

Scarborough Village Streets Plan

Public Consultation Report
August 2025



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Consultation Summary

Public and interest group consultation for Scarborough Village Streets Plan (SVSP) Phase One took place from April 2 to April 30, 2025.

Consultation activities included a virtual community interest group meeting, multiple community-based pop-up engagement activities, a public drop-in event, an online interactive map and survey, and comment tracking.

Five people attended the virtual community interest group meeting, over 30 people attended the in-person public drop-in event, more than 400 people were engaged at pop-up activities, 98 comments were received through the online interactive map; and sixteen people provided comments by mail, phone and email.

Communications to notify the public and community interest groups about the project and opportunities to participate included a project website; targeted emails to 29 community interest groups, including schools, resident associations, and local businesses; 6,163 notices distributed by Canada Post throughout the project area; four community pop-up activities, and the distribution of 400 postcards to local residents at a school, a high-rise building, a Walmart store, and a community recreation centre.

Top priorities and issues raised among participants were:

- Excessive speeding of vehicular traffic on neighbourhood streets particularly, Bellamy Road South, Mason Road, Kingston Road and Windy Ridge Drive.
- The need to make roads safer for pedestrians especially school children at Bliss Carman Senior Public School and Mason Road Junior Public School
- A strong desire for improvements to intersections and infrastructure for pedestrians notably along Bellamy Road South, Mason Road, Lochleven Drive, Markham Road, Eglinton Avenue East, Kingston Road and some streets south of Kingston Road.
- Opposition to the installation of sidewalks south of Kingston Road particularly on Parkcrest Drive due to the impact on trees, private property, disruption to the character of the area and the opinion that sidewalks result in speeding.

A second phase of consultation is planned for Fall 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/ScarboroughVillageStreets

Project Overview

In consultation with the local community, the City is developing a Neighbourhood Streets Plan (NSP) for the Scarborough Village area that will investigate 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. Opportunities for active transportation (walking and cycling)



Map of Scarborough Village Streets Plan Project Area

Overview of Communications and Consultation Activities

Communication Activities

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

- Project web page toronto.ca/ScarboroughVillageStreets (246 unique visits)
- Notice delivered via Canada Post (6,163 addresses in the project area)
- Email to interest groups including residents' associations, community groups, organizations, institutions and elected officials (29 contacts)
- Postcards distributed as part of pop-up engagement activities (400 postcards distributed)

Consultation Activities

Comments on the project was received through the following activities:

Activity	Date	Participation
Interest Group Meeting	Wednesday, March 26, 2025	5 attendees (29 invited)
Pop-Up Engagement Activities at Scarborough Village Recreation Centre, Walmart, 140 Adanac and Mason Road Junior Public School	April 16 – 30, 2025	400+ engaged
Drop-In Public Event	Wednesday, April 16, 2025	31 registered attendees
Online Interactive Map and Survey	April 2 – 30, 2025	98 comments; 42 survey responses
Email/Phone	April 2 – 30, 2025	Comments received from 16 individuals



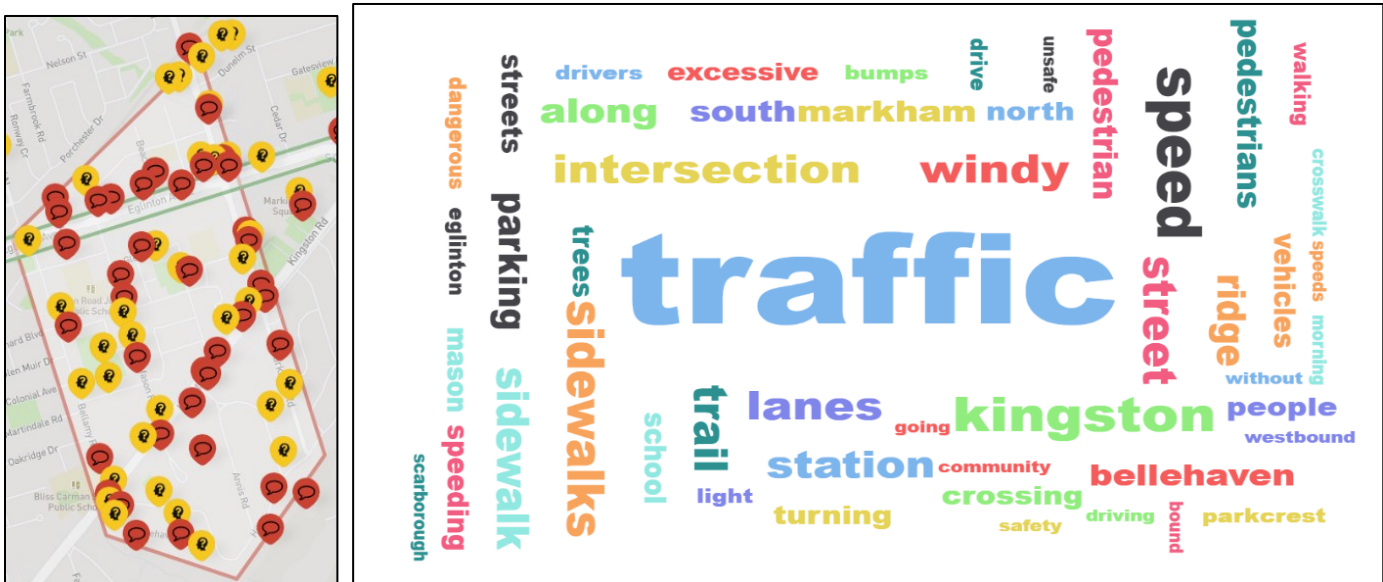
Clockwise from top photo: Photos 1, 2 and 4: Public Drop-In Event held at Mason Road Public School on April 16, 2025; Photo 3: Pop-Up Community Engagement Activity at 140 Adanac Drive on April 29, 2025.

What We Heard

- Participants expressed concerns about speeding, particularly on Bellamy Road South and Mason Road, and many participants recommended implementing speed humps as traffic calming measures.
- Participants recommended traffic safety improvements throughout the entire project area to enhance the safety of vulnerable road users. Suggestions included road design changes, improved pedestrian infrastructure at intersections, and traffic calming measures (such as speed humps) particularly along Bellamy Road South, Mason Road, Lochleven Drive, Markham Road, Eglinton Avenue East, Kingston Road and some streets south of Kingston Road.
- South of Kingston Road, there was an effort among some residents to oppose the installation of sidewalks.

Interactive 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 observed opportunities for transportation changes.



Images from left: Screenshot of interactive Social Pinpoint Map for Scarborough Village Streets Plan; Word cloud generated by Social Pinpoint from interactive map comments

The table below summarizes comments received through the online survey:

Topic	Location	Comment Summary
Road Safety	Intersection of Luella Street and Markham Road	- Many school children cross at this intersection. Vehicles turning north and south onto Markham Road from Luella Street and Cougar Court frequently enter the turn while pedestrians are still crossing the road and sometimes failing to yield the right-of-way. A crossing guard was recommended.
	Eglinton Avenue at Markham Road	- Vehicles turning right do not always give pedestrians the right-of-way.

