

# **The Peanut Streets Plan**

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**Public Consultation Report**  
April, 2026

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## Consultation Summary

Public and interest group consultation for Phase 2 of The Peanut Streets Plan took place from October 22 to November 19, 2025.

This was the second of two phases of consultation. In Phase 1, respondents identified their local road safety concerns and ideas for change. In Phase 2, respondents were invited to provide feedback on the proposed changes. Consultation activities included virtual and in-person community interest group meetings, a public drop-in event, a survey, pop-up events, and comment tracking through phone and email.

The project team interacted with over 75 people at in-person consultation activities, and 80 survey responses were received. Five people provided feedback by phone and email.

Communications to notify the public and interest groups about the project and opportunities to participate included a project website, targeted emails to over 15 community interest groups and 85 project subscribers, as well as notices mailed to 2,500 addresses in the project area and hand-delivered to 16 apartment buildings, 6 schools, Oriole Community Centre, and Toronto Public Library – Fairview Branch.

In Phase 2, the overall feedback was positive, with high support for proposed changes. There was high support for changes proposed to increase safety for pedestrians and people cycling (including new crossings, signal adjustments, new and upgraded cycling facilities). At the Peanut's northern traffic island respondents preferred the option to add a new crosswalk between the island and the Plaza alongside accessibility improvements.

Majority of feedback was supportive of proposed traffic calming (speed humps and speed cushions), particularly near schools, with some concerns about potential impacts on traffic flow and emergency response vehicles. Similarly, there was a high level of support for all-way stop signs, with some concerns about potential impacts on traffic flow and reduced efficacy due to non-compliance.

The feedback gathered through this consultation will inform staff recommendations to City Council.

More information about the project can be found at [toronto.ca/PeanutStreets](https://toronto.ca/PeanutStreets)

## Project Overview

The Peanut neighbourhood was nominated for a Neighbourhood Streets Plan in 2023. The project area is located between Van Horne Avenue to the north, Highway 404 to the east, Esterbrooke Avenue and Fairview Mall Drive to the south and Bellbury and Lescon Parks trail system to the west.

Phase 1 of public consultation took place from March 8 to April 17, 2024, and consulted the community on issues commonly experienced in the neighbourhood and ideas for actions and changes.

Phase 2 consulted the community on proposed changes to address concerns related to road safety for all road users, including pedestrians, excessive speeding, and cycling infrastructure.



Map of the Streets Plan area

## Overview of Communications 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/PeanutStreets](https://toronto.ca/PeanutStreets)
- Notice delivered via mail (2,500 addresses in the project area) and hand delivered to 16 apartment buildings, 6 schools, community centres, and library
- E-notification to project subscribers (70+ contacts)
- Email to interest groups including residents' associations, community groups, organizations, institutions and elected officials (17 contacts)
- Lawn signs posted in the project area

### Consultation Activities

Comments on the project was received through the following activities:

Activity	Date	Participation
Virtual Interest Group Meeting	October 21, 2026	3 attendees (17 invited)
One-on-one interest group conversations	October 21 – November 5, 2025	7 individuals
Online Survey	October 22 - November 12, 2025	80 responses
Email/Phone	October 22 - November 12, 2025	Comments received from 5 individuals

Activity	Date	Participation
Pop-Up Events	<ul style="list-style-type: none"> <li>• Oriole Community Centre: November 4, 2025</li> <li>• Peanut Plaza: November 4, 2025</li> <li>• Fairview Library: November 12, 2025</li> </ul>	32 individuals and 15 businesses
Drop-In Public Event	November 5, 2025	25 attendees

## What We Heard

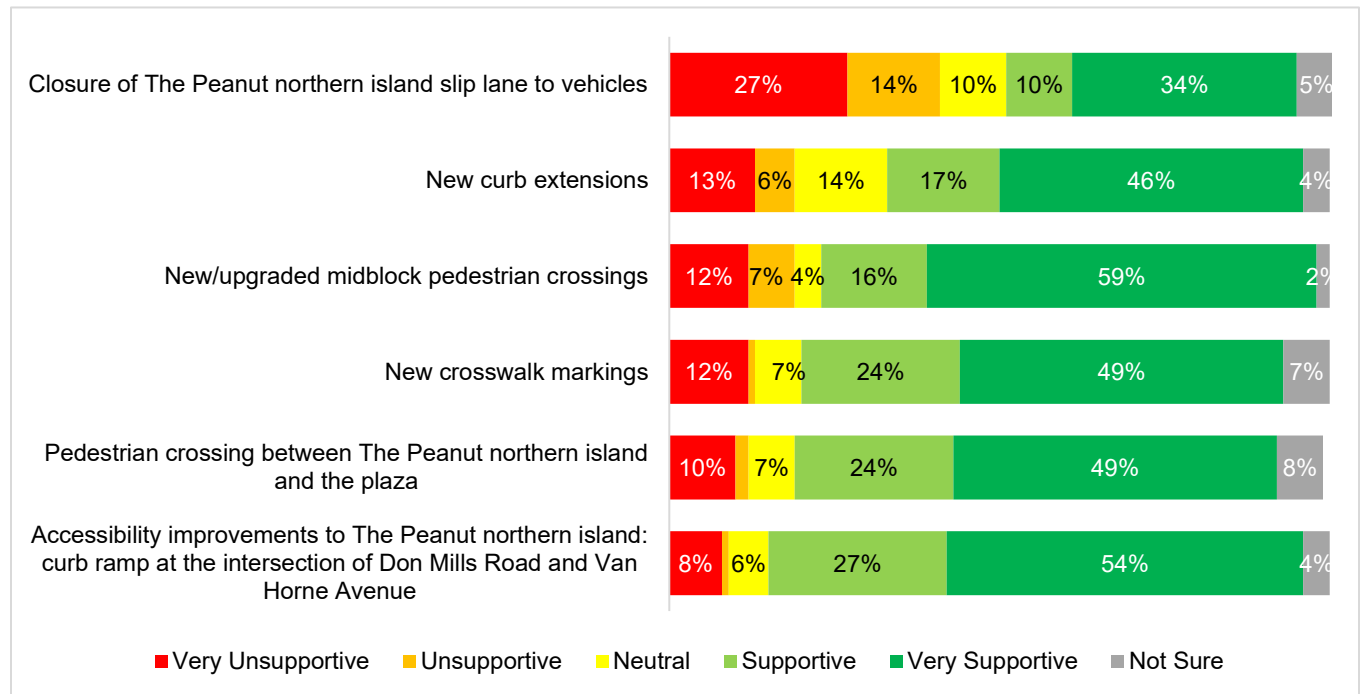
- Feedback through all mediums showed high level of support for changes proposed to add and upgrade midblock pedestrian crossings and new crosswalk markings.
- 69% of the survey respondents supported increased pedestrian crossing time at signals. Several respondents requested increased pedestrian crossing time at Don Mills Road near Oriole Recreation Centre, and at the midblock pedestrian intersection of Don Mills Road and O’Shea Walkway.
- At the island north of Peanut Plaza respondents preferred the proposed option to add a new crosswalk between the island and Peanut Plaza over the proposed option to eliminate motor vehicle access to slip lane.
  - Businesses at Peanut Plaza identified that slip lane closure may divert traffic to the Plaza parking lot, leading to safety concerns for those driving or walking inside the Plaza
- While 68% of the survey respondents were very supportive or supportive of new speed humps, some others expressed concerns about the potential impact on traffic flow and operation challenges for emergency response vehicles.
- A majority of feedback included support for changes proposed to cycling infrastructure and requests for increased connectivity to public transit and trails. Several respondents expressed concerns about safety for people cycling next to high-speed motor vehicles on major roads and suggested physically separated bikeways.

