

## **Eglinton-Bendale South Streets Plan**

**Date:** May 11, 2026

**To:** Scarborough Community Council

**From:** Director, Enforcement and Street Management, Transportation Services

**Wards:** Ward 21- Scarborough Centre

### **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.

The purpose of this report is to conclude the Eglinton-Bendale South Streets Plan and seek authorization to proceed to the implementation phase.

This report summarizes the study findings and recommends road safety and traffic management changes for implementation in the Eglinton-Bendale South neighbourhood. Recommended changes include intersection safety improvements, traffic calming measures, new and refreshed pavement markings, new traffic signals, new signage and school crossing guards.

A companion report titled "Traffic Safety Improvements: Bellamy Road North and Danforth Road" dated May 11, 2026, outlines recommended road safety and traffic management changes for locations with Toronto Transit Commission (TTC) service.

A summary of all changes proposed can be found in Table 1.

### **RECOMMENDATIONS**

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The Director, Enforcement and Street Management, Transportation Services recommends that:

1. Scarborough Community Council authorize the installation of traffic calming (speed humps) at the following locations:
  - a. Five speed humps on Thicketwood Drive, between Danforth Road and Savarin Street for traffic calming purposes, generally as shown on Attachment 3-1.

- b. Sixteen speed humps on Cedar Brae Boulevard, between Bellamy Road North and Grace Street for traffic calming purposes, generally as shown on Attachment 3-2, Attachment 3-3, Attachment 3-4 and Attachment 3-5.
  - c. Four speed humps on Nelson Street, between Cedar Brae Boulevard and Bellamy Road North for traffic calming purposes, generally as shown on Attachment 3-6.
  - d. Ten speed humps on Perivale Crescent, between Danforth Road and Rossander Court for traffic calming purposes, generally as shown on Attachment 3-7, Attachment 3-8 and Attachment 3-9.
  - e. Four speed humps on Amarillo Drive, between Cedar Brae Boulevard and Bellamy Road North for traffic calming purposes, generally as shown on Attachment 3-10.
  - f. Fourteen speed humps on Trudelle Street, between Danforth Road and Bellamy Road North / Cedar Brae Boulevard for traffic calming purposes, generally as shown on Attachment 3-11, Attachment 3-12 and Attachment 3-13.
2. Scarborough Community Council reduce the speed limit from 40 km/h to 30 km/h on Trudelle Street between Danforth Road and Bellamy Road North / Cedar Brae Boulevard, in conjunction with the installation of speed humps.
  3. Scarborough Community Council reduce the speed limit from 40 km/h to 30 km/h on Savarin Street, between Danforth Road and Thicketwood Drive.
  4. Scarborough Community Council prohibit stopping from 8:00 a.m. to 9:00 a.m. and from 3:00 to 4:00 p.m., Monday to Friday, on the west side of McCowan Road between a point 62 north of Fred Bland Crescent and a point 195 metres further north (including the cul-de-sac), generally as shown on Attachment 5-1.
  5. Scarborough Community Council authorize parking for a maximum period of 15 minutes from 8:00 a.m. to 4:00 p.m., Monday to Friday, on the east side of McCowan Road between a point 62 metres north of Fred Bland Crescent and a point 93 metres further north, generally as shown on Attachment 5-1.
  6. Scarborough Community Council authorize parking for a maximum period of 15 minutes from 8:00 a.m. to 4:00 p.m., Monday to Friday, on the south side of Amarillo Drive from a point 91 metres west of Bellamy Road North to Cedar Brae Boulevard, generally as shown on Attachment 5-2.
  7. Scarborough Community Council prohibit stopping from 8:00 to 9:00 a.m. and 3:00 to 4:00 p.m., Monday to Friday, on the north side of Amarillo Drive between Bellamy Road North and Cedar Brae Boulevard, generally as shown on Attachment 5-2.
  8. Scarborough Community Council prohibit stopping from 7:00 a.m. to 4:00 p.m., Monday to Friday, on the north side of Trudelle Street from a point 110 metres west of

McCowan Road and a point 147 metres further west, generally as shown on Attachment 5-3.

9. Scarborough Community Council prohibit parking on the west side of Perivale Crescent between a point 210 metres east of Dignam Court = and a point 58 metres further east and south, generally as shown on Attachment 5-4.

10. Scarborough Community Council prohibit parking on the east side of Perivale Crescent between a point 253 metres east of Dignam Court and a point 12 metres further east and south, generally as shown on Attachment 5-4.

11. Scarborough Community Council prohibit northbound and southbound U-Turn movements at all times on McCowan Road, between a point 62 metres north of Fred Bland Crescent and a point 93 metres further north, generally as shown on Attachment 6-1.

12. Scarborough Community Council authorize the installation of a pedestrian crossover (PXO) on Trudelle Street at a point approximately 199 meters west of McCowan Road, generally as shown on Attachment 7-1.

## **FINANCIAL IMPACT**

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The estimated cost for the installation of one speed hump is estimated to be \$4,000; 53 speed humps are recommended with a total cost of \$212,000 phased over multiple implementation years.

The estimated cost for installing a pedestrian crossover (PXO) is \$130,000 including all civil work and signage changes.

Funding of up to \$342,000 for the installation of 53 speed humps and one pedestrian crossover, is available for these capital projects categorized as health and safety, in the approved 2026-2035 Capital Budget and Plan for Transportation Services.

The signage cost associated with the U-turn prohibition, parking restrictions, and designated drop-off-only zone is approximately \$4,500.

Funding of \$4,500 for costs associated with the U-turn prohibition, parking restriction, and drop-off-only zone is available within the Transportation Services 2026 Operating Budget.

## **DECISION HISTORY**

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This report addresses a new initiative.

## COMMENTS

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The Eglinton-Bendale South neighbourhood was nominated by residents for a Neighbourhood Streets Plan. Each year approximately five nominated neighbourhoods are selected for study, based on a prioritization score. Full details about the program are available at [toronto.ca/nsp](https://toronto.ca/nsp).

Neighbourhood Streets Plans work with communities across Toronto to address issues related to traffic operations, road safety, and transportation options. Streets Plans typically result in changes that can be made in the short to medium-term (typically 6 months to 5 years) and identify desirable changes which are subject to further programming, feasibility study, public consultation, and/or detailed design.

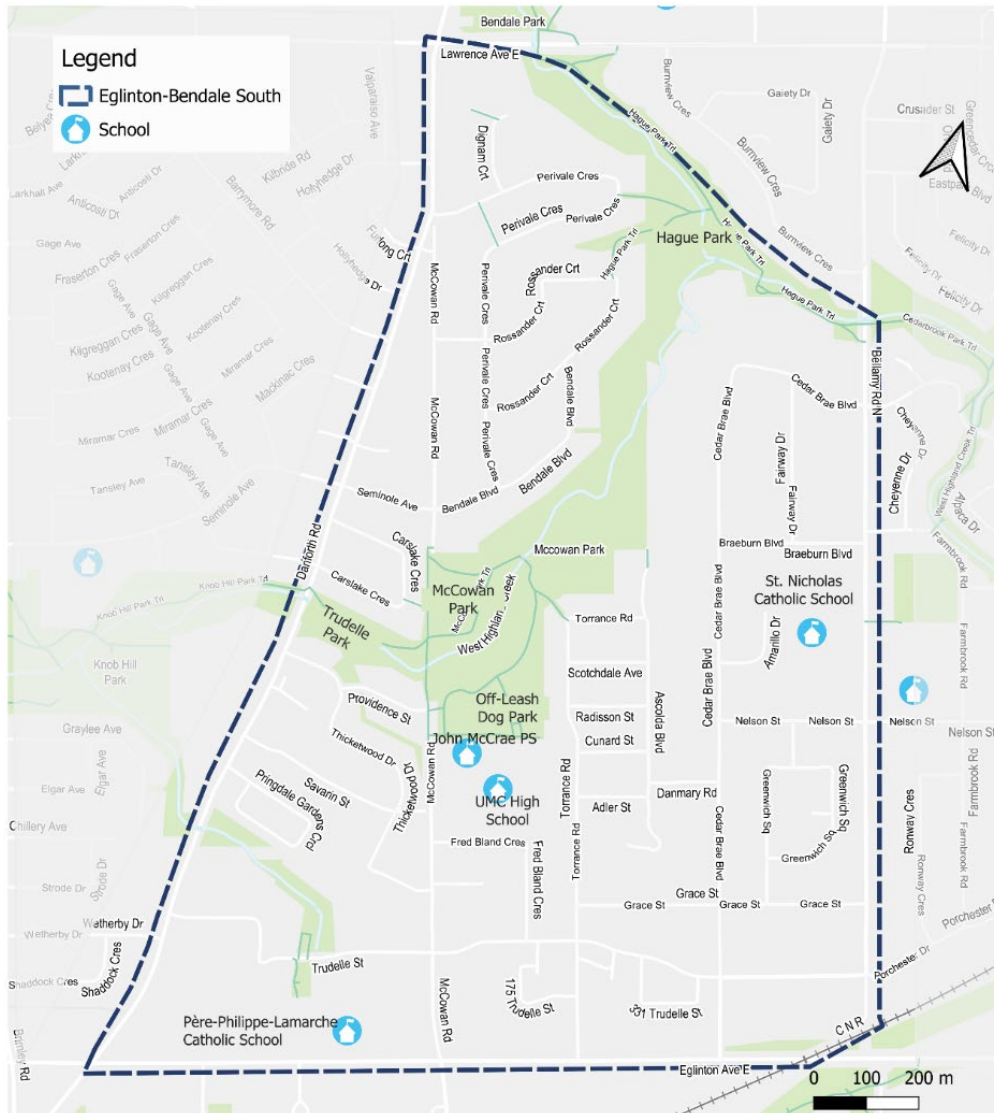
Streets Plans are developed through consideration of three key components:

- **City Policies and Programs:** Council-approved policies, strategies, and programs provide the framework for changes considered. At the heart of this work are strategic plans such as the City's Vision Zero Road Safety Plan, Cycling Network Plan, and Congestion Management Plan and policies such as the Traffic Calming Policy and Pedestrian Crossing Policy. Proposed changes comply with road design guidelines such as Lane Width Guidelines, Curb Radii Guidelines, Accessibility Design Guidelines, On-Street Bikeway Design Guide, Green Streets Technical Guidelines, and Multi-Use Trail Design Guidelines, among others. Finally, proposed changes are informed by infrastructure requirements, state-of-good-repair schedules, the City's 3-year Capital Plan and Budget, and the City's Operating Budget.
- **Technical Research and Analysis:** Data-driven methods are used to assess a street network on a technical level. Research completed by the project team includes but is not limited to traffic data analysis of vehicle volumes and speeds, warrant analysis for traffic calming, mid-block risk, road classification assessment, pedestrian and cyclist volume counts, transit route mapping, site observation for pedestrian crossing characteristics, turning movement and intersection analysis, as well as professional judgement. Collision data and top risk factors are assessed to identify locations that may pose heightened risk to vulnerable road users.
- **Community Engagement:** The project team reviews history of service requests related to traffic operations and road safety submitted by community members to 311 or directed to staff from local Councillors to better understand common concerns in the neighbourhood. Staff also engage directly with the community over two phases of public consultation, both consisting of drop-in events, surveys, online engagement tools, interest group meetings, and pop-up events within the area. Phase 1 of the public consultation invites the community to describe common challenges and to provide ideas to improve traffic, road safety, and transportation options. Staff then use the feedback, alongside city policy and technical analysis to develop proposed changes. Phase 2 public consultation invites the community to provide feedback on proposed changes. With feedback from Phase 2 public consultation, proposals are refined and finalized for Council consideration and implementation planning.

## Existing Conditions in Eglinton-Bendale South

The study area is bounded by Lawrence Avenue East and Hague Park to the north, Eglinton Avenue East to the south, Bellamy Road North to the east, and Danforth Road to the west. The project area covers portions of two City social planning neighbourhoods: Eglinton East and Bendale South. A map of the study area is shown in Figure 1.

Figure 1: Map of Eglinton-Bendale South Streets Plan study area



## Community and Street Network Characteristics

The Streets Plan covers a neighbourhood with a diverse community, and its largest age groups are children (0–14 years) and older adults (55+). As such, safety for vulnerable road users is a key priority for this plan.

Common destinations within the neighbourhood include several schools (John McCrae PS, UMC High School, Père-Philippe-Lamarque Catholic SS, and St. Nicholas Catholic School), the Toronto Public Library Bendale Branch, and local parks such as Hague Park, McCowan Park, Trudelle Park, and an off-leash dog park. The Lawrence Avenue Plaza, located just outside the project boundary, is also a common nearby destination. Travel within the neighbourhood typically occurs between homes and these key destinations, which generate regular pedestrian activity, particularly during school travel periods and peak community use times.

## **Travel Patterns**

People travel to, from, and within the Eglinton–Bendale South neighbourhood using a variety of modes. According to the 2023 Transportation Tomorrow Survey (TTS), about 21% of households do not own a car and rely on transit, cycling, or walking. Overall, 45% of trips are made by car (31% as a driver and 14% as a passenger), 30% by public transit, and 12% by walking. Short trips are often made on foot, with about 72% of trips under 1 km walked, while most trips between 1 and 2 km are made by car.

Public transit in and around the neighbourhood is provided by several TTC bus routes, including the 86 (Scarborough), 302 (Kingston Rd–McCowan Night Bus), 16 (McCowan), 54 (Lawrence East), and 9 (Bellamy).

## **Active Transportation Network**

The neighbourhood's active transportation network provides a foundation for walking and cycling. About 70% of local streets have sidewalks, although some are narrower than current City standards due to older design standards. While a few gaps remain, including Cedar Brae Boulevard (west side between Amarillo Drive and Grace Street), streets north of Amarillo Drive and west of Bellamy Road North, the east side of Carslake Crescent, and both sides of Pringdale Gardens Crescent, overall pedestrian access to schools, parks, and transit is good.

Existing cycling facilities in the neighbourhood include multi-use trails such as the West Highland Creek Trail and the McCowan Park Trail which support walking and cycling connections. To further improve the network and address existing gaps, bikeways on Eglinton Avenue East and Bellamy Road North have been identified for study as part of the Council-approved Cycling Network Plan's 2025–2027 Near-Term Implementation Program. Dedicated public engagement will be conducted to gather community input on these routes.

## **Road Safety (10 Year Collision History)**

Over the last 10 years, 27 collisions in the area have resulted in death or serious injury, including seven involving older adults (two fatalities), four involving school-aged children, and 16 involving people in other age groups (one fatality). Three fatal collisions occurred during this period, all involving drivers striking pedestrians, including one north of Danforth Road and Savarin Street (2024), one at Cedar Brae Boulevard and Bellamy Road North/Trudelle Street (2018), and one at McCowan Road and Lawrence Avenue East (2015).

## Related City Projects in the Area

Two major corridor initiatives are advancing in parallel with this plan.

- **Eglinton Avenue East Road Safety and Cycling Upgrades between McCowan Road and Kingston Road:** This initiative will propose safety upgrades and new cycling facilities. The project will include its own public engagement process. If approved, implementation is anticipated in 2030-2031. As part of this work, cycling improvements are also planned on Bellamy Road North between Eglinton Avenue East and Trudelle Street.
- **Bellamy Road North between Porchester Drive and Lawrence Avenue East:** Addition of cycle tracks using quick-build or modular materials (currently under feasibility review due to provincial amendments to the Highway Traffic Act).

To streamline efforts and minimize construction impacts related to implementation, the issues and opportunities identified through this Streets Plan along these corridors have been integrated into these projects. Changes along these corridors will be designed, consulted on, reported, and implemented through those projects.

## Community Insights and Input

During Phase 1 of public consultation, the project team sent mailed notices to 10,439 addresses and heard from more than 170 community members through a range of communication channels. Community feedback highlighted issues and opportunities for improvement to the street network including:

- Road safety at intersections, particularly along Trudelle Street, Torrance Road, and Cedar Brae Boulevard, with a focus on improving safety for school children and people walking.
- Speeding on Bellamy Road North, Trudelle Street, Cedar Brae Boulevard, and Torrance Road, with requests for traffic calming measures.
- School-related travel and traffic congestion near John McCrae Public School and St. Nicholas Catholic School, particularly during pick-up and drop-off periods.
- Pedestrian safety measures, including additional signalized crossings, pedestrian push-buttons, and improved winter sidewalk maintenance across the study area.

