

= Mount Pleasant Road =

Mount Pleasant Road is a major arterial thoroughfare in the Canadian city of Toronto , Ontario that travels from Jarvis Street south of Bloor Street north to Glen Echo Drive . The road is unique as one of the few arterial roads in Toronto to be created after the development of the suburbs which it passes through . These include the wealthy Rosedale , Moore Park and Lawrence Park neighbourhoods . The road also passes through the centre of Mount Pleasant Cemetery , after which it takes its name .

Mount Pleasant Road was first established in 1915 when the city of Toronto , having recently annexed Moore Park , purchased the right @-@ of @-@ way for a new road through the cemetery . This road opened to traffic in 1919 , from St. Clair Avenue to the Blythwood Ravine , south of Lawrence Avenue . Several streets were absorbed into the length of Mount Pleasant Road in 1919 , 1920 and 1935 ; the latest as part of a northward extension through Lawrence Park . In the late 1940s , what originally began as the Clifton Road Extension opened a new right @-@ of @-@ way between St. Clair Avenue and Jarvis Street , despite opposition from the Toronto Transit Commission (TTC) , bringing the road to its current length of 7 @.@ 6 km (4 @.@ 7 mi) . This extension is considered Toronto 's first expressway .

= = Route description = =

Between Bloor Street and York Mills Road , Mount Pleasant Road is the first major thoroughfare east of Yonge Street , the centreline of Toronto . It is classified by the city as a " major arterial " , with a speed limit of 50 km / h (31 mph) in most places . The road is 7 @.@ 6 km (4 @.@ 7 mi) in length .

Mount Pleasant begins as an extension of Jarvis Street , in downtown Toronto . Until late 2009 , Jarvis extended north to Bloor ; however , this section was renamed Ted Rogers Way on October 27 , 2009 , truncating Jarvis at Mount Pleasant . The road forks to the northeast between large buildings and passes beneath Bloor Street , then crosses the Rosedale Ravine . It passes through residential South Rosedale , entering a trench and passing beneath Crescent Drive . The road descends into the Yellow Creek ravine (crossing David A. Balfour Park) along the former route of Roxborough Drive , then climbs to pass beneath the Canadian Pacific Railway tracks . It continues to climb along the eastern bank of the ravine , entering Moore Park and turning north at St. Clair Avenue East . The road passes through the centre of Mount Pleasant Cemetery , after which it takes its name . It crosses the old Belt Line Railway trail , and winds northeast into Davisville Village .

Continuing north and resuming its straight northward course , Mount Pleasant passes through a historic commercial strip , then meets Eglinton Avenue East . It passes into a primarily residential area , though several auto service shops exist along this stretch , as well as Northern Secondary School . The road heads slightly west south of Blythwood Road , then crosses Blythwood Ravine , which contains the small Burke 's Brook . After climbing into Lawrence Park , the road meets Lawrence Avenue East . This intersection , featuring a multi @-@ stage traffic light , directs driver to the east before continuing north . From here to the northern terminus , it is classified as a collector road and is a wide residential street with several stop signs . The road ends near the edge of the West Don Valley at an intersection with Glen Echo Drive , adjacent to the Doncliffe Bus Loop .

= = History = =

The outward growth of Toronto presented an ever increasing need for a dedicated burial ground . The Toronto General Burying Grounds Trust was formed by the owners of the Potter 's Field cemetery , which lay at the northwest corner of Yonge and Bloor . As the cemetery blocked the growth of Yorkville , the village pressured the province to move the interred to a new burial ground ; the trust purchased The Necropolis . As Toronto continued to grow , the need for a new cemetery grew . As a result , the trust purchased a 0 @.@ 81 km2 (200 acres) farm north of Deer Park . The

new grounds , named Mount Pleasant Cemetery , opened to the public on November 4 , 1876 . Thereafter , the " outer suburbs " of Rosedale , Deer Park , North Toronto and Moore Park grew , being annexed by the City of Toronto in 1905 , 1908 and the latter two in 1912 , respectively .

