



North Newtonbrook West Streets Plan

Phase 1 Public Consultation Report August 2026



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Consultation Summary

Public and interest group consultation for Phase 1 of the North Newtonbrook West Streets Plan took place from April 14 to July 16, 2026.

Consultation activities included an interest group meeting, public drop-in event, survey, guest presentation, site walk, pop-ups at local events and comment tracking. Nearly 30 people attended the in-person drop-in event, 216 survey responses were received from 76 contributors and 11 people provided comments by phone or email.

Communications to notify the public and interest groups about the project and opportunities to participate included a project web page, targeted emails to project interest groups, 9,652 notices distributed by Canada Post and 29 signs installed throughout the project area.

Overall, participants identified the following key priorities:

- **Safer streets around schools**, including better stop sign compliance, pedestrian crossings, traffic calming measures and safer conditions for children walking and cycling to school
- **Less cut-through traffic on key north-south and east-west neighbourhood routes**, particularly on streets such as Hilda Avenue, Cactus Avenue, Connaught Avenue, Patricia Avenue and Greenwin Village Road, and at key intersections during peak periods and school drop-off and pick-up times
- **Better pedestrian infrastructure**, including new sidewalks where gaps exist on streets such as Dewlane Drive, Hilda Avenue and Patricia Avenue, safer street crossings, improved pedestrian pathway connections and more accessible routes to parks, schools and bus stops
- **New bikeways and cycling connections**, particularly to Finch Station, Centerpoint Mall and the Finch Hydro Corridor Trail, schools and other local destinations, while reducing conflicts between all road users
- **Improvements to public transit, parking and pick-up and drop-off operations** including bus stop and layover locations on Greenwin Village Road and Hilda Avenue as well as school pick-up and drop-off activities that affect road safety, visibility and traffic flow, particularly at St. Paschal Baylon Catholic Elementary School

A second phase of consultation is planned for spring 2027 to gather feedback on proposed changes.

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

Project Overview

In consultation with the local community, the City of Toronto is developing a Neighbourhood Streets Plan for the northern portion of the Newtonbrook West neighbourhood that will address five main areas of concern:

1. Road safety for vulnerable road users (e.g. pedestrians, children, older adults and people cycling)
2. Motor vehicle speeding
3. Non-local traffic
4. Supporting transportation options (e.g. transit, walking and cycling)
5. Curbside activity (e.g. parking, bus stops and loading zones)

Overview of Notification 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/NorthNewtonbrookWestStreets (439 unique visits)
- Notice delivered through Canada Post (9,652 addresses in the project area)
- Email to project subscribers and interest groups, including residents' associations, community groups, organizations, institutions and elected officials (54 contacts)
- Signage installed throughout the project area (29 signs)



Consultation Activities

Comments on the project were received through the following activities:

Activity	Date	Participation
Guest presentation at local Councillor's Newtonbrook East & West Spaghetti Town Hall	April 14, 2026	50 attendees
Site walk with Green Communities Canada's School Travel Planning Team at St. Paschal Baylon Catholic Elementary School	May 26, 2026	4 attendees
Pop-up at local schools and community centres	May 28, 2026	10 attendees
Pop-up at local schools	June 3, 2026	10 attendees
Pop-up at St. Paschal Baylon Catholic Elementary School's Fun Fair	June 4, 2026	50 attendees
Public drop-in event	June 10, 2026	27 attendees
Interviews with local school staff	June 15, 2026	8 schools
Interest group meeting	June 17, 2026	1 attendee (46 invited)
Pop-up at Goulding BBQ, Artisan Market & Movie Night	June 27, 2026	50 attendees
Online survey	May 27 – June 30, 2026	216 responses received from 76 individuals
Email/phone	May 27 – July 16, 2026	14 comments received from 11 individuals

What We Heard

- **Road safety near schools is a major concern.** Participants identified speeding, stop sign compliance, limited crossing opportunities and conflicts between vehicles and pedestrians around schools as key issues. Requests for pedestrian crossings, crossing guards, all-way stops, speed humps and other road safety measures were frequently raised.
- **Cut-through traffic affects several neighbourhood streets.** Participants noted that both east-west and north-south streets, including Hilda Avenue, Cactus Avenue, Connaught Avenue, Patricia Avenue and Greenwin Village Road, are being used as alternatives to major roads, contributing to traffic delays, difficulty exiting driveways and delays at key intersections, particularly during peak periods and school drop-off/pick-up times.
- **Pedestrian infrastructure and connectivity need improvement.** Participants identified gaps in the sidewalk network on streets such as Dewlane Drive, Hilda Avenue

and Patricia Avenue, as well as challenges in crossing busy streets and opportunities to improve connections between schools, parks, transit stops, pedestrian pathways and local destinations.

