



HENDON AVENUE ROAD SAFETY IMPROVEMENTS

FROM TALBOT ROAD TO YONGE
STREET



Uptown Service Road Environmental
Assessment Study Report Addendum



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1 PROJECT OVERVIEW

1.1 PROJECT BACKGROUND

The Uptown Service Road and Associated Road Network EA was adopted in May 1993 which recommended a number of network improvements in North York Centre, including measures to limit traffic infiltration on local roads in the neighbourhood areas bordering the Centre. One of the recommended measures included converting through streets with a local road designation into cul-de-sacs to encourage non-local traffic to remain on arterial and collector roads and minimizing cut through traffic. Hendon Avenue was identified as one of the cul-de-sac corridors to reduce infiltration from the future Uptown Service Road (Beecroft Road Extension) as it was classified as a local road in its entirety at the time the original EA was complete.

Subsequent to the 1993 EA, Hendon Avenue between Greenview Avenue and Talbot Road was redesignated/reclassified as a Collector Road in 1998. Collector roads serve to collect traffic from local streets and provide access to arterial roads. Collectors act as distributors of traffic from the main roads to the local roads.

In 2020, the REimagining Yonge Street EA was adopted by City Council. A multi-modal transportation model was utilized to assess the impacts of the proposed changes to the road network. Based on the traffic modelling completed, it was recommended that maintaining Hendon Avenue as a through street was preferred given its ability to best advance policy objectives, namely improving mobility and forming a finer grained street network. Overall, the anticipated changes in traffic rerouting and patterns resulted from the “Transform Yonge” are not significant in the context of traffic volumes that can be expected on key arterial roadways during the peak periods.

On July 14, 2021, City Council adopted the recommendation to maintain Hendon Avenue as a through street to Yonge Street subject to identifying and including mitigation measures, which would be documented as part of the Environmental Assessment Addendum to the Uptown Service Road and Associated Network Environmental Assessment Study to address concerns raised by members of the community, and in consultation with the local Councillor. As a result, this Addendum to the 1993 Uptown Service Road and Associated Network Environmental Study Report has been prepared to document the proposed changes to Hendon Avenue and the proposed mitigation measures. The Addendum also provides a summary of changes to the existing environmental conditions within the study area and identifies any changes to conditions that have occurred since the original 1993 ESR was completed.

1.2 ADDENDUM AND PROJECT CHANGES PROCESSES

1.2.1 Municipal Class EA Addendum

Due to unforeseen circumstances or changes in the environment, it may not be feasible to implement the project in the manner outlined in the project report or a time lapse (i.e., 10+ years) occurs between the filing of the Environmental Study Report and the implementation of the project. In such cases, the Municipal Class Environmental Assessment (Municipal Engineers Association, October 2000, as amended in 2007, 2011, 2015, 2023 and 2024) requires the review of any significant modification proposed to the project and the planning and design process and the current environmental setting to ensure that the project and the mitigation measures are still valid given the current planning context. However, if the proponent has begun construction on a part of the solution (one of the component projects) within the 10-year window, then



proponent can proceed with implementing the solution by constructing the remaining component projects without the preparation of an addendum, despite a lapse of more than 10 years.

Given the change in recommendation to maintain Hendon Avenue as a through street east to Yonge Street and City Council's direction to document the proposed change in an Addendum to the 1993 Uptown Service Road and Associated Network Environmental Study Report, and given construction of the Uptown Service Road (i.e., Beecroft Road extension) has commenced, a time-lapse review of the planning and design process and the current environmental setting is not required. It is acknowledged that the change to the overall Environmental Assessment is extremely minor and largely reflects a "do nothing" approach by maintaining the existing condition of Hendon Avenue. The only exception is the application of best practices for traffic calming, which aim to enhance safety and align with contemporary urban design standards without altering the fundamental function of the corridor. This addendum to the Environmental Study Report (ESR) has been prepared to document:

- ▶ Study background;
- ▶ The proposed changes
- ▶ Rationale for the proposed changes;
- ▶ Review and update of existing conditions;
- ▶ Environmental implications of the change; and
- ▶ Recommended mitigation measures and commitments to future work.

This Addendum has been filed for a 30-day public review period from **August 5, 2026 to September 4, 2026**. The Notice of File Availability was sent to relevant external agencies and residents within the vicinity of the study area. During the review period, parties with outstanding concerns are encouraged to bring their project concerns through the City for resolution:

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As per the 2024 MCEA, only the proposed changes to the Uptown Service Road and Associated Network Environmental Assessment Study recommendations as documented in this ESR Addendum are open for review and not the entire Uptown Service Road and Associated Network Environmental Assessment Study.

Information will be collected in accordance with the Municipal Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will be part of the public record. If you have accessibility requirements to participate in this project, please contact one of the Project Team members listed above.



2 DESCRIPTION OF RATIONALE FOR THE PROPOSED CHANGES

The Uptown Service Road and Associated Road Network Environmental Assessment (EA) study was completed to identify a service road and associated road network in the Uptown North York Centre to support the planning objectives of the Uptown Plan by providing an alternative to Yonge Street through a road network which offers improved circulation and access to development. As part of the study, roads intersecting the proposed service road were reviewed, including Hendon Avenue. The 1993 preferred plan recommended Hendon Avenue west of the service road be terminated with a turning circle (i.e., cul-de-sac).

