



Elms-Old Rexdale Neighbourhood Streets Plan

Public Consultation Report – Phase 2
May 2025

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Consultation Summary

Phase 2 of public consultation for the Elms-Old Rexdale Neighbourhood Streets Plan took place from January 16 to February 13, 2025.

Consultation activities included meetings with local resident associations, interest groups and schools, a community pop-up event, a public drop-in event, a survey, signage, and comment tracking. 19 people attended the in-person drop-in event, and 36 survey responses were received along with seven people providing comments by phone and email.

Communications to notify the public about the project and opportunities to participate included a project website, targeted emails to community interest groups, and 4,117 flyers distributed by Canada Post to all addresses throughout the project area.

During this phase of consultation, participants were overall supportive of the proposed changes, including the proposed measures for road safety, speed management and transportation options (new sidewalks) in the project area. Participants who supported these changes noted they would increase pedestrian and driver safety and reduce speeding on local streets, especially near schools.

Some participants were concerned about the high number of changes in the area, the perceived high cost of implementing the proposed changes, and the impact speed humps and in-road flexible street signs could have on motor vehicles and traffic in the area.

Participants also shared suggestions for additional crossing guard studies, all-way stop sign locations, additional speed humps, speed cameras and road signage in the project area.

More information about the project can be found at toronto.ca/EORstreets.

Project Overview

In consultation with the local community, the City is developing a Neighbourhood Streets Plan for the Elms-Old Rexdale neighbourhood intended to address three main areas of concern:

- Road safety for vulnerable road users (e.g., seniors, school children, pedestrians and people cycling)
- Excessive speeding
- Excessive motor vehicle volumes on local streets

Overview of Communications and Consultation Activities



Left: Public drop-in event at St. Stephen Catholic School on January 30, 2025, Right: Pop-up event at Braeburn Neighbourhood Place on February 4, 2025

Communication Activities

A variety of methods were used to notify people of the project and opportunities to participate:

- Project webpage at toronto.ca/EORstreets
- Notice delivered through Canada Post (4,117 addresses in the project area)
- Email to interest groups including resident associations, community groups, organizations, institutions and elected officials (~30 contacts)
- 20 signs posted throughout the project area
- Presentations to North Etobicoke Resident Council and meetings with staff and parent council members of local schools in the project area
- Pop-up event at Braeburn Neighbourhood Place food drive (18 attendees)
- Translation of notice into Punjabi, and a Punjabi-speaking interpreter at the drop-in event

Consultation Activities

Public and interest group comments on the project were received through the following Phase 2 consultation and engagement activities:

Activity	Date	Participation
Pop-Up Event	February 4, 2025	18 attendees
Drop-In Public Event	January 30, 2025	19 attendees
Meeting with North Etobicoke Resident Council	January 21, 2025	20 attendees
Meeting with Braeburn Junior Middle School Council	February 10, 2025	10 attendees
Meetings with school staff at: - St. Stephen Catholic School - Elmlea Junior School - The Elms Junior Middle School	September 30-October 7, 2024	3 attendees total
Online Survey	January 16-February 13, 2025	36 responses
Email/Phone	January 16-February 13, 2025	Comments received from seven individuals

What We Heard

- Participants were supportive of the proposed changes, specifically those that would increase pedestrian safety and reduce speeding.
- 71% of survey respondents were very supportive or supportive of the proposed road safety changes, including new all-way stop signs, intersection improvements, pedestrian crossings, and school crossing guard studies.
- 68% of survey respondents were very supportive or supportive of the proposed changes to reduce motor vehicle speeds in the area, including speed humps, speed cushions and in-road flexible speed signs.
- Survey respondents were overall supportive of the new transportation options in the area, with the large majority of respondents supporting all three proposed new sidewalks.
- Some consultation participants were concerned about the high amount of changes in the area, perceived high cost of implementing those changes, and the impact speed humps and in-road flexible street signs could have on motor vehicles and traffic in the area.
- Participants also shared suggestions for additional crossing guard studies, all-way stop sign locations, speed humps, speed cameras and road signage in the project area.

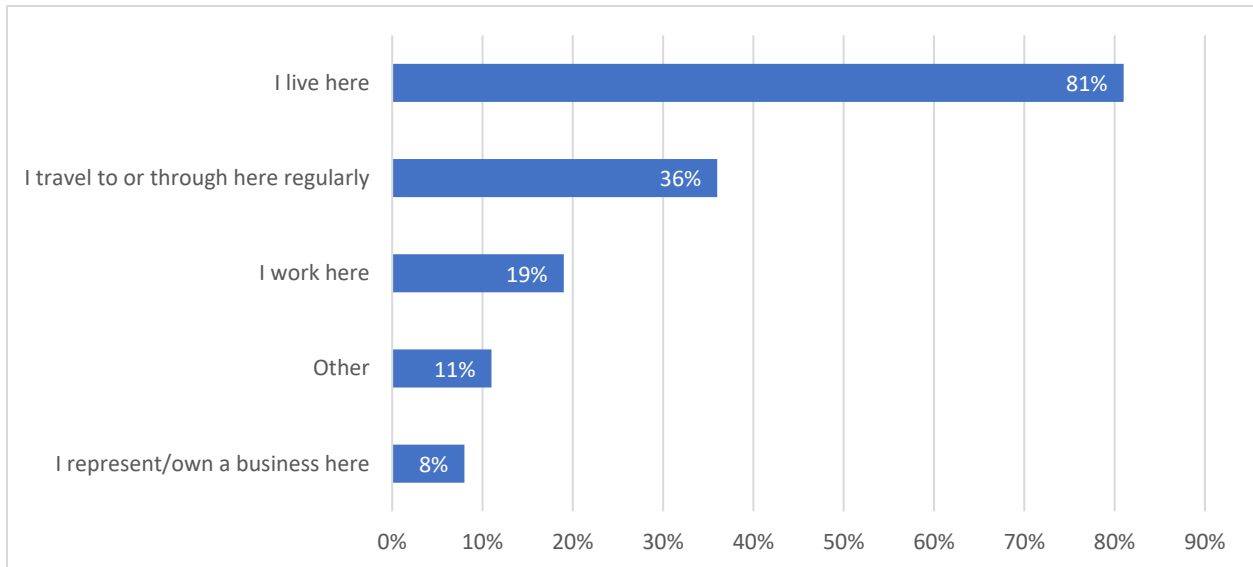
Survey

The survey was available online through the project webpage and included background information on the proposed changes before asking questions, which included multi-select responses, in addition to open ended comment boxes.

