

The Peanut Neighbourhood Streets Plan

Public Drop-In Event
November 5, 2025

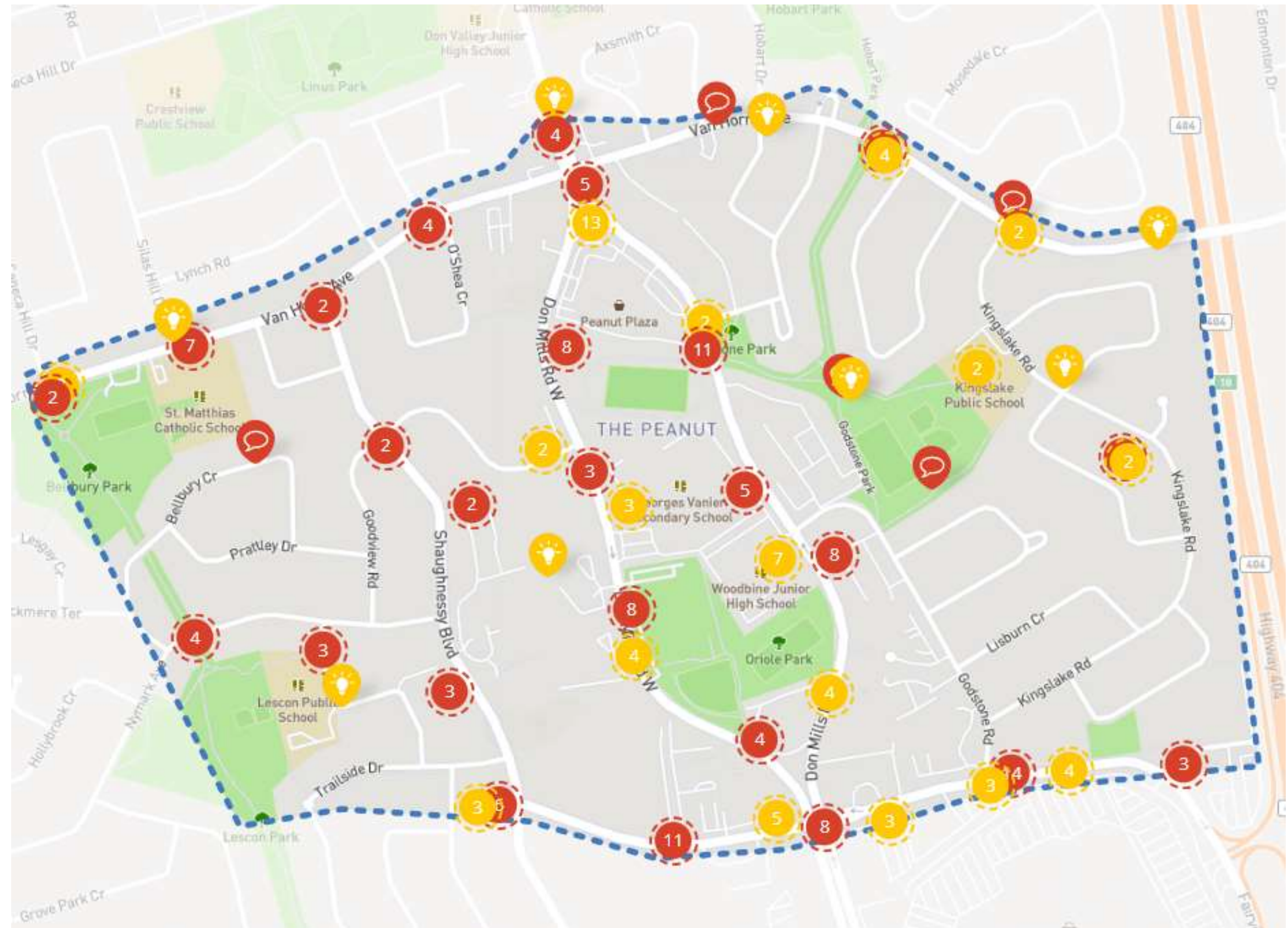


Project Overview

The Peanut Streets Plan will recommend changes to traffic operations and road design. The plan emphasizes mobility for all and the safety of vulnerable road users such as seniors, school children, pedestrians and people cycling.

The City is seeking feedback on proposed changes that address four main areas of concern identified by the community in earlier phases of consultation:

1. Unsafe pedestrian conditions around Don Mills Road
2. Speeding on residential streets
3. Dangerous motorist behaviour around Don Mills Road
4. Lack of cycling connections



Phase one consultation activities gathered feedback on local road safety issues and ideas for change. Feedback was gathered via in person activities and an online mapping tool. The locations and numbers of comments on the online map are shown here.

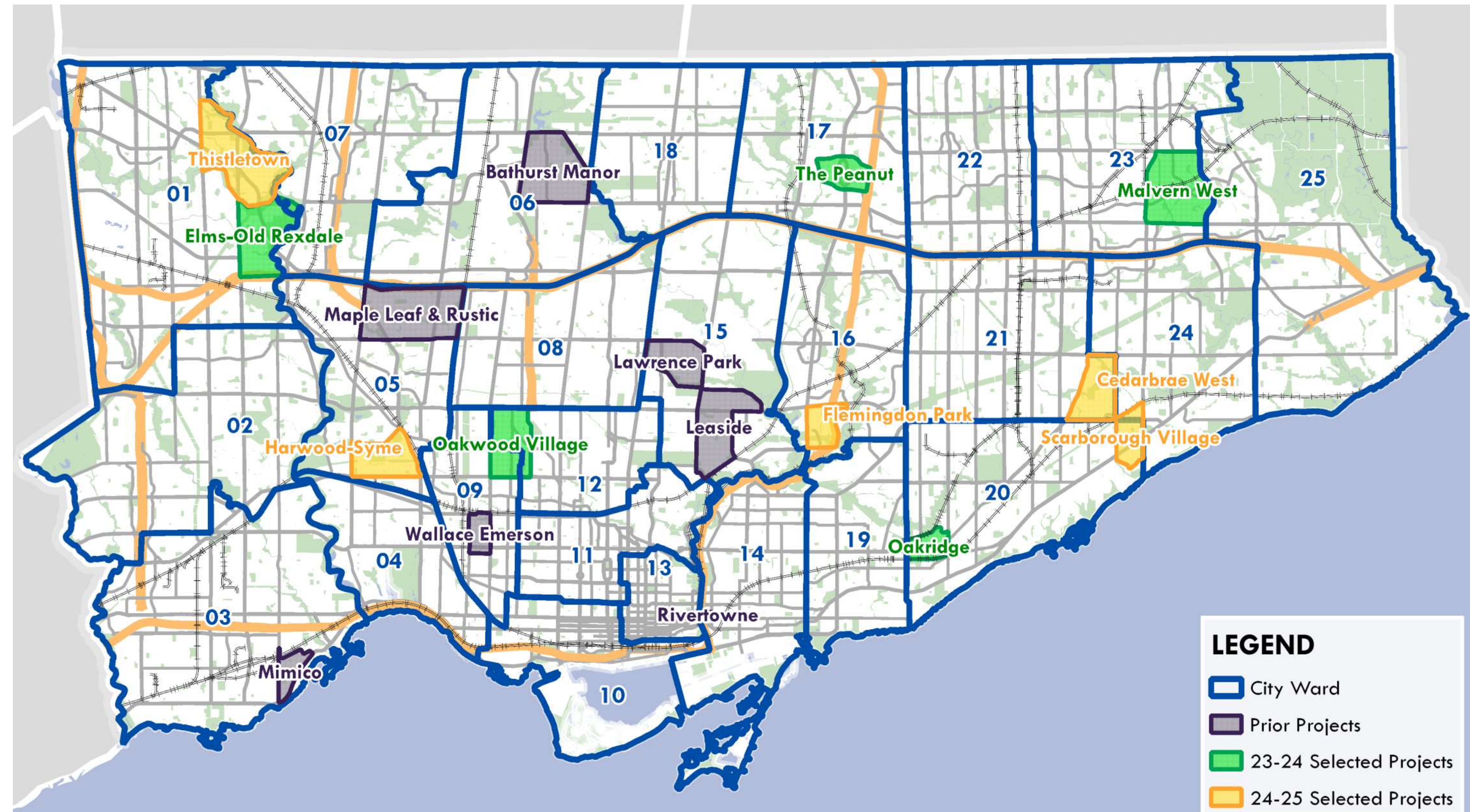
About Neighbourhood Streets Plans

Neighbourhood Streets Plans work with communities across Toronto to make changes to improve traffic, road safety, and transportation options in their local area.

Streets Plans result in changes that can be made in the short or medium-term (typically 6 months to 5 years) and identify desirable changes which are best as part of programmed road work, property development, or other major city-building projects in the future.

Neighbourhood Streets Plans are subject to approval of the local Community Council.

Learn more at toronto.ca/NSP

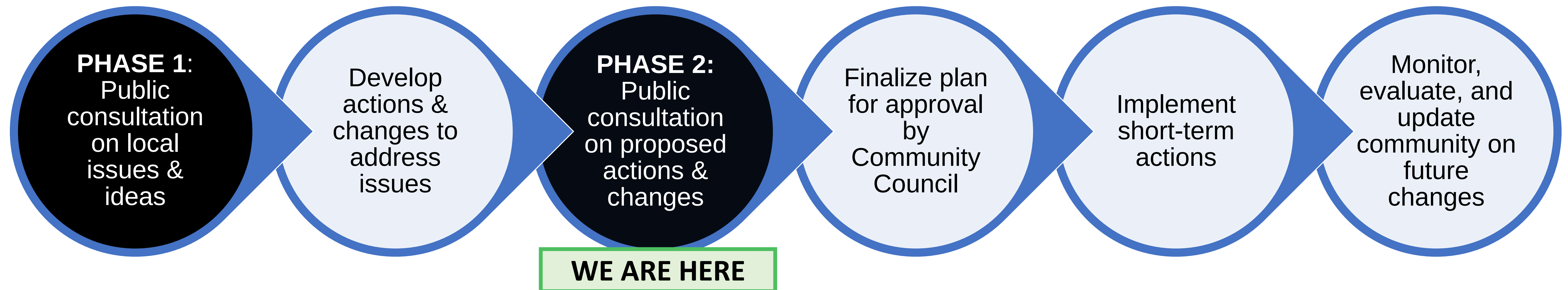


This map shows the neighbourhoods across Toronto that have been served by a Streets Plan.

All Toronto neighbourhoods are continually served by city-wide improvement programs such as the Vision Zero Road Safety Plan and the Congestion Management Plan.

Public Consultation Overview

Public consultation for The Peanut Streets Plan is taking place over two phases.



Phase 1

Phase 1 of consultation took place in March-April, 2024, and included:

- Public Drop-in Event on March 27
- 400+ comments on online interactive map
- Conversations with interest groups
- 13,000 mailed notices
- 45 lawn signs, in English, Chinese and Farsi

Phase 2 (We Are Here)

Since Phase 1, the project team has reviewed feedback received, collected and analyzed data, reviewed policies, and coordinated with other City staff to develop proposed actions & changes.

In Phase 2, the City is inviting community feedback on proposed actions and changes.

What We Heard

More than 240 participants provided feedback in Phase 1 public consultation, through online and in-person consultation activities.

What we heard:

- Long distances between pedestrian crossings and long wait times at crosswalk signals lead to unsafe pedestrian behaviour and unsafe conditions for all road users.
- Concerns about dangerous and wrong-way movements at driveways in and out of parking lots, including at The Peanut Plaza and schools.
- Concerns about signal timing, long queues and dangerous movements, at: Don Mills Road and Van Horne Avenue, Don Mills Road and Fairview Mall Drive, and Fairview Mall Drive and Godstone Road.
- Lack of bikeways and frequent cycling on sidewalks.

Beyond the Streets Plan, participants also provided feedback related to items not within the scope of the Streets Plan, and are addressed through other planning processes in the City. The Project team has shared these concerns with the relevant City units.

- Requests for landscaping at the northern island near Don Mills Road and Van Horne Avenue.
- Concerns about the condition of parks in the area.



Participants providing feedback at the Phase 1 Drop-in Event



Online comment map showing hot spots for pedestrian crossing concerns

What We Researched: Data Analysis

Data was gathered, collected and analyzed to inform recommendations including:



Traffic data such as vehicle volumes, speeds, pedestrian volume counts, and turning movement counts at intersections. Data is used to identify issues, assess community reported issues, and determine appropriate changes according to guidelines and standards.



Reports and requests from the public and local Councillor. Staff review calls to 311 about traffic operations and road safety, information Councillors provide about correspondence from constituents, recent items at local Community Councils, as well as comments collected from the first phase of consultation in the project.



Collision data collected by Toronto Police Services. Collision history is review with focus on collisions involving vulnerable road users and those resulting in death or serious injury.



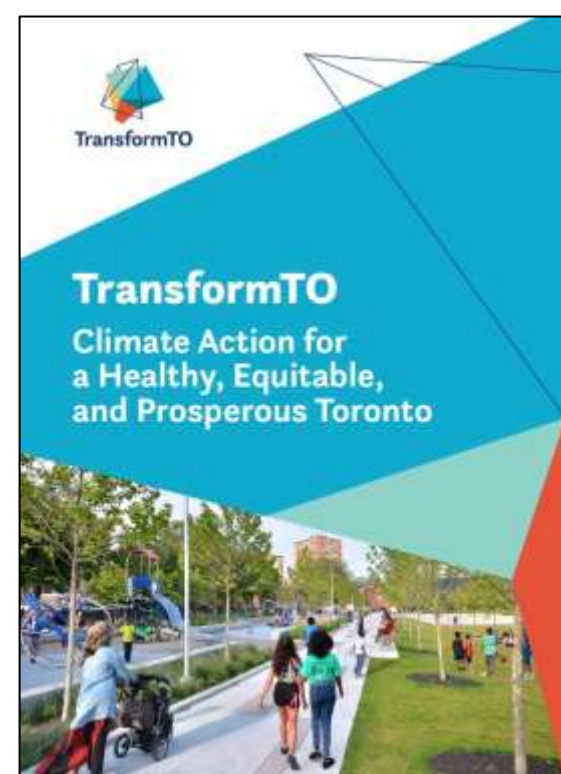
Site visits and observations in the neighbourhood

What We Researched: Policy Review

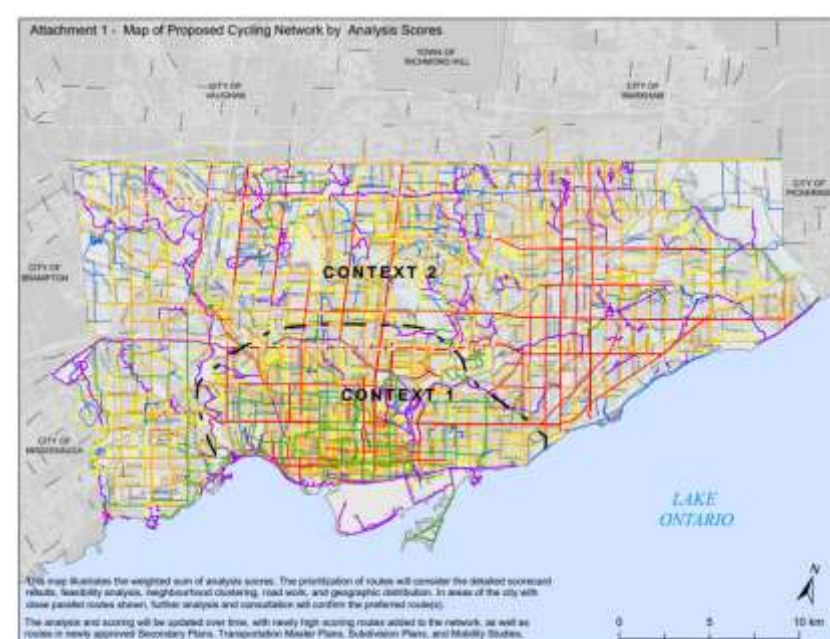
City-wide policies and programs as well as local area studies guide this Plan:



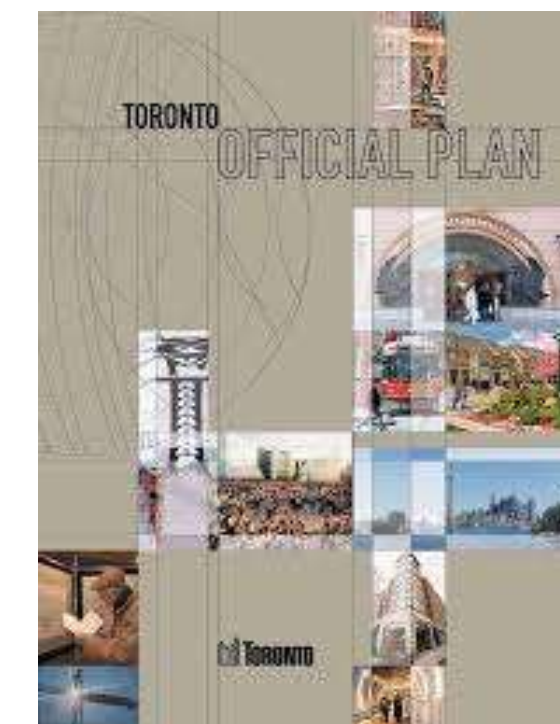
Vision Zero Road Safety Plan commits to taking actions that reducing traffic-related fatalities and serious injuries on our streets.



