

# Community Advisory Committee Meeting 3 Summary Report

Trinity Bellwoods Park Access and Circulation Study

Phase 2: Exploring Recommendations

City of Toronto – Parks and Recreation

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Rachel Weston, Senior Project Coordinator

Joshua Bowman, Senior Public Consultation Coordinator

Annie Ding, Public Consultation Coordinator





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# Contents

Community Advisory Committee Meeting 3 Summary Report .....	1
Introduction .....	4
About the Community Advisory Committee .....	5
Phase 2: Exploring Recommendations.....	5
Community Advisory Committee Meeting 3 .....	7
Meeting Highlights .....	7
Breakout Session: Take a Tour Through Trinity Bellwoods Park.....	8
Recommendations That Improve Access and Circulation .....	9
Recommendations That Raise Concerns .....	9
Recommendations That Are Missing.....	10
Feedback Summary .....	11
Next Steps.....	13
Appendix A: Meeting Attendance .....	14
Appendix B: Breakout Session Brochure .....	15
Appendix C: Breakout Session Comments .....	16
Appendix D: Figure Long Descriptions .....	22
Figure 1 .....	22
Figure 2 .....	22
Figure 3 .....	22
Figure 4 .....	22

# Introduction

The City of Toronto is conducting a study to assess Trinity Bellwoods Park's pathways and entrances and consider how to improve functionality, connectivity, accessibility and the overall experience of navigating the park.

Through site analysis and community and stakeholder engagement, the study will explore short-, medium- and long-term recommendations to enhance access and circulation while protecting the park's natural environment. These recommendations will guide future pathway and entrance improvement projects.



*Figure 1. Map of the project area, bounded by Dundas Street West to the north, Gore Vale Avenue to the east, Queen Street West to the south, and Crawford Street and Shaw Street to the west.*

# About the Community Advisory Committee

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As part of the community engagement process, the City's project team formed a Community Advisory Committee (CAC) to obtain local input. Members of the CAC were selected primarily through a civic lottery process. A civic lottery randomly selects individuals from specific populations to participate in an advisory or decision-making body. The process controls for demographic factors to ensure members represent the community as best as possible, with a specific focus on fair representation from equity-deserving communities.

For this lottery, the project team controlled for age, gender identity, ethnicity, Indigenous identity, disability and other key community demographics. To maintain the integrity of the process and protect applicants' privacy, names and email addresses were removed during selection.

A total of 193 people applied to the lottery and 21 were selected to participate in the CAC. In addition to community member participants selected via civic lottery, the CAC includes four community representatives from local stakeholder groups.

This report provides a summary of CAC Meeting 3, which took place during Phase 2 of the engagement process.

## Phase 2: Exploring Recommendations

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The purpose of this phase of engagement is to gather feedback on draft recommendations for park access and circulation improvements in Trinity Bellwoods Park. Feedback will be collected through community engagement activities, including one Community Advisory Committee (CAC) meeting, an online survey, an open house and a meeting with the Parks and Recreation Community Disability Steering Committee. This input, along with technical and feasibility considerations, will help refine the recommendations further.

The third CAC meeting took place in person on Wednesday, December 10, 2025. The meeting focused on the following objectives:

- Exploring study recommendations with the CAC
- Understanding how CAC feedback informed study recommendations

- Refining recommendations based on a shared understanding of what changes improve movement and what changes raise concerns
- Identifying what might be missing in the study recommendations

The following sections of this report summarize discussions and outcomes from the third CAC meeting. For more information about the study and the community engagement process, including summaries of other engagement activities, visit the project webpage at: [toronto.ca/TrinityBellwoodsStudy](http://toronto.ca/TrinityBellwoodsStudy).

# Community Advisory Committee Meeting 3

On Wednesday, December 10, 2025, the third Community Advisory Committee (CAC) meeting took place at the Trinity Community Recreation Centre (155 Crawford Street) from 6 to 9 p.m.

The meeting agenda included:

- A welcome from City staff
- A review of engagement completed to date
- A presentation on the draft recommendations
- A breakout session to provide feedback on the draft recommendations
- A wrap-up and outline of next steps

## Meeting Highlights

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The third CAC meeting focused on presenting and gathering feedback to further refine draft recommendations for access and circulation improvements at Trinity Bellwoods Park.