Participation in the survey was anonymous, and optional demographic questions were included.

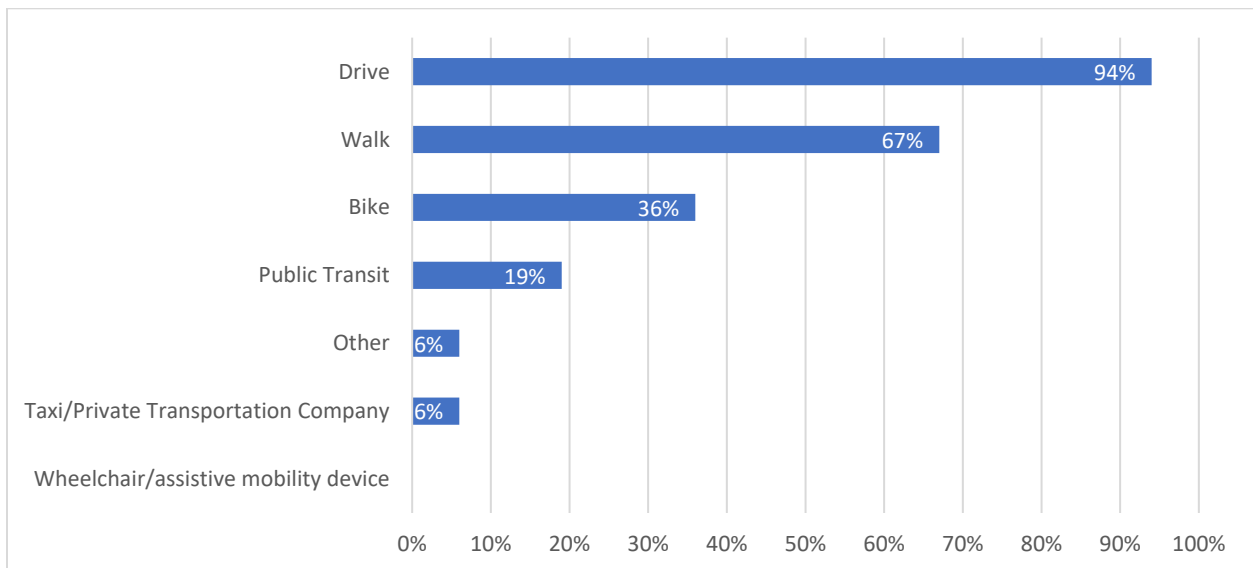
Responses received to each question are presented in this section, and comments received through the survey are summarized below.

Question: Please describe your relationship to the project area (between Highway 401, Islington Avenue and Humber River)?



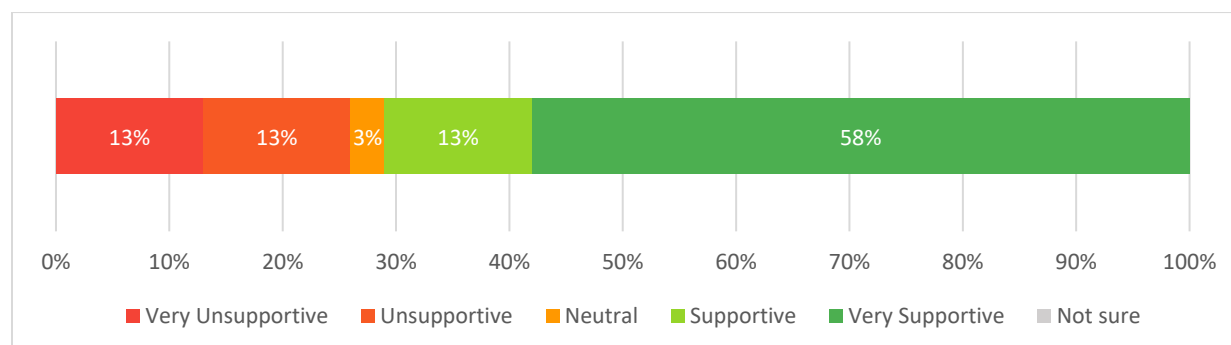
There were 36 respondents to this question, with 81% indicating they live in the project area, 36% indicating they travel to or through the project area regularly, and 19% indicating they work there. Respondents were able to select multiple responses.

Question: How do you typically travel within Elms-Old Rexdale?



