

Eglinton-Bendale South Streets Plan

Public Consultation Report
August 2025



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Consultation Summary

Public and interest group consultation for Eglinton-Bendale South Streets Plan (EBSSP) Phase One took place from March 27 to April 30, 2025.

Consultation activities included a virtual community interest group meeting, several community-based pop-up engagement activities, a public drop-in event, an online interactive map and survey, and tracking of comments submitted by mail, phone and/or email.

Nine people attended the virtual community interest group meeting, 30 people attended the in-person public drop-in event, over 100 people were engaged through pop-up activities, 53 comments were received on the online interactive map and 18 survey responses were received and seven people provided comments by mail, phone and email.

Communications to notify the public and community interest groups about the project and opportunities to participate were carried out through a project website, targeted emails to 30 project community interest groups, 10,439 flyers distributed by Canada Post throughout the project area.

Several community pop-up activities were also held, and more than 400 postcards were delivered to local residents. These were distributed at schools, high-rise buildings, a grocery store, a library and community events including a polling station, and a parent workshop held at John McCrae Public School.

Top priorities and issues raised among participants were:

- The need for measures to improve road safety for vulnerable road users. Participants called for the installation of traffic signals, stop signs, traffic lights, push-buttons and other interventions to help pedestrians cross safely and reduce conflicts at intersections.
- Concerns about excessive speeding on Bellamy Road North, Trudelle Street and Torrance Road.
- High traffic volume near John McCrae Public School (JMPS) and St. Nicholas Catholic School (SNCS) during drop-off and pick-up times.
 - At JMPS, participants requested a crossing guard to improve the safety of children and caregivers going to and from school.
 - At SNCS, participants noted that vehicles often park on both sides of Amarillo Drive, leading to traffic congestion and blocking access to driveways, which impedes the mobility of local residents.

A second phase of consultation is planned for late 2025 to receive feedback on the proposed changes to address identified issues during Phase One.

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

Project Overview

The Eglinton-Bendale South neighbourhood was nominated for a Neighbourhood Streets Plan (NSP) study by members of the local community in 2024.

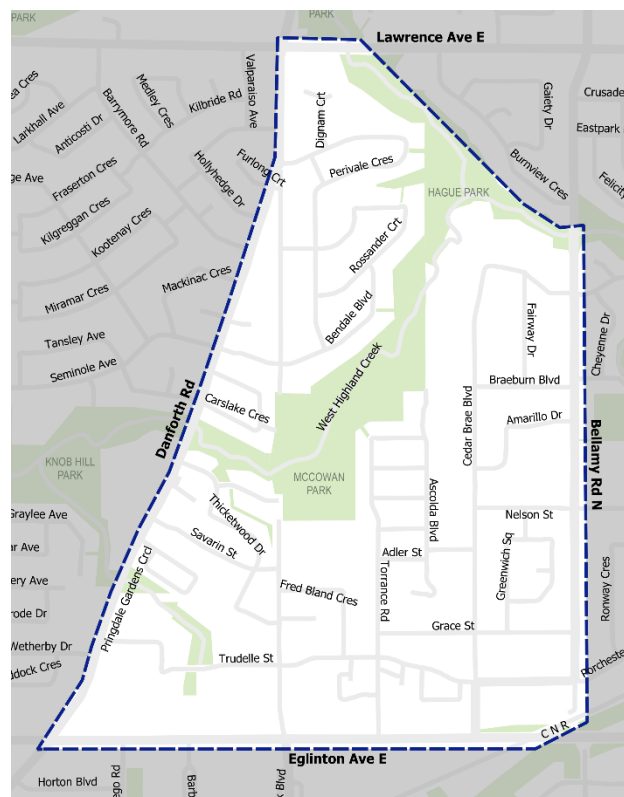
Neighbourhood Streets Plans are a new service for neighbourhoods where traffic and travel patterns challenge the safety and mobility of people using the streets.

Through the NSP process, which consists of two phases, a team of City staff works with communities to identify local issues and opportunities, prioritize the greatest needs (Phase One) and recommend changes to traffic operations and street designs (Phase Two).

Public consultation for Phase One focused on actively listening to the community about concerns and ideas on neighbourhood streets and understanding lived, experiential realities related to the following four main areas of concern:

1. Road safety for vulnerable road users (i.e. seniors, school children, pedestrians and people cycling)
2. Excessive speeding
3. Excessive motor vehicle traffic on local streets
4. Supporting opportunities for active transportation (walking and cycling)

The Eglinton-Bendale South Streets Plan focuses on the neighbourhood between Lawrence Avenue East and West Highland Creek to the north, Eglinton Avenue East to the south, Bellamy Road North to the east, and Danforth Road to the west.



Map of Eglinton-Bendale South Streets Plan Project Area

Overview of Communications and Consultation Activities

Communication Activities

A variety of communication methods were used to notify the public about the project and opportunities to participate:

- Project web page toronto.ca/EglintonBendaleStreets: 178 unique visits
- Notice delivered through Canada Post: 10,439 addresses in the project area
- Email to interest groups including schools, high-rise buildings, community groups, community organizations, and institutions: 30 contacts
- Five pop-up engagement activities held throughout the project area: Bendale Public Library, near John McCrae Public School, near St. Nicholas Catholic School, high-rises and public spaces on Trudelle Street and McCowan Road and Ajmal's NoFrills grocery store.
- Over 400 postcards distributed at schools, community programs, high-rise buildings, stores, community events and a library.



Let's talk about your neighbourhood streets

The City is developing the **Eglinton-Bendale South Streets Plan** which aims to address:

- Road safety for pedestrians, children, seniors, people cycling and other vulnerable road users
- Excessive speeding
- Excessive motor vehicle traffic on local streets
- Opportunities for walking and cycling

We want to hear from you. Share your feedback.



Clockwise from top photo: Photos 1 and 2: Public Drop-In Event held at John McCrae Public School on April 10, 2025; Photo 3: Pop-Up Community Engagement Activity at Bendale Library on April 10, 2025; Photo 4: Postcard distributed to the public.