TransformTO Climate Change Action Plan commits to making 75% of trips under 5 kilometres to walking, cycling or transit.



Cycling Network Plan establishes a long-term vision that every street design should consider people cycling, just as every street considers people driving and walking.



Official Plan, Secondary Plans and local planning frameworks help Toronto evolve, improve and realise its potential in areas such as transit, land use development, and the environment.



Complete Streets Guidelines set a vision for streets to offer safe routes for people walking or cycling, space to expand the city's tree canopy, and innovation in managing stormwater.

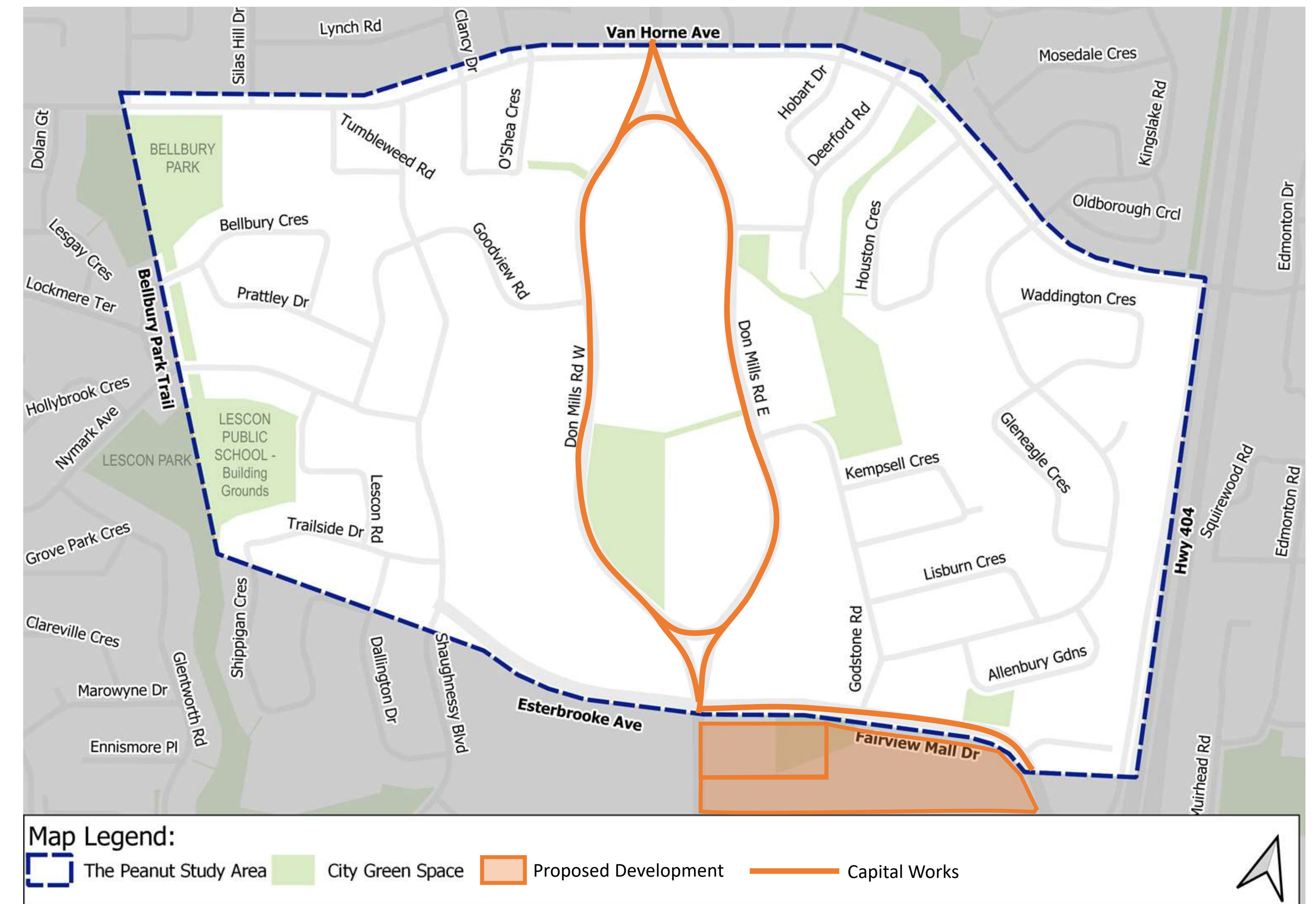


Capital Budget and Plan determines the level of service provided to Toronto residents and guides decisions on what City infrastructure will be built and repaired.

Related & Nearby Projects

The project team is coordinating with relevant nearby city building projects that can affect travel patterns. Phase 1 community feedback relevant to these projects has been shared with relevant City units.

- **Don Mills Road and Fairview Mall Drive Safety Improvements:** Planned for future study. Scope includes resurfacing, pedestrian infrastructure improvements, intersection safety improvements, and cycling infrastructure.
- **Don Mills Road:** Don Mills, between Steeles Avenue and Overlea Boulevard, is a priority road in the approved Surface Transit Network Plan. There are existing High Priority Volume (HOV) lanes between Finch Avenue and Overlea Boulevard.
- **5 Fairview Mall Drive:** Residential towers development currently under review. If approved, it will include residential buildings, connected by a non-residential podium. The application includes separated cycling facilities on Fairview Mall Drive.
- **1800 Sheppard Avenue East:** A residential development surrounding the existing Fairview Mall. The proposal includes new public parks and roads that will connect to existing streets in the area.



Related and Nearby Projects Map

Existing Conditions



Community Characteristics

The Peanut, located within the Don Valley Village Neighbourhood, is home to over 26,700 residents. Residents typically travel within the neighbourhood to reach home, or to the following key destinations:

- **Local Schools:**

- Kingslake Public School
- Lescon Public School
- Divine Mercy Catholic Elementary School
- Georges Vanier Secondary School
- Woodbine Middle School (North East Secondary Alternative School)

- **Nearby Parks and Trails:**

- Godstone Park
- Bellbury Park
- Lescon Park
- Trails to the west of The Peanut

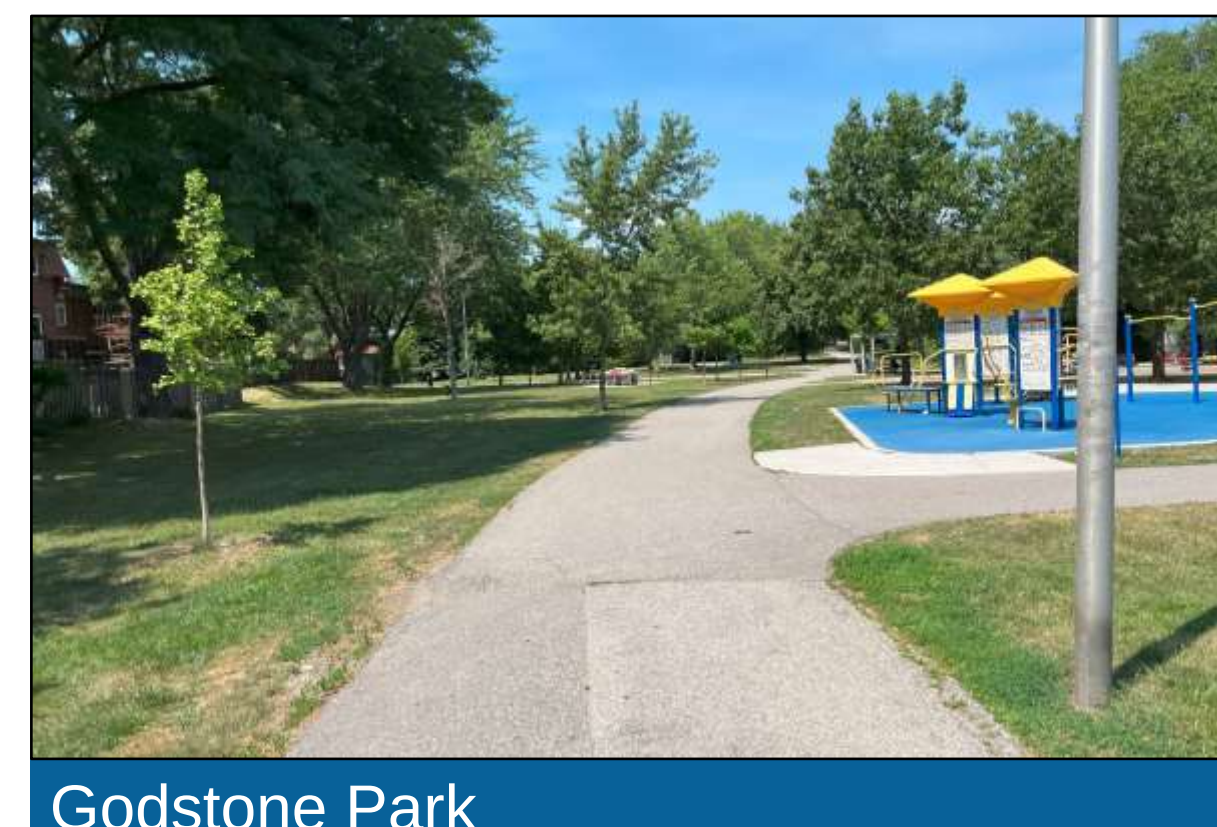
- **The Peanut Plaza**

- **Oriole Community Centre**

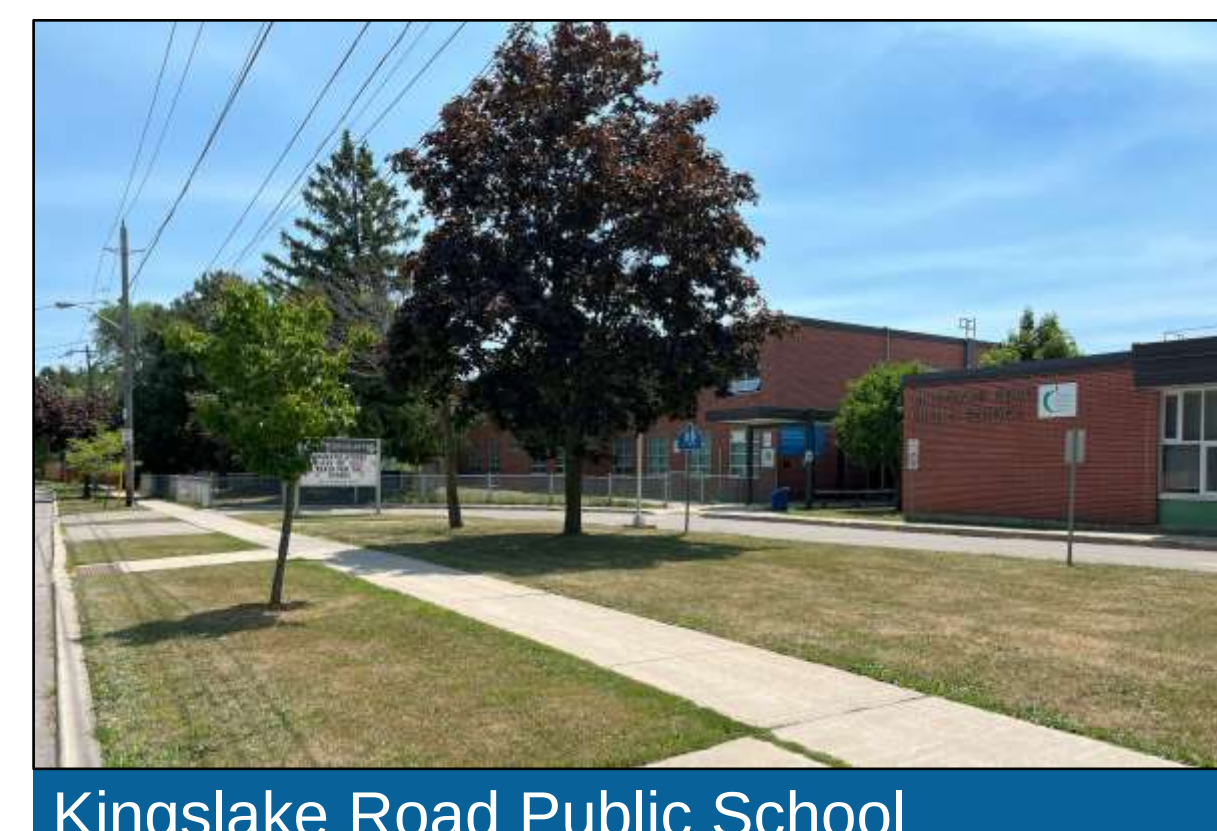
In Phase 1, participants said it is challenging for pedestrians to access some key destinations due to a lack of pedestrian crossings on both sides of Don Mills Road, between Easterbrook Avenue and Van Horne Avenue. These concerns were highlighted specifically on the southwest and southeast corners of The Peanut.