	Lochleven Drive and Knowlton Drive/Coltbridge Court	- This is a busy intersection frequently used by children going to school and to the park. Recommended adding stop signs on east and west sides of intersection to convert into a four-way stop intersection.
	Markham Road at Markanna Drive	- Motor vehicle traffic fails to stop at the red light. Improved signage or redlight camera was recommended.
	Kingston Road at Mason Road/Whitecap Boulevard	- Recommended implementing traffic signals at Mason Road and Whitecap Boulevard to improve turning movements and reduce vehicle speeds.
	Kingston Road and Markham Road	<ul style="list-style-type: none"> - This intersection was cited as very dangerous for pedestrians. Vehicles do not slow down when entering and exiting the strip mall by the east entrance. The danger is exacerbated when two lanes of traffic merge into a single lane of Markham south of Kingston. - This intersection is too wide for safe pedestrian or cyclist crossing, in its current form. The slip lanes encourage fast turns, and the large intersection encourages people to drive quickly to get through the intersection.
	Markham Road south of Kingston Road	- Speeding was cited with specific concerns about large vehicles speeding such as garbage and dump trucks. The road is shared with pedestrians, and the speed of these large vehicles make it feel very unsafe to walk.
Speed	Eglinton Avenue East at Mason Road	- Vehicles speed onto Mason Road to get to the Eglinton GO station.
	Bellamy Road South at Chatterton Boulevard, Stanland Drive	- Speeding was cited. Adding stop signs or speed humps was recommended.
	Adanac Drive between Bellamy Road South and Mason Road	- Speed humps were recommended.
	Mason Road near Mason Road Junior Public School	- Speeding was cited.
	Mason Road and Stanland Drive and Chatterton Boulevard/Greendowns Drive	- Three-way and four-way stop signs were recommended to calm traffic along Mason Road and to discourage its use as a through route for vehicles traveling between Eglinton Avenue East and Kingston Road.
	Glenda Road	<ul style="list-style-type: none"> - Speeding was cited. Dangerous for school children. - Speed humps were recommended.
	Windy Ridge Drive and Bellehaven Crescent	- Speeding was cited. Drivers use these roads to avoid driving on Kingston Road.
	Windy Ridge Drive	- Speed humps were requested.
	Hill Crescent	- Speeding was cited.
Volume	Bellamy Road South at Bliss Carman Senior Public School	- Vehicles park on both sides of Bellamy Road South during school drop-off and pick-up times which results in blocking the flow of traffic.
	Mason Road near Mason Road Junior Public School	- High traffic volume observed during school drop-off and pick-up times.

	Windy Ridge Drive	- Recommended making this a one-way street as a traffic calming measure and to make the intersection at Ravine Drive safer.
	Bellehaven Crescent	- Recommended adding speed humps.
	Bellehaven Crescent and Hill Crescent	- Drivers use these streets to avoid driving on Kingston Road. Speed humps were recommended to discourage this behaviour.
Cycling	Luella Street and Markham Road	- Bike lane and a bike station were requested.
	Eglinton Avenue East and Markham Road	- Bike lane and bike station requested to make the area more bike-friendly.
	Kingston Road	- Cycling in traffic is not safe. Recommended the addition of cycle tracks in both directions without reducing traffic lanes but rather by reducing the width of traffic lanes. - Dedicated bike and bus lane were recommended. - Recommended not removing motor vehicle lanes if adding bike lanes. Need to find ways to add bike lanes without removing lanes for motor vehicular traffic.
Pedestrians	Eglinton Avenue East at Beachell Street	- The traffic signal pole on the southwest corner creates an obstruction, making it difficult for strollers and wheelchairs to get on sidewalk safely.
	Eglinton Avenue East east of Centre Street	- Sidewalk on north side of Eglinton Avenue East is too narrow and not straight. - Sidewalk is very close to road. The sidewalk bends creating sightline issues. Recommended straightening the sidewalk.
	Eglinton Avenue East and Markham Road	- This is a large intersection with a long crossing distance for pedestrians. Recommended shortening the crosswalk for pedestrians.
	Chatterton Boulevard	- Recommended adding sidewalks for pedestrian safety, improving walkability and for promoting social interaction.
	Ravine Drive	- Lack of sidewalk from Kingston Road to the trail. Recommended making road one-way to allow for pedestrian infrastructure without widening the road and impacting property.
	Windy Ridge Drive	- A petition was signed during the 1990s by local residents to oppose proposed curbs and sidewalk owing to potential impact on trees. - Opposition to new sidewalk installation remain. - Lack of sidewalks was cited.
	Bellehaven Crescent	- Opposed adding sidewalk.
	Bellehaven Crescent and Hill Crescent	- Walking is hazardous in winter.
	Hill Crescent	- Lack of sidewalks makes this road unsafe for pedestrians. In winter, snowbanks on the side of the road make it difficult to walk on road.
	Parkcrest Drive and Hill Crescent	- Low pedestrian traffic was cited as a reason for opposing the addition of curbs and sidewalks.

	Parkcrest Drive	- Opposed to proposed addition of curbs and sidewalks as part of the Parkcrest Resurfacing project. A low volume of vehicular traffic was cited presenting no threat to pedestrians. Concerns were cited about sidewalk construction impacting mature trees in the boulevards.
Public Transit	Eglinton Avenue East at Beachell Street.	- Limited standing room, and the traffic light obstructs visibility of people waiting for the bus.
Parking	Ravine Drive near Doris McCarthy Trail	- Concern about parking around the Doris McCarthy Trail was cited. Since COVID, the trail has been used more frequently resulting in parking becoming an issue on surrounding streets, including Bellehaven Crescent and Windy Ridge Drive.
Other	Conn Smythe Drive	- Parking lot could be used as a basketball court.
	North end of Centre Street	- Dog park and a sports field were requested.
	Eglinton Avenue East near 140 Adanac Drive	- Request for concrete median with trees.
	Eglinton Avenue East east of Mason Road	- Request for more trees.
	Eglinton Avenue East	- There is confusion about whether motor vehicles are allowed to enter the red RapidTO bus lane when making right turns on Eglinton Avenue.
	Mason Road Junior Public School	- Dog park, basketball court, soccer or playground requested.
	Glen Muir, Colonial, Adanac, Martindale and Oakridge.	- Sidewalks were recommended.
	Kingston Road and Windy Ridge Drive	- Concerns about traffic impacts resulting from development complex. Recommended traffic impact and air quality study for public review.
	Kingston Road east of Bellamy Road South	- Removal of concrete median along Kingston Road was recommended to allow for bike lane and wider sidewalk.
	Kingston Road	- Kingston Road is like a six-lane highway. Lack of pedestrian or cycling infrastructure cited. Needs to be less car-centric.
	Ravine Drive near Doris McCarthy Trail	- Bike parking and seating recommended.
	Hill Crescent	- Concerns about environmental (water and other natural resources) and wildlife impact due to additional traffic and development near the Waterfront Trail near Hill Crescent and surrounding streets including Bellehaven Crescent and Ravine Drive were cited.

