

Maple Leaf and Rustic Neighbourhood Streets Plan

Public Consultation Report
January 2026

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Consultation Summary

Public and interest group consultation for Phase 3 of the Maple Leaf and Rustic Streets Plan took place from November 17 to December 16, 2025.

Consultation activities included three meetings with a Local Advisory Committee, a public meeting, two interest group meetings, an online survey, comment tracking, and email and phone comments. Over 80 people attended the in-person meeting, 80 survey responses were received, and 14 people provided comments by mail, phone and email.

Communications to notify the public and interest groups about the project and opportunities to participate in Phase 3 consultation included a project website, targeted emails to 37 interest groups, email to 234 project list subscribers, and 4,950 flyers distributed by private delivery service throughout the project area.

A Local Advisory Committee (LAC) of residents was formed in December 2024 following Phase 2 consultation to provide additional feedback through in-depth conversations. Three meetings were held in January, March and September 2025 with 12 resident committee members, the project team, and the local Councillor and Ward office staff. Committee members emphasized a desire for congestion management, especially at the Keele Street and Lawrence Avenue West intersection and improved road safety while maintaining resident driver access. In general, committee members felt that the changes proposed in Phase 2 were too disruptive to local residents.

In Phase 3, feedback from residents in the broader community was generally supportive of the revised plan and proposed changes. There was concern for pedestrian safety in school zones, and there was support not to proceed at this time with speed humps or directional changes as part of the Streets Plan.

The feedback gathered through this consultation will inform staff recommendations to Etobicoke York Community Council.

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

Project Overview

The Maple Leaf and Rustic Streets Plan will recommend changes to traffic operations and road design to support safety for everyone using the road. Based on public feedback and data collection, the top issues and opportunities identified in the neighbourhood are: congestion at the Keele Avenue and Lawrence Avenue West intersection, east-west infiltration, Culford Road as a community connector, school zone safety and pedestrian safety.



Map of the project area

The project area is located between Jane Street to the west, the rail corridor to the east, Highway 401 to the north, and Lawrence Avenue West to the south.

Overview of Communications and Consultation Activities

Communication Activities

A variety of methods were used to notify people of the Maple Leaf and Rustic Neighbourhood Streets Plan and opportunities to participate in Phase 3 consultation:

- Project web page toronto.ca/MapleLeafRusticStreets (574 unique visits)
- Notice delivered via private delivery service (4,950 addresses in the project area bounded by Jane Street to the west, Lawrence Avenue West to the south, the rail corridor to the east and Highway 401 to the north)
- E-notification to project subscribers (234 contacts)
- Email to interest groups including residents' associations, schools, community groups, community housing, seniors' residences, institutions and elected officials (37 contacts)

Services & Payments Community & People Business & Economy

Construction Projects / Maple Leaf & Rustic Neighbourhood Streets Plan

Maple Leaf & Rustic Neighbourhood Streets Plan



Attend the public meeting on December 2 and [complete the survey](#) by December 16. View meeting materials in Public Consultation tab below.

In consultation with local community, the City is developing a Neighbourhood Streets Plan (NSP) for the Maple Leaf and Rustic area that will address five main areas of concern:

1. Councillor Weston Street and Lawrence Avenue West intersection. Local West traffic and noise is seen as an outside issue. Residents view the problem as caused by traffic outside of the neighbourhood and do not want changes that limit their access.
2. Cufford Road is a central community route. There is an opportunity to redesign Cufford Road to prioritize local residents over non-local traffic.
3. School Zone Safety. Improve safety for school children and people travelling around schools by focusing safety improvements on streets near schools and supporting efforts to organize pick-up drop off areas.
4. School Zone Safety. Improve safety for school children and people travelling around schools by focusing safety improvements on streets near schools and supporting efforts to organize pick-up drop off areas.
5. Pedestrian Safety. Make walking more comfortable, convenient and safe, by reducing conflict and making space.

[Expand All](#) [Collapse All](#)

- Project Area
- Background
- Process
- Public Consultation
- Proposed Changes
- Proposed Changes: School zone safety

[Project webpage](#)



Local Advisory Committee Meeting
January 29, 2025



Public Meeting December 2, 2025



Public Meeting December 2, 2025

Consultation Activities

Public and interest group feedback on the project was received through the following consultation and engagement activities:

Activity	Date	Participation
Local Advisory Committee Meetings	January 29, March 24, and September 23 2025	Meeting #1-10 attendees Meeting #2- 11 attendees Meeting # 3- 11 attendees
Interest Group meetings- individual meetings with school board staff	September 18, 2025, December 1, 2025	2 attendees
Online Survey	November 17 - December 16, 2025	80 responses
Email/Phone	November 17 - December 16, 2025	14 comments received
Public Meeting	December 2, 2025	84 attendees

