



Mount Olive Streets Plan

Public Consultation Report
August 2026

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Consultation Summary

Public and interest group consultation for Mount Olive Streets Plan took place from May 26 to June 30, 2026.

Consultation activities included interest group meetings, one-on-one conversations with schools, community serving organizations, Pop-up events and a public drop-in event. The project team interacted with approximately 100 people at in-person events, and 75 comments were received through the mapping activity. Five people provided comments via phone and email.

Communications to notify the public and interest groups about the project included a project webpage, targeted emails to over 30 community interest groups, 11,062 flyers (in English, Punjabi and Gujarati) distributed by Canada Post throughout the project area along with staff participation in community group meetings and door-to-door outreach to schools, community serving organizations and businesses. On-street signage with project information was installed in the neighbourhood and project notices and postcards were made available at three local community centres.

Top priorities and issues raised by participants through the Phase 1 consultation were:

- Traffic safety issues were frequently identified on Mount Olive Drive, Silverstone Drive, Lexington Avenue, and at the intersection of Gihon Spring Drive and Mount Olive Drive.
- Speeding concerns were raised on Mount Olive Drive, Silverstone Drive, Lexington Avenue, and several residential streets throughout the neighbourhood
- School-area traffic and parking issues were commonly reported near schools on Mount Olive Drive, Dorward Drive, and Overskate Court
- Safer walking and cycling connections were requested along Martin Grove Road, Kipling Avenue, Finch Avenue, Silverstone Drive, and the Humber River

A second phase of consultation is planned for winter of 2027 to receive feedback on changes that will be proposed to address issues identified during Phase 1.

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

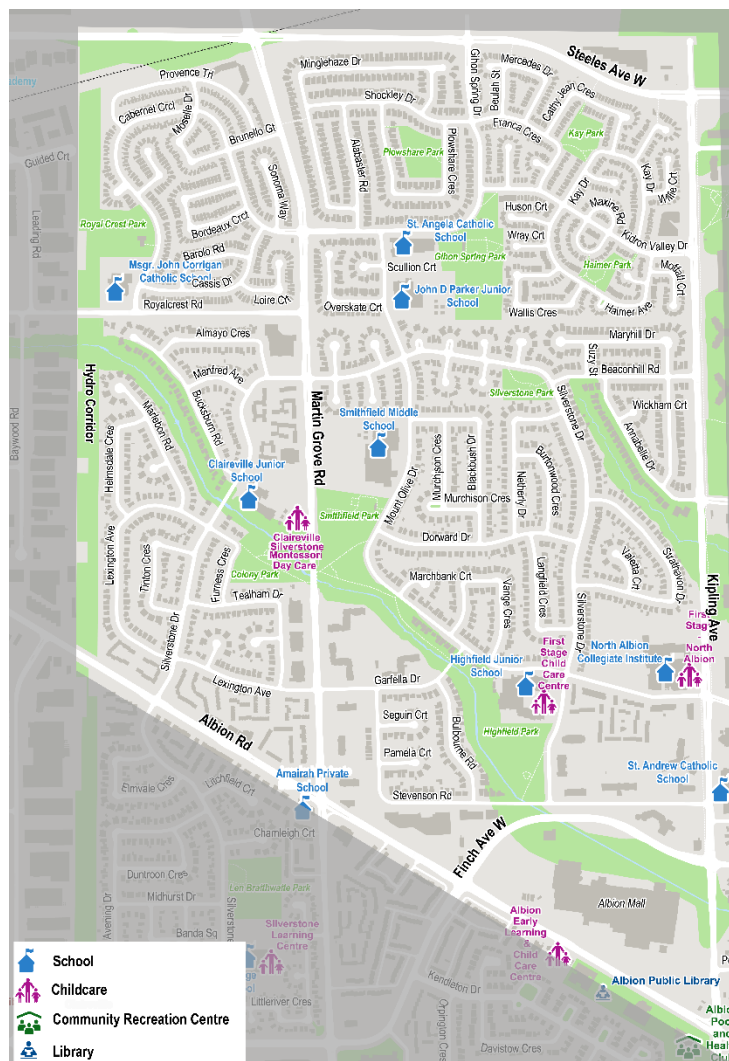
Project Overview

In consultation with the local community, the City is developing a Neighbourhood Streets Plan for the Mount Olive neighbourhood. The Streets Plan will recommend changes to traffic operations and road design to support safety and mobility for everyone using the streets.