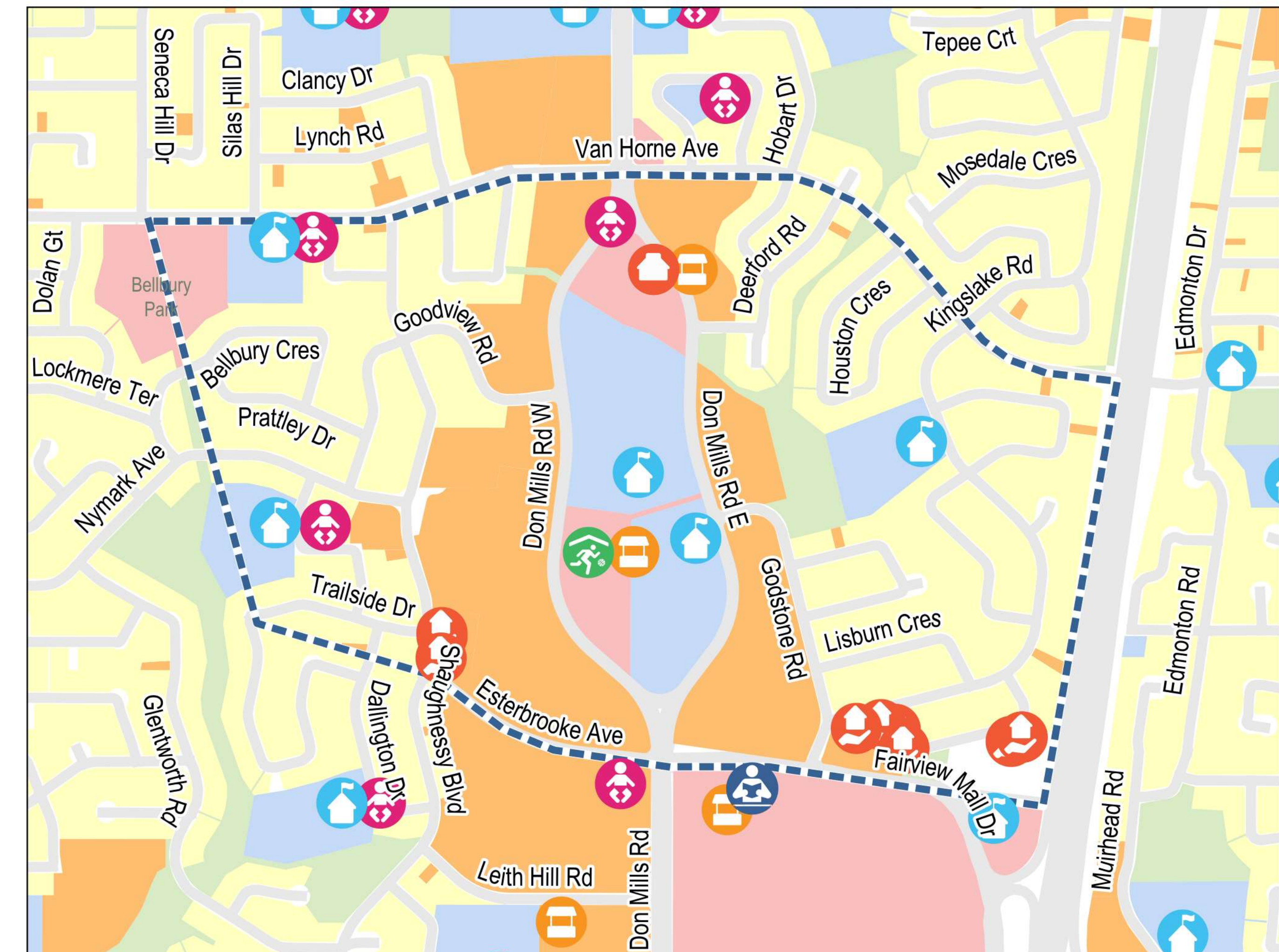
The Peanut Plaza



Godstone Park



Kingslake Road Public School



Land Use and Destinations



Date: January 19, 2024



Common Destinations Within the Study Area

Community Mobility

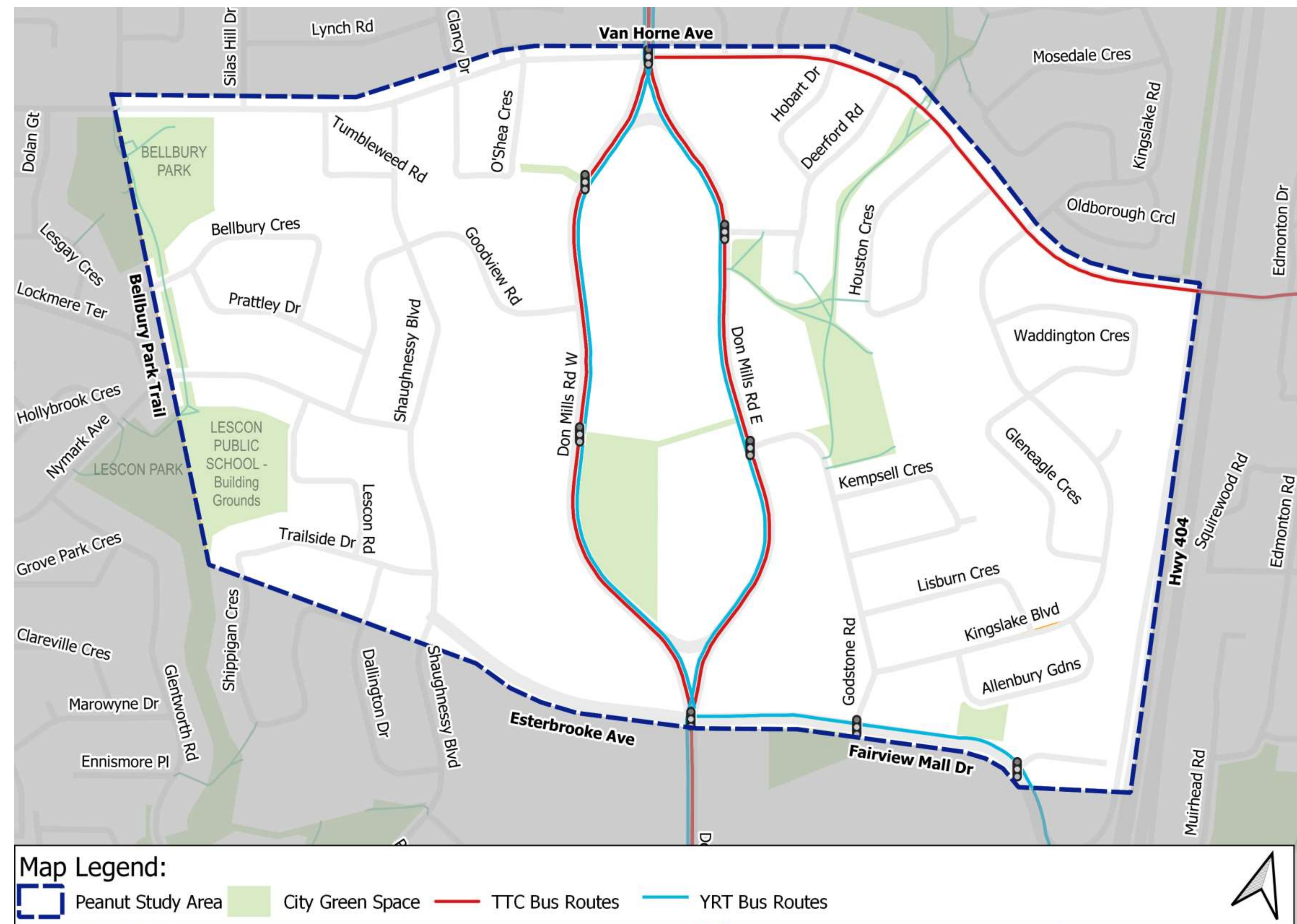
Mobility:

- 71% of trips are taken by car: 48% as a driver and 19% as a passenger.
- 86% of trips are made by walking, while 57% are by transit.
- 69% trips under 1 km are made by walking, but the majority of (78%) trips between 1 and 2 km are made by car.

Public Transit:

The curb lanes along Don Mills Road serve as High Occupancy Vehicle (HOV) lanes. Transit in the area is provided by multiple bus routes, including:

- TTC routes 25A, 25C, 10, 169A, 925.
- YRT routes 90, 90B.



Map Showing Transit Routes in the Study Area

Road Safety

Speeding

Speed limits are generally 30 km/h on Local Roads and 40 km/h on Collector Roads. The posted speed limit on Don Mills Road West is 50 km/h.

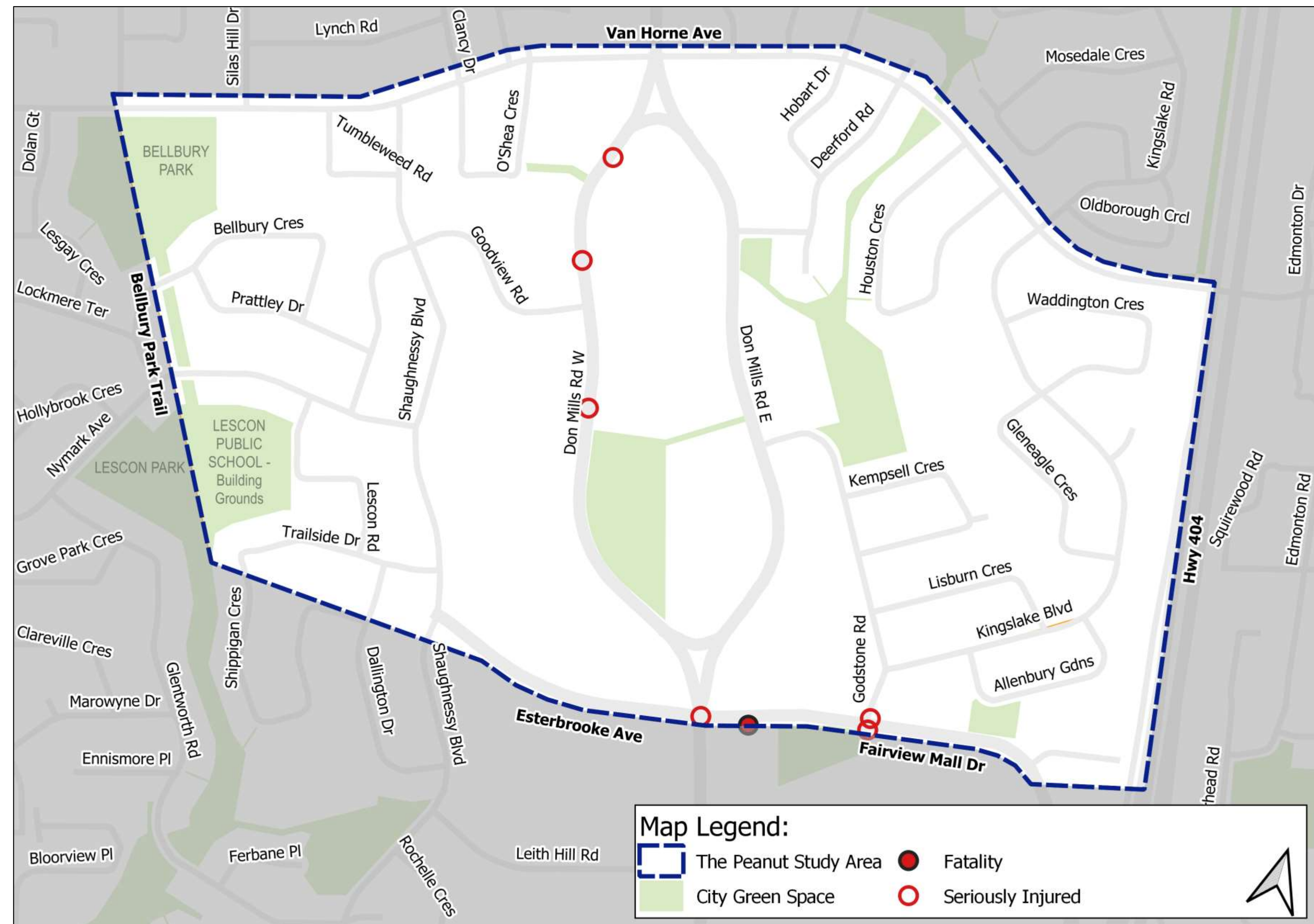
Traffic data collected over the last five years gives evidence of excessive speeding, as much as 10-20 km/h over the posted speed limit on some streets.

Collision History

Between 2015 to 2024, a total of 1,407 collisions have been reported within the study area including:

- 48 collisions involving a pedestrian and 17 collisions involving a person cycling
- 7 collisions resulting in death or serious injury:
 - 3 of these collisions involved an older adult aged 55 years or more, with 1 fatality

The fatal collision in August 2021 was the result of a driver striking an 86-year-old pedestrian who was walking on the sidewalk.



10-Years Vulnerable Road User Collision Map

Active Transportation Options

Sidewalks

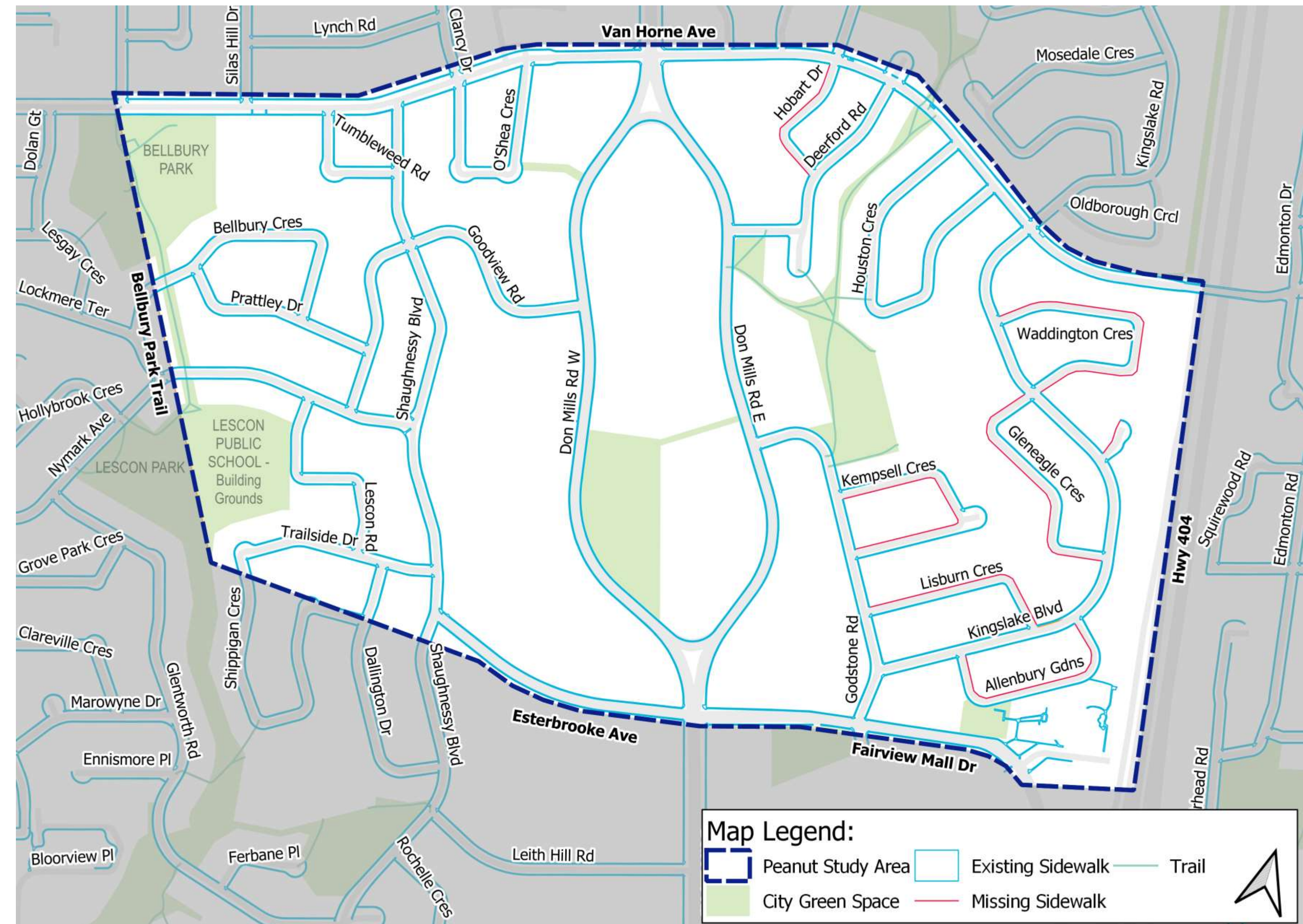
Seven local streets are missing sidewalks on one side:

- Kempsell Crescent
- Lisburn Crescent
- Allenbury Gardens
- Gleneagle Crescent
- Waddington Crescent
- Koven Place
- Hobart Drive

Trails

There are several trails in project area, including:

- Hobart Park trail (between Seneca Hill Drive to Godstone Road).
- Bellbury Park trail and Lescon Park trail connects Van Horne Avenue.