Public Consultation Drop-in Event

At the April 16, 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	Eglinton Avenue East and Mason Road	- Signals needed.
	Bellamy Road South	- Intersections at Chatterton Road and Adanac Drive are accident-prone. - Asks if the City supports bus laybys. - Challenges at Bliss Carman Public School was cited. - Vehicles do not always stop at stop signs.
	Adanac Drive and Bellamy Road South	- Vehicles do not always stop at the stop sign.
	Mason Road and Eglinton Avenue East	- Drivers were reported to turn quickly onto Mason Road which creates a risk for pedestrians at the intersection. This route is used frequently to get to the GO station.
	Mason Road and Knowlton Drive	- Poor visibility for drivers turning onto Knowlton was cited.
	Mason Road and Stanland Drive	- Road rage incidents were cited in this area.
	Mason Road and Chatterton Boulevard	- TPS enforcement for the safety of children was recommended.
	Lochleven Drive and Knowlton Drive/Coltbridge Court	- Intersection is currently a two-way stop. Children were reported to cross the intersection to access the park. Vehicles do not always stop at intersection. Recommended all-way stop. - Needs all-way stop control instead of two-way stop.
	Lochleven Drive and Glenda Road	- Sightline issues due to hedges were cited.
	Lochleven Drive and Knowlton Drive	- Sightline issues due to hedges. - Stop signs needed for east-west traffic.
	Kingston Road at Mason Road/Whitecap Boulevard	- Intersection is misaligned. Cited as a busy and complex intersection due to bus stops, six lanes and a long crossing distance. - Traffic lights at Whitecap Boulevard and more lighting recommended to make it safer for people to catch the bus. - It is challenging to make left hand turns along Kingston Road.
	Kingston Road and Annis Road	- Drivers are making dangerous U-turns.
	Kingston Road and Parkcrest Drive	- Drivers sometimes ignore advanced signal for pedestrians.

	N/A	<ul style="list-style-type: none"> - Vehicles drive over truck aprons. Recommended something that provides separation like bollards. - Recommended raised intersections everywhere. - Snow removal damages bollards.
Speed	Beachell Street	<ul style="list-style-type: none"> - Speeding was cited. Speed humps were recommended.
	Luella Street	<ul style="list-style-type: none"> - Speeding was cited. Road used by vehicles as a cut through to bypass Eglinton Avenue East.
	Bellamy Road South	<ul style="list-style-type: none"> - Speeding was cited multiple times due to vehicles going to the GO station. - Single vehicle car accidents have occurred due to speeding.
	Bellamy Road South at Chatterton Boulevard,	<ul style="list-style-type: none"> - Vehicles speeding jumped the curb. - Speeding cited.
	Mason Road	<ul style="list-style-type: none"> - Frequent speeding was cited. Speed humps recommended. - Vehicles speed from Eglinton Avenue East onto Mason Road.
	Mason Road and Adanac Drive	<ul style="list-style-type: none"> - Mason Road is used to get to the Eglinton GO Station. - Speeding on Adanac Drive cited.
	Mason Road and Stanland Drive	<ul style="list-style-type: none"> - Speed humps were recommended.
	Kingston Road	<ul style="list-style-type: none"> - Speeding near 80 km/h was cited. - Speed camera recommended.
	Windy Ridge Drive	<ul style="list-style-type: none"> - Speed humps were recommended.
	Markham Road and Luella Street	<ul style="list-style-type: none"> - Vehicles leaving store driveways/parking lots have visibility issues owing to grade difference.
	Markham Road and Markanna Drive	<ul style="list-style-type: none"> - Vehicles do not always stop at the red light.
	Markham Road and Kingston Road	<ul style="list-style-type: none"> - Hedges create sightline issues. - Unsafe turns were cited.
	Schools	<ul style="list-style-type: none"> - Speed limit of 30 km/h in school areas recommended.
Volume	Markham Road and Cougar Court/Luella Street	<ul style="list-style-type: none"> - Driveways get congested and traffic overflows onto roadway.
	Eglinton Avenue East	<ul style="list-style-type: none"> - Congestion cited. - East of Markham Road, vehicles make a left-turn from the Metro parking lot to go west on Eglinton Avenue East.
	Markanna Drive	<ul style="list-style-type: none"> - Traffic congestion occurs by St. Boniface Catholic Elementary School.
	Bellamy Road South and Adanac Drive	<ul style="list-style-type: none"> - Traffic congestion due to traffic to and from the Eglinton GO station.
	Bellamy Road South at Bliss Carman Senior Public School/Kingston Road	<ul style="list-style-type: none"> - High traffic volume during school drop-off times. Children walking in front of vehicles cited.
Cycling	Bellamy Road South	<ul style="list-style-type: none"> - Recommended multi-use path along Bellamy Road South to connect with waterfront trail. - Recommended connecting Bellamy Road South to trail by creating bike lanes. - Asked why Bellamy has signage as a bike route.

	Eglinton Avenue East	<ul style="list-style-type: none"> - Recommended removal of median to make more space for bike lanes. - Bike signal that synchronizes with pedestrian signal needed at Mason Road.
	Eglinton Avenue East near Centre Street	<ul style="list-style-type: none"> - Bike lanes requested.
	Eglinton Avenue East and Bellamy Road South	<ul style="list-style-type: none"> - Many participants recommended implementing a bike share station at GO station. - E-bike safety issue cited.
	Kingston Road	<ul style="list-style-type: none"> - Input included mixed responses about bike lanes including the desire to have bike lanes on Kingston Road, concerns about Kingston Road as dangerous for cycling without a dedicated lane.
	Kingston Road and Parkcrest Drive	<ul style="list-style-type: none"> - Recommended implementing a bike share station here.
	Chatterton Boulevard	<ul style="list-style-type: none"> - Cited the need for cycling path.
	Markham Road and Markanna Drive	<ul style="list-style-type: none"> - Bus and bike lanes recommended along Markham Road.
	N/A	<ul style="list-style-type: none"> - Cycling infrastructure is safer on the sidewalk and not in a shared lane with motor vehicle traffic. - Cyclists do not use the waterfront to commute but rather for recreational purposes.
Pedestrians	Eglinton Avenue East at Bellamy Road South	<ul style="list-style-type: none"> - Many people walk across Eglinton Avenue East here where there is no crossing.
	Eglinton Avenue East	<ul style="list-style-type: none"> - Sidewalk is too narrow. More space between road and sidewalk was recommended. - Pedestrians need more time to cross Eglinton Avenue East at all intersections. - Stormwater pools form under the bridge and lead to icy and broken sidewalks. - Underpass needs to be maintained. It's dangerous for pedestrians.
	Eglinton Avenue East and Mason Road	<ul style="list-style-type: none"> - Bus stops are used by many seniors. In the winter, it can be difficult to walk to the bus stops. - Improved snow removal needed.
	Eglinton Avenue East west of Mason Road	<ul style="list-style-type: none"> - Bus stop at Mason Road is located too close to the crosswalk and the sidewalk.
	Chatterton Boulevard	<ul style="list-style-type: none"> - More sidewalks needed. - Lack of sidewalks was cited.
	Kingston Road.	<ul style="list-style-type: none"> - At Bellamy Road South and Markham Road, pedestrians often wait on the median if they are unable to cross the entire intersection. Recommended implementing barriers on the median to protect pedestrians. - During rush hour, improved traffic light coordination needed for students and local traffic.
	Kingston Road and Mason Road	<ul style="list-style-type: none"> - It can be challenging to cross this intersection to get to the TTC bus stops.
	Kingston Road and Parkcrest Drive	<ul style="list-style-type: none"> - Pedestrians must wait a long time to cross here.
	Kingston Road and Whitecap Boulevard	<ul style="list-style-type: none"> - No signal or crossing cited. People jaywalk here.