A comprehensive summary of Phase 1 public consultation is posted on the project webpage at [toronto.ca/ EglintonBendaleStreets](https://toronto.ca/EglintonBendaleStreets).

## The Plan for Eglinton-Bendale South Streets

Based on analysis of public feedback, technical research, and relevant City policies and programs, changes are proposed to address the following areas of concern:

- **Conflict between road users:** Concerns were raised regarding pedestrian crossing safety, cycling safety, unsafe turning movements at intersections, and non-compliance with traffic rules.
- **Motor vehicle speeding:** Residents have raised concerns about speeding along specific road segments and at intersections where drivers speed through turns.
- **High motor vehicle traffic volume on neighbourhood streets:** Residents noted high traffic volumes on certain roads related to non-local traffic as drivers avoid major intersections and arterial roads.

- **School-related safety:** Traffic safety concerns were identified near schools, including congestion at drop-off/pick-up times, unsafe turning movements, and risks at nearby designated crossings.

Staff developed a set of proposed changes to address these issues and hosted a second round of public consultation to invite community feedback on the proposed changes.

### Community Feedback on the Plan

During Phase 2 of public consultation, the project team sent a mailed notice to 11,503 addresses which stated all proposed changes in a list and in a map, and invited feedback through an online survey, email, and/or participation at a public drop-in event. Community interest group meetings were also held. Feedback on the proposals was provided by 93 community members.

In response to comments received during Phase 2 public consultation the set of proposed changes was refined. Additional proposed changes are now included in the plan:

- **Geometric safety improvements** at the intersection of Bellamy Road North and Porchester Drive in the form of reduced curb radii to slow turning speeds
- **School crossing guard study** at Trudelle Street and Torrance Road to determine if a crossing guard can be deployed at this location
- **Parking prohibition on Perivale Crescent** at the curve to improve sightlines
- **New “Curve Ahead” signage on Perivale Crescent** near the trail access point
- **Speed limit reduction** on Savarin Street from 40 km/h to 30 km/h between Danforth Road to the closure point end of Savarin Street at McCowan Road
- **Speed humps** on Thicketwood Drive between Providence Street and Savarin Street
- **Improving pavement markings at the intersection of Bellamy Road North and Porchester Drive and Trudelle Street and Torrance Road** to improve pedestrian visibility and safety

A comprehensive summary of feedback received in Phase 2 of public consultation is posted on the project webpage at [toronto.ca/ EglintonBendaleStreets](http://toronto.ca/EglintonBendaleStreets).

### Proposed Changes to Address Conflict Between Road Users

Residents raised concerns about pedestrian and cycling safety, unsafe turning movements, and non-compliance with traffic rules. These issues create travel conflicts, situations where pedestrians, people cycling, drivers, and transit users come into close interaction, increasing the risk of collisions.

The plan proposes a series of changes designed to reduce conflicts and create a safer, more comfortable environment for all users. Proposed changes include:

- **Intersection or mid-block safety improvements:** Design changes are proposed at key locations to reduce conflicts, lower turning speeds, and improve safety for all road users. These may include curb radius reductions, curb extensions, median modifications, intersection realignment, removal of right-turn channels, addition of

truck aprons, and raised pedestrian crossing, as appropriate for each location. Seven intersections are proposed for safety improvements:

- Eglinton Avenue East and McCowan Road
- Eglinton Avenue East and Danforth Road
- Eglinton Avenue East and Torrence Road
- Eglinton Avenue East and Bellamy Road
- Bellamy Road North and Cedar Brae Boulevard
- Bellamy Road North and Porchester Drive
- Savarin Street and McCowan Road

The safety improvements proposed for the intersection of Bellamy Road North and Porchester Drive will be implemented using temporary materials in the short term. These measures will later be replaced with permanent design changes as part of the Bellamy Road North On-Street Bikeway Construction Project, planned for 2030–2031.

- **New or improved pavement markings:** pavement markings are a key safety feature that guide road users by indicating travel directions, identifying turning lanes, marking pedestrian crossings, and showing stop locations. As part of this study, several locations were assessed for the addition of new markings or the refresh of existing markings. The proposed locations and types of pavement marking improvements include:
  - Torrence Road and Adler Street: Addition of zebra markings on north and south leg of the intersection
  - Bellamy Road North and Amarillo Drive: Refresh existing pavement markings
  - Danforth Road and Perivale Crescent: Addition of zebra markings on the east leg
  - Bellamy Road North and Porchester Drive: Refresh pavement markings
  - Torrence Road and Trudelle Street: Addition of zebra markings on all four legs of the intersection
- **TTC stop relocation:** In consultation and coordination with TTC, four bus stops on Danforth Road will be relocated to better align with existing and proposed protected crossings. These relocations are being advanced by the TTC following the proposed signal and crossing improvements and will improve access to safer crossing opportunities for transit users traveling to and from these stops.
  - Trudelle Street and Danforth Road. Stop #4967 to move 20 metres north (closer to the crosswalk). Stop #4969 to be relocated to a point 20 metres north of the intersection closer to the crosswalk.
  - Danforth Road and Perivale Crescent: Moving Stop #5669 and #5668 approximately 60 meters to the south to get closer to the newly proposed crosswalk and Intersection Pedestrian Signal (IPS).
- **New signage:** Road signage plays an important role in communicating rules, warnings, and guidance to road users. It helps improve safety by clarifying right-of-way, highlighting potential hazards, and supporting driver awareness and compliance. As part of this study, several locations were reviewed for the installation

of new signage or the enhancement of existing signage. Proposed signage changes include:

- Perivale Crescent: New warning signs of “Curve Ahead” at the approaches of the curve near the Hague Park trail access point.
- **New traffic signals or signal timing adjustments:** Traffic signals and related control measures play a critical role in improving safety, managing traffic flow, and providing protected crossing opportunities for pedestrians. As part of this study, several locations were reviewed for new signal installations or adjustments to existing signal operations. Proposed signal changes include:
  - Eglinton Avenue East and Torrence Road: Addition of Accessible Pedestrian Signals
  - Trudelle Street near Père Philippe Lamarche CSS: Addition of a pedestrian crossover (PXO) near the park and trail access point
  - Bellamy Road North and Trudelle Street: Addition of a new traffic signal
  - Danforth Road and Perivale Crescent: Addition of an Intersection Pedestrian Signal (IPS) to provide protected pedestrian crossing
  - Cedar Brae Boulevard and Banmoor Boulevard and Bellamy Road North: Addition of an Intersection Pedestrian Signal (IPS) or half signal to provide a protected pedestrian crossing

Technical analysis supporting the proposed PXO near Père Philippe Lamarche CSS is included in Attachment 7. Technical analysis supporting the proposals on Bellamy Road North and Danforth Road is included in the companion report titled " Traffic Safety Improvements: Bellamy Road North and Danforth Road ".

It should be noted that the proposed PXO on Trudelle Street near Père Philippe Lamarche CSS may require the removal of up to one tree.

- **Parking Restrictions:** Parking regulations help maintain safe sightlines and support safe turning movements, particularly in constrained areas. Residents identified concerns with vehicles parked along the curve near the Hague Park trail access on Perivale Crescent. Parked vehicles in this area narrow the roadway, create turning challenges, and reduce visibility. In response, targeted parking restrictions are proposed to keep the curve clear, improve sightlines, and support safe vehicle movements. Changes to parking regulations are proposed on:
  - Perivale Crescent, No Parking on both sides near the Hague Park trail access point. On the west side from a point 210 metres east of Dignam Court (in front of No. 96 Perivale Crescent) to a point 268 metres east of Dignam Court (at the fire hydrant in front of No. 94 Perivale Crescent). On the east side from a point 253 metres east of Dignam Court to a point 265 metres east of Dignam Court, located in front of the Hague Park trail access point, between the driveways of No. 93 and No. 89 Perivale Crescent.
- **Road Operations Maintenance and Servicing:** Through site visits and engagement with residents, several road operations, maintenance, and servicing issues were identified. Staff submitted 311 service requests on behalf of residents to

address these items and improve overall safety conditions in the neighbourhood. The locations are as follows:

- McCowan Road in front of John McCrae Public School: Snow removal concerns were noted and communicated to the appropriate City operations team for follow-up through regular service channels.
- Perivale Crescent: Snow removal concerns were noted and communicated to the appropriate City operations team for follow-up through regular service channels
- Intersection of Wetherby Drive and Danforth Road: A sightline review at this corner was completed and no issues were identified. A 311 service request has been submitted for a separate segment of Wetherby Drive that was raised as a sightline concern. This location falls outside the boundary of the study area and will be reviewed separately.
- Porchester Drive: This road is outside of project boundary; a 311 service request for review of speeding concern was submitted to the appropriate City team.
- Cedarbrae Boulevard and Trudelle Street: A 311 service request has been submitted to review the condition of a tree that may be affecting pedestrian use of the sidewalk.
- Torrance Road: Five 311 service requests have been submitted for tree pruning to restore visibility of the traffic signs.

### **Proposed Changes to Address Motor Vehicle Speeding**

Residents have raised concerns about motor vehicle speeding throughout the neighbourhood. The City has previously implemented several measures, including lowering speed limits to 30 km/h on local roads and 40 km/h on collector roads and updating gateway signage to reflect these changes. Building on these efforts, the plan proposes additional changes aimed at addressing motor vehicle speeding to create safer, more comfortable streets for all users. Proposed changes include:

- **Traffic Calming (Speed Humps):** Speed humps are proposed on several local streets to reduce motor vehicle speeds and improve safety for all road users. A full analysis is provided in Attachment 2. Streets with traffic calming recommended include:
  - Thicketwood Drive between Danforth Road to Savarin Street
  - Cedar Brae Boulevard between Bellamy Road North and Grace Street
  - Nelson Street between Cedar Brae Boulevard and Bellamy Road North
  - Perivale Crescent Between Danforth Road to Rossander Court
  - Amarillo Drive between Cedar Brae Boulevard and Bellamy Road North
  - Trudelle Street between Danforth Road and Cedar Brae Boulevard

During Phase 2 of consultation, some residents raised concerns about proposed speed humps on Perivale Crescent related to the road's slope and potential impacts on winter maintenance. Staff reviewed the roadway conditions, including the grade of the street, and confirmed that the slope is within the allowable limits outlined in the City's Traffic Calming Policy. Staff also confirmed that streets with speed humps across the City receive regular snow clearing.

Consultation with emergency services (Toronto Police Service, Toronto Fire Services and Toronto Paramedic Services) is required to ensure that the design and layout of a traffic calming proposal does not unduly affect their operations. Emergency services were advised of these traffic calming recommendations. Toronto Paramedic Services responded indicating that while speed humps may increase emergency response times, they support traffic calming measures that improve overall community safety. Fire and Police Services confirmed that the proposed traffic calming measures are not expected to impact response times when responding to calls for service. Copies of correspondence are provided in Attachment 4.

- **Speed Limit Reduction:** Residents on Savarin Street shared concerns about vehicle speeds on their road. Staff reviewed the 2025 speed data and are proposing to reduce the posted speed limit from 40 km/h to 30 km/h between Danforth Road to the closure point end of Savarin Street at McCowan Road. This change would better reflect the local street context and support safer and more comfortable travel for all road users.
- **Watch Your Speed Signage:** Watch Your Speed signs are used to raise driver awareness and encourage compliance with posted speed limits, particularly in areas with higher safety sensitivity. The following location has been identified:
  - Bellamy Road North, just north of Nelson Street

This location falls within two School Safety Zones and a designated Pedestrian Safety Zone. It was identified through this plan's assessment process and approved for installation in 2025. The sign will be part of the regular rotation program, where it is periodically relocated to different locations within the Ward every few weeks.

### **Proposed Changes to Address Motor Vehicle Traffic Volume on Neighbourhood Streets**

Residents have raised concerns about motor vehicle traffic volumes within the neighbourhood. The study identified two main sources of these concerns: school-related traffic during drop-off and pick-up times, and non-local drivers using neighbourhood streets to bypass busier corridors such as Danforth Road and Eglinton Avenue East.

Based on site visits and recent traffic data, the study found that traffic volumes on all neighbourhood streets, including those near schools, are at or below the expected volume for motor vehicle traffic. Based on the Road Classification System the expected volume on local roads is generally up to 2,500 vehicles per day, and the expected volume on collector roads typically ranges from 2,500 to 8,000 vehicles per day. Overall traffic volumes on neighbourhood streets fall within these ranges.

During consultation, it was noted that drivers unfamiliar with the area often assume McCowan Road continues through to Lawrence Avenue. As a result, they turn onto McCowan Road from Eglinton Avenue East to bypass congestion on Eglinton Avenue East and Danforth Road. To address this, the following proposal is recommended to alert drivers that McCowan Road is a dead end:

- **New Signage:**
  - McCowan Road and Eglinton: A green advisory sign stating “No Exit to Lawrence, except for pedestrians”

No additional volume management measures are proposed. However, other measures like speed humps and Watch Your Speed signage may discourage shortcutting by non-local traffic that expected to be able to speed through the area.

### **Proposed Changes to Address School-Related Safety**

Residents raised concerns about school-related safety issues around the four schools in the neighbourhood, John McCrae Public School, UMC High School, Père-Philippe-Lamarche Catholic Senior School and St. Nicholas Catholic School.

These concerns fall into three main areas: crossings and intersections, speeding near schools, and congestion during drop-off and pick-up times.

The City has already made improvements through the Vision Zero Road Safety Plan, introducing School Safety Zones around all schools in the neighbourhood.

Building on these efforts, the Streets Plan proposes additional changes to improve traffic flow, manage speeds, and enhance the safety of crossings and intersections within school zones. Proposed changes include:

- **Pedestrian Crossing Improvement**
  - McCowan Road in front of John McCrae Public School: Raised crosswalk at the pedestrian crossover (PXO).
  - McCowan Road In front of John McCrae Public School: Addition of flex bollards 15 metres from the pedestrian crossover (PXO) to improve sightlines of pedestrians crossing.
- **New School Crossing Guard studies:** The City of Toronto’s School Crossing Guard Program supports the safety of students attending elementary schools, including primary-grade students, by assisting them in crossing busy roads and intersections during school travel times. School crossing guards help guide students safely across the street while increasing awareness among drivers and cyclists of pedestrian activity.

Based on feedback received during Phase 1 consultation, several locations were identified by residents where crossing guards are desired. Each location was assessed against the City’s School Crossing Guard warrant criteria, including traffic volumes and school-aged pedestrian crossing volumes:

- Torrance Road and Adler Street: This location did not meet the warrant criteria for a School Crossing Guard based on observed traffic volumes and the number of school-aged children crossing during peak periods.
- Torrance Road and Grace Street: This location did not meet the criteria for a School Crossing Guard. School Crossing Guards are assigned only at controlled crossings, and this intersection does not have a crosswalk or other form of controlled crossing on the north or south approaches. An extended review also

considered the potential addition of stop control and marked crosswalks; however, traffic volumes and pedestrian demand did not meet the applicable warrants.

- Trudelle Street and McCowan Road: This location met the warrant criteria, qualifying for two shifts of School Crossing Guard service, and a School Crossing Guard was initiated in January 2026.

During Phase 2 consultation, an additional location was identified for review:

- Trudelle Street and Torrance Road: This location is currently under review by the School Crossing Guard Program to determine whether it meets the warrant criteria.