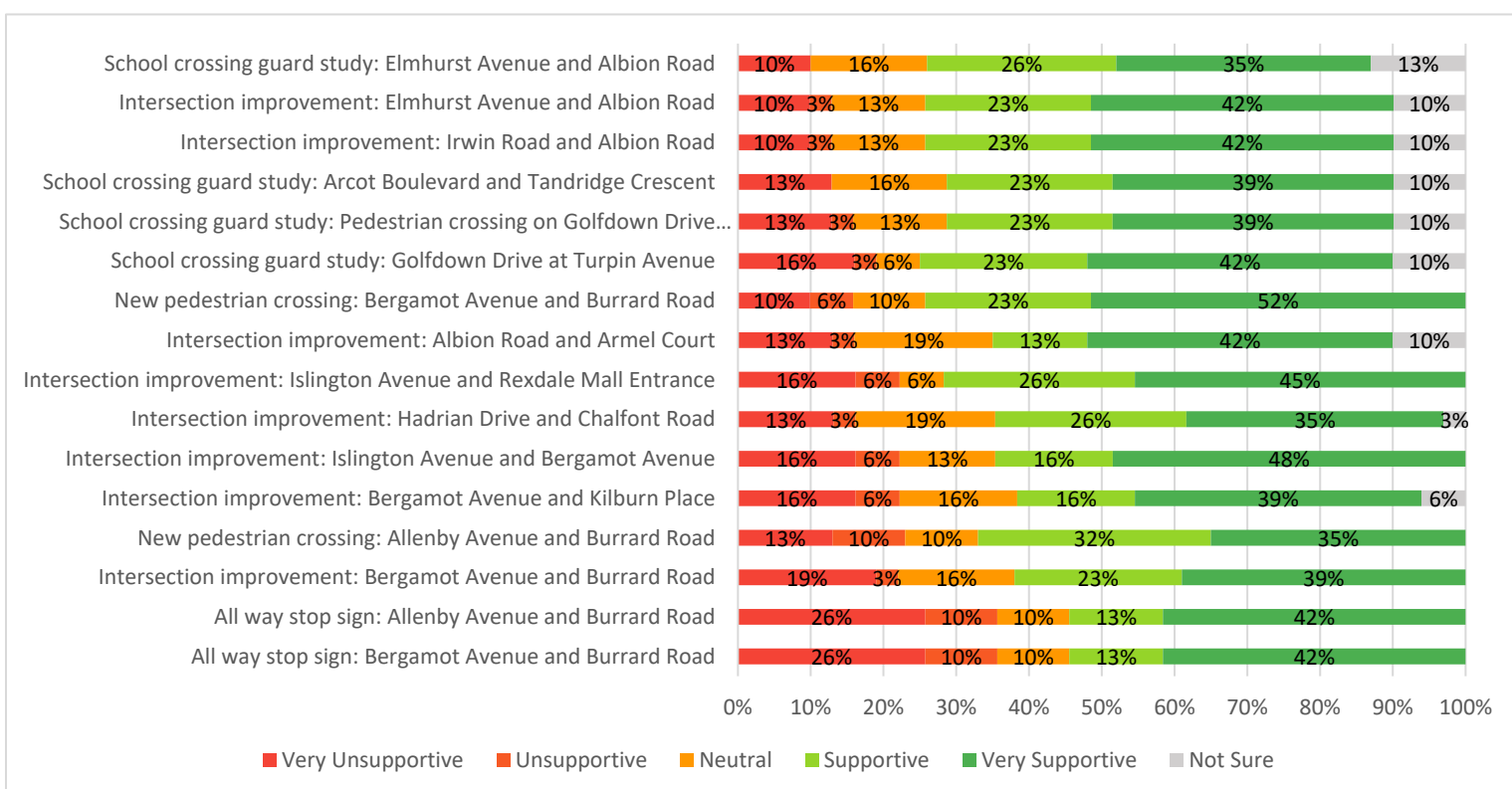
There were 36 respondents to this question, with 94% indicating they drive in the project area, 67% indicating they walk, and 36% indicating they bike. No respondents travel in the project area using a wheelchair or assistive mobility device. Respondents were able to select multiple responses.

Question: In general, do you support changes to improve road safety in the project area?



There were 31 respondents to this question, with 71% very supportive or supportive of the proposed changes. 3% were neutral and 26% were unsupportive or very unsupportive. No respondents were not sure.

Question: Do you support the proposed road safety changes?



There were 31 respondents to this question, with the majority of respondents very supportive or supportive of the proposed road safety changes, including new all-way stop signs, intersection improvements, new pedestrian crossings, and school crossing guard studies.

Some reasons noted for supporting road safety included:

- Reduction in speeding on local streets and improved road safety for pedestrians

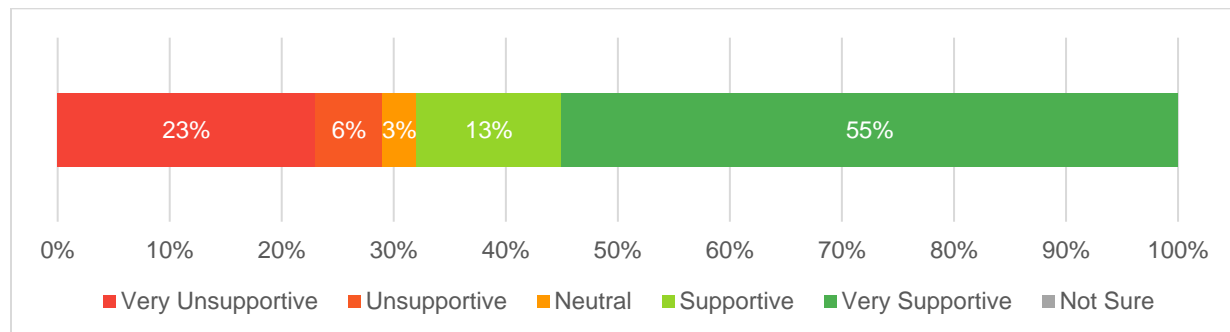
Some concerns noted about road safety changes included:

- Perceived high cost to maintain proposed changes, such as curb extensions, school crossing guards and in-road flexible speed signs
- Concerns about increased traffic and driver inconvenience to follow road safety measures, such as all-way stop signs

Respondents also provided the following suggestions:

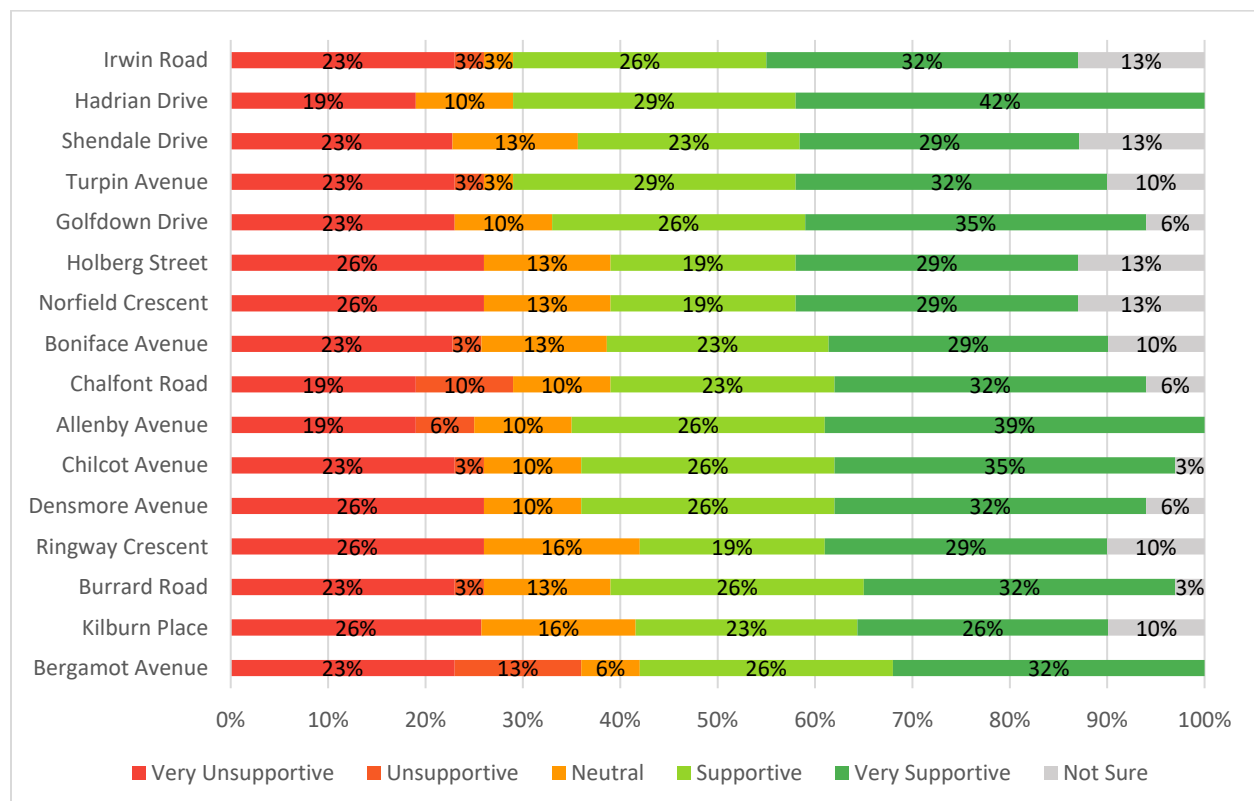
- Installing a ramp in front of the Elms Junior Middle School crosswalk for accessibility
- Installing speed cameras in front of Braeburn Junior School
- Updating old signage at Elms Junior Middle School parking entrance/exit and at the school bus loading zone
- Addition of speed humps on Allenby Avenue
- Addition of separated bike lanes along Islington Avenue and Albion Road
- School crossing guard studies at the intersections of Shendale Drive and Norfield Crescent, Norfield Crescent and Holberg Street, and Ringway Crescent and Holberg Street