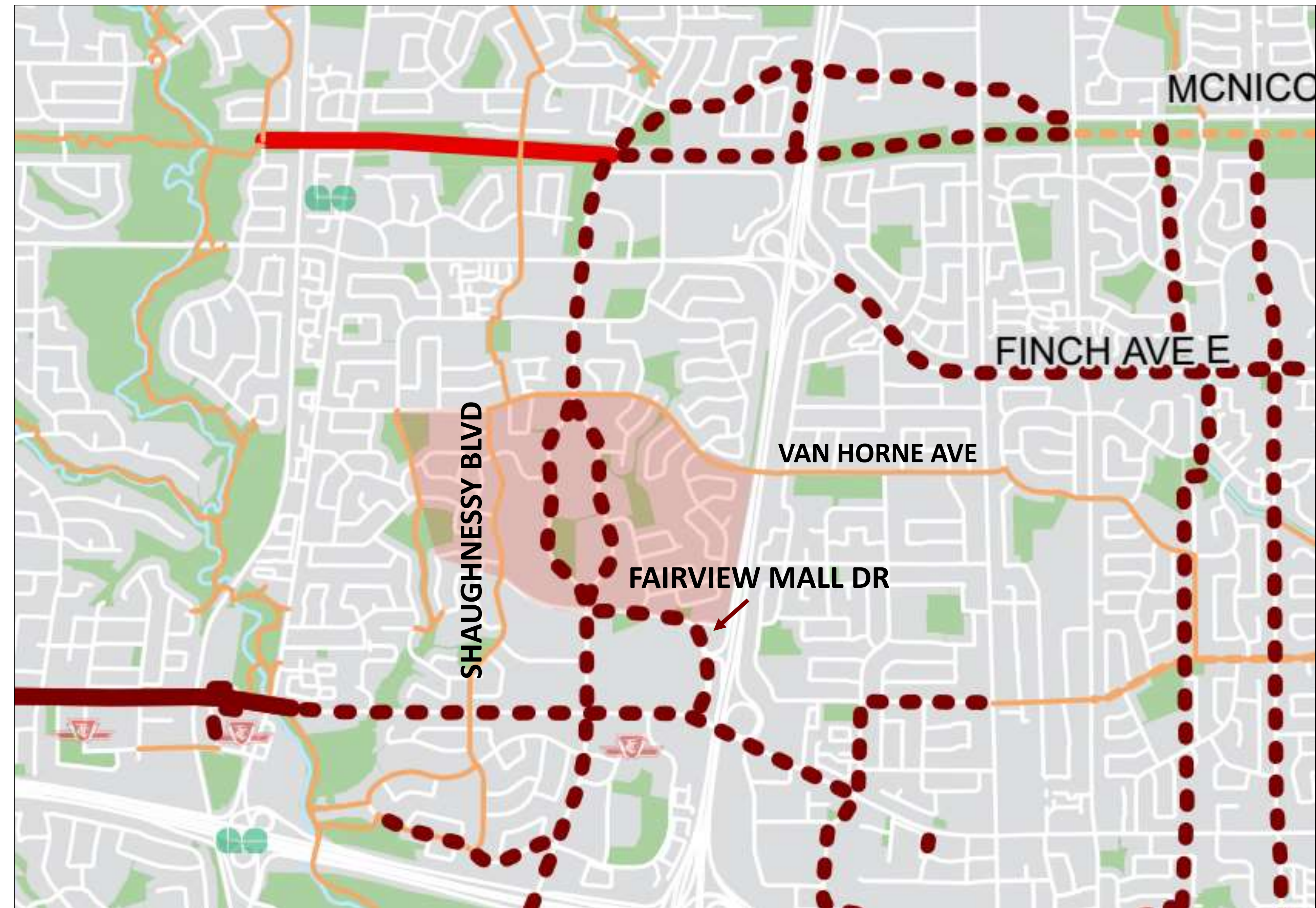
Map Showing Sidewalks and Trails in the Study Area

Active Transportation Options

Bikeways

- There are currently no existing separated bikeways along streets within the study area.
- There are shared cycling facilities along Van Horne Avenue and Shaughnessy Boulevard.

As a part of the Council-approved Cycling Network Plan's 2025-2027 Near-Term Implementation Program, cycling routes have been identified for study along Don Mills Road and Fairview Mall Drive.



Cycling routes identified for study in the Council-approved Cycling Network Plan

Legend

Status of Routes

— Underway

- - - Study or Design

— Cycle tracks, bike lanes, contra-flow bike lanes, wayfinding sharrows, signed routes, multi-use trails, park roads

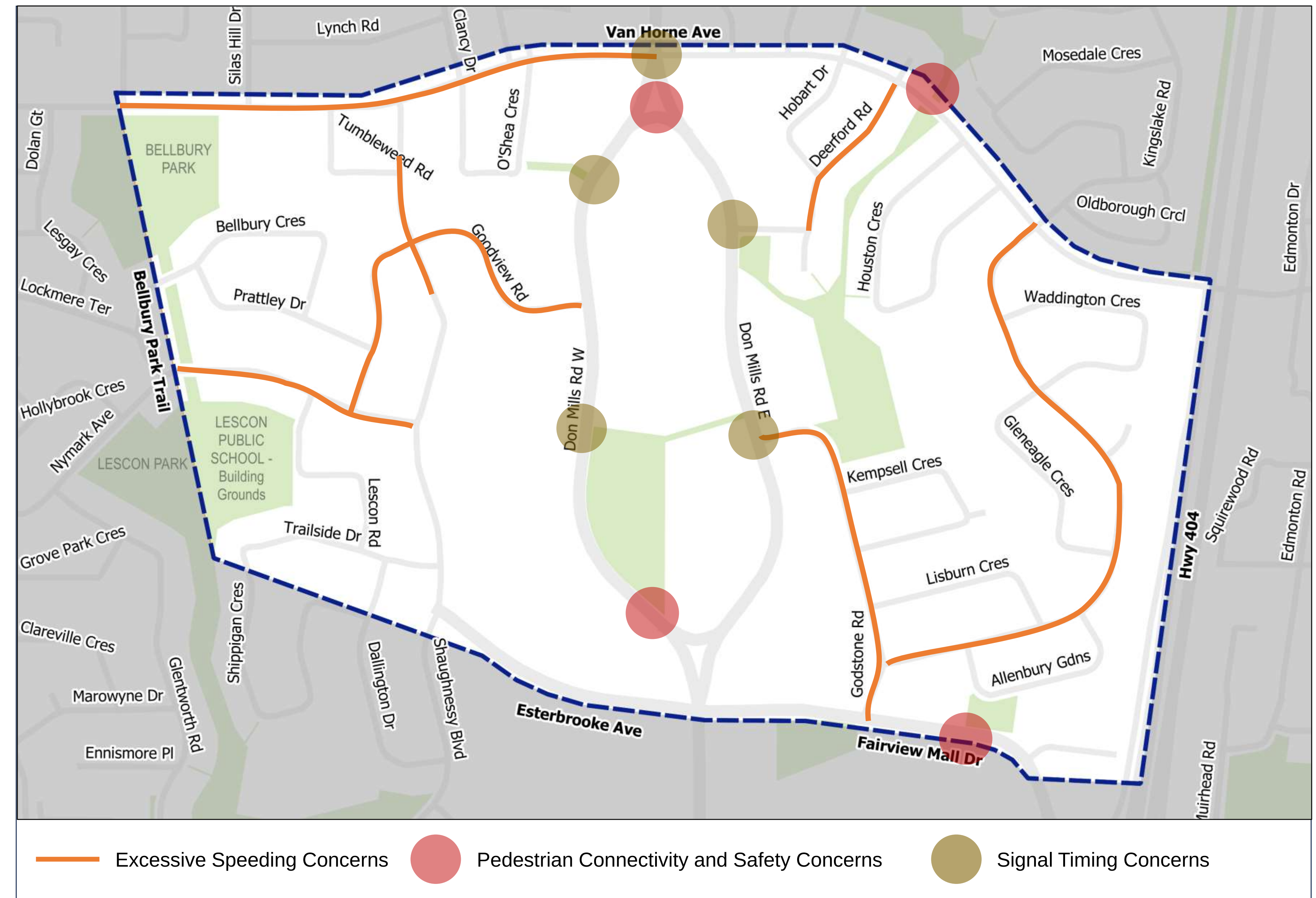
Proposed Changes



Top Four Issues and Opportunities

Based on analysis of public feedback and data collection, the top four issues identified in the neighbourhood are:

1. **Lack of Direct and Safe Pedestrian Crossings:** There is a need for more pedestrian crossings along Don Mills Road to ensure pedestrian safety.
2. **Long wait times at signals for pedestrians:** Current intersection signal timing requires pedestrians to wait a long time to cross the road.
3. **Lack of cycling infrastructure:** Lack of cycling infrastructure leads to unsafe conditions for pedestrians since people cycling use sidewalks as an alternative.
4. **Excessive speeding on local streets.**



Map showing locations in the project where the top issues and opportunities were most highlighted in Phase 1 feedback

How Proposed Changes were Developed

Proposed changes were developed through consideration of City policies, programs and technical requirements alongside public feedback.

Community Input:

- Community expertise about concerns, opportunities and priorities provided through consultation activities

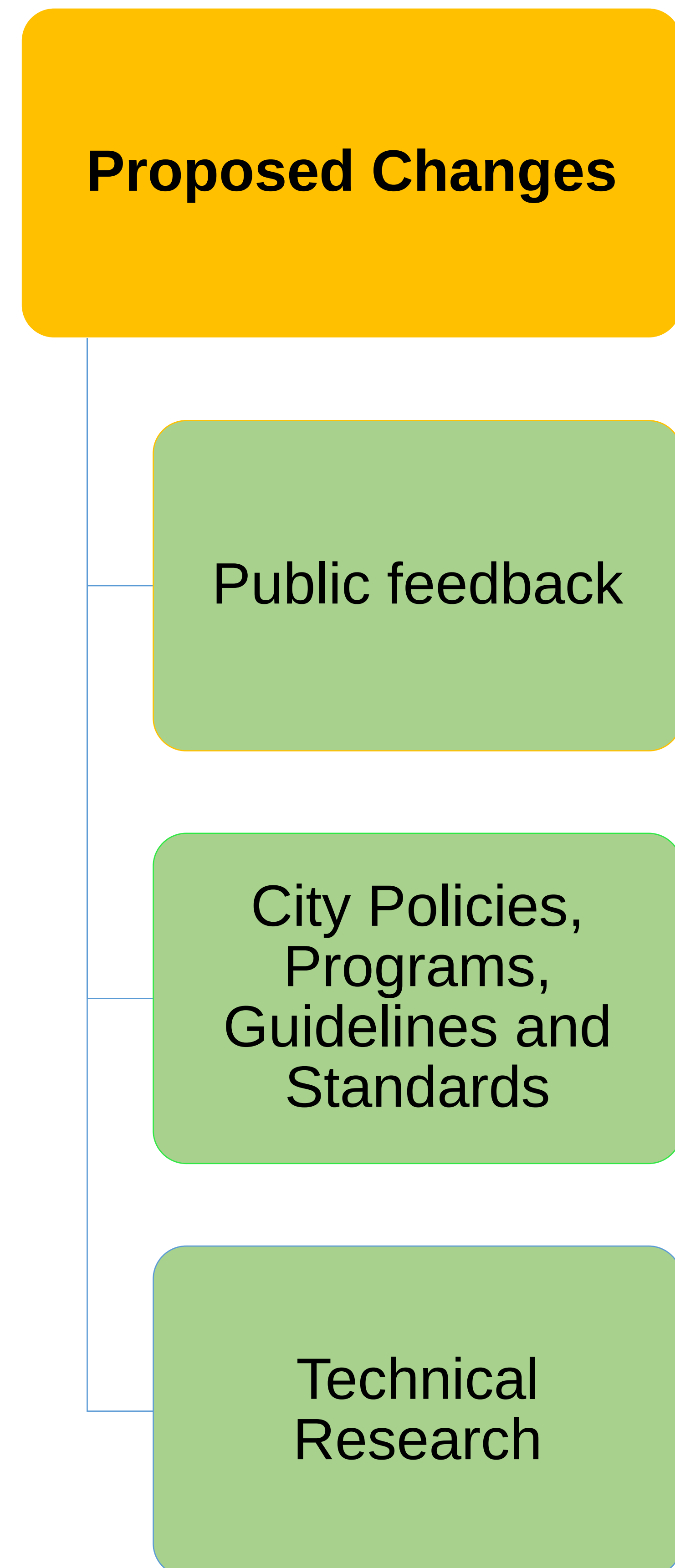
City Policies and Programs:

- City policies, guidelines, and standard practices
- Infrastructure requirements (e.g. State of Good Repair)
- Design guidelines and construction standards
- City Capital and Operating Budgets and Capital Plan

Technical Research:

- Traffic data
- Collision history
- Site visits and observations

Recommendations are reviewed by City services that use roadways so that Toronto's Fire Services, Paramedics, Police, Solid Waste pickup, TTC, Wheel-Trans, road maintenance and snow clearing can continue to function well and serve the community.