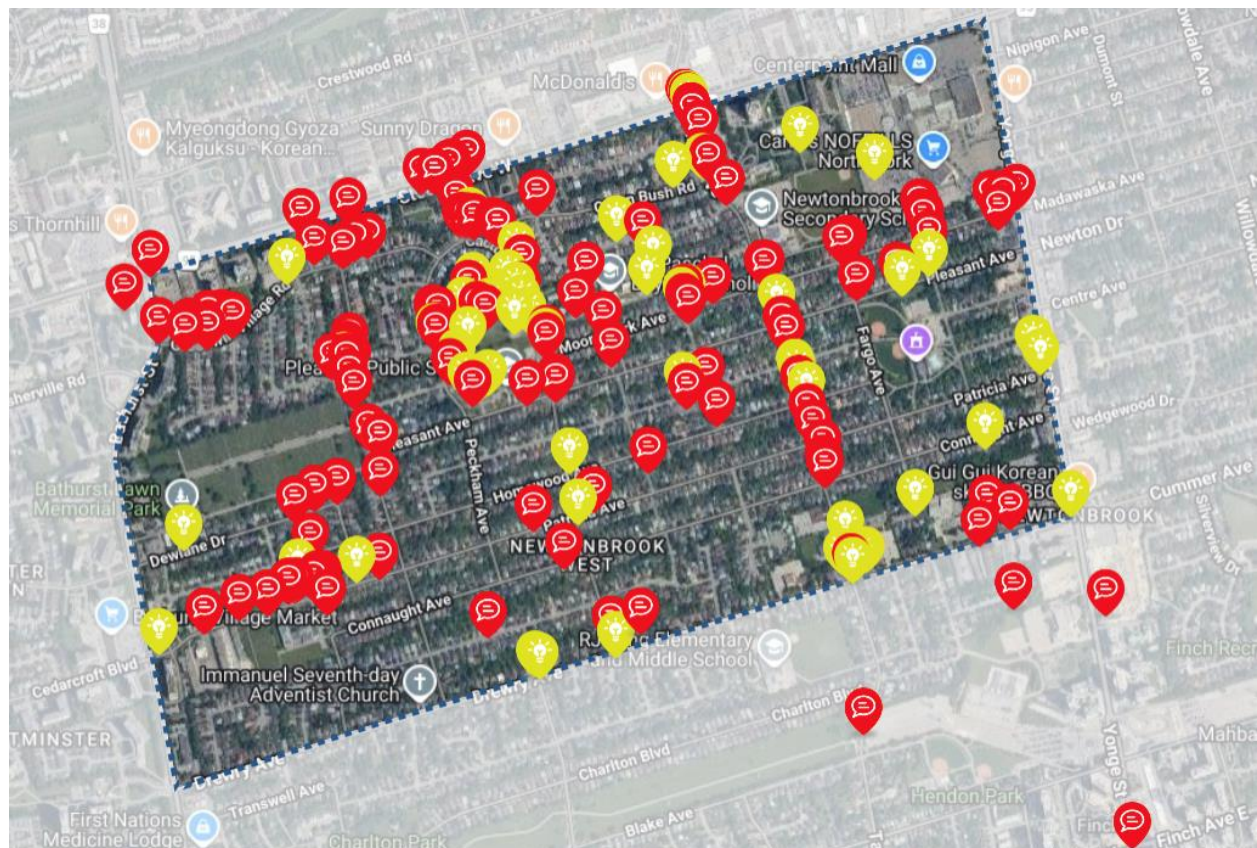
- **More bikeways and safer facilities were requested.** Participants expressed interest in expanding the cycling network, including improved connections to schools, Finch Station, Centerpoint Mall and the Finch Hydro Corridor Trail. Concerns were also raised about people cycling and using e-scooters, which are currently not legal to operate on any public property in Toronto, on sidewalks where bikeways are unavailable.
- **Transit operations and curbside activities affect traffic flow at some locations.** Feedback highlighted concerns about TTC bus stop locations with long periods of idling on Greenwin Village Road and Hilda Avenue. Participants also identified that on-street pick-up and drop-off activities contribute to traffic delays, unsafe manoeuvres and increased traffic volumes near some schools, particularly at St. Paschal Baylon Catholic Elementary School.

Survey

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

Participation in the survey was anonymous, and optional demographic questions were included (see [Appendix A](#) for survey participant profile).

Responses received to each question are presented in this section.