	Windy Ridge Drive	<ul style="list-style-type: none"> - Opposed installation of sidewalks. Concerned that they will result in speeding and parking on the road. - Asked why sidewalks are being installed. Residents are concerned about impact to their property.
	Parkcrest Drive	<ul style="list-style-type: none"> - Information panel #11 shows repairs to sidewalk but since there is no sidewalk, need to remove 'repairs.' - Asked about timeline for sidewalk installation. - Lack of sidewalk was cited. - Opposed sidewalk. - Recommended building sidewalk on Hill Crescent, not on Parkcrest Drive. - Concern was cited that if a sidewalk is installed, speeding will occur.
	Hill Crescent	<ul style="list-style-type: none"> - Cited as a popular walking area. Recommended sidewalks. - Sidewalks needed. - Feels sidewalks are important but does not want to impact trees.
	Markham Road and Eglinton Avenue East	<ul style="list-style-type: none"> - Recommended widening the sidewalk near the UPS store. The sidewalk is currently challenging to navigate with a stroller and notes that water accumulates on the sidewalk.
	Markham Road and Dunelm Street	<ul style="list-style-type: none"> - The sidewalk is directly next to the road.
	Markham Road and Cougar Court	<ul style="list-style-type: none"> - Recommended implementing a boulevard to make it safer to walk. The sidewalk is right next to the road which is dangerous for pedestrians.
	Markham Road and Markanna Drive	<ul style="list-style-type: none"> - Many people use this crosswalk to get to and from the grocery store.
	N/A	<ul style="list-style-type: none"> - The area is not easily walkable. It is difficult to walk throughout the neighbourhood to access stores.
Public Transit	Eglinton Avenue East at Mason Road	<ul style="list-style-type: none"> - Reinstate bus stop on Eglinton Avenue East in front of 140 Adanac Drive. - Bus stop at Mason Road is too close to the crosswalk and the sidewalk.
	Kingston Road and Bellamy Road South	<ul style="list-style-type: none"> - Bus stops used frequently by students.
	Kingston Road and Annis Road	<ul style="list-style-type: none"> - More buses to Laurier high school needed.
	Kingston Road and Parkcrest Drive	<ul style="list-style-type: none"> - Issue with visibility of bus stop.
	N/A	<ul style="list-style-type: none"> - More public transit options requested. - Many students use the TTC.
Parking	Ravine Drive near Doris McCarthy Trail	<ul style="list-style-type: none"> - Vehicles park on the road and on lawns to access trail. - Opposed additional parking in the area. - Opposed allowing permitted parking.

	Parkcrest Drive near Kingston Road	<ul style="list-style-type: none"> - Despite being designated as a no-parking zone, vehicles park on Parkcrest Drive just south of Kingston Road overnight which creates sightline issues and results in accidents. Recommended making this section of Parkcrest Drive a no-parking zone. - Recommended implementing no-parking signs. Vehicles with handicap permits park here. - Vehicles park in emergency vehicle lanes and the snow blocks traffic flow.
	Bellehaven Crescent	<ul style="list-style-type: none"> - Recommended considering non-permitted parking to allow for access to the trail.
Other	Eglinton Avenue East	<ul style="list-style-type: none"> - Disruptions due to construction was cited. - Timeline for Eglinton East LRT and information about plan during construction requested.
	Windy Ridge Drive	<ul style="list-style-type: none"> - CSVSWRA does not representing the interest of all residents in the project area.
	Hill Crescent	<ul style="list-style-type: none"> - Great Lakes Waterfront Trail cited. - Presence of wildlife and wildlife being struck by motor vehicles cited.
	Parkcrest Drive and Annis Road	<ul style="list-style-type: none"> - Concern that trees in this area are being cut down by developers without permits from Toronto Urban Forestry. - Trees removal at 11 Parkcrest Drive without permits cited. - Redevelopment at 11 Parkcrest Drive note posted in 'AIC/COA'
	Annis Road	<ul style="list-style-type: none"> - High groundwater and aquifers, occurrence of natural gas, forests and unstable land cited. - Concerns about development in the area. - Lack of City of Toronto services in the area to serve refugees.
	Ravine Drive	<ul style="list-style-type: none"> - Noted as protected forest. - Noted as the jurisdiction of TRCA.
	Kingston Road	<ul style="list-style-type: none"> - Recommended beautifying medians with plants and adding more lighting. - Consider placemaking opportunities using medians. - At Parkcrest Drive, Kingston Road is bumpy. - Noise due to traffic was cited.
	Kingston Road and Ravine Drive	<ul style="list-style-type: none"> - Fumes from Pioneer gas station flowing into the neighbourhood was cited.
	Not specified.	<ul style="list-style-type: none"> - Concerns about land, natural gas, development. - Noise due to motorbikes. - Concerns about nature and tree preservation near the Bluffs cited. - Concerns about water table, old growth trees, curbs affecting tree roots, and drainage was cited. - Wildlife observed.