The Mount Olive Streets Plan will investigate five main areas of improvement:

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

The project area is located between Steeles Avenue West to the north, Kipling Avenue to the east, Albion Road to the south and the Etobicoke Hydro Corridor to the west. The City invites residents to learn more about the project and participate in identifying issues, opportunities, and ideas for the neighbourhood.



Project area map

Overview of Communications and Consultation Activities



Photos of participants providing feedback at various consultation events

Communication Activities

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

- Project web page toronto.ca/MountOliveStreets (145 unique visits)
- Translated notices delivered via Canada Post (11,062 addresses in the project area in English, Punjabi and Gujarati)
- Email to interest groups including residents' associations, community groups, organizations, institutions and elected officials (31 contacts)
- On-street signage posted in the neighbourhood

Consultation Activities

Comments on the project was received through the following activities:

Activity	Date	Participation
Site Observations with Schools	March 13, 2026	7 schools
Social Pinpoint Mapping Activity	June 1 – 30, 2026	75 responses
Email	June 1 – June 30, 2026	Email comments received from 5 individuals
Pop-Ups at School Events	June 8, 10, 12, 2026	100 interactions, 31 comments received
Interest Group Meeting	June 9, 2026	3 attendees (31 invited)
Drop-In Public Event	June 11, 2026	9 attendees

What We Heard

Top priorities and issues raised by participants through the Phase 1 consultation were:

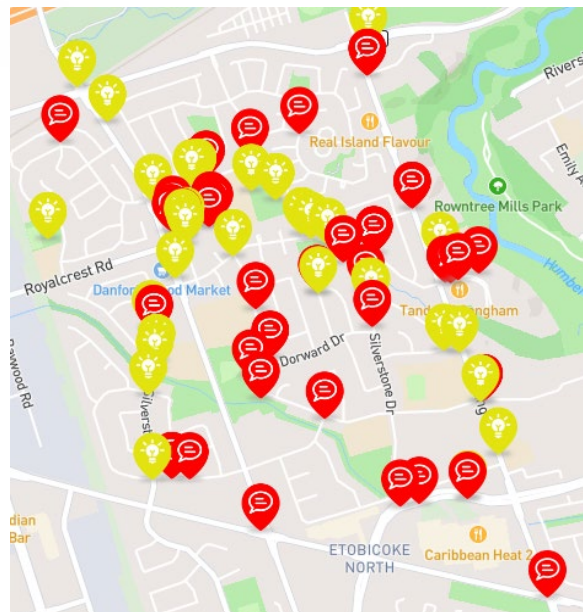
- Speeding and traffic safety were frequently identified as concerns particularly on Mount Olive Drive, Silverstone Drive, other residential streets, and near schools. Residents reported aggressive driving, speeding, near misses, and drivers failing to stop at stop signs or yield to pedestrians. Suggested improvements included traffic calming measures such as speed humps, all-way stop controls, traffic signals, intersection upgrades, curb extensions, and new pedestrian crossovers to improve safety and school access. Increased traffic enforcement was also requested at locations where speeding, failure-to-yield behaviour, and other unsafe driving practices were commonly observed
- Significant traffic during school pick-up and drop-off periods, illegal and double parking, blocked driveways, conflicts between vehicles and pedestrians, and concerns about maintaining safe and accessible access to schools for students with disabilities and those that arrive by bus. Many suggestions focused on parking management, enforcement, and revised pick-up/drop-off operations and safer routes for students to walk and bike to school
- Parking management and enforcement emerged as a recurring concern about commuter parking on residential streets, vehicles parked too close to intersections, and long-term on-street parking that creates visibility and safety issues
- Accessibility concerns, including requests for improved pedestrian crosswalks, sidewalk repairs, and enhanced accessibility for seniors and people using mobility devices
- Participants identified a need for a more connected and continuous cycling network throughout the neighbourhood including opportunities to improve connections along Martin Grove Road, Kipling Avenue, Finch Avenue, Silverstone Drive, and the Humber River Trail

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 saw opportunities for transportation changes.

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

Comments received through the interactive map and survey are presented in this section.