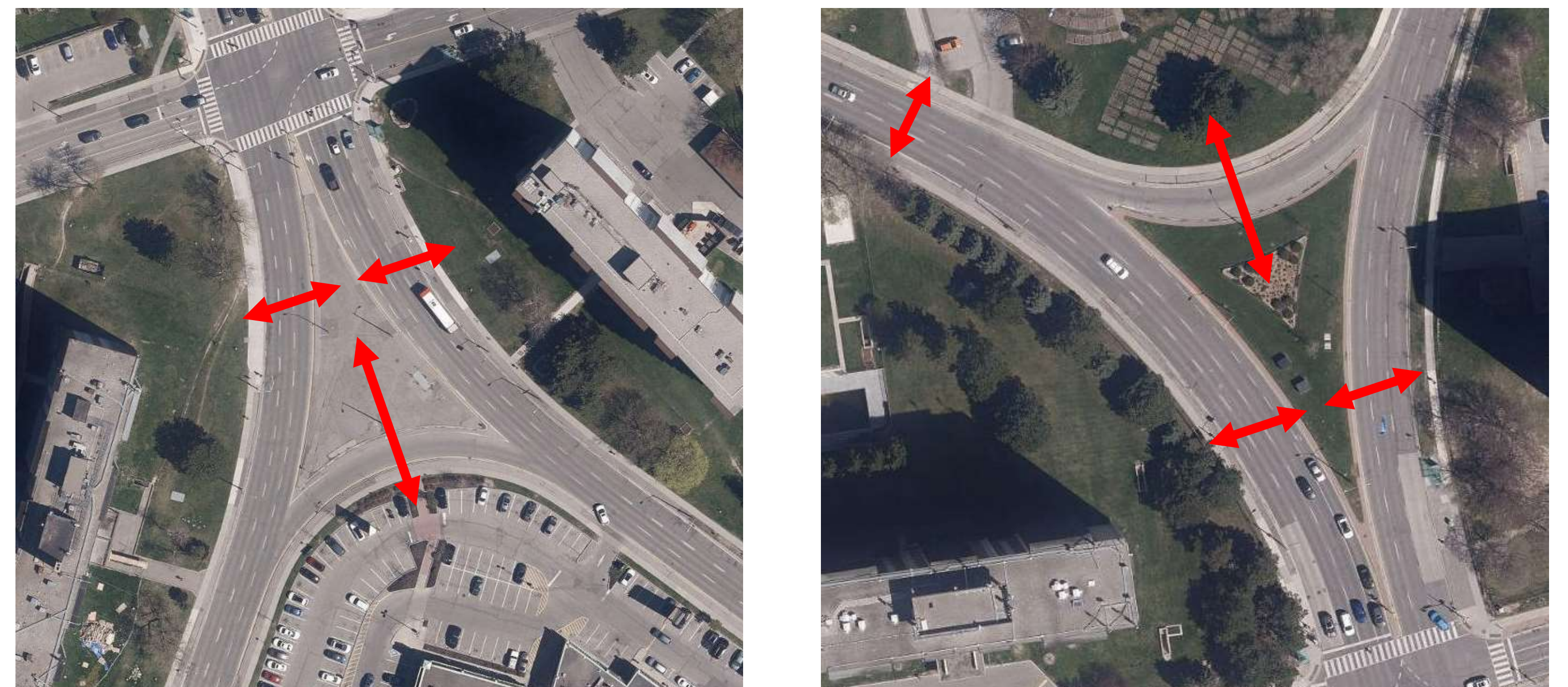
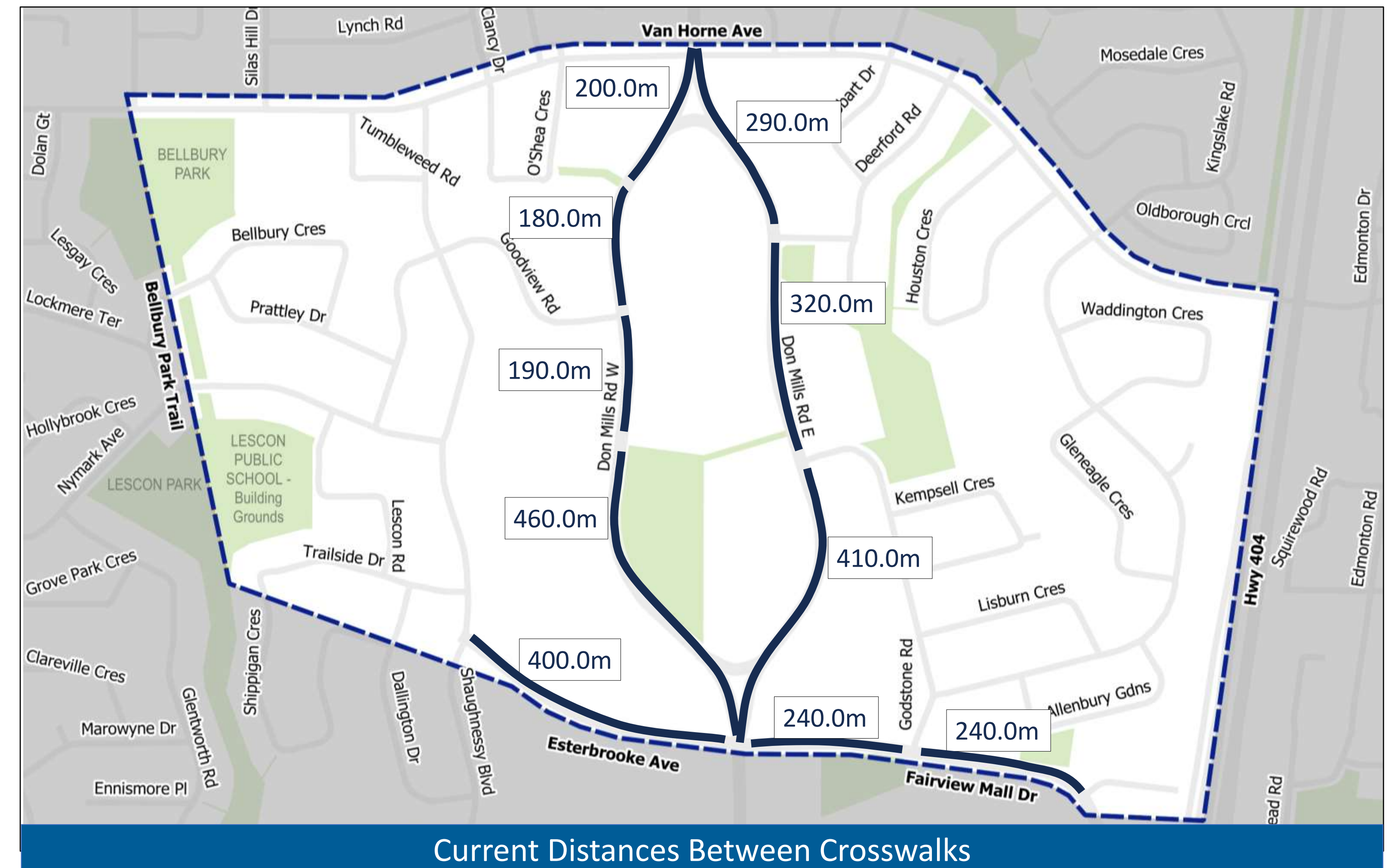


1. Lack of Direct and Safe Pedestrian Crossings

Lack of direct and safe pedestrian crossings was identified as a major issue by the community in Phase 1. Where crossings are unavailable or too far apart, pedestrians often cross unsafely at unmarked locations. These informal crossing patterns can lead to safety concerns for all road users.

There are opportunities to introduce safe pedestrian crossings at the following locations:

- The Peanut northern island
- The Peanut south-west corner (near the church)
- Van Horne Avenue at Hobert Park trail
- Fairview Mall Drive at Allenbury Gardens park.



Existing unmarked crossing locations on the Northern and Southern Islands

1. Lack of Direct and Safe Pedestrian Crossings: Potential Changes

To address long distances between crossings, targeted safety improvements or pedestrian crossings have been proposed in the study area. The proposed changes will:

- improve pedestrian safety and encourage safer behaviours at locations where informal crossing patterns currently exist
- improve safety for all road users, including vulnerable road users, by encouraging direct and predictable pedestrian routes

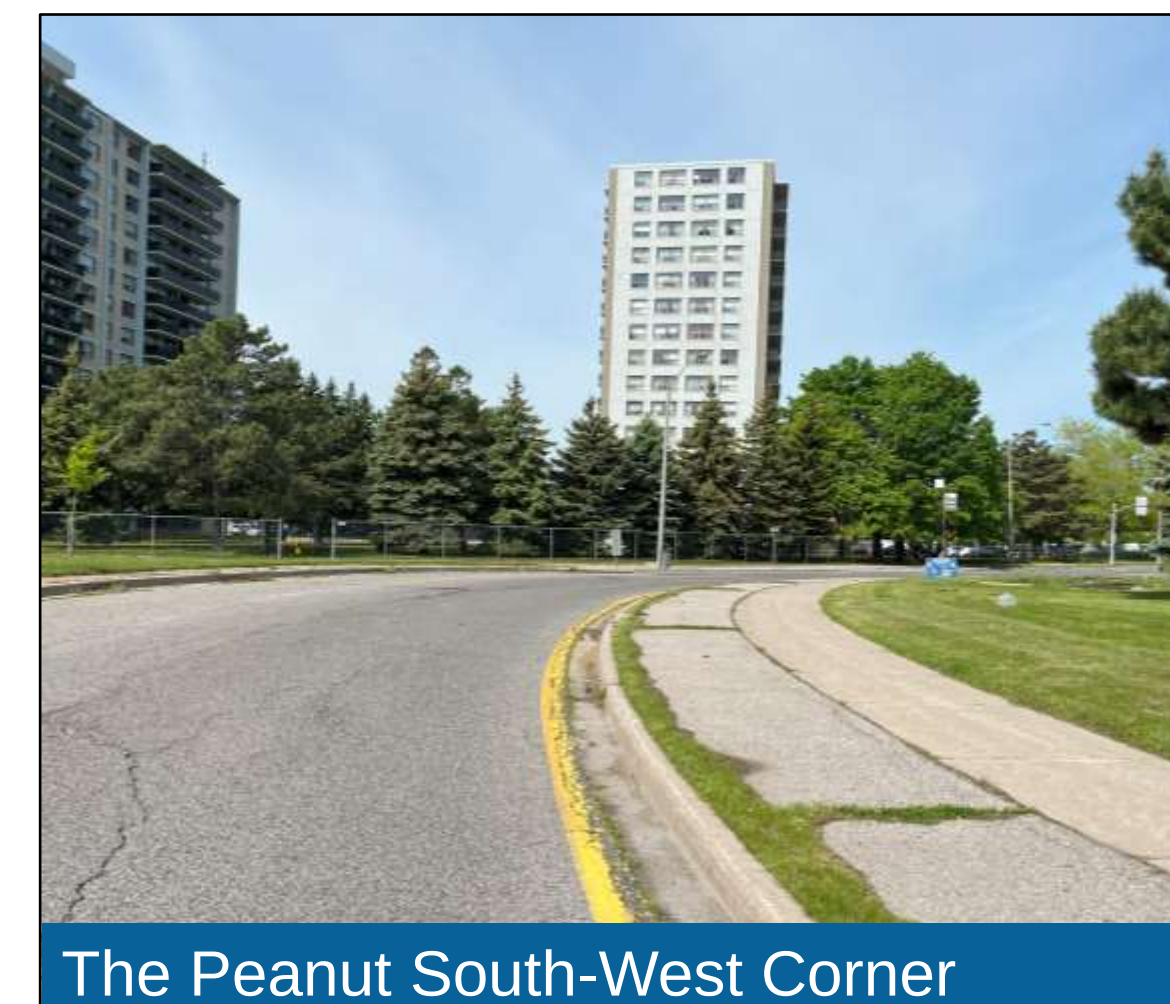
Changes have been proposed at four locations:

- The Peanut northern island
- The Peanut south-west corner (near the church)
- Van Horne Avenue at Hobert Park trail
- Fairview Mall Drive at Allenbury Gardens

For a complete list of changes proposed to address pedestrian safety and accessibility, see the 'Short-Term Changes' panel.



Map of Proposed Crossing Locations



The Peanut South-West Corner



Van Horne Avenue at Hobert Park trail

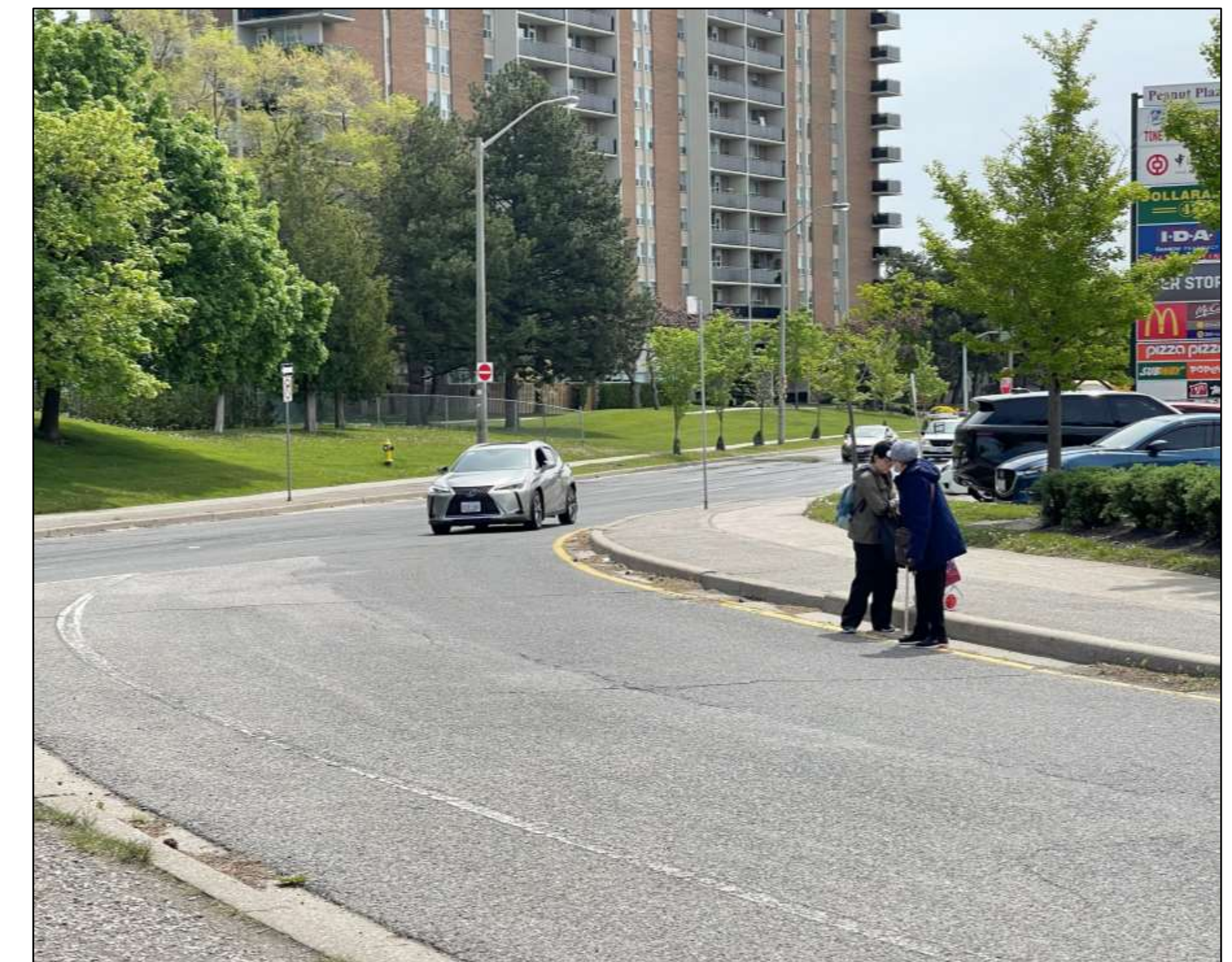
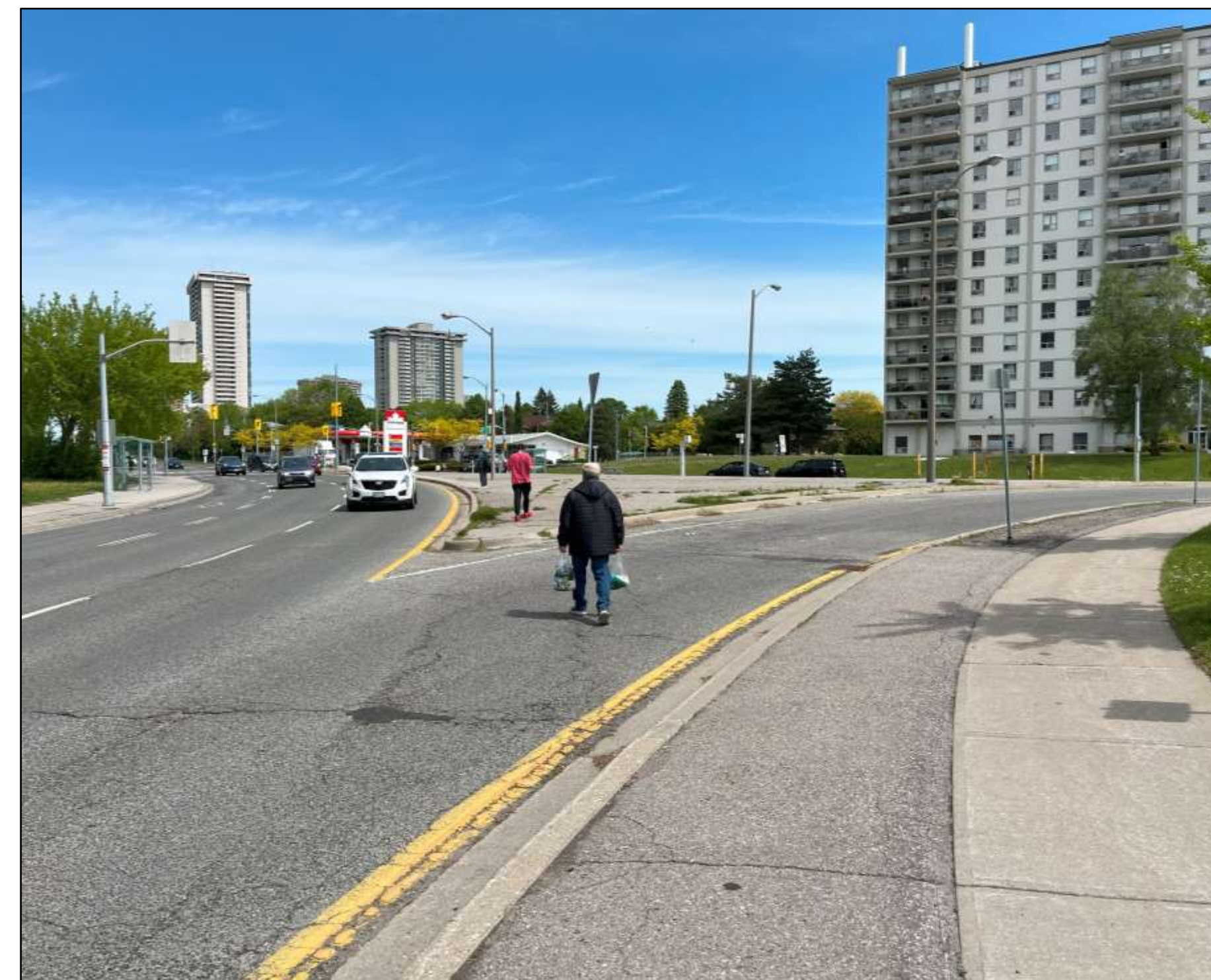
1. Lack of Direct and Safe Pedestrian Crossings: The Peanut Northern Island

Northern Island at The Peanut has been identified as a priority for improvements due to high number of pedestrians crossing the island. Improvements at this location are expected to be included as part of a future reconstruction project on Don Mills Road.