In 1998, Hendon Avenue between Greenview Avenue and Talbot Road was redesignated/reclassified as a Collector Road. Collector roads serve to collect traffic from local streets and provide access to arterial roads. Collectors act as distributors of traffic from the main roads to the local roads and typically carry between 2,500 and 8,000 vehicles per day whereas local roads typically carry fewer than 2,500 vehicles per day. Given the form and function of a collector road, the recommendation to terminate Hendon Avenue as a cul-de-sac west of the Uptown Service Road is no longer appropriate. Furthermore, due to area development, public feedback and evolving transportation needs, the City now recommends keeping Hendon Avenue open as a through street, as it exists today. In 2021, City Council adopted the recommendation to maintain Hendon Avenue as a through street to Yonge Street. City staff were directed to study traffic calming and mitigation measures along Hendon Avenue and prepare an addendum to the 1993 EA study.

A figure illustrating the Addendum study area is shown in **Figure 2-1**.

Figure 2-1: Study Area



3 DESCRIPTION OF THE EXISTING ENVIRONMENT

The Municipal Class Environmental Assessment (MCEA) process requires an inventory of existing conditions, which includes the natural, cultural, and socio-economic environments, to support the evaluation of alternatives, to identify potential environmental effects, and to recommend mitigation measures to minimize impacts. The following section provides a summary of the existing and planned conditions within the study area, including Socio-Economic Environment (Section 3.1), Natural Environment (Section 3.2), and Cultural Heritage Environment (Section 3.3).

3.1 SOCIO-ECONOMIC ENVIRONMENT

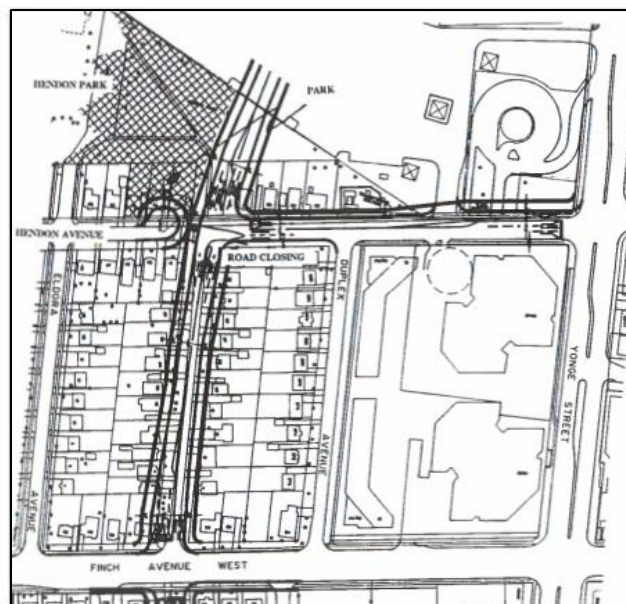
3.1.1 Planning and Land-Use Policies

The following municipal policies, plans, and guidelines related to land-use were reviewed as they provide the framework under which this MCEA Study was conducted, as well as set out the applicable planning vision, design standards, and guidelines.

3.1.1.1 Uptown Service Road Municipal Class Environmental Assessment Study (1993)

The City completed the Uptown Service Road Municipal Class Environmental Assessment Study to identify the best means of providing transportation infrastructure to support the ultimate development levels proposed within the Uptown and Downtown Plans. The study was completed in 1993, and recommended a service road and associated road network in the Uptown North York Centre. The function of the service road (now referred to as the Beecroft Road extension) is to support the planning objectives of the Uptown Plan by providing an alternative to Yonge Street through a road network which offers improved circulation and access to development. **Figure 3-1** below illustrate the recommended plan within the Addendum Study Area.

Figure 3-1: 1993 Uptown Service Road Recommended Plan at Hendon Avenue



3.1.1.2 North York Centre Secondary Plan (Ongoing)

The City is undertaking a review of the North York Centre Secondary Plan to refresh the vision for North York Centre. The project, known as “North York at the Centre”, includes engagement with the community and interested parties to identify aspirations, determine priorities and recommend updates to the planning policies that guide growth and investment in the area over the next 25 years. The mobility study area is bounded by Steeles Avenue, Wilson Avenue/York Mills Road, Bathurst Street and Bayview Avenue.

Based on the June 2025 Draft Options and Directions Report, a variety of local mobility-related improvements are being considered to provide a comprehensive multi-modal mobility network and further support the planned/approved major improvements in the Centre. This project does not contemplate Hendon Avenue as a cul-de-sac.

3.1.1.3 REimagining Yonge (2020)

The REimagining Yonge Street Environmental Assessment provides an opportunity to create an attractive and consistent streetscape for Yonge Street with a design that achieves the civic goals of the North York Centre. The EA proposes improvements to streetscaping and public realm for all users along Yonge Street from Sheppard Avenue to the Finch Hydro Corridor.

The Stage 1 study identified the “Transform Yonge” alternative as the preliminary preferred alternative involving full reconstruction of Yonge Street. Four scenarios were tested, a do-nothing scenario, and three alternate scenarios with reduced lanes, including a scenario which included a cul-de-sac on Hendon Avenue west of Beecroft Road. At the network level, there were no significant differences in performance between the three 2031 Transform Yonge scenarios which involved the reduction of lanes. However, the cul-de-sac component in Scenario 3 introduced localized impacts that were less favourable compared to the other two Transform Yonge options.

3.1.1.4 Yonge Street North Transportation Master Plan (2022)

The Yonge Street North Transportation Master Plan (YSNTMP) was undertaken alongside the Yonge Street North (YSN) Planning Study to recommend transportation improvements in support of the current and future populations anticipated for the YSN Study Area. Centred on the Yonge Street corridor between Finch Avenue and Steeles Avenue, the envisioned transportation network will help transform how local residents, as well as those travelling to and through the study area, get around.