Consultation Activities

Public and community interest group feedback on the project was collected through the following consultation activities:

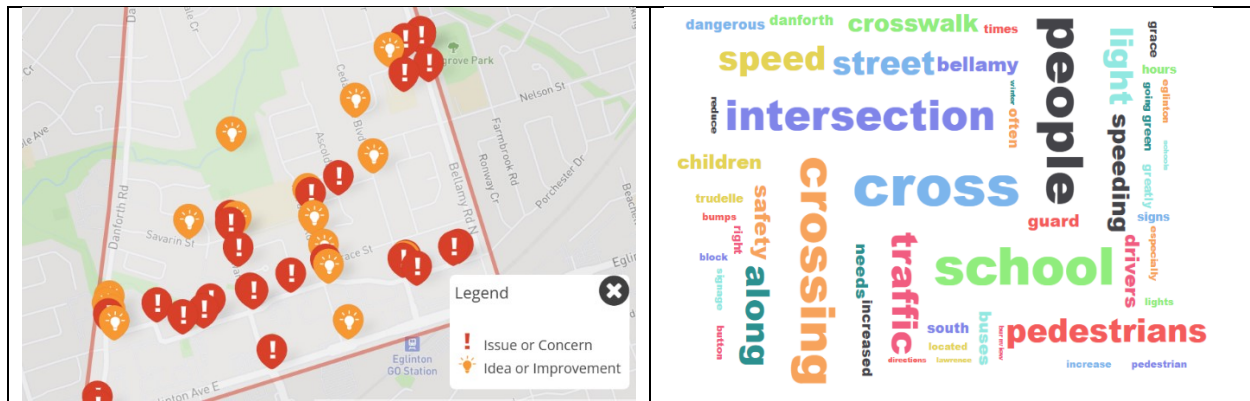
Activity	Date	Participation
Community Interest Group Meeting (Virtual)	April 4, 2024	9 attendees (30 invited)
Drop-In Public Event	April 10, 2025	30 attendees
Online Interactive Map & Survey	March 27 – April 30, 2025	53 comments; 18 survey responses
Pop-Up Activities	April 10 – April 30, 2025	Over 100 people engaged
Email/Phone	March 27 – April 30, 2025	8 comments received from 7 individuals

What We Heard

- Road safety was a notable concern raised by participants, particularly with respect to school children and people walking. Road safety at intersections was frequently cited as an issue along the entirety of Trudelle Street (between Danforth Road and Bellamy Road North), Torrance Road and Cedar Brae Boulevard.
- Public feedback showed strong support for installing traffic signals, stop signs, traffic lights, more crosswalks and push-buttons to make roads safer for pedestrians and to prevent conflicts between road users at intersections. Participants also emphasized the need for improved maintenance of sidewalks during the winter.
- Public feedback consistently highlighted concerns about speeding on Bellamy Road North, Trudelle Street and Torrance Road. Suggested traffic calming measures included the installation of speed humps, improved and increased signage, installing stop lights, and lowering the speed limit.
- Participants also expressed concerns about traffic volume near John McCrae Public School (JMPS) and St. Nicholas Catholic School (SNCS) during drop-off and pick-up times. At JMPS, participants supported having a crossing guard to improve the safety of children and caregivers going to and from school. At SNCS, participants noted that vehicles park on both sides of Amarillo Drive which congests and blocks traffic on the road and the mobility of local residents.

Interactive Online Map and Survey

The survey was available online via Social Pinpoint and allowed respondents to identify specific locations on a map where they experienced concerns or saw opportunities for transportation changes.



Images from left: Screenshot of interactive Social Pinpoint Map for Eglinton-Bendale South Streets Plan; Word cloud generated by Social Pinpoint from interactive map comments

Feedback received through the online interactive map and survey is documented in the table below:

Topic	Location	Comment Summary
Road Safety	Intersection of Danforth Road and Eglinton Avenue East	- Dangerous intersection for pedestrians due to motor vehicle traffic.
	Trudelle Street near Père Philippe Lamarche Catholic Secondary School	- Concern about school buses parking on the north side of the curve, which block the westbound lane and limits visibility for drivers, creating safety risks for pedestrians crossing from the path and the park.
	Intersection of Trudelle Street and McCowan Road	- The intersection was described as very busy, large and intimidating, especially for children walking. A traffic signal was suggested as a necessary improvement. - Concern expressed about vehicle speed and cited frequent non-compliance with stop signs, as well as drivers not yielding to pedestrians.
	Intersection of Trudelle Street and Torrance Road	- A very busy intersection that is used by many children to walk to and from school. - Needs a traffic signal and a crossing guard.

Topic	Location	Comment Summary
	Intersection of Trudelle Street and Cedar Brae Boulevard	<ul style="list-style-type: none"> - An extremely busy intersection. Vehicles speed and often do not comply with traffic rules. Bollards currently in place means less space for vehicles to turn leading to many near misses. - Cited as a dangerous intersection. Vehicle speed and do not yield to the right-of-way for pedestrians. Many of the bollards currently in place have been knocked over. - Suggestions included a traffic signal for supporting turning movement, pedestrian push buttons, and improved lighting to support pedestrian safety.
	McCowan Road near John McCrae Public School	<ul style="list-style-type: none"> - Heavy traffic during drop-off and pick-up times. - Vehicles often stop on the crosswalk. - Children do not always use the crosswalk so education on use of the pedestrian crossover (PXO) is needed. - A crossing guard was recommended.
	Fire lane south of John McCrae Public School between McCowan Road and Torrance Road	<ul style="list-style-type: none"> - Despite being a fire lane, vehicles use for regular through traffic and parking. Recommended better signage, speed humps, police enforcement and installation of a sidewalk.
	McCowan Road and Eglinton Avenue East	<ul style="list-style-type: none"> - The intersection is used by students from two schools and local seniors to access restaurants and stores. - A push button for pedestrians and a crossing guard during peak hours were suggested, along with better curb design to keep motorists away.
	Torrance Road and Grace Street	<ul style="list-style-type: none"> - A very busy intersection used by many children to walk to and from school. A marked crosswalk was requested.
	Torrance Road and Adler Street	<ul style="list-style-type: none"> - A very busy intersection used by many children to walk to and from school. A crossing light and crossing guard were recommended.
	Cedar Brae Boulevard and Grace Street	<ul style="list-style-type: none"> - Many vehicles and cyclists do not stop at the stop signs at this intersection and do not yield to the right-of-way of pedestrians.

