TORONTO

REPORT FOR ACTION

The Peanut Streets Plan

Date: April 13, 2026
To: North York Community Council
From: Director, Enforcement & Street Management, Transportation Services
Wards: Ward 17

SUMMARY

This staff report is about a matter that Community Council has delegated authority from City Council to make a final decision.

The purpose of this report is to conclude The Peanut Streets Plan and seek authorization to proceed to the implementation phase.

This report summarizes the study findings and recommends road safety and traffic management changes for implementation in The Peanut neighbourhood. Recommended changes include intersection safety improvements, traffic calming measures, all-way stop controls, new and refreshed pavement markings, new signage and school crossing guard studies.

A companion report titled The Peanut Streets Plan - Protected Pedestrian Crossings has been submitted. As the Toronto Transit Commission (TTC) operates a transit service on Don Mills Road and Van Horne Avenue, City Council approval of changes recommended in the companion report is required.

A summary of all changes proposed can be found in Table 1.

RECOMMENDATIONS

The Director, Enforcement and Street Management, Transportation Services recommends that:

1. North York Community Council authorize the installation of an all-way compulsory stop control at the intersection of Kingslake Road and Godstone Road.

2. North York Community Council authorize the installation of traffic calming (speed humps) at the following locations:

a. 3 speed humps on Nymark Avenue, between Shaughnessy Boulevard and Bellbury Crescent for traffic calming purposes, generally as shown on Attachment 4 Drawing ATP-SH-163 dated January 2026, to the report dated April 13, 2026, from the Director, Enforcement & Street Management, Transportation Services.

b. 7 speed humps on Goodview Road, between Don Mills Road West and Nymark Avenue for traffic calming purposes, generally as shown on Attachment 4 Drawing ATP-SH-164, ATP-SH-165 dated January 2026, to the report dated April 13, 2026, from the Director, Enforcement & Street Management, Transportation Services.

c. 3 speed humps on Deerford Road, between Van Horne Avenue and Don Mills Road East for traffic calming purposes, generally as shown on Attachment 4 Drawing ATP-SH-166 dated January 2026, to the report dated April 13, 2026, from the Director, Enforcement & Street Management, Transportation Services.

d. 5 speed humps on Godstone Road, between Fairview Mall Drive and Don Mills Road East for traffic calming purposes, generally as shown on Attachment 4 Drawing ATP-SH-167 Drawing ATP-SH-168 dated January 2026, to the report dated April 13, 2026, from the Director, Enforcement & Street Management, Transportation Services.

e. 7 speed humps on Kingslake Road between Gleneagle Crescent (south intersection) and Van Horne Avenue for traffic calming purposes, generally as shown on Attachment 4 Drawing ATP-SH-169 Drawing ATP-SH-170 dated January 2026, to the report dated April 13, 2026, from the Director, Enforcement & Street Management, Transportation Services.

f. 11 speed humps on Van Horne Avenue, between Don Mills Road and Leslie Street for traffic calming purposes, generally as shown on Attachment 4 Drawing ATP-SH-171, ATP-SH-172, ATP-SH-173, ATP-SH-174 dated January 2026, to the report dated April 13, 2026, from the Director, Enforcement & Street Management, Transportation Services.

3. North York Community Council reduce the speed limit from 40km/h to 30km/h on Nymark Avenue, between Shaughnessy Boulevard and Bellbury Crescent, in conjunction with the installation of speed humps.

4. Subject to approval of Recommendation 3 above, North York Community Council authorize the amendment of Schedule XLV (Part 1) to City of Toronto Municipal Code Chapter 950, Traffic and Parking, to Nymark Avenue, between Shaughnessy Boulevard and Glentworth Road, from being excluded from the Designated Area such that this portion of highway will then be included within the corresponding designated area in Column 1 in Schedule XLV (Part 1).

5. North York Community Council reduce the speed limit from 50km/h to 30km/h on Godstone Road, between Fairview Drive and Kingslake Road, in conjunction with the installation of speed humps.

6. Subject to approval of Recommendation 5 above, North York Community Council authorize the amendment of Schedule XLV (Part 1) to City of Toronto Municipal Code Chapter 950, Traffic and Parking, to Godstone Road, between Fairview Drive and Kingslake Road, from being excluded from the Designated Area such that this portion of highway will then be included within the corresponding designated area in Column 1 in Schedule XLV (Part 1).

7. North York Community Council reduce the speed limit from 50km/h to 30km/h on Kingslake Road between Gleneagle Crescent (south intersection) and Van Horne Avenue, in conjunction with the installation of speed humps.

8. Subject to approval of Recommendation 7 above, North York Community Council authorize the amendment of Schedule XLV (Part 1) to City of Toronto Municipal Code Chapter 950, Traffic and Parking, Kingslake Road between Gleneagle Crescent (south intersection) and Van Horne Avenue, from being excluded from the Designated Area such that this portion of highway will then be included within the corresponding designated area in Column 1 in Schedule XLV (Part 1).

9. North York Community Council reduce the speed limit from 40km/h to 30km/h on Van Horne Avenue, between Leslie Street and Don Mills Road, in conjunction with the installation of speed humps.

10. Subject to approval of Recommendation 9 above, North York Community Council authorize the amendment of Schedule XLV (Part 1) to City of Toronto Municipal Code Chapter 950, Traffic and Parking, Van Horne Avenue, between Leslie Street and Don Mills Road, from being excluded from the Designated Area such that this portion of highway will then be included within the corresponding designated area in Column 1 in Schedule XLV (Part 1).

11. North York Community Council prohibit eastbound left-turns and westbound right-turns from 8:30 a.m. to 9:30 a.m. and 3:00 p.m. to 4:00 p.m., Monday to Friday at the intersection of Trailside Drive and Lescon Road.

FINANCIAL IMPACT

The estimated cost of installing all-way stop control signage is approximately $2,000 per intersection. It is recommended to install all-way stop control at one intersection for a total estimated cost of $2,000.

The estimated cost associated with signage for turning restrictions is approximately $1,500.

Funding of total $3,500 for costs associated with the proposed all-way stop control and turning restrictions is available within the Transportation Services 2026 Interim Operating Budget.

The estimated cost for the installation of one speed hump is $4,000; 36 speed humps are recommended at a total estimated cost of $144,000 phased over multiple implementation years.

Funding of up to $144,000 for the installation of 36 speed humps, categorized as health and safety, in the approved 2026-2034 Capital Budget and Plan for Transportation Services.

DECISION HISTORY

This report addresses a new initiative.

COMMENTS

The Peanut neighbourhood was nominated by the local Councillor for a Neighbourhood Streets Plan. Each year approximately five nominated neighbourhoods are selected for study, based on a prioritization score. Full details about the program are available at toronto.ca/nsp.

Neighbourhood Streets Plans work with communities across Toronto to make changes to improve traffic operations, road safety, and transportation options in their local area. Streets Plans typically result in changes that can be made in the short to medium-term (typically 6 months to 5 years) and identify desirable changes which are subject to further programming, feasibility study, public consultation, and/or detailed design.

Streets Plans are developed through consideration of three key components:

- **City Policies & Programs**: Council-approved policies, strategies, and programs provide the framework for changes considered. At the heart of this work are strategic plans such as the City's Vision Zero Road Safety Plan, Cycling Network Plan, and Congestion Management Plan and policies such as the Traffic Calming Policy and Pedestrian Crossing Policy. Proposed changes comply with road design guidelines such as Lane Width Guidelines, Curb Radii Guidelines, Accessibility Design Guidelines, On-Street Bikeway Design Guide, Green Streets Technical Guidelines, and Multi-Use Trail Design Guidelines, among others. Finally, proposed changes are informed by infrastructure requirements, state-of-good-repair schedules, the City's 3-year Capital Plan and Budget, and the City's Operating Budget.

- **Technical Research and Analysis:** Data-driven methods are used to assess a street network on a technical level. Research completed by the project team includes but is not limited to traffic data analysis of vehicle volumes and speeds, warrant analysis, road classification assessment, pedestrian and cyclist volume

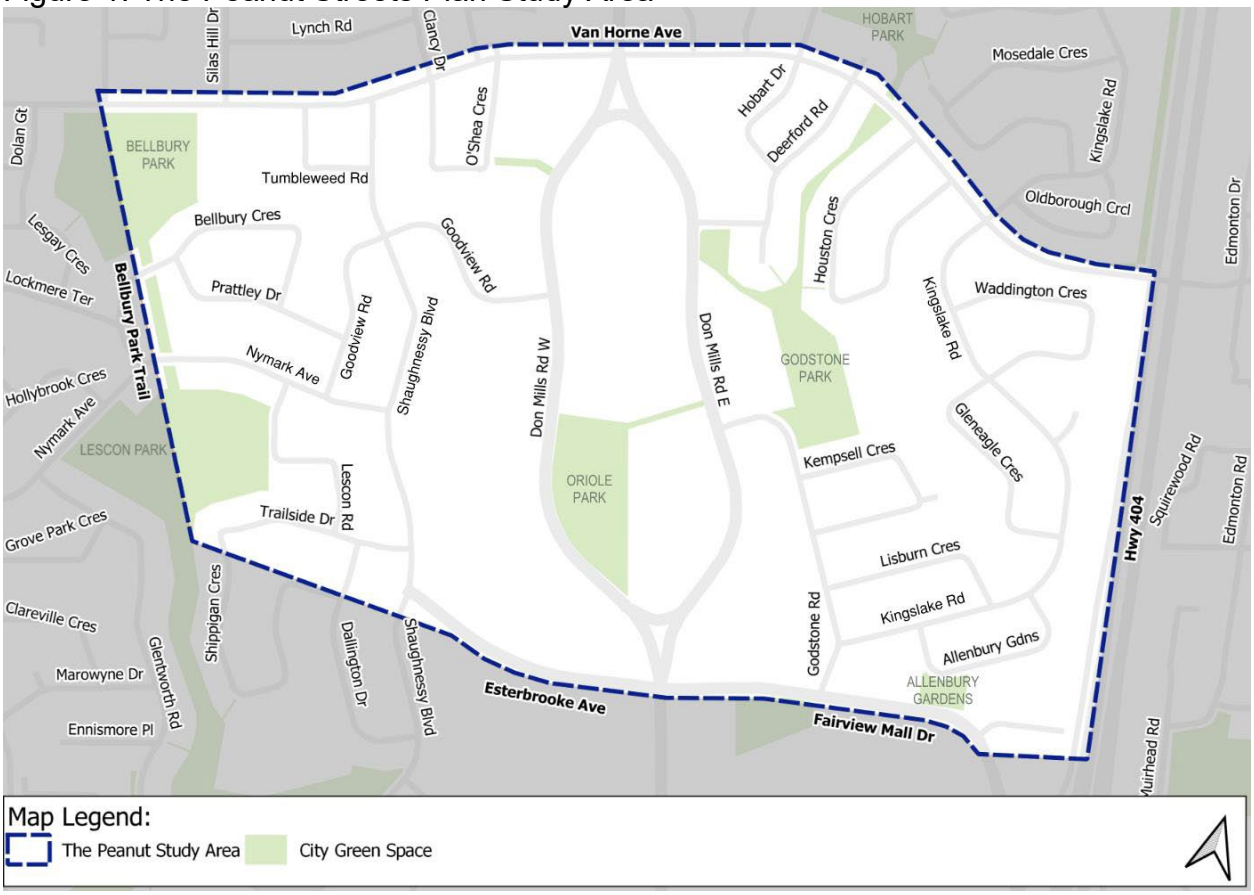
counts, transit route mapping, site observation for pedestrian crossing characteristics, turning movement and intersection analysis, as well as professional judgement. Collision data and top risk factors are assessed to identify locations that may pose heightened risk to vulnerable road users.

- **Community Engagement:** The project team reviews history of service requests related to traffic operations and road safety submitted by community members to 311 or directed to staff from local Councillors to better understand common concerns in the neighbourhood. Staff also engage directly with the community over two phases of public consultation, both consisting of drop-in events, surveys, online engagement tools, interest group meetings, and pop-up events within the area. Phase 1 of the public consultation invites the community to describe common challenges and to provide ideas to improve traffic, road safety, and transportation options. Staff then use the feedback, alongside city policy and technical analysis to develop proposed changes. Phase 2 public consultation invites the community to provide feedback on proposed changes. With feedback from Phase 2 public consultation, proposals are refined and finalized for Council consideration and implementation planning.