What We Heard

- Feedback from the Local Advisory Committee members emphasized a desire for congestion management, especially at the Keele Street and Lawrence Avenue West intersection, improved safety while maintaining resident driver access, and for changes on roads inside the neighbourhood to be less disruptive.
- The revised plan presented to the community in Phase 3 received general support from the community: many residents were in favour of minimal changes to the project area with regards to speed humps and directional changes. There was some feedback that speed humps on certain streets are needed and should be considered in the future.
- Feedback from school administrators and planning staff in the area emphasized the importance of designated school zones around existing schools, as well as the relocated St Fidelis Catholic school. There were requests for new pedestrian crossovers and crossing guards around Chaminade College Catholic School, St Francis Xavier Catholic School and St Fidelis Catholic School.
- The top three priorities for Culford Road and Queens Drive identified by survey respondents were: pedestrian safety and visibility at pedestrian crossing locations at (identified by 23% respondents), school zone safety and circulation around pickup and drop off times (identified by 20% respond), and design that prioritizes local traffic at (identified by 18% respondents).
- The four school safety changes proposed all received high levels of support, with 70% of respondents indicating they were supportive or very supportive of the new pedestrian crossing at Falstaff Avenue and Lorne Bruce Drive. There was feedback that the changes only appear to affect the schools in the Toronto Catholic District School Board, not all the schools in the area.
- Of the participants who completed the survey, 61% were supportive or very supportive of the new pedestrian crossing on Maple Leaf Drive near the driveway of 290-300 Queens Drive.

Local Advisory Committee

A Local Advisory Committee (LAC) was formed to provide additional feedback and detail through in-depth conversations over three in-person meetings held in January, March and September 2025.

Meeting # 1- January 29, 2025

The meeting objectives were to introduce the committee members and project team to each other, set expectations for the committee's role, and to develop a shared understanding of the process and issues. In the facilitated meeting, participants listened to a brief presentation followed by a group discussion on process, key issues and questions.

Key points:

- Committee members want a liveable neighbourhood: to be able to walk and drive locally.
- Committee members are concerned about neighbourhood streets being used as bypasses for avoiding major roads, and congestion at the intersection of Keele Street and Lawrence Avenue West is a primary concern.
- Committee members agree with the issues identified in Phase 1 Consultation.

Meeting # 2 – March 24, 2025

The meeting objectives were to respond to questions on approaches to managing congestion and to receive input from committee members on approaches to managing traffic infiltration in Maple Leaf & Rustic Neighbourhood. In the facilitated meeting, participants listened to a presentation about congestion and infiltration followed by a group workshop to discuss which neighbourhood streets are of most concern for infiltration, acceptable options to manage infiltration and the trade-offs to residents.

Key points:

- There was mixed feedback about the effectiveness of proposed measures to address traffic infiltration.
- Many LAC members felt the focus of the meeting should be on congestion management on major streets.
- Staff emphasized that Neighbourhood Streets Plans are intended to focus on changes on neighbourhood streets and not intended to direct broad corridor-wide changes to major streets.
- Staff confirmed that the staff report to Community Council for the Maple Leaf & Rustic Streets Plan will capture committee members' feedback about major streets that border the project area.

Meeting # 3- September 23, 2025

The meeting objectives were: to introduce and share information about the Keele Street and Lawrence Avenue West intersection study and the Culford Road/Queens Drive project, to share and receive feedback on the revised proposed changes for the Streets Plan, and to share next steps for public consultation about the revised Streets Plan with the wider community. In the facilitated meeting, participants listened to a presentation on the key findings of the Maple Leaf & Rustic Streets Plan and the revised proposal, followed by a question-and-answer session.

Key points:

- Most LAC members expressed support for no addition of one-way streets.
- Most LAC members expressed support for increased road safety in school zones.
- Some LAC members expressed concerns about road width changes on Culford Road.
- Staff noted comments from some members that the timeline for construction in front of school on Culford Road be outside of the months that school is in session.
- One LAC member requested a sidewalk on one side of DeMarco Boulevard.
- One LAC member expressed concern about a lack of consultation for Maple Leaf Drive and Romeo Drive intersection improvements.

A copy of each of the LAC meeting summary notes can be found online at toronto.ca/MapleLeafRusticStreets.

Survey

The survey was available online via a link on the project web page and included background information before asking questions. Questions were in the form of multiple choice, or open-ended comment boxes.

Participation in the survey was anonymous, and optional demographic questions were included. Most respondents live in the project area (84%) and typically drive (44%) and/or walk (32%) (see Appendix for more information).

Responses received to each question are presented in this section.

Question – Do you have any general comments to add to the Keele Street and Lawrence Avenue West Intersection Study?