Topic	Location	Comment Summary
	Cedar Brae Boulevard and Danmary Street	- A very busy intersection that is used by many children to walk to and from school. A crosswalk, crossing guard, and additional signage were recommended to improve pedestrian safety.
	Cedar Brae Boulevard and Amarillo Street	- Vehicles often do not comply with stop sign.
Speed	Trudelle Street near roundabout near 30 Trudelle Street	- Speeding was cited. Trudelle Street is used by drivers to cut through from Eglinton Avenue East to Danforth Road.
	Trudelle Street near Trudelle Park	- Speeding was cited, along with the need for a safe pedestrian crossing
	Trudelle Street near Fred Bland Crescent	- Speeding along Trudelle Street between Danforth Road and Bellamy Road North was cited. - Recommendations included installing speed humps, photo radar, improved and more visible signage, police presence, and other traffic calming measures.
	Intersection of Trudelle Street and Torrance Road	- Speeding and stunt driving cited. Incident of a car colliding with the fence of a home cited.
	McCowan Road near John McCrae Public School	- Recommended implementing a speed limit of 30 km/h in this area.
	McCowan Road near Trudelle Street	- Speeding cited which could be due to drivers trying to access Lawrence Avenue East.
	Torrance Road between Grace Street and Adler Street	- Speeding cited. Speed humps, signage and stop lights recommended. - Speeding cited during school drop-off and pick-up times. Recommended speed humps, clearly visible signage and lowering speed limit to improve safety.
	Bellamy Road North between Nelson Street and Amarillo Drive	- Speeding cited multiple times, along with reports of drivers not stopping at red lights. Speed camera was recommended.
Volume	Intersection of Trudelle Street and Danforth Road (T-intersection)	- Motor vehicular traffic is frequently backed up on Trudelle Street during school and daycare drop-off and pick-up times. Recommended implementing an advanced left-turn signal to improve flow of traffic and extending the duration of the green light for traffic from Trudelle Street to allow more vehicles to turn.

Topic	Location	Comment Summary
	McCowan Road near John McCrae Public School	<ul style="list-style-type: none"> - This area is overwhelmed with vehicles during school drop-off and pick-up times.
	Amarillo Drive near St. Nicholas Catholic School	<ul style="list-style-type: none"> - Vehicles park on both sides of Amarillo Drive often extending from Bellamy Road North to Cedar Brae Boulevard which blocks driveways, reduces the street to one lane for through traffic and blocks the flow of traffic and leads to a backlog of traffic in both directions. - Buses experience difficulty driving onto Amarillo Drive to enter the school driveway. - Recommended prohibiting parking on the north side of Amarillo Drive or making Amarillo Drive a one-way.
Pedestrians	Bellamy Road North by 130 Bellamy Road North.	<ul style="list-style-type: none"> - Many people walk across the road midblock to access public transit (TTC bus stop and Eglinton GO train). A crosswalk or pedestrian island is recommended. - There is currently no safe way to cross the street to get to and from the bus stop on the south side.
	Trudelle Street at Danforth Road	<ul style="list-style-type: none"> - Many people including school children cross on the south side to avoid having to cross the street twice. A crosswalk on the south side of the intersection is needed.
	Trudelle Street near Trudelle Park	<ul style="list-style-type: none"> - To access the park, people including families with children cross midblock. A designated crosswalk is recommended. - A crossing is needed here for people to cross the road safely.
	Grace Street near Torrance Road	<ul style="list-style-type: none"> - Snow clearance on sidewalks in this area is cited as inadequate making sidewalks unusable by people with mobility issues, people using strollers and grocery carts who must instead use the road.
	Adler Street and Ascolda Boulevard.	<ul style="list-style-type: none"> - There is no crosswalk from the west to east side.
Public Transit	Bellamy Road North by 130 Bellamy Road North.	<ul style="list-style-type: none"> - Bus shelter was removed from the TTC bus stop. The bus stop is used by many local residents including seniors and children. During the winter, people waiting for the bus are exposed to the cold and wind.

Topic	Location	Comment Summary
Parking	Danforth Road.	<ul style="list-style-type: none"> - Vehicles frequently park on Danforth Road using their hazard lights which blocks a lane of traffic. - Recommendations included designating the area as no-stopping or no-standing to reduce congestion.
Other	Burnview Crescent	<ul style="list-style-type: none"> - Speeding was cited. Road is used as a cut through to Bellamy Road North and Eglinton Avenue East. Recommended speed humps (near daycare centre near Lawrence Avenue East and at Burnview Crescent near Bellamy Road).

Public Consultation Drop-in Event

At the April 10, 2025, public drop-in event, attendees were able to view information panels about the project and speak with members of the project team. Participant comments are summarized below:

Topic	Location	Comment Summary
Road Safety	McCowan Road near John McCrae Public School	- Vehicles do not stop at stop signs.
	McCowan Road	- Vehicles do not stop for pedestrians. - Safety concerns near the school were cited.
	McCowan Road and Eglinton Avenue East	- Intersection is not safe for pedestrians. - Bollards are knocked over.
	Torrance Road and Adler Street	- Vehicles do not stop at stop signs.
	Eglinton Avenue East	- All intersections are cited as unsafe.
	Bendale Library	- Recommended making traffic flow one-way eastbound into parking lot. - Turning south onto Danforth Road from the library parking lot is cited as dangerous.
	Bellamy Street North at Nelson Street and Trudelle Street.	- No edge line/bike lane at intersection which creates confusion for drivers and cyclists.
	Torrance Road and Scotchdale Road	- There are too many stop signs in the area, but drivers are not stopping at the stop signs. A different approach to slowing down traffic was recommended. Participants suggested increased enforcement as a potential solution.
Speed	McCowan Road	- Instances of racing and stunt driving were reported. - Speeding at night during the summer was cited.
	Danforth Road	- Speeding was cited. Pedestrian being hit by a car observed.
	Thicketwood Drive	- Speeding was cited. - Speed humps not wanted.
	Perviale Crescent and Rossander Court.	- Speeding was cited.
	Trudelle Street	- Speeding was cited. Recommended speed humps between Danforth Road and Bellamy Road North.
	Bellamy Road North at Nelson Street	- Speeding was cited. - Watch Your Speed sign is not well located.