Traffic modelling was undertaken for the YSNTMP Study Area to model future traffic conditions with the preferred Transportation Network for a horizon year of 2041. The transportation analysis considered Hendon Avenue in its existing condition, as a through street. The overall recommended transportation network did not recommend any changes or modifications to Hendon Avenue.

3.1.2 Transportation Policies

3.1.2.1 City of Toronto Complete Street Guidelines

The City’s Complete Street Guidelines help implement the City’s Official Plan vision for complete streets and other city building objectives. The guidelines are based on the principle that all streets are different, and that no single design solution exists. A street’s design is tailored for the particular needs and opportunities created by local context, existing and future uses and users and dimensions of each street.

Pedestrian Crossings

Pedestrian-friendly design takes into account the frequency of crossing opportunities, target speed, street width, intersection geometry, visibility, signal timing and walk speeds for vulnerable pedestrians. Pedestrian crossings are found at intersections of streets, at mid-block locations on long blocks, and at key destinations. The decision to install pedestrian crossings depends on many factors such as pedestrian safety (e.g. lack of crossings or gaps in traffic), street geometry, number of lanes, adjacent land uses and trip generators, vehicular volumes, speed, and observational data.

Traffic Calming

The purpose of traffic calming devices is to slow motor vehicles to appropriate speeds and to improve road safety.

3.1.2.2 City of Toronto Traffic Calming Policy (2023)

Traffic Calming is intended to slow motor vehicles to appropriate speeds, increase safety for people walking, cycling, and rolling and improve the quality of life for residents on neighbourhood streets. In October 2023, Toronto City Council adopted the *2023 Traffic Calming Policy* which clearly defines that the City considers traffic calming measures as mid-block vertical deflections, specifically: speed humps or speed cushions on local and collector roadways and speed bumps in laneways.

- ▶ **Speed humps** are raised mounds of asphalt installed across the full width of a roadway. They are tapered towards the gutter to not impede storm water drainage. Speed humps are designed and placed at intervals along a roadway segment to encourage a consistent 30 km/h travel speed – motorists travelling at speeds greater than 30 km/h will experience discomfort when going over a speed hump. Speed humps can be installed on local and collector roadways that receive winter maintenance.
- ▶ **Speed cushions** are similar to speed humps, but they provide wheel cut-outs for larger vehicles such as buses and emergency vehicles to travel over them, minimizing the vertical deflection. Due to their design, speed cushions have a slightly higher design speed than speed humps but enable the application of traffic calming measures where they may otherwise be infeasible, such as along a neighbourhood TTC route. Speed cushions can be installed on local and collector roadways that receive winter maintenance.
- ▶ **Speed bumps** are considerably shorter than speed humps and are found in very low-speed environments, such as laneways. Speed bumps encourage drivers to cross at no more than 10–15 km/h. Speed bumps can only be installed in laneways that do not receive snow plowing – only salting – as they are not designed to be traversed by plowing equipment.

3.1.2.3 Vision Zero Plan

The City's Vision Zero Road Safety Plan is a comprehensive action plan focused on reducing traffic-related fatalities and serious injuries on Toronto's streets. The Plan prioritizes the safety of the most vulnerable road users across seven emphasis areas through a range of extensive, proactive, targeted, and data driven initiatives.

The 2023 Traffic Calming Policy is in line with the Vision Zero lens, addresses common challenges with the process, and helps meet other City policy goals.

3.1.3 Land-Uses

The existing land use consists primarily of single-family dwelling units and park space. There are also several active development applications within the study area. A summary of the proposed developments is provided in **Table 3-1**.

Table 3-1: Proposed Developments in Study Area

Address	Site Statistics
30-36 Hendon Avenue	▶ 46-storey purpose-built rental containing 433 rental dwelling units ▶ One inbound truck-only access is provided on Greenview Avenue and one unsignalized full-movement access is provided on Hendon Avenue
41-47 Hendon Avenue	▶ 38-storey mixed-use building providing 399 rental residential units and retail at grade ▶ One unsignalized full-movement access provided on Hendon Avenue
40-48 Hendon Avenue	▶ 11-storey residential building providing 148 dwelling units ▶ One unsignalized full-movement access provided on Hendon Avenue

3.2 NATURAL ENVIRONMENT

3.2.1 Natural Heritage

A review of the existing natural heritage conditions for the study area indicates that there are no natural heritage areas of interest within the study area. Hendon Park and several street trees are present along Hendon Avenue and within the study area, contributing to the natural character. The study area continues to be a mix of residential and urban environment, and the existing conditions are not anticipated to have changed significantly.

3.2.2 Hydrogeology and Drainage

Due to the urbanized nature of the study area, there are limited natural environment features, as the system is primarily engineered underground. The existing hydrogeology and drainage conditions within the study area are not anticipated to have changed significantly.

3.3 CULTURAL HERITAGE ENVIRONMENT

3.3.1 Built Cultural Heritage

The City's Heritage Register was reviewed, which determined that there are no designated or listed built heritage resources present in the study area. The nearest listed property is located at 172 Finch Avenue West, recognized under Part IV of the Ontario Heritage Act.

3.3.2 Archaeology

A review of the City of Toronto's Map of Archaeological Potential database indicates that there are no areas retaining archaeological potential within the study area.