The comments provided in response to this question are summarized below:

- Traffic congestion at Keele Street & Lawrence Avenue West has worsened due to increased number of motor vehicles, signal timing, and short left-turn phases.
- Intersection design needs improvement. Some suggestions include removing islands, adding dedicated right-turn lanes, relocating bus stops, and upgrading to smart signals.
- Safety concerns for pedestrians, cyclists, and school zones require urgent attention, including better enforcement and bus loading solutions.
- Cut-through traffic in residential streets is a major issue; residents oppose measures that increase neighbourhood traffic.
- Long-term solutions should prioritize transit, walking, and cycling while enforcing traffic laws to improve flow and reduce vehicle dependency.

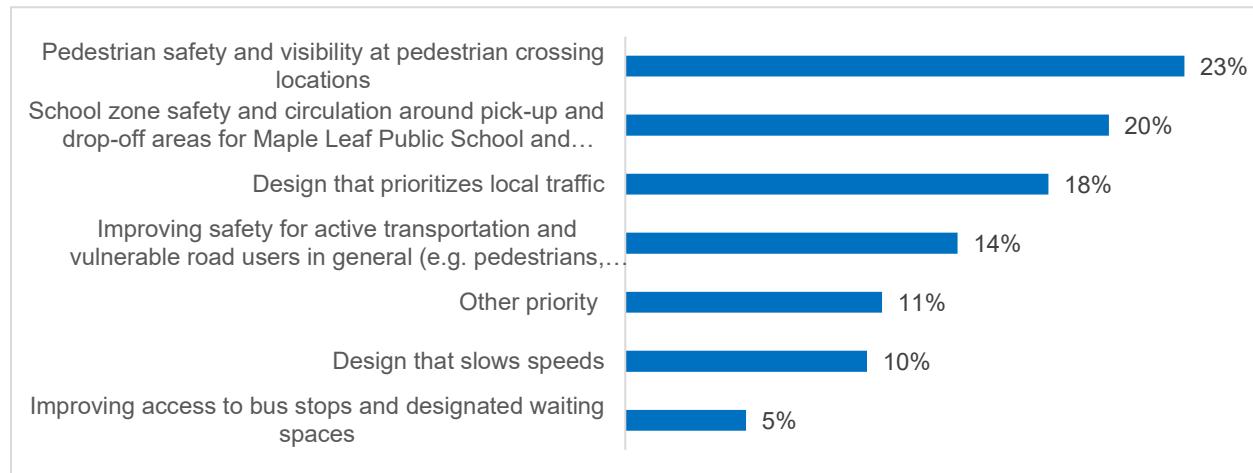
Question – Do you have any general comments to add about turn restrictions or traffic calming (speed humps and speed cushions) to address east-west infiltration?

The comments provided in response to this question are summarized below:

- There are mixed opinions among respondents on traffic calming: some support it, others oppose it due to potential emergency response delays and inconvenience for residents.
- Strong opposition to speed humps and cushions from many residents, citing vehicle damage, noise, and ineffectiveness in reducing cut-through traffic.

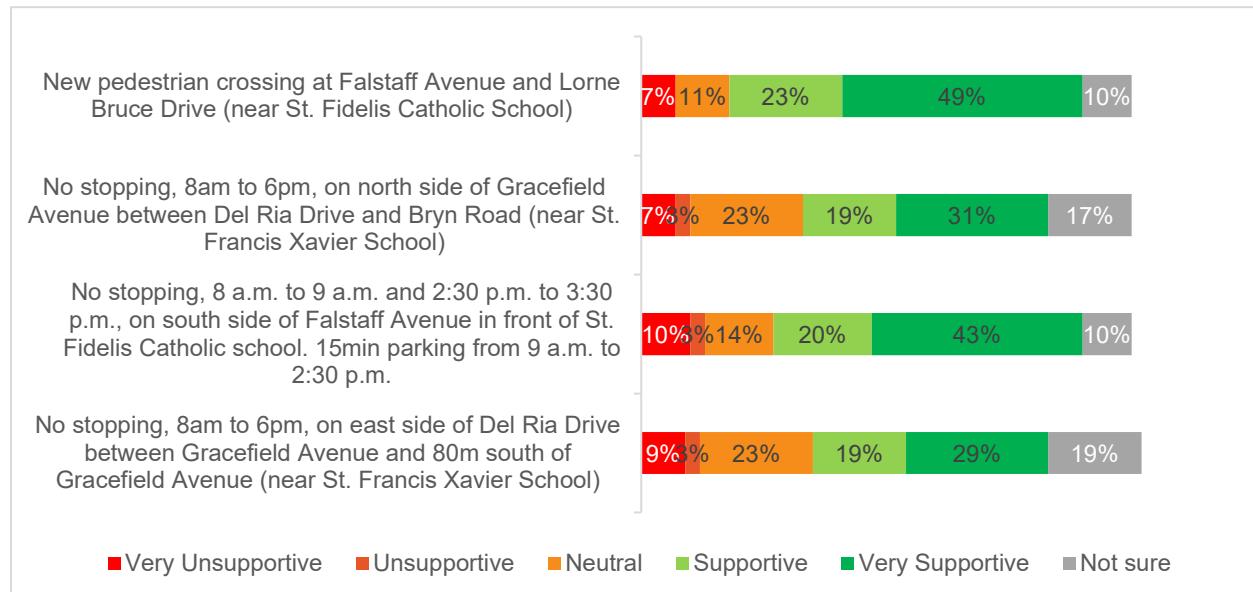
- Concerns about proposed one-way streets and turn restrictions; many residents reject changes that limit driver access or shift traffic to other streets like Gracefield Avenue.
- Suggestions were made for alternative solutions such as improved traffic signal timing, enforcement of traffic laws, speed cameras, and improved pedestrian safety measures.
- Other issues identified include school-related congestion, cut-through traffic caused by navigation apps, and the need for a holistic approach that addresses main arterial roads and sustainable transportation options.