Topic	Location	Comment Summary
	Bellamy Road North	- Automated Speed Enforcement (ASE) was recommended near Nelson Street and Amarillo Drive, in proximity to nearby schools.
	Bellamy Road North	- Reported an incident in which a car collided with a house. - Vehicles speed downhill. - Stunt driving by motorcyclists was cited.
	Cedar Brae Boulevard	- Speeding was cited.
Volume	Providence Street	- Connecting to McCowan Road to make a loop is recommended to allow for better traffic flow and alleviating traffic congestion.
	McCowan Road	- Many vehicles turn onto McCowan Road from Eglinton Avenue East not knowing that McCowan Road is a dead-end street. - Adding signage or changing the name of the street to Old McCowan Road recommended.
	McCowan Road and Trudelle Street.	- A very busy intersection with a high volume of pedestrians. A signal was recommended.
Cycling	Pringdale Ravine	- In the winter, the hill can be dangerous for pedestrians and cyclists.
	Eglinton Avenue East	- Concerns were raised about the safety of cyclists sharing the bus lane.
	Bellamy Road North and Nelson Street and Trudelle Street	- The edge line or bike lane reportedly disappears at the intersection, creating confusion for both drivers and cyclists.
Pedestrians	Pringdale Ravine	- In the winter, the hill can be dangerous for pedestrians and cyclists.
	Path north of McCowan Road	- Path is used by many school children and maintenance is needed during the winter.
Public Transit	Bellamy Street North at Nelson Street.	- Bus shelter needed for east side bus stop.
Parking	Providence Street	- Vehicles park illegally at the end of Providence Street to access the dog park. - Vehicles park on the road to drop-off children at school.
	Savarin Street	- Vehicles park at the dead-end to drop off students at John McCrae Public School.

Topic	Location	Comment Summary
	McCowan Road	- Police enforcement is called on regularly.
	Perivale Crescent	- Parking on the road was cited as an issue.
	McCowan Road near dog park.	- Parking needed for the park.
Other	McCowan Dog Park.	- Park improvements needed.
	Bellamy Road North at Porchester Drive.	- Outside project area. Vehicles do not stop at flashing red light.
	Bellamy Road North	- Connection to Highway 401.
	Danforth Road	- No lighting on the stretch approaching Lawrence Avenue East.
	N/A	- Education needed for pedestrians to be safe using the roads.

Pop-Up Engagement Feedback

Pop-up engagement activities were held during April 10-30, 2025. Participant comments are summarized below:

Topic	Location	Comment Summary
Road Safety	Amarillo Drive	- Due to vehicles parked on both sides of the street, residents reported being unable to leave their homes by car. Concerns were raised about limited access during emergencies.
	Amarillo Drive at Bellamy Road North	- It was reported that the green light duration is too short for all vehicles to proceed, resulting in some drivers continuing through the red light.
	Trudelle Street and Danforth Road	- Intersection cited as 'scary' and does not permit child to walk to the TTC bus stop at Danforth due to concerns that the child would cross on the south side where there is no crosswalk.
	Trudelle Street near Trudelle Park and Père Philippe Lamarche Catholic Secondary School	- Crosswalk needed so pedestrians can cross the road safely. People cross the street here to access the path.
	Intersection of Trudelle Street and McCowan Road	- Vehicles do not always stop at the stop signs. - Cited that collisions have occurred at this location. - A traffic signal was recommended to improve safety. - In-road flex signs were reported to be worn or painted over. - Increased traffic enforcement was recommended. - Concerns were raised about drivers not stopping when school bus lights are flashing.
	McCowan Road near John McCrae Public School	- Drivers do U-turns or drive in reverse during drop-off and pick-up times when traffic is congested, raising safety concerns.
Speed	Bellamy Road North	- Speeding was cited.
	Amarillo Drive	- Speeding was cited.
	Trudelle Street near roundabout/30 Trudelle Street	- Speeding was cited.

Topic	Location	Comment Summary
	Trudelle Street	- Speeding was cited. Speed humps and other traffic calming measures are recommended.
	Trudelle Street and McCowan Road	- Intersection cited as not safe.
	McCowan Road	- Speeding was cited.
Volume	Amarillo Drive	<ul style="list-style-type: none"> - Vehicles park on both sides of the street during school drop-off and pick-up times and during school events. - Recommendations included improved parking and traffic management to reduce congestion, advance notice to local residents about school events, and implementing one-way traffic. It was noted that no parking signs previously existed on one side of Amarillo Drive. - Traffic volume is a problem in the winter. Better snow removal is recommended.
	Bellamy Road North at Trudelle Street	- High traffic volume cited.
	Trudelle Street	- Street is used as a cut-through between Danforth Road and Eglinton Avenue East.
Pedestrians	Trudelle Street	<ul style="list-style-type: none"> - Sidewalks were cited as important infrastructure for many local residents, including school children and seniors. - There are not many crosswalks on Trudelle Street resulting in frequent mid-block crossings. - Crossing needed at Trudelle Park. - Cyclists and people using assisted mobility devices such as scooters use the sidewalks.
	McCowan Road near John McCrae Public School	<ul style="list-style-type: none"> - More time to cross crosswalk is needed. - Sidewalks need better maintenance in the winter. - Pedestrians do not always push the button to activate the PXO. Education is recommended.
Parking	Amarillo Drive	- People expressed concern that the NSP might result in the removal of parking.
	Trudelle Street	- School buses park on the north side of Trudelle Street near Père Philippe Lamarche Catholic

Topic	Location	Comment Summary
		Secondary School which narrows the road and blocks the view of drivers traveling westbound.
	McCowan Road near John McCrae Public School	- Parents get parking tickets, but they have nowhere else to park.
Other	Trudelle Street	- Noise is an issue in the summer.