## Survey

The survey was available online via Medallia and included background information before asking questions which included 6 multi-choice options in addition to open ended comment boxes.

Participation in the survey was anonymous, and optional demographic questions were included (see Appendix for survey participant profile). Responses received to each question are presented in this section.

**Question: In general do you support the proposed changes to address road safety in the project area?**



- **Closure of the Peanut northern island slip lane:** There were 83 responses, with mixed support, including 44% very supportive or supportive, 10% neutral, 41% very unsupportive or unsupportive and 5% unsure.
- **New curb extensions:** There were 83 responses, with 63% very supportive or supportive, 14% neutral, 19% very unsupportive or unsupportive and 4% unsure.
- **New/upgraded pedestrian crossings:** There were 83 responses, with 75% very supportive or supportive, 4% neutral, 19% very unsupportive or unsupportive and 2% unsure.
- **New crosswalk markings:** There were 83 responses, with 73% very supportive or supportive, 7% neutral, 13% very unsupportive or unsupportive and 7% unsure.
- **Pedestrian crossing between The Peanut northern island and the plaza:** There were 83 responses, with 73% very supportive or supportive, 7% neutral, 12% very unsupportive or unsupportive and 8% unsure.
- **Accessibility improvements to The Peanut northern island: curb ramp at the Intersection of Don Mills Road and Vann Horne Avenue:** There were 83 responses, with 81% very supportive or supportive, 6% neutral, 9% very unsupportive or unsupportive and 4% unsure.

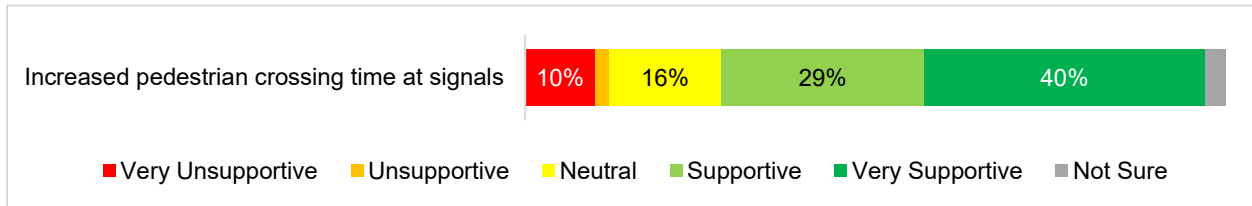
**Question: Please include any additional comments you would like to share about the proposed changes to address road safety in the project area:**

The most common additional comments about the proposed changes to address road safety included:

- Support for a new crosswalk between The Peanut northern island and the plaza, and suggestion to add green infrastructure elements at the island

- Concerns that eliminating vehicle access to the slip lane may make navigating the area difficult, and lead to more non-local traffic diverting to the plaza and creating unsafe conditions
- Overall support for increased road safety in the neighbourhood, with some concerns that additional safety measures may lead to increased congestion
- Add more signage since navigation in the area can be confusing
- Need for more safety measures along Van Horne Road

**Question: In general do you support the proposed changes to address inadequate signal timing in the project area?**



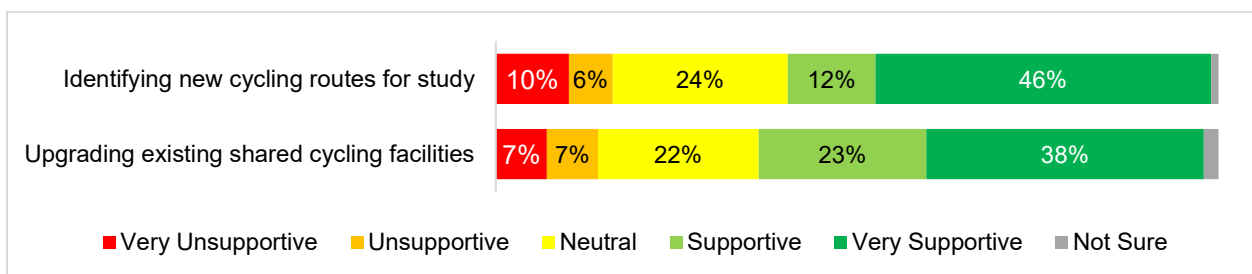
There were 83 responses, with 69% very supportive or supportive, 16% neutral, 12% very unsupportive or unsupportive and 3% unsure.

**Question: Please include any additional comments you would like to share about the proposed changes to address inadequate signal timing:**

The most common additional comments about the proposed changes to address inadequate signal timing included:

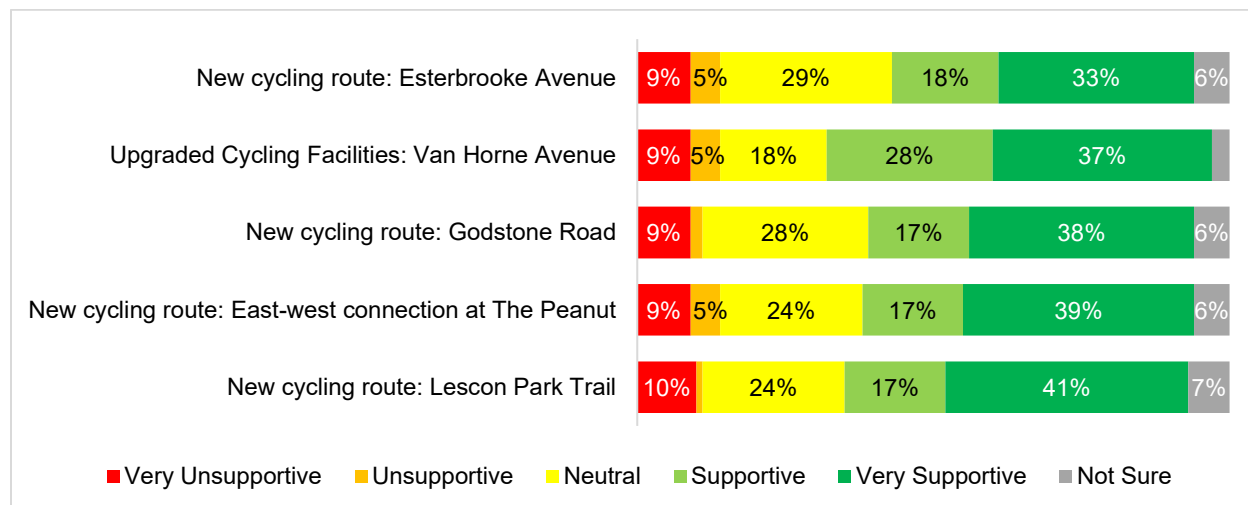
- Inadequate signal timing for pedestrians on Don Mills Road near Oriole Recreation Centre, at the intersection of Don Mills Road and Godstone Road, and at the intersection of Don Mills Road and O’Shea Walkway
- Need for longer advanced green lights and longer turning times for motor vehicles

**Question: In general do you support the proposed changes to address lack of safe cycling infrastructure in the project area?**



- **Identifying new cycling routes for study:** There were 82 responses, with 58% very supportive or supportive, 24% neutral, 16% very unsupportive or unsupportive and 2% unsure.
- **Upgrading existing shared cycling facilities:** There were 82 responses, with 61% very supportive or supportive, 22% neutral, 16% very unsupportive or unsupportive and 3% unsure.

**Question: Do you support changes to address lack of safe cycling infrastructure at these locations?**



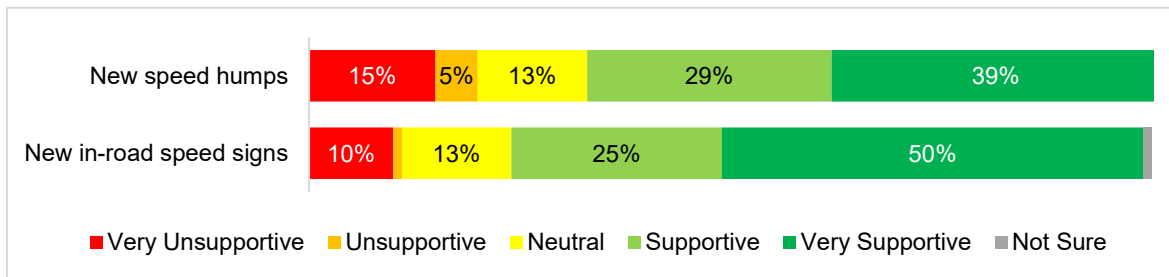
- **New cycling route: Esterbrooke Avenue:** There were 82 responses, with 51% very supportive or supportive, 29% neutral, 14% very unsupportive or unsupportive and 6% unsure.
- **Upgraded Cycling Facilities: Van Horne Avenue:** There were 82 responses, with 65% very supportive or supportive, 18% neutral, 14% very unsupportive or unsupportive and 3% unsure.
- **New cycling route: Godstone Road:** There were 82 responses, with 55% very supportive or supportive, 28% neutral, 11% very unsupportive or unsupportive and 6% unsure.
- **New cycling route: East-west connection at The Peanut:** There were 82 responses, with 56% very supportive or supportive, 24% neutral, 14% very unsupportive or unsupportive and 6% unsure.
- **New cycling route: Lescon Park Trail:** There were 82 responses, with 58% very supportive or supportive, 24% neutral, 11% very unsupportive or unsupportive and 7% unsure.

**Question: Please include any additional comments you would like to share about the proposed changes to address lack of safe cycling infrastructure**

The most common additional comments about the proposed changes to address lack of safe cycling infrastructure included:

- Concerns about safety for people cycling next to high-speed motor vehicles, particularly on Van Horne Avenue and Don Mills Road. Suggestions to address this included adding physically separated bikeways and adding bikeways on residential streets
- People cycling and riding electric scooters often use the sidewalk, which is a safety issue for pedestrians and people waiting at bus stops. Need for increased enforcement for electric scooters
- Overall support for new and upgraded cycling infrastructure, with some concerns that cycling volumes in the area may not justify new or upgraded bikeways

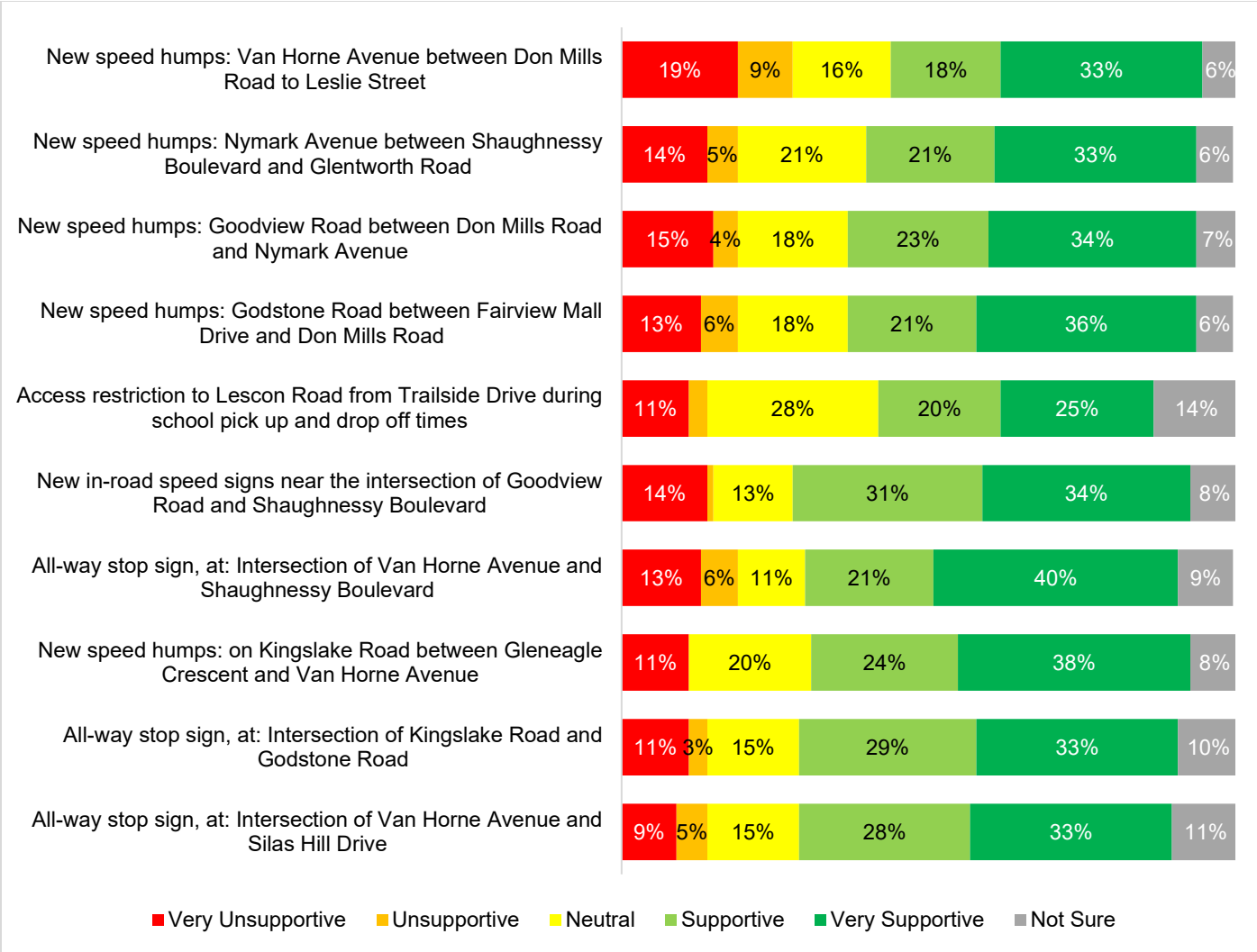
**Question: In general do you support the proposed changes to address excessive speeding in the project area?**