Feedback markers on the online interactive map

Road Safety

Location	Comment Summary
Mount Olive Drive – John D. Parker Junior Public School	- Significant safety concerns during school drop-off and pick-up periods - Children cross unpredictably between parked vehicles - Emergency vehicle access may be impeded by congestion and illegal parking - Requested enforcement, traffic management, and safer school access
Intersection of Gihon Spring Drive and Mount Olive Drive	- Lacks painted crosswalks for north-south crossing - Vehicles fail to stop and there have been numerous near misses - Large volumes of students crossing create safety concerns
Silverstone Drive	- Concerns about drivers failing to yield at stop signs
Lexington Avenue	- Requests for curb extensions and traffic calming measures to improve safety

Speed

Location	Comment Summary
Mount Olive Drive, Lexington Avenue, Annabelle Drive, Wickham Court, Netherly Drive, Beaconhill Road, Alabaster Road, Shockley Road, Gihon Spring Drive	- Speeding identified as a neighbourhood concern - Requests for speed humps, stop controls, traffic calming and enforcement - Drivers observed travelling above posted speed limits - Speeding makes the streets feel unsafe

Volume

Location	Comment Summary
Mount Olive Drive	- Traffic associated with school pick-up and drop-off peak times - Residents experience delays entering and exiting driveways - Introduce one-way operations and improved circulation
Dorward Drive – Smithfield Middle School	- School-related traffic volumes create manoeuvring difficulties and safety concerns
Panorama Court – Rexdale Community Hub	- Lots of cars entering and exiting the community hub and the adjacent plaza come in conflict with each other, crossing pedestrians and students
Finch Avenue West – Toronto Police Division 23	- The Finch LRT has affected direct access for police responding to calls at the mall, resulting in less direct travel compared to conditions prior to the LRT

Cycling

Location	Comment Summary
Martin Grove Road	- Continuous cycling facilities can connect to Vaughan and Finch hydro corridors - Existing cycling facilities end abruptly and force cyclists onto sidewalks

Location	Comment Summary
Kipling Avenue	- Requests for continuous north-south bike lanes - Existing facilities described as disconnected and in poor condition
Finch Avenue West	- Concerns regarding unfinished bike lanes, debris, and construction impacts
Humber River Trail	- Requests for a multi-use path connecting existing cycling routes
Silverstone Drive	- Requests for new bike lanes connecting schools, commercial areas, and transit routes
Rowntree Road	- Improve winter maintenance to support year-round cycling

Pedestrians

Location	Comment Summary
Kipling Avenue	- Create new pedestrian crossings from residential neighbourhoods to major streets for improved access to transit - Pedestrian crossing time is too short to cross comfortably
Intersection of Gihon Spring Drive and Mount Olive Drive	- Lack of pedestrian crossing infrastructure - Add a pedestrian crossover and safer crossing conditions
Wallis Crescent	- Create an all-weather walking path to school connecting Wallis Crescent to John D Parker Jr and St. Angela Catholic School
Rowntree Road	- Cracked sidewalks make it hard for pedestrians to walk

Public Transit

Location	Comment Summary
Neighbourhood wide	- Requests for direct transit service to Mount Dennis Station
Finch West LRT	- Negative impacts from ongoing construction

Parking

Location	Comment Summary
Overskate Court	- Extensive concerns regarding school-related parking impacts - Vehicles blocking driveways and restricting traffic flow - Requests for resident-only parking controls and increased enforcement.
Mount Olive Drive	- Illegal parking during school pick-up and drop-off times - Calls for parking restrictions and more enforcement during school hours
Panorama Court	- Double-sided parking affects vehicle movements
Sheila Court	- Double-side parking creates operational and winter maintenance challenges
Lexington Avenue	- Double-sided parking and parked vehicles near intersections reduce visibility and road safety
Silverstone Drive	- Concerns regarding commuter parking and parked vehicles contributing to conflicts and collisions
Dorward Drive	- School-related parking activity creates safety concerns

Other

Location	Comment Summary
Gihon Spring Park	- Requests for washrooms, drinking fountains, and park amenities
Cabernet Circle Park	- Requests for park improvements and modernization - Concerns regarding loitering, littering, and after-hours activity
Martin Grove Road	- Requests for enhanced landscape maintenance and vegetation trimming
Netherly Drive	- Streetlight outage reported as a safety concern.
Overskate Court	- Requests for improved winter maintenance and snow clearing