Interest Group Feedback

The comments received through meetings with community interest groups and affected property owners are summarized below:

Topic	Location	Comment Summary
Road Safety	McCowan Road near John McCrae Public School	- There is no crossing guard in front of the school. Vehicles do not always stop when the crosswalk is activated.
Speed	McCowan Road near John McCrae Public School	- Vehicles sometimes speed by the school.
Volume	McCowan Road near John McCrae Public School	- Many parents drive to John McCrae Public School to drop off or pick up their children resulting in motor vehicle traffic congestion in the parking lot, along the road, and along the fire route south of the school. This was reported to create dangerous conditions for pedestrians crossing the road. Drivers were also reported to not always stop when the crosswalk is activated. - Dismissal times of JMPS and the adjacent high school are the same resulting in high traffic volume in the area at pick-up time.
	Amarillo Drive near St. Nicholas Catholic School	- During pick-up and drop-off times, parents who drive park on both sides of the road which limits road space to only one lane of traffic for both directions and in turn slows down traffic including school buses. Congestion can extend to Cedar Brae Boulevard. Limit parking to only one side of the road along Amarillo Drive was recommended.
Cycling	McCowan Road near John McCrae Public School	- There are many low-income families in this area and many students do not have access to or know how to ride a bike. Having access to bikes

Topic	Location	Comment Summary
		would help to encourage students to cycle to school.
Parking	McCowan Road near John McCrae Public School	- There is no designated parking for users of the dog park. Many drivers park on the street or use the school parking lot.

Additional Feedback

The comments received through phone and email are summarized by theme below:

Topic	Location	Comment Summary
Road Safety	Burnview Crescent near Bellamy Road North	<ul style="list-style-type: none"> - Pick-up and drop-off at residence near the corner including TTC Wheel-Trans can obscure the pedestrian crosswalk on Bellamy Road North resulting in potential accidents. A cyclist collided with a car in the crosswalk. - Recommended a pick-up zone to avoid blocking sightline.
	Torrance Road and Radisson Street	<ul style="list-style-type: none"> - Tree blocks visibility of stop sign.
Speed	Burnview Crescent	<ul style="list-style-type: none"> - Does not feel safe as a pedestrian. Speeding in addition to distracted and impaired driving cited. Recommends speed humps on Burnview Crescent.
	Bendale Boulevard	<ul style="list-style-type: none"> - Recommended speed limit signs.
	Bellamy Road North between Braeburn Boulevard and Banmoor Boulevard.	<ul style="list-style-type: none"> - Bellamy Road North has a downhill slope in this stretch and motor vehicles speed. Snow and rain make the road slippery resulting in accidents. - In 2024, a car driving northbound slid across the southbound lane and collided into a house. - Recommended reducing the speed limit, installing a speed camera, installing a traffic light between Banmoor Boulevard and Cedar Brae Boulevard and an advance left-turn light at Bellamy Road North and Lawrence Avenue East.
Pedestrians	Burnview Crescent near Bellamy Road North	<ul style="list-style-type: none"> - No sidewalk on south side of road.
Public Transit	Bendale Boulevard	<ul style="list-style-type: none"> - Bus shelter openings need to face the sidewalk so that people waiting do not get splashed by vehicles driving by.

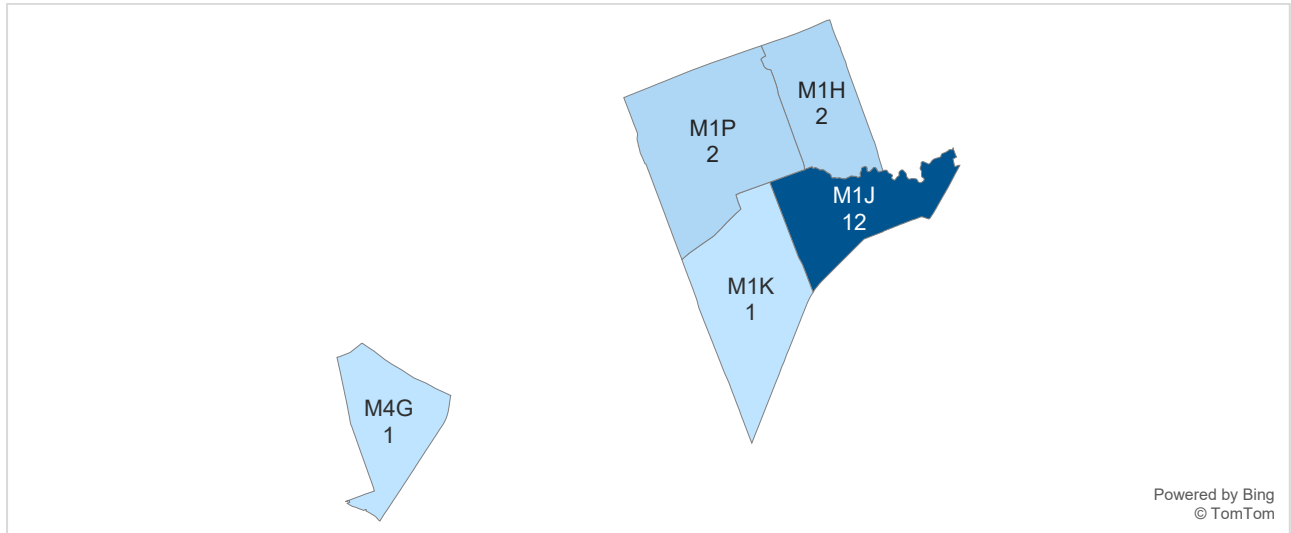
Topic	Location	Comment Summary
	130 Bellamy Road North	<ul style="list-style-type: none"> - Bus stops in the area where there are three high-rise buildings are used by many people. The bus shelter across from 130 Bellamy Road North was removed leaving people unprotected from inclement weather and without seating for long wait times. - Recommended reinstating bus shelters. - A bus stop north of where the bus stops currently was removed making it farther for people to walk.
Parking		
Other	Barrymore and Seminole (west of Brimley)	<ul style="list-style-type: none"> - Speeding cited and excessive number of vehicles parked on road.
	Bendale Boulevard	<ul style="list-style-type: none"> - Desires a cleaner neighbourhood (clean up after pets, prohibit litter, lawn maintenance).
	130 Bellamy Road North	<ul style="list-style-type: none"> - Benches are needed in the area to provide people with seating after walking long distances.