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	Bellamy Road South by Bliss Carmen Senior Public School	<ul style="list-style-type: none"> - Students crossing midblock/jaywalking near the school and not at the intersection are at risk of being hit by vehicles turning onto Bellamy Road South from Kingston Road. - More signage indicating no parking areas along east side of Bellamy Road South was recommended. - Removal of thirty-minute parking area on west side of Bellamy Road South was recommended. - Due to congestion, a student walking was lightly hit by a car.
Speed	Bellamy Road South and Kingston Road	<ul style="list-style-type: none"> - Speeding was cited as an ongoing issue.
Volume	Bellamy Road South by Bliss Carmen Senior Public School	<ul style="list-style-type: none"> - Frequent congestion during school drop-off and pick-up times. Vehicles park on both sides of the road. - Vehicles use the school driveway during drop-off times. - The school regularly reminds and encourages parents about safety and ways to avoid congestion on Bellamy Road South.
	Luella Street	<ul style="list-style-type: none"> - The front of the school is used for buses to drop-off students.
Pedestrians	Beachell Street	<ul style="list-style-type: none"> - Crosswalk near Scarborough Village Public School was recommended.
	Bellamy Road South by Bliss Carmen Senior Public School	<ul style="list-style-type: none"> - Many students cross the road midblock rather than walking to intersection at Kingston Road to cross the street.
	Kingston Road and Parkcrest Drive	<ul style="list-style-type: none"> - Long wait times for pedestrians to cross was cited.
	Bellehaven Crescent, Ravine Drive	<ul style="list-style-type: none"> - Past efforts made by the City to install sidewalks but residents in the area opposed the plan.
	South of Kingston Road	<ul style="list-style-type: none"> - Sidewalks are omitted as a stormwater management measure. Sidewalks will impact trees.
Parking	Luella Street	<ul style="list-style-type: none"> - The school parking lot is reserved for school staff. Parking in the area is limited.
	Chatterton Boulevard, Knowlton Drive	<ul style="list-style-type: none"> - Parking on the road was cited. In the winter, parked vehicles create a challenge for snow removal and snow storage.
Other	Kingston Road	<ul style="list-style-type: none"> - For the numerous planned and proposed developments along and around Kingston Road, taking into consideration the area's infrastructure capacity is recommended.

	Doris McCarthy Trail	- Recommended that consideration be given to the interaction between cyclists, pedestrians, local residents and visitors to the trail.
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Pop-Up Engagement Feedback

The comments received through pop-up engagement activities at Scarborough Village Recreation Centre, Walmart, 140 Adanac Drive and in front of Mason Road Junior Public School are summarized by theme below:

Topic	Location	Comment Summary
Road Safety	140 Adanac Drive	- Stop signs nearby were removed. Recommended reinstalling them.
	Eglinton Avenue East and Mason Road	- Vehicles use this intersection to get to the GO station and then speed along Adanac Drive to get to the GO parking lot.
	Eglinton Avenue East	- LED lighting is recommended for better visibility of all road users.
Speed	Mason Road in front of Mason Road Junior Public School	- Vehicles speed here frequently. Stop signs at nearby intersections were recommended.
Pedestrians	Eglinton Avenue East and Mason Road	- Pedestrian was hit by a car while crossing the intersection to get from the north side to the south side of Eglinton Avenue East. - Sidewalks need to be better maintained in the winter. They are frequently not plowed properly resulting in problems for people using mobility-assistance devices and strollers.
	Eglinton Avenue East near GO Station	- Water pools on the road resulting in pedestrians being splashed by buses.
	Adanac Drive	- Sidewalk on Adanac Drive needed.
	Mason Road in front of Mason Road Junior Public School	- The crosswalk used to be closer to the parking lot. It needs to be moved back. - The path to walk out of the school has a hill leading down to the sidewalk and crosswalk. This hill is dangerous especially in the winter.
Public Transit	Eglinton Avenue East at 140 Adanac Drive	- The bus stop right in front of the 140 Adanac Drive was removed with the installation of RapidTO bus lanes. The closest bus stop on Eglinton Avenue East is at Mason Road. Residents attributed numerous fatalities of pedestrians to the moving of the bus stop. The current bus stop is too close to the corner, people don't have enough space to get off the bus and people are too exposed to traffic at the corner. Recommended reinstating a bus stop near 140 Adanac Drive. - The walking distance of the new bus stop is too far for many seniors.
	Eglinton Avenue East	- More bus stops requested along Eglinton Avenue East. - TTC bus drivers are impatient with seniors.
Parking	Mason Road in front of Mason Road Junior Public School	- Many parents park on the road for drop-off and pick-up. A parking plan or short-term parking is recommended.
Other	140 Adanac Drive	- The building is used as a cut-through.

Additional Feedback

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

Topic	Location	Comment Summary
Road Safety	Markham Road and Kingston Road	<ul style="list-style-type: none"> - Cited safety concerns at the intersection for pedestrians especially those walking south on the west side of Markham Road. Cited a blind spot and a bus stop at the northwest corner.
	Kingston Road and Mason Road/Whitecap Boulevard	<ul style="list-style-type: none"> - Recommended traffic lights at this intersection to allow for traffic flow from Whitecap Boulevard onto Kingston Road and to cross Kingston Road safely.
	Hill Crescent/Bellehaven Crescent	<ul style="list-style-type: none"> - Bushes impede visibility around the corner.
Speed	Markham Road	<ul style="list-style-type: none"> - Speeding on Markham Road south of Kingston Road was cited.
	Windy Ridge Drive	<ul style="list-style-type: none"> - Speeding cited.
	Hill Crescent	<ul style="list-style-type: none"> - Does not oppose speed humps but does not an excessive number to be installed. - Recommended speed cameras or police enforcement to calm traffic. Does not want speed humps nor reduction in speed limit. - Recommended speed humps where Hill Crescent and Bellehaven Crescent meet.
	Annis Road	<ul style="list-style-type: none"> - Concerned about speed humps impacting emergency response times.
	South of Kingston Road	<ul style="list-style-type: none"> - Opposed speed humps. Cited concerns about snow removal and impact on emergency response times. Recommended periodic speed enforcement by the police. - Opposed speed limit reduction owing to potential to result in, on average, an additional ten hours on the road annually. Cites zero traffic-related accidents or deaths in the area since 2007.
Cycling	Kingston Road	<ul style="list-style-type: none"> - Recommended improving designated bike routes including upgrading the Kingston Road sidewalk between Ravine Drive and Pine Ridge Drive to a multi-use trail. - Recommended that the City create a by-law to require plazas to install bike racks.
	No area specified.	<ul style="list-style-type: none"> - Opposed bike lanes. - Cited that no one uses a bicycle to commute to work.
Pedestrians	Parkcrest Drive	<ul style="list-style-type: none"> - Opposed curbs or sidewalks on Parkcrest Drive. Cited lack of road safety issues facing vulnerable road users to address.