3.4 TRAFFIC CONDITIONS

The following provides a description and classification of the external roadways surrounding the study area, existing traffic conditions and future road network improvements.

3.4.1 Road Network

The following section provides a description and classification of the existing roadways within the vicinity of the study area.

Hendon Avenue is an east-west collector road from Yonge Street to Talbot Road and a local road from Talbot Road to Grantbrook Street within the study area, that operates with a two-lane cross-section (one lane in each direction). Hendon Avenue extends from Yonge Street to the east and Grantbrook Street to the west. Hendon Avenue has a posted speed limit of 40 km/h east of Talbot Road and 30 km/h west of Talbot Road. Prior to 1998, Hendon Avenue was classified as a local road. Between Talbot Road and Greenview Avenue, a sidewalk is provided along the north side of the street only. No cycling facilities are present along the roadway. The roadway has an approximate width of 8.46 metres.

Greenview Avenue is a north-south local road that operates with a two-lane cross-section (one lane in each direction). The roadway operates between Hendon Avenue and Finch Avenue East. The roadway has a posted speed limit of 30 km/h. A sidewalk is provided along the east side of the street only. No cycling facilities are present along the roadway. The roadway has an approximate width of 8.36 metres.

Eldora Avenue is a north-south local road that operates with a two-lane cross-section (one lane in each direction) and operates between Hendon Avenue and Finch Avenue East. Eldora Avenue has a posted speed limit of 30 km/h. A sidewalk is provided along both sides of the street. No cycling facilities are present along the roadway. The roadway has an approximate width of 8 metres.

Kensington Avenue is a north-south local road that operates with a two-lane cross-section (one lane per direction). The roadway operates between Hendon Avenue and Finch Avenue East. Kensington Avenue has a posted speed limit of 30 km/h. There are no cycling facilities or sidewalks present along the roadway. The roadway has an approximate width of 8.30 metres.

Talbot Road is a north-south collector road that operates with a two-lane cross-section (one lane per direction). Talbot Road operates between Newtonbrook Boulevard (where it continues north as Hilda Avenue) and Lorraine Drive. The roadway has a posted speed limit of 40 km/h. Sidewalks are present along both sides of Talbot Road. No cycling facilities are present. The roadway has an approximate width of 8.57 metres.

3.4.2 Existing Traffic Conditions

As part of the Environmental Study Report Addendum, LEA prepared a memorandum summarizing existing traffic conditions within the study area. The memorandum outlines the data collection methodology and analysis conducted to assess current traffic operations. The purpose of the memorandum was to identify existing traffic conditions along Hendon Avenue, determine existing traffic patterns along Hendon and Greenview Avenues and Talbot Road related to TTC parking lot activity, and support the evaluation of potential traffic calming measures and safety improvements along Hendon Avenue, if required.

To assess the existing traffic collections within the study area, turning movement counts (TMCs) from September 2022 were reviewed (provided in **Appendix A**). The existing peak hour traffic volumes of the study area intersections are shown in **Figure 3-2** and the percentages of each movement from the TMCs, reflecting the proportion of the approach volumes (i.e., each approach is a sum of 100%) is shown in **Figure 3-3**.