Existing Conditions in The Peanut

The Peanut Streets Plan is bounded by Highway 404 to the east, Van Horne Avenue to the north, Bellbury Park Trail and Lescon Park Trail to the west, and Esterbrook Avenue and Fairview Mall Drive to the south. Within the neighbourhood, the arterial roads include Don Mills Road (major), Esterbrook Avenue, and Fairview Mall Drive (minor). The road network also includes four collector roads: Van Horne Avenue, Nymark Avenue, Shaughnessy Boulevard, and Kingslake Road. All remaining roads in the neighbourhood are classified as local roads. Except for Don Mills Road East and West, all roads within the neighbourhood are functioning as two-way roads. Figure 1 shows a map of the neighbourhood.

Figure 1: The Peanut Streets Plan Study Area



Most key destinations in The Peanut are located within the peanut-shaped space between Don Mills Road East and Don Mills Road West. These include a shopping centre, Woodbine Middle School, North East Secondary Alternative School, Georges Vanier Secondary School, Oriole Community Centre, Oriole Park, and Fairview Church Of God. Three additional schools are located within the residential areas of the neighbourhood: Kingslake Public School, Lescon Public School and Divine Mercy Catholic Elementary School.

Currently, there are no dedicated bikeways in the area. Shared facilities exist along Van Horne Avenue between Victoria Park and Shaughnessy Boulevard, and on Shaughnessy Boulevard between Van Horne Avenue and Havenbrook Boulevard. As 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 between McNicoll Avenue and York Mills Road and Fairview Mall Drive between Don Mills Road and Sheppard Avenue.

All streets within the study area have a sidewalk on at least one side, and most streets have sidewalks on both sides.

Both the Toronto Transit Commission (TTC) and York Region Transit (YRT) operate routes within the neighbourhood. The TTC runs routes 25A, 25C, 10, 169A, and 925. YRT operates routes 90 and 90B. These routes operate along Don Mills Road, Fairview Mall Drive, and Van Horne Avenue east of Don Mills Road.

Road Safety (10 Year Collision History)

The main objective of the City's Vision Zero Road Safety Plan is to eliminate all serious injury and fatal collisions. The collision history in the neighbourhood over the last 10 years was reviewed, with a special emphasis on collisions that resulted in death or serious injury.

Since 2015, a total of 1,407 collisions were reported within the study area. Of these, 48 collisions involved a pedestrian and 17 involved a person cycling. Eight collisions resulted in death or serious injury, three of which involved an older adult. There has been one fatal collision over the last 10 years which occurred in August 2021, caused by a driver striking an 86-year-old pedestrian who was walking on the sidewalk along the south side of Fairview Mall Drive east of Don Mills Road East.

Traffic Volume, Speed and Travel Patterns

Traffic data was collected and analyzed to assess multi-modal traffic trends in the neighbourhood. Traffic studies were completed by City staff or its service providers to quantify motor vehicle speed and volume. New traffic data was collected between 2023 and 2025; data previously collected in 2022 was also used. Traffic studies are available on the City's Open Data portal.

Community Insights and Input

During Phase 1 of public consultation, the project team sent mailed invitations to participate to 13,000 addresses and heard from 240 community members. Community feedback highlighted the following opportunities for improvement to the street network:

- 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 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.
- Concerns about dangerous and wrong-way movements at driveways in and out of parking lots, including at The Peanut Plaza and schools.

A comprehensive summary of Phase 1 public consultation can be found on the project webpage at toronto.ca/PeanutStreets.

Plan for The Peanut Streets

Based on analysis of public feedback, technical research, and review of relevant City policies and programs, the top **four** areas of improvement in the neighbourhood are:

- **Lack of Direct and Safe Pedestrian Crossings**: There is a need for more pedestrian crossings along Don Mills Road to improve pedestrian safety.

- **Long wait times at signals for pedestrians**: Current intersection signal timing requires pedestrians to wait a long time to cross the road.
- **Lack of cycling infrastructure**: There is a need for more cycling infrastructure to improve safety for people cycling and deter people cycling from using sidewalks as an alternative.
- **Motor vehicle speeding on neighbourhood streets**: Speed is a contributing factor in approximately one fourth of fatal collisions in Canada. Driving at safe speeds and respecting the posted speed limit saves lives.

Staff developed a set of proposed changes to address these issues and opportunities and hosted a Phase 2 public consultation to invite community feedback and input on the proposed changes. The full set of proposed changes, as refined by community input, is outlined below.

Community Insights and Input into the Plan

During Phase 2 of public consultation, the project team sent a mailed notice to 2,500 addresses which stated all proposed changes in a list and in a map, and invited feedback through an online survey, email, and/or participation at a public drop-in event. Community interest group meetings were also held.

In response to Phase 2 public consultation the set of proposed changes has been refined.

- On Don Mills Road, the elimination of vehicle traffic at the lane north of the plaza and south of the island was reviewed as a potential measure to improve pedestrian safety for those traveling to and from the plaza. During public consultation, many residents emphasized the need to keep the lane open for U-turns and neighborhood connectivity for people driving. A protected pedestrian crossing across the lane is now proposed instead of closing the lane to vehicles.
- On Deerford Road, speeding was flagged by residents. Speed data was reviewed and eligibility for traffic calming measures was identified. Speed humps are now proposed.

A comprehensive summary of feedback received in Phase 2 of public consultation can be found on the project webpage at toronto.ca/PeanutStreets.

Proposed Changes to Address Lack of Direct and Safe Pedestrian Crossings

The lack of direct and safe pedestrian-crossing opportunities was identified as a significant issue by the community during Phase 1 of the consultation. Where protected crossings are unavailable or spaced too far apart, pedestrians frequently cross at unmarked locations, creating informal crossing patterns. These behaviours increase exposure and contribute to safety concerns for all road users. To address these issues, targeted safety improvements or pedestrian crossings have been proposed in the study area. The proposed changes are:

- **A Pedestrian Crossover at Van Horne Avenue**, approximately 55 metres east of the intersection of Van Horne Avenue and Deerford Road at the trail heads of Hobart Park trail and Godstone Park trail:
  - The numerical justification for a protected pedestrian crossing was met at this location.
  - Residents also identified this segment of Van Horne Avenue as a concern due to the lack of protected crossing options along the approximately 660 metre stretch between Don Mills Road and Kingslake Road.
  - The proposed pedestrian crossover aligns with a continuous trail connection that runs from Seneca Hill Drive in the north, through nearby schools and parks, and continues south to Godstone Road, creating a strong and consistent pedestrian desire line across Van Horne Avenue.
  - In addition, there are TTC bus stops located on both sides of this corridor, which further contribute to pedestrian activity and crossing demand.
  - The combination of warrant compliance, trail-related pedestrian volumes, transit-generated foot traffic, and the absence of safe crossing opportunities along this segment supports the recommendation for a pedestrian crossover at this location.

- **A Midblock Pedestrian Signal at Don Mills Road West**, approximately 135 metres north of the intersection of Fairview Mall Drive, Esterbrook Avenue and Don Mills Road at the trail head north of 20 Esterbrook Avenue:
  - The numerical justification for a protected pedestrian crossing was not met at this location; the recommendation for a crossing is based on professional judgement of contextual information considered through the planning study.
  - The large gaps between protected pedestrian accesses to the main island of The Peanut Neighbourhood were identified as a major concern by participants during Phase 1 of the public consultation. The length of this section of Don Mills Road West between two protected crossings is approximately 450 metres.
  - In addition to the long spacing between existing protected crossings on the south-west side of Don Mills Road, this location serves as a trailhead providing direct access to a community centre, park, schools, and a shopping plaza.
  - Technical analysis confirmed a strong pedestrian desire line in the south-west area of the main island. Site visits and field observations recorded more than 300 pedestrian crossings at this location over a 12-hour period, with a significant proportion appearing to be school-aged children.
    When combined with the roadway classification and the high volumes of both vehicles and pedestrians, contextual and environmental factors make this an appropriate and strategic location for a new midblock pedestrian signal.

- **A Pedestrian Crossover at Don Mills Road West**, approximately 75 metres south of Van Horne Avenue, between the concrete island and the pedestrian access to the shopping centre.
  - The numerical justification for a protected pedestrian crossing was not met at this location; the recommendation for a crossing is based on professional judgement of contextual information considered through the planning study.
  - This area was identified as a significant pedestrian desire line and was observed to be heavily used by pedestrians. During a 12-hour observation period, more

than 800 pedestrians were recorded crossing between the island located south of Van Horne Avenue and the shopping plaza to the south. Of those observed, over 40% were children, teenagers, and older adults, and several individuals using mobility-assistance devices were noted. Vehicle volumes were also assessed at this location, with a total of 598 vehicles observed travelling along the roadway during an 8-hour count period conducted on a different day.
    - During site observations, vehicles were frequently observed yielding and stopping for pedestrians crossing at this location. This observed behaviour indicates an established and expected pedestrian crossing pattern. The introduction of a protected crossing at this location would formalize existing pedestrian movements, improve predictability, and enhance safety for all road users.
    - These pedestrian demographics, combined with the high pedestrian volumes and existing vehicular speeds and traffic levels at this location, indicate a clear need for a safe and protected crossing to improve accessibility and reduce exposure to risk.
    - The proposed crossing would support and complete an additional accessibility improvement identified for the area, located at the southern leg of the Van Horne Avenue and Don Mills Road intersection. This recommendation is discussed in greater detail under the Geometric Safety Improvements section as part of the Geometric Safety Improvements.

- **An Uncontrolled Crossing at Fairview Mall Drive**, approximately 140 metres east of the intersection of Fairview Mall Drive and Godstone Road, south of Allenbury Gardens.
    - The numerical justification for a protected pedestrian crossing was not met at this location.
    - However, residents identified this area as a notable pedestrian desire line, with frequent crossings observed between the park to the north and the shopping mall and transit hub to the south.
    - Due to the absence of a direct access point to the mall near this location, and the presence of protected crossings at both adjacent intersections (approximately 145 metres on the west and 90 metres on the east), introducing a new protected crossing in this mid-block segment may create operational challenges.
    - As an alternative, an uncontrolled crossing is proposed to improve accessibility for pedestrians who choose to cross at this location. Concrete curb ramps and Tactile Walking Surface Indicators (TWSIs) are recommended.

As the Toronto Transit Commission (TTC) operates a transit service on Van Horne Avenue and Don Mills Road, City Council approval of recommended changes on these streets is required. Those recommendations are included in a companion report titled The Peanut Streets Plan - Protected Pedestrian Crossings.

- **All-way Stop Control:** Staff conducted site visits, desktop reviews, data analysis and reviewed community feedback, to identify potential locations for the addition of all-way stop control. All-way stop control warrant criteria considers collision history, total vehicular volume, crossing vehicular volume, pedestrian volume, and volume

split between the intersecting streets. The full analysis can be found on Attachment 2. Staff considered two locations with the following results:

- Intersection of Kingslake Road and Godstone Road (warranted and recommended)
- Intersection of Van Horne Avenue and Shaughnessy Boulevard (not warranted, not recommended)

- **Geometric Safety Improvements (GSI):**
  - **All-way stop control, new crosswalks, and curb radii reduction at the intersection of Kingslake Road and Godstone Road:** This intersection connects two residential collectors - Kingslake Road and the south side of Godstone Road - and a local street on the north side of Godstone Road. Trucks are not permitted on Kingslake Road at any time. The northern corner of this three-legged intersection was identified as wider than current City standards. In addition, this intersection is recommended for All-Way Stop control and the addition of crosswalks. Reducing the curb radii will also shorten crossing distances for people crossing Kingslake Road. These modifications would promote safe crossing experience for pedestrians of all age and would encourage people driving to navigate the intersection at an appropriate speed.

  - **Accessibility improvement at the south side of the intersection of Van Horne Avenue and Don Mills Road**: Accessibility improvements are recommended for the tip of the island, which forms the northern portion of the intersection. These improvements would include the installation of a curb ramp, Tactile Walking Surface Indicators (TWSIs), and the removal of any poles obstructing the path of travel. This location is heavily used by pedestrians travelling to and from the shopping plaza to the south, with people of all ages circulating through the area at all hours of the day. Providing an accessible option would enhance pedestrian safety and encourage safer crossings. The pedestrian crossover on Don Mills Road, located approximately 75 metres south of Van Horne Avenue and referenced above, completes the accessibility improvements in this area.

  - **Curb extensions at Bellbury Park Trail and Bellbury Crescent and at Bellbury Park Trail and Nymark Avenue**: Curb extensions are recommended at both locations to narrow the roadway at the trail crossing areas. These extensions are intended to highlight the presence of a trail crossing and encourage people driving to reduce speeds, while maintaining vehicular right-of-way. The intervention will also increase awareness for pedestrians and people cycling or biking as they approach the roadway.
    At Nymark Avenue, which is a collector road, an existing pedestrian crossing is located approximately 30 metres west of the trail crossing. While this crossing does not provide a direct alignment with the trail, it offers a nearby formal crossing opportunity for trail users. At Bellbury Crescent, which is a local street, no formal crossing currently exists. Given the street classification, anticipated traffic volumes, and expected user activity, the introduction of a marked pedestrian crossing at this location is not recommended. Instead, curb extensions are considered an appropriate and proportionate measure to support safety and visibility.