Question: Please select your top priorities for Culford Road and Queens Drive. Select up to 3 priorities.



The top three priorities identified were pedestrian safety and visibility at pedestrian crossing locations (23%), school zone safety and circulation around pickup and drop off times (20%), and design that prioritizes local traffic (18%).

Question: What is your level of support for the following school safety changes?



- **New pedestrian crossing at Falstaff Avenue and Lorne Bruce Drive:** There were 70 responses, with 72% very supportive or supportive, 11% neutral, 7% very unsupportive and 10% unsure.
- **No stopping, 8 a.m. to 6 p.m., on north side of Gracefield Avenue between Del Ria Drive and Bryn Road:** There were 70 responses, with 50% very supportive or supportive, 23% neutral, 10% very unsupportive or unsupportive and 17% unsure.
- **No stopping, 8 a.m. to 9 a.m. and 2:30 p.m. to 3:30 p.m., on south side of Falstaff Avenue in front of St. Fidelis Catholic school. 15min parking from 9 a.m. to 2:30 p.m.:** There were 70 responses, with 63% very supportive or supportive, 14% neutral, 13% very unsupportive or unsupportive and 10% unsure.
- **No stopping, 8 a.m. to 6 p.m. on east side of Del Ria Drive between Gracefield Avenue and 80m south of Gracefield Avenue:** There were 70 responses, with 48% very supportive or supportive, 23% neutral, 12% very unsupportive or unsupportive and 19% unsure.

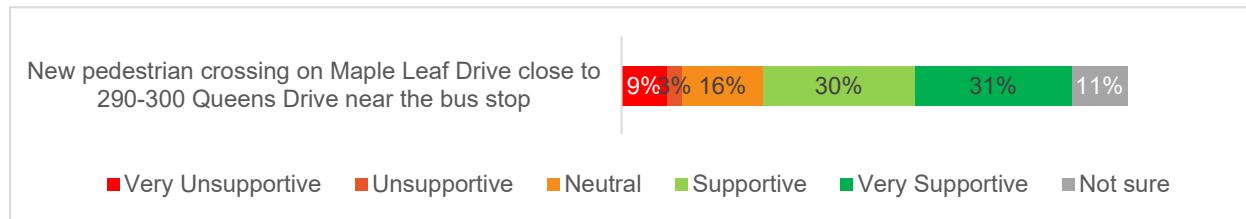
The most common reasons noted for support of school safety changes included:

- Improving traffic flow and reducing congestion
- Enhancing safety for children and pedestrians
- Will encourage alternative modes of transportation for children and caregivers to travel to school

The most common reasons noted for not supporting speed management measures included:

- Perceived imbalance between changes proposed for schools in the Toronto Catholic District School Board and Toronto District School Board
- Concern about traffic being diverted to other residential streets
- Concern about lack of enforcement

Question: What is your level of support for the proposed changes to improve pedestrian safety?



New pedestrian crossing on Maple Leaf Drive close to 290-300 Queens Drive near the bus stop: There were 70 responses, with 61% very supportive or supportive, 16% neutral, 12% very unsupportive or unsupportive and 11% unsure.

The most common reasons noted for support of changes to improve pedestrian safety included:

- Increased safety for vulnerable road users as seniors; a seniors' residence is located close by
- Crossing will improve visibility for pedestrians and safer access to transit stop

The most common reasons noted for not supporting speed management measures included:

- Concerns about visibility at crossing, particularly during winter

Public Meeting

The public meeting held on December 2, 2025, included a presentation, a Question & Answer period, followed by a drop-in portion. At the event, attendees were able to view information panels about the project and speak with members of the project team. Participant comments are summarized below:

Traffic Infiltration and Neighbourhood Access

Location	Comment Summary
Whole project area	Requests for the plan to prevent non-local traffic from entering the project area and using local streets.
Whole project area	Request to clarify City policies and procedures for speed humps and stop signs.
Maple Leaf Drive and Queens Drive	Request for heavy truck restrictions and to install a "No Heavy Truck" sign.