Question: In general, do you support changes to reduce motor vehicle speeds in the project area?



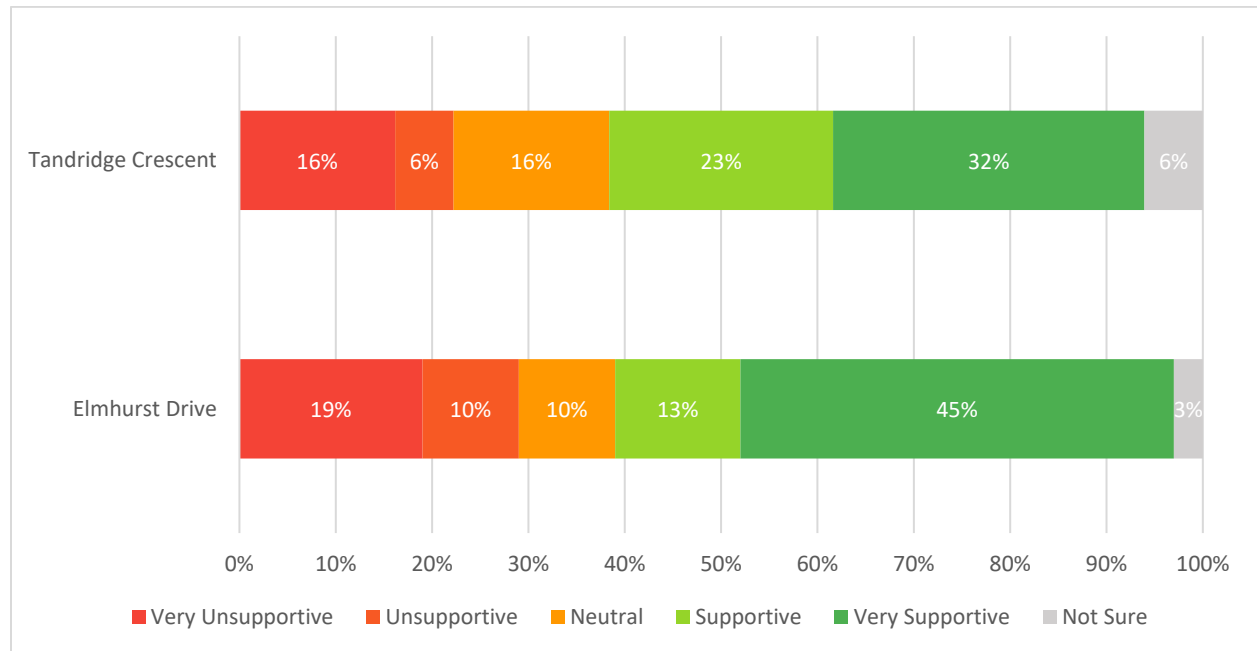
There were 31 respondents to this question, with 68% very supportive or supportive of the proposed changes. 3% were neutral and 29% were unsupportive or very unsupportive. No respondents were not sure.

Question: Do you support the installation of speed humps?



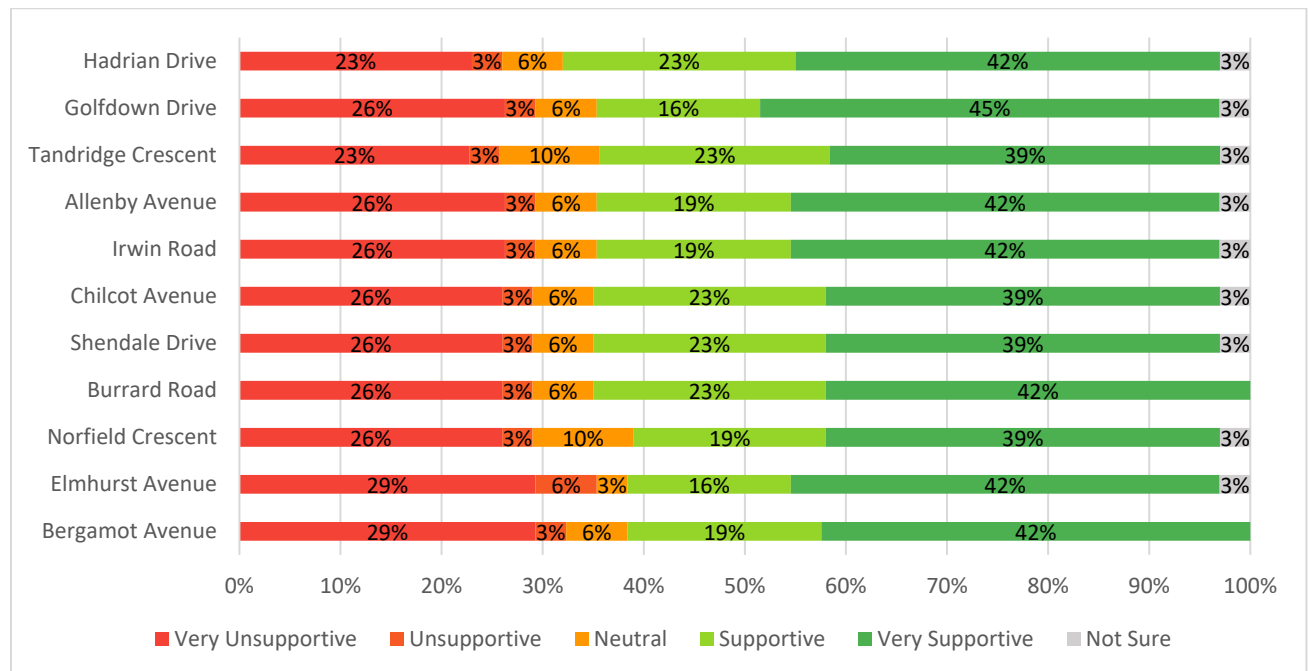
There were 31 respondents to this question, with the majority of respondents very supportive or supportive of the proposed speed humps.