- **School Crossing Guard at Leslie Street and Nymark Avenue:** The City of Toronto's School Crossing Guard Program supports the safety of students attending elementary schools by assisting them in crossing busy roads and intersections during school travel times. School crossing guards help guide students safely across the street while increasing awareness among drivers and cyclists of pedestrian activity. Based on public feedback, site observations, data review, and consultation with school principals, an application for a School Crossing Guard was submitted and approved. A School Crossing Guard was implemented at this intersection as of February 2026.

- **Pavement Markings** play an important safety function on our roads; they communicate information to road users, such as the direction of travel, show turning lanes, mark pedestrian crossings and indicate stop locations. As part of the study, several locations were reviewed for the addition of new or refreshment of existing pavement markings. The locations and types of proposed new pavement markings are identified below:
  - Zebra crosswalk across the south leg at both intersections of Van Horne Avenue and O'Shea Crescent
  - Zebra crosswalk across the north leg of the intersection of Van Horne Avenue and Clancy Drive
  - Zebra crosswalk across the south leg of the intersection of Esterbrooke Avenue and Shaughnessy Boulevard
  - Zebra crosswalk across the north and south legs of the intersection of Godstone Road and Kempsell Crescent
  - Zebra crosswalk across the north and south legs of the intersection of Kingslake Road and Godstone Road
  - Zebra crosswalk across the north and south legs of the intersection of Shaughnessy Boulevard and Nymark Avenue

The locations of all proposed changes are shown in Figure 2 below.

Figure 2: Proposed Changes Locations

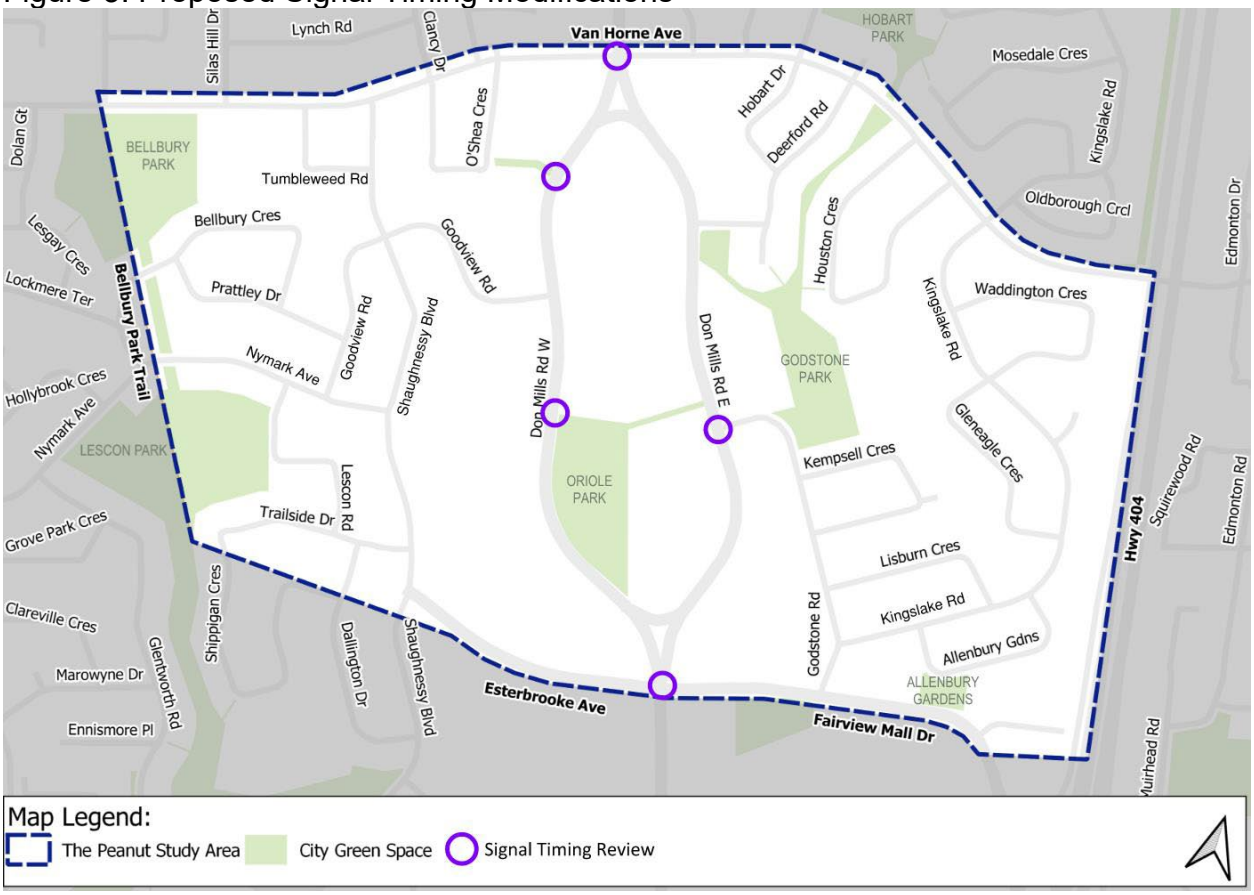
Proposed Changes to Address Long Wait Times at Signals for Pedestrians

During Phase 1 of the consultation, participants raised concerns regarding inadequate pedestrian crossing conditions as well as missed turning phases for drivers at several signalized intersections. Based on these comments and subsequent review, the following signal locations have been identified as candidates for timing adjustments to improve overall safety and operations:

- **A protected southbound left turn phase at Don Mills Road and Van Horne Avenue** during the morning and afternoon peak periods will be considered to address sightline related safety concerns.
- **Review for a protected northbound left-turn at Don Mills Road and Fairview Mall Drive,** the signal will be reviewed to determine whether a protected northbound left-turn phase during the afternoon peak period is warranted to address potential sightline-related safety concerns.
- **A review for adjustments to pedestrian times at the midblock pedestrian signal on Don Mills Road near The Peanut Plaza and O'Shea Walkway**, **at the midblock pedestrian signal near 2988 Don Mills Road, and the signal at the intersection of Fairview Mall Drive and Godstone Road.** While preliminary review indicates that existing signal timings meet City standards, staff will undertake further site-specific review to determine whether modest increases to crossing time are appropriate, consistent with City guidelines and network operating considerations.

The locations for those locations are shown in Figure 3 below.

Figure 3: Proposed Signal Timing Modifications



Proposed Changes to Address Lack of Cycling Infrastructure

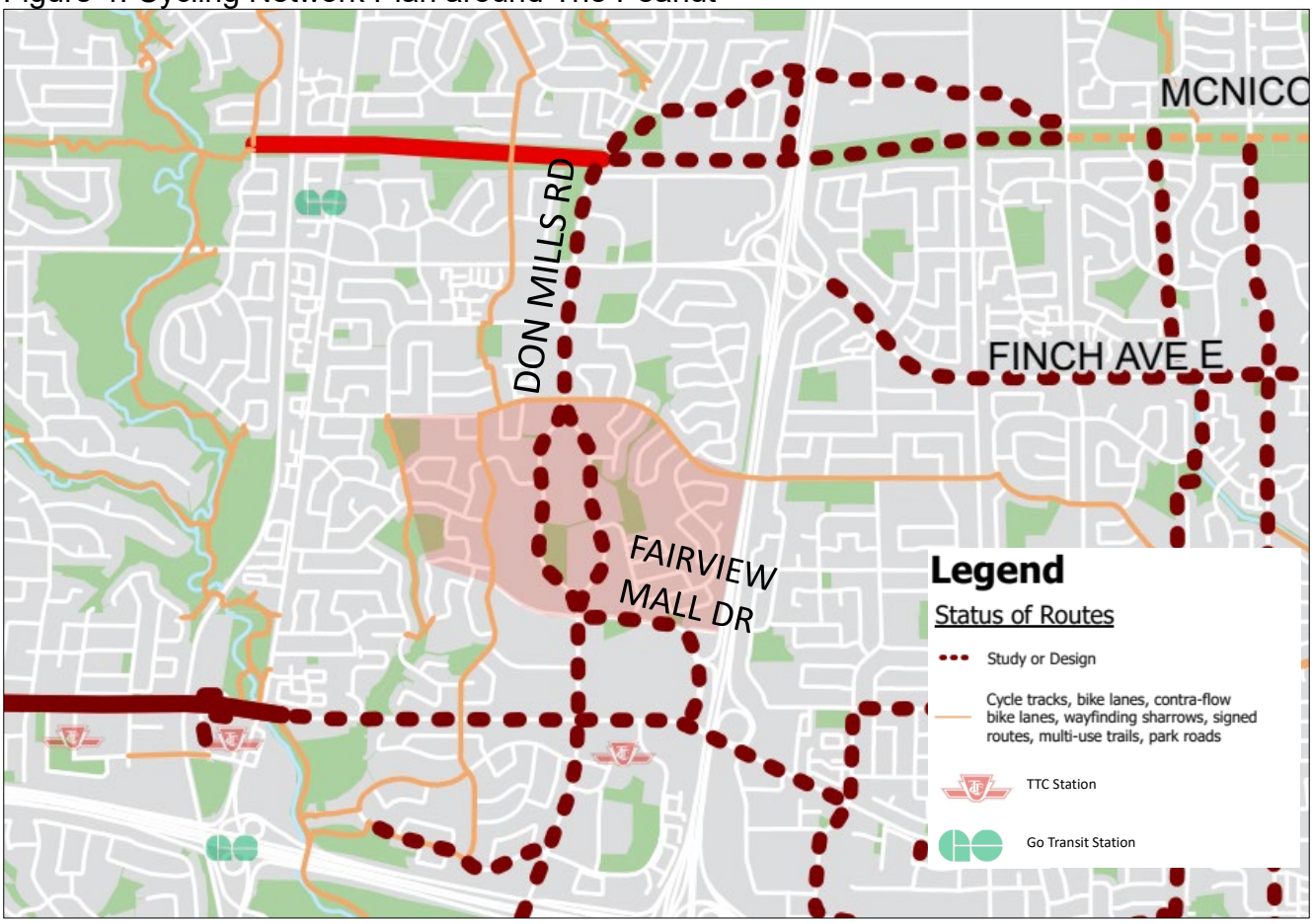
Lack of cycling infrastructure in the area was identified as a key concern by many participants during Phase 1 of the consultation. At present, there are no on-street separated bikeways within the neighbourhood. Existing cycling facilities are limited to shared lane markings on Van Horne Avenue between Victoria Park and Shaughnessy Boulevard, and on Shaughnessy Boulevard between Van Horne Avenue and Havenbrook Boulevard.

The Council-approved Cycling Network Plan's 2025-2027 Near-Term Implementation Program includes two new routes in the neighbourhood for study. These routes were selected based on multiple criteria, which include public engagement, connection to nearby destinations, connection with other bikeways and opportunities to incorporate bikeways into traffic calming and safety efforts. The routes included in the Cycling Network Plan within the neighbourhood include:

- Don Mills Road between McNicoll Avenue and York Mills Road
- Fairview Mall Drive between Don Mills Road and Sheppard Avenue

A feasibility study for these projects is underway, and further public consultation will be conducted on any proposed design options, if feasible. Recommended routes and designs will be subject to public consultation and City Council approval. A map of all routes identified in the Council-approved Cycling Network Plan’s 2025–2027 Near-Term Implementation Program is available on the City's website.

Figure 4: Cycling Network Plan around The Peanut



In addition, The Peanut Streets Plan proposes additional routes in the neighbourhood to connect key destinations and important travel routes identified by the community and through technical review by the project team. They include:

- Godstone Road between Godstone Park Trail and Fairview Mall Drive
- East-west connection south of Georges Vanier Secondary School and north of Woodbine Middle School and Oriole Community Centre
- Esterbrook Avenue between Don Mills Road and Shaughnessy Boulevard.
- Paving a trail between Lescon Park Trail and Glentworth Road
- Upgrading Van Horne Avenue from a shared lane to a separated cycling facility between Victoria Park Avenue and Shaughnessy Boulevard

These corridors will be considered for inclusion in future cycles of the Cycling Network Plan Near-Term Implementation Program. Each corridor will be evaluated independently and in the context of the broader cycling network to ensure connectivity and alignment with City objectives. Any routes that are programmed for design would be subject to public consultation and Council approval prior to implementation.

