

## **Traffic Control Signals and Traffic Amendments - Kingston Road and Raspberry Road/Private Access**

**Date:** May 20, 2025

**To:** Scarborough Community Council

**From:** Director, Traffic Management, Transportation Services

**Wards:** Ward 25, Scarborough-Rouge Park

### **SUMMARY**

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This staff report is about a matter that Community Council has delegated authority from City Council to make a final decision.

As per the conditions of approval for the development of two 11-storey residential buildings at 7437, 7439 and 7441 Kingston Road, traffic control signals are to be installed at the intersection of Kingston Road and Raspberry Road/private access.

The installation of new traffic control signals at Kingston Road and Raspberry Road/private access will facilitate access to and from the new site and will enhance safety for all road users at this location by providing a protected pedestrian crossing across Kingston Road. In conjunction with the signal installation, it is recommended that northbound and southbound straight through movements be prohibited at all times to discourage traffic infiltration between the site and the residential neighbourhood located north of Kingston Road.

### **RECOMMENDATIONS**

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The Director, Traffic Management, Transportation Services recommends that:

1. Scarborough Community Council authorize the installation of traffic control signals at the intersection of Kingston Road and Raspberry Road/private access.
2. Scarborough Community Council prohibit southbound through movements at all times (bicycles excepted) at the intersection of Kingston Road and Raspberry Road/private access.

3. Scarborough Community Council prohibit northbound through movements at all times (bicycles excepted) at the intersection of Kingston Road and Raspberry Road/private access.

## **FINANCIAL IMPACT**

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There are no financial implications associated with the adoption of this report as funding has been secured from the proponent of the 7437,7439, and 7441 Kingston Road development for the new signal and other road improvements. These funds were secured through Site Plan Control Application No. 18 178880 ESC 44 SA, deposit letter of Credit No. BMT0707383OS.

## **DECISION HISTORY**

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Through Zoning Bylaw Amendment Application No. 18 178870 ESC 44 OZ, the installation of traffic control signals was secured for the intersection of Kingston Road and Raspberry Road/private access. In its October 1 and 4, 2021 decision, City Council approved the development by adopting Item No. 2021.SC26.2. City Council decision can be found at:

[Agenda Item History - 2021.SC26.2](#)

## **COMMENTS**

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The proposed development site, 7437, 7439, and 7441 Kingston Road, is bounded by Kingston Road to the north, Altona Road to the east, Highway 401 to the south and Port Union Road to the west. The site will consist of two 11-storey residential buildings. Site Plan Control Application No. 18 178880 ESC 44 SA pertains to the construction of Building A and B.

- The proposed development of Building A will include one 11-storey residential building with a total GFA of 18,433.00 square metres and a height of 35.50 metres
- The proposed development of building B will include one 11-storey residential building with a total GFA of 13,193.00 square metres and a height of 35.50 metres

For Buildings A and B, a total of 494 vehicle parking spaces, and 369 bicycle parking spaces are proposed.

As part of the conditions of approval at the development review stage, the intersection at Kinston Road and Raspberry Road/private access will be controlled by a new traffic control signal.

The applicant performed a capacity analysis with the future total traffic conditions at the intersection of Kingston Road and Raspberry Road/private access. The capacity analysis showed there would be poor operations and a high delay associated with northbound left turn movements which support the signalization of the proposed new site access intersection. A high delay has the potential to cause drivers to make unsafe turning movements which may increase the rate of collisions posing a safety hazard and impeding the road network.

Furthermore, as the primary access to the site will be at the intersection of Kingston Road and Raspberry Road/private access, it is recommended that northbound and southbound straight through movements be prohibited at all times to discourage traffic infiltration between the site and the residential neighbourhood located north of Kingston Road.