Appendices

Appendix A: Survey Participant Profile

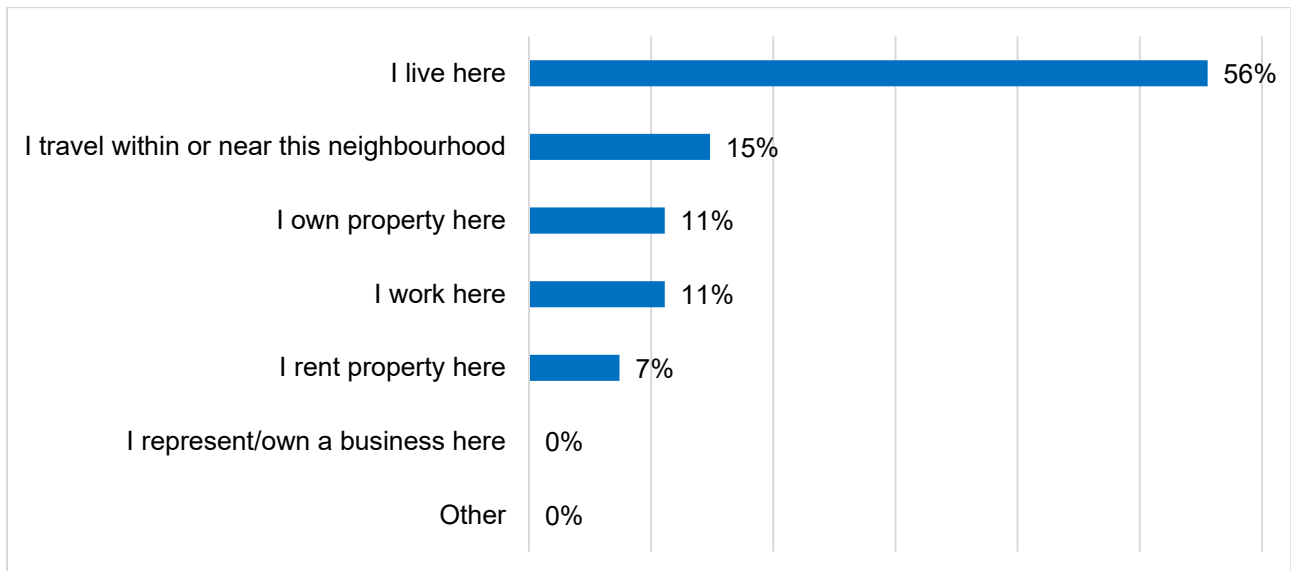
A total of 18 survey respondents provided optional demographic information described below.

Postal Code | n=18



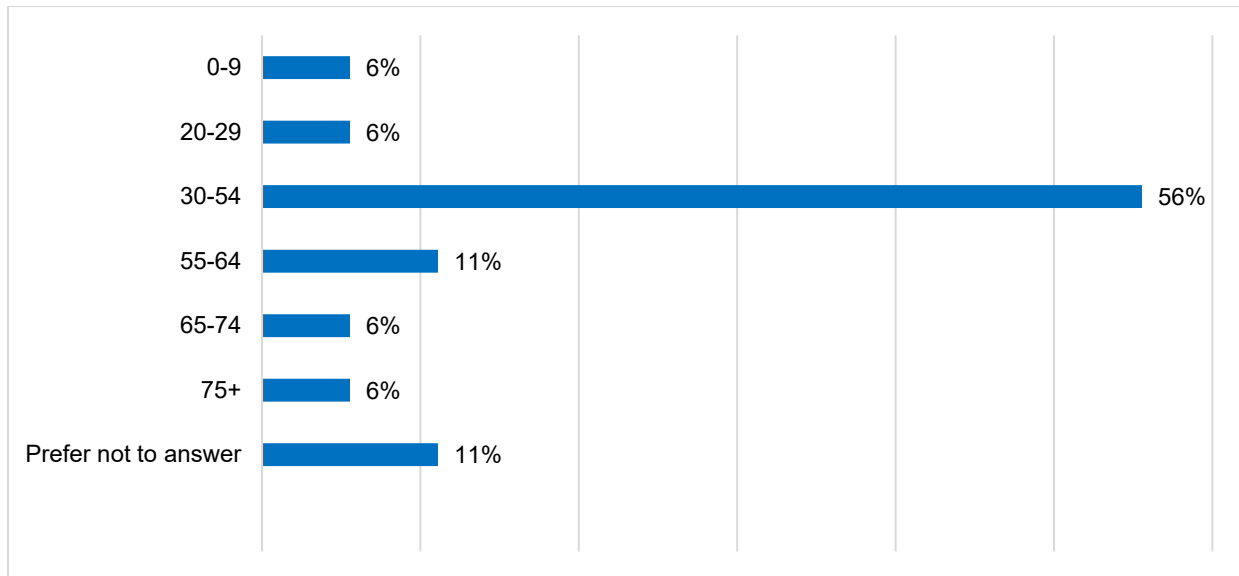
Two-thirds of survey respondents live in or near the study area (M1J), with most other respondents scattered nearby.

Relationship to the Project Area | n=27



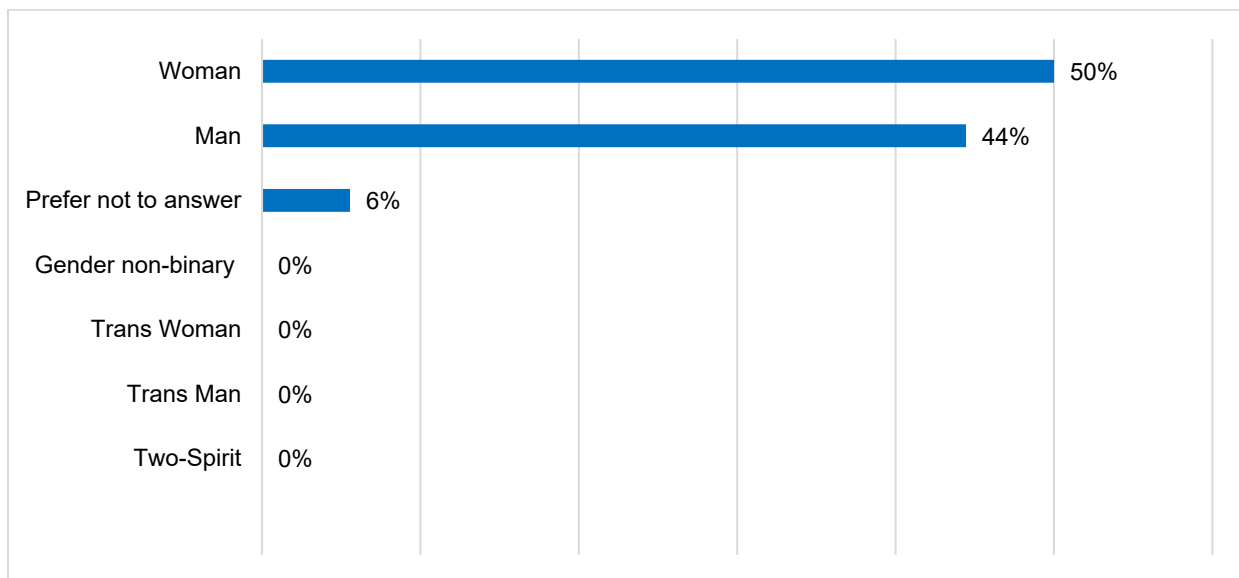
Most survey respondents live in the project area and over half of the respondents identified multiple relationships with the area.