The proposed routes are shown in Figure 5.

Figure 5: Existing and Potential Future Cycling Routes

Proposed Changes to Address Motor Vehicle Speeding on Neighbourhood Streets

Concerns about motor vehicle speeding were raised by residents along several residential streets within the neighbourhood. Motor vehicle speed and volume studies conducted between 2020 and 2025 were reviewed by staff and evaluated against the warrant criteria for Traffic Calming as adopted by City Council (item 2023.IE7.4). All observed streets satisfy the traffic calming warrant criteria for the 85th or 95th percentile speeds. Speed humps are proposed for the following streets:

- Deerford Road between Van Horne Avenue and Don Mills Road
- Godstone Road between Fairview Mall Drive and Don Mills Road
- Goodview Road between Don Mills Road and Nymark Avenue
- Kingslake Road between Van Horne Avenue and Gleneagle Crescent
- Nymark Avenue between Shaughnessy Boulevard and Bellbury Crescent
- Van Horne Avenue between Don Mills Road and Leslie Street

Full detail of the analysis resulting in the proposed speed humps can be viewed in Attachment 3.

Emergency services were consulted in the development of the City's guidelines and standards. The proposed speed hump locations in The Peanut were shared with them. Toronto Paramedic Services responded and advised that they are supportive of community initiatives that improve the safety of all citizens of, and visitors to, the City of

Toronto. They also advised that the installation of speed humps on the roadways indicated for The Peanut neighbourhood will impact response and transport times for residents that reside on the roadway speed humps are installed. Full response from Toronto Paramedic Services can be viewed on Attachment 5. Toronto Police Services response noted that the suggested traffic calming measures will not adversely affect their response times.

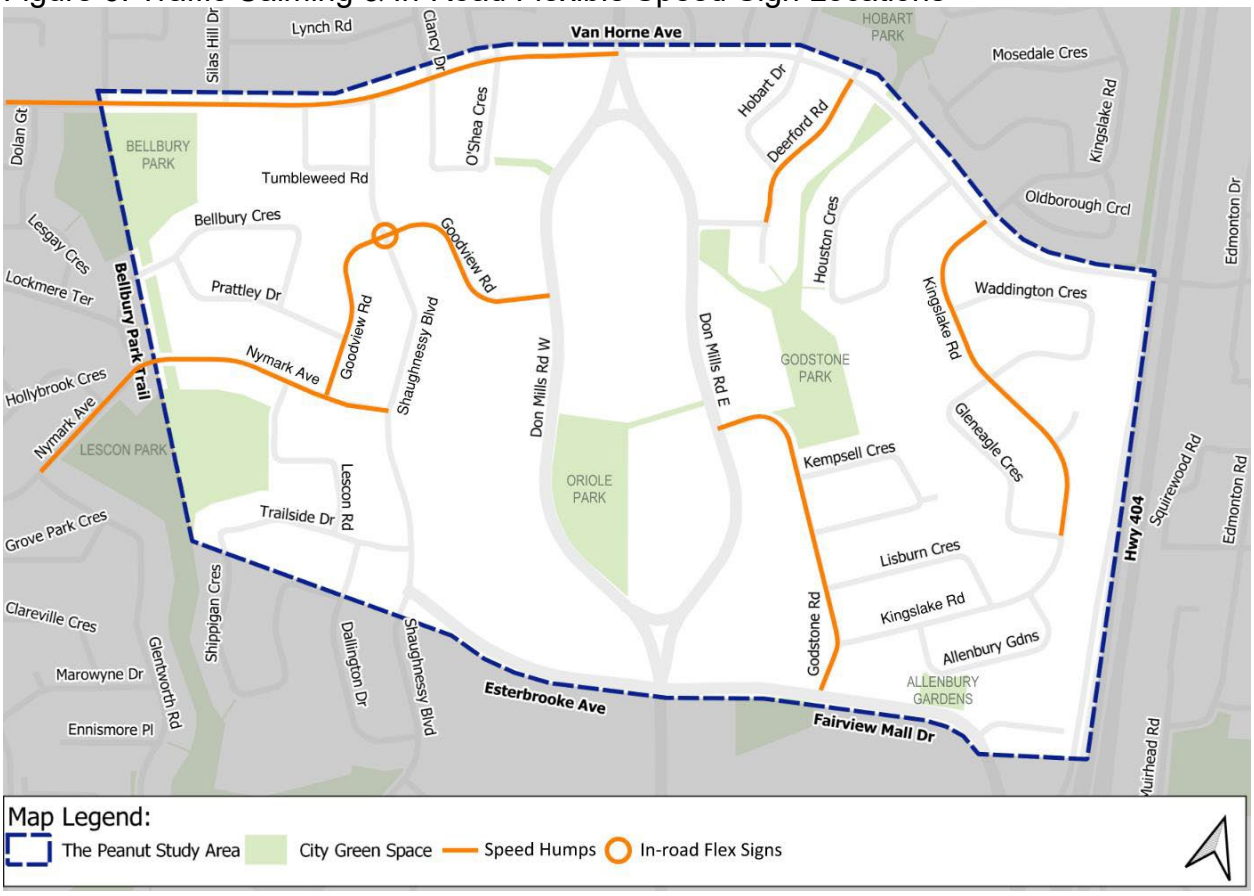
In conjunction with the installation of speed humps on the above-mentioned roads, staff recommend reducing the posted speed limit to 30 km/h on collector roads where the existing speed limit is 40 km/h and traffic calming measures are proposed for installation:

- Kingslake Road Van Horne Avenue and Gleneagle Crescent
- Nymark Avenue between Shaughnessy Boulevard and Bellbury Crescent
- Van Horne Avenue between Don Mills Road and Leslie Street

In-road flexible speed signs are signs that are installed along the centreline of the road between opposing lanes of traffic and are intended to have a narrowing effect on the roadway, which can give drivers the perception of the need to slow down. They also serve as supplemental signage to existing roadside speed limit signs to remind drivers of the posted speed limit. Two In-road flexible speed signs are planned to be installed at Shaughnessy Boulevard: one north of the intersection of Goodview Road and one south of the intersection of Goodview Road.

The locations where traffic calming measures and in-road flexible speed signs are recommended are shown in Figure 6.

Figure 6: Traffic Calming & In-Road Flexible Speed Sign Locations



Other Proposed Changes

In addition to the proposed changes to address the top four issues identified by the community, this Streets Plan identifies further changes to address road safety issues across the neighbourhood. They include:

- **Turn Restriction from Trailside Drive to Lescon Road:** During the Phase 1 consultation, discussions with the Lescon Public School principal highlighted challenges with drop-off and pick-up operations. The current road alignment and dimensions make two-way traffic during these times difficult. In communications to parents and caregivers, the school advised people driving to access Lescon Road via Nymark Avenue. After reviewing the road conditions, staff recommends the following change:
  - prohibit eastbound left-turns and westbound right-turns to Lescon Road from Trailside Drive between 8:30 a.m.–9:30 a.m. and 3:00 p.m.–4:00 p.m. Monday to Friday.

- **Bus stop relocation from the intersection of Goodview Road and Don Mills Road to O'Shea Walkway and Don Mills Road:** Comments during Phase 1 of the study requested a bus stop at Don Mills Road and O'Shea Walkway to allow better pedestrian connection from the west side of the neighbourhood to transit service. Initially, the option of relocating the existing southbound bus stop on Don Mills Road, south of Van Horne Avenue was discussed with TTC. Based on those discussions, review of the transit network in the area, ridership data and distance from other TTC

stops, it was concluded that shifting an existing TTC stop located at the intersection of Goodview Road and Don Mills Road northward, nearer to O'Shea Walkway, is the most appropriate option.
- The potential bus stop relocation will be discussed during the May 3, 2026 TTC Board Period.

Summary of Proposed Changes

Table 1 below summarizes all changes that are proposed as part of The Peanut Streets Plan and the expected timing of the proposed changes. A map of proposed changes is included as Attachment 1.

Table 1: Proposed Changes

Proposed Change	Location(s)	Estimated Timeline
New Protected Pedestrian Crossings	• Don Mills Road West, 135 metres north of the intersection of Fairview Mall Drive • Van Horne Avenue, 55 metres east of the intersection of Van Horne Avenue and Deerford Road • Don Mills Road West, 75 metres south of Van Horne Avenue, between the concrete island and the pedestrian access to the shopping centre	6 months to 2 years
New Uncontrolled Pedestrian Crossing	• Fairview Mall Drive, 140 metres east of the intersection of Fairview Mall Drive and Godstone Road	6 months to 2 years
All Way Stop Control	• Kingslake Road and Godstone Road	6 months to 2 years
Intersection Improvements (Geometric Changes)	• Kingslake Road and Godstone Road • Van Horne Avenue and Don Mills Road	6 months to 2 years
	• Bellbury Park Trail and Bellbury Crescent • Bellbury Park Trail and Nymark Avenue	2 to 5 years
School Crossing Guard	• Leslie Street and Nymark Avenue	Completed

Proposed Change	Location(s)	Estimated Timeline
Zebra Crosswalk	• South leg at Van Horne Avenue and O'Shea Crescent East • South leg at Van Horne Avenue and O'Shea Crescent West • North leg at Van Horne Avenue and Clancy Drive • South leg at Esterbrooke Avenue and Shaughnessy Boulevard • North and south legs at Godstone Road and Kempsell Crescent • North and south legs at Kingslake Road and Godstone Road • North and south legs at Shaughnessy Boulevard and Nymark Avenue	6 months to 2 years
Signal Timing Modification Review	• Don Mills Road and Van Horne Avenue • Don Mills Road and Fairview Mall Drive • Don Mills Road near The Peanut Plaza and O'Shea Walkway • 2988 Don Mills Road • Fairview Mall Drive and Godstone Road	6 months to 2 years
Speed Humps	• Nymark Avenue • Goodview Road • Deerford Road • Godstone Road • Kingslake Road • Van Horne Avenue	6 months to 2 years
In-Road Flexible Speed Signs	• Shaughnessy Boulevard	6 months to 2 years
Turn Restriction	• No turns onto Lescon Road from Trailside Drive Between 8:30 a.m.–9:30 a.m. and 3:00 p.m.–4:00 p.m	6 months to 2 years
Bus Stop Relocation	• From the intersection of Goodview Road and Don Mills Road to O'Shea Walkway and Don Mills Road	6 months to 2 years

Other changes are proposed in the long-term (5+ years), subject to further programming, feasibility study, public consultation, and/or detailed design. Changes noted for future consideration include cycling facilities on:

- Don Mills Road between McNicoll Avenue and York Mills Road
- Fairview Mall Drive between Don Mills Road and Sheppard Avenue
- Godstone Road between Godstone Park Trail and Fairview Mall Drive
- East-west connection south of Georges Vanier Secondary School and north of Woodbine Middle School and Oriole Community Centre
- Esterbrook Avenue between Don Mills Road and Shaughnessy Boulevard.
- Paving a trail between Lescon Park Trail and Glentworth Road
- Upgrading Van Horne Avenue from a shared lane to a separated cycling facility between Victoria Park Avenue and Shaughnessy Boulevard

All proposed changes were developed in accordance with City design guidelines and standards, and in consultation with subject matter experts in road design and traffic operation.

Measures Considered and Not Recommended

Several potential changes identified during the project were studied but are not recommended. A list of these changes, along with the rationale for why they are not included in the proposed Plan, can be found in attachment 6.

Next Steps and Implementation

Following the North York Community Council decision on this report and City Council decision on the companion report entitled The Peanut Streets Plan - Protected Pedestrian Crossings, The Peanut Streets Plan will proceed to the implementation phase. An email update will be sent to subscribers of the project email list and the project email inbox will remain open to facilitate correspondence related to implementation.

The implementation timeline for each change varies depending on the delivery mechanism and budget availability. Changes that will be implemented as part of on-going active projects or annual programs are expected to be completed within 6 months to 24 months of decision, depending on construction season and City-wide priorities. Other changes aligned with larger initiatives in the City’s Capital Plan require more time to coordinate funding, materials, time, and labour. It may take up to 5 years to deliver changes that are packaged with larger initiatives in the City's Capital Plan.

The Ward Councillor has been advised of the recommendations of this staff report.

