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CHAIR, TORONTO AND REGION CONSERVATION AUTHORITY
NIGHT ECONOMY CHAMPION, CITY OF TORONTO

January 29, 2026

Infrastructure Ontario
Suite 2000, 1 Dundas St. West
Toronto, Ontario
M5G 1Z3

RE: Comments Regarding the Guildwood GO – Transit-Oriented Community (TOC) Project

To Whom it May Concern,

I am writing to formally submit my comments and those of my constituents regarding the proposed Transit-Oriented Community (TOC) Project at Guildwood GO Station.

While increasing density near major transit hubs is beneficial, I have significant concerns with the project in its current form. **The consensus from the community is clear: this proposal is an overdevelopment that fails to address the unique infrastructure realities of community.**

Over the past month, I have attended two public open houses and received an unprecedented volume of correspondence from residents. The following points outline the significant concerns regarding the project's current form and its specific impacts as identified by the community.

1. **Excessive Scale and Built-Form Incompatibility: The proposed cluster of skyscrapers, including towers reaching up to 60 storeys (approx. 200 meters), is fundamentally at odds with the character of Guildwood Village.**
 - The community sees a basic mismatch between the proposed cluster of skyscrapers and the established neighborhood. Residents note that the TOC and the 4121 Kingston Road development together plan for 8,500 to 10,000 residents on a 0.04 sq km lot. This area is 87 times smaller than Guildwood Village itself yet aims to house a similar population size. Towers reaching about 200 meters are positioned just meters from single-storey bungalows. **This plan lacks a meaningful transition or consideration for the surrounding buildings, leading to significant shadowing and privacy concerns.**
2. **Heritage Preservation and Community Character**
 - A key takeaway from public consultations was the risk of losing the "Guildwood" identity. Residents worry that the project does not respect the unique heritage of the community. The built form must reflect Guildwood's artistic and historical legacy. Additionally, the proposal does not create clear, improved pedestrian and cycling links to Guild Park and Gardens, which is a vital cultural and natural landmark for this neighborhood.
3. **Infrastructure and Service Deficiencies: The most common frustration I heard was that essential life-quality questions were deemed "out of scope." A community of 10,000 cannot be built in a vacuum.**
 - One of the main issues at the open houses was that essential services were classified as "out of scope." Residents identified several critical needs that remain unaddressed:

- A. **Education and Childcare:** There is currently no provision for increased school capacity or licensed childcare. We need a "plan for growth now" that embeds childcare rooms within the project from day one.
 - B. **Health Services:** Residents are rightly concerned about the impact on local hospitals and the lack of primary care practitioners for such a massive influx of people.
 - C. **Community Amenities:** The proposal does not include sufficient community amenities or recreation space.
- **Affordable Housing:** Despite being a provincially led project, there is no clear, mandatory commitment to affordable housing. This must be corrected.
 - **Grocery-Anchored Retail:** To support car-light living, the site needs to secure a grocery store and essential retail. Residents cannot be expected to take a train to another location for basic necessities.
- 4. Transportation, Parking, and Accessibility: Feedback shows that the proposal's "car-light" assumptions do not match the suburban layout of Scarborough.**
- **Parking Phasing:** The current plan shows a decade-long shortage in commuter parking. Only 35–45% of displaced parking will return in Phase B. **Residents want a firm "no net loss" commitment throughout all construction phases.**
 - **Resident Parking:** The proposal offers parking for less than 10% of the expected residents. Given the limited local transit options, residents foresee significant overflow parking issues on nearby residential streets.
 - **Pedestrian Safety:** The distance to the nearest transit stops and the lack of grade-separated crossing over Kingston Road create major accessibility barriers, especially for those with mobility challenges.
- 5. Traffic and Transit Constraints**
- Kingston Road is the only major road for this site and is already at capacity during peak hours. Adding such a large influx of residents without a traffic mitigation plan, including signal timing updates, turn restrictions, and construction routes will likely cause local congestion. **Additionally, residents are concerned that existing GO train services and station infrastructure cannot safely handle the increased passenger volume.**

During the Open Houses, Infrastructure Ontario representatives mentioned a similar TOC project in Oakville that successfully added vital amenities, including a daycare, library, and community center, after initial feedback. This sets an important precedent for the Guildwood GO project. The community expects the same standard applied here to ensure that this project adds genuine value to the local community.

The current proposal requires a comprehensive redesign that moves away from extreme height and density in favor of a plan that integrates the essential infrastructure and community improvements mentioned above. Before any submissions are made and plans are finalized, I am urging Infrastructure Ontario to continue working with the local community groups, Local Advisory Committee and the City until more balanced plan is developed, one that reduces the vertical scale and overall density to better reflect the local context while ensuring the project brings long-term value to the neighborhood.

Sincerely,



Paul W. Ainslie
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