Question: Do you support the installation of speed cushions?



There were 31 respondents to this question, with 55% of respondents very supportive or supportive of the proposed speed cushions on Tandridge Crescent, and 58% very supportive or supportive of the proposed speed cushions on Elmhurst Drive.

Question: Do you support the installation of in-road flexible speed signs?



There were 31 respondents to this question, with the majority of respondents very supportive or supportive of the proposed in-road flexible speed signs.

Some reasons noted for supporting changes to reduce motor vehicle speeds included:

- Reduction in speeding on local streets and improved road safety for pedestrians
- Support for in-road flexible speed signs over speed humps as they are perceived to be more effective, less intrusive, and do not require any construction work

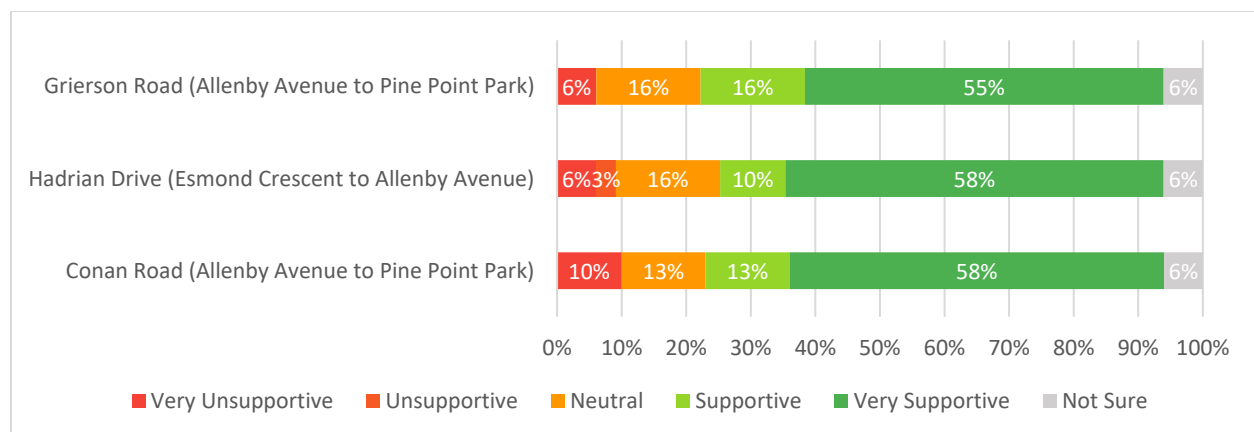
Some concerns noted about changes to reduce motor vehicle speeds included:

- Concern about in-road flexible speed signs on Shendale Drive, near Albion Road, as that part of the road may not be wide enough due to the congestion from motor vehicles
- Concern that in-road flexible speed signs might prevent snow plows from properly clearing the road in winter, leading to dangerous driving conditions
- Concern that in-road flexible speed signs will make parking difficult and local school traffic more congested
- Concern about speed humps resulting in wear and tear to motor vehicles

Respondents also provided the following suggestions:

- Installing speed cameras to ensure motor vehicles abide by stop signs and speed limits
- Installing flashing signals during school hours to reduce speeds during that time

Question: Do you support the construction of new sidewalks at each location?



There were 31 respondents to this question, with 71% of respondents very supportive or supportive of the proposed sidewalks at Grierson Road and Conan Road. 68% were supportive for the one at Hadrian Drive.

Some reasons noted for supporting new sidewalks included:

- Improved safety for pedestrians

Some concerns noted about the new sidewalks included:

- Perceived removal of trees on both sides of Conan Road

Respondents also provided the following suggestions:

- New sidewalks along Burrard Road

Question: Please share any additional comments, concerns, observations, or suggestions related to the changes proposed as part of the Elms-Old Rexdale Neighbourhood Streets Plan.

Some comments supporting the project included:

- Support for speed humps on Allenby Avenue to improve pedestrian safety
- Support for road safety measures to reduce non-local traffic on local streets
- Improved road safety for drivers, pedestrians, and children in the neighbourhood
- Support for curb extensions as a good way to slow down traffic and improve pedestrian safety
- Support for speed reduction and road safety measures along Elmhurst Drive to make roads safer for children who walk to and from school

Some concerns about the project included:

- Perceived unnecessary new stop signs
- Concern that there are too many changes that may frustrate local residents
- Concern that cyclists are not considered in the project, and that the project should include separated bike lanes

Respondents also provided the following suggestions:

- Need more parking enforcement on Golfdown Drive and in other school zones
- Integration of the project with the School Travel Planning Program at local schools
- Different speed limits for different times of the day, as 30 km/hour is too slow when there no children outside
- Addition of an all-way stop sign at Elmhurst Drive and Turpin Avenue
- Request that proposed changes consider street parking used by Grace Fellowship Church patrons on Turpin Avenue, Muncy Avenue, Endicott Avenue and Elmhurst Drive
- Road resurfacing along Islington Avenue between the 401 and Elmhurst Drive
- Clearly painted bike lanes along Elmhurst Drive, as some drivers use them as motor vehicle lanes
- Build a new connection from Rexdale Boulevard to Hadrian Drive (potentially through the commercial parking lot) to reduce traffic in the area
- Addition of an all-way stop sign at Burrard Road and Chilcot Avenue