Road Safety

Location	Comment Summary
Cactus Avenue/ Moore Park Avenue & Green Bush Road intersections	• People driving do not always stop for pedestrians crossing the road • Convert to all-way stop
Donnalyn Drive/ Chelmsford Avenue intersection	• People driving do not always stop at stop signs • Speeding creates safety concerns for children walking to school • Add warning signage and increase enforcement
Hilda Avenue/ Moore Park Avenue & Patricia Avenue intersections	• People driving do not always stop at the intersection • Pedestrian safety concerns • Increase enforcement
Steeles Avenue West/ Village Gate intersection	• Restricted movements are not always followed during prohibited hours
Project area	• E-scooter and e-bike use on sidewalks creates safety concerns • People driving do not always stop at stop signs

Speed

Location	Comment Summary
Cactus Avenue, Connaught Avenue, Chelmsford Avenue, Greenwin Village Road, Goulding Avenue, Moore Park Avenue, Patricia Avenue	• Speeding and/or requests to install speed humps
Connaught Avenue	• Make speed limit consistent along the street
Goulding Avenue	• Support for automated speed enforcement
Homewood Avenue/ Lissom Park area	• Speeding around the curve creates safety concerns
Steeles Avenue West	• Excessive speeding and vehicle noise

Volume

Location	Comment Summary
Cactus Avenue (south of Steeles Avenue West)	• Heavy cut-through traffic during peak periods • Difficulty accessing driveways • Heavy trucks use the corridor
Drewry Avenue/ Hilda Avenue intersection	• Long queues for left-turning vehicles on Hilda Avenue • Review signal timing and turning operations

Location	Comment Summary
Drewry Avenue/ Yonge Street intersection	• Left-turn timing is insufficient • Review advanced left-turn signal opportunities
Greenwin Village Road	• TTC buses parked on the roadway contribute to traffic delays and visibility issues
Connaught Avenue/ Hilda Avenue area	• Heavy traffic volumes during peak periods
Moore Park Avenue	• Non-local traffic uses street as a through route during peak periods
Moore Park Avenue/ Yonge Street intersection	• Vehicles block the intersection during peak periods
Steeles Avenue West/ Bathurst Street intersection	• High traffic volume and delays • Increase turning lane capacity
Steeles Avenue West/ Hilda Avenue intersection	• Heavy northbound traffic and long delays • Review signal timing and turning lane opportunities

Cycling

Location	Comment Summary
Cactus Avenue, Centerpoint Mall area, Connaught Avenue/Hilda Avenue area, Drewry Avenue/Grantbrook Street area, Drewry Avenue/Hilda Avenue area, Hilda Avenue	• Install bikeways to expand cycling network and improve connections to key destinations, including Centerpoint Mall, the Finch Hydro Corridor Trail and Finch Station
Project area	• Expand cycling network and Bike Share service

Pedestrians

Location	Comment Summary
Dewlane Drive, Hilda Avenue, Patricia Avenue	• Install missing sidewalk segments to improve accessibility to key destinations, including schools and Finch Station
Fisherville Senior Public School/Lissom Park, Greenwin Village Road (between Village Gate and Bison Drive), Moore Park Avenue/Cactus Avenue intersection, Moore Park Avenue/ Crossen Drive intersection, Patricia Avenue, Pleasant Avenue/Cactus Avenue intersection, Pleasant Avenue/Lariviere Road intersection	• Install pedestrian crossings
Moore Park Avenue/ Crossen Drive intersection	• Install a school crossing guard
Pleasant Avenue/ Cactus Avenue intersection	• Convert to an all-way stop
Steeles Avenue West/ Yonge Street area	• Plan for pedestrian and cycling access to the future Steeles Station
Project area	• Install sidewalks on streets without pedestrian facilities • Improve pedestrian pathway connections and trail access

Public Transit

Location	Comment Summary
Drewry Avenue/ Yonge Street intersection	• Bus stop location contributes to traffic delays
Greenwin Village Road, Steeles Avenue West/ Hilda Avenue intersection	• Bus layovers and idling affect traffic operations and visibility
Moore Park Avenue	• 97 Yonge bus should be rerouted off this street
Steeles Avenue West/ Cactus Avenue intersection	• Concerns were raised about future transit capacity and access

Parking

Location	Comment Summary
Crossen Drive (near Moore Park Avenue)	• School-related parking affects visibility and roadway operations
Donnalyn Drive/ Chelmsford Avenue area	• Vehicles park on both sides of the street • Increase parking enforcement
Greenwin Village Road (between Village Gate and Peckham Avenue)	• On-street parking reduces available road space and contributes to traffic delays
Pleasant Public School area	• Pick-up and drop-off activity affects traffic operations
St. Paschal Court	• School pick-up and drop-off activity creates traffic and driveway access issues

Other

Location	Comment Summary
Hilda Avenue	• Poor pavement condition and potholes
Pedestrian pathways	• Poor maintenance, lighting, drainage, litter and pavement conditions
School & park areas	• Litter, garbage and property maintenance concerns
Steeles Avenue West/ Cactus Avenue intersection	• Poor road pavement and sidewalk surface conditions
Project area	• Snow clearing and winter maintenance concerns • Requests for additional benches, streetscape improvements and public amenities