Pedestrians crossings and Road Safety

Location	Comment Summary
Gracefield Avenue and Bryn Road	Concern for school children safety when crossing near buses and crosswalks, and request for restrictions to be enforced.
St. Francis Xavier Catholic School	Request for safer pedestrian crossings at the school.
Amesbury Park	Request for a crossing guard
Whole project area	Request for curb extensions be added to slow turning movements at intersections

Restrictions and Access

Location	Comment Summary
Queens Drive, Gracefield Avenue, Keele Street, North Park Drive.	Concern that any turn restrictions proposed would limit resident access.
Whole project area	Request for police presence be increased to prevent non-local access and enforce new restrictions.

Speed Limits and Traffic Signals

Location	Comment Summary
Whole project area	Request to clarify existing speed limits and city policy about posted speed limits, specifically 30km/h streets.
Keele Street and Rustic Road	Request to clarify how advanced left-turn signals are assessed and why none are proposed at this location.
Whole project area	Request for more advanced left-turn signals or shared left-turn lanes be added at neighborhood exit points.

Other

Location	Comment Summary
Whole project area	Concern about how the City will address non-compliance with new no-parking signage and congestion at intersections.

A copy of the Public Meeting Summary can be found online at toronto.ca/MapleLeafRusticStreets.

Interest Group Feedback

The comments received through meetings with community interest groups are summarized below:

Location	Comment
Falstaff Avenue at the following side streets: Fleetwood Avenue, Frankfort Avenue, Lorne Bruce Drive, Mayo Drive and Culford Road	Request for crosswalk and crossing guard
Falstaff Avenue in front of St. Fidelis Catholic School	Request for school safety zone pavement markings and speed feedback signs Request for a reduction of the speed limit to 30 km/h Request for speed humps in front of school Request for timed-based left-turn restrictions in to and out of the primary school parking lot (west side) Request for update to school bus signage
Gracefield Avenue at Bryn Road and Del Ria Drive, Pimlico Road and Lawrence Avenue West	Request for crosswalk and crossing guard
Gracefield Avenue and Bryn Road	Request for 3-way stop sign Request for speed limit reduction to 30 km/h
Del Ria Drive, Gracefield Avenue and Bryn Road	Request for addition of painted road lines indicating School Zone

Location	Comment
Queens Drive in front of Chaminade College	Request for school safety zone signage Request for speed limit reduction to 30 km/h
Queens Drive and Arkwright Street	Request for a 3-way stop sign Request for crosswalk and crossing guard

Phone and Email Feedback

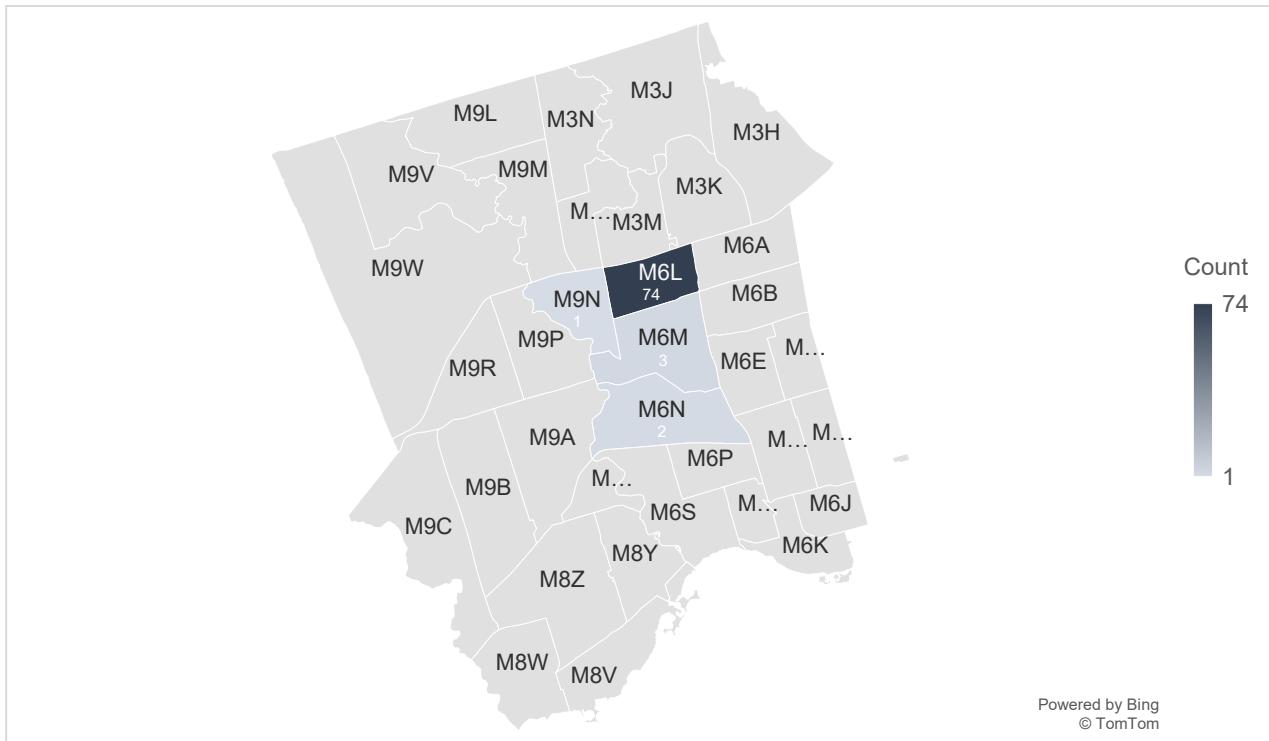
The comments received through phone and email are summarized below:

Location	Comment
Macleod Street between Maple Leaf Drive and Floral Parkway	Request for speed humps
Keele Street and Lawrence Avenue West	Support for intersection study
Maple Leaf Drive	Request for measures to reduce traffic and speeding
Queens Drive and Venice Drive	Suggestion to close the bridge over Black Creek Drive to east west traffic
Falstaff Avenue, Rustic Road, Maple Leaf Drive	Support for speed humps
Rustic Road	Request for "No Heavy Trucks" signs
Falstaff Avenue and Springview Avenue	Request for stop signs
Whole project area	Concern that the area doesn't have transit, pedestrian or cycle connections to the subway line at Lawrence West Yorkdale stations

Appendices

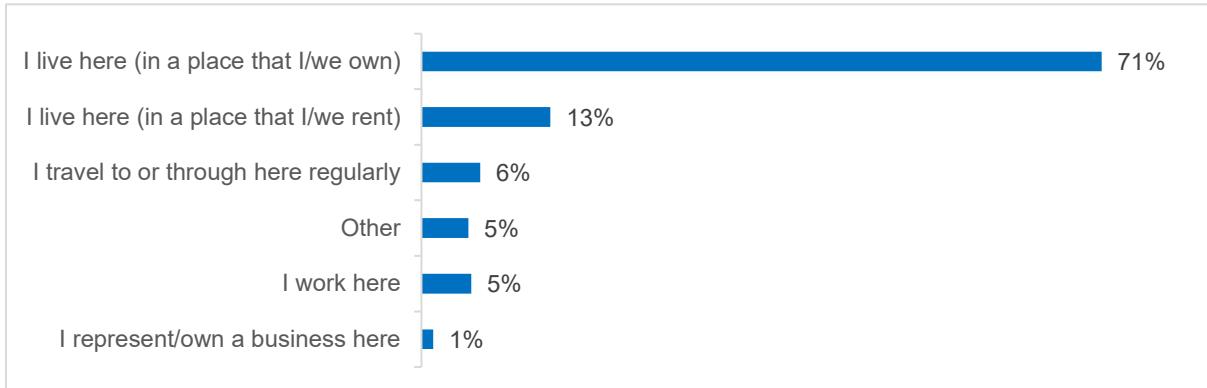
Appendix A: Survey Participant Profile

Postal Code | n=80



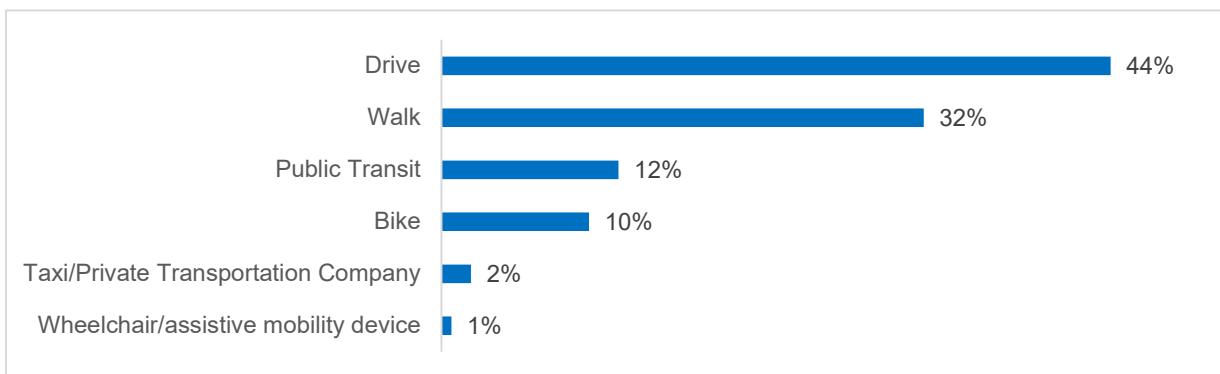
All of the survey respondents live in or near the study area, (M6L, M6M, M6N or M9N).