CONTACT

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416-338-7139, michelle.berquist@toronto.ca

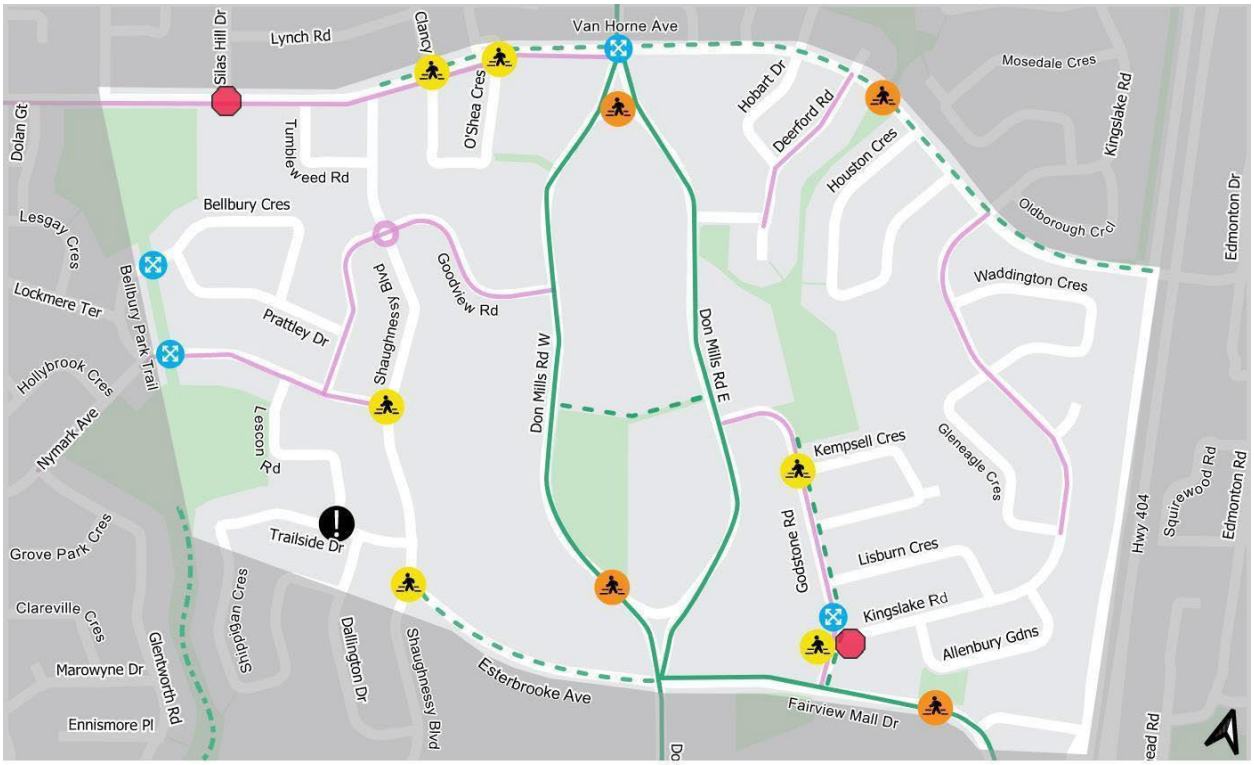
SIGNATURE

Mike Barnet
Director, Enforcement & Street Management

ATTACHMENTS

1. Map of Changes Proposed in The Peanut Streets Plan
2. All-way Stop Control Analysis
3. Traffic Calming Analysis
4. Speed Hump Location Plans
5. Response from Toronto Emergency Services
6. Measures not Recommended

Attachment 1: Map of Changes Proposed in The Peanut Streets Plan



Attachment 2: All-way Stop Control Analysis

Based on analysis of public feedback, technical research, and review of relevant City policies and programs, the project team investigated the feasibility of installing all-way stop control at the intersections of:

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

Existing Conditions

The streets investigated are characterized by the following conditions:

Intersection of Van Horne Avenue and Shaughnessy Boulevard:

Van Horne Avenue is characterized by the following conditions:

- It is a 2-lane, east-west, collector roadway
- It operates two-way traffic on a pavement width of approximately 8.5 metres
- The speed limit is 40 km/h
- Heavy trucks are prohibited at all times
- There is no TTC service provided
- A sidewalk is located on both sides of the roadway

Shaughnessy Boulevard is characterized by the following conditions:

- It is a 2-lane, north-south, collector roadway
- It operates two-way traffic on a pavement width of approximately 8.5 metres (widens to about 10.5 metres at the intersection)
- The speed limit is 40 km/h
- Heavy trucks are prohibited at all times
- There is no TTC service provided
- A sidewalk is located on both sides of the roadway

These two streets intersect to form a skewed three-leg intersection, with right-of-way controlled by stop sign for northbound on Shaughnessy Boulevard.

Van Horne Avenue is designated as a Community Safety Zone between the west intersection of Van Horne Avenue and O'Shea Crescent and Dolan Gate. The roadway also serves as a school route for Divine Mercy Catholic Elementary School, located approximately 170 metres west of the intersection. The School Safety Zone begins west of the intersection. Shaughnessy Boulevard is a residential street, designated as a cycling route.

Study Results

In order for all-way stop control to be warranted at an intersection, established criteria must be satisfied. The warrants consist of four components, including: collision history, total vehicle volume, combined vehicle and pedestrian volumes crossing the major road and the percentage of traffic on the major road.

Collision history provided by the Toronto Police Service for the three-year period ending in 2025, disclosed that no reported collisions occurred at both intersections.

Transportation Services conducted all-way stop control studies at the subject intersections through the course of The Peanut Streets Plan. The results of the study were evaluated against the warrant criteria for all-way stop control as adopted by City Council. The evaluation is summarized in Tables 2-1. Van Horne Avenue was considered the major road.

Table 2-1: All-Way Stop Control Study at Van Horne Avenue and Shaughnessy Boulevard

No.	Warrant Type	Actual	Required	Satisfied (Yes/No)
A	Number of Potentially Preventable Collisions (2023 to 2025)	0	9	No
B1	Average Vehicle Volumes	647/hour	375/hour	Yes
B2	Combined Vehicle & Pedestrian Volumes Crossing at Major Street (Van Horne Avenue, Average)	164/hour	200/hour	No
B3	Percentage of Traffic on Major Street	76%	≤70%	No

In order for the all-way stop control to be technically warranted, either Warrant A must be met or Warrant B1 or B2 combined with Warrant B3 must be achieved.

Based on the study results, the technical warrants for the installation of all-way stop control:

- Are not satisfied at the intersection of Van Horne Avenue and Shaughnessy Boulevard. Therefore, it is not recommended that all-way stop control be installed.

Intersection of Kingslake Road and Godstone Road:

Kingslake Road is characterized by the following conditions:

- It is a 2-lane, east-west, collector roadway
- It operates two-way traffic on a pavement width of approximately 8.5 metres
- The speed limit is 30 km/h
- Heavy trucks are prohibited at all times
- There is no TTC service provided
- A sidewalk is located on both sides of the roadway

Godstone Road is characterized by the following conditions:

- It is a 2-lane, north-south, a collector roadway south of the intersection and a local roadway north of the intersection
- It operates two-way traffic on a pavement width of approximately 8.5 metres
- The speed limit is 40 km/h south of the intersection and 30 km/h north of the intersection and
- Heavy trucks are prohibited at all times

- There is no TTC service provided
- A sidewalk is located on both sides of the roadway

These two streets intersect to form a skewed three-leg intersection, with right-of-way controlled by stop sign for westbound on Kingslake Road.

Both Godstone Road and Kingslake Road are residential streets, characterized by multi-unit residential buildings predominantly along Godstone Road and single-detached homes along Kingslake Road. The intersection is located in close proximity to several key destinations, including a large shopping centre, a public library, and a transit hub..

Study Results
In order for all-way stop control to be warranted at an intersection, established criteria must be satisfied. The warrants consist of four components, including: collision history, total vehicle volume, combined vehicle and pedestrian volumes crossing the major road and the percentage of traffic on the major road.

Collision history provided by the Toronto Police Service for the three-year period ending in 2025, disclosed that no reported collisions occurred at both intersections.

Transportation Services conducted all-way stop control studies at the subject intersections through the course of The Peanut Streets Plan. The results of the study were evaluated against the warrant criteria for all-way stop control as adopted by City Council. The evaluation is summarized in Tables 2-2. Kingslake Road was considered the major road.
Table 2-2: All-Way Stop Control Study at Kingslake Road and Godstone Road

No.	Warrant Type	Actual	Required	Satisfied (Yes/No)
A	Number of Potentially Preventable Collisions (2023 to 2025)	0	9	No
B1	Average Vehicle Volumes	414/hour	375/hour	Yes
B2	Combined Vehicle & Pedestrian Volumes Crossing at Major Street (Kingslake Road, Average)	366/hour	150/hour	Yes
B3	Percentage of Traffic on Major Street	27%	≤70%	Yes

In order for the all-way stop control to be technically warranted, either Warrant A must be met or Warrant B1 or B2 combined with Warrant B3 must be achieved.

Based on the study results, the technical warrants for the installation of all-way stop control:
- Are satisfied at the intersection of Kingslake Road and Godstone Road. Therefore, it is recommended that all-way stop control be installed.

Attachment 3: Traffic Calming Analysis

Based on analysis of public feedback, technical research, and review of relevant City policies and programs, the project team investigated the feasibility of installing speed humps on:

- Deerford Road between Van Horne Avenue and Don Mills Road
- Godstone Road between Fairview Mall Drive and Don Mills Road
- Goodview Road between Don Mills Road and Nymark Avenue
- Kingslake Road between Van Horne Avenue and Gleneagle Crescent
- Nymark Avenue between Shaughnessy Boulevard and Bellbury Crescent
- Van Horne Avenue between Don Mills Road and Leslie Street

Existing Conditions

The streets investigated are characterized by the following conditions:

Table 3-1: Existing Conditions

Roadway	Road Class	Number of Lanes	Speed Limit	Sidewalks	Other notes
Deerford Road	Local	2	30 km/h	Both sides	Heavy truck prohibition
Godstone Road	Local	2	30 km/h	Both sides	Heavy truck prohibition
Goodview Road	Local	2	30 km/h	Both sides	Heavy truck prohibition
Kingslake Road	Collector	2	40 km/h	Both sides	Heavy truck prohibition
Nymark Avenue	Collector	2	40 km/h	Both sides	Heavy truck prohibition
Van Horne Avenue	Collector	2	40 km/h	Both sides	Heavy truck prohibition, existing in-road flexible speed signs between Don Mills Road and O'Shea Crescent

A map of the area and proposed locations of the speed humps/speed cushions is included in Attachment 1.

Study Results

As part of the assessment of the warrant criteria, vehicle speed and volume studies were conducted using data collected between 2020 and 2025.

Table 3-2: Study Results

Roadway	**24h vehicle volume**	**Block length(s)**	**85th percentile speed**	**95th percentile speed**	**Warrant Satisfied?**
Deerford Road between Van Horne Avenue and Hobart Drive	675	185 metres	44.8 kph	49.7 kph	Yes
Godstone Road between Fairview Mall Drive and Kingslake Road	4,358	345 metres	38.5 kph	42.9 kph	Yes
Godstone Road between Lisburn Crescent and Kempsell Crescent	2,224	345 metres	47.6 kph	52.8 kph	Yes
Goodview Road between Don Mills Road and Shaughnessy Boulevard	1,060	330 metres	42.4 kph	46.7 kph	Yes
Kingslake Road between Gleneagle Crescent and Koven Place	3,574	695 metres	49.5 kph	54.2 kph	Yes
Nymark Avenue between Lescon Road and Bellbury Crescent	2,432	230 metres	49.2 kph	54.0 kph	Yes
Van Horne Avenue between Don Mills Road and O'Shea Crescent	5,829	625 metres	48.1 kph	49.9 kph	Yes
Van Horne Avenue between O'Shea Crescent and Shaughnessy Boulevard	6,757	625 metres	48.4 kph	49.9 kph	Yes
Van Horne Avenue between Silas Hill Drive and Seneca Hill Drive	5,720	190 metres	42.8 kph	44.8 kph	No
Van Horne Avenue between Spindlewood Drive and Cobblestone Drive	6,828	360 metres	48.1 kph	52.4 kph	Yes

The investigation concluded that the eligibility and warrant criteria as outlined in the updated Traffic Calming Policy has been satisfied for 10 out of 11 blocks investigated as summarized in the table above. Therefore, staff recommend the installation of speed humps on all streets where they are found to be warranted.

On Van Horne Avenue, speed data was collected from four blocks: Don Mills Road to O'Shea Crescent, O'Shea Crescent to Shaughnessy Boulevard, Silas Hill Drive to Seneca Hill Drive, and Spindlewood Drive to Cobblestone Drive. The posted speed limit along this corridor is 40 kph.