- **Speed management on school streets:** Speed management measures are proposed on select school streets to improve safety for students traveling to and from school. While these locations have already been covered in the Speed Management section, they are highlighted here due to their proximity to schools and the associated pedestrian activity:
  - Amarillo Drive (between Cedar Brae Boulevard and Bellamy Road North): Proposed speed humps to support safer access for students travelling to and from St. Nicholas Catholic School.
  - Trudelle Street (between Danforth Road and Cedar Brae Boulevard): Proposed speed humps to improve safety for students travelling to and from nearby schools, including John McCrae Public School and Père-Philippe-Lamarche Secondary Catholic School.
- **Parking Restrictions:** Parking regulations are proposed in front of schools to help manage pick-up and drop-off activity, reduce conflicts with through traffic, and improve safety for students. A full analysis is provided in Attachment 5. The proposed locations and measures are as follows:
  - **McCowan Road at John McCrae Public School:**
    - West side and cul-de-sac: No Stopping, Mon–Fri: 8–9 a.m. and 3–4 p.m.
    - East side (between a point 62 metres north of Fred Bland Crescent and a point 93 metres further north): Designate a 15-minute “Drop-Off Only” zone from 8:00 a.m. to 4:00 p.m.
  - **Amarillo Drive at St. Nicholas Catholic School:**
    - North side between Bellamy Road North and Cedar Brae Boulevard: No Stopping restrictions, Mon–Fri: 8–9 a.m. and 3–4 p.m.
    - South side between a point 91 metres west of Bellamy Road North and Cedar Brae Boulevard: Designate a 15-minute “Drop-Off Only” zone from 8:00 a.m. to 4:00 p.m.
  - **Trudelle Street at Père-Philippe-Lamarche Catholic Senior School:**
    - North side: No Stopping restrictions, Mon–Fri: 7 a.m.– 4 p.m.
- **No U-Turn on McCowan Road in front of John McCrae Public School:** Proposed to support more orderly circulation of school-related drop-off and pick-up traffic at John McCrae Public School, and discourage U-turns north of Savarin Street, thereby improving operations north of the pedestrian crossover (PXO) and within the cul-de-sac. A full analysis is provided in Attachment 6.

## Summary of Proposed Changes

Table 1 below summarizes all changes that are proposed as part of the Eglinton-Bendale South Streets Plan and the expected timing of the proposed changes. A map of proposed changes is included as Attachment 1.

Table 1: Summary of Proposed Changes

Proposed Change	Location(s)	Estimated Timeline
Intersection Safety Improvement	<ul style="list-style-type: none"> <li>• Bellamy Road North and Cedar Brae Boulevard: Geometric safety Improvements including paint and bollards</li> <li>• Bellamy Road North and Porchester Drive: Geometric Safety Improvements using temporary materials like paint and flexible bollards to reduce turning speed</li> </ul>	Short-term (6 months to 2 years)
Pavement Markings	<ul style="list-style-type: none"> <li>• Torrance Road and Adler Street: Addition of Zebra markings on north and south leg of the intersection</li> <li>• Bellamy Road North and Amarillo Dr: Refresh pavement markings</li> <li>• Danforth Road and Perivale Crescent: Addition of Zebra markings on the east leg</li> <li>• Bellamy Road North and Porchester Drive: Refreshing existing pavement markings</li> <li>• Trudelle Street and Torrance Road: Addition of zebra markings to the crosswalks</li> </ul>	Short-term (6 months to 2 years)
TTC stop relocation	<ul style="list-style-type: none"> <li>• Trudelle Street and Danforth Road: TTC bus stops will be relocated closer to the existing crosswalk</li> <li>• Danforth Road and Perivale Crescent: TTC bus stops will be relocated to be closer to the proposed crosswalk and Intersection Pedestrian Signal (IPS)</li> </ul>	Short-term (6 months to 2 years)

Proposed Change	Location(s)	Estimated Timeline
New signage	<ul style="list-style-type: none"> <li>• McCowan Road and Eglinton "No Exit to Lawrence"</li> <li>• McCowan Road near John McCrae PS "No U-turn signage"</li> <li>• Bellamy Road North between Nelson Street and Amarillo Drive "Watch Your Speed Sign (speed display signs)"</li> <li>• Perivale Crescent: "Curve Ahead" Signs</li> </ul>	Short-term (6 months to 2 years)
Parking Restrictions	<ul style="list-style-type: none"> <li>• McCowan Road: Introduction of "No Stopping" restrictions and a 15-minute "Drop-Off Only" zone.</li> <li>• Amarillo Drive: Introduction of "No Stopping" restrictions and a 15-minute "Drop-Off Only" zone.</li> <li>• Trudelle Street: Introduction of "No Stopping" restrictions.</li> <li>• Perivale Crescent: Introduction of parking prohibitions along the curve.</li> </ul>	Short-term (6 months to 2 years)
Traffic Calming (speed humps)	<ul style="list-style-type: none"> <li>• Thicketwood Drive between Danforth Road and Savarin Street</li> <li>• Cedar Brae Boulevard between Bellamy Road North and Grace Street</li> <li>• Nelson Street between Cedar Brae Boulevard and Bellamy Road North</li> <li>• Perivale Crescent between Danforth Road and Rossander Court</li> <li>• Amarillo Drive between Cedar Brae Boulevard and Bellamy Road North</li> <li>• Trudelle Street between Danforth Road and Cedar Brae Boulevard</li> <li>• </li> </ul>	Short-term (6 months to 2 years)
Speed Limit Reduction	<ul style="list-style-type: none"> <li>• Savarin Street between Danforth Road to the closure point end of Savarin Street at McCowan Road.</li> </ul>	Short-term (6 months to 2 years)

Proposed Change	Location(s)	Estimated Timeline
Pedestrian Crossing Improvement	<ul style="list-style-type: none"> <li>• McCowan Road (in front of John McCrae Public School): Installation of flexible bollards to improve visibility at the pedestrian crossover (PXO).</li> </ul>	Short-term (6 months to 2 years)
School Crossing Guard Study	<ul style="list-style-type: none"> <li>• Intersection of Trudelle Street and McCowan Road (approved for 2 shifts)</li> <li>• Intersection of Trudelle Street and Torrance Road (Pending results of data review)</li> </ul>	One location has been completed, and the second request is considered a short-term action (if approved, the crossing guard will be in place for 2027 school year).
Turning Restriction	<ul style="list-style-type: none"> <li>• McCowan Road (in front of John McCrae Public School, within the cul-de-sac): Introduction of a U-turn prohibition.</li> </ul>	Short-term (6 months to 2 years)
New Signals or Signal Adjustment	<ul style="list-style-type: none"> <li>• Trudelle Street near Père Philippe Lamarche CSS: Addition of a pedestrian crossover (PXO)</li> <li>• Bellamy Road North and Trudelle Street: Addition of a new traffic signal</li> <li>• Danforth Road and Perivale Crescent: Addition of an Intersection Pedestrian Signal (IPS)</li> <li>• Cedar Brae Boulevard and Banmoor Boulevard and Bellamy Road North: Addition of an Intersection Pedestrian Signal (IPS)</li> <li>• Eglinton Ave E and Torrence Road: Addition of Accessible Pedestrian Signals (APS)</li> </ul>	Medium-term (2 to 5 years)

Proposed Change	Location(s)	Estimated Timeline
Intersection or mid-block safety improvement (permanent changes to the design)	<ul style="list-style-type: none"> <li>• Eglinton Avenue East and McCowan Road: Geometric Safety Improvements</li> <li>• Eglinton Avenue East and Danforth Road: Geometric Safety Improvements</li> <li>• Eglinton Avenue East and Torrence Road: Geometric Safety Improvements</li> <li>• Eglinton Avenue East and Bellamy Road: Geometric Safety Improvements</li> <li>• Bellamy Road North and Cedar Brae Boulevard: Geometric Safety Improvements (permanent change)</li> <li>• Bellamy Road North and Porchester Drive: Geometric Safety Improvements (permanent change)</li> </ul>	These changes have been directed to the project teams responsible for the corridor reconstruction projects

Other changes are proposed for the long-term (5+ years), subject to further programming, feasibility study, public consultation, and/or detailed design. The long-term changes noted for future consideration include:

- **Improved pedestrian crossing:**
  - Savarin Street and McCowan Road: Raised pedestrian crosswalk. As there is currently no planned road work at this intersection, implementation of this type of measure is typically coordinated with future State of Good Repair (SOGR) projects to optimize delivery. This location will be tracked through the project implementation tracker and flagged to Capital Programming to support future coordination and avoid it being overlooked.
- **New cycling connections:**

Through public consultation, no new cycling connections were identified beyond those already planned. The corridors mentioned by residents are already designated for future upgrades that include cycling facilities.

As noted in the Related Projects section, these connections will be delivered through separate projects and will include their own dedicated community engagement and consultation processes. These corridors include:

- Eglinton Avenue East Road Safety and Cycling Upgrades between McCowan Road and Kingston Road: This initiative will propose safety upgrades and new cycling facilities. The project will include its own public engagement process. If approved, implementation is anticipated in 2030-2031. As part of this work, cycling improvements are also planned on Bellamy Road North between Eglinton Avenue East and Trudelle Street.

- Bellamy Road North between Porchester Drive and Lawrence Avenue East: Addition of cycle tracks using quick-build or modular materials (currently under feasibility review due to provincial amendments to the Highway Traffic Act).
- **Add missing sidewalks:** The provision of safe, comfortable, and accessible sidewalks on all public streets is a fundamental objective of the City of Toronto's Vision Zero 2.0 Road Safety Plan. The City's Missing Sidewalk Installation Policy requires that sidewalks are built on both sides of collector and arterial roads, and on one or both sides of local roads. Local roads remain the largest gap in the walking network and generate the highest number of requests for new sidewalk installations. New sidewalks are delivered through the City's Missing Sidewalk Program in one of three scenarios: Bundled with state-of-good repair roadway reconstruction, resurfacing projects and watermain construction; undertaken as stand-alone sidewalk delivery; or as a condition of development or redevelopment.

Locations within the neighbourhood that were identified for new sidewalk installation to enhance pedestrian connectivity and improve pedestrian safety are:

- Cedar Brae Boulevard
- Braeburn Boulevard
- Fariway Drive
- Carslake Crescent
- Pringdale Gardens Circle

At this time, there are no planned road reconstruction projects on these streets, and as such, sidewalk installation is not scheduled in the near term. These improvements would be considered and advanced in coordination with future roadwork or capital projects. Residents would be consulted as part of the design and implementation process at that time.

All proposed changes were developed in accordance with City road design guidelines and standards, and in consultation with subject matter experts in road design and traffic operation on City staff. Emergency services were consulted in the development of guidelines and standards and were advised of the proposed speed management changes in Eglinton-Bendale South.

### **Measures Considered but Not Recommended**

Several potential changes identified during the project were studied but are not recommended. A list of these changes, along with the rationale for why they are not included in the proposed plan can be found in Attachment 8.

### **Next Steps and Implementation**

Following the Scarborough Community Council decision on this report and companion report entitled "Traffic Safety Improvements in Eglinton-Bendale South", the Eglinton-Bendale South Streets Plan will proceed from the planning phase into the implementation phase. An email update will be sent to subscribers of the project email list. The project email inbox will remain open to facilitate correspondence about the implementation phase.

The implementation timeline for each change varies depending on delivery mechanism and budget availability. Changes that will be implemented as part of on-going active projects or annual programs are expected to be completed within 6 months to 24 months of decision, depending on construction season and city-wide priorities. Other changes aligned with larger initiatives in the City's Capital Plan require more time to coordinate funding, materials, time, and labour. It may take an estimated 5 years to deliver changes that are packaged with larger initiatives in the City's Capital Plan.

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

## **CONTACT**

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Manager, Area Transportation Planning, Transportation Services  
416-338-7139, michelle.berquist@toronto.ca

## **SIGNATURE**

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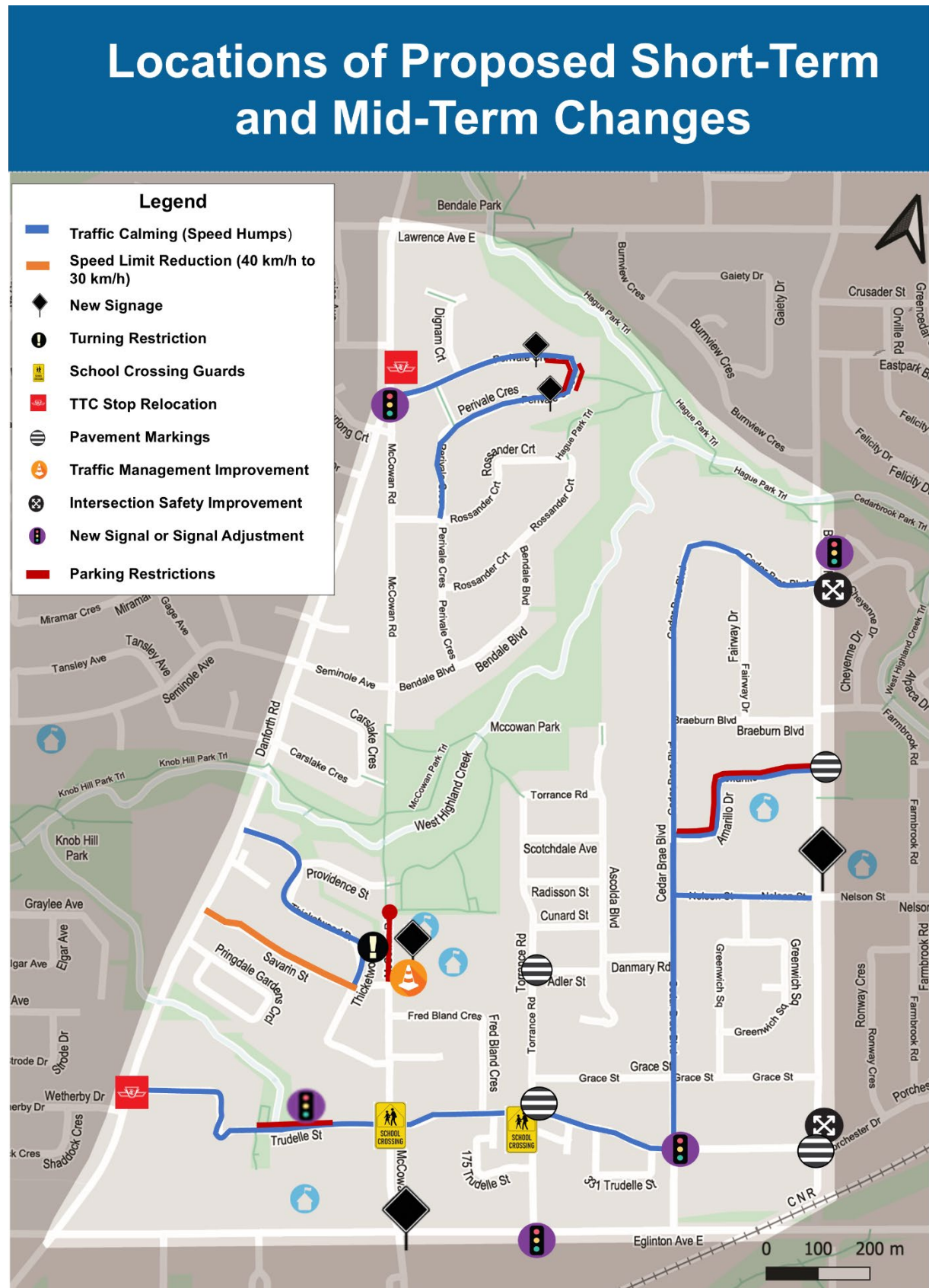
Mike Barnet  
Director, Enforcement and Street Management

## **ATTACHMENTS**

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1. Map of Changes Proposed in Eglinton-Bendale South Streets Plan
2. Supporting Analysis for Traffic Calming
3. Speed hump location plans
4. Response from Toronto Emergency Services
5. Supporting Analysis for Parking Amendments
6. Supporting analysis for prohibiting U-Turns
7. Supporting analysis for installation of a pedestrian crossover (PXO)
8. Measures not Recommended

# Attachment 1: Map of Changes Proposed in Eglinton-Bendale South Streets Plan



## Attachment 2: Supporting Analysis for Traffic Calming

Based on analysis of public feedback, technical research, and review of relevant City policies and programs, the project team investigated the feasibility of traffic calming on:

- Thicketwood Drive between Danforth Road and Savarin Street
- Cedar Brae Boulevard between Bellamy Road North and Grace Street
- Nelson Street between Cedar Brae Boulevard and Bellamy Road North
- Perivale Crescent between Danforth Road and Rossander Court
- Amarillo Drive between Cedar Brae Boulevard and Bellamy Road North
- Trudelle Street between Danforth Road and Cedar Brae Boulevard

### Existing Conditions

The streets investigated are characterized by the following conditions:

Table 2- 1: Existing Conditions

Roadway	Road Class	Number of Lanes	Speed Limit	Sidewalks	Other notes
Thicketwood Drive	Local	2	30	Both sides	Heavy truck prohibitions are in place
Cedar Brae Boulevard	Local	2	30	On one side and only between Trudelle Street and Amarillo Drive	Heavy truck prohibitions are in place
Nelson Street	Local	2	30	Both sides	Heavy truck prohibitions are in place
Perivale Crescent	Local	2	30	Both sides	Heavy truck prohibitions are in place
Amarillo Drive	Local	2	30	Both sides	Heavy truck prohibitions are in place
Trudelle Street	Collector	2	40	Both sides	Heavy truck prohibitions are in place

## Study Results

As part of the assessment of the warrant criteria, vehicle speed and volume studies were conducted using data collected between March 2023 to October 2025.