Public Drop-in Event

At the June 10, 2026, 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:

Road Safety

Location	Comment Summary
Centerpoint Mall (at Otonabee Avenue/ Yonge Street)	• Remove the no left-turn restriction and add no straight-through sign for vehicles exiting the mall
Drewry Avenue/ Cactus Avenue intersection	• Poor visibility for vehicles turning from Cactus Avenue

Location	Comment Summary
Fontainebleau Drive, Hilda Avenue	• People riding e-scooter and e-bikes use the sidewalks and create safety concerns for pedestrians
Moore Park Avenue/ Cactus Avenue & Pleasant Avenue/ Cactus Avenue intersections	• Convert to all-way stop
Patricia Avenue/ Cactus Avenue intersection	• Location of a recent two-vehicle collision, where one of the vehicles subsequently struck a nearby garage of a nearby home
Project area	• People using e-scooters, e-bikes and skateboards on sidewalks, pedestrian pathways and in parks create safety concerns for pedestrians • Increase traffic enforcement and/or add traffic agents • People driving do not always stop at stop signs

Speed

Location	Comment Summary
Cactus Avenue, Chelmsford Avenue, Connaught Avenue, Greenwin Village Road, Patricia Avenue	• Install speed humps/speed cushions and reduce speed limit to 30 km/h • Consider alternative traffic calming measures to speed humps, such as stop signs, chicanes or curb extensions
Drewry Avenue	• Feels too wide for its posted speed limit
Green Bush Road/ Tanjoe Crescent intersection	• Install additional measures to slow traffic
Steeles Avenue West	• Excessive vehicle speeds and noise during nighttime hours
Project area	• Increase the speed limit from 30 km/h to 40 km/h and reduce frequent speed limit changes • Speed humps should be yellow

Volume

Location	Comment Summary
Cactus Avenue/ Peckham intersection	• Difficulties exiting driveways during peak hours
Drewry Avenue/ Grantbrook Street intersection	• Add a left-turn lane
Drewry Avenue/Hilda Avenue intersection	• Review signal timing • Restrict left turns during peak periods

Location	Comment Summary
Drewry Avenue/ Yonge Street intersection	• Not enough time for left-turn movements
Green Bush Road/ Cactus Avenue intersection	• Traffic delays near the bus stop
Hilda Avenue, Cactus Avenue	• Heavy traffic during peak periods
Hilda Avenue/ Crossen Drive intersection	• Close the road to through traffic
Steeles Avenue West/ Cactus Avenue area	• Concerns about increase in traffic from future development
Steeles Avenue West/ Yonge Street intersection	• Delays for TTC buses turning left onto Steeles Avenue West
Project area	• Minimize traffic impacts associated with future development

Cycling

Location	Comment Summary
Centerpoint Mall area	• Improve cycling access to the mall
Hilda Avenue	• Install bikeways to improve cycling connections, including access to nearby schools and Finch Station
Project area	• Expand cycling network • Many students travel by cycling and walking to school

Pedestrians

Location	Comment Summary
Drewry Avenue, Greenwin Village Road, Patricia Avenue	• Install pedestrian crossings at various locations along the streets
Fisherville Senior Public School, Pleasant Public School, École secondaire catholique Monseigneur-De-Charbonnel areas	• Install pedestrian crossings to improve safety and access to the schools
Hilda Avenue	• Missing sidewalk sections
Moore Park Avenue/ Crossen Drive intersection	• Add a school crossing guard
Patricia Avenue	• Few opportunities to cross the street safely • Install pedestrian crossings at key locations

Location	Comment Summary
Pleasant Public School	• Install path from school parking lot to Moore Park
Project area	• Improve access to pedestrian pathway connections by adding wayfinding, missing sidewalks and curb cuts • Missing sidewalks in parts of the neighbourhood • School travel safety is a priority

Public Transit

Location	Comment Summary
Drewry Avenue/ Cactus Avenue intersection, Greenwin Village Road	• Add pedestrian crossings for safer access to bus stops
Drewry Avenue/ Yonge Street intersection	• Move TTC stops farther from the intersection to reduce traffic delays
Greenwin Village Road	• TTC buses idle for extended periods
Moore Park Avenue/ Hilda Avenue intersection	• TTC buses have difficulty making the turn and mount the curb
Steeles Avenue West/ Hilda Avenue intersection	• Install a curb extension for the bus stop • TTC buses idle for extended periods

Parking

Location	Comment Summary
Chelmsford Avenue	• Garbage accumulates near the fence
Pleasant Public School area	• Pick-up and drop-off activity creates traffic issues
Project area	• Allow overnight permit parking, especially during winter months