Although the most recent speed data for the block between Silas Hill Drive and Seneca Hill Drive does not meet the warrant, it is recommended that this block be included for speed hump installation for continuity with the blocks upstream and downstream, where warrant was met. This section is designated as both a Community Safety Zone and a School Safety Zone, and it provides access to two destinations frequented by vulnerable road users: Bellbury Park and Divine Mercy Catholic Elementary School.

Relative Priority and Other Impacts
In the event that the number of approved requests for roadway traffic calming measures exceed the budget allocated for installation, funding for approved installations will be prioritized using a Prioritization Score. This score is made up of a Quantitative Score and a Qualitative Score.

The Quantitative Score is based on the results of the data collection, including travel speeds and traffic volumes to prioritize locations with higher vehicle speeds and volumes.

The Qualitative Score includes:
- Collision history to prioritize locations with a history of serious injury or fatal collisions and those involving a pedestrian or person cycling
- Equity to prioritize equity-deserving communities with a high-concentration of priority populations and those that are transportation disadvantaged
- Expected presence of vulnerable road users (elderly population, school children and pedestrians, including transit riders) to prioritize locations with a higher risk of fatal and serious injury collisions

The Quantitative and Qualitative Scores are averaged to provide the complete Prioritization Score. The prioritization scores for the roadways investigated range between 18 and 79, out of a possible 100, and are summarized in Table 2-3.

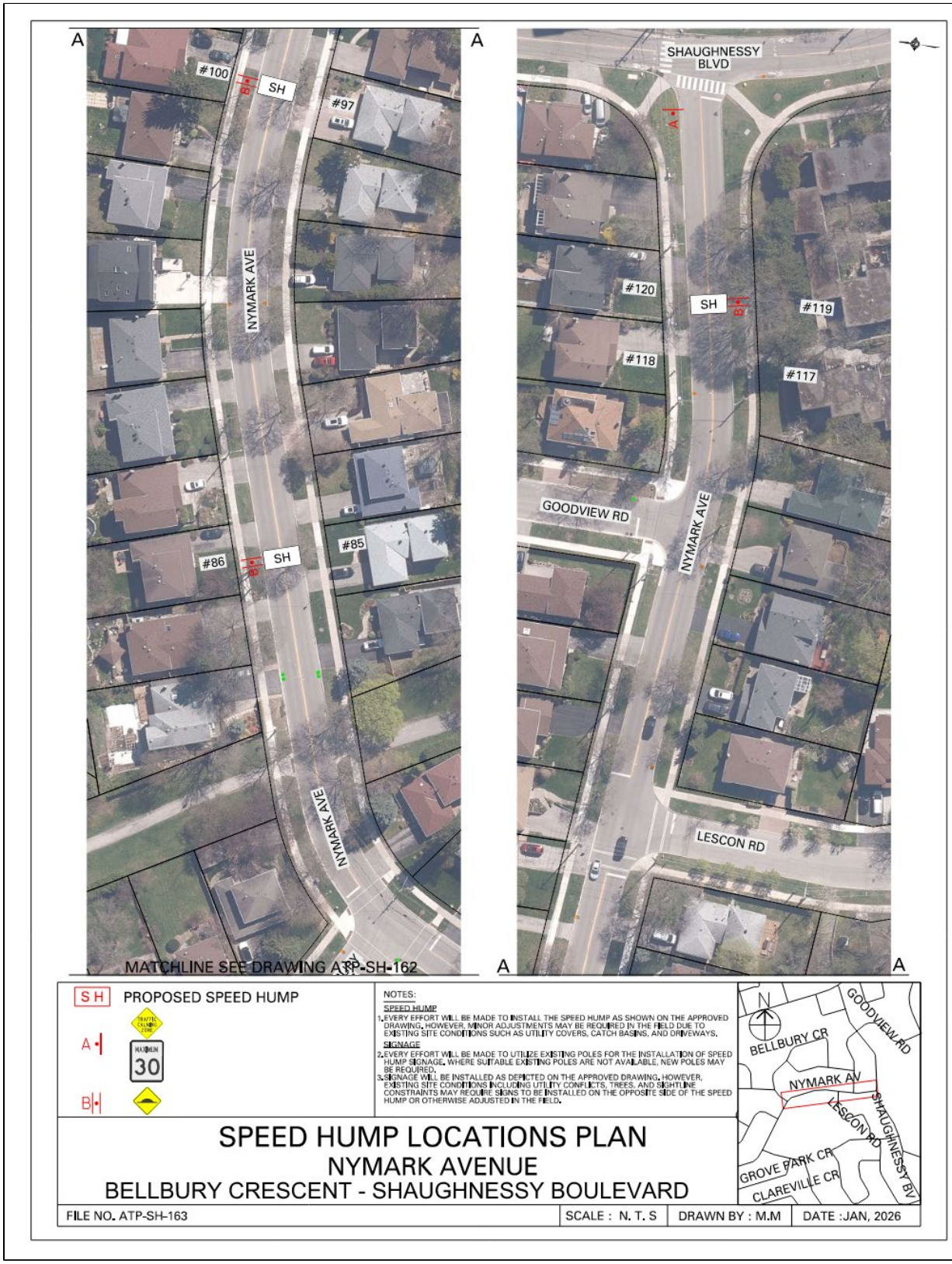
Table 3-3: Traffic Calming Prioritization Scores

Roadway	From	To	Quantitative Score	Qualitative Score	Prioritization Score
Deerford Road	Van Horne Avenue	Don Mills Road	63	39	51

Roadway	From	To	Quantitative Score	Qualitative Score	Prioritization Score
Godstone Road	Lisburn Crescent	Kempsell Crescent	98	47	73
Godstone Road	Fairview Mall Drive	Kingslake Road	13	74	54
Goodview Road	Don Mills Road	Shaughnessy Boulevard	41	47	47
Kingslake Road	Gleneagle Crescent	Koven Place	18	40	29
Nymark Avenue	Lescon Road	Bellbury Crescent	11	44	28
Van Horne Avenue	Don Mills Road	O'Shea Crescent	15	52	34
Van Horne Avenue	O'Shea Crescent	Shaughnessy Boulevard	20	40	30
Van Horne Avenue	Silas Hill Drive	Seneca Hill Drive	20	47	34

No alterations to parking regulations will be required, nor will the number of parking spaces be affected by the installation of speed humps. Installation of speed humps cushions will have minimal effect on winter services, street cleaning and garbage collection.

Attachment 4: Speed Hump Location Plans



S H PROPOSED SPEED HUMP

A

B

NOTES:

SPEED HUMP

1. EVERY EFFORT WILL BE MADE TO INSTALL THE SPEED HUMP AS SHOWN ON THE APPROVED DRAWING. HOWEVER, MINOR ADJUSTMENTS MAY BE REQUIRED IN THE FIELD DUE TO EXISTING SITE CONDITIONS SUCH AS UTILITY COVERS, CATCH BASINS, AND DRIVEWAYS.

SIGNAGE

2. EVERY EFFORT WILL BE MADE TO UTILIZE EXISTING POLES FOR THE INSTALLATION OF SPEED HUMP SIGNAGE. WHERE SUITABLE EXISTING POLES ARE NOT AVAILABLE, NEW POLES MAY BE REQUIRED.
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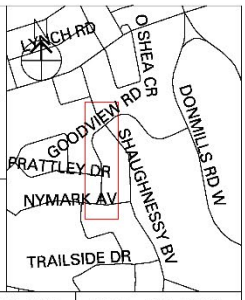
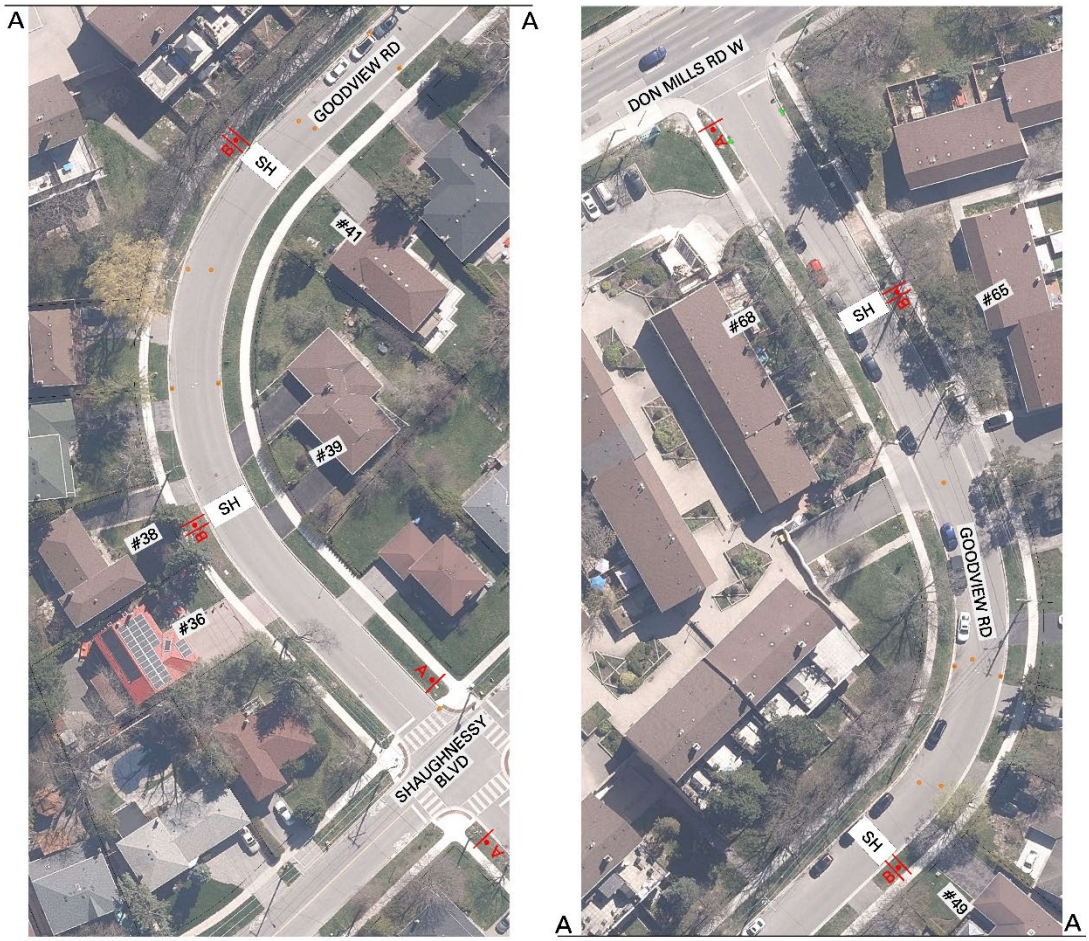


