

Broader Bendale Residents' Association
79 Perivale Crescent
Scarborough, Ontario
Canada M1J 2C4

May 21, 2026

Scarborough Community Council
City Clerk's Office
Scarborough Civic Centre, 3rd Floor,
Scarborough, ON M1P 4N7
Telephone: 416-392-8016

Dear Members of Scarborough Community Council,

It is with concern that we write to you with regards to upcoming agenda item **SC32.22 - Eglinton-Bendale South Streets Plan – (May 28, 2026)** and the proposed speed hump changes for Perivale Cres. specifically.

As long-time residents of both Perivale Cres. and Dignam Court (which is solely reliant on Perivale for access), we were first made aware of the Eglinton-Bendale South Streets Plan when we proactively reached out after noticing the traffic counter box on Perivale in July 2025. As the Resident Association for this area, we were not notified of the plan before this date (July 25, 2025).

While we are supportive of the broader plan, we want to make it abundantly clear that, despite any claims to the contrary, **we did NOT request speed humps** and do not support their installation in this instance. After days of knocking on doors and canvassing our members and residents, **the overwhelming majority of residents on both Perivale Cres. and Dignam Cr. do not support speed humps either.**

Unfortunately, despite best efforts to engage in meaningful dialogue with Eglinton-Bendale South Streets Plan staff, provide compelling evidence, practical alternatives, a public petition/canvass on Councillor Thompson's suggestion to gauge support, and staff's own consultation support findings, the proposed speed humps for Perivale Cres., (near Lawrence Ave. and McCowan Rd. in Scarborough) within the "Eglinton-Bendale South Streets Plan" were pushed ahead as part of the plan anyway.

PETITION RESULTS / BREAKDOWN:

Officially submitted to the City of Toronto - Clerk's Office for public record on March 19, 2026, the petition and resident canvass provided an independent, fully documented and verified record of resident opposition. **Majority opposition is widespread, existed in EVERY scenario, across ALL affected areas in the Perivale speed hump proposal encatchment area.**

Dignam Court (Sole Resident and Emergency Ingress/Egress Access Route Via Perivale Crescent)

- Total Homes: 16
- Verified Opposition (Signatures): 14 Homes
- **Opposition Rate: 87.5%**

Perivale Crescent Only – Speed Hump Proposal Section Only (McCowan Rd. to Rossander Crt.)

- Total Homes: 84
- Verified Opposition (Signatures): 49
- **Opposition Rate: 58.3%**

Perivale Crescent Only – Full Street (McCowan Rd. to Bendale Blvd.)

- Total Homes: 111
- Verified Opposition (Signatures): 63
- **Opposition Rate: 56.7%**

Sole Access-Dependent Households Impacted (Perivale Proposal Section N of Rossander + Dignam Court + Driveway-Fronting Home (at 605 McCowan)

- Total Homes: 101
- Verified Opposition (Signatures): 64
- **Opposition Rate: 63.3%**

*Please see attached documents for methodology, supporting materials and public petition copy.

KEY INFORMATION:

We believe key **decision makers should be presented with all the facts and the full context**, not just an aerial blueprint of proposed speed hump placement as is often the case. As many of these concerns were omitted in the final consultation report and report to council, we would like to bring the following to your attention as documented with photo verified proof to serve as official public record:

- For decades, Perivale has consistently had issues with snow clearing, ice buildup and removal due to the blind curve midway through the street and downward and upward road grades leading to “snow stacking” or “pocketing”. Given these grades, there is often 2-4 inches of snow left on the road surface as **contractors/crews routinely struggle to navigate the grade changes and hairpin blind curve.**
- Currently, due to the ongoing Scarborough Subway Extension construction at Lawrence & McCowan, **a full lane of vehicle traffic on Perivale is often blocked by Metrolinx contractor vehicles**, thus creating a choke point and effectively reducing the already narrow street to a one-way at the primary McCowan Rd. entrance. If a vehicle approaches, it creates a jam difficult for a light duty vehicle to pass, **much less an incoming ambulance or fire truck.**
- These factors are exacerbated in winter due to the snow banks and are **not expected to ease for the duration of the subway construction** (conservatively estimated to be a decade or more).
- In spring/summer months, the popularity of the florist shop (located at 615 McCowan Rd.) at the corner creates a similar situation rendering the McCowan entrance to Perivale an effective parking lot and loading **zone (despite “no**

parking” signage) for weeks with vehicles illegally parking on both sides of the street.

- Unlike many of the other streets considered for humps under the plan, which have alternate routes, **for residents on Dignam Court, Perivale is the ONLY access point to the street, there is no bypass access point for a medical or fire related emergency.**
- Additionally, while residents were told of the benefits of the measures, **at no point were the potential consequences of the proposed traffic calming measures equally conveyed to residents in the Eglinton-Bendale South Streets Plan information decks or notices** including, but not limited to the effect these measures could have in slowing emergency vehicles in the area.

While many of the raised challenges were dismissed in the report to council as “perceived” by staff, for residents living on these streets, it trivializes the impacts and challenges residents experience daily. To support this, we have provided photo-documented evidence and supporting references in the attached and annotated PDFs.