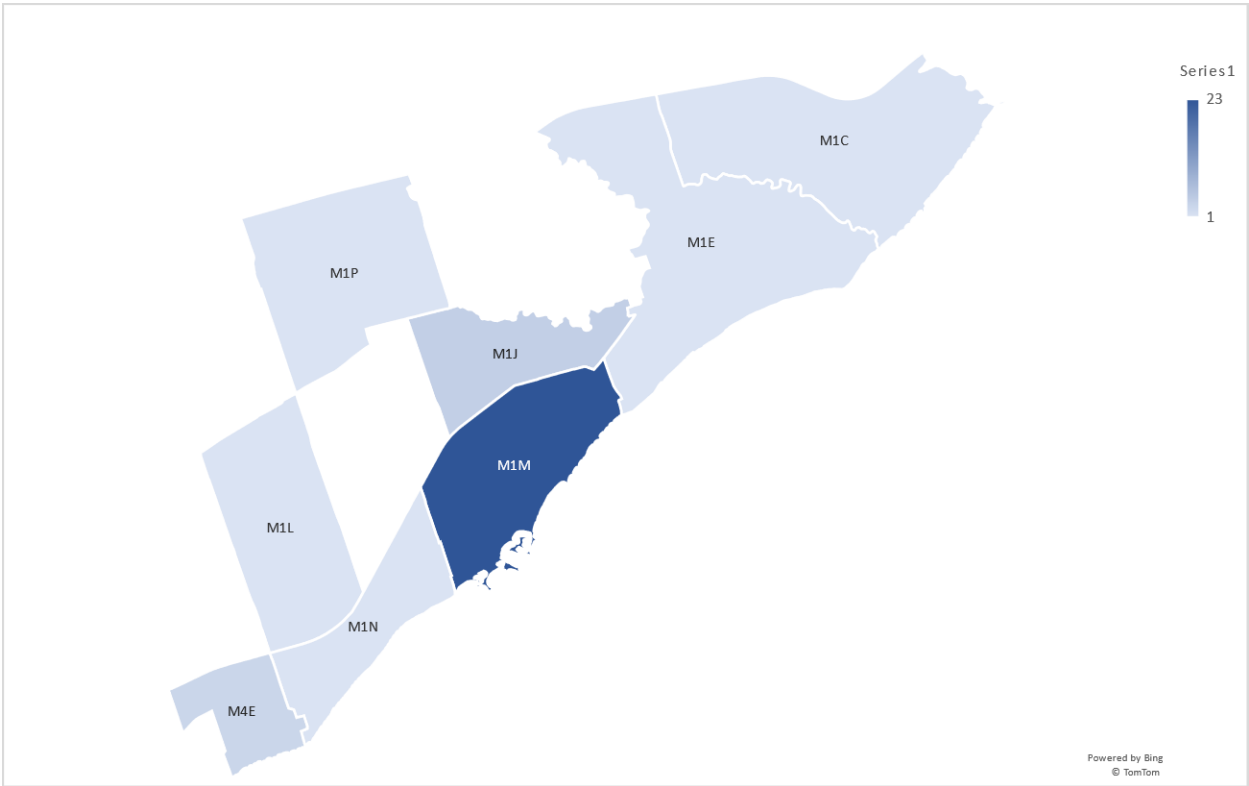
	Annis Road	<ul style="list-style-type: none"> - Does not want sidewalks to be installed in the area. - Concerns raised about the impact to trees and property and the onus on property owners to maintain sidewalks during the winter.
	Windy Ridge Drive	<ul style="list-style-type: none"> - Lack of curbs or sidewalks results in vehicles driving slower. Cites concerns about sidewalks and curbs impacting trees.
	Hill Crescent	<ul style="list-style-type: none"> - Does not want sidewalks installed. - Walking on Hill Crescent/Bellehaven Crescent is dangerous owing to vehicles speeding and the lack of sidewalks. Cited 'numerous close calls' and now wears fluorescent vests when walking to be more visible.
	South of Kingston Road	<ul style="list-style-type: none"> - Opposed installation of sidewalks. Cited lack of population density, 'grassy shoulders' available to walk on, concern about snow removal and impact to trees and private property.
Public Transit	No area specified	<ul style="list-style-type: none"> - Opposed bus lanes.
Parking	Near Doris McCarthy Trail	<ul style="list-style-type: none"> - Concerned about parking impact and congestion due to the Waterfront Trail project. - Concerned about parking on the street. Recommended enforced no-parking areas and coordinating with nearby schools to use school parking lot on weekends and holidays.
Other	Streets south of Kingston Road	<ul style="list-style-type: none"> - Cited concerns about building a parking lot for the Doris McCarthy Trail. - Cited concerns about development, environmental and land use issues about the area south of Kingston Road. - Cited concerns about the City 'annexing' the TRCA Bluffs and lack of transparency about development in the area. - Cited concerns about fourteen active development proposals. Recommended consideration for environment, creation of walkable community, community consultation and more traffic studies related to traffic congestion, public transit, accessibility, parking and infrastructure.
	Project Area	<ul style="list-style-type: none"> - Concerned about the feasibility of the goal of the Transform TO Climate Change Action Plan to convert '75% of trips under five kilometres to walking, cycling or transit' in the project area. Cited car-dependency of local residents and lack of public transit.

Appendices

Appendix A: Survey Participant Profile

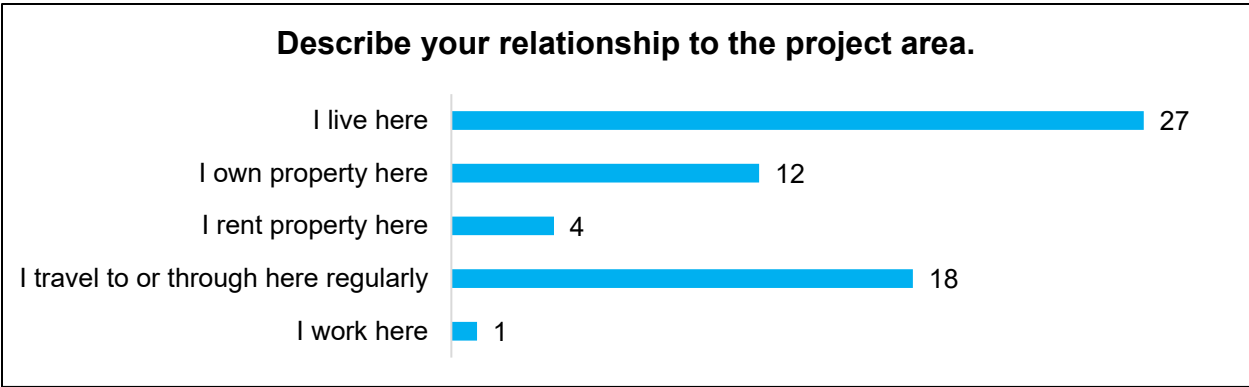
A total of 37 survey respondents provided optional demographic information described below.