Public Drop-in Event

At the June 11, 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
Overskate Court and Martin Grove Road	- North-west corner of Overskate Court there is a pedestrian path connecting Martin Grove Road that needs asphalt repair work
Mount Olive Drive	- Pick-up and drop-off times feel dangerous for kids due to illegal parking, too many cars - Schools need improved kiss n' rides and have staff to facilitate drop off and pick up
Silverstone Drive	- There have been multiple collisions on Silverstone Drive
General	- Drivers frequently fail to stop at stop signs - Electric scooters on sidewalk are a safety risk - There are too many loud cars - Interest in improvements that make neighbourhood short cuts unattractive

Volume

Location	Comment Summary
Mount Olive Drive and Gihon Spring	- Lots of traffic around St. Angela school, people double park on local streets - Parents in cars block bus drop off area often
Mount Olive Drive	- The school should introduce kiss n ride and have staff to facilitate drop off and pick up
General	- Support traffic management - Not supportive of one-way conversion - Redirect vehicle volumes toward the arterial road network

Speed

Location	Comment Summary
Mount Olive Drive	- Speeding on Mount Olive Drive and Gihon Spring - Police enforcement is occasionally present at Mount Olive and Silverstone; however, drivers tend to speed in other parts of the neighbourhood where enforcement is less visible

Location	Comment Summary
Kipling Avenue	- Need speed humps
Silverstone Drive	- Speeding cars use Silverstone Drive to cut through from Kipling Avenue to Martine Grove Road
General	- Cars travel 40-50 km/h hour in the neighbourhood; speed management is needed

Interest Group Feedback

The comments received through the virtual meeting with community interest groups are summarized below:

Theme	Comment Summary
Road Safety	- Road safety improvements are needed to improve pick-up and drop-off conditions for parents and students at all schools in the neighbourhood - The kiss n' ride loop can be blocked by a few cars, impacting traffic conditions on the road

Pop-Up Event Feedback

Participant feedback received at pop-up events are summarized in the table below.

A children's activity was available at the pop-up events that received 31 comments summarized in the table below.



Photos of children's activities at pop-up events

Theme	Comment Summary
Road safety	- Road safety improvements are needed to improve pick-up and drop-off conditions for parents and students
Transportation	- There has been a reduction in the number of school buses that pick up in the morning at nearby apartment clusters - Interest in increasing the bus pick up service - There is lots of car traffic, interest in less traffic and less emissions on residential streets
Pedestrians	- Requests for more designated pedestrian crossovers at commonly used student crossing locations to enhance safety - It feels dangerous as a pedestrian near Albion Mall
Volume	- During nicer weather students walk, during cold weather parents largely drive. The seasonal impacts to traffic are noticeable - Concerns that too many parents rely on vehicles to drop off elementary school aged children

Additional Feedback

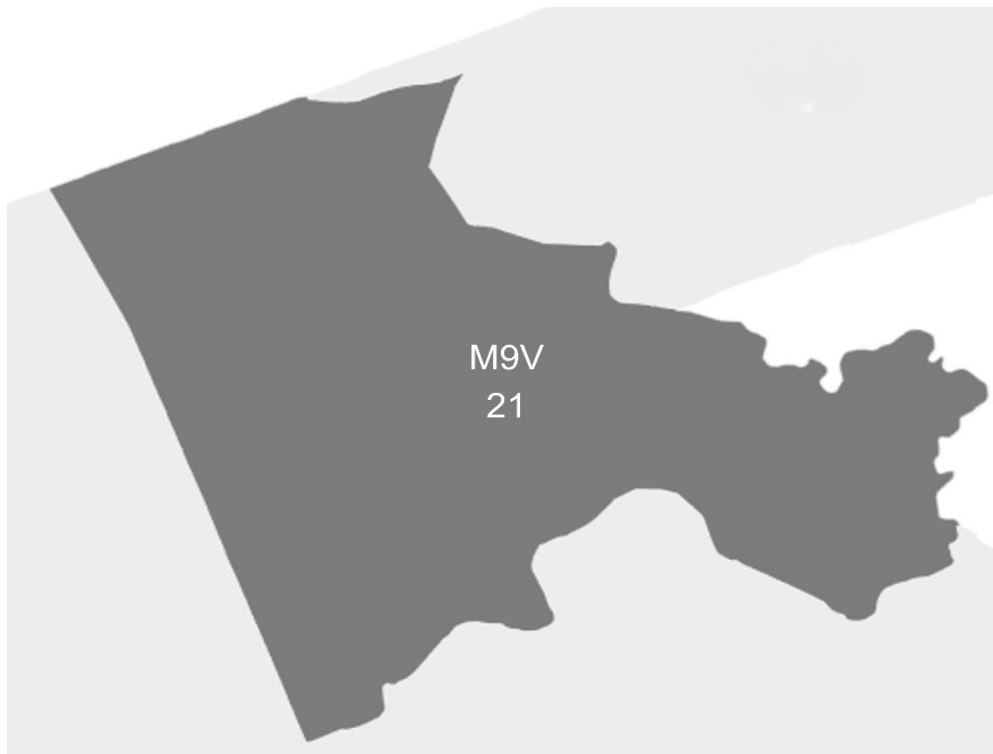
The comments received by email are summarized by theme below:

Theme	Comment Summary
Road Safety	- Children on e-scooters pose a danger to themselves and others - There is observed distracted driving - Concerns about safety of crossing guards at intersections during peak periods - Parking too close to the intersection causes sightline impacts for pedestrians and drivers
Volume	- Consider diversions to discourage through drivers from using neighbourhood streets as shortcuts - Install “no exit” or “not a through road” signs
Speeding	- Requests for speed humps and traffic calming measures to better encourage slower and safer turns - Strategically place stop controls and parking to slow driving speeds

Appendix A: Survey Participant Profile

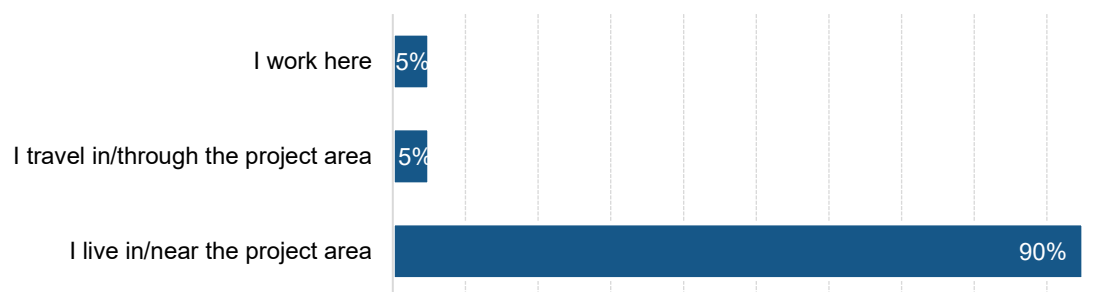
A total of 21 survey respondents provided optional demographic information described below.

Postal Code | n=21



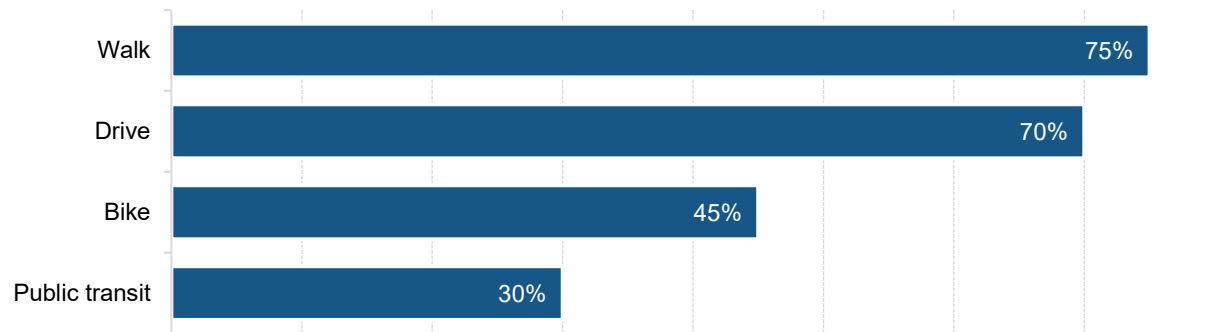
All respondents who provided postal code information identified they live in the M9V area code, indicating they live in the Mount Olive study area.