Table 2- 2: Study Results

Roadway	24h vehicle volume	Block length(s)	85th percentile speed	95th percentile speed	Warrant Satisfied ?
Thicketwood Drive	385	135 - 316 meters	39.8	44.0	Yes
Cedar Brae Boulevard	1,256	138 - 445 meters	43.0	47.5	Yes
Nelson Street	1,072	266 meters	38.4	43.4	Yes
Perivale Crescent	303	165 - 710 meters	43.1	47.8	Yes
Amarillo Drive	308	366 meters	38.4	43.4	Yes
Trudelle Street	4,419	280 - 579 meters	47.7	52.1	No

The investigation concluded that the eligibility and warrant criteria as outlined in the updated Traffic Calming Policy has been satisfied for all the streets summarized in the table above except for, except for Trudelle Street.

On Trudelle Street, the recorded 85th percentile speed is 47.7 km/h. While this is close, it does not technically meet the policy threshold of 8 km/h above the posted speed limit required for the traffic calming to be recommended based on a numerical justification. Traffic calming is recommended on Tudelle Street based on engineering judgement of context considerations.

Trudelle Street directly serves Père Philippe Lamarche Catholic Senior School and is a key east–west route for students attending John McCrae Public School and St. Nicholas Catholic School. A school crossing guard is stationed at the intersection of Trudelle Street and McCowan Road. The corridor also includes multiple school bus stops and several residential high-rise buildings that resulting in high pedestrian activity. Speed management is advisable in this context, and speed humps are the most appropriate available tool for speed management.

### Relative Priority and Other Impacts

In the event that the number of approved requests for roadway traffic calming measures exceed the budget allocated for installation, funding for approved installations will be

prioritized using a Prioritization Score. This score is made up of a Quantitative Score and a Qualitative Score.

The Quantitative Score is based on the results of the data collection, including travel speeds and traffic volumes to prioritize locations with higher vehicle speeds and volumes.

The Qualitative Score includes:

- **Collision history** to prioritize locations with a history of serious injury or fatal collisions and those involving a pedestrian or person cycling
- **Equity** to prioritize equity-deserving communities with a high-concentration of priority populations and those that are transportation disadvantaged
- **Expected presence of vulnerable road users** (elderly population, school children and pedestrians, including transit riders) to prioritize locations with a higher risk of fatal and serious injury collisions

The Quantitative and Qualitative Scores are averaged to provide the complete Prioritization Score. The prioritization scores for the roadways investigated range between 20 and 52, out of a possible 100, and are summarized in Table 2-3.

Table 2- 3: Traffic Calming Prioritization Scores

Roadway	From	To	Quantitative Score	Qualitative Score	Prioritization Score
Trudelle Street	Danforth Road	Cedar Brae Boulevard	15	62	39
Cedar Brae Boulevard	Trudelle Street	Bellamy Road North	49	55	52
Nelson Street	Cedar Brae Boulevard	Bellamy Road North	12	57	35
Amarillo Drive	Cedar Brae Boulevard	Bellamy Road North	1	50	26
Thicketwood Drive	Danforth Road	Savarin Street	9	30	20
Perivale Crescent	Danforth Road	Rossander Court	37	47	42

No alterations to parking regulations will be required, nor will the number of parking spaces be affected by the installation of speed humps. Installation of speed humps OR

speed cushions will have minimal effect on winter services, street cleaning and garbage collection.

A map of the area and proposed locations of the speed humps/speed cushions is included in Attachment 3.

# Attachment 3: Speed hump location plans

## Attachment 3- 1: Map - Speed Humps - Thicketwood Drive



<p><b>SH</b> PROPOSED SPEED HUMP</p>	<p><b>NOTES:</b>  <b>SPEED HUMP:</b>                  1. EVERY EFFORT WILL BE MADE TO INSTALL THE SPEED HUMP AS SHOWN ON THE APPROVED DRAWING. HOWEVER, MINOR ADJUSTMENTS MAY BE REQUIRED IN THE FIELD DUE TO EXISTING SITE CONDITIONS SUCH AS UTILITY COVERS, CATCH BASINS, AND DRIVEWAYS.  <b>SIGNAGE:</b>                  2. EVERY EFFORT WILL BE MADE TO UTILIZE EXISTING POLES FOR THE INSTALLATION OF SPEED HUMP SIGNAGE. WHERE SUITABLE EXISTING POLES ARE NOT AVAILABLE, NEW POLES MAY BE REQUIRED.                  3. SIGNAGE WILL BE INSTALLED AS DEPICTED ON THE APPROVED DRAWING. HOWEVER, EXISTING SITE CONDITIONS INCLUDING UTILITY CONFLICTS, TREES, AND SIGHTLINE CONSTRAINTS MAY REQUIRE SIGNS TO BE INSTALLED ON THE OPPOSITE SIDE OF THE SPEED HUMP OR OTHERWISE ADJUSTED IN THE FIELD.</p>		
<p><b>A</b>   </p> <p><b>B</b>   </p>	<p><b>SPEED HUMP LOCATIONS PLAN</b>  <b>THICKETWOOD DRIVE</b>  <b>SAVARIN STREET - DANFORTH ROAD</b></p>		
<p>FILE NO. ATP-SH-210</p>	<p>SCALE : N. T. S.</p>	<p>DRAWN BY : M.M</p>	<p>DATE : MAR, 2026</p>



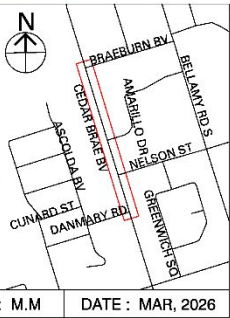
Attachment 3- 2: Map - Speed Humps - Cedar Brae Boulevard (Trudelle Street to Danmary Road)



<p><b>SH</b> PROPOSED SPEED HUMP</p> <p><b>A</b> </p> <p><b>B</b> </p>	<p><b>NOTES:</b></p> <p><b>SPEED HUMP</b></p> <p>1. EVERY EFFORT WILL BE MADE TO INSTALL THE SPEED HUMP AS SHOWN ON THE APPROVED DRAWING. HOWEVER, MINOR ADJUSTMENTS MAY BE REQUIRED IN THE FIELD DUE TO EXISTING SITE CONDITIONS SUCH AS UTILITY COVERS, CATCH BASINS, AND DRIVEWAYS.</p> <p><b>SIGNAGE</b></p> <p>2. EVERY EFFORT WILL BE MADE TO UTILIZE EXISTING POLES FOR THE INSTALLATION OF SPEED HUMP SIGNAGE. WHERE SUITABLE EXISTING POLES ARE NOT AVAILABLE, NEW POLES MAY BE REQUIRED.</p> <p>3. SIGNAGE WILL BE INSTALLED AS DEPICTED ON THE APPROVED DRAWING. HOWEVER, EXISTING SITE CONDITIONS INCLUDING UTILITY CONFLICTS, TREES, AND SIGHTLINE CONSTRAINTS MAY REQUIRE SIGNS TO BE INSTALLED ON THE OPPOSITE SIDE OF THE SPEED HUMP OR OTHERWISE ADJUSTED IN THE FIELD.</p>	
<p><b>SPEED HUMP LOCATIONS PLAN</b>  <b>CEDAR BRAE BOULEVARD</b>  <b>TRUDELLE STREET - BELLAMY ROAD NORTH</b></p>		
<p>FILE NO. ATP-SH-204</p>	<p>SCALE : N. T. S.</p>	<p>DRAWN BY : M.M      DATE : MAR, 2026</p>



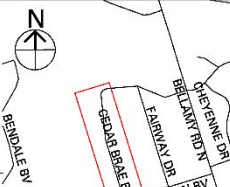
Attachment 3- 3: Map - Speed Humps - Cedar Brae Boulevard (south and north of Amarillo Drive)



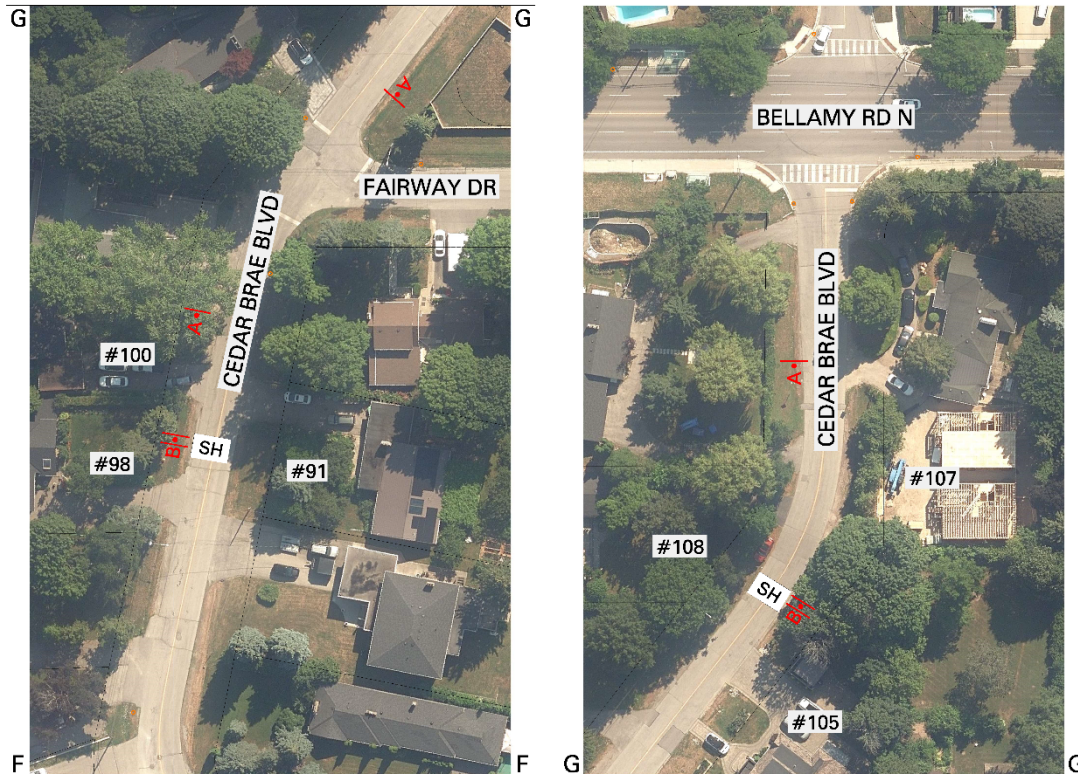
<p><b>SH</b> PROPOSED SPEED HUMP</p> <p><b>A</b> </p> <p><b>B</b> </p>	<p><b>NOTES:</b></p> <p><b>SPEED HUMP</b></p> <p>1. EVERY EFFORT WILL BE MADE TO INSTALL THE SPEED HUMP AS SHOWN ON THE APPROVED DRAWING. HOWEVER, MINOR ADJUSTMENTS MAY BE REQUIRED IN THE FIELD DUE TO EXISTING SITE CONDITIONS SUCH AS UTILITY COVERS, CATCH BASINS, AND DRIVEWAYS.</p> <p><b>SIGNAGE</b></p> <p>2. EVERY EFFORT WILL BE MADE TO UTILIZE EXISTING POLES FOR THE INSTALLATION OF SPEED HUMP SIGNAGE. WHERE SUITABLE EXISTING POLES ARE NOT AVAILABLE, NEW POLES MAY BE REQUIRED.</p> <p>3. SIGNAGE WILL BE INSTALLED AS DEPICTED ON THE APPROVED DRAWING. HOWEVER, EXISTING SITE CONDITIONS INCLUDING UTILITY CONFLICTS, TREES, AND SIGHTLINE CONSTRAINTS MAY REQUIRE SIGNS TO BE INSTALLED ON THE OPPOSITE SIDE OF THE SPEED HUMP OR OTHERWISE ADJUSTED IN THE FIELD.</p>		
<p><b>SPEED HUMP LOCATIONS PLAN</b>  <b>CEDAR BRAE BOULEVARD</b>  <b>TRUELLE STREET - BELLAMY ROAD NORTH</b></p>			
<p>FILE NO. ATP-SH-205</p>	<p>SCALE : N. T. S.</p>	<p>DRAWN BY : M.M</p>	<p>DATE : MAR, 2026</p>

Attachment 3- 4: Map - Speed Humps - Cedar Brae Boulevard (Braeburn Boulevard to the curve west of Fairway Drive)



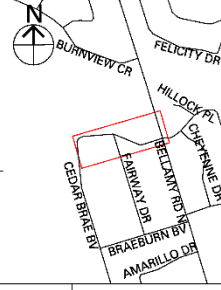


<p><b>SH</b> PROPOSED SPEED HUMP</p> <p><b>A</b>   </p> <p><b>B</b>   </p>	<p><b>NOTES:</b>  <b>SPEED HUMP</b>                  1. EVERY EFFORT WILL BE MADE TO INSTALL THE SPEED HUMP AS SHOWN ON THE APPROVED DRAWING. HOWEVER, MINOR ADJUSTMENTS MAY BE REQUIRED IN THE FIELD DUE TO EXISTING SITE CONDITIONS SUCH AS UTILITY COVERS, CATCH BASINS, AND DRIVEWAYS.  <b>SIGNAGE</b>                  2. EVERY EFFORT WILL BE MADE TO UTILIZE EXISTING POLES FOR THE INSTALLATION OF SPEED HUMP SIGNAGE. WHERE SUITABLE EXISTING POLES ARE NOT AVAILABLE, NEW POLES MAY BE REQUIRED.                  3. SIGNAGE WILL BE INSTALLED AS DEPICTED ON THE APPROVED DRAWING. HOWEVER, EXISTING SITE CONDITIONS INCLUDING UTILITY CONFLICTS, TREES, AND SIGHTLINE CONSTRAINTS MAY REQUIRE SIGNS TO BE INSTALLED ON THE OPPOSITE SIDE OF THE SPEED HUMP OR OTHERWISE ADJUSTED IN THE FIELD.</p>		
<p><b>SPEED HUMP LOCATIONS PLAN</b>  <b>CEDAR BRAE BOULEVARD</b>  <b>TRUELLE STREET - BELLAMY ROAD NORTH</b></p>			
<p>FILE NO. ATP-SH-206</p>	<p>SCALE : N. T. S.</p>	<p>DRAWN BY : M.M</p>	<p>DATE : MAR, 2026</p>

Attachment 3- 5: Map - Speed Humps - Cedar Brae Boulevard (west of Fairway Drive to Bellamy Road North)