- **New speed humps:** There were 80 responses, with 68% very supportive or supportive, 13% neutral, and 20% very unsupportive or unsupportive.
- **New in-road speed signs:** There were 80 responses, with 75% very supportive or supportive, 13% neutral, 11% very unsupportive or unsupportive and 1% unsure.

**Question. Do you support the proposed changes to address excessive speeding at these locations?**

- **New speed hump: Van Horne Avenue between Don Mills Road to Leslie Street:** There were 80 responses, with 51% very supportive or supportive, 16% neutral, 28% unsupportive or very unsupportive, and 6% unsure
- **New speed hump: Nymark Avenue between Shaughnessy Boulevard and Glentworth Road:** There were 80 responses, with 54% very supportive or supportive, 21% neutral, 19% unsupportive or very unsupportive, and 6% unsure
- **New speed hump: Goodview Road between Don Mills Road and Nymark Avenue** There were 80 responses, with 57% very supportive or supportive, 18% neutral, 19% unsupportive or very unsupportive, and 7% unsure
- **New speed hump: Godstone Road between Fairview Mall and Don Mills Road:** There were 80 responses, with 57% very supportive or supportive, 18% neutral, 19% unsupportive or very unsupportive, and 6% unsure
- **Access restriction to Lescon Road from Trailside Drive during school pick up and drop off times:** There were 80 responses, with 45% very supportive or supportive, 28% neutral, 14% unsupportive or very unsupportive, and 14% unsure
- **New in-road speed signs near the intersection of Goodview Road and Shaughnessy Boulevard:** There were 80 responses, with 65% very supportive or supportive, 13% neutral, 14% unsupportive or very unsupportive, and 8% unsure
- **All-way stop sign, at: Intersection of Van Horne Avenue and Shaughnessy Boulevard** There were 80 responses, with 61% very supportive or supportive, 11% neutral, 19% unsupportive or very unsupportive, and 9% unsure
- **New speed humps: on Kingslake Road between Gleneagle Crescent and Van Horne Avenue:** There were 80 responses, with 66% very supportive or supportive, 20% neutral, 11% unsupportive or very unsupportive, and 8% unsure
- **All-way stop sign, at: Intersection of Kingslake Road and Godstone Road:** There were 80 responses, with 62% very supportive or supportive, 15% neutral, 14% unsupportive or very unsupportive, and 10% unsure
- **All-way stop sign, at: Intersection of Van Horne Avenue and Silas Drive** There were 80 responses, with 61% very supportive or supportive, 15% neutral, 14% unsupportive or very unsupportive, and 11% unsure



**Question: Please include any additional comments you would like to share about the proposed changes to address excessive speeding:**

The most common additional comments about the proposed changes included:

- While many respondents supported these changes, others expressed concerns about possible increase in congestion due to slower speeds and impacts on ambulances and other emergency response vehicles
- Concerns about non-compliance with stop signs and speed reduction measures, and suggestions for increased enforcement including speed cameras and police resources
- Concerns that winter driving conditions may worsen if speed humps are installed on steep roads, including Goodview Road, Nymark Avenue, and parts of Van Horne Avenue

**Question: Please share any additional comments, concerns, observations, or suggestions related to the Peanut Streets Plan.**

Additional general feedback about Peanut Streets Plan included:

- High level of support for changes to increase safety for pedestrians and people cycling, and for traffic calming, with some concerns about potential impact on emergency response vehicles and winter driving conditions
- Requests for additional traffic calming or safety measures on:
  - Tumbleweed Road

- Allenbury Road
- Godstone Road near Fairview Mall
- Intersection of Don Mills Road and Van Horne Avenue
- Entry and exit points to the commercial plaza
- Requests for landscaping and green infrastructure elements on northern island at The Peanut
- Suggestions to make public consultation materials more accessible to the community, by using non-technical terminology, more visuals, definitions, and examples where needed.