Figure 3-2: Existing Turning Movement Counts

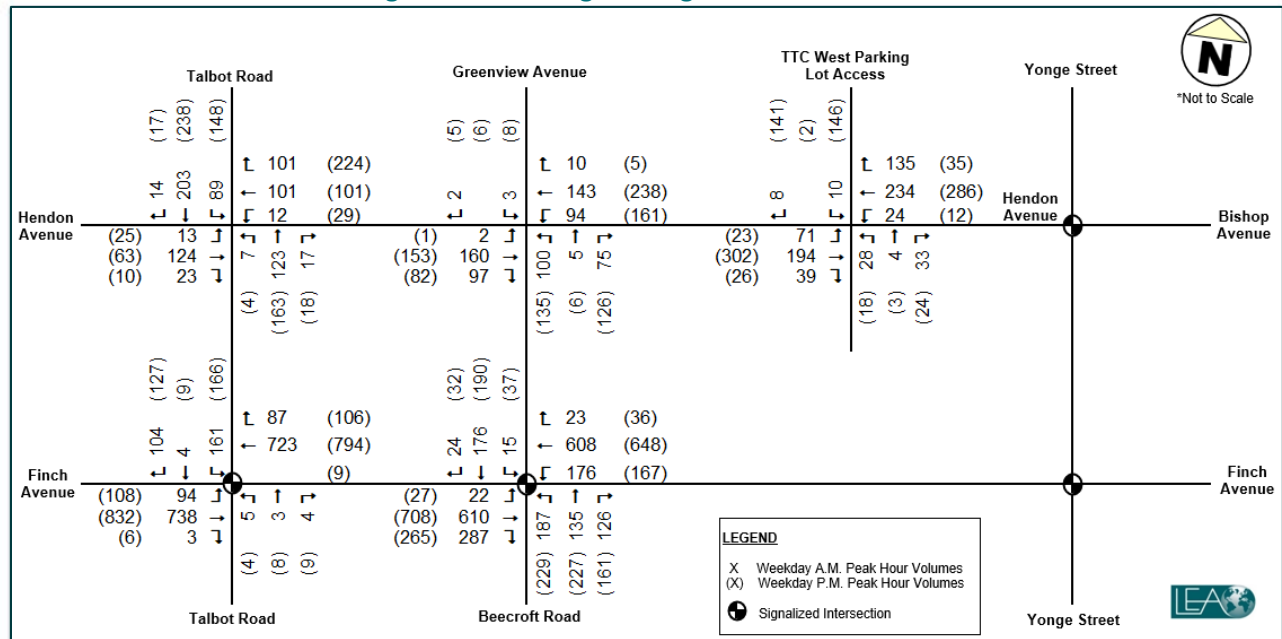
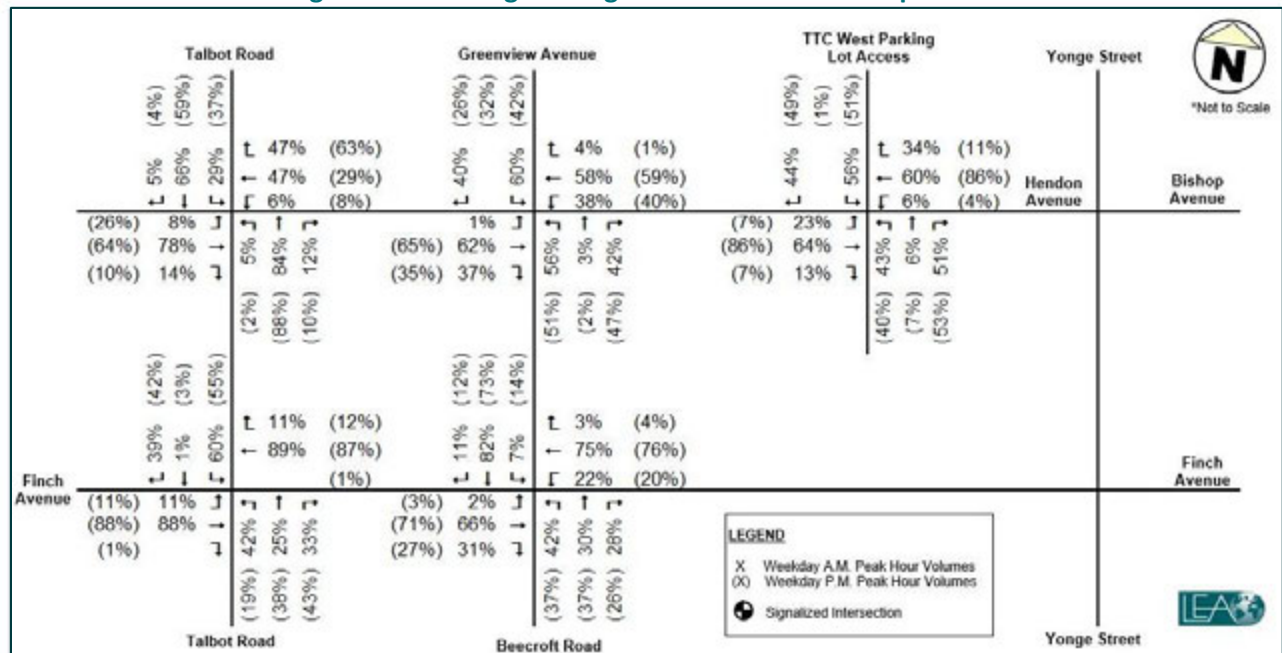
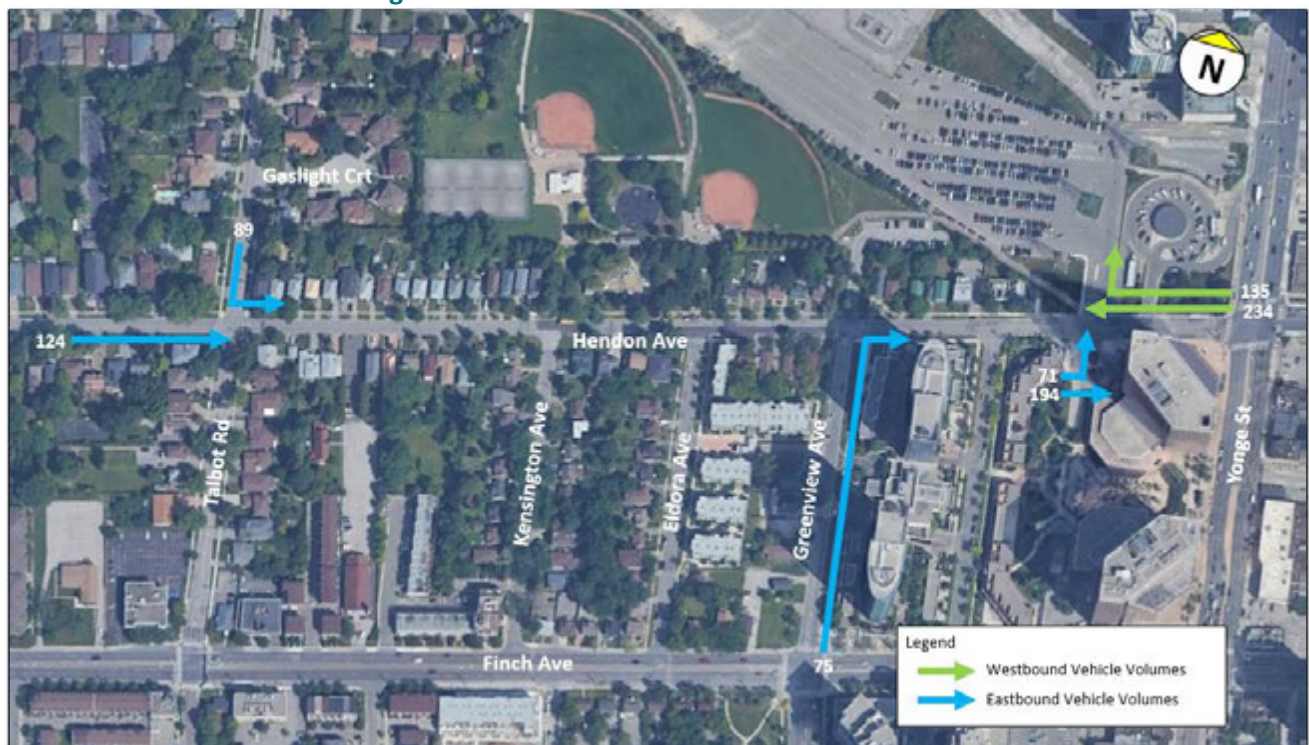