Minor civil works will be conducted at the tip of the Peanut's northern island to add a curb ramp at the access point from Van Horne Avenue. This change will improve accessibility at this location.

In addition, the City is exploring the following two options to improve safety:

1. **Elimination of vehicle access to the slip lane:** A traffic review will be conducted to assess the impacts of this change. Eliminating vehicle access to the slip lane would provide safer access for pedestrians crossing in this area.
2. **Addition of a crossing between the island and the Plaza:** A new crosswalk between the island and the Plaza will be considered to enhance the safety of pedestrians crossing.



Pedestrians crossing at The Peanut Northern Island

2. Signal Timing at Multiple Locations

In Phase 1, participants highlighted concerns about lack of safe pedestrian crossing conditions and missed turning phases for people driving.

The following signal locations have been identified as places where timing adjustments are needed.

- **Don Mills Road & Van Horne Avenue.**
Inadequate crossing time for pedestrians and request for a left-turn phase.
- **Signal at Don Mill Road, Southwest of Peanut Plaza.**
Inadequate crossing time for pedestrians
- **Signal near 2988 Don Mills Road.**
Inadequate crossing time for pedestrians
- **Don Mills Road & Fairview Mall Drive.**
Requests to a) ban right turns on red light, b) adding a leading pedestrian interval and c) add a left-turn phase.
- **Fairview Mall Drive & Godstone Road.**
Insufficient time at green light for the northbound traffic.



Map of Locations Flagged for Signal Timing Review

2. Signal Timing: Potential Changes

Since the launch of The Peanut Streets Plan, several upgrades have already been implemented. Additional locations are under review by the City's signal timing team.

New traffic signals and pedestrian crosswalks have been installed at:

- Don Mills Road & Godstone Road
- Don Mills Road & Deerford Road

Additional locations under review:

- Van Horne Avenue & Fairview Mall Drive:
 - Northbound: Dedicated left-turn signal under review
 - Southbound: Dedicated left-turn signal proposed for all time periods
- Don Mills Road & The Peanut Plaza:
 - Pedestrian characteristics and crossing time will be evaluated
- Signal near 2988 Don Mills Road:
 - Pedestrian characteristics and crossing time will be evaluated



Signalized Intersection at Don Mills Road & Deerford Road



Signalized Intersection at Don Mills Road & Godstone Road

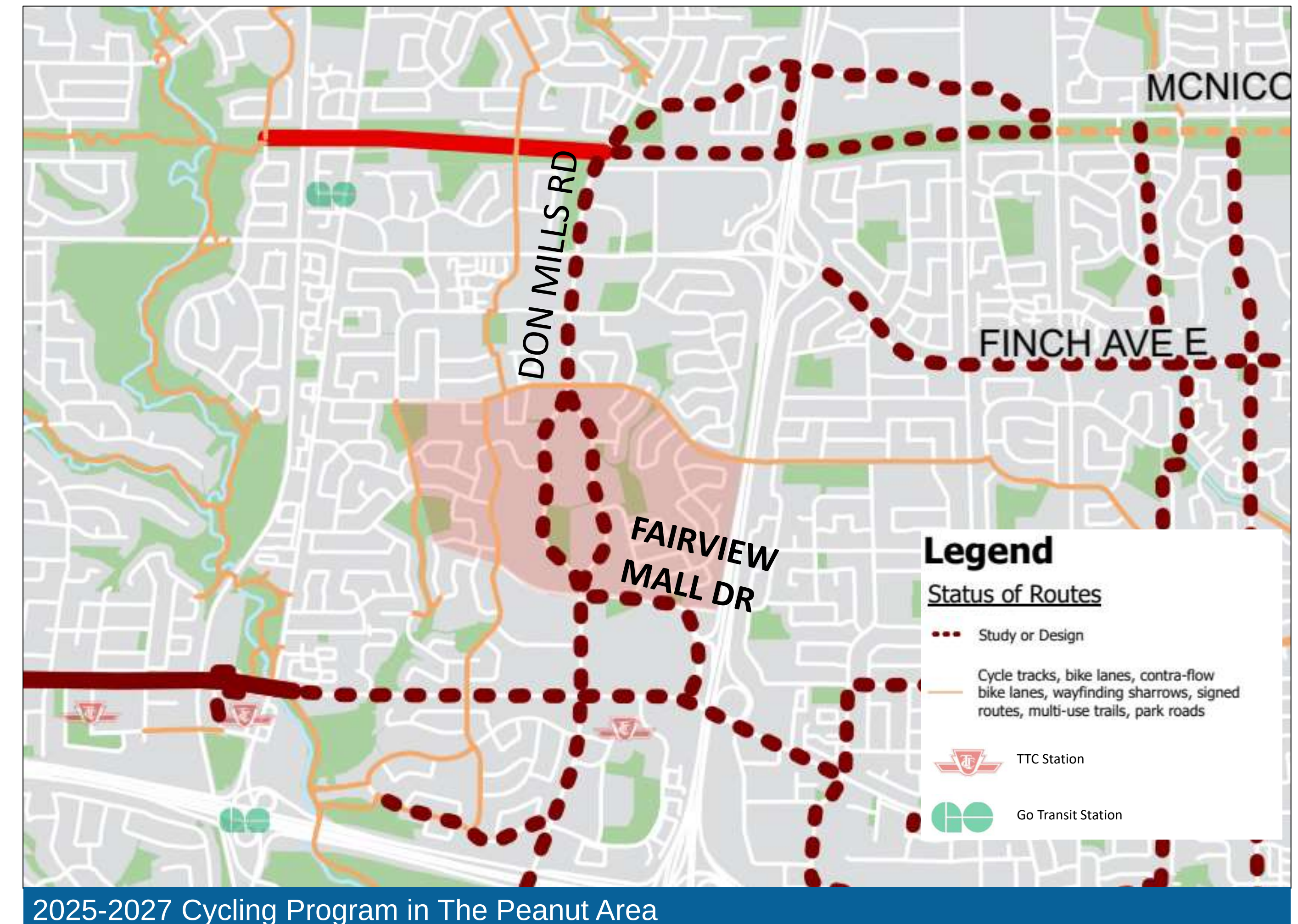
3. Lack of Cycling Infrastructure

Lack of cycling infrastructure in the area was identified as a primary issue by many participants in Phase 1. Currently, there are no on-street separated bikeways in The Peanut. Shared lane markings exist on Van Horne Avenue and Shaughnessy Boulevard.

Cycling Routes identified in the Cycling Network Plan: The City Council approved Cycling Network Plan (CNP) is a comprehensive roadmap and work plan for the cycling network. The 2025-2027 near-term CNP identifies potential cycling routes in The Peanut, including:

- Don Mills Road
- Fairview Mall Drive

Additional cycling routes have been identified for further study as part of the Streets Plan, to address concerns regarding lack of cycling infrastructure and in support of the CNP's goals to grow the cycling network into new parts of the city.

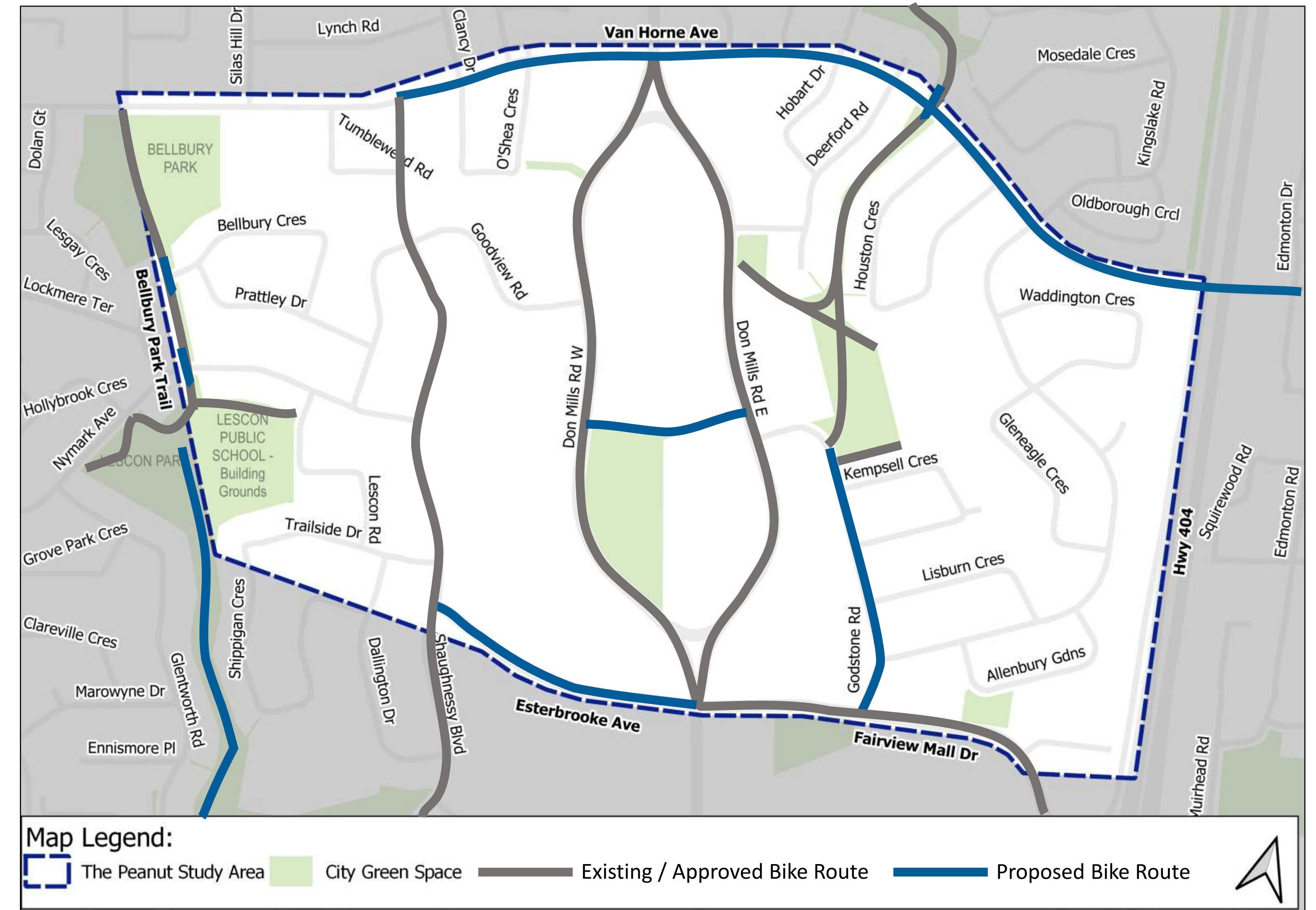


3. Lack of Cycling Infrastructure: Potential Changes

To address lack of safe cycling infrastructure, and improve connection to planned routes, The Peanut Streets Plan proposes:

- **Upgrading existing shared lane markings on Van Horne Avenue** to provide dedicated space for people cycling
- **Additional cycling routes identified for further study, on:**
 - Esterbrook Avenue
 - Godstone Road
 - Lescon Park Trail
 - East-west connection at The Peanut

Further public consultation will be conducted for all proposed bikeways before final approval and installation.