Other

Location	Comment Summary
Chelmsford Avenue, pedestrian connection between Newtonbrook Secondary School and Centerpoint Mall	• Garbage, litter and broken glass create safety and accessibility concerns
Hilda Avenue, Cactus Avenue (Steeles Avenue West to Peckham Avenue/Cactus Avenue intersection)	• Poor road condition

Location	Comment Summary
Project area	• Snow clearing and snow storage issues on many streets • Questions about boulevard ownership and maintenance responsibilities • Questions about sidewalk and boulevard design on local streets • Questions about the purpose of the Neighbourhood Streets Plan in the area

Interest Group Feedback

The comments received through meetings with community interest groups and a school survey are summarized below:

Road Safety

Location	Comment Summary
Patricia Avenue/ Bathurst Street intersection	• Near misses from eastbound vehicles turning left from Cedarcroft Boulevard onto Bathurst Street and vehicles travelling westbound through the Patricia Avenue/Yonge Street intersection

Speed

Location	Comment Summary
Drewry Avenue/ Hilda Avenue intersection	• Add more school safety zone and speed limit signage near schools
Moore Park Avenue	• Install speed humps or speed cushions
Patricia Avenue (in front of Fisherville Senior Public School)	• Additional safety measures, including traffic calming and improved pedestrian crossings, are needed beyond existing school zone signage

Volume

Location	Comment Summary
Hilda Avenue (between Connaught Avenue and Drewry Avenue)	• Concerns that any potential actions will impact or increase existing traffic volumes during peak hours
Patricia Avenue/ Bathurst Street intersection	• Add a westbound right-turn lane on Patricia Avenue

Pedestrians

Location	Comment Summary
Hilda Avenue (between Green Bush Road and Crossen Drive)	• Install another east-west pedestrian crossing
Lissom Park	• Install a pedestrian crossing between the schools and the park
Moore Park Avenue/ Crossen Drive & St. Paschal Court intersections	• Install all-way stops and/or pedestrian crossings
Moore Park Avenue/ St. Paschal Court intersection	• Provide an update on the school crossing guard application
Patricia Avenue/ Lariviere Road intersection	• Wheelchair got caught once near this intersection

Public Transit

Location	Comment Summary
Drewry Avenue	• Improve service frequency on the 125 Drewry bus route

Parking

Location	Comment Summary
Moore Park Avenue/ St. Paschal Court & Moore Park Avenue/ Crossen Drive intersections	• Relocate on-street permit parking away from intersections
Patricia Avenue (in front of North West Secondary Alternative School)	• Add a designated pick-up and drop-off area in front of school
St. Paschal Court	• Replace the school loading zone sign with a no stopping sign near the school driveway • Install a no U-turn sign

Other

Location	Comment Summary
Project area	• Educational material needed to improve student awareness of e-scooter rules and safe riding practices, including wearing helmets • Students are requesting school staff to store/charge their e-scooters, but there is not enough indoor storage space available • Some schools have large bus catchment areas, extending from apartments on Yonge Street or west of Bathurst Street to areas as far away as Finch Avenue West/Jane Street intersection

Additional Feedback

The comments received through phone, email and pop-ups are summarized by theme below:

Road Safety

Location	Comment Summary
Patricia Avenue/ Hilda Avenue intersection	• Stop signs are often ignored by people driving
Pleasant Avenue/ Cactus Avenue intersection	• Install north-south stop signs
Moore Park Avenue/ Yonge Street intersection	• Install pavement markings and signage on the eastbound approach to reduce conflicts where two lanes merge into one east of Yonge Street
Project area	• School crossing guards are not an effective use of City resources • Increase stop sign enforcement

Speed

Location	Comment Summary
Drewry Avenue	• Install speed humps near schools
Project area	• Mixed opinions regarding the installation of speed humps • Increase on-street parking to help lower speeds • 30 km/h speed limit is too low • Too many speed limit changes within a short distance (i.e. from 40 km/h to 30 km/h and back) • The City should continue advocating to the Province for the ability to use automated speed enforcement

Volume

Location	Comment Summary
Goulding Community Recreation Centre	• High traffic volumes on nearby streets due to activity at the community centre and park
Drewry Avenue/ Hilda Avenue intersection	• Long southbound left-turn queues on Hilda Avenue • Review and update signal timing
Hilda Avenue (between Steeles Avenue West and Crossen Drive)	• Long northbound queues during peak periods and Saturdays, making it difficult to exit adjacent streets such as Green Bush Road
Project area	• Implement measures to discourage non-local traffic while maintaining access for emergency vehicles and public transit

Cycling

Location	Comment Summary
Steeles Avenue West, Yonge Street	• Install bikeways
Project area	• Install more bikeways and wayfinding to help people navigate cycling routes • Children are currently cycling on sidewalks