In the breakout session, participants toured a re-creation of Trinity Bellwoods Park, working in small groups to provide feedback and share their observations on draft recommendations relating to different areas of the park. The draft recommendations were presented on display boards set up around the room. This activity helped identify what recommendations are considered to improve access and circulation, raise concerns and what might be missing, which will help refine the recommendations and study findings.

# Breakout Session: Take a Tour Through Trinity Bellwoods Park



Figure 2. Map of the meeting room layout, with tables representing six zones of Trinity Bellwoods Park (A-F). Zone A is the northwest corner; Zone B is the north entrance; Zone C is the central area, containing the dogs off-leash area; Zone D is the southwest area, containing the recreation centre and playground; Zone E is the south and southeast area, containing Trinity Circle and the tennis courts; and Zone F is the northeast area, containing the northernmost ball diamond and artificial ice rink.

During this breakout session, the meeting room was arranged to resemble Trinity Bellwoods Park, which was divided into six zones (A–F) for the activity. Each zone was represented by a table. The zones were displayed on a brochure given to each CAC member. CAC members rotated through the zones at 15-minute intervals, receiving a checkmark on their brochure for each one completed. CAC members were encouraged to visit the zones at random. A copy of the brochure can be found in Appendix B.

At each table, facilitators read and discussed the draft recommendations for the zone. CAC members wrote feedback on colour-coded sticky notes, which were placed on a printout of the zone map. The discussion and feedback were organized into three areas: recommendations that improve access and circulation, recommendations that raise concerns and recommendations that might be missing.

Once table rotations were completed, the CAC collectively toured each zone and listened to each facilitator provide an overview of the discussion at their table. For any items raised under “what’s missing,” CAC members were prompted to raise their hands and vote if they agreed that it was missing from the draft recommendations.

## Recommendations That Improve Access and Circulation

Upon visiting a zone, facilitators introduced the draft recommendations and asked CAC members to write down what recommendations they felt improved access and circulation. As CAC members wrote down their thoughts, they were encouraged to share their feedback with others at the table. Through this exercise, some CAC members refined and consolidated their feedback.

CAC members contributed 57 comments on recommendations they felt improved access and circulation. Across the park, CAC members supported upgrades that made navigation and movement clearer, safer and more comfortable. These include widened and better-surfaced pathways, safer crossing alignment on Crawford Street, clearer wayfinding and improved lighting, especially in areas that feel dark or confusing. Many appreciated entrance improvements, new or better-located bike racks and the addition of benches, waste bins and seating near high-use areas like the tennis courts and Farmers’ Market. Lower-conflict circulation near the Farmers’ Market, dogs off-leash area and the recreation centre was also valued, along with more visible connections to the permanent washrooms at the recreation centre and near the northeast entrance to the park on Gore Vale Avenue.

In general, CAC members welcomed upgrades that clarify routes, improve safety, enhance accessibility and support access with amenities such as seating, bike parking and lighting.

## Recommendations That Raise Concerns

After the first exercise, facilitators asked CAC members to write down what recommendations they felt raised concerns and share their feedback with others at the table. Through this exercise, some CAC members consolidated their feedback, and some comments were withdrawn entirely after further discussion and reflection.

CAC members contributed 76 comments on recommendations they felt raised concerns. CAC members flagged concerns about whether some changes may unintentionally reduce access or create new safety issues, such as retiring certain paths

that many still rely on, potentially shifting conflicts rather than resolving them. Cycling was a major theme, with some worrying about a lack of dedicated cycling space, unsafe pinch points, ambiguous shared paths and insufficient instructional signage for cyclists.

Other concerns were raised relating to maintenance and operations, with washroom locations, an insufficient number of portable toilets and emergency vehicle access flagged. Overall, concerns centred on cycling safety, path retirements, washroom provision, tree and landscape impacts, drainage issues and placement of amenities.



Figure 3. A printout of a zone map, covered in colour-coded sticky notes with feedback on the draft recommendations from CAC members. Green sticky notes were used for recommendations that improve access and circulation. Yellow sticky notes were used for recommendations that raise concerns. Red sticky notes were used for recommendations that are missing.