Public Consultation Drop-in Event

At the public drop-in event on January 30, 2025, attendees were able to view information panels about the project and speak with members of the project team. Information panels were posted on the project [web page](#) in advance. Participant comments are summarized below:

Topic	Location	Comment Summary
Road Safety	Islington Avenue and Allenby Avenue	- Local resident noted that someone was hit at this intersection
	Golfdown Drive	- Motor vehicles drive through the crosswalk at the Elms Junior Middle School; support for crossing guard studies
	Bergamot Avenue and Islington Avenue	- Intersection lacks pavement markings - Need a protected northbound left-turn phase light

	Shendale Drive and Norfield Crescent	- Recommend curb depressions
	Albion Road and Islington Avenue	- Construction between Albion Road and Islington Avenue creates a safety hazard
	Chilcot Avenue and Burrard Road	- Recommend an all-way stop sign at the entrance from the highway, as there is speeding
	Islington Avenue and Rexdale Boulevard	- Need bollards and signage to clarify there are two left turn lanes from Islington Avenue to Rexdale Boulevard
	Albion Road	- Need traffic light for people to safely turn left to and from Albion Road - Need safe pedestrian crossing to the bus stop on the east side of Albion Road opposite of Golfdown Drive
	Bergamot Avenue and Kilburn Place	- Need to replace all-way stop sign that was knocked down
	Islington Avenue	- Support for intersection improvements - Request for red light camera at the intersection of Islington and Rexdale Mall
Speed	Allenby Avenue	- Support for speed humps; motor vehicles frequently roll over stop sign
	Chalfont Road	- Support for speed humps
	Shendale Drive	- Excessive speeding from non-local traffic, as it is used as a shortcut to Islington Avenue
	Norfield Crescent	- Support speed humps
		- Preference for speed cameras over speed humps
	Chilcot Avenue and Burrard Road	- Preference for speed humps, or additional stop signs
	Cove Drive	- Request for speed humps on Cove Drive
	Albion Road	- Request for more speed limit signs
	Ringway Crescent	- Concern about the high number of speed humps proposed
Volume	Islington Avenue	- Concern about congestion near the Rexdale Mall entrance - Restrict the left turn exit from the shopping plaza to improve congestion
	Allenby Avenue and Burrard Road	- Concern about proposed all-way stop sign leading to traffic congestion at Allenby Avenue from Pine Point Arena

	Bergamot Avenue and Rexdale Boulevard	- Right turn queue is often held up by through traffic
Pedestrians	Grierson Road	- New sidewalk here would be used more than at Conan Road as it is near the arena
	Norfield Crescent	- Support pedestrian crossing here
	Islington Avenue	- Need pavement markings for pedestrian crossing at entrance to Rexdale Mall
	Golfdown Drive	- Request for a safe crossing as there is a TTC stop
Public Transit	Bergamot Avenue and Islington Avenue	- Request for a bus bay at the southwest corner for buses coming east to improve traffic flow
Parking	Burrard Road and Allenby Avenue and general project area	- On-street parking causes safety issues; high number of multi-tenant buildings results in people parking for long periods on the street or in driveway aprons
	Golfdown Drive	- Request for overnight parking signage, as on-street parking on Golfdown Drive is not permitted
Other		- Map of proposed changes is not good enough for events; streets need to be labeled with names and details such as recommended left turns
		- Suggestion for the multi-use path on the hydro corridor

Community Pop-Up Event

The comments received through the community pop-up event are summarized below:

Topic	Location	Comment Summary
Road Safety	Tandridge Crescent	- Support for school crossing guard studies
	Albion Road and Irwin Road	- Support for intersection improvements at Albion Road and Irwin Road
Speed	Tandridge Crescent	- Support for speed cushions and in-road flexible speed signs - Note that police frequently monitor the intersection for speeding vehicles
Volume	Tandridge Crescent	- Many TTC and school buses use this as a through route - School pick-up/drop-off zones in front of the school creates traffic congestion during peak hours

Additional Feedback

The comments received through phone and email are summarized below:

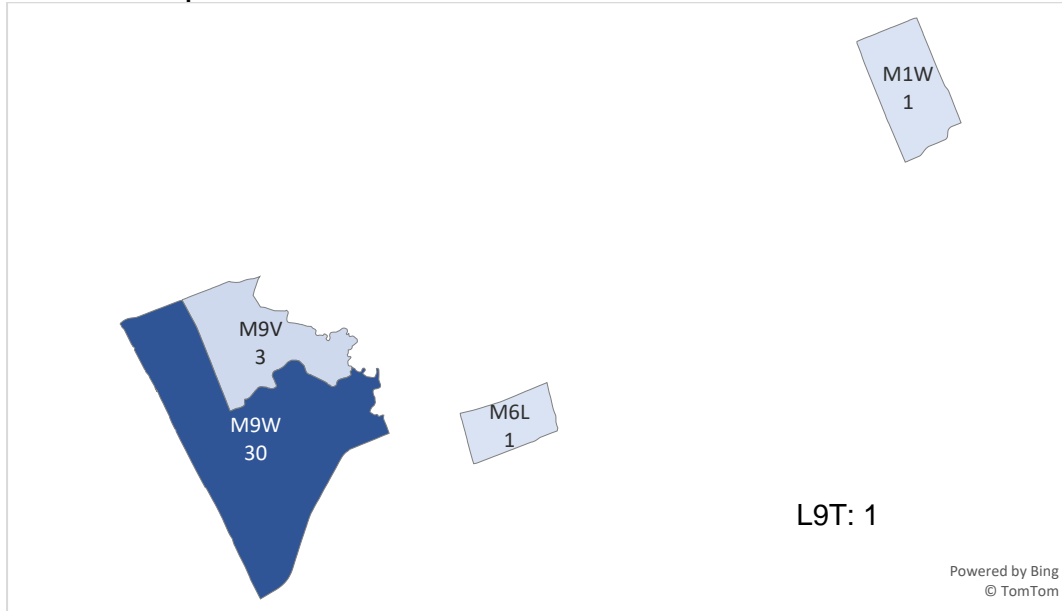
Topic		
Road Safety	Chilcot Avenue and Burrard Road	- Request for an all-way stop sign to be installed as there are many near-misses at this intersection
	Norfield Crescent	<ul style="list-style-type: none"> - Excessive speeding and careless driving from Holberg Street to Shendale Drive leads to near-misses with pedestrians - Request for chicanes, traffic islands or curb extensions to calm traffic and improve road appearance - Concern about speed humps adding significant wear and tear to motor vehicles
	Islington Avenue and Rexdale Mall entrance	<ul style="list-style-type: none"> - Congestion at Rexdale Mall entrance affecting pedestrian safety, including the school crossing guard, students, and senior citizens - Request for red light camera at the entrance to Rexdale Mall - Request to increase crossing timing for pedestrians to cross Islington Avenue - Request for pavement markings on pedestrian crosswalks - Request for additional "No U-Turn" sign opposite existing one - Additional signage such as "Do Not Block Intersection," "School Crossing Zone," "Seniors Crossing"
Speed	Allenby Avenue	- Opposition to the installation of speed humps
	Elmhurst Drive	- Support for speed cushions as there is frequent speeding; important to slow down motor vehicles given the school nearby
	Arcot Boulevard and Albion Road	- Request for crossing guard due to motor vehicles frequently driving through the red light
Other	Norfield Crescent	- Instead of speed humps, suggest a continuation of green space on Norfield Crescent between Giver T-Rex Park (East side) and the greenspace on the other side of Norfield Crescent (West Side); recommend as a short-term measure to place barriers across the road in an East/West direction to deter non-local traffic, and provide a continuation for pedestrian passing on the footpath on both sides of Berry Creek, and for cyclists to gain access to the West side ravine