SEE DRAWING ATP-SH-206

<p><b>[SH]</b> PROPOSED SPEED HUMP</p> <p><b>A-1</b> </p> <p><b>B-1</b> </p>	<p>NOTES:</p> <p><b>SPEED HUMP</b></p> <p>1. EVERY EFFORT WILL BE MADE TO INSTALL THE SPEED HUMP AS SHOWN ON THE APPROVED DRAWING. HOWEVER, MINOR ADJUSTMENTS MAY BE REQUIRED IN THE FIELD DUE TO EXISTING SITE CONDITIONS SUCH AS UTILITY COVERS, CATCH BASINS, AND DRIVEWAYS.</p> <p><b>SIGNAGE</b></p> <p>2. EVERY EFFORT WILL BE MADE TO UTILIZE EXISTING POLES FOR THE INSTALLATION OF SPEED HUMP SIGNAGE. WHERE SUITABLE EXISTING POLES ARE NOT AVAILABLE, NEW POLES MAY BE REQUIRED.</p> <p>3. SIGNAGE WILL BE INSTALLED AS DEPICTED ON THE APPROVED DRAWING. HOWEVER, EXISTING SITE CONDITIONS INCLUDING UTILITY CONFLICTS, TREES, AND SIGHTLINE CONSTRAINTS MAY REQUIRE SIGNS TO BE INSTALLED ON THE OPPOSITE SIDE OF THE SPEED HUMP OR OTHERWISE ADJUSTED IN THE FIELD.</p>	
<p><b>SPEED HUMP LOCATIONS PLAN</b>  <b>CEDAR BRAE BOULEVARD</b>  <b>TRUELLE STREET - BELLAMY ROAD NORTH</b></p>		
<p>FILE NO. ATP-SH-207</p>	<p>SCALE : N. T. S.</p>	<p>DRAWN BY: M.M DATE : MAR, 2026</p>

Attachment 3- 6: Map - Speed Humps - Nelson Street



<p><b>SH</b> PROPOSED SPEED HUMP</p> <p><b>A</b> </p> <p><b>B</b> </p>	<p><b>NOTES:</b></p> <p><b>SPEED HUMP</b></p> <p>1. EVERY EFFORT WILL BE MADE TO INSTALL THE SPEED HUMP AS SHOWN ON THE APPROVED DRAWING. HOWEVER, MINOR ADJUSTMENTS MAY BE REQUIRED IN THE FIELD DUE TO EXISTING SITE CONDITIONS SUCH AS UTILITY COVERS, CATCH BASINS, AND DRIVEWAYS.</p> <p><b>SIGNAGE</b></p> <p>2. EVERY EFFORT WILL BE MADE TO UTILIZE EXISTING POLES FOR THE INSTALLATION OF SPEED HUMP SIGNAGE. WHERE SUITABLE EXISTING POLES ARE NOT AVAILABLE, NEW POLES MAY BE REQUIRED.</p> <p>3. SIGNAGE WILL BE INSTALLED AS DEPICTED ON THE APPROVED DRAWING. HOWEVER, EXISTING SITE CONDITIONS INCLUDING UTILITY CONFLICTS, TREES, AND SIGHTLINE CONSTRAINTS MAY REQUIRE SIGNS TO BE INSTALLED ON THE OPPOSITE SIDE OF THE SPEED HUMP OR OTHERWISE ADJUSTED IN THE FIELD.</p>	
<p><b>SPEED HUMP LOCATIONS PLAN</b>  <b>NELSON STREET</b>  <b>CEDAR BRAE BOULEVARD - BELLAMY ROAD NORTH</b></p>		
<p>FILE NO. ATP-SH-208</p>	<p>SCALE : N. T. S. DRAWN BY : M.M</p>	<p>DATE : MAR, 2026</p>

Attachment 3- 7: Map - Speed Humps - Perivale Crescent



**[SH] PROPOSED SPEED HUMP**

**A**

**B**

**NOTES:**

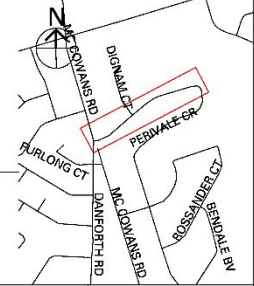
**SPEED HUMP**

1. EVERY EFFORT WILL BE MADE TO INSTALL THE SPEED HUMP AS SHOWN ON THE APPROVED DRAWING. HOWEVER, MINOR ADJUSTMENTS MAY BE REQUIRED IN THE FIELD DUE TO EXISTING SITE CONDITIONS SUCH AS UTILITY COVERS, CATCH BASINS, AND DRIVEWAYS.

**SIGNAGE**

2. EVERY EFFORT WILL BE MADE TO UTILIZE EXISTING POLES FOR THE INSTALLATION OF SPEED HUMP SIGNAGE. WHERE SUITABLE EXISTING POLES ARE NOT AVAILABLE, NEW POLES MAY BE REQUIRED.

3. SIGNAGE WILL BE INSTALLED AS DEPICTED ON THE APPROVED DRAWING. HOWEVER, EXISTING SITE CONDITIONS INCLUDING UTILITY CONFLICTS, TREES, AND SIGHTLINE CONSTRAINTS MAY REQUIRE SIGNS TO BE INSTALLED ON THE OPPOSITE SIDE OF THE SPEED HUMP OR OTHERWISE ADJUSTED IN THE FIELD.



**SPEED HUMP LOCATIONS PLAN  
PERIVALE CRESCENT  
DANFORTH ROAD - ROSSANDER COURT**




FILE NO. ATP-SH-211      SCALE : N. T. S.      DRAWN BY : M.M      DATE : MAR, 2026

Attachment 3- 8: Map - Speed Humps - Perivale Crescent

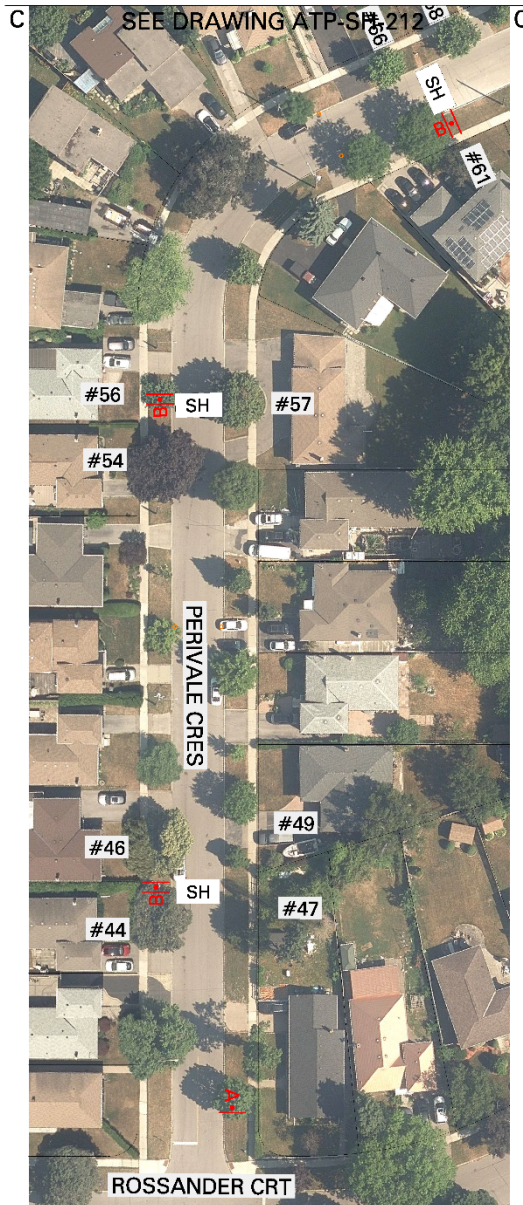




B  
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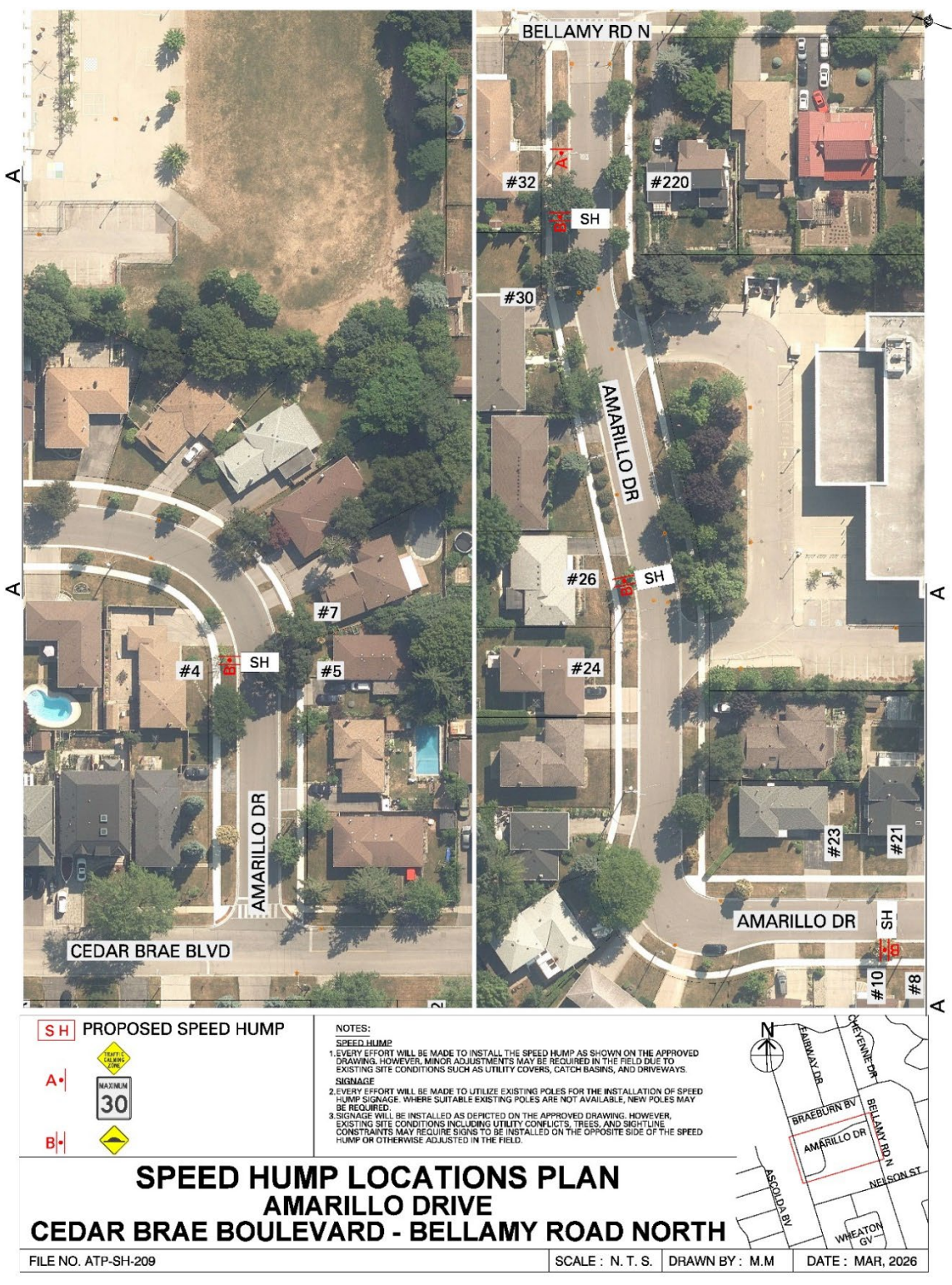
<p><b>SH</b> PROPOSED SPEED HUMP</p> <p>A • </p> <p>B • </p> <p></p>	<p>NOTES:</p> <p><b>SPEED HUMP</b></p> <p>1. EVERY EFFORT WILL BE MADE TO INSTALL THE SPEED HUMP AS SHOWN ON THE APPROVED DRAWING. HOWEVER, MINOR ADJUSTMENTS MAY BE REQUIRED IN THE FIELD DUE TO EXISTING SITE CONDITIONS SUCH AS UTILITY COVERS, CATCH BASINS, AND DRIVEWAYS.</p> <p><b>SIGNAGE</b></p> <p>2. EVERY EFFORT WILL BE MADE TO UTILIZE EXISTING POLES FOR THE INSTALLATION OF SPEED HUMP SIGNAGE. WHERE SUITABLE EXISTING POLES ARE NOT AVAILABLE, NEW POLES MAY BE REQUIRED.</p> <p>3. SIGNAGE WILL BE INSTALLED AS DEPICTED ON THE APPROVED DRAWING. HOWEVER, EXISTING SITE CONDITIONS INCLUDING UTILITY CONFLICTS, TREES, AND SIGHTLINE CONSTRAINTS MAY REQUIRE SIGNS TO BE INSTALLED ON THE OPPOSITE SIDE OF THE SPEED HUMP OR OTHERWISE ADJUSTED IN THE FIELD.</p>		
<p><b>SPEED HUMP LOCATIONS PLAN</b>  <b>PERIVALE CRESCENT</b>  <b>DANFORTH ROAD - ROSSANDER COURT</b></p>			
<p>FILE NO. ATP-SH-212</p>	<p>SCALE : N. T. S.</p>	<p>DRAWN BY : M.M</p>	<p>DATE : MAR, 2026</p>