## Public Drop-in Event

At the November 5, 2025 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:

### Speed

Location	Comment Summary
Don Mills Road	<ul style="list-style-type: none"> <li>- Excessive speeding</li> <li>- Install flashing speed signs near schools to encourage slower speeds</li> <li>- Install speed cameras near Peanut Plaza</li> </ul>
Van Horne Avenue	<ul style="list-style-type: none"> <li>- Mixed opinions on the proposed speed reduction measures, with some concerns that reduced speeds may lead to congestion</li> </ul>
Tumbleweed Road	<ul style="list-style-type: none"> <li>- Mixed opinions on whether excessive speeding is a concern on this road</li> </ul>
Throughout the neighbourhood	<ul style="list-style-type: none"> <li>- Mixed opinions on speed humps, with some concerns that speed humps may lead to increased congestion, and operational challenges for emergency response vehicles and snow removal</li> <li>- Install more in-road flexible speed signs</li> </ul>

### Volume

Location	Comment Summary
Van Horne Avenue	<ul style="list-style-type: none"> <li>- Adding speed humps on Van Horne Avenue may lead to non-local traffic being directed towards residential streets</li> </ul>
The Peanut Northern Island	<ul style="list-style-type: none"> <li>- Slip lane removal may worsen congestion during rush hour. Install a stop sign instead.</li> </ul>
Tumbleweed Road	<ul style="list-style-type: none"> <li>- Excessive non-local traffic</li> </ul>
Shaughnessy Boulevard	<ul style="list-style-type: none"> <li>- Concern that the proposed measures may divert more non-local traffic to Shaughnessy Boulevard</li> </ul>
Van Horne Avenue and Silas Hill Drive intersection	<ul style="list-style-type: none"> <li>- Concerns about congestion during school pick-up and drop-off time and when school busses are parked on the street. The new curb extension may have contributed to increased congestion.</li> </ul>
Throughout the neighbourhood	<ul style="list-style-type: none"> <li>- Concern that speed humps may worsen existing congestion in the neighbourhood</li> </ul>

## Pedestrians

Location	Comment Summary
The Peanut Northern Island	<ul style="list-style-type: none"> <li>- Support for adding a crossing between the Peanut Northern Island and Peanut Plaza</li> <li>- Support for increased accessibility to the Island</li> <li>- Some concerns about the proposed closure of slip lanes for vehicles including possible increase in congestion and vehicles using the Peanut Plaza parking lot as an alternative</li> </ul>
Van Horne Avenue and Don Mills Road intersection	<ul style="list-style-type: none"> <li>- Bus stop relocation to south of the intersection has led to more pedestrians crossing at unmarked locations to access the bus stop. Consider moving the bus stop to its previous location.</li> <li>- Consider posting a crossing guard</li> </ul>
Don Mills Road West	<ul style="list-style-type: none"> <li>- Long wait time for pedestrians at the signal near Oriole Community Centre. Pedestrian, including children, cross unsafely at this location</li> </ul>
Don Mills Road and Seneca Hill Drive and Don Mills Road	<ul style="list-style-type: none"> <li>- Crossing guard needed near Don Valley Middle School</li> </ul>
Deerford Drive and Don Mills Road	<ul style="list-style-type: none"> <li>- Long wait times for pedestrians at the signal</li> </ul>
General	<ul style="list-style-type: none"> <li>- Support for proposed midblock crossings</li> <li>- Support for speed humps since many pedestrians, particularly students, cross at unmarked locations</li> <li>- Install additional signage to indicate travelling directions on Don Mills Road</li> </ul>

## Cycling Infrastructure

Location	Comment Summary
Van Horne Avenue	<ul style="list-style-type: none"> <li>- Install physically separated cycle tracks</li> </ul>
Esterbrooke Avenue	<ul style="list-style-type: none"> <li>- Consider extending the proposed cycling route to Bellbury Park trail</li> </ul>
East-West Connection at The Peanut	<ul style="list-style-type: none"> <li>- Support for the proposed connection</li> </ul>
Bellbury Park Trail	<ul style="list-style-type: none"> <li>- Consider using materials which discourage e-bikes and e-scooters from using the trail</li> </ul>
General	<ul style="list-style-type: none"> <li>- Support for cycling infrastructure in the neighbourhood and connections to nearby parks and trail</li> <li>- Install Bike Share stations near parks and trails (such as Bellbury Park, Hobart Park)</li> <li>- Install physical buffers discourage vehicles parking in bike lanes</li> <li>- In-road speed signs lead to drivers swerving closer to the curb, which is unsafe for people cycling</li> </ul>

## Public Transit

Location	Comment Summary
O'Shea Walkway and Don Mills Road intersection	<ul style="list-style-type: none"><li>- Concerns about the proposed bus stop relocation from intersection of Goodview Road and Don Mills Road to O'Shea Walkway and Don Mills Road</li></ul>

## Road Safety

Location	Comment Summary
Goodview Road and Shaughnessy Boulevard intersection	<ul style="list-style-type: none"><li>- Lack of stop compliance at the intersection</li></ul>
Van Horne Avenue and Silas Hill Drive intersection	<ul style="list-style-type: none"><li>- Safety concerns due to busses passing school busses at the on-street school loading zone</li></ul>

## Other Feedback

Location	Comment Summary
General	<ul style="list-style-type: none"><li>- Use terminology that is easy to understand for a wide audience. Include more visuals, definitions and examples where needed.</li></ul>

## Interest Group Feedback

The comments received through meetings with community interest groups and affected property owners are summarized below:

### Pedestrians

Location	Comment Summary
Don Mills Road and Van Horne Avenue	<ul style="list-style-type: none"><li>- Concerns about pedestrians including students crossing the street at unmarked locations to get to the bus stop and businesses</li><li>- Significant pedestrian safety concerns at The Peanut northern island due to high vehicle speeds at the intersection and fast-moving southbound traffic</li></ul>
Don Mills Road and O'Shea Walkway intersection (midblock pedestrian signal)	<ul style="list-style-type: none"><li>- Suggest adding pavement markings to highlight the crossing and improve pedestrian safety</li></ul>
General	<ul style="list-style-type: none"><li>- Support for pedestrian safety improvements in the neighbourhood, particularly near schools and at the intersection of Don Mills Road East and Van Horne Avenue</li><li>- Support for proposed cycling infrastructure</li></ul>

### Cycling

Location	Comment Summary
General	<ul style="list-style-type: none"><li>- General support for proposed cycling infrastructure and more active transportation options</li></ul>

## Road Safety

Location	Comment Summary
Don Mills Road and Van Horne Avenue	<ul style="list-style-type: none"> <li>- Concerns about the proposed option to eliminate slip lane access for vehicles. This may divert more non-local traffic to plaza, and lead to excessive speeding and unsafe conditions for those driving or walking inside the plaza.</li> <li>- Slip lane closure may also lead to safety concerns for vehicles making a U-turn at the intersection</li> <li>- Respondents suggested alternatives to slip lane closure, including reducing posted speed limits, adding additional signage, and installing additional signalized crosswalks</li> <li>- Peanut Plaza expressed concern that eliminating the slip lane may lead to more vehicles cutting through the Plaza at high speeds, as drivers might use the plaza instead of the top of The Peanut to travel south. Additionally, there may also be safety concerns for vehicles making a U-turn at the intersection.</li> </ul>
Don Mills Road and O'Shea Walkway intersection (midblock pedestrian signal)	<ul style="list-style-type: none"> <li>- Stop bar relocation would create more space for vehicles to exit safely</li> </ul>