Appendices

Appendix A: Survey Participant Profile

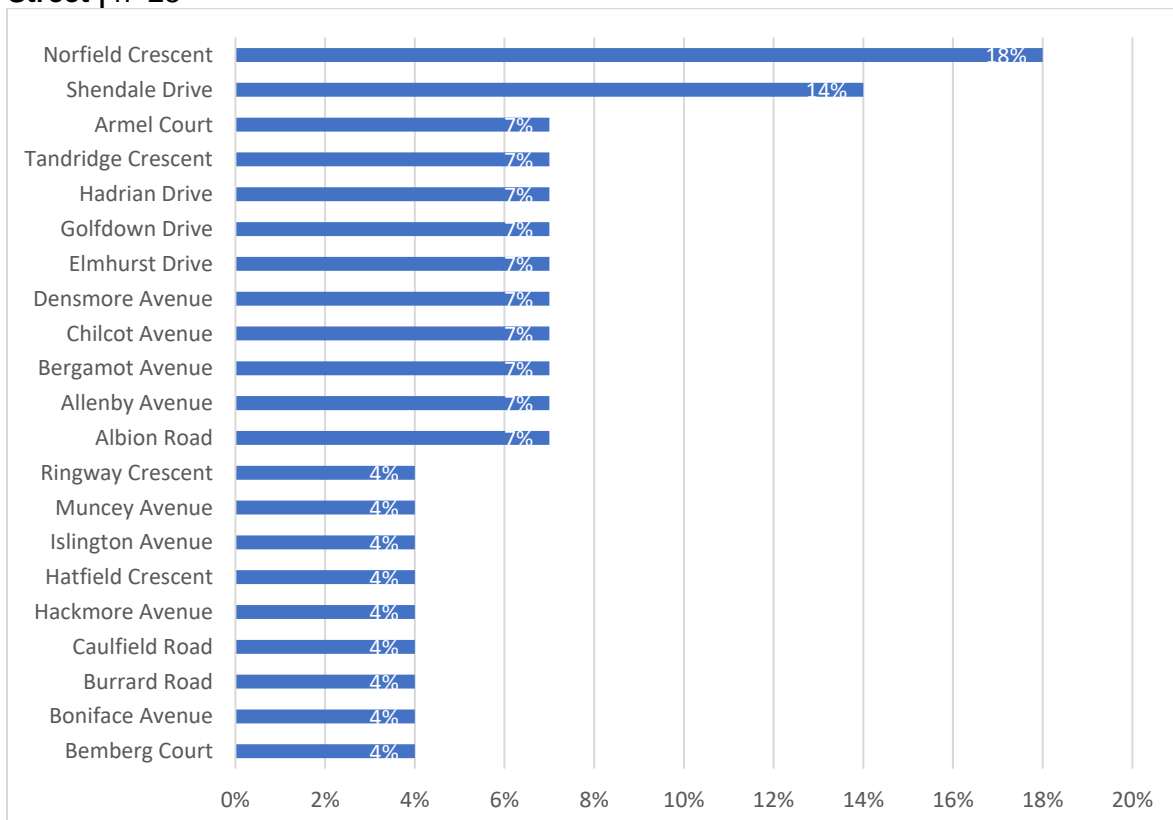
Survey respondents provided optional demographic information described below.

Postal Code | n=36



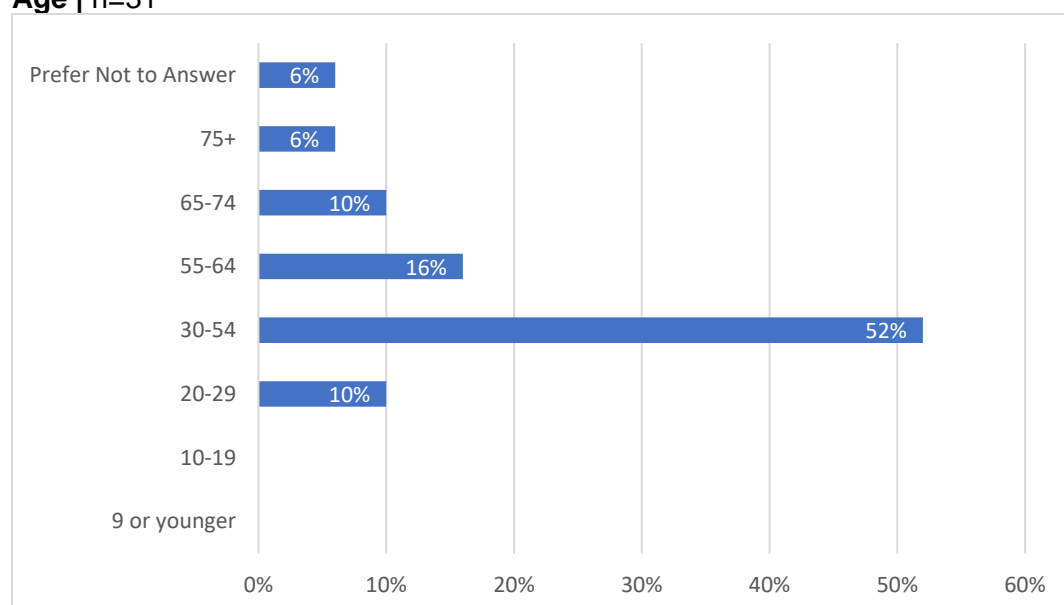
The majority of survey respondents (83%) live in or near the study area (M9W).