## Recommendations That Are Missing

Facilitators challenged CAC members to think of “what’s missing” as a last resort. This was contextualized not as something CAC members had comments or amendments on, but rather something that is completely absent from the draft recommendations. With that understanding, facilitators asked CAC members to write down what they felt was missing from the draft recommendations once they had completed the first two exercises. As CAC members wrote down their thoughts, they were encouraged to share their feedback with others at the table. Through this exercise, most CAC members agreed with their peers’ sticky note before they were placed on the zone map.

CAC members contributed nine comments on what they felt was missing from the recommendations. This included dedicated cycling infrastructure such as designated bike lanes and clearer connections to the larger cycling network, more permanent washroom locations and features such as placemaking markers, bylaw signage and power outlets for park vendors. Of the items raised within the study scope, only designated bike lanes within the park received less than a majority of votes in favour.

## Feedback Summary



*Figure 4. CAC members tour through the meeting room which was divided into six tables, with each table representing a different area of Trinity Bellwoods Park. A City of Toronto facilitator explains feedback from CAC members in the central area of Trinity Bellwoods Park.*

A total of 142 comments were submitted by CAC members across six zones of the park, based on the locations where tables and display boards were placed during the breakout session. Feedback from the CAC in this session consistently highlighted the following priorities:

- **Wider, smoother primary paths and paving key desire lines** to reflect how the park is used, particularly during high-volume periods such as the Farmers' Market and other events, while considering how changes may impact green space.
- **Safer, more legible crossings and access points** using raised treatments, realigned paths, distinctive paving and clear priority cues for both pedestrians

and cyclists while ensuring that any treatments do not create new bottlenecks or hazards for mobility device users.

- The need for **design and wayfinding that manages interactions** between cyclists, pedestrians and other park users such as children and dogs, including slower cycling cues, dismount signage during busy periods and better transitions where paths narrow or intersect.
- **Better lighting** along paths, at entrances and near washrooms to improve safety, visibility, comfort and evening use across the park.
- **Additional amenities like seating, bike racks, waste bins and washrooms** that are durable, accessible, well-distributed and set back from primary routes to avoid crowding or safety concerns.
- Persistent issues with mud, pooling water and turf damage were noted, with expectations that **path upgrades incorporate resilient materials, improved drainage and appropriate routes for service vehicles**.
- **Minimizing environmental impacts**, considering tree protection, avoiding over-paving near sensitive areas and acknowledging that well-used informal routes are likely to persist.
- **Considering event use in the design**, as the Farmers' Market and other programming are a major part of park life, prompting calls for clearer circulation rules during events, adequate washroom and waste capacity, power access for vendors and layouts that protect green space while accommodating crowds.

All comments can be found verbatim in Appendix C.

# Next Steps

Additional engagement activities in Phase 2: Exploring Recommendations will help refine draft recommendations further, including an online survey, an open house and a meeting with the Parks and Recreation Community Disability Steering Committee.

The project will then move into Phase 3: Communicating the Direction. In this final phase of the engagement process, the project team aims to:

- Share the refined recommendations for park access and circulation improvements in a final report on the project webpage and through the project mailing list.

These recommendations will guide future pathway and entrance improvement projects, which will be implemented in phases based on priority and available funding after the study is completed.

**To learn more about the project, visit: [toronto.ca/TrinityBellwoodsStudy](http://toronto.ca/TrinityBellwoodsStudy).**

# Appendix A: Meeting Attendance

18 CAC members attended the third meeting. The following project team members and City staff also attended the meeting:

- City of Toronto, Parks and Recreation
  - Rachel Weston – Senior Project Coordinator
  - Joshua Bowman – Senior Public Consultation Coordinator
  - Annie Ding – Public Consultation Coordinator
  - Alex Lavasidis – Project Officer
  - Celina Chong – Senior Public Consultation Coordinator
  - Joanna Delos Reyes – Senior Public Consultation Coordinator
  - Stella Zhou – Public Consultation Coordinator
  - Heather MacKay – Parks Supervisor
- WSP
  - Benjamin Vander Veen – Senior Landscape Architect

Representatives from the following community organizations attended the meeting:

- Toronto Downtown Fastpitch League
- Trinity Bellwoods Farmers' Market

Seven CAC members were absent from the third meeting.