Figure 3-3: Existing Turning Movement Counts Proportions



The AM peak hour travel patterns demonstrate that eastbound and westbound volumes are similar and overall lower than those observed in the PM peak hour. At the TTC Finch Station West parking lot, there are significantly higher volumes inbound than outbound, with approximately 66% coming from the east. It is expected these would be primarily trips from the east and south, as the existing Yonge Street entrance to the TTC parking lot is a more logical entrance for traffic from the north. The remaining traffic into the TTC lot, from the west, appears to be accessing Hendon Avenue from the northbound right movements at Duplex Avenue and Greenview Avenue as well as the southbound left and eastbound through movements at Talbot Road. **Figure 3-4** highlights notable traffic flow patterns observed in the AM peak hour.

Figure 3-4: AM Peak Hour Traffic Flow Patterns



Source: Google Maps, 2022

Figure 3-5 highlights notable traffic flow patterns observed during the PM peak hour.

During the PM peak hour, there is generally higher volume westbound traffic than eastbound. At the TTC parking lot intersection, there is significantly more outbound traffic and less inbound traffic, resulting in the eastbound and westbound through movements carrying a higher proportion of vehicle traffic on each respective approach. Regarding outbound traffic from the parking lot, approximately half of the vehicles head east towards Yonge Street and the other half head west, dispersing along Hendon Avenue towards westbound left movements on side streets towards Finch Avenue, and the westbound right movement onto Talbot Road to head north.

Figure 3-5: PM Peak Hour Traffic Flow Patterns



Source: Google Maps, 2022

To supplement the 2022 data collection and review, an Automated Traffic Recorder (ATR) survey was conducted on Hendon Avenue to capture traffic volumes and vehicle speeds over a 24-hour period on December 11 and 16, 2025. Detailed ATR data is provided in **Appendix A**.

The daily traffic volumes along Hendon Avenue are summarized in **Table 3-2**.

Table 3-2: Daily Traffic Volumes

Road Segment	Daily Two-Way Traffic Volume
Hendon Avenue – Talbot Rd to Kensington Ave	5,892
Hendon Avenue – Kensington Ave to Eldora Ave	5,981
Hendon Avenue – Eldora Ave to Greenview Ave	6,199
Hendon Avenue – Greenview Ave to Duplex Ave	7,577

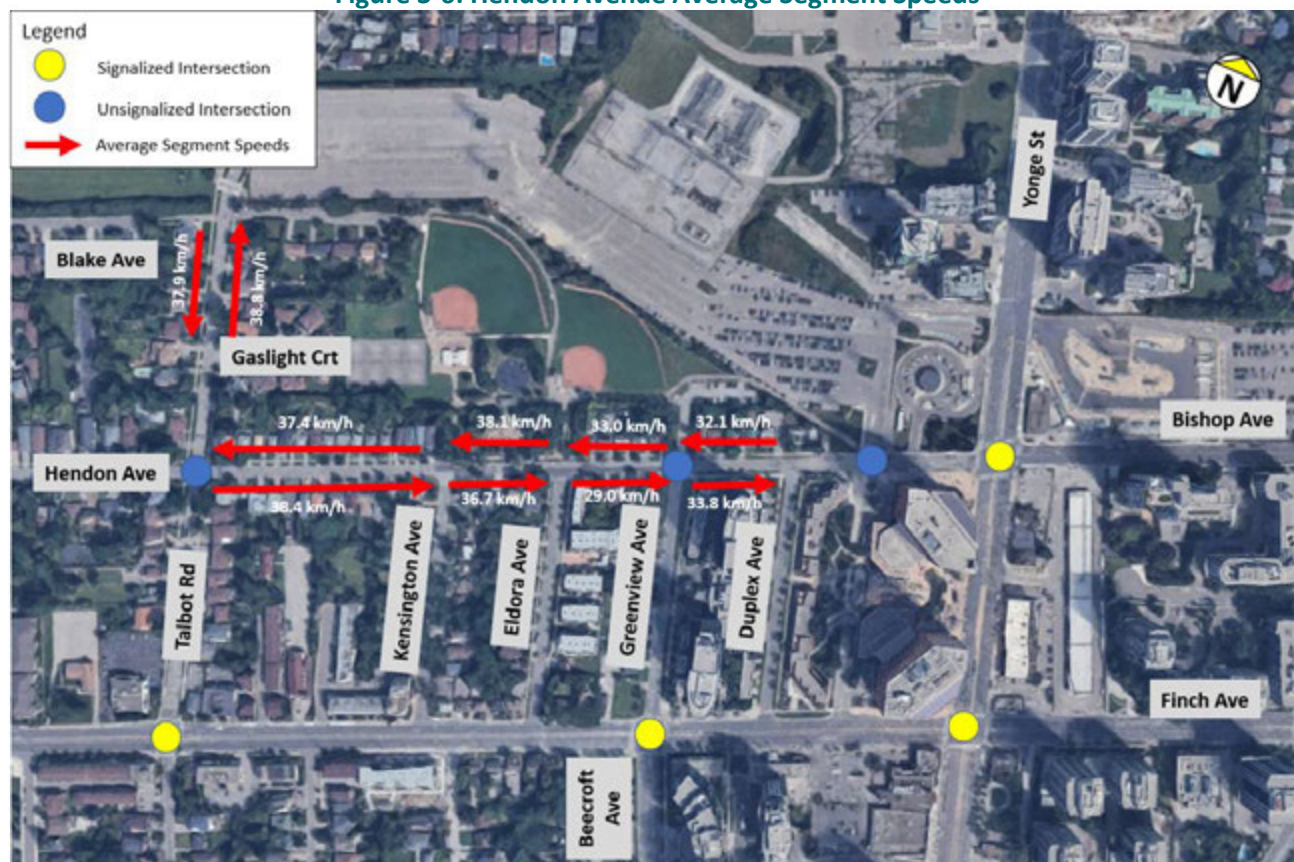
As per the 2025 survey, traffic volumes along Hendon Avenue are generally higher on its east end, near Yonge Street and the TTC parking lot entrance.