Pedestrians

Location	Comment Summary
Drewry Avenue/ Fairchild Avenue intersection	• Install a pedestrian crossing
Moore Park Avenue/ Cactus Avenue intersection	• Pedestrian crossover button not working
Moore Park Avenue, Pleasant Avenue	• Install stop signs and pedestrian crossings
Steeles Avenue West (between Centerpoint Mall and Yorkville North Plaza)	• Investigate whether the north-south curb cuts meet accessibility standards
Steeles Avenue West; Yonge Street	• Needs wider sidewalks
Project area	• Install signage identifying pedestrian pathways throughout the neighbourhood

Public Transit

Location	Comment Summary
Greenwin Village Road	• Change TTC routing to reduce bus traffic and idling on the street
Steeles Avenue West, Yonge Street	• Install priority bus lanes

Parking

Location	Comment Summary
Steeles Avenue West, Yonge Street	• Remove on-street parking
Project area	• Implement overnight, residential permit parking in North York

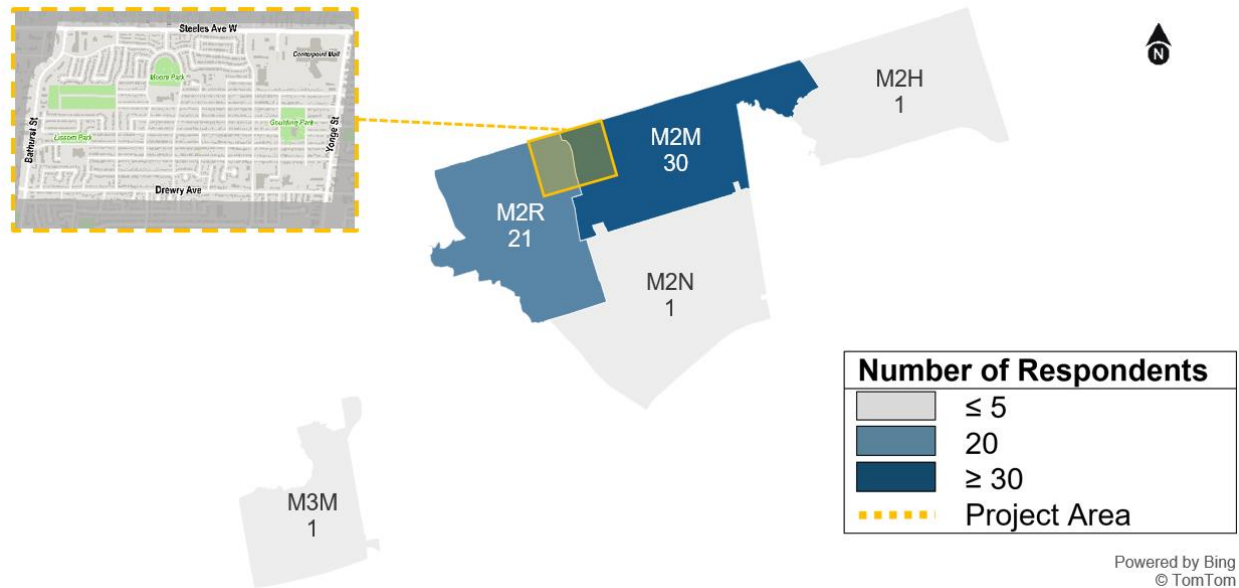
Other

Location	Comment Summary
Beecroft Road	• Opposition to a potential extension of Beecroft Road north of Drewry Avenue
Steeles Avenue West (in front of Centerpoint Mall)	• Regrade the mall entrance/exit
Bathurst Street, Hilda Avenue, Steeles Avenue West, Yonge Street	• Install street furniture, such as benches and garbage bins
Project area	• Flexible bollards are visually unappealing

Appendices

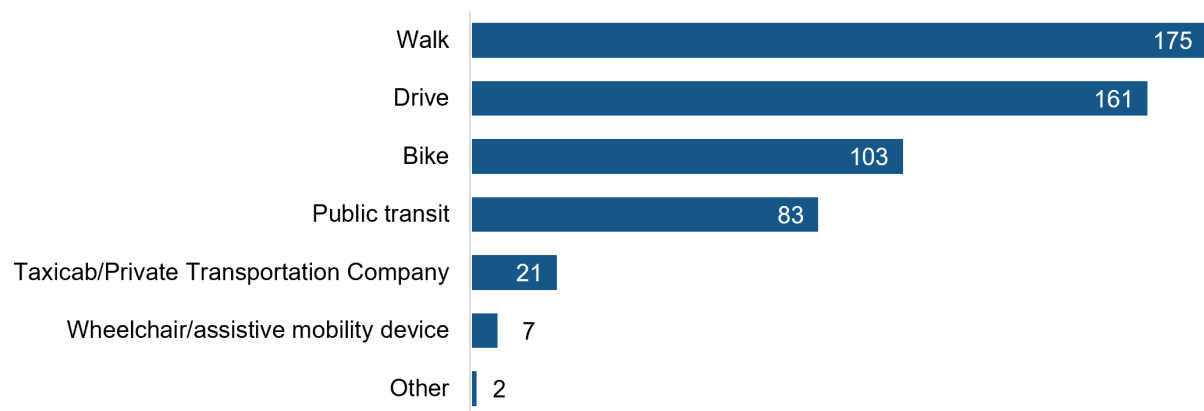
Appendix A: Online Survey Participant Demographics