While we are generally supportive of staff efforts and the Eglinton-Bendale South Streets Plan, the proposed remedies in the plan for Perivale Cres. (specifically speed humps), are completely inconsistent with the realities that this community faces and are not supported by residents.

When vital seconds count, **further compounding existing issues by adding new surface grade road obstacles that will affect responding emergency vehicles is ill-advised public policy.**

We thank you for your time and consideration.

ATTACHMENTS:

Attachment 1: City of Toronto - Perivale Cres. Speed Hump Opposition Petition (Letter to City Clerk & Councillor Thompson - Map - Petition)

Attachment 2: Perivale Cres. Photo Appendix & Documented Proof of Current Road Conditions

Best Regards,

Adam Stork, President
Neville Britto, Dir. of Research

Broader Bendale Residents' Association
79 Perivale Crescent
Scarborough, Ontario
Canada M1J 2C4
Tel: (416) 961-7881
Email: fightforbendale@gmail.com

SC32.22 - Perivale Cres. /Dignam Fire & EMS Reference Photos Re: Speed Humps



Fig 1. Perivale Cres. looking eastward from Perivale/McCowan Rd. entrance on an average weekday. Please note the yellow lane dividing line. Normally a two-way street, the street is currently used as a parking lot for Metrolinx staff and contractors for the nearby Scarborough Subway Ext. at Lawrence & McCowan. (Feb 2026)



Fig 2. Perivale Cres. looking eastward from Perivale/McCowan Rd. entrance on an average weekend. Please note the yellow lane dividing line. Normally a two-way street, the street is currently used as a parking lot for Metrolinx staff and contractors for the nearby Scarborough Subway Ext. at Lawrence & McCowan. (Feb 2026)



Fig 3. Perivale Cres. looking westward toward McCowan Rd. Note the parked commercial cube van choking off one lane on the south side and the width of Aerial 221 during a 2-alarm fire. (Aug 2022)





Fig. 4 - The blind curve on the eastward section of Perivale Cres. is a frequent and well know choke point with parked vehicles gridding Perivale Cres. down to a single lane. With snowbank buildup a car can hardly fit, much less a fully laden fire truck or ambulance. If the McCowan entrance choked, this is the only access route to residents on Dignam Crt. (Feb 2026).



Fig. 5 - Given the upward and downward road grade changes on Perivale Cres, city crews/contractors have systemically struggled for decades to clear the snow leading to “stacking” and “pocketing” with 2-4 inches of buildup on many areas of the street a common occurrence. Note, these conditions exist without road obstacles like speed humps. This photo was taken **AFTER** clearing. (Feb 2026)



Fig. 6 - Again, due to the challenging road grade changes on Perivale Cres, heavy compacted ice build-up, especially in the centre lane is a very common occurrence. Note, these conditions exist without surface-grade road obstacles like speed humps. (Feb 2026)



Fig. 7 - In many cases, even after shoveling, the challenging road grade changes on Perivale Cres. lead to heavy compacted ice build-up as crews struggle to scrape the road surface. New physical road obstacles like speed humps would compound an already challenging situation on Perivale Cres. (Feb 2026)



Fig 8. Perivale Cres. looking eastward from Perivale/McCowan Rd. entrance. Officially, a two-way street, in practice the street is routinely down to a single lane. The street is currently used as a parking lot for Metrolinx staff and contractors for the nearby Scarborough Subway Ext. at Lawrence & McCowan. Please note, despite being a “No Parking” zone on the north side, cars routinely illegally park on the north side choking off resident and vital emergency access. (May 2026)



Fig 9. Perivale Cres. looking westward toward Perivale/McCowan Rd. entrance. Officially, a two-way street, in practice the street is down to a single lane. Perivale is routinely used as a parking lot for Metrolinx staff and contractors for the nearby Scarborough Subway Ext. at Lawrence & McCowan. Please note, the vehicles illegally parked in front of the “No Parking” signage on the north side, choking off vital resident and emergency access. (May 2026)



Fig 9. Perivale Cres. looking westward toward Perivale/McCowan Rd. entrance at Dignam Court. Please note, vehicles illegally parked in front of the “No Parking” signage on the north side of Perivale choking off sole the emergency access point to Dignam Crt. Of importance is the width of the passing compact car in the centre lane. As the earlier photos show, when seconds count, this would be highly problematic in an emergency for fire apparatus. (May 2026)



Fig 10. Perivale Cres. looking eastward toward Dignam Court. As noted previously, as photographed on multiple days, vehicles routinely illegally park in front of the “No Parking” signage on the north side of Perivale choking off sole the emergency access point to Dignam Crt. As the earlier photos show, when seconds count, this would be highly problematic in an emergency for fire apparatus or EMS. (May 2026)



Fig 11. Perivale Cres. looking westward toward McCowan/Danforth Rd. As noted previously, as photographed on multiple days, vehicles routinely illegally park in front of the “No Parking” signage on the north side of Perivale choking off sole the emergency access point to Dignam Crt. As the earlier photos show, when seconds count, this would be highly problematic in an emergency for fire apparatus or EMS. (May 2026)