Average and 85th percentile speeds were recorded for the segments along Hendon Avenue in the eastbound and westbound directions, between Duplex Avenue and Talbot Road during the 24-hour ATR survey on December 11 and 16, 2025. **Table 3-3** summarizes the results of the survey. **Figure 3-6** highlights the average speeds along each segment of Hendon Avenue and **Figure 3-7** highlights the 85th percentile speeds. It should be noted that the posted speed limits on Hendon Avenue and Talbot Road at the time of the survey were 40 km/h.

Table 3-3: Existing Conditions Percentile Speed Reports

Segment	Direction	Mean Speed	85 th Percentile Speed	95 th Percentile Speed	% of Vehicles Travelling above 40 km/h
Hendon Ave E of Greenview Ave	EB	33.8 km/h	39 km/h	43 km/h	12.2%
	WB	32.1 km/h	38 km/h	41 km/h	8.5%
Hendon Ave E of Eldora Ave	EB	29.0 km/h	33 km/h	37 km/h	1.5%
	WB	33.0 km/h	37 km/h	41 km/h	7.7%
Hendon Ave E of Kensington Ave	EB	36.7 km/h	41 km/h	46 km/h	23.6%
	WB	38.1 km/h	43 km/h	47 km/h	30.4%
Hendon Ave E of Talbot	EB	38.4 km/h	43 km/h	47 km/h	34.7%
	WB	37.4 km/h	42 km/h	46 km/h	27.3%
Talbot Road N of Gaslight Crt	NB	38.8 km/h	44 km/h	48 km/h	36.7%
	SB	37.9 km/h	43 km/h	48 km/h	34.9%

Figure 3-6: Hendon Avenue Average Segment Speeds



Source: Google Maps, 2022

Figure 3-7: Hendon Avenue 85th Percentile Segment Speeds



Source: Google Maps, 2022

Examining the average segment speeds along Hendon Avenue, it is clear that vehicular travel speeds tend to increase at the west end of the study area, where up to 37% of vehicle speeds exceed the posted speed limit.

Along the segments of Hendon Avenue closer to Talbot Road, and on Talbot Road itself, the 85th percentile vehicle operating speeds exceed the current speed limit of 40 km/h. The 85th percentile speeds indicate that some increase in speed compared to the mean speeds are observed, but there is not a large variation (i.e. <10 km/h). Based on a review of the average and 85th percentile speeds observed, there are speeding issues observed along Hendon Road, particularly close to Talbot Road.

3.4.3 Future Traffic Conditions

LEA prepared a second traffic memorandum studying the future traffic conditions in the study area. The future road network was based on the Beecroft Road Extension 30% Design Plates dated August 21, 2021. The design includes the following network modifications to the existing road network:

- ▶ Beecroft Road Extension from Finch Avenue to Drewry Avenue with a 4-lane cross-section
- ▶ New TTC parking access road at Beecroft Road
- ▶ Closure of the existing TTC parking lot access at Hendon Avenue

- New signalized intersections on Beecroft Road at Drewry Avenue, Street “A”, new TTC parking lot access road, and Hendon Avenue.

The closure of the Hendon Avenue access to the TTC parking lot was included in the design and analysis as it was seen to be redundant given the new accesses on Beecroft Road and the existing access on Yonge Street. As discussed in **Section 3.4.2**, during the AM peak hour data collection, 71 vehicles were observed entering the parking lot at Hendon Avenue from the west. These vehicles are likely to reroute to the Beecroft Road access under future conditions. Another 135 vehicles were observed entering the parking lot at Hendon Avenue from the east. Some of these vehicles may originate from Yonge Street to the south, or Bishop Avenue to the east, therefore it is likely that when Beecroft Road is constructed, they may reroute Beecroft Road and use the new accesses. Regarding outbound traffic in the PM peak hour, 141 vehicles headed westbound and 146 vehicles headed eastbound. It is likely that after travelling along Hendon Avenue, these outbound vehicles head either north or south on Yonge Street or Talbot Road, or connect to Finch Avenue. With the introduction of Beecroft Road, vehicles are more likely to use it as a key corridor to access the rest of their route. Therefore, overall traffic on Hendon Avenue can be expected to reduce due to the parking lot accesses being moved to Beecroft Road.