Age | n=18



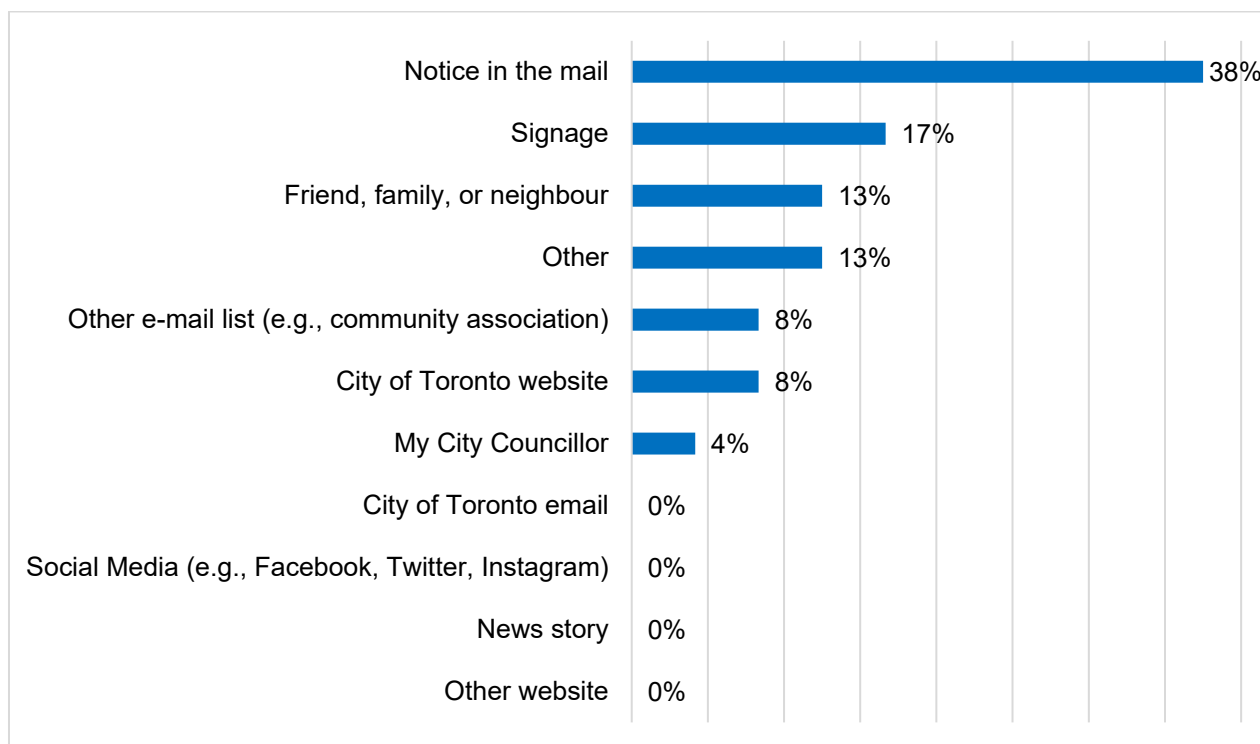
Almost 75% of survey respondents are in the working age categories.

Gender | n=18



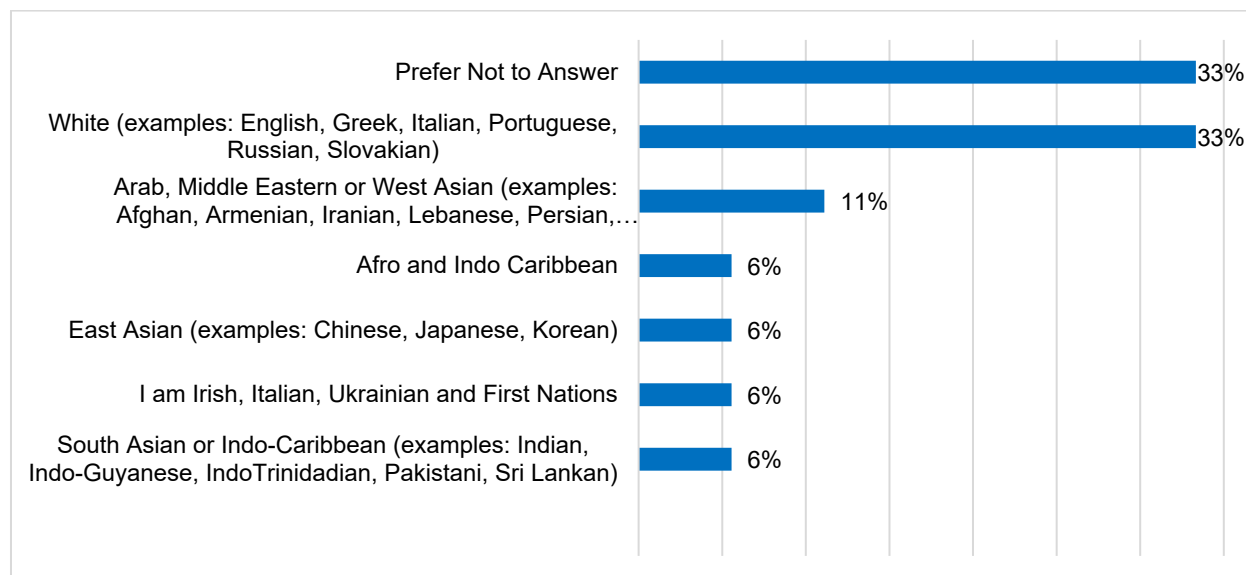
Half of survey respondents identified as women, followed by men and a few participants who chose not to answer.