Postal Code | n=54



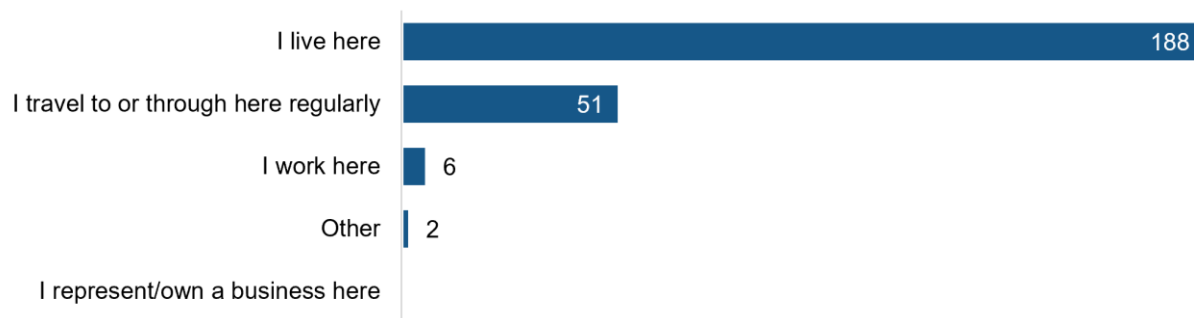
Most survey respondents who provided postal code information lived in the project area, indicating that feedback was largely received from people with a local connection to the neighbourhood.

Typical Ways of Travelling Within the Project Area | n=196



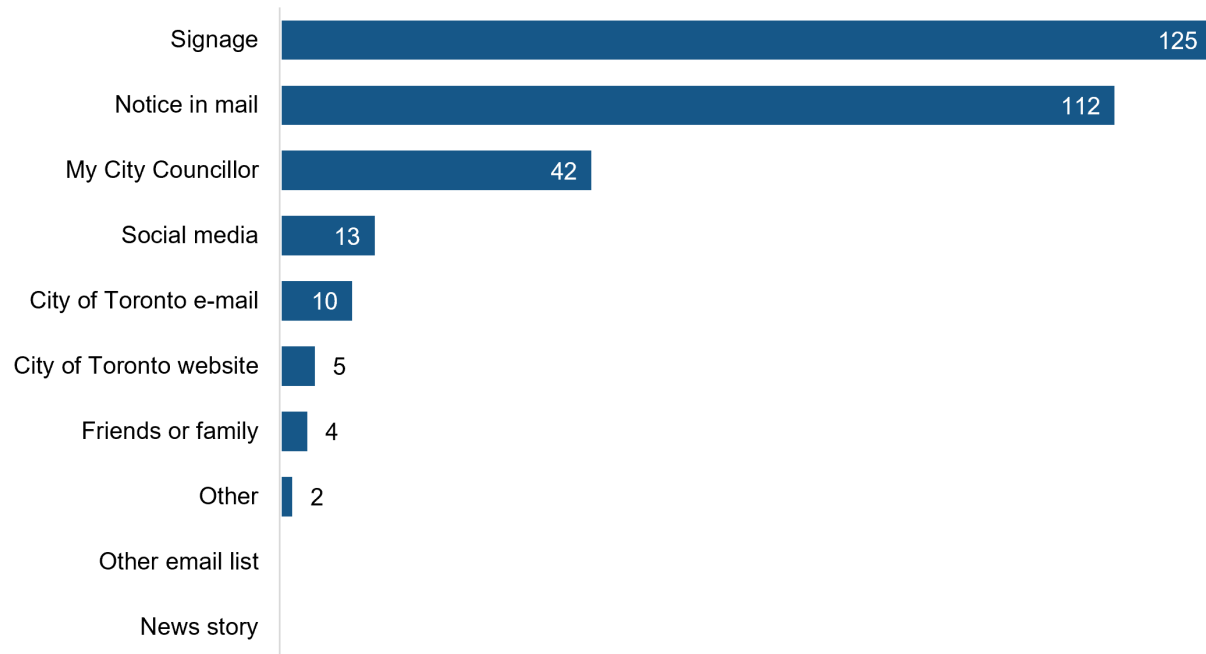
Survey respondents use a variety of travel modes within the project area. Walking and driving were the most common modes of travel, followed by cycling and public transit. Compared to journey-to-work Census data for Newtonbrook West, walking, cycling and transit use were reported at higher rates among survey respondents.