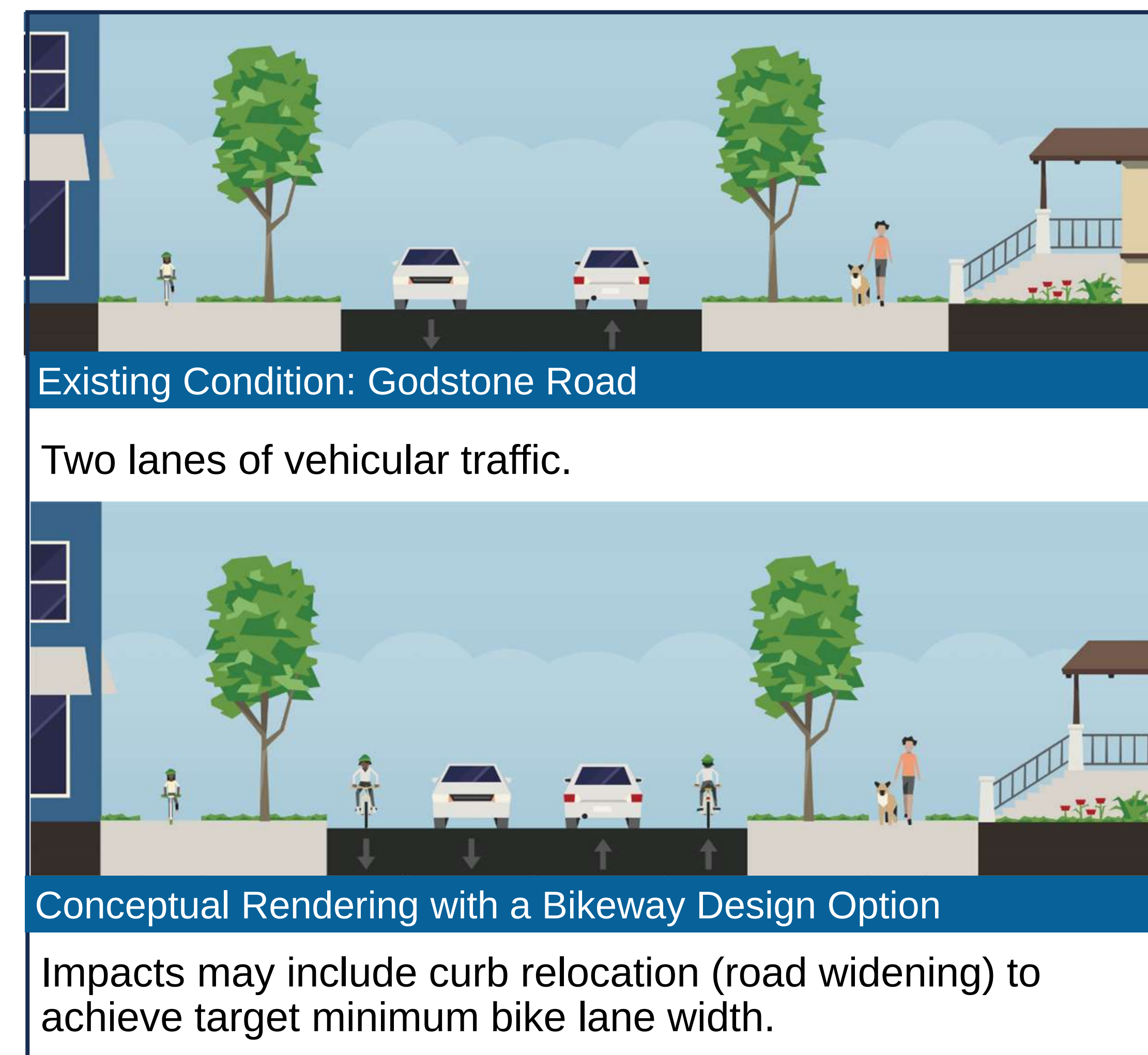
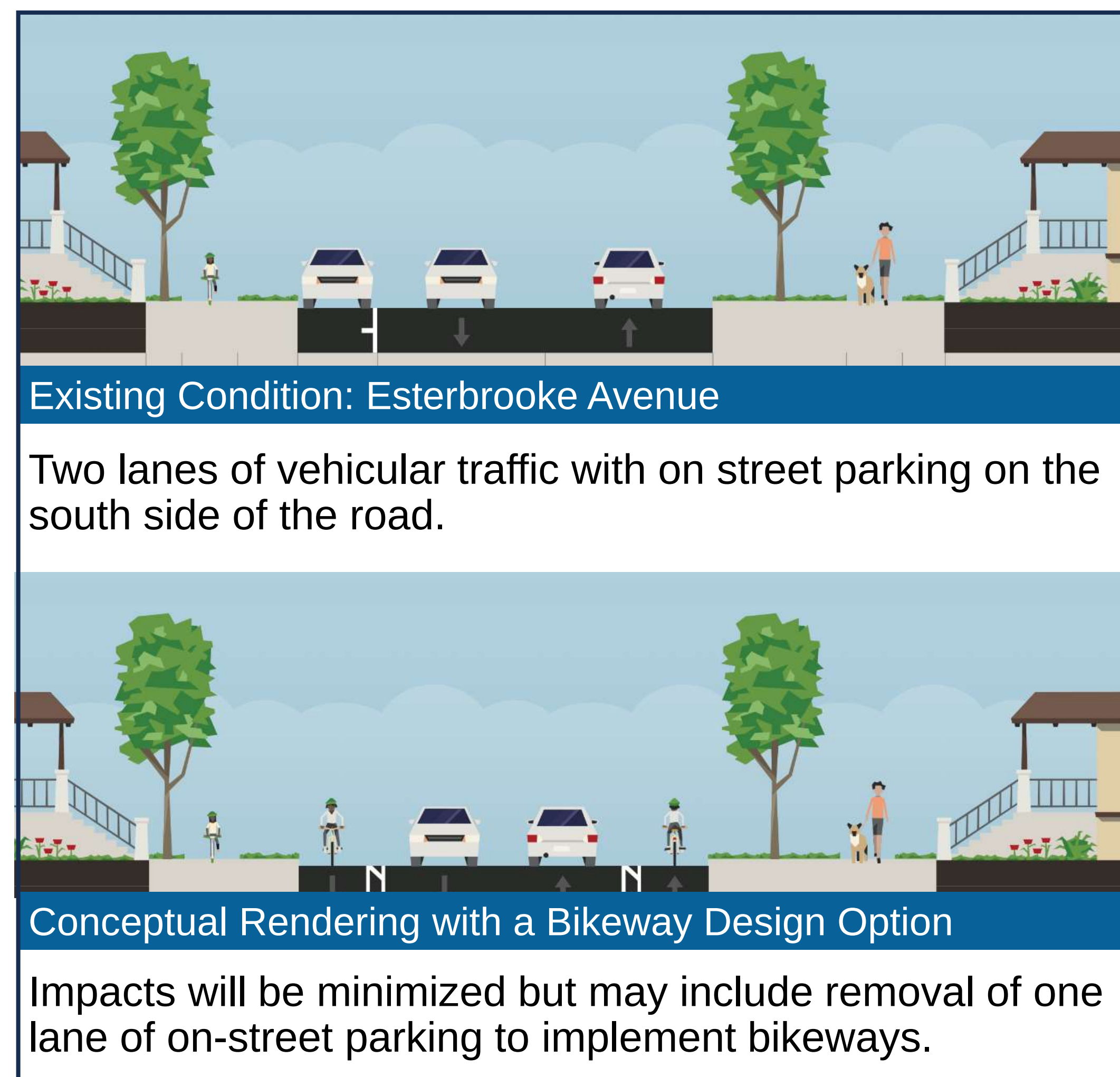


3. Lack of Cycling Infrastructure: Potential Changes

The design and implementation of cycling infrastructure on a street can vary depending on factors such as road classification, existing uses, connectivity, and other considerations.

According to the initial feasibility review, on streets where bikeways are proposed, there would be no impact on the number of vehicular travel lanes. Impacts would be minimized, and further consultation will be conducted on impacts such as potential changes to on-street parking regulations

The graphics show conceptual bikeway design options, based on the initial feasibility review of proposed cycling routes. They do not necessarily reflect how a bikeway would look on the proposed routes.

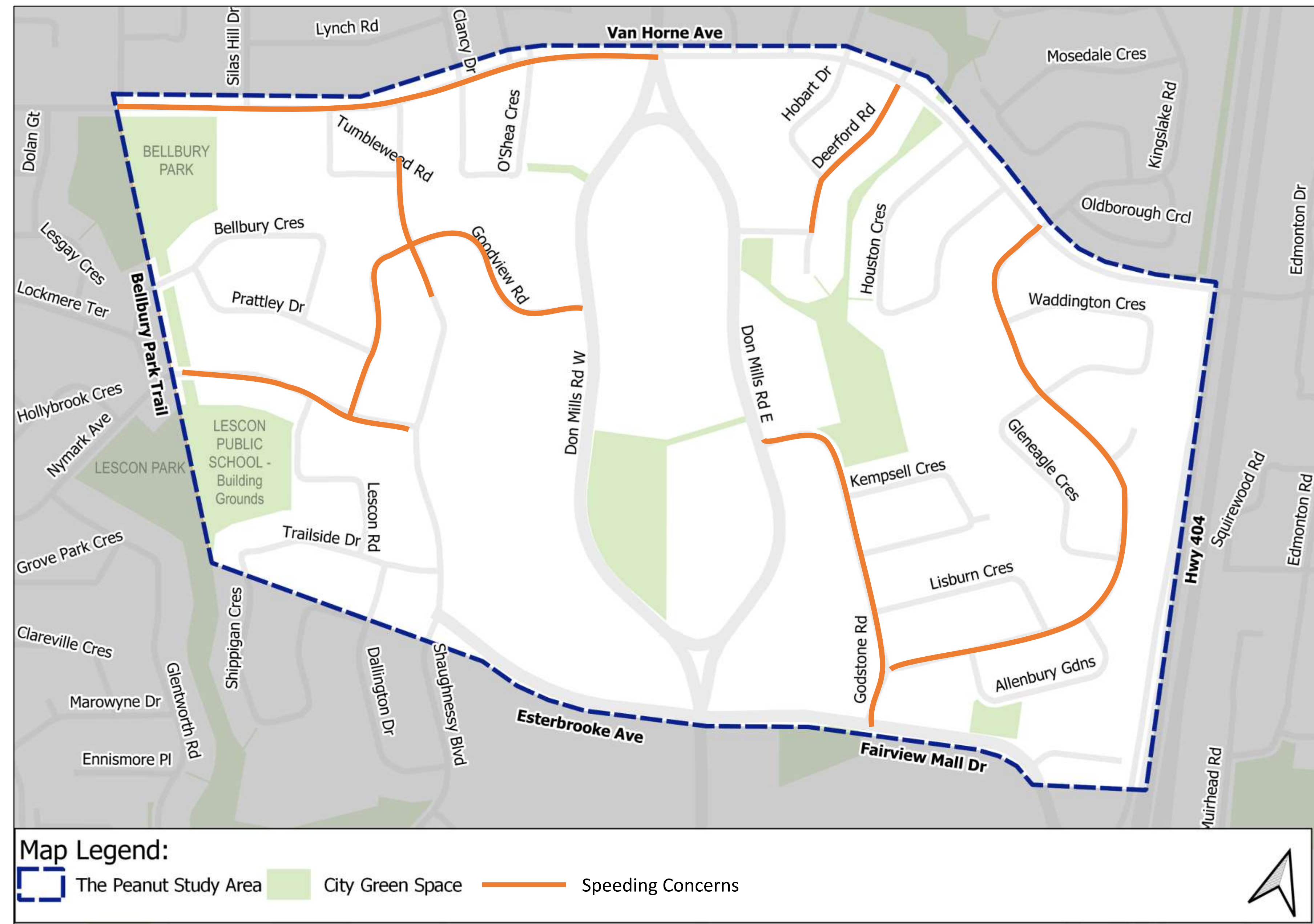


4. Excessive Speeding on Local Streets

Speeding concerns have been raised along several residential streets in the study area identified by residents. Results showed speeding along several streets, including:

- Van Horne Avenue
- Shaughnessy Boulevard
- Nymark Avenue
- Kingslake Road
- Godstone Road
- Goodview Road
- Deerford Road

Vehicle speeds on neighbourhood streets can be reduced through operational measures and physical modifications.



Map of Streets with Speeding Concerns

4. Excessive Speeding on Local Streets: Potential Changes

Speed humps are a simple and effective way to reduce vehicle speeds and are designed and spaced to provide a comfortable driving experience at 30 km/h.

In-road speed signs are used to encourage slower speeds and improve driver alertness where speed humps or cushions are not feasible.

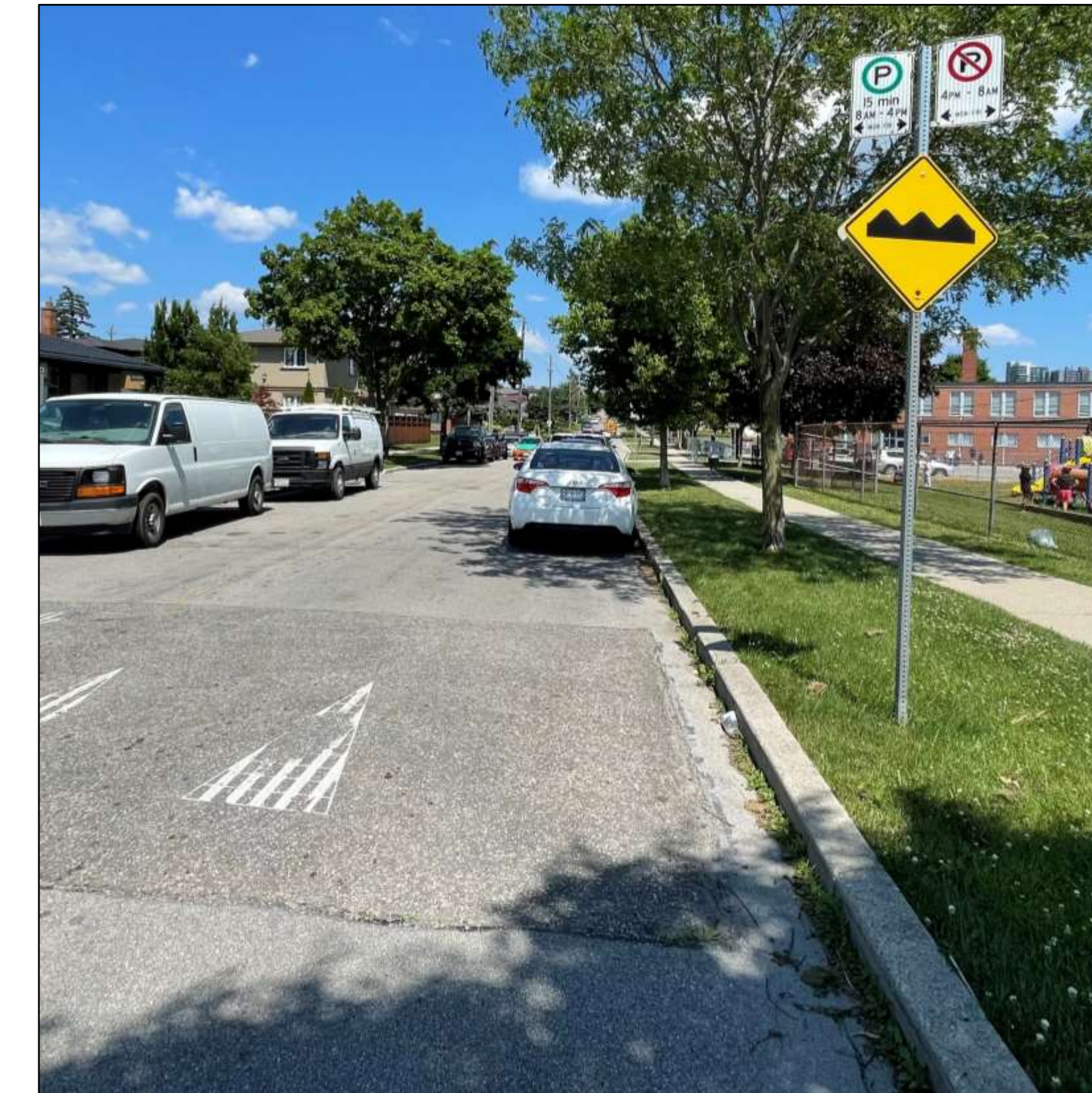
Intersection controls like **stop signs** provide for an orderly flow of traffic and reduce conflicts by regulating movements through an intersection.

Turn restrictions prohibit turning movements to or from a street to discourage short-cutting traffic through a neighbourhood and can also help improve the flow of traffic by prohibiting turns onto busy roads at unsignalized intersections.

These measures are considered highly effective and can be delivered in the short term.