## Additional Feedback

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

### Pedestrians

Location	Comment Summary
Don Mills Road and Van Horne Avenue	<ul style="list-style-type: none"> <li>- Mixed opinion on the proposed option to eliminate slip lane access for vehicles. While some supported this option, others said it may lead to non-local traffic being diverted to plaza and safety concerns in the plaza parking lot.</li> <li>- Support for the proposed crosswalk and accessibility improvements at the Northern Island</li> <li>- Increase in instances of pedestrians crossing the street at unmarked location since the relocation of TTC bus stop to south of the Van Horne Avenue and Don Mills Road intersection</li> </ul>
Don Mills Road West	<ul style="list-style-type: none"> <li>- Long wait time for pedestrians at the signal near Oriole Community Centre</li> </ul>
General	<ul style="list-style-type: none"> <li>- Support for the proposed pedestrian safety measures at the identified locations</li> </ul>

## Cycling

Location	Comment Summary
General	- Support for cycling infrastructure, and increased cycling connectivity to public transit
Van Horne Avenue	- Mixed opinion on dedicated cycling facilities on Van Horne Avenue, including support and some concerns that dedicated cycling facilities may lead to an increase in congestion

## Road Safety

Location	Comment Summary
Van Horne Avenue	- Concerns about speed humps, particularly on Van Horne Avenue due to potential impacts on operations of emergency response vehicles - Concern about all-way stop signs on Van Horne Avenue and Silas Hill Drive and Van Horne Avenue and Shaughnessy Boulevard

## General

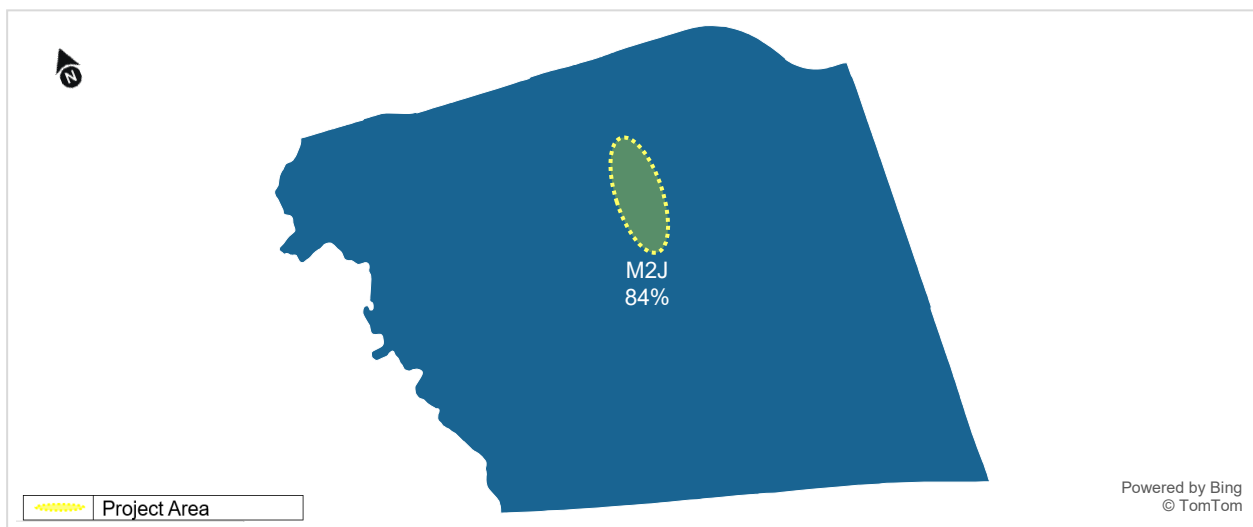
Location	Comment Summary
Don Mills Road and Van Horne Avenue	- Consider installing landscaping and benches as a part of enhancements to The Peanut northern island

## Appendices

### Appendix A: Survey Participant Profile

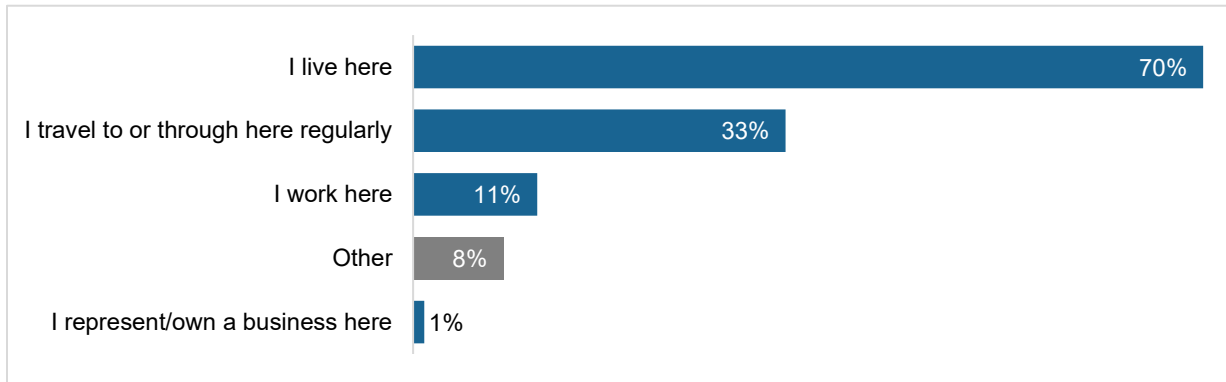
A total of 87 survey respondents provided optional demographic information described below.