Relationship to the Project Area | n=199



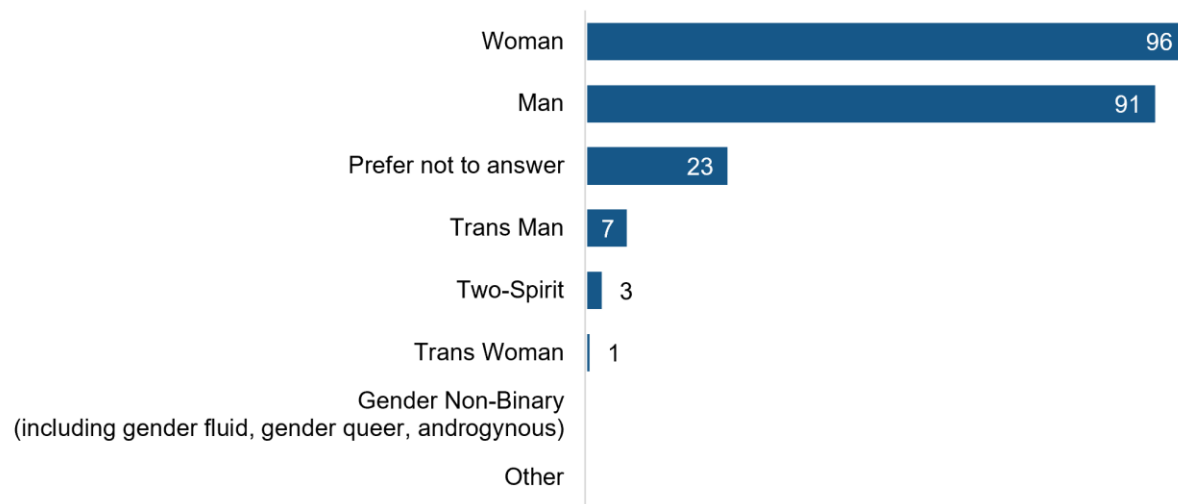
Most survey respondents live in the project area, with about one-quarter also travelling to or through the neighbourhood regularly. Few respondents indicated that they work, represent or own a business in the area or have another relationship to the project area.

Project Notification | n=197



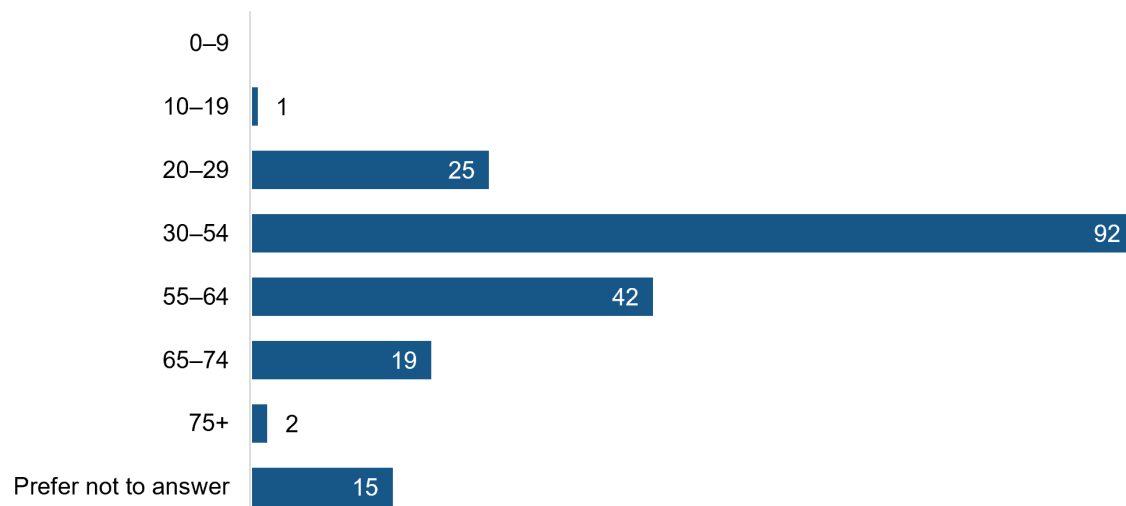
Most survey respondents learned about the project through neighbourhood signage and mailed notices. Other common sources included their City Councillor, social media and City of Toronto email communications.

Gender | n=192



Survey respondents were evenly split between women and men. This is generally consistent with the gender distribution of the overall Newtonbrook West population.

Age | n=196



Survey respondents were primarily adults aged 30 to 64 years old. Compared to the overall Newtonbrook West population, survey participants tended to be older.