Relationship to the Project Area | n=80



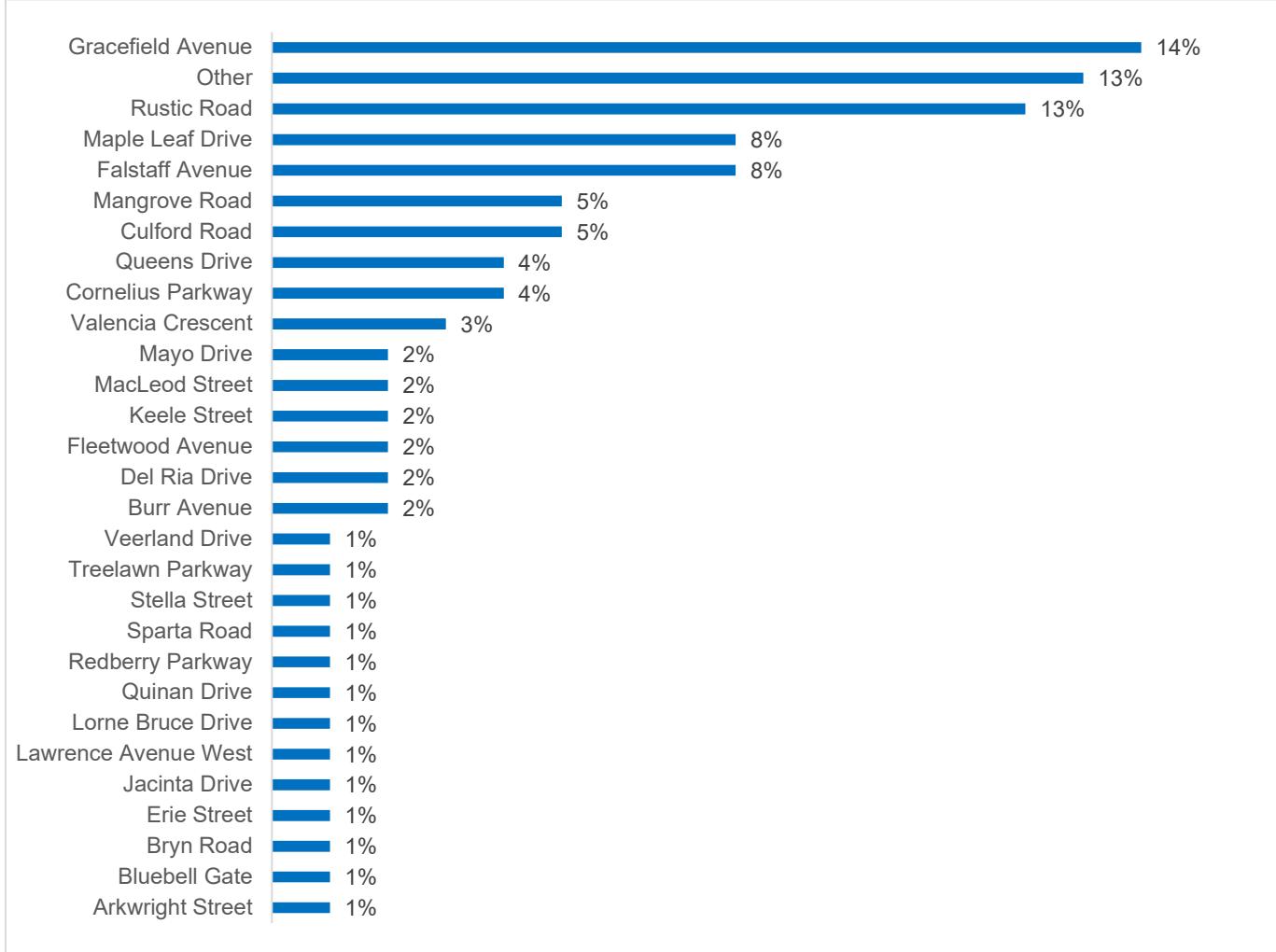
The majority of survey respondents live the project area, with 71% of respondents living in a place that they own and 13% living in place that they rent. There is a discrepancy in representation in this survey: renter households in the Rustic neighbourhood (east of Culford Road) represent 62% of households, and owner households represent 38%. In Maple Leaf neighbourhood (west of Culford Road), 45% are renter households and 55% are owner households. Other survey respondents include people who travel to or through the project area regularly (6%) and people who work in the project area (5%).