We appreciate all the community members who engaged with us during CAC Meeting 3. Your questions, insights and feedback have been invaluable in refining our materials and enhancing the overall experience for all participants.

# Appendix B: Breakout Session Brochure

**RECOMMENDATIONS CHECKLIST**

<b>PARK-WIDE</b>	
<ul style="list-style-type: none"> <li>o Entrances: Widened accesses, placemaking elements and amenities.</li> <li>o Pathways: Establish route hierarchy; widened, upgraded pathways with shoulder use deterrence.</li> <li>o Amenities: Seating, bike racks, waste bins, seasonal washrooms.</li> <li>o Safety &amp; Accessibility: Comprehensive lighting upgrades, traffic calming, intersection upgrades, and accessibility improvements.</li> <li>o Operations: Snow plow/tractor routes; service vehicle pull-offs; waste stations.</li> <li>o Identity: Placemaking features; heritage interpretation.</li> <li>o Wayfinding: Signage at entrances, features, and decision points.</li> </ul>	
<b>ZONE A</b>	
<ul style="list-style-type: none"> <li>o Pathways: Upgraded/maintained primary and secondary routes.</li> <li>o Entrances: Enhanced Dundas/Shaw gateway; upgraded SW/NE/SE entrances.</li> <li>o Amenities: Bike racks, seating, and waste bins.</li> </ul>	
<b>ZONE B</b>	
<ul style="list-style-type: none"> <li>o Pathways: Improved primary and secondary routes.</li> <li>o Entrances: Enhanced Dundas/Montrose gateway; upgraded NW/SW entrances.</li> <li>o Amenities: Seating, waste bins, seasonal washrooms.</li> <li>o Safety: Ravine edge railings.</li> <li>o Identity: Garrison Creek commemorative features.</li> </ul>	
<b>ZONE C</b>	
<ul style="list-style-type: none"> <li>o Pathways: Improved primary and secondary routes; upgraded stairs.</li> <li>o Circulation: Widened pathway at pinch point on west side of bowl near John Gibson House.</li> <li>o Amenities: Seating, waste bins.</li> <li>o Safety: Paved desire lines and switchback path; AODA signage.</li> <li>o Identity: John Gibson House, St. Hilda's Walk; add interpretive signage.</li> </ul>	
<b>ZONE D</b>	
<ul style="list-style-type: none"> <li>o Pathways: Improved primary and secondary routes; new building entrance pathway.</li> </ul>	
<b>ZONE E</b>	
<ul style="list-style-type: none"> <li>o Safety: Improvements at Crawford Street crossing.</li> <li>o Identity: Garrison Creek commemorative features.</li> </ul>	
<b>ZONE F</b>	
<ul style="list-style-type: none"> <li>o Pathways: Improved primary and secondary routes; enhanced entrances on Crawford Street.</li> <li>o Amenities: Bike racks, seating, washrooms.</li> <li>o Safety: Traffic calming at playground entrances; realigned Crawford/Lobb entrance with crosswalk.</li> </ul>	

*Greetings from*

## TRINITY BELLWOODS PARK

► Toronto, Canada



Access & Circulation Study  
Community Advisory Committee  
Meeting #3 | December 10, 2025

Belongs to:



# Appendix C: Breakout Session Comments

This section includes all comments submitted by CAC members during the breakout session verbatim.

## **Zone A:**

### **Recommendations that improve access and circulation**

- Like that this pathway doesn't have a separate lane for cyclists
- Setback of benches from paths is fine
- Like the wider path
- Like the bike racks at the NW entrance
- Wide path is good and a benefit to the farmers' market
- Safety features at Crawford Street are important
- Like the cobblestone entrance paving at Crawford Street Access 1
- Encouraging non-hostile bench design
- Improving Crawford Street crossing and aligning paths
- Crawford street safety crossing alignment is great
- Lighting upgrades are important. The park gets dark at night.
- Widened pathways are great for high usage especially during events like farmer's market
- Like that benches are not hostile
- Safety and Accessibility. Love the proposed designs for Intersection Improvement at Primary/Secondary intersection i.e. at market location. In particular Traffic Calming with transitional paving, different surface type etc.