### **Existing Conditions**

Kingston Road is characterized by the following conditions:

- It is a six-lane, east-west major arterial roadway. East of Raspberry Road, Kingston Road narrows to a four-lane roadway.
- It operates two-way traffic on a pavement width of approximately 24 metres west of Raspberry Road, and 17 metres east of Raspberry Road
- There is an eastbound left turn lane provided at Raspberry Road
- The daily two-way traffic volume is approximately 30,000 vehicles
- The speed limit is 60 km/h
- Heavy trucks are permitted at all times
- There is no Toronto Transit Commission (TTC) service provided. Durham Transit and GO Transit buses service this area
- There are sidewalks located on both sides of the street

Raspberry Road is characterized by the following conditions:

- It is a two-lane, north-south, local roadway
- It operates two-way traffic on a pavement width of approximately 12 metres
- The daily two-way traffic volume is approximately 400 vehicles
- The speed limit is 40 km/h.
- Heavy trucks are prohibited at all times
- There is no TTC service provided
- There are sidewalks located on both sides of the street

Kingston Road and Raspberry Road currently form a "T" type intersection, with Raspberry Road connecting to the north side of Kingston Road. Under future conditions, the site driveway will connect to the south side of Kingston Road and will form a four-leg intersection.

The adjacent land use in this area includes residential dwellings north of Kingston Road and commercial plazas located east and west of the development site. Additionally, Rouge National Urban Park is located within proximity to the intersection.

The closest adjacent traffic controls are located approximately 220 metres to the west, at Kingston Road and the Highway 401 westbound off-ramp in the form of traffic control signals, as well as approximately 1,000 metres to the east at Kingston Road and Altona Road (Durham Region), also in the form of traffic control signals.

A map of the area is included in Attachment 1.

### **Traffic Control Signals**

One of the conditions of approval for the development 7437, 7439, and 7441 Kingston Road is the installation of traffic control signals at the intersection of Kingston Road and Raspberry Road/private access.

A traffic signal justification study was conducted by the proponent's transportation consultant BA Group, dated September 1, 2016, and revised via their Update and Response to City Comments letter, dated October 26, 2022. This traffic signal justification study includes projected traffic generated by the development, vehicle and pedestrian counts, and delay to cross traffic.

Collision history provided by the Toronto Police Service for the three-year period ending April 30, 2025 disclosed that three collisions occurred at Kinston Road and Raspberry Road. These collisions were not potentially preventable by the installation of traffic control signals.

The results of the projected counts and collision hazard are summarized in Table 1. The "Collision hazard" criterion is based on the number of collisions potentially preventable by the installation of traffic control signals.

Table 1: Warrant Compliance - Kingston Road and Raspberry Road/private access

<b>Justification</b>	<b>Compliance level</b>
Minimum vehicular volume	9%
Delay to cross traffic (pedestrians and vehicles)	16%
Collision hazard	0%

To meet the justification criteria for the installation of traffic control signals, one of the justifications must be 100 percent satisfied or both the minimum vehicular volume and delay to cross traffic justifications must be at least 80 percent satisfied. Based on the results in Table 1, the installation of traffic control signals is not justified.

Regarding the environmental checklist, staff noted the following environmental factors:

- The long spacing between pedestrian crossing protection on Kingston Road
- The presence of transit stops in both directions on Kingston Road that attract pedestrians to cross the street
- The pedestrian generators in the immediate area, including residential and community health centres, that attract vulnerable pedestrians to cross the street
- The four-lane cross-section on Kingston Road, as well as the speed and volume of traffic using this street

In considering the above environmental factors, Transportation Services recommends the installation of traffic control signals at Kingston Road and Raspberry Road/private access as it will provide enhanced safety for all road users.

### **Other Considerations**

It should be noted that the installation of traffic control signals will have the following additional impacts:

- There is potential for increase in delays to transit service on Kingston Road
- Potential increase in cut-through traffic, although this will be mitigated by the north-south straight through prohibitions

The Ward Councillor has been advised of the recommendations in this report.

### **CONTACT**

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### **SIGNATURE**

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Roger Browne, M.A.Sc., P. Eng.  
Director, Traffic Management, Transportation Services

### **ATTACHMENTS**

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Attachment 1: Map - Traffic Control Signals and Traffic Amendments - Kingston Road and Raspberry Road/Private Access

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