SPEED HUMP LOCATIONS PLAN
GOODVIEW ROAD
NYMARK AVENUE-SHAUGHNESSY BOULEVARD

FILE NO. ATP-SH-164	SCALE : N. T. S	DRAWN BY : M.M	DATE :JAN, 2026



S H PROPOSED SPEED HUMP

A

B

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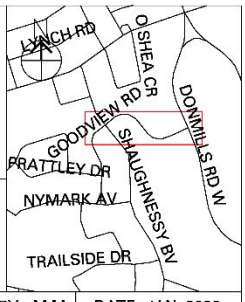
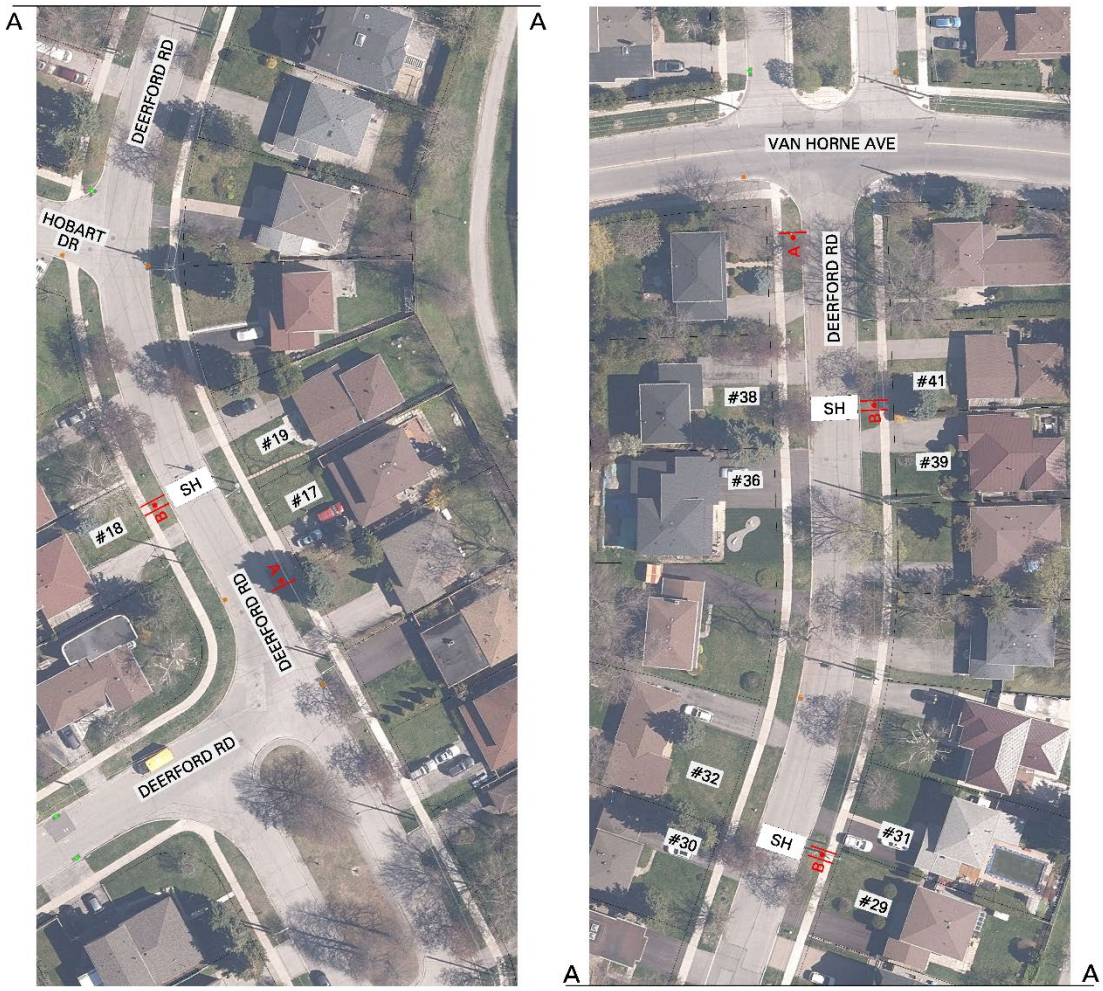


SPEED HUMP LOCATIONS PLAN
GOODVIEW ROAD
SHAUGHNESSY BOULEVARD-DON MILLS ROAD

FILE NO. ATP-SH-165	SCALE : N. T. S	DRAWN BY : M.M	DATE :JAN, 2026



S H PROPOSED SPEED HUMP

A

B

NOTES:

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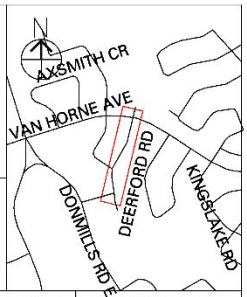
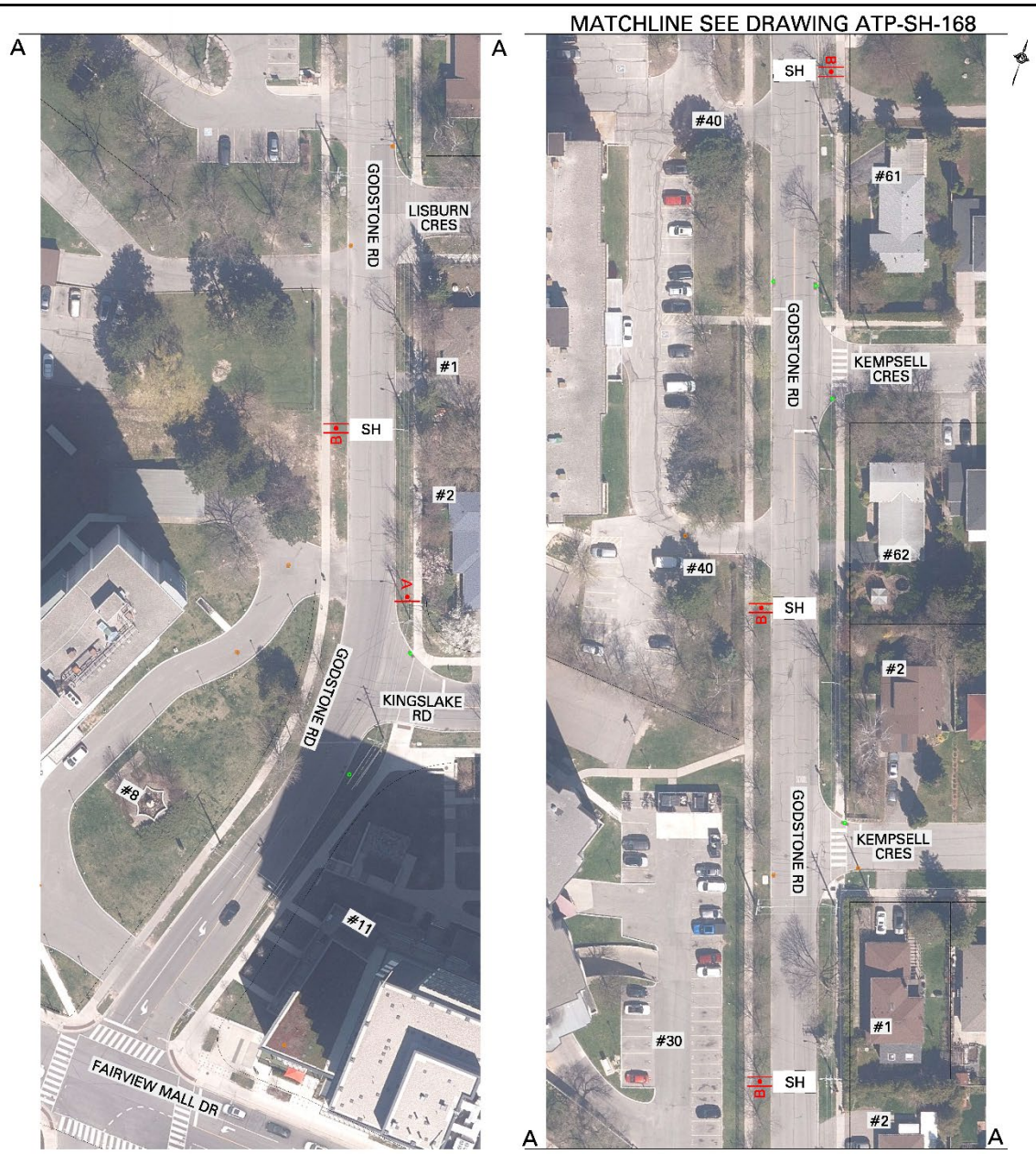


SPEED HUMP LOCATIONS PLAN
DEERFORD ROAD
DEERFORD ROAD-VAN HORNE AVENUE

FILE NO. ATP-SH-166	SCALE : N. T. S	DRAWN BY : M.M	DATE :JAN, 2026



S H PROPOSED SPEED HUMP

A

B

TRAFFIC CALMING ZONE

MAXIMUM 30

NOTES:

SPEED HUMP

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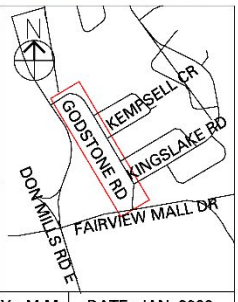

SPEED HUMP LOCATIONS PLAN
GODSTONE ROAD
FAIRVIEW MALL DRIVE-DON MILLS ROAD EAST

FILE NO. ATP-SH-167	SCALE : N. T. S	DRAWN BY : M.M	DATE :JAN, 2026

MATCHLINE SEE DRAWING ATP-SH-167

S H PROPOSED SPEED HUMP

A

B

NOTES:

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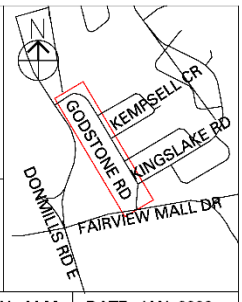

SPEED HUMP LOCATIONS PLAN

GODSTONE ROAD

FAIRVIEW MALL DRIVE-DON MILLS ROAD EAST

FILE NO. ATP-SH-168	SCALE : N. T. S	DRAWN BY : M.M	DATE :JAN, 2026

SH PROPOSED SPEED HUMP

A

B

TRAFFIC CALMING ZONE

MAXIMUM 30

NOTES:

SPEED HUMP

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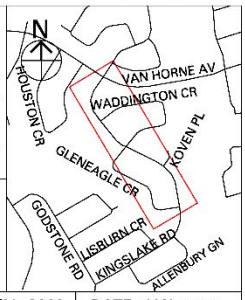


SPEED HUMP LOCATIONS PLAN

KINGSLAKE ROAD

GLENEAGLE CRESCENT-VAN HORNE AVENUE

FILE NO. ATP-SH-169	SCALE : N. T. S	DRAWN BY : M.M	DATE :JAN, 2026

MATCHLINE SEE DRAWING ATP-SH-169

S H PROPOSED SPEED HUMP

A

B

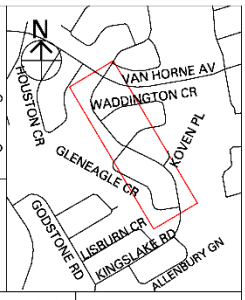
NOTES:

SPEED HUMP

1. EVERY EFFORT WILL BE MADE TO INSTALL THE SPEED HUMP AS SHOWN ON THE APPROVED DRAWING. HOWEVER, MINOR ADJUSTMENTS MAY BE REQUIRED IN THE FIELD DUE TO EXISTING SITE CONDITIONS SUCH AS UTILITY COVERS, CATCH BASINS, AND DRIVEWAYS.

SIGNAGE

2. EVERY EFFORT WILL BE MADE TO UTILIZE EXISTING POLES FOR THE INSTALLATION OF SPEED HUMP SIGNAGE. WHERE SUITABLE EXISTING POLES ARE NOT AVAILABLE, NEW POLES MAY BE REQUIRED.
3. SIGNAGE WILL BE INSTALLED AS DEPICTED ON THE APPROVED DRAWING. HOWEVER, EXISTING SITE CONDITIONS INCLUDING UTILITY CONFLICTS, TREES, AND SIGHTLINE CONSTRAINTS MAY REQUIRE SIGNS TO BE INSTALLED ON THE OPPOSITE SIDE OF THE SPEED HUMP OR OTHERWISE ADJUSTED IN THE FIELD.



SPEED HUMP LOCATIONS PLAN
KINGSLAKE ROAD
GLENEAGLE CRESCENT-VAN HORNE AVENUE

FILE NO. ATP-SH-170	SCALE : N. T. S.	DRAWN BY :M.M	DATE : JAN. 2026

SH PROPOSED SPEED HUMP

A

B

TRAFFIC CALMING ZONE

MAXIMUM 30

NOTES:

SPEED HUMP

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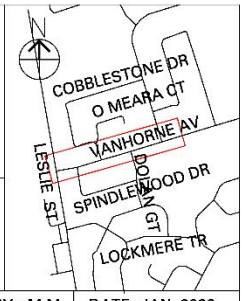
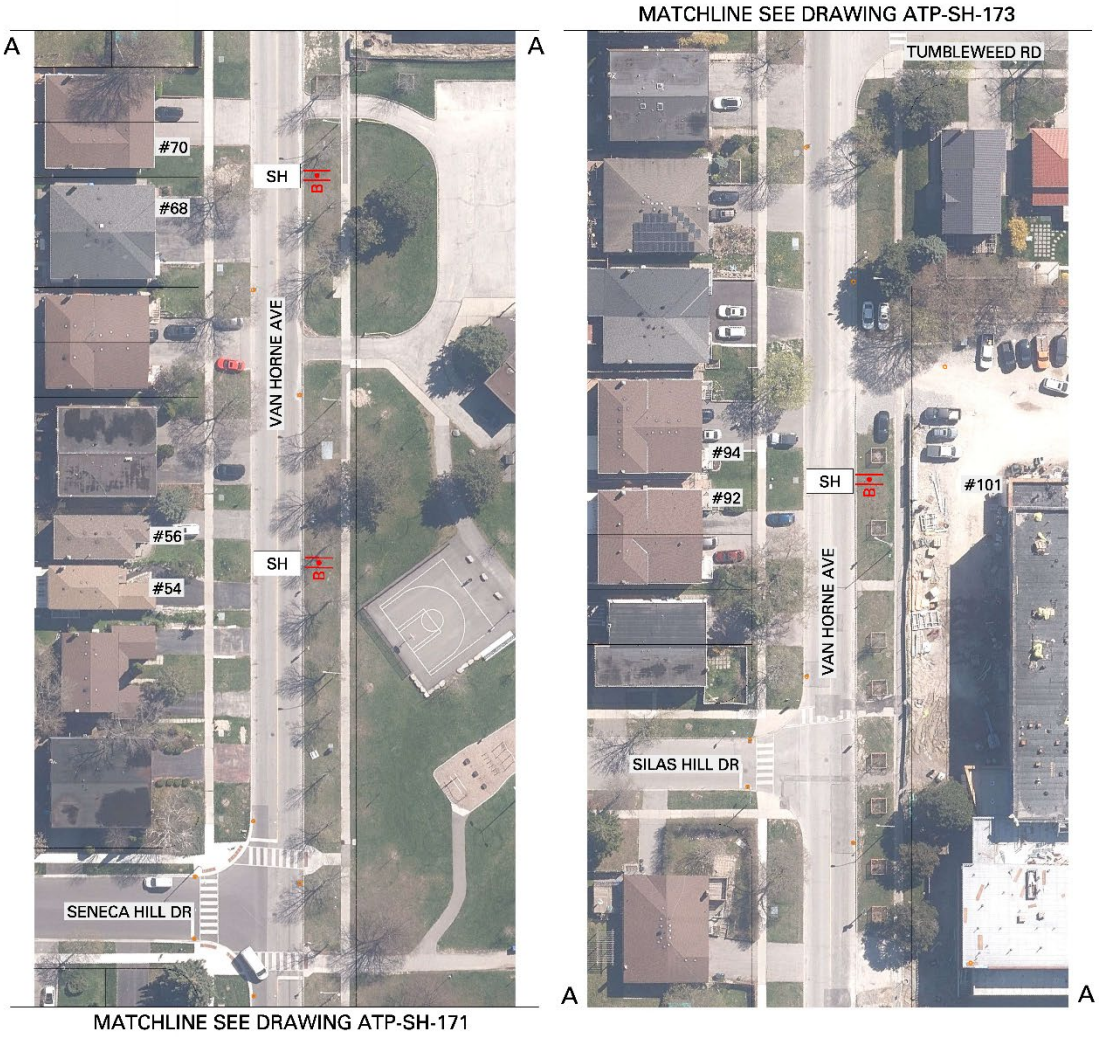


SPEED HUMP LOCATIONS PLAN
VAN HORNE AVENUE
LESLIE STREET - DON MILLS ROAD

FILE NO. ATP-SH-171	SCALE : N. T. S	DRAWN BY : M.M	DATE :JAN, 2026



S H PROPOSED SPEED HUMP

A

B

TRAFFIC CALMING ZONE

MAXIMUM 30

NOTES:

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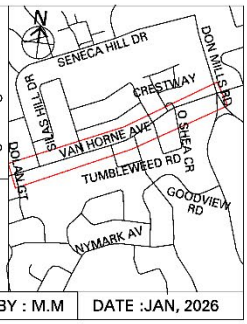
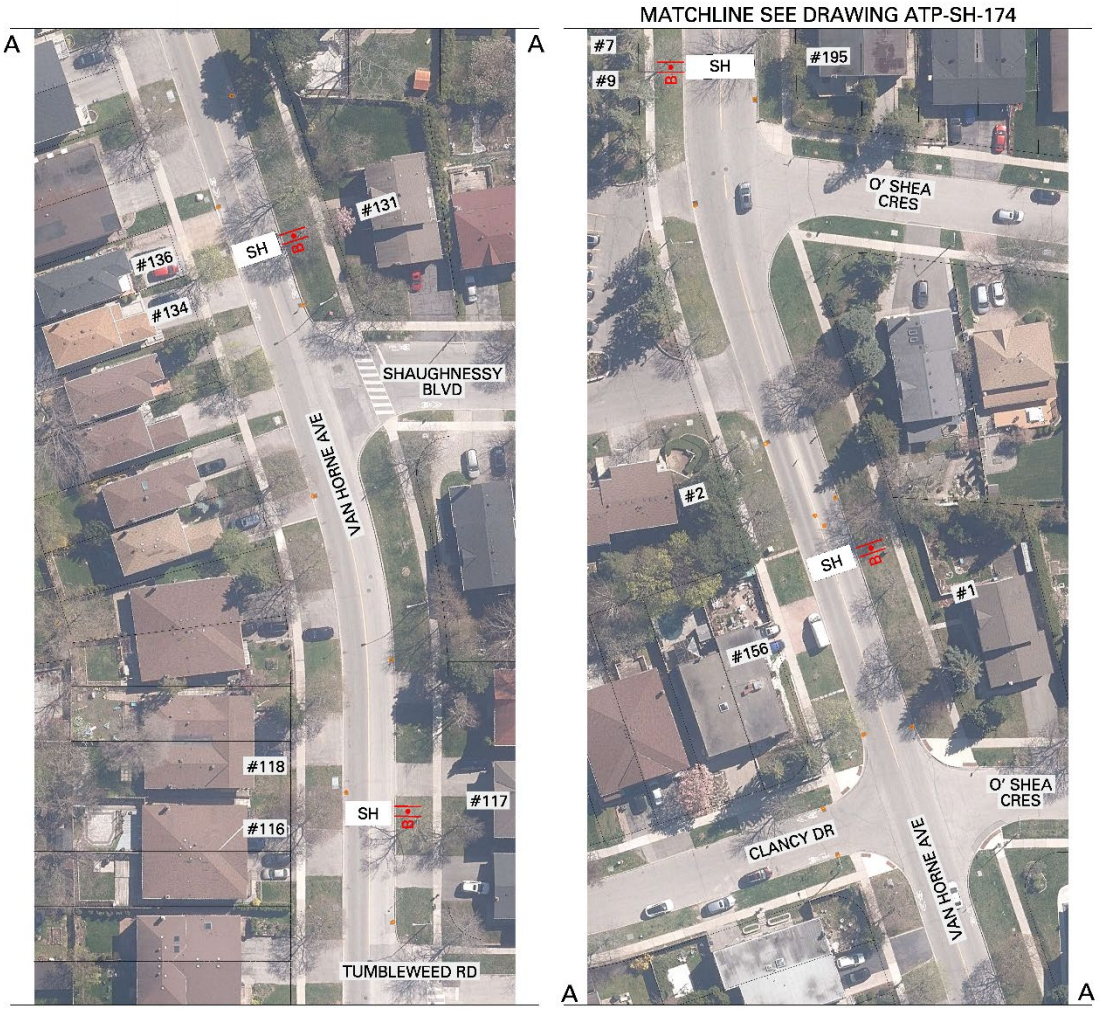


SPEED HUMP LOCATIONS PLAN
VAN HORNE AVENUE
LESLIE STREET - DON MILLS ROAD

FILE NO. ATP-SH-172	SCALE : N. T. S	DRAWN BY : M.M	DATE :JAN, 2026



S H PROPOSED SPEED HUMP

A

B

TRAFFIC CALMING ZONE

MAXIMUM 30

NOTES:

SPEED HUMP

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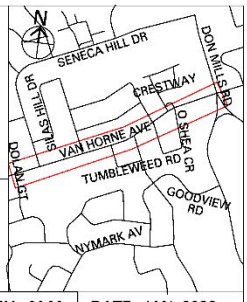

SPEED HUMP LOCATIONS PLAN
VAN HORNE AVENUE
LESLIE STREET - DON MILLS ROAD

FILE NO. ATP-SH-173	SCALE : N. T. S	DRAWN BY : M.M	DATE :JAN, 2026

MATCHLINE SEE DRAWING ATP-SH-173

S H PROPOSED SPEED HUMP

A

B

TRAFFIC CALMING ZONE
MAXIMUM
30

NOTES:

SPEED HUMP

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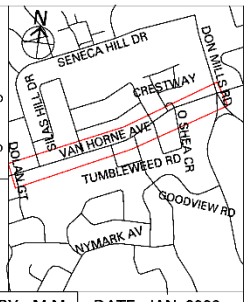

SPEED HUMP LOCATIONS PLAN
VAN HORNE AVENUE
LESLIE STREET - DON MILLS ROAD

FILE NO. ATP-SH-174	SCALE : N. T. S	DRAWN BY : M.M	DATE :JAN, 2026

Attachment 5: Response from Toronto Emergency Services

To: EMS Planning
Subject: RE: Proposed Traffic Calming Measures for The Peanut Neighbourhood

We have received and reviewed the proposal for installation of speed humps on the roadways indicated for the Peanut neighourhood, with the following comments:

The installation of speed humps on the roadways indicated for the Peanut neighourhood, will impact response and transport times for residents that reside on the roadway speed humps are installed. Impacts may extend to community members if the roadways indicated for the Peanut neighourhood, serves access to other roadways. It is important that the applicant understands that the installation of traffic calming devices will reduce the speed that emergency vehicles travel when responding to emergencies on roadways where they are installed.

Toronto Paramedic Services is supportive of community initiatives that improve the safety of all citizens of, and visitors to, the City of Toronto. Traffic and pedestrian safety are key components of a healthy neighbourhood, and we endeavour to support the wishes of the community to implement measures to improve upon these components.

Sent: February 4, 2026 4:25 PM
To: EMS Planning <emsplanning@toronto.ca>
Subject: Proposed Traffic Calming Measures for The Peanut Neighbourhood

Hi EMS Team,
My name is Matan, and I lead The Peanut Street Plan. As part of our study, we aim to improve safety in the area for all road users. Some of our recommendations include traffic calming measures such as speed humps along several streets. These measures are intended to reduce vehicle speeds in locations where excessive speeding has been identified. Below is a list of streets where we are considering recommending speed humps, along with the number that would be installed for each street.

Please let me know if you identify any issues with the proposed list. I am happy to answer any questions or comments you may have. If no major issues are identified, please confirm that in your response to this email.

Roadway	From	To	Traffic Calming Measure
Deerford Road	Van Horne Avenue	Don Mills Road	Speed humps (3)
Godstone Road	Fairview Mall Drive	Don Mills Road	Speed humps (5)
Goodview Road	Don Mills Road	Nymark Avenue	Speed humps (7)
Kingslake Road	Van Horne Avenue	Gleneagle Crescent	Speed humps (7)
Nymark Avenue	Shaughnessy Boulevard	Glenworth Road	Speed humps (5)
Van Horne Avenue	Don Mills Road	Leslie Street	Speed humps (11)

Thanks for your assistance,

Attachment 6: Measures Considered Not Recommended

Several measures identified by the community and staff through the course of the study were studied but not recommended. The most commonly requested changes that are not recommended are listed below, along with the rationale for why they are not recommended in this report.

- **Don Mills Road:** The elimination of vehicle traffic at the lane north of the plaza and south of the island was reviewed by staff as a potential measure to improve pedestrian safety for those traveling to and from the plaza. In discussions with the plaza owner, concerns were raised about potential cut-through traffic from people driving who might attempt to cross the Peanut if the U-turn option at Don Mills Road were removed. Business owners also noted that closing the lane could complicate truck circulation for loading operations within the plaza. During public consultation, there was no strong support for this option. Many residents emphasized the need to keep the lane open for U-turns and neighborhood connectivity for people driving.

- **Bellbury Crescent:** A crosswalk was considered at the intersection with the Bellbury Park Trail. Bellbury Crescent is a local road, and no speed concerns were noted during the course of the study. High speeds were not observed during staff site visits. A curb extension at the crossing is recommended to improve people driving to be aware of the trailheads on both sides of the roadway and enhance the visibility of trail users crossing the road.

- **Nymark Avenue:** A crosswalk was considered at the intersection with the Bellbury Park Trail. Due to the proximity of an existing crosswalk (30 metres west, at the intersection of Nymark Avenue and Bellbury Crescent), a crosswalk at the trail was not recommended. Traffic calming is suggested along Nymark Avenue, and curb extensions are also recommended at this location to awareness of pedestrians and people biking.

- **The intersection of Van Horne Avenue and Shaughnessy Boulevard:** An all-way stop control was reviewed at this intersection in response to resident requests and reported safety concerns. Van Horne Avenue is designated as a Community Safety Zone between the western intersection with O'Shea Crescent and Dolan Gate and functions as a school travel route for Divine Mercy Catholic Elementary School, located approximately 170 metres west of the intersection. A School Safety Zone begins west of the intersection. Shaughnessy Boulevard is a residential street and is designated as a cycling route. Neither roadway serves TTC bus routes. Based on the analysis conducted, the installation of an all-way stop control was found not to meet warrant criteria and is therefore not recommended. To address speeding concerns and enhance safety within the Community Safety Zone, speed humps are proposed on Van Horne Avenue. Full analysis for the all-way stop control can be found on Attachment 2.