### Postal Code | n=87



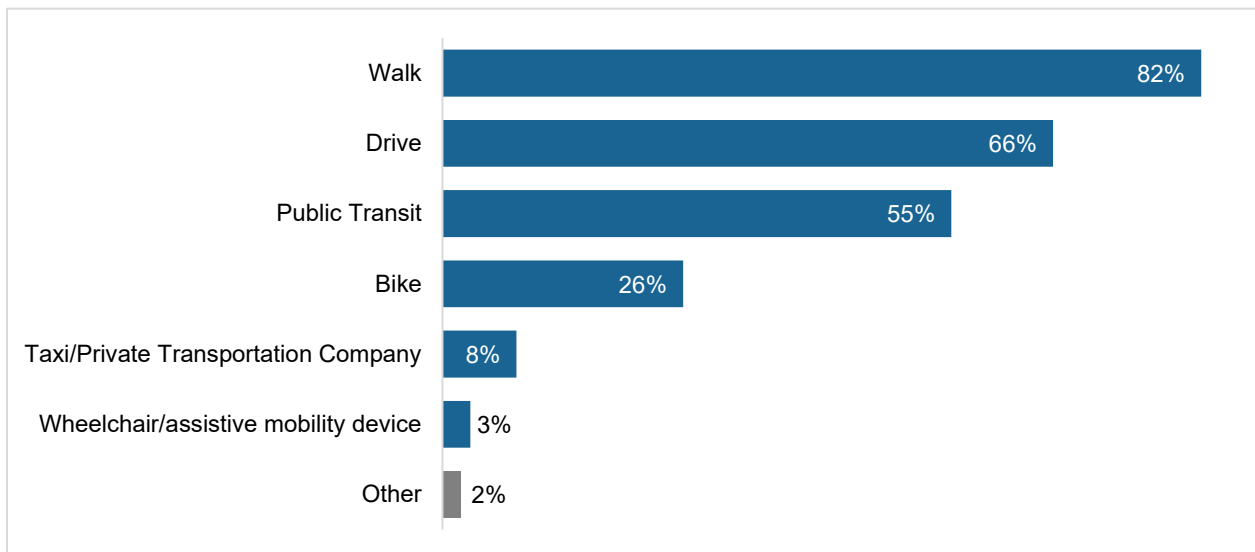
Of all survey respondents, 84% live in or near the study area (M2J) and 10% in other postal codes across the city. An additional 6% of respondents preferred not to answer this question.

### Relationship to the Project Area | n=87



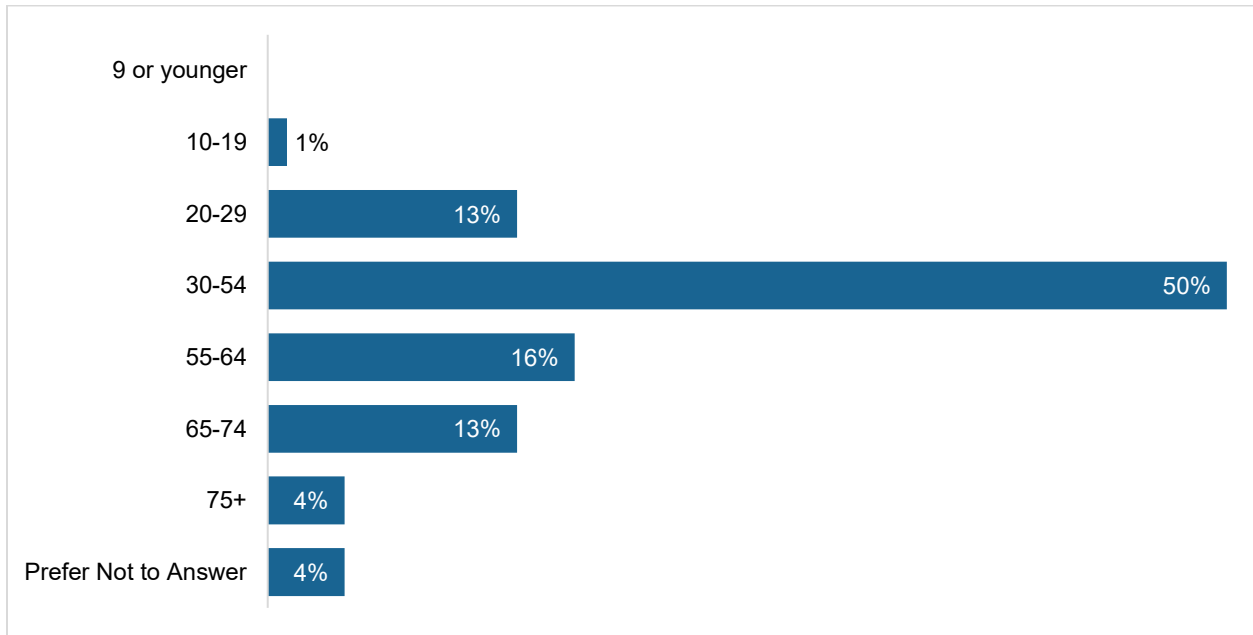
Of all the survey respondents, 70% identified that they live in the area, 33% identified that they travel to or through here regularly, and 11% said they work here.

### Typical Ways of Travelling In/Near the Project Area | n=87



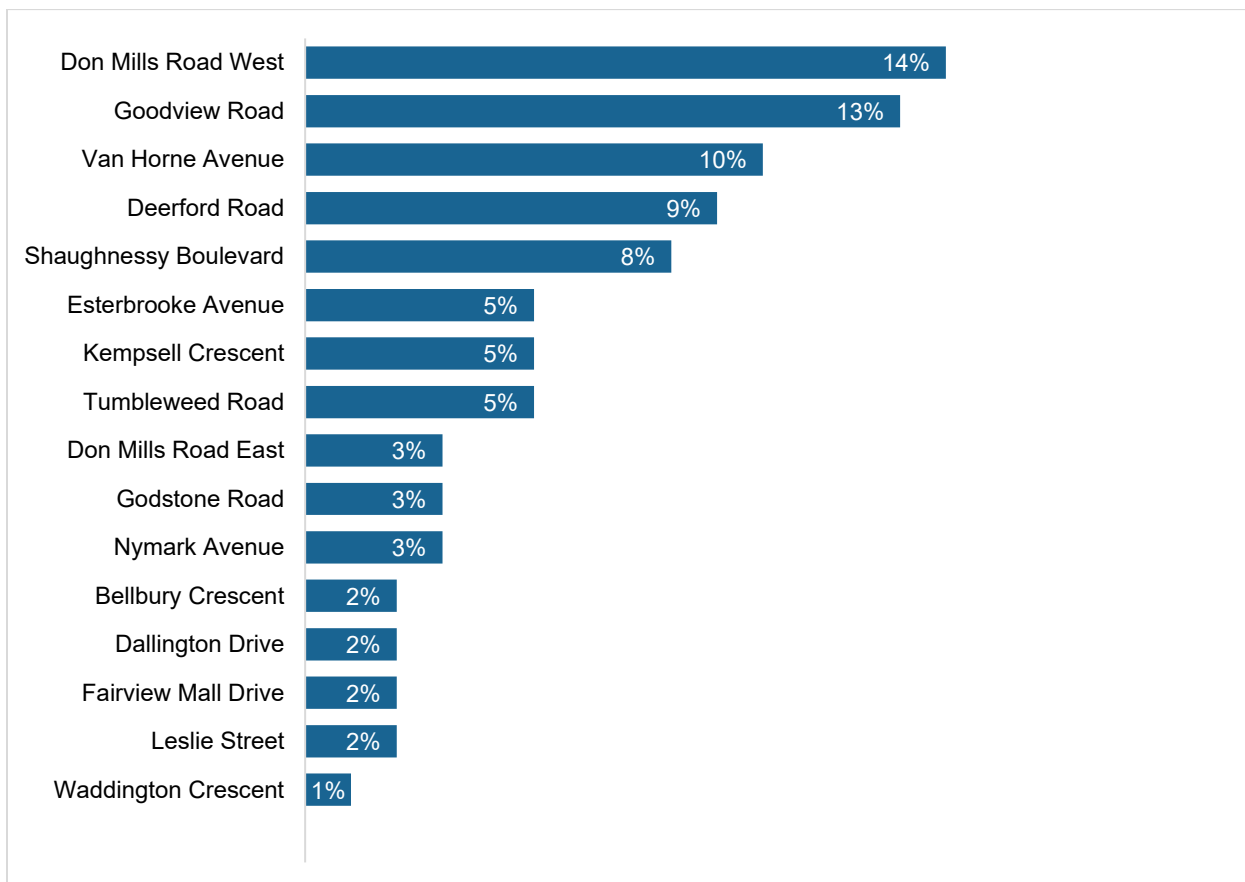
82% of the respondents said they walk in the area, followed by 66% who drive, 55% who take public transit, and 26% who bike in the area. 3% of the respondents use wheelchair/assistive mobility devices. 69% of those who walk in the area also drive as a typical way of travelling in/near the area.