Attachment 3- 9: Map - Speed Humps - Perivale Crescent

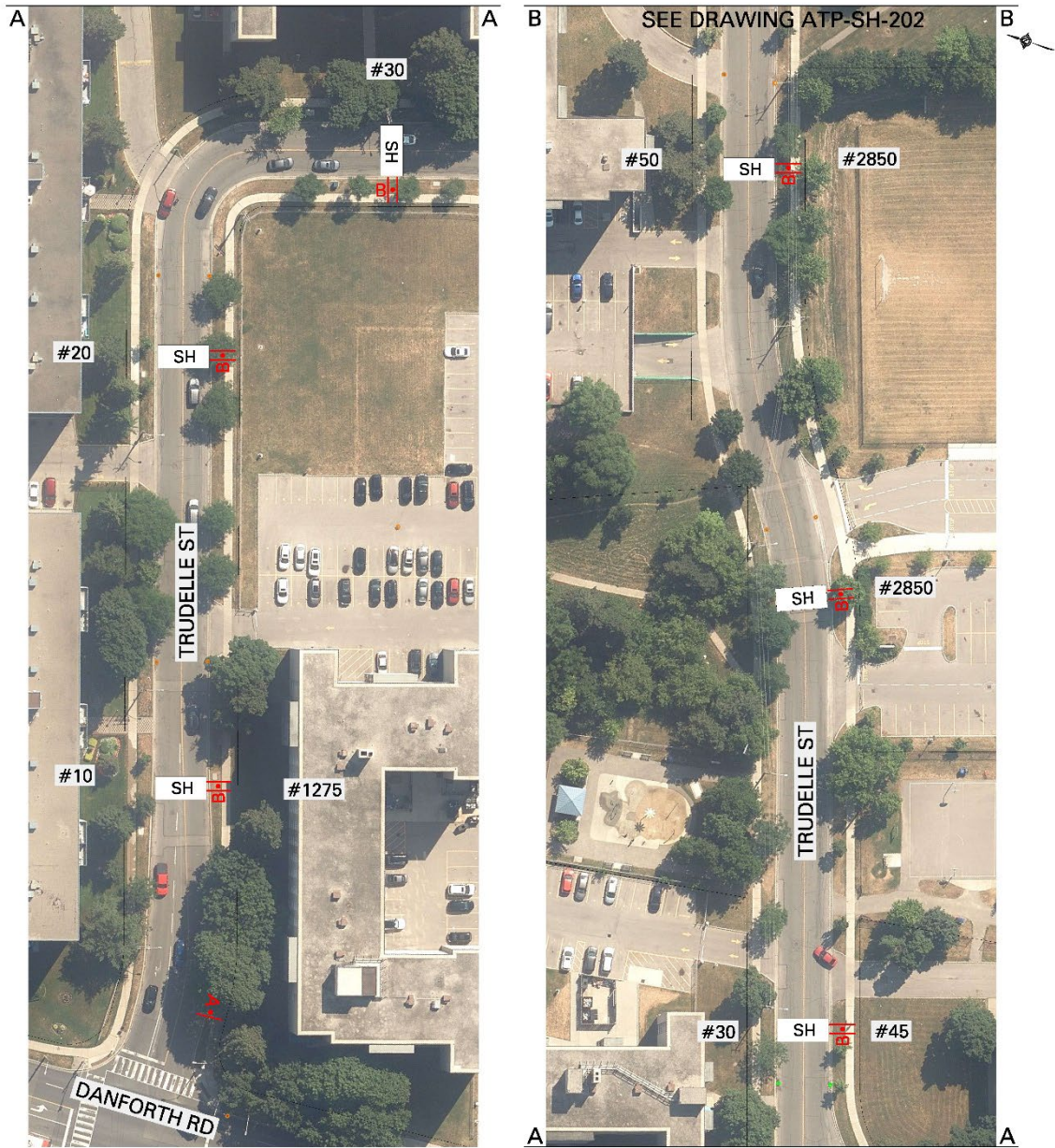


<p><b>SH</b> PROPOSED SPEED HUMP</p> <p><b>A</b> </p> <p><b>B</b> </p>	<p><b>NOTES:</b></p> <p><b>SPEED HUMP</b></p> <p>1. EVERY EFFORT WILL BE MADE TO INSTALL THE SPEED HUMP AS SHOWN ON THE APPROVED DRAWING. HOWEVER, MINOR ADJUSTMENTS MAY BE REQUIRED IN THE FIELD DUE TO EXISTING SITE CONDITIONS SUCH AS UTILITY COVERS, CATCH BASINS, AND DRIVEWAYS.</p> <p><b>SIGNAGE</b></p> <p>2. EVERY EFFORT WILL BE MADE TO UTILIZE EXISTING POLES FOR THE INSTALLATION OF SPEED HUMP SIGNAGE. WHERE SUITABLE EXISTING POLES ARE NOT AVAILABLE, NEW POLES MAY BE REQUIRED.</p> <p>3. SIGNAGE WILL BE INSTALLED AS DEPICTED ON THE APPROVED DRAWING. HOWEVER, EXISTING SITE CONDITIONS INCLUDING UTILITY CONFLICTS, TREES, AND SIGHTLINE CONSTRAINTS MAY REQUIRE SIGNS TO BE INSTALLED ON THE OPPOSITE SIDE OF THE SPEED HUMP OR OTHERWISE ADJUSTED IN THE FIELD.</p>	
<p><b>SPEED HUMP LOCATIONS PLAN</b>  <b>PERIVALE CRESCENT</b>  <b>DANFORTH ROAD - ROSSANDER COURT</b></p>		
<p>FILE NO. ATP-SH-213</p>	<p>SCALE : N. T. S.</p>	<p>DRAWN BY : M.M      DATE : MAR, 2026</p>

Attachment 3- 10: Map - Speed Humps - Amarillo Drive






Attachment 3- 11: Map - Speed Humps - Trudelle Street



<p><b>[SH]</b> PROPOSED SPEED HUMPS</p> <p><b>A</b> </p> <p><b>B</b> </p>	<p><b>NOTES:</b></p> <p><b>SPEED HUMPS</b></p> <p>1. EVERY EFFORT WILL BE MADE TO INSTALL THE SPEED HUMPS AS SHOWN ON THE APPROVED DRAWING. HOWEVER, MINOR ADJUSTMENTS MAY BE REQUIRED IN THE FIELD DUE TO EXISTING SITE CONDITIONS SUCH AS UTILITY COVERS, CATCH BASINS, AND DRIVEWAYS.</p> <p><b>SIGNAGE</b></p> <p>2. EVERY EFFORT WILL BE MADE TO UTILIZE EXISTING POLES FOR THE INSTALLATION OF SPEED HUMPS SIGNAGE. WHERE SUITABLE EXISTING POLES ARE NOT AVAILABLE, NEW POLES MAY BE REQUIRED.</p> <p>3. SIGNAGE WILL BE INSTALLED AS DEPICTED ON THE APPROVED DRAWING. HOWEVER, EXISTING SITE CONDITIONS INCLUDING UTILITY CONFLICTS, TREES, AND SIGHTLINE CONSTRAINTS MAY REQUIRE SIGNS TO BE INSTALLED ON THE OPPOSITE SIDE OF THE SPEED HUMPS OR OTHERWISE ADJUSTED IN THE FIELD.</p>	
<p><b>SPEED HUMPS LOCATIONS PLAN</b>  <b>TRUELLE STREET</b>  <b>DANFORTH ROAD - CEDAR BRAE BOULEVARD</b></p>		
<p>FILE NO. ATP-SH-201</p>	<p>SCALE : N. T. S.</p>	<p>DRAWN BY : M.M      DATE : MAR, 2026</p>

Attachment 3- 12: Map - Speed Humps - Trudelle Street



<p><b>SH</b> PROPOSED SPEED HUMP</p> <p><b>A</b> </p> <p><b>B</b> </p>	<p><b>NOTES:</b></p> <p><b>SPEED HUMP</b></p> <p>1. EVERY EFFORT WILL BE MADE TO INSTALL THE SPEED HUMP AS SHOWN ON THE APPROVED DRAWING. HOWEVER, MINOR ADJUSTMENTS MAY BE REQUIRED IN THE FIELD DUE TO EXISTING SITE CONDITIONS SUCH AS UTILITY COVERS, CATCH BASINS, AND DRIVEWAYS.</p> <p><b>SIGNAGE</b></p> <p>2. EVERY EFFORT WILL BE MADE TO UTILIZE EXISTING POLES FOR THE INSTALLATION OF SPEED HUMP SIGNAGE. WHERE SUITABLE EXISTING POLES ARE NOT AVAILABLE, NEW POLES MAY BE REQUIRED.</p> <p>3. SIGNAGE WILL BE INSTALLED AS DEPICTED ON THE APPROVED DRAWING. HOWEVER, EXISTING SITE CONDITIONS INCLUDING UTILITY CONFLICTS, TREES, AND SIGHTLINE CONSTRAINTS MAY REQUIRE SIGNS TO BE INSTALLED ON THE OPPOSITE SIDE OF THE SPEED HUMP OR OTHERWISE ADJUSTED IN THE FIELD.</p>	
<p><b>SPEED HUMP LOCATIONS PLAN</b>  <b>TRUDELLE STREET</b>  <b>DANFORTH ROAD - CEDAR BRAE BOULEVARD</b></p>		
<p>FILE NO. ATP-SH-202</p>	<p>SCALE : N. T. S.</p>	<p>DRAWN BY : M.M      DATE : MAR, 2026</p>

Attachment 3- 13: Map - Speed Humps - Trudelle Street



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<p><b>SH</b> PROPOSED SPEED HUMP</p> <p><b>A</b> </p> <p><b>B</b> </p>	<p><b>NOTES:</b></p> <p><b>SPEED HUMP</b>          1. EVERY EFFORT WILL BE MADE TO INSTALL THE SPEED HUMP AS SHOWN ON THE APPROVED DRAWING. HOWEVER, MINOR ADJUSTMENTS MAY BE REQUIRED IN THE FIELD DUE TO EXISTING SITE CONDITIONS SUCH AS UTILITY COVERS, CATCH BASINS, AND DRIVEWAYS.</p> <p><b>SIGNAGE</b>          2. EVERY EFFORT WILL BE MADE TO UTILIZE EXISTING POLES FOR THE INSTALLATION OF SPEED HUMP SIGNAGE. WHERE SUITABLE EXISTING POLES ARE NOT AVAILABLE, NEW POLES MAY BE REQUIRED.          3. SIGNAGE WILL BE INSTALLED AS DEPICTED ON THE APPROVED DRAWING. HOWEVER, EXISTING SITE CONDITIONS INCLUDING UTILITY CONFLICTS, TREES, AND SIGHTLINE CONSTRAINTS MAY REQUIRE SIGNS TO BE INSTALLED ON THE OPPOSITE SIDE OF THE SPEED HUMP OR OTHERWISE ADJUSTED IN THE FIELD.</p>	
<p><b>SPEED HUMP LOCATIONS PLAN</b>  <b>TRUDELLE STREET</b>  <b>DANFORTH ROAD - BELLAMY ROAD NORTH</b></p>		
<p>FILE NO. ATP-SH-203</p>	<p>SCALE : N. T. S. DRAWN BY : M.M</p>	<p>DATE : MAR, 2026</p>

## Attachment 4: Response from Toronto Emergency Services

### Response from Toronto Paramedic Services

**From:** EMS Planning <emsplanning@toronto.ca>

**Sent:** March 24, 2026 8:31 AM

**To:** [REDACTED]

**Cc:** EMS Planning <emsplanning@toronto.ca>

**Subject:** RE: Proposed Traffic Calming Measures in Eglinton Bendale South Neighbourhood.

[REDACTED]

We have received and reviewed the proposal for installation of speed humps on the indicated roads for the Eglinton Bendale South Neighbourhood, with the following comments:

The installation of speed humps on the indicated roads for the Eglinton Bendale South Neighbourhood, will impact response and transport times for residents that reside on the roadway speed humps are installed. Impacts may extend to community members if the indicated roads for the Eglinton Bendale South Neighbourhood, serves access to other roadways. It is important that the applicant understands that the installation of traffic calming devices will reduce the speed that emergency vehicles travel when responding to emergencies on roadways where they are installed.

Toronto Paramedic Services is supportive of community initiatives that improve the safety of all citizens of, and visitors to, the City of Toronto. Traffic and pedestrian safety are key components of a healthy neighbourhood, and we endeavour to support the wishes of the community to implement measures to improve upon these components.



## Attachment 5: Parking Amendments

Based on analysis of public feedback, technical research, and review of relevant City policies and programs, the project team investigated the feasibility of amending parking on:

- West side of McCowan Road North of Savarin Street and inside the Cul-de-sac circle
- on the east side of McCowan Road between a point 62 metres north of Fred Bland Crescent and a point 93 metres further north (before the school driveway)
- North side of Amarillo Drive between Bellamy Road North and Cedar Brae Boulevard
- South side of Amarillo between a point 91 metres west of Bellamy Road North and Cedar Brae Boulevard
- North of Trudelle Street, from a point 110 meters west of McCowan Road to a point 257 meters west of McCowan Road.
- West side of Perivale Crescent from a point 210 metres east of Dignam Court (in front of No. 96 Perivale Crescent) to a point 268 metres east of Dignam Court (at the fire hydrant in front of No. 94 Perivale Crescent).
- East side of Perivale Crescent from a point 253 metres east of Dignam Court to a point 265 metres east of Dignam Court, located in front of the Hague Park trail access point, between the driveways of No. 93 and No. 89 Perivale Crescent.

### Existing Conditions

The streets investigated are characterized by the following conditions:

Table 5-1: Existing Conditions

Roadway	Road Class	Number of Lanes	Posted Speed Limit	Sidewalks	Other notes
McCowan Road	Local	2	30	Both sides	<ul style="list-style-type: none"> <li>• School Safety Zone – John McCrae Public School</li> <li>• Heavy vehicle prohibited</li> <li>• Existing by-law: no parking at any time on both sides</li> </ul>
Amarillo Drive	Local	2	30	Both sides	<ul style="list-style-type: none"> <li>• School Safety Zone – St. Nicholas Catholic School</li> <li>• Heavy vehicle prohibited</li> </ul>
Trudelle Street	Collector	2	40	Both sides	<ul style="list-style-type: none"> <li>• Heavy vehicle prohibited</li> </ul>

Roadway	Road Class	Number of Lanes	Posted Speed Limit	Sidewalks	Other notes
Perivale Crescent	Local	2	30	Both sides	<ul style="list-style-type: none"> <li>Heavy vehicle prohibited</li> </ul>

The parking regulations on these streets within the subject section are as follows:

Table 5-2: Existing Conditions - Parking Regulations

Street	Location / Side	Regulation
McCowan Road	East Side	<ul style="list-style-type: none"> <li>School bus loading zone between a point 62 m north of Fred Bland Crescent and a point 93 m further north</li> <li>No parking at any time</li> </ul>
	West Side	No parking at any time
	Cul-de-sac	No parking at any time
Amarillo Drive	South side	No parking between a point 52 m west of Bellamy Road North and a point 39 m further west
Trudelle Street	North side	No parking at any time between a point 170 m west of McCowan Road and Bellamy Road North and Between a point 240 m west of McCowan Road
Perivale Crescent	No posted restrictions	

### Proposed Changes

A series of changes to the existing conditions has been proposed to amend parking restrictions, improve traffic safety and flow, and reduce conflicts between road users. These include:

- McCowan Road at John McCrae Public School:**
  - West side and cul-de-sac: No Stopping, Mon–Fri: 8–9 a.m. and 3–4 p.m.
  - East side (between a point 62 metres north of Fred Bland Crescent and a point 93 metres further north (School Driveway)): Designate a 15-minute “Drop-Off Only” zone from 8:00 a.m. to 4:00 p.m.

This change will help keep the west side of McCowan Road clear of parked vehicles, allowing pick-up and drop-off activity to occur on one side only (east side) and

improving overall traffic flow. The proposed U-turn prohibition in this area will further support smoother and more orderly vehicle movement within the cul-de-sac.

On the east side of the subject area, the existing by-law designates a school bus loading zone. However, the school does not operate buses, and there is currently no signage in place. Converting this space to a designated pick-up and drop-off zone would better reflect actual use and provide additional space for families during peak school periods.

During consultation, residents also raised concerns about limited parking for the dog park located at the end of the street. Limiting parking restrictions to school pick-up and drop-off times would allow park users to access on-street parking during off-peak periods while maintaining safety and operations during busy times.

- **Amarillo Drive at St. Nicholas Catholic School:**

- North side between Bellamy Road North and Cedar Brae Boulevard: No Stopping restrictions, Mon–Fri: 8–9 a.m. and 3–4 p.m.
- South side between a point 91 metres west of Bellamy Road North and Cedar Brae Boulevard: Designate a 15-minute “Drop-Off Only” zone from 8:00 a.m. to 4:00 p.m.

Currently, parking on both sides of the street significantly narrows the roadway, resulting in constrained vehicle movement and localized congestion during school peak times. During consultation, residents on the north side raised concerns about vehicles blocking driveways while waiting for school dismissal. The absence of appropriate by-law restrictions has limited the ability to enforce these behaviours. The proposed No Stopping regulation will address these concerns by preventing parking and standing during peak periods, allowing for more effective enforcement.

The introduction of a designated drop-off zone on the south side provides a clear, organized space for pick-up and drop-off activity. This helps consolidate operations to one side of the street, reducing conflicts between moving vehicles, parked cars, and pedestrians.

In addition, there is currently a designated school bus loading zone on the south side (between a point 52 m west of Bellamy Road North and a point 39 m further west). However, school buses primarily operate through the kiss-and-ride loop, making this designation underutilized. Converting this space to a short-term drop-off zone better aligns with actual operations and provides a functional benefit to families while improving overall traffic conditions.

- **Trudelle Street at Père-Philippe-Lamarche Catholic Senior School:**

- North side, from a point 109.9 m west of McCowan Road to a point 256.8 m west of McCowan Road.: No Stopping restrictions, Mon–Fri: 7 a.m.– 4 p.m.

During consultation, it was noted that school buses serving nearby schools frequently use gaps in the existing no-parking restrictions along the north side of Trudelle Street to wait for bell times. Their presence, particularly near the bend in the road, creates sightline challenges and forces vehicles to maneuver around them,

increasing conflicts. This is especially concerning given the high level of pedestrian activity in the area, with crossings occurring between the school, playground, trail access point, and nearby residential high-rises on both sides of the street. The proposed No Stopping restriction on the north side of Trudelle Street, from a point 110 meters west of McCowan Road to a point 257 meters west of McCowan Road, will remove this bus staging activity and improve visibility and safety for all road users.

In addition, a pedestrian crossover (PXO) is proposed within this segment. Removing stopping and standing vehicles will create the necessary clear space to support this crossing and improve sightlines for both pedestrians and drivers.