Postal Code | n=37



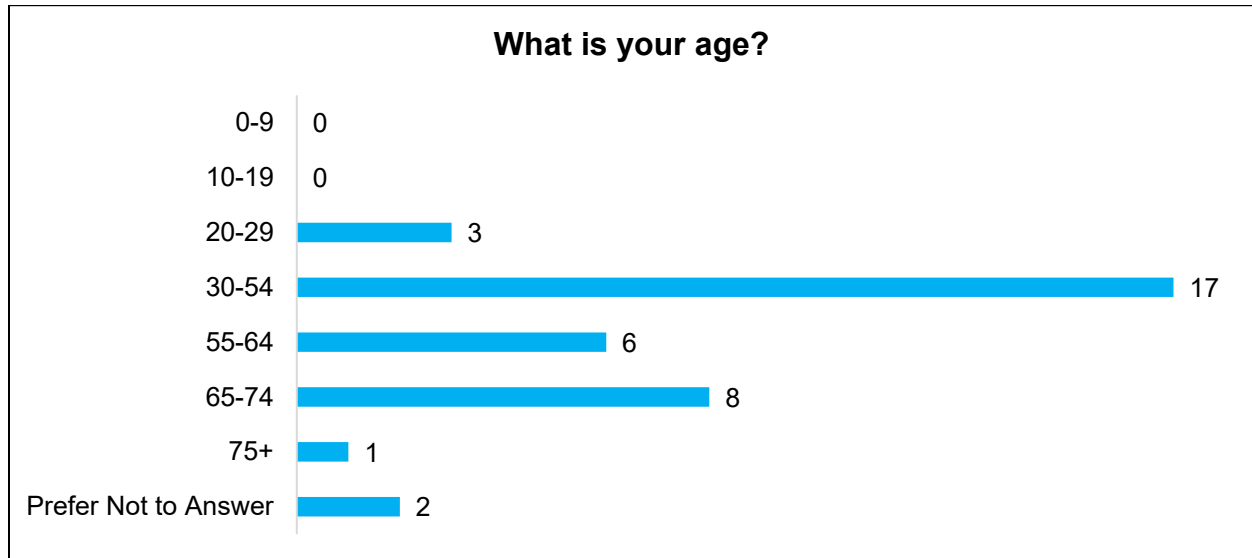
Over 60% of survey respondents live in or near the study area (M1M), with other respondents scattered nearby.

Relationship to the Project Area | n=39



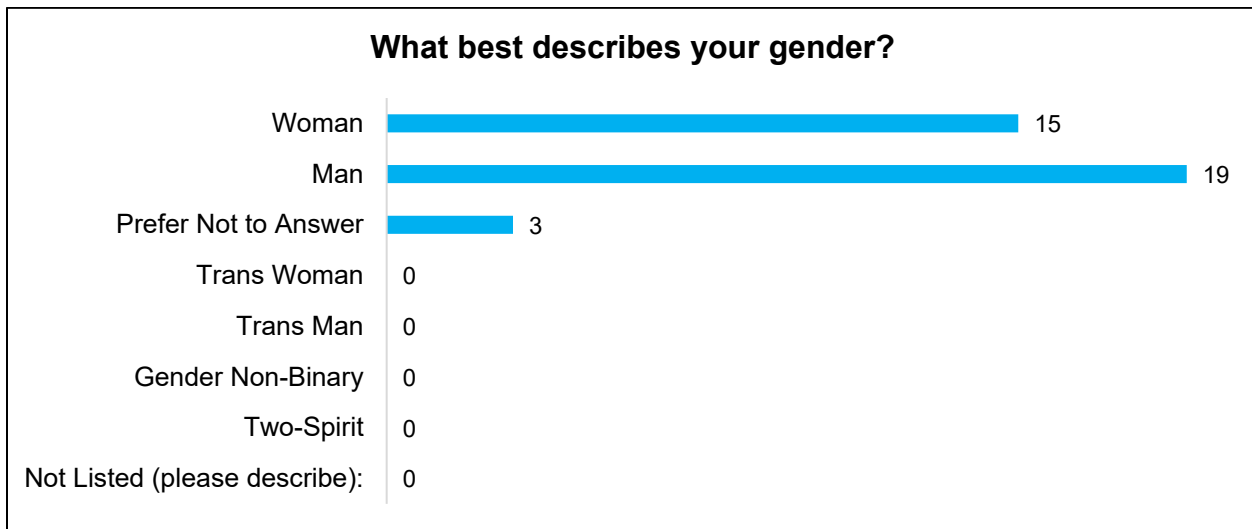
Most survey respondents live in the project area and all respondents identified a relationship with the area.

Age | n=37



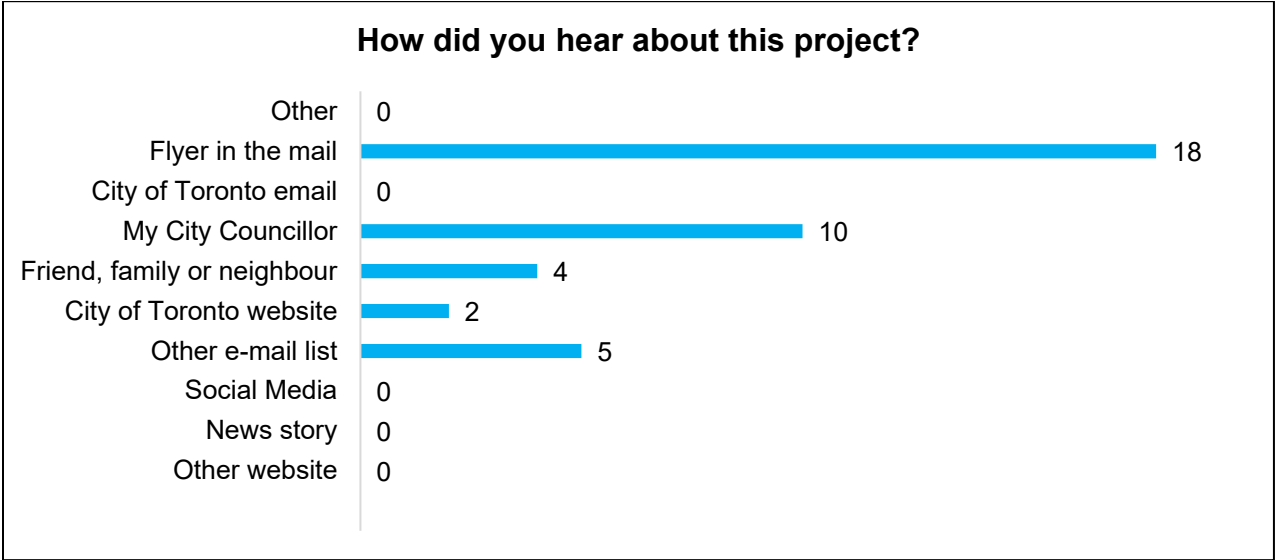
Over 70% of survey respondents are in the working age categories.