### **Recommendations that raise concerns**

- Wider path that have room for vendors to set up (avoiding ruining grass)
- Raised crosswalk at Crawford street access point
- Should programming still take over primary paths?
- Are the benches too close to the path
- Wooden benches, not plastic
- Are there not too many bike racks and waste bins at almost all corners of the area?

- Proximity of washrooms to farmer's market...too far for users with mobility needs?
- A dedicated cycle path is needed. The current suggestion is more dangerous for everyone.
- [Another participant] Agreed!
- Cycling wayfinding + infrastructure at Shaw + Dundas
- At NW entrance, have a dedicated waiting area for bikes coming through the park
- "Please walk your bike during a market day" on wayfinding signage
- Add a waste receptacle in the centre of the zone + nicer bins
- Add cobblestones and raise Crawford Street (street access 1)
- Signage encouraging cyclists to slow down and enjoy their ride through the park

## **Recommendations that are missing**

- Power connections/outlets for farmer's market vendors to utilize

## **Zone B:**

### **Recommendations that improve access and circulation**

- NE entrance as a primary and well-defined entrance
- Bike stations at entrances
- Changing paving to notify paths intersecting
- Wayfinding signs
- Safety upgrades for the southern Crawford crossing (e.g. perpendicular crossing)
- Lighting improvements are key!

### **Recommendations that raise concerns**

- Crawford was a bridge! See paintings on the SE corner of Shaw and College. Add marker?
- Existing location of washrooms in "no man's land" and can be isolated in later hours. May be safer in a busier area/are with more foot traffic. Potential to make this feel safer
- Real instead of portable washrooms @ all times. Eliminates maintenance truck issues.
- Dedicated cycling space/lane where the pathway pinches (at north entrance to off-leash area) especially concern with dogs and children
- Concern about the "shoulder deterrents". Will these be a hazard?
- Connecting path to the laneway at (houses in north area of park)

- Don't need a fall arrest railing at (northwest side of off-leash area). It's a gentle slope, people use for tobogganing. Good sightline.
- Make (pathway along northwest edge of off-leash area) a primary route to make the experience continuous.
- Add a stop sign for cyclists at Crawford Street.
- Fire trucks to get to Gibson House use the (path between John Gibson House and off-leash area, south through the park then to SW park entrance south of recreation centre). Instead of this, widen path north of John Gibson House towards Crawford Street so the fire trucks can access John Gibson House.
- Dedicated and right-sized paths for service vehicles.
- Raised path for cyclists at the Crawford Street crossing.

## **Recommendations that are missing**

- No comments received.

## **Zone C:**

### **Recommendations that improve access and circulation**

- Improve stairs with bike ramp
- Fall arrest railings good – can include a mechanism to catch balls
- Agree – improve wayfinding to permanent washroom
- A sign reminding cyclist to move slowly while turning that corner (near John Gibson House)
- More signage for on-leash dogs (outside of off-leash area)

### **Recommendations that raise concerns**

- Why is there a great amount of paving at the John Gibson House?
- Get rid of St. Hilda's and make the path wider
- Secondary route on west side – why not primary? (between John Gibson House and OLA)
- Dark porta-pottie area
- More than two stalls (porta-potties)
- Add an emergency access area on the southwest corner (Crawford/Lobb)

### **Recommendations that are missing**

- Dedicated cycling path – limits confusion. There's very little room / shoulder deterrence.

## Zone D:

### Recommendations that improve access and circulation

- Entrance paving is great way-finding eye-catch
- Great location for bike racks

### Recommendations that raise concerns

- Improve drainage in front of the CC. Northeast area near the pathway.
- Look more formal, put on concrete to make it easier to park and take bikes, less muddy.
- Indication of where the washroom is on the wayfinding sign.
- Maintenance path: trucks sway off-path and into the grass area. Is there a way to prevent that?
- Path south of the CC also has major drainage issue that needs to be addressed!
- The little pathway “St. Hilda’s Walk” is not necessary. Could be removed to create a wider path or better wayfinding to mark significance.