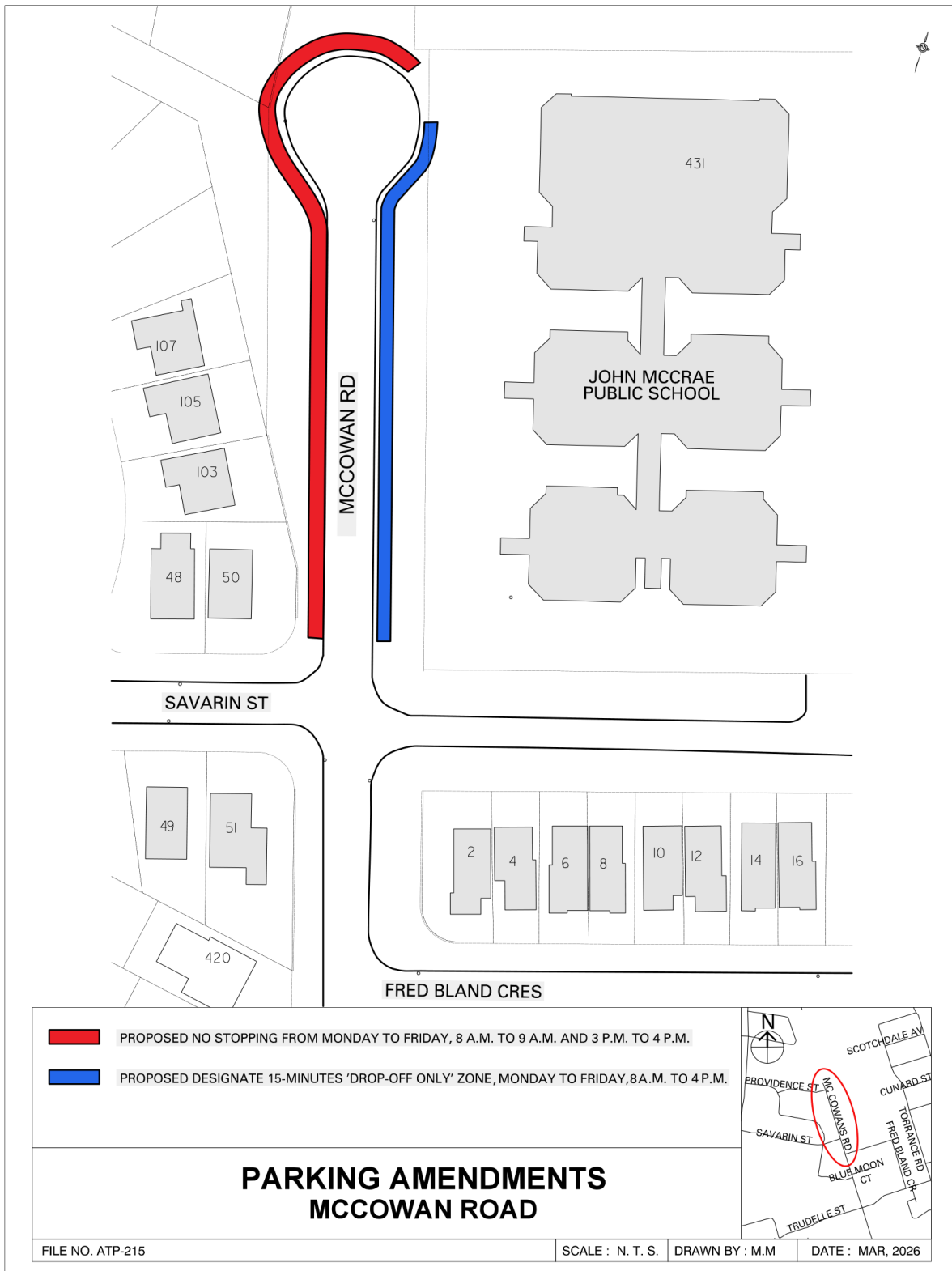
It is also important to note that the school has a large on-site parking and loading loop designed to accommodate both buses and family drop-off and pick-up activity. Encouraging use of this facility will help reduce reliance on on-street operations and further improve safety and traffic flow along Trudelle Street.

- **Perivale Crescent: both sides of the curve near the Hague Park trail access point**
  - West side: From a point 210 metres east of Dignam Court (in front of No. 96 Perivale Crescent) to a point 268 meters east of Dignam Court (at the fire hydrant in front of No. 94 Perivale Crescent).
  - East side: From a point 253 meters east of Dignam Court to a point 265 meters east of Dignam Court, located in front of the Hague Park trail access point, between the driveways of No. 93 and No. 89 Perivale Crescent.

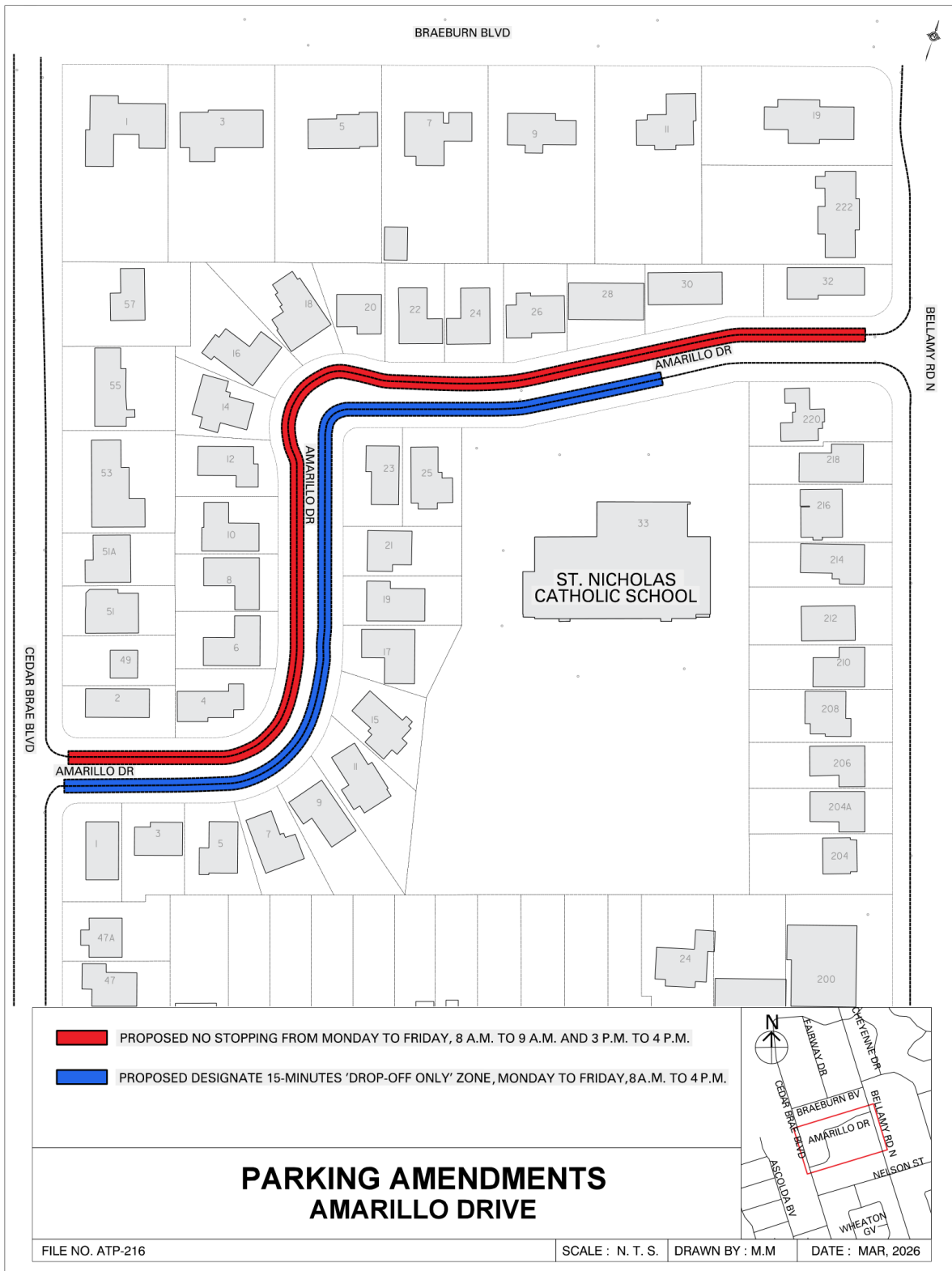
During Phase 2 of consultation, sightline concerns at the curve were identified by residents. The proposed changes will remove parking on both sides of the curve, improving visibility for drivers approaching and navigating this section of the roadway and enhancing overall safety.

A map of the area and proposed locations of the parking amendment(s) included in Attachment 5-1 to 5-4.

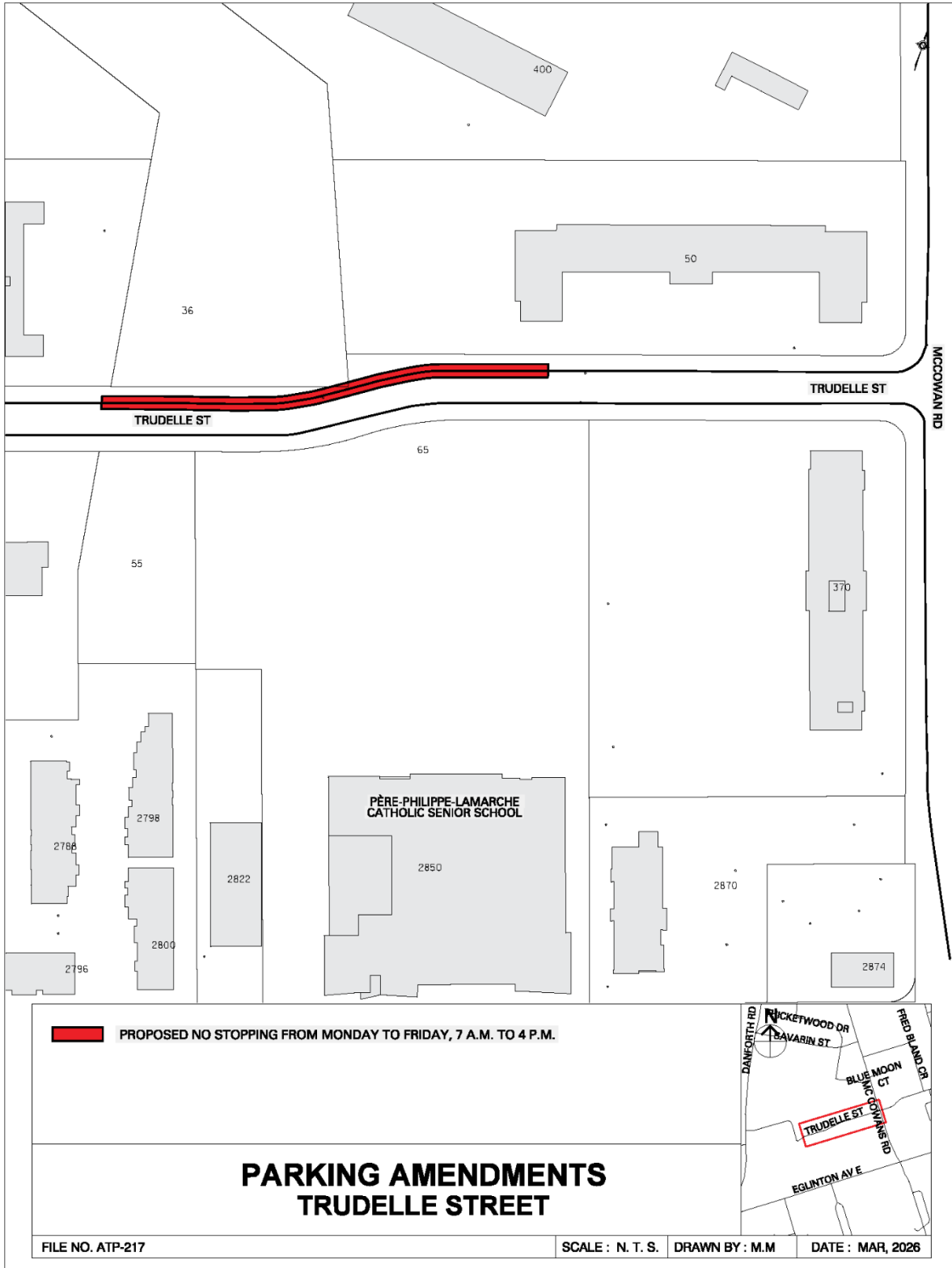
Attachment 5-1: Map - Parking Amendments on McCowan Road



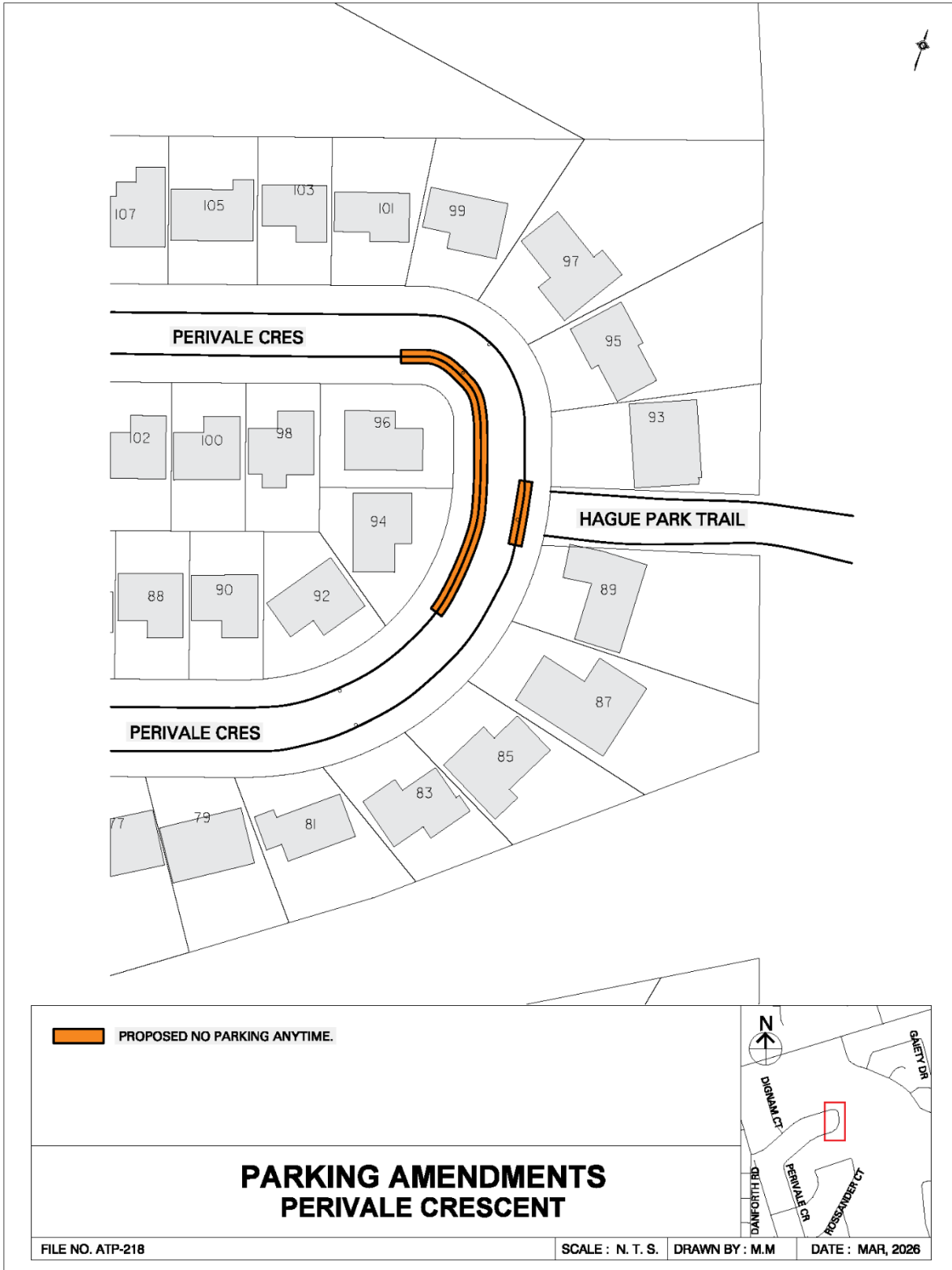
Attachment 5-2: Map - Parking Amendments on Amarillo Drive



Attachment 5-3: Map - Parking Amendments on Trudelle Street



Attachment 5-4: Parking Amendments on Perivale Crescent



## **Attachment 6: Analysis for prohibition of U-Turns on McCowan Road, North of Savarin Street**

During Phase 1 and Phase 2 of public consultation for the Eglinton-Bendale South Streets Plan, as well as through the School Travel Planning program led by Green Communities Canada at John McCrae Public School, concerns were raised about frequent U-turns during drop-off and pick-up periods on McCowan Road, north of Savarin.