Relationship to the Project Area | n=21



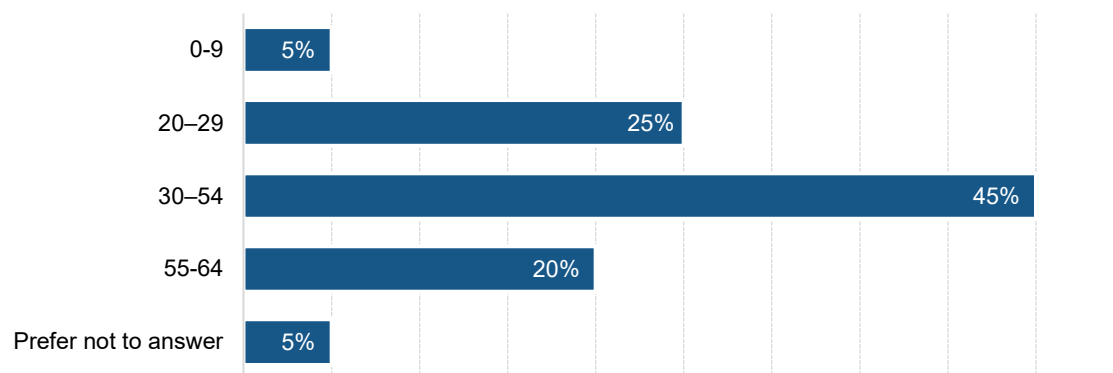
Most respondents identified that they live in the Mount Olive neighbourhood, with a small number indicating they travel through or work in the area.

Typical Ways of Travelling In/Near the Project Area | n=21



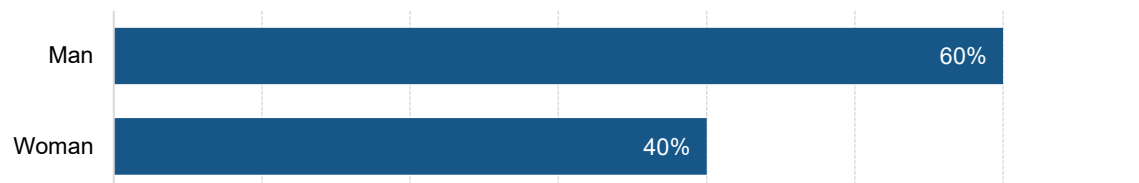
Walking (75%) and driving (70%) were the most reported travel modes among survey participants. Cycling was also frequently identified (45%), while 30% of respondents indicated that they typically use public transit in or near the project area.

Age | n=20



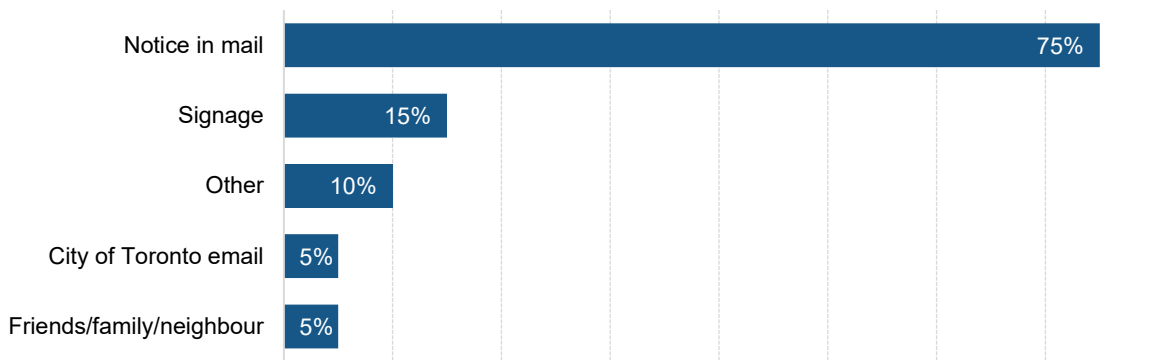
Most survey respondents were between 30 and 54 years of age, followed by respondents aged 20 to 29 and 55 to 64. This aligns with Mount Olive's relatively young population, where 41% of residents are aged 25 to 54 and 16% are aged 15 to 24. Residents aged 65 years and older, who comprise about 11% of the neighbourhood population, were less represented among survey respondents.

Gender | n=20



More survey respondents identified as men than women. No respondents selected another gender category or preferred not to answer. Compared to Mount Olive's census profile, where women make up a slight majority of the population (51.3%) and men account for 48.7%, men were overrepresented among survey respondents.

How Did You Hear About The Project | n=22



Most survey respondents learned about the project through notices delivered by mail. Signage, friends and family, City communications, and other methods generated a smaller number of responses.