### Recommendations that are missing

- No comments received.

## Zone E:

### Recommendations that improve access and circulation

- Love leveling of cobble stones
- Love the cobblestones at south and southeast entrance
- Southeast ramp is currently unsafe/inaccessible
- Gravel road walkway on eastern edge
- Like rack at tennis courts
- Extra seating around tennis courts
- Additional of bike stalls is great
- Lighting! More is better!
- Like separation of pathways at tennis courts!
- Like that we’re keeping cobblestones but re-levelling them
- SE entrance glo up
- Gravel path along eastern edge
- Paving/widening of the eastern desire line (between tennis courts and OLA)
- Paving desire line is good

- Widened NW/SE path is good
- Retiring cycle ramp is a good idea – very unsafe
- Agree with paving new desired path
- Agree with paved N/S desire line (between tennis courts and OLA)
- Great that we're paving the big desire line by the tennis courts
- Retiring “sketchy” non-accessible ramp
- Strachan cobblestone are historic and must stay. Work well as a natural visual/physical cue for bikes to slow down.

## Recommendations that raise concerns

- Pedestrians will still use the ramp, even if it's retired
- Celebrate the water through a trough, don't hide it. Maybe mini-ravine (similar to what's in SW area of park)
- Plaque for the oldest tree (next to the tennis courts)
- Make one entrance (at south gates) smoother for strollers
- Signage (to prohibit) e-bikes on mulch pathway (on eastern edge)
- Concerned about potential tree impact (from paving desire line near tennis courts)
- Removal of path south of tennis courts, it's a useful connection to the alleyway
- Removed path would likely end up being a desire path anyway by bike usage
- Everyone is still going to use the alley behind the church
- Are we addressing the pooling + mulch run off @ Gore Vale and Queen?
- Martin Goodman trail close to park lawn has pedestrians + bike space with unit pavers and asphalt
- Locations and # of portable toilets
- Refurbish garrison creek map at Queen + Gore Vale
- Need more washrooms! 2 portables aren't enough -> would be good to split between other locations
- Retiring path (SE ramp) is an epically bad move. So many cyclists use it.
- Locals use the SE ramp as a path
- May end up creating a desire line here (between southern paths near cherry blossom trees)
- Put a porta-potty here (south of off-leash area, north of trinity circle)

## Recommendations that are missing

- SE entrance is a death trap for cyclists
- Cycling infrastructure outside and to the park
- Designated bike lanes

- Park bylaws on signs

## **Zone F:**

### **Recommendations that improve access and circulation**

- Like the portable washroom location
- Like the proposed portable washrooms
- Like the mulch desire path (along eastern edge of park)
- Like the proposed mulch/crushed stone path (on eastern edge of park). No preference on materials.
- Agree with retiring south path (leading to ice rink)
- Like the secondary entrance approach
- Like more proposed amenities e.g. benches, waste disposal
- Like more bike racks

### **Recommendations that raise concerns**

- Separate pathway for bike, close calls with people and dogs
- Benches, avoid hostile architecture/seating
- Washroom maintenance, open longer
- What happens if ball fell into ravine
- Fences to stop balls falling into the ravine
- Baseball diamond and path proximity tight
- Still think desire line will reappear
- Locate lighting by washroom
- Have lights shine by washroom
- Direct path at centre for more bikes
- Proposed bike rack too close to others and busy path
- Washroom location will not get best usage
- Delivery drivers south to north. Close calls. How to stop?
- Trucks like the path that is proposed to be retired.

### **Recommendations that are missing**

- Signage, bylaws e.g. amplified sound

# Appendix D: Figure Long Descriptions

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## Figure 1

Map of project area bounded by Dundas, Gore Vale, Queen, Crawford/Shaw. Shows park and entrances.

## Figure 2

Map of meeting room layout with tables representing six zones A-F.

## Figure 3

Photo of zone map covered in sticky notes color-coded by category.

## Figure 4

Photo of CAC members touring meeting room zones.