Gender | n=37



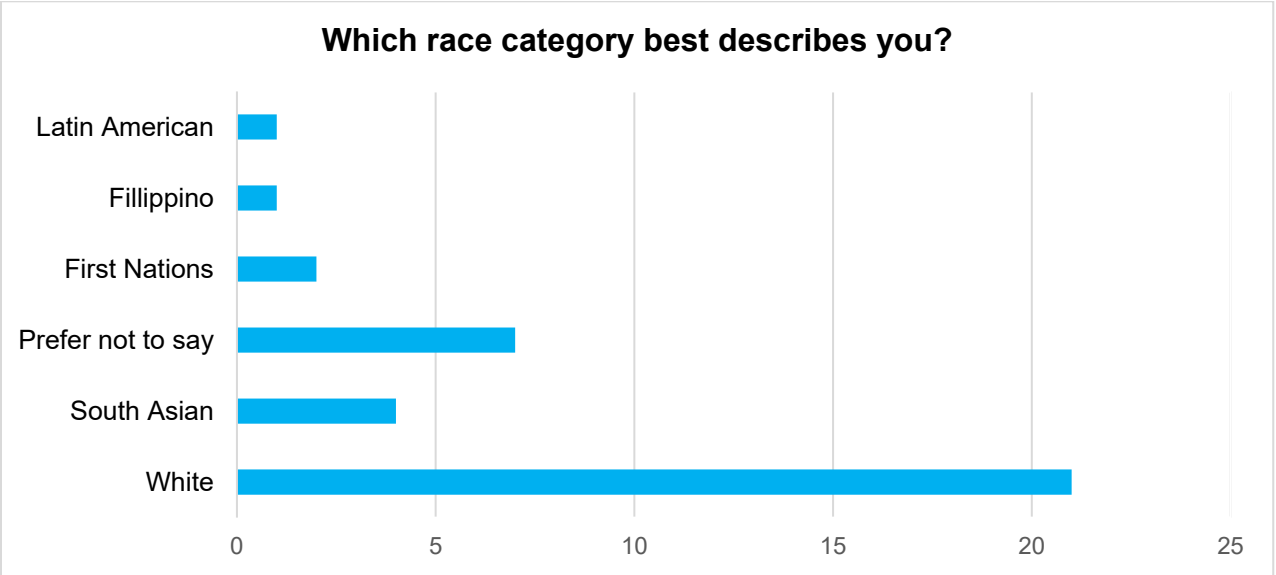
Slightly more than half of survey respondents identified as men, followed by women and a few participants who chose not to answer.

Points of Engagement | n=37

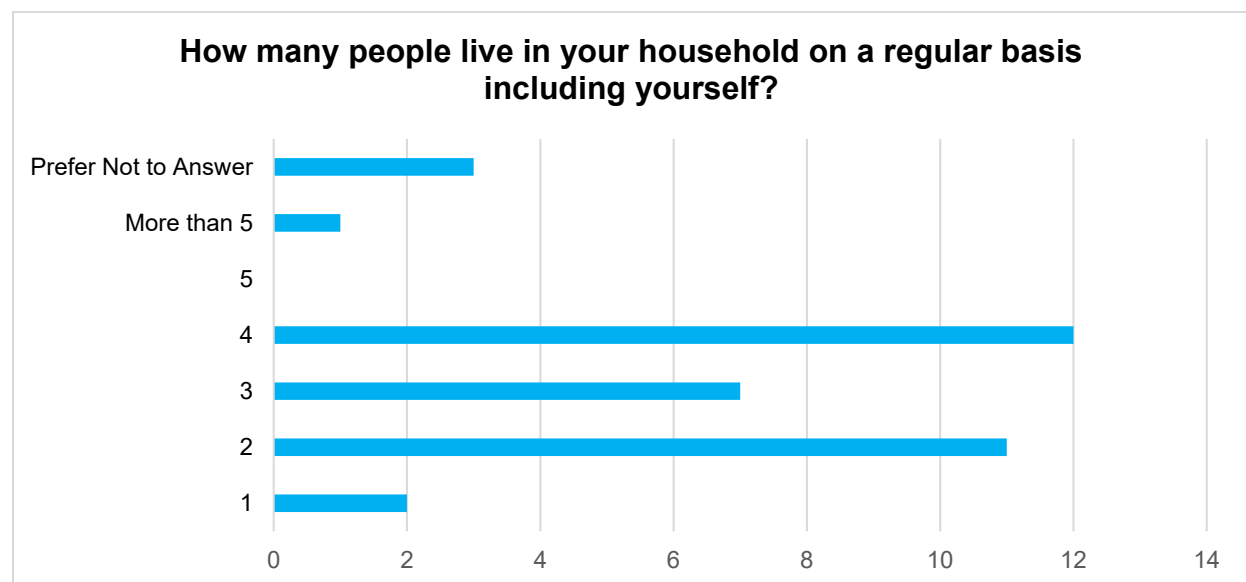
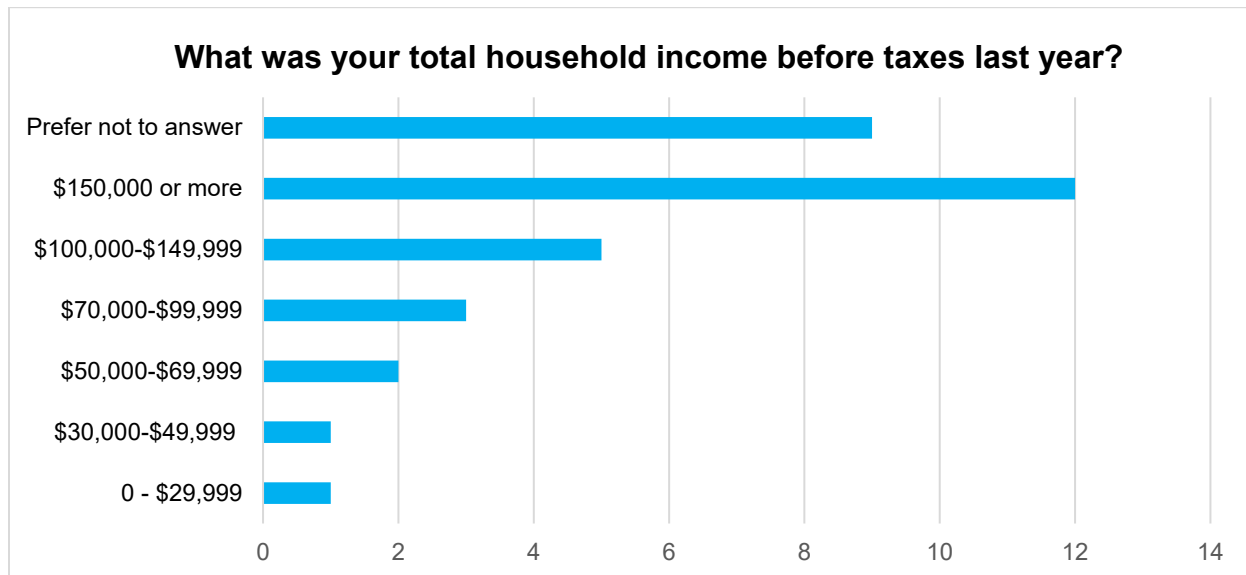


Most survey respondents heard about this consultation by the flyer delivered to the project area, followed by notifications by the local City Councillors and other mailing lists.

Race | n=37



Over half of the survey respondents identify as White and almost one fifth of respondents selected, 'Prefer not to say'. This is not reflective of the population of the City of Toronto neighbourhood of Scarborough Village where almost 78% of the population is visible minority.



Almost half of the survey respondents report a total household income of more than \$100 K which is above the median household income for the City of Toronto neighbourhood of Scarborough Village which is \$71.5 K.