## Age | n=87



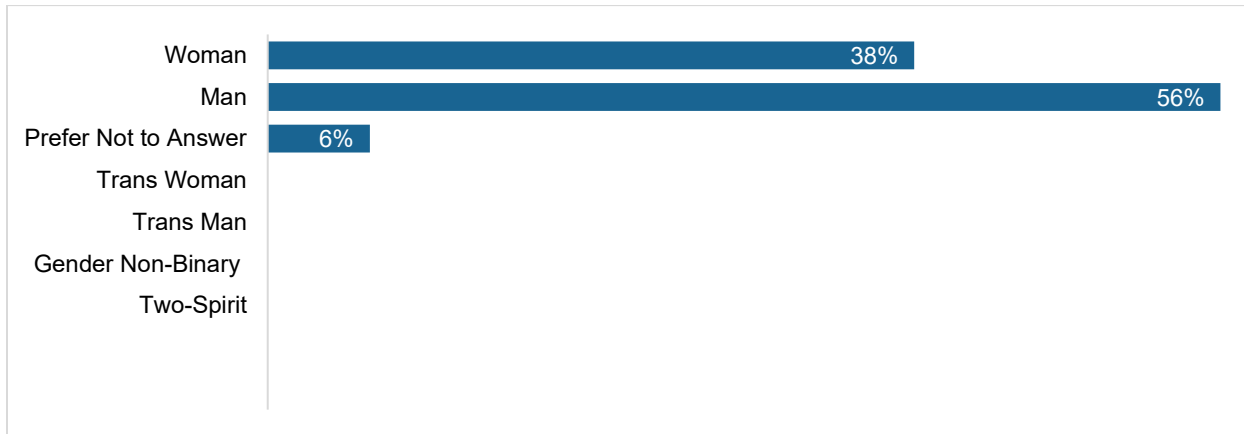
50% of the survey respondents identified as being 30-54 years old, followed by 16% who were 55-64 years old. 14% of the respondents were below 29 years old, and 17% were above 65 years old.

## Location of Property in the Project Area | n=87



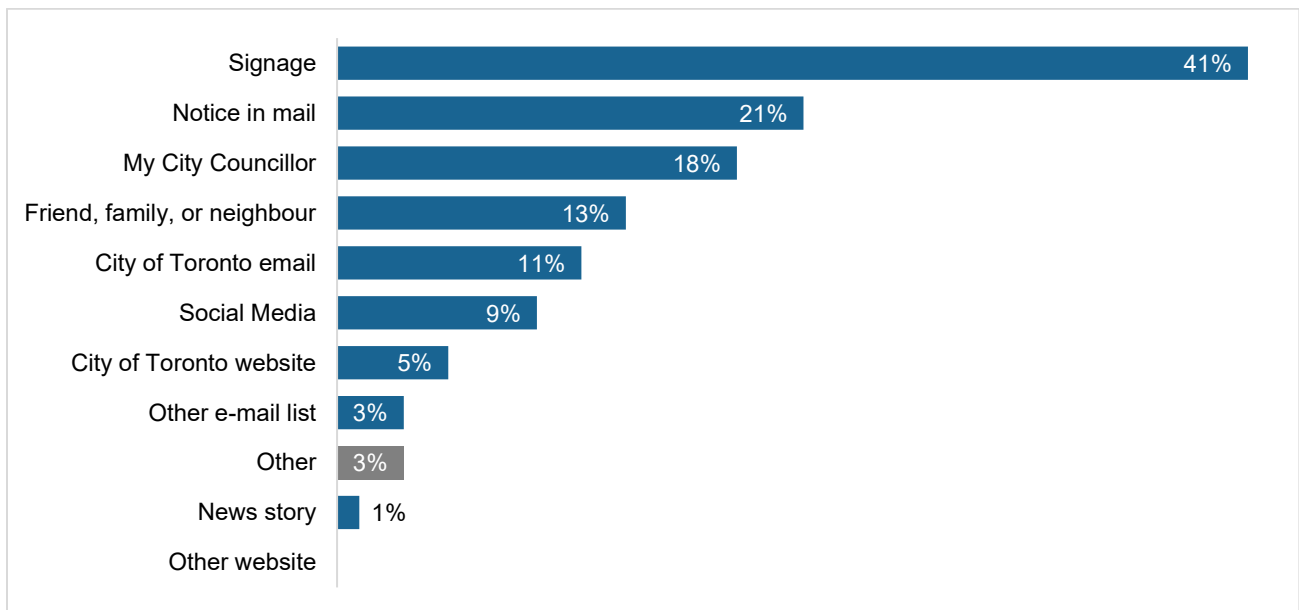
80% of the respondents answered this question, with representation from streets across the neighbourhood. Respondents identified location of property on the following other streets: Lynch Road, Skymark Drive, Forest Manor Drive, Seneca Hill Drive, Parkway Forest Drive, Sandbourne Crescent, and Graydon Hall Drive

### Gender | n=87



56% of the survey respondents identified as men, 38% identified as women, and 6% preferred not to answer.

### Point of Engagement | n = 87



41% of the survey respondents heard about the project through signage, 21% through project notice received in mail, and 18% through communication from the City Councillor.