Points of Engagement | n=18



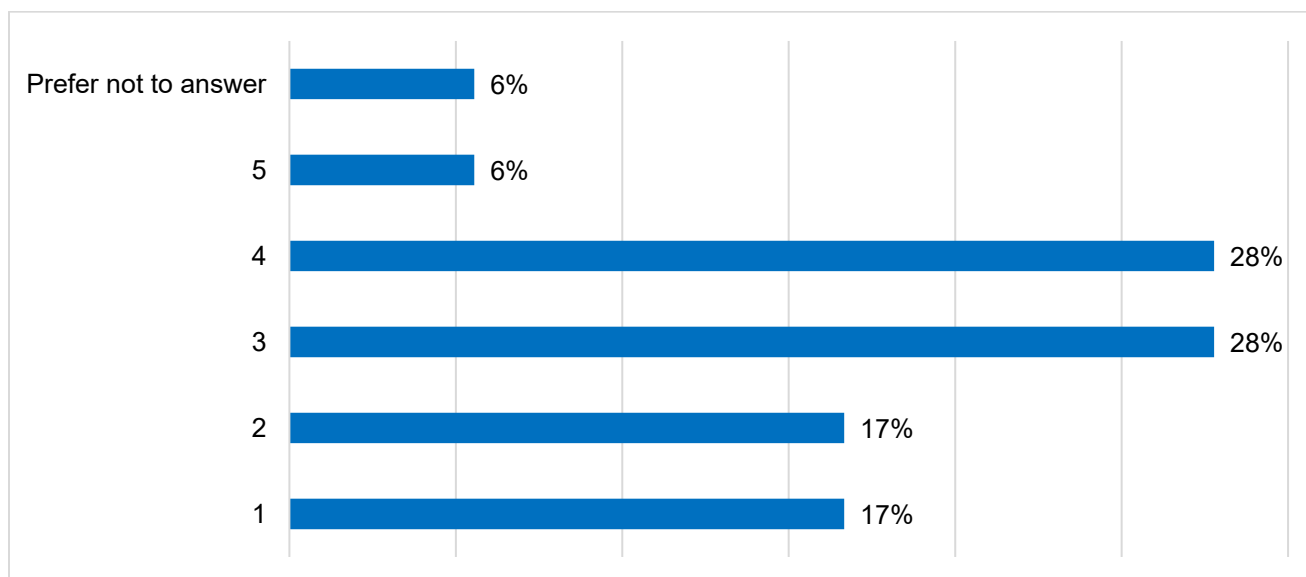
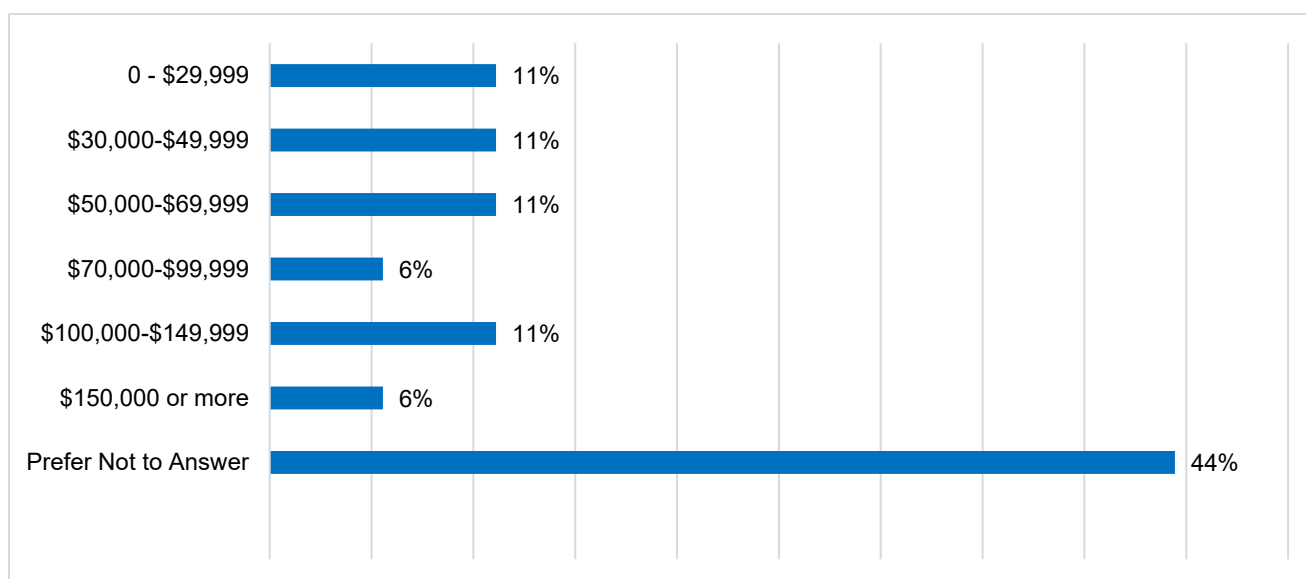
Most survey respondents heard about this consultation by the flyer delivered to the project area, followed by signage (posters). Many respondents reported multiple points of engagement.

Race | n=18



One third of survey respondents identify as White, one third of respondents selected, 'Prefer not to say' and one third selected a category other than 'White'. This is not reflective of the data for the area. The population of the City of Toronto neighbourhood of Eglinton East which includes a large portion of the project area indicates that over 80% of the population is visible minority.

Household Income | n=18



44% of the survey respondents selected, 'Prefer Not to Answer,' for total household income. 33% of respondents reported a median household income of \$69,999 or less which is below the median household income for the City of Toronto neighbourhood of Eglinton East which is \$73.5 K. Almost one quarter of respondents reported a median household income above \$70 K.