Mount Pleasant Road was constructed over the course of several years by interconnecting several existing streets as well as building a new road in other places ; at that time , a road existed to the north and south of the cemetery . The road to the south , running between Clarence Street (renamed Heath Street on April 7 , 1913) and Moore Avenue , was known as Lyle Street and Kinsman Avenue . The road to the north , running between Balliol Street and Merton Street , was known as Alberta Avenue .

In an attempt to improve the flow of traffic coming from within the city , the operators of Mount Pleasant Cemetery were approached beginning in 1912 with the goal of opening a new right @-@ of @-@ way through the property . The operators initially refused , prompting the city to pass By @-@ law 7311 in March 1915 , which allowed for the expropriation of the cemetery property . Over the next several months , the city and the Toronto General Burying Grounds Trustees bargained over the price of the land , settling for the extraordinary sum of \$ 98 @,@ 921 @.@ 88 (\$ 2 @,@ 090 @,@ 000 , adjusted for inflation) by July ; construction began the following spring . The route through Moore Park incorporated a small street known as Kinsman Avenue (known as Lyle Street until April 7 , 1913) , while north of the cemetery , the short Alberta Avenue between Merton Street And Balliol Street was absorbed . The muddy road was opened to traffic in 1919 , featuring a paved bridge with streetcar tracks over the abandoned Belt Line Railway .

By the end of 1919 , Mount Pleasant Road existed between St. Clair Avenue and Blythwood Road , ending at the rim of the Blythwood Ravine . Despite this , the road on the opposite rim was renamed from Sidmouth Avenue in 1920 . Following the construction of the Vale of Avoca in the first half of the 1920s , the newly formed Toronto Transit Commission extended the St. Clair streetcar line east to Mount Pleasant Road December 1 , 1924 and then north to Eglinton Avenue on November 4 , 1925 . Between 1934 and 1936 , after gaining approval from Lawrence Park developers , a bridge was constructed over the ravine and Mount Pleasant extended north to Lawrence Avenue . In 1935 , Hilda Avenue was renamed , extending Mount Pleasant Road north to Forest Glen Crescent .

= = = Clifton Road Extension = = =

In November 1945 , at the recommendation of the planning board , in an effort to improve traffic flow outward from the downtown core , city council initiated what would come to be known as the Clifton Road Extension . Prior to the opening of this route , a road travelled southwest from the intersection of Inglewood Drive and Clifton Road into the ravine , crossed Yellow Creek , and climbed up the opposite slope north to the corner of Avoca Avenue and Rosehill Drive ; most of this route exists as a recreational path today . Roxborough Drive also crossed the ravine along the same route as Mount Pleasant today . A third route followed MacLennan Avenue north across the CPR tracks , ascending the steep MacLennan Hill . A decades @-@ old contract signed with CPR required the closing of the MacLennan Avenue crossing if a road should ever pass beneath the tracks .

The MacLennan Hill was a dangerous and steep bottleneck for traffic leaving the inner city . The first recommendations involved creating an underpass beneath the CPR tracks . A vote was held on January 1 , 1946 , with an overwhelming majority of voters approving the project . After several months of negotiation with residents of South Rosedale , bylaw 16622 formally approved the extension of Clifton Road to Jarvis Street on June 24 , 1946 .

Residents of Moore Park , opposed to the notion of widening their small residential street , approached city council in September 1948 to request the new extension connect to Mount Pleasant Road instead . A petition of residents followed , and city council accepted the recommendations . Bylaw 17489 , passed February 7 , 1949 , formally approved the project . Despite the loss of ten houses , this plan was carried out .

Construction included a new bridge excavated at the intersection of Huntley and Jarvis Streets , requiring the TTC to divert its streetcar tracks to the south . The closing of the MacLennan Avenue

CPR crossing resulted in the construction of a pedestrian overpass . Traffic descending the MacLennan Hill was directed west along a new road to Mount Pleasant . On January 23 , 1950 , the Clifton Road Extension was renamed Mount Pleasant Road . It opened to traffic on May 17 , and is considered the first expressway in Toronto .

= = Major intersections = =

The following table lists the notable crossroads encountered along Mount Pleasant Road . The entirety of the road lies within the city of Toronto .