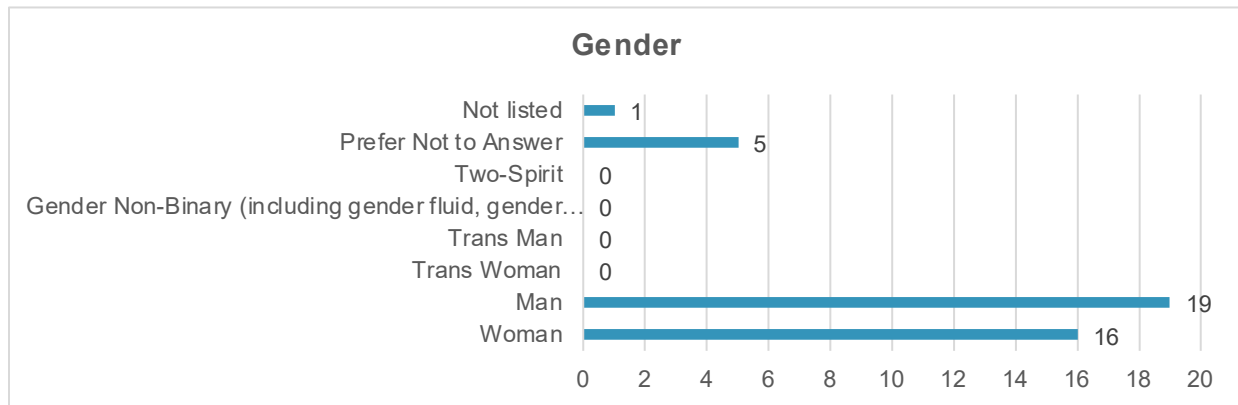
All survey respondents identified a relationship with the project area. 25 respondents travel in the project area. 23 respondents live in the project area. 13 respondents live on Brenyon Way and one respondent lives on Crow Trail. 11 respondents shop or dine in the project area. Five respondents work in the project area. Four represent an organization or institution in the project area. Three selected, 'Other,' and explained that they visit friends and family in the area or use the library and recreation centre in the project area. Two attend school in the project area and one operates or manages a business in the project area.

Typical Ways of Travelling Around the Project Area | n=42



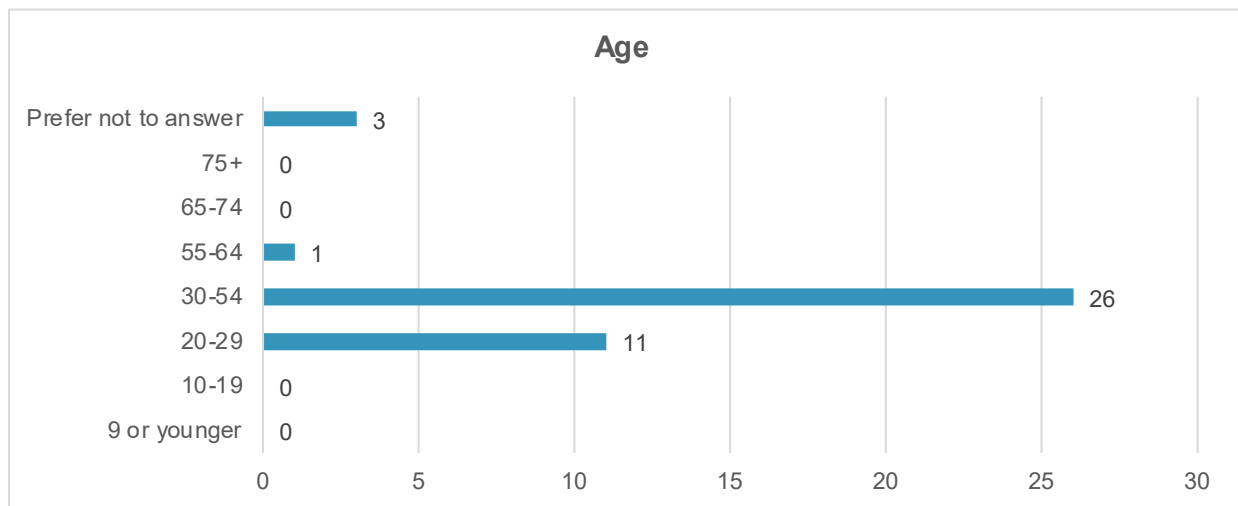
About 70% of survey respondents both typically drive and walk in the project area. More than half of the respondents typically use public transit in the project area. All respondents identified at least two ways of typically travelling in the project area.

Gender | n=42



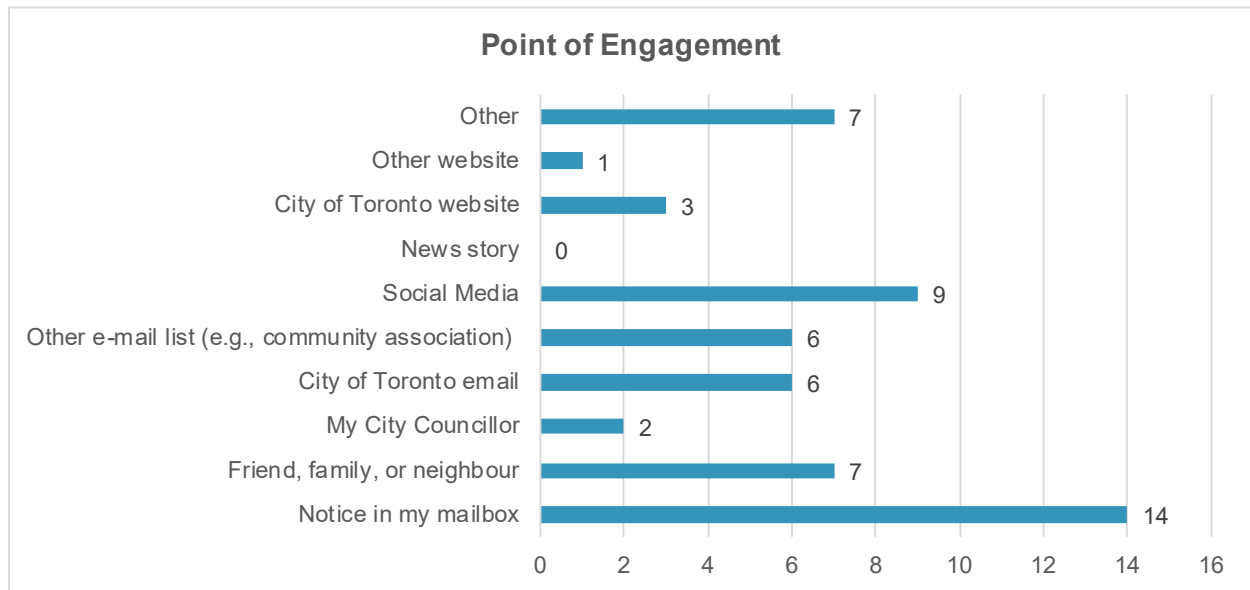
Almost half of the survey respondents identified as men, followed by women. Five participants selected, 'Prefer Not to Answer.'

Age | n=42



Most survey respondents fall in working age categories. Three respondents selected, 'Prefer Not to Answer.'

Point of Engagement | n=42



Most survey respondents heard about this consultation by the notice delivered to mailboxes in the project area followed by Social Media and Friends, Family or Neighbours and through other channels, namely, posters in the project area and through a school. Six respondents selected 'City of Toronto email' and 'Other e-mail list.' Three respondents chose, 'City of Toronto website,' two chose, 'My City Councillor,' and one chose 'Other website' Some survey respondents heard about the consultation through multiple points of engagement.