Typical Ways of Travelling In/Near the Project Area | n=80



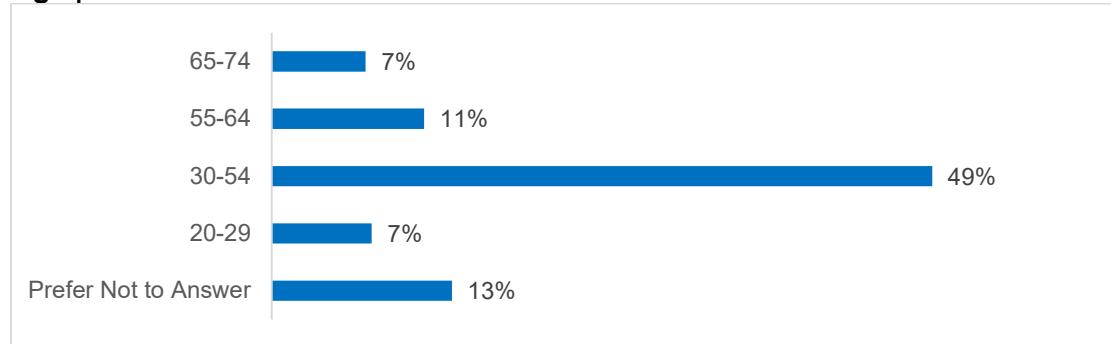
Most survey respondents drive in or near the project area (44%), followed by 32% of respondents who walk, 12% who take public transit and 10% who cycle.

Location of Property in the Project Area | n=80



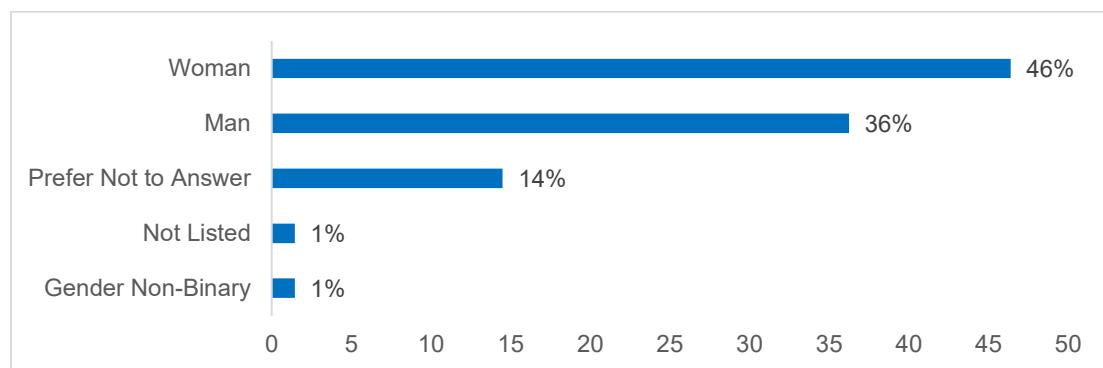
Most streets in the project area were represented in the responses. Other streets respondents named were Donofree Road, Rory Road, Beckett Avenue, Wyndale Avenue and North Park Drive.

Age | n=69



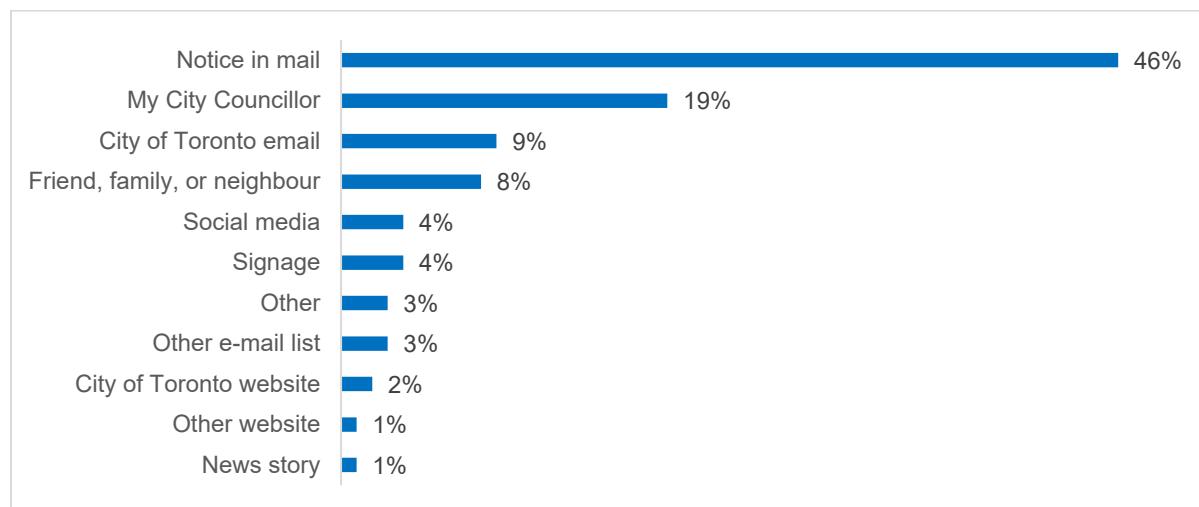
Most survey respondents are in the working age categories.

Gender | n=69



Slightly less than half of survey respondents identified as women (46%), followed by men (36%) and 14 % of respondents chose not to answer.

How did you hear about this project? | n=80



Most survey respondents heard about this consultation by the notice delivered to the project area, followed by the local City Councillor, City of Toronto email, and friend, family and neighbour.