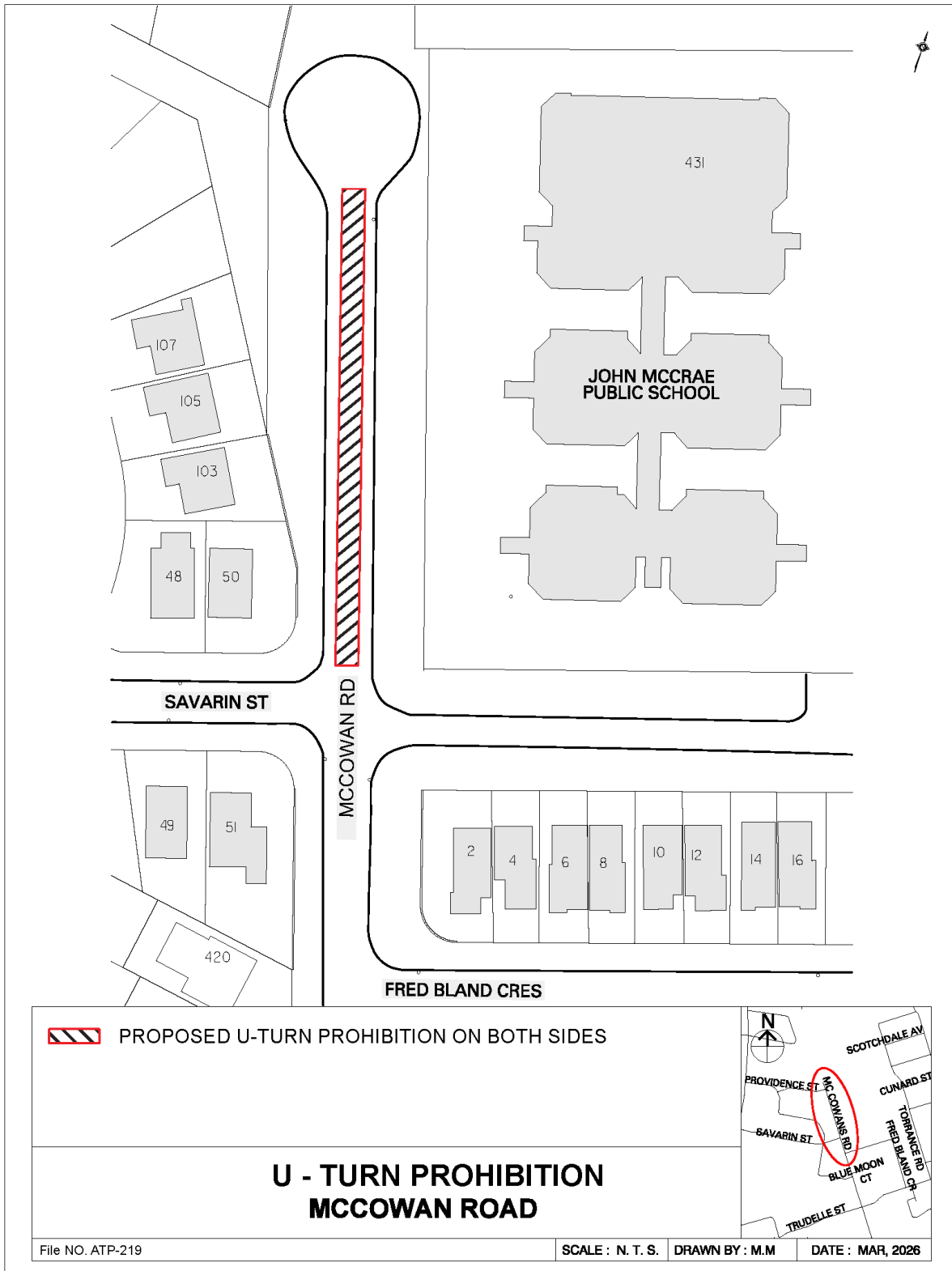
In response, staff conducted multiple site visits and participated in an on-site school safety review organized by Green Communities Canada. The review included school staff, parents, the Councillor's office, City of Toronto Transportation Services, and Toronto Public Health.

During these observations, multiple vehicles were seen making three-point turns in front of the school after drop-off or pick-up, rather than proceeding to the end of the cul-de-sac and returning south. At present, families use both sides of the road for pick-up and drop-off, which significantly narrows the available space for through traffic. These turning movements frequently block the roadway and contribute to localized operational traffic issues. In addition, students regularly cross McCowan Road directly in front of the school, creating potential conflict points between pedestrians and turning vehicles.

The combination of these turning movements, pedestrian crossings, and the proximity to a pedestrian crossover (PXO) reduces sightlines and increases conflicts between road users.

Based on these findings, a U-turn prohibition is proposed on both sides of the street from Savarin to the end of McCowan Road to reduce collision risk and support smoother traffic flow within the cul-de-sac. Attachment 5-1 illustrates the proposed U-turn prohibition location.

Attachment 6-1: Map - U-Turn Prohibition - McCowan Road



## **Attachment 7: Analysis for installation of a pedestrian crossover (PXO)**

Based on feedback received during Phase 1 of consultation, staff reviewed the need for pedestrian crossing protection on Trudelle Street in front of Père Philippe Lamarche Catholic Senior School. Following this review, a pedestrian crossover (PXO) is recommended to improve safety for vulnerable road users, including students, families, park visitors, and trail users crossing at this location.

### **Existing Conditions**

Trudelle Street is an east–west collector road with a pavement width of approximately 10.4 metres, accommodating one travel lane in each direction. The roadway carries approximately 4,500 vehicles per day (two-way volume) and has a posted speed limit of 40 km/h. It is not a TTC route, and sidewalks are provided on both sides. Heavy vehicles are prohibited at all times.

The surrounding land use is predominantly residential, with multiple high-rise buildings on both sides of the street, resulting in a high concentration of residents. Key generators of pedestrian activity in the area include Père Philippe Lamarche Catholic Senior School, Trudelle Park, and the Trudelle trail system.

### **Warrant Assessment**

An eight-hour pedestrian volume and delay study was conducted to assess the need for a PXO. A total of 325 pedestrians (factored) were observed during the study period. Approximately 16% experienced delays greater than 10 seconds, which is below the thresholds outlined in OTM Book 12 for warranting a pedestrian crossover. Based on these results, the location does not meet the numerical warrant.

However, numerical criteria are only one component of the warrant evaluation. Staff also consider environmental considerations such as surrounding land uses, safety context, and network gaps when applying engineering judgement.

### **Environmental Considerations**

Several site-specific factors support the installation of a controlled crossing at this location:

- The location directly serves students attending Père Philippe Lamarche Catholic Senior School.
- A strong pedestrian desire line was observed during site visits, with frequent crossings between destinations north and south of Trudelle Street.
- Sidewalks are provided on both sides of the roadway, supporting continuous pedestrian movement.
- There is no formal crossing opportunity between McCowan Road and Danforth Road (approximately 450 metres).
- The proposal originated from residents and received strong support during Phase 2 consultation.
- The area has a high density of residential buildings, contributing to sustained pedestrian activity.
- No visibility constraints were identified for either pedestrians or motorists.
- There are no nearby loading zones, driveways, or entrances that would conflict with the crossing.

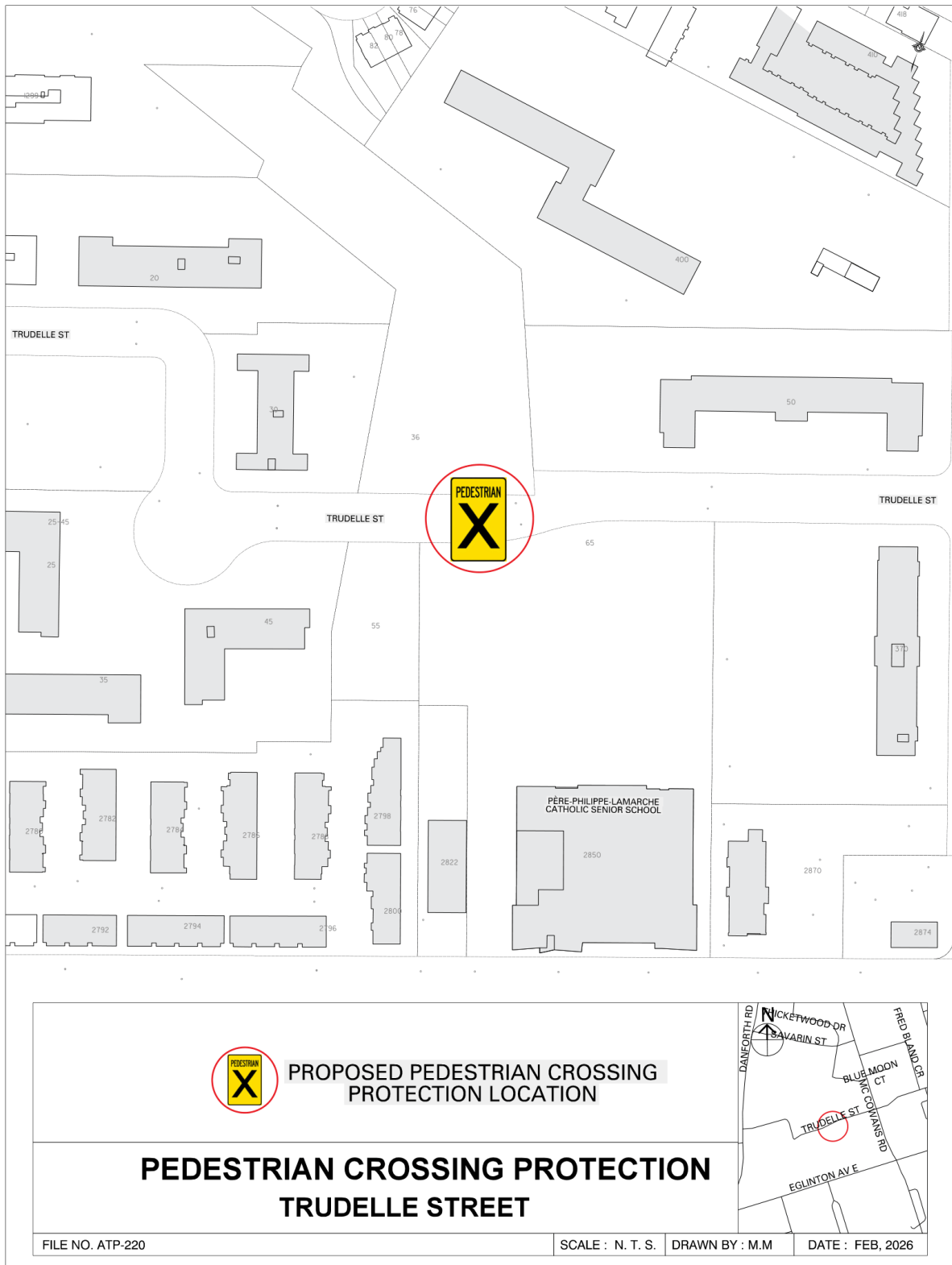
- Appropriate spacing from other traffic control devices is maintained.

Although the numerical criteria are not met, the combination of school-related pedestrian activity, network gaps, safety considerations, and community support provides sufficient contextual justification for installation.

**Recommendation**

Transportation Services recommends the installation of a pedestrian crossover (PXO) on Trudelle Street at a point approximately 199 meters west of McCowan Road.

Attachment 7-1 shows the location of the proposed Pedestrian Crossover.



## Attachment 8: Measures Considered but not Recommended

Some ideas could not be advanced because they do not align with current City policy, guidelines, or standards.

Table 8-1: Measures not Recommended

Request	Location	Considerations
School Crossing Guard	McCowan Road and Savarin Street (in front of John McCrae Public School)	This location was reviewed for the installation of a school crossing guard; however, the warrant criteria were not met based on observed pedestrian and vehicle volumes and site conditions. To improve safety and visibility for pedestrians, the proposed measures at this location include parking restrictions, the installation of flexible bollards around the pedestrian crossover, and enhanced signage to better alert drivers.
Review of Signal Timing	Amarillo Drive and Bellamy Road North	Signal timing at this location was reviewed in response to resident requests. The review confirmed that the existing timing meets standard pedestrian crossing requirements. No changes to signal timing are proposed at this time.
Addition of a missing crosswalk	Trudelle Street and Danforth Road	The request to add a crosswalk on the south approach was reviewed; however, based on the intersection layout and proximity to driveways, the warrant criteria were not met and a crosswalk is not recommended at this location. To better support pedestrian movements, bus stops are proposed to be relocated closer to the existing crosswalk on the north approach. Additional signage is also proposed to improve visibility and alert drivers to pedestrian activity.
Addition of a traffic signal	Trudelle Street and McCowan Road and Danforth Road and Perivale Crescent	The request for a traffic signal was reviewed; however, based on updated data, the warrant criteria were not met and a signal is not recommended. To improve pedestrian safety, a school crossing guard has been implemented at Trudelle Street and McCowan Road, and an Intersection Pedestrian Signal (IPS) is proposed at Perivale Crescent and Danforth Road.

Request	Location	Considerations
Traffic calming	Rossander Court and Bendale Boulevard	These roads were reviewed for traffic calming based on available speed data. The data showed motor vehicle operating speeds below the warranted threshold of 38 km/h outlined in the City's Traffic Calming Policy; therefore, traffic calming measures are not warranted at this time.
Addition of a bus shelter	Bellamy Street North at Nelson Street	A bus shelter is not feasible at this location due to lack of City-owned space and site constraints, including a nearby driveway and limited sidewalk width, which would obstruct pedestrian access.
Review of parking by-laws	Providence Street and end of Savarin Street	<p>Parking by-laws on these streets were reviewed in response to resident concerns. The review confirmed that no parking restrictions are currently in place, and parking for up to three hours is permitted under the general City by-law.</p> <p>Observed activity is primarily short-term stopping and parking associated with school operations, and no violations of the 3-hour limit were observed. Residents who observe violations are encouraged to report them through <a href="#">Toronto Police portals</a>.</p>
All way stops	Perivale Crescent and Dignam Court	A Turning Movement Count was conducted in 2026. The results indicate that traffic volumes and patterns at this intersection do not meet the criteria for an all-way stop under City of Toronto guidelines. Based on this review, an all-way stop is not recommended at this time.
Installation of bollards	Perivale Crescent at the curve	<p>The request to install bollards along the curve for parking control was reviewed; however, bollards are not intended for this purpose and would reduce effective roadway width and impact winter maintenance.</p> <p>To address the concern, a parking restriction through a by-law change is proposed.</p>

Request	Location	Considerations
Addition of stop signs to address speeding	At the midblock curve on Perivale Crescent	<p>The request to install stop signs mid-block to slow motor vehicles down was reviewed; however, stop signs are not used for speed control and are not installed mid-block under provincial guidelines. To address concerns about vehicle speeds, speed humps are proposed along the roadway. “Curve Ahead” warning signs are also proposed at the approaches to the curve near the Hague Park trail access point to improve driver awareness.</p>
Speed humps	Savarin Street	<p>Residents requested the installation of speed humps on Savarin Street to address speeding concerns. Staff reviewed the 2025 speed data and determined that speed humps are not currently warranted on this street. Instead, staff are proposing to reduce the posted speed limit from 40 km/h to 30 km/h to support lower vehicle speeds.</p> <p>As a follow-up action, staff will review travel behaviour after the speed limit reduction has been in place for at least six months and reassess whether speed humps are warranted at that time.</p>