All-Way Stop Signs



Speed Humps



In-Road Speed Signs



In-Road Speed Signs

4. Excessive Speeding on Local Streets: Potential Changes

Changes to address excessive speeding include:

Speed Humps proposed on:

- Van Horne Avenue
- Nymark Avenue
- Kingslake Road
- Godstone Road
- Goodview Road
- Deerford Road

In-road speed signs proposed on:

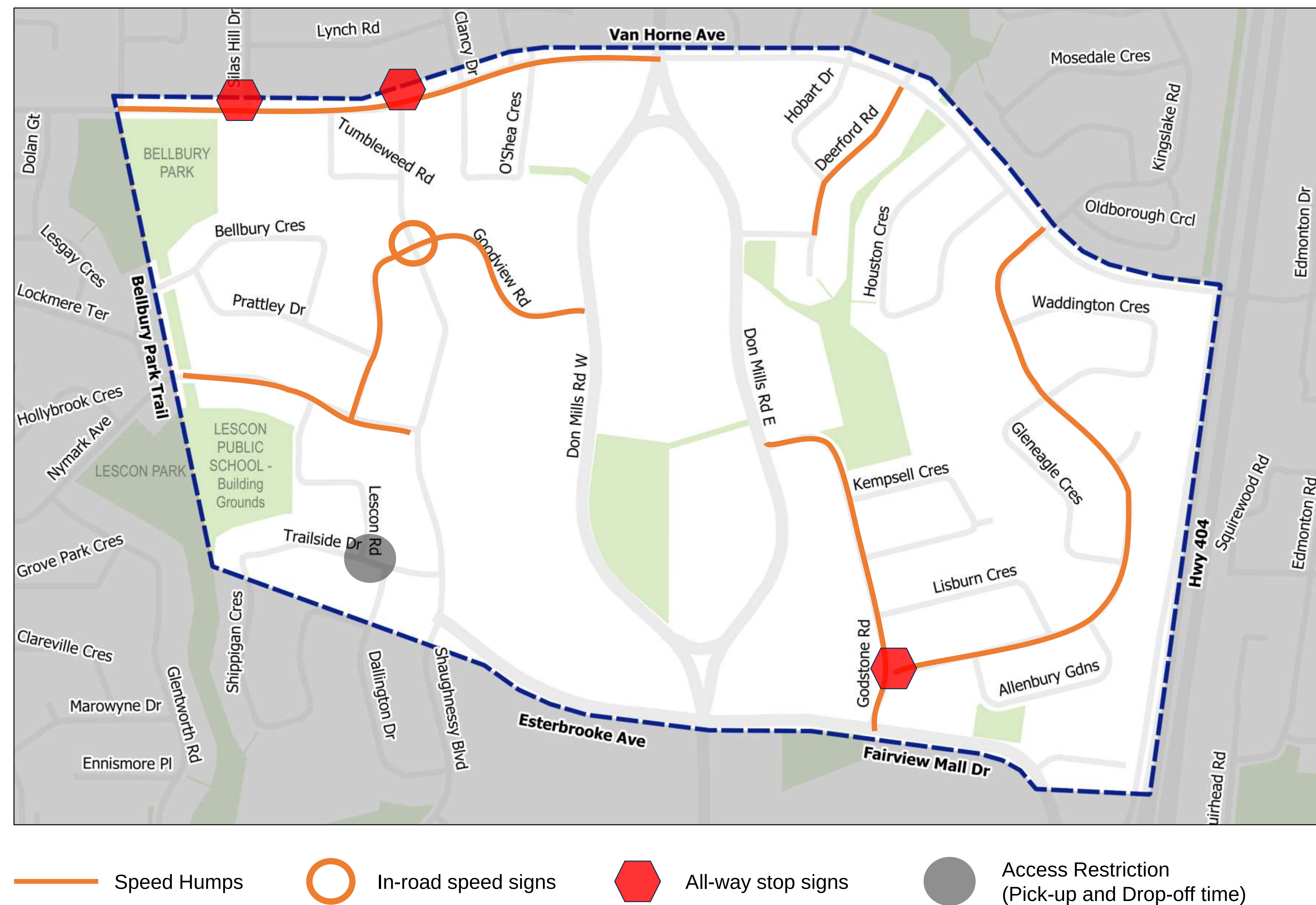
- Shaughnessy Boulevard near Goodview Road

All-way stop signs proposed at intersections:

- Van Horne Avenue and Silas Drive
- Van Horne Avenue and Shaughnessy Boulevard
- Kingslake Road and Godstone Road

Additional changes to address motor vehicle traffic and volumes include:

- Access restriction to Lescon Road from Trailside Drive during drop-off and pick-up times for northbound vehicles



Locations of changes proposed to address excessive speeding and motor vehicle traffic and volumes

Summary of Proposed Action Plan

The following tables and map summarize all changes to traffic operations and road design proposed to improve safety and mobility in the Peanut neighbourhood. Some changes can be made in the short-term, while others require more time to coordinate material, talent and budget needed to get the work done.

Short-Term Changes <i>Short-term changes are those that can be implemented within 6 months to 2 years of decision to proceed.</i>		
	Change	Location and Implementation Considerations
1	Crosswalks marking to improve visibility and predictability of pedestrian movements	• South segment at both intersections of Van Horne Avenue and O'Shea Crescent • North segment of the intersection of Van Horne Avenue and Clancy Drive • South segment of the intersection of Esterbrooke Avenue and Shaughnessy Boulevard • North and south segments of the intersection of Godstone Road and Kempself Crescent • North and south segments of the intersection of Kingslake Road and Godstone Road • North and south segments of the intersection of Shaughnessy Boulevard and Nymark Avenue
2	In-road speed sign for traffic calming	• Shaughnessy Boulevard near Goodview Road
3	Speed humps for traffic calming	• Kingslake between Godsone Road and Van Horne Avenue • Nymark Avenue between Shaughnessy Boulevard and Glentworth Road • Godstone Road between Fairview Mall and Don Mills Road • Van Horne Avenue between Don Mills Road to Leslie Street • Goodview Road between Don Mills Road and Nymark Avenue
4	All-way stop signs to control flow of vehicle traffic	• Intersection of Van Horne Avenue and Silas Drive • Intersection of Van Horne Avenue and Shaughnessy Boulevard • Intersection of Kingslake Road and Godstone Road
5	Bus-stop relocation to align with pedestrian route	• From the intersection of Goodview Road and Don Mills Road to O'Shea Walkway and Don Mills Road

Summary of Proposed Action Plan (continued)

Short-Term Changes <i>Short-term changes are those that can be implemented within 6 months to 2 years of decision to proceed.</i>		
	Change	Location and Implementation Considerations
6	Changes to road geometry to improve safety and accessibility	• Curb extension at the intersection of Kingslake Road and Godstone Road • Widening the tip of the Peanut's northern island to add a curb ramp at the access point from Van Horne Avenue • Improve connection between the Peanut's northern island and the shopping plaza, by one of two options under review: ○ Closure of the slip lane to vehicles ○ Addition of a controlled pedestrian crossing
7	New/upgraded mid-block pedestrian crossing to improve safety	• Southeast corner of Don Mills Road W, near the church • Van Horne Avenue near Hobart Park trail • Fairview Mall Drive near Allenbury Gardens
8	Stop bar relocation to encourage stop compliance at midblock pedestrian signal	• Don Mills Road near O'Shea Walkway midblock pedestrian signal
9	Dedicated left-turn signal under review to enhance traffic flow at the intersection	• Intersection of Don Mills Road and Van Horne Avenue • Intersection of Don Mills Road and Fairview Mall Drive
10	Pedestrian crossing time and user characteristics review to evaluate increase green light duration for pedestrians	• Don Mills Road near The Peanut Plaza and O'Shea Walkway • Signal near 2988 Don Mills Road • Intersection of Fairview Mall Drive and Godstone Road
11	Access restriction during drop off and pick up times to improve safety for students during these times	• Access to Lescon Road will be restricted from Trailside Drive

Summary of Proposed Action Plan (continued)

Short-Term Changes

Short-term changes are those that can be implemented within 6 months to 2 years of decision to proceed.

	Change	Location and Implementation Considerations
12	Evaluation of a crossing guard to enhance safety for students crossing the road	Evaluation underway for intersection of Leslie Street and Nymark Avenue
13	Sidewalk ramp to improve accessibility at the connection to the trail	O'Shea Crescent and O'Shea Walkway

Medium-Term Changes

Medium-term changes are those that can be implemented within 2 to 5 years of decision to proceed.

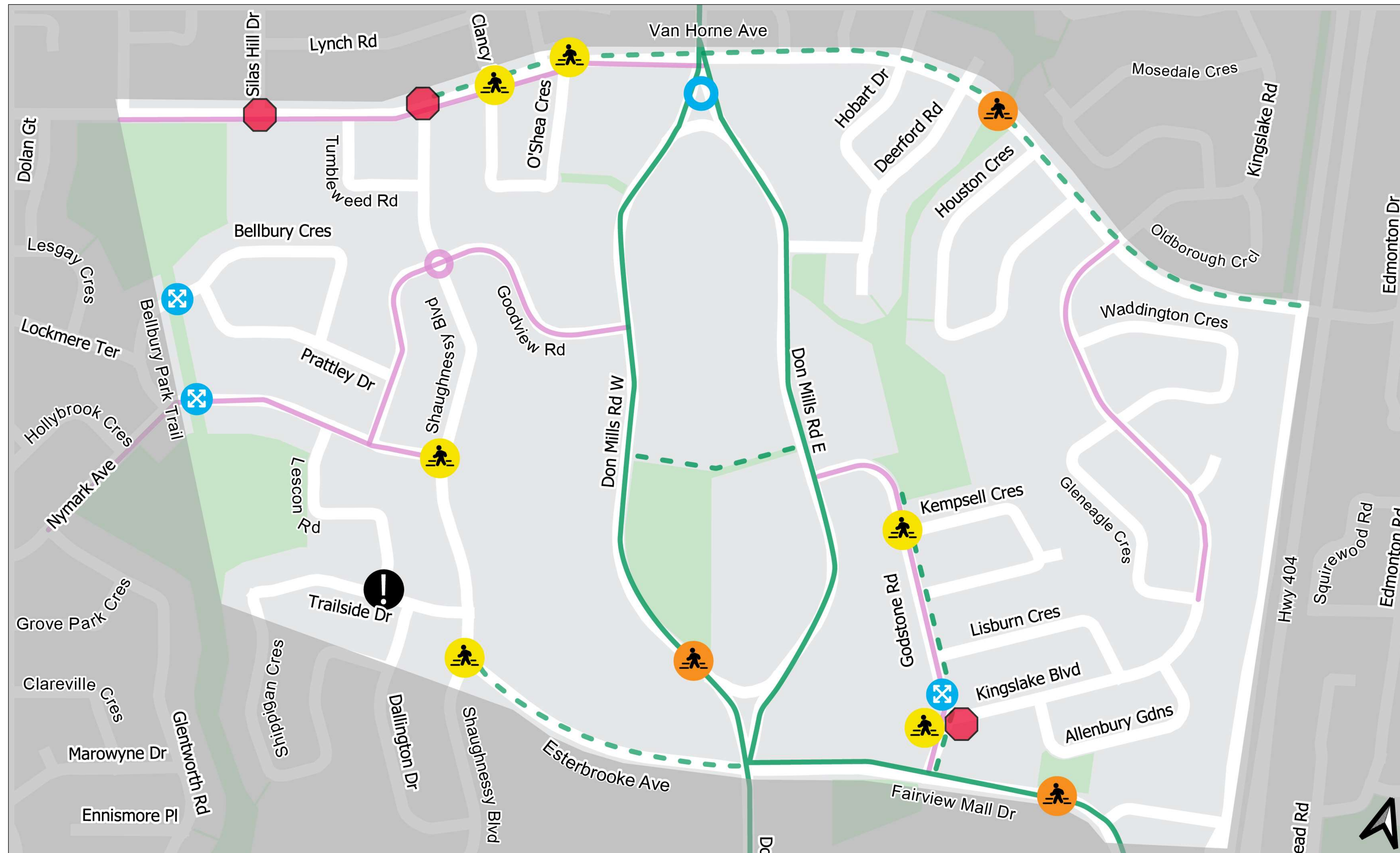
	Change	Location and Implementation Considerations
1	Curb extensions to improve safety for trail users as part of future resurfacing works	- Intersection of Bellbury Crescent and Bellbury Park trail - Intersection of Nymark Avenue and Bellbury Park trail

Long-Term Changes

The City's long term capital plan has identified Don Mills Road and Fairview Mall Drive for road safety improvements in the next 5-10 years. This work will undergo feasibility study, public consultation, and detailed design at a time closer to implementation. Additional streets may be considered as candidate projects in future updates to the Cycling Network Plan and during capital program development including:

- Don Mills Road, between McNicoll and York Mills Road
- Fairview Mall Drive, between Don Mills Road and Sheppard Avenue
- Godstone Road, between Godstone Park Trail and Fairview Mall Drive
- Esterbrook Avenue, between Don Mills Road and Shaughnessy Boulevard
- Van Horne Avenue, between Shaughnessy Boulevard and Victoria Park Avenue
- Lescon Park Trail extension from the park to Glenworth Road
- East-west connection at The Peanut

Map of Proposed Changes



Safety Improvements

- Crosswalk Marking
- Midblock Crossing
- All Way Stop Sign
- The Peanut Northern Island Improvements
- Curb Extensions

Speed and Volume Management

- Speed Humps
- In Road Speed Signs
- Access restriction (Pick-up and Drop-off Time)

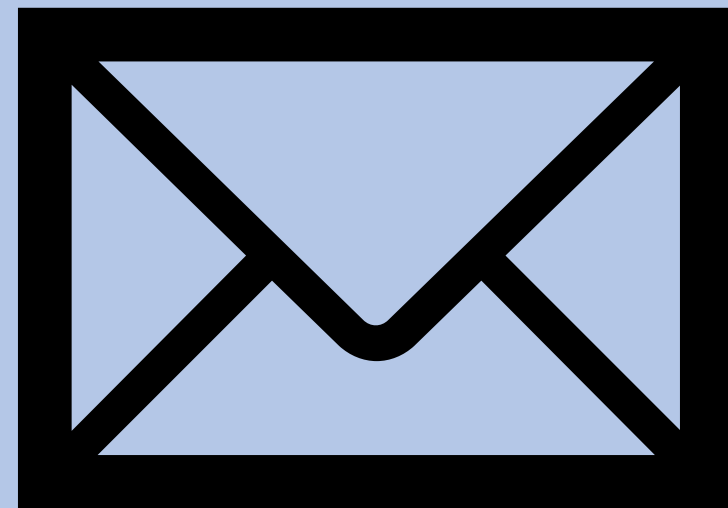
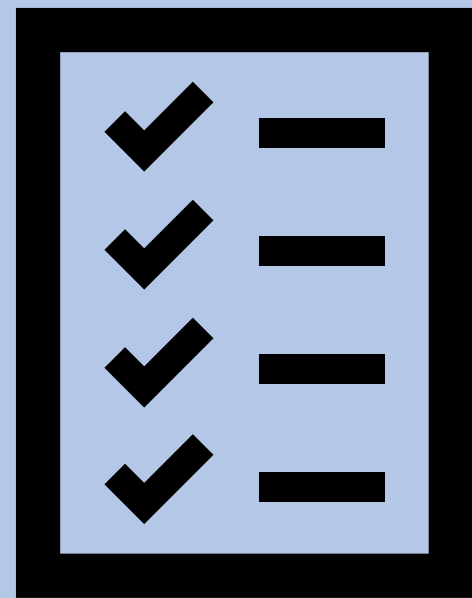
Cycling Routes

- Proposed Bike Routes
- Toronto Cycling Network Plan 2025-2027 Routes

Next Steps



Provide Feedback



Comment deadline:
November 19, 2025

- ✓ **Provide feedback via survey, email, phone or mail**
- ✓ **Subscribe for email updates**

Contact:

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416-397-0202

Pragya.Priyadarshini@toronto.ca

Metro Hall, 55 John Street, 19th Floor
Toronto, Ontario. M5V 3C6



toronto.ca/PeanutStreets

General Requests & Enforcement

- Contact your local Councillor to **pick up a Slow Down sign** that helps remind the people driving to slow down and be aware.
- **Contact 311** to create a service request for immediate roads, sidewalks and traffic safety concerns
311@toronto.ca
[Toronto.ca/311](https://toronto.ca/311)
- File a police report or request enforcement regarding parking or driving complaints, or a local neighbourhood traffic issue or concern. **Toronto Police Services 31 Division**
416-808-3100

Decision Making & Monitoring

Decision Making

Following consultation, the City's project team will prepare a **consultation report** summarizing all activities and feedback received that will be posted to the project webpage.

Staff will report recommendations to the **North York Community Council** on Q1 of 2026. The Committee may vote to 'adopt', 'defer', 'reject', or 'receive' the NSP, or may submit additional related motions.

Members of the public can arrange to speak at Committee (depute) or submit comments in advance. More information on how to participate will be shared with the project email list about one week in advance of the meeting date, once the meeting agenda is available.

Monitoring

After changes are installed, the City continues to monitor the project area, respond to feedback, and make additional adjustments as needed.