Street | n=28



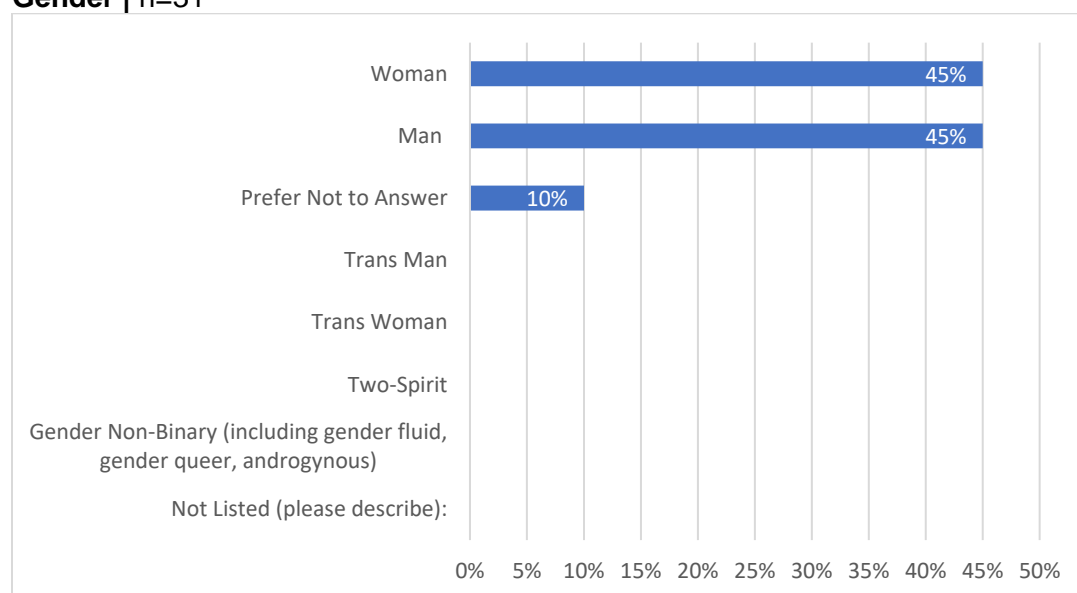
Most survey respondents live on Norfield Crescent and Shendale Drive. Respondents were able to select multiple responses.

Age | n=31



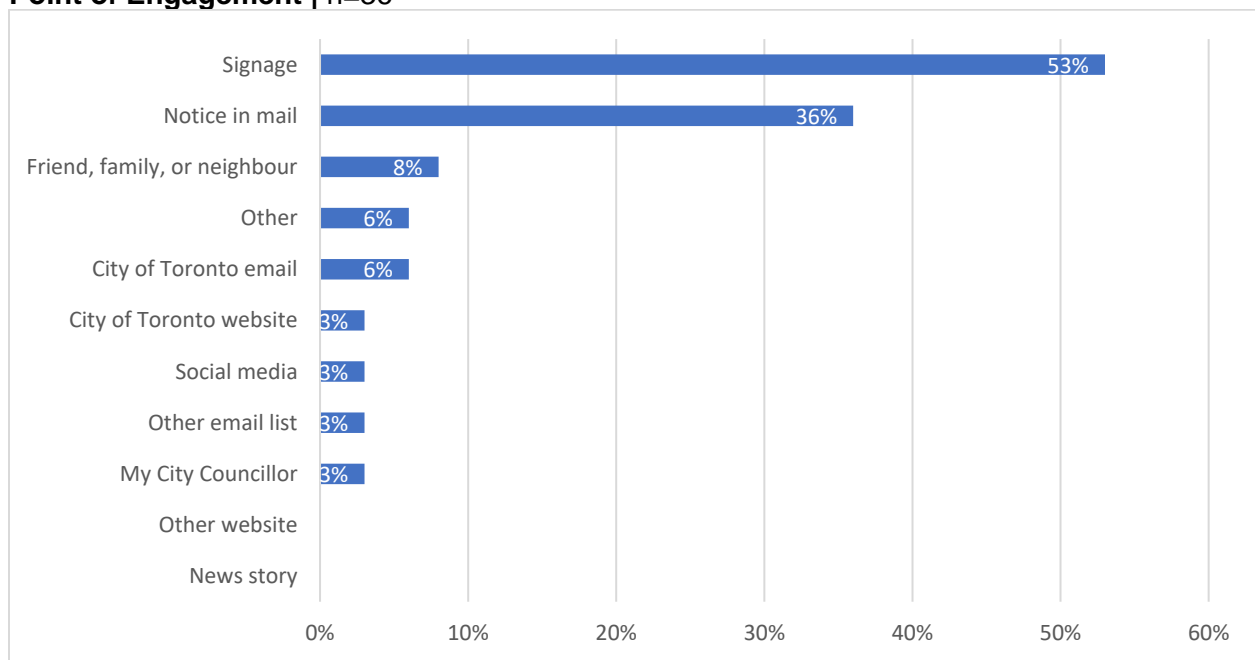
Most survey respondents are between 30-54 years of age. Based on the latest census data, this is representative of residents in the project area (median age of residents in Elms-Old Rexdale is 38).

Gender | n=31



An equal amount of survey respondents identified as women and men, and several participants chose not to answer. Compared to the latest census data, this is representative of the residents in the project area as 51% of Elms-Old Rexdale's population identify as women, and 49% identify as men.

Point of Engagement | n=36



Most survey respondents heard about this consultation by the signage posted in the project area, followed by the notice in the mail, and through a friend, family or a neighbour.