All signalized intersections in the study area are expected to operate at acceptable levels of service in the baseline scenario. The unsignalized intersection at Hendon Avenue and Talbot Road is expected to experience extensive delays on the southbound approach during future conditions.

A sensitivity analysis was conducted to assess the level of effectiveness of traffic mitigation measures on traffic operations in the study area. Three traffic mitigation scenarios were evaluated to understand the traffic impacts in the study area.

The three sensitivity analysis scenarios are as follows:

- **Scenario 1** (Assumed 20% Volume Reduction on Hendon Avenue with the Implementation of Traffic Mitigation Measures): The intention of traffic-mitigation measures on Hendon Avenue is to reduce neighbourhood infiltration traffic, creating a lower-volume street and a safer neighbourhood around the park and residential area. The first sensitivity analysis scenario studies the potential diversion of traffic to alternate routes due to the introduction of general traffic mitigation interventions, such as speed humps, raised intersections, curb extensions, etc. It was estimated that traffic volumes along Hendon Avenue and Talbot Road would reduce by 20% compared to the baseline 2031 condition, and these vehicles were likely to reroute along Finch Avenue, Beecroft Road and Drewry Avenue to avoid the traffic-mitigation measures and slower speeds on Hendon Avenue. This assumption reflects typical outcomes observed in similar urban contexts and was used to model the scenario’s impact on traffic operations. While a range of measures could be considered in practice, the analysis focused on the anticipated volume reduction rather than specific design interventions. To evaluate and quantify the impact of potential mitigation measures on traffic operations in the study area, it is assumed that the implementation of mitigation measures would reduce the volumes on Hendon Avenue by 20%. Traffic volumes were diverted to other key routes based on logical routing.
- **Scenario 2** (Movement Restriction - Prohibited EBT): Movement restrictions at intersections can be an effective measure in managing traffic volumes and operations. In Scenario 2, the eastbound through movement is prohibited at the intersection of Hendon Avenue and Talbot Road to discourage cut-through traffic along Hendon Avenue.



- **Scenario 3** (Movement Restriction - Prohibited WBT and EBT): Compared to Scenario 2, this scenario has more restrictions which prohibit both eastbound through and westbound through movements at the intersection of Hendon Avenue and Talbot Road

With the hypothetical traffic mitigation measures along Hendon Avenue, resulting in an assumed 20% volume reduction and prohibited movements at the intersection of Hendon Avenue and Talbot Road, the sensitivity analysis evaluated intersection operations considering the future traffic volumes with the impacted traffic flows that are diverted to adjacent corridors in the study area including Drewry Avenue and Finch Avenue.

The sensitivity analysis results indicate, that for all three scenarios, the signalized intersections are expected to operate at acceptable levels of service and overall performance better than LOS C in both AM and PM peak hours. The diverted traffic volumes associated with the traffic mitigation measures have minimal impact on the signalized intersection operations in the study area.

For unsignalized intersections, the results indicate that the traffic mitigation measures are expected to improve the traffic operation at the all-way stop intersection of Hendon Avenue and Talbot Road and mitigate traffic infiltration to the neighbourhood on Hendon Avenue west of Talbot Road.

Scenario 1 (consideration of traffic mitigation measures resulting in an assumed 20% volume reduction on Hendon Avenue) maintains acceptable levels of service in both AM and PM, avoids significant increases in local road infiltration, aligns with the strategic goal of protecting Hendon Avenue from cut-through traffic and does not require unwarranted signalization. In addition, the implementation of these measures would improve safety for pedestrians and vulnerable road users and enhance the livability of streets. As such, traffic mitigation measures are recommended to enhance safety along Hendon Avenue.

4 ALTERNATIVE SOLUTIONS

As part of the Environmental Assessment process an important step is to identify and evaluate potential alternative planning solutions that address the problem and opportunity statement for the project. Alternative solutions are assessed for their advantages and disadvantages to the environment, as broadly defined by the Environmental Assessment Act. For this project, three alternatives were developed for traffic mitigation options.

4.1 DEVELOPMENT OF ALTERNATIVES

Three methods of traffic mitigation were considered in the development of the alternative solutions: an eastbound restriction, an eastbound and westbound restriction, and traffic calming measures and pedestrian improvements. All three options aim to:

- ▶ Reduce motor vehicle speeds along Hendon Avenue; and
- ▶ Improve safety for all modes of transportation.

The following alternative solutions were determined to be feasible options for this EA Study:

- ▶ Option A: Eastbound Restrictions
- ▶ Option B: Eastbound and Westbound Restrictions
- ▶ Option C: Traffic Calming Measures and Pedestrian Improvements

4.1.1 Option A: Eastbound Restriction

Option A involves restricting eastbound through traffic at Hendon Avenue and Talbot Road to discourage vehicles on Finch Ave from using Hendon Avenue as a means to get to Yonge Street. Westbound vehicles from Yonge Street would continue to be permitted on Hendon Avenue. A directional restriction (signage) or vertical barrier or curb extension that stretches close to the centerline would be installed to block one direction of traffic (See **Figure 4-1**).

Figure 4-1: Option A (Eastbound Restriction)



4.1.2 Option B: Eastbound and Westbound Restrictions

Option B proposes prohibiting both eastbound through and westbound through movements at the intersection of Hendon Avenue and Talbot Road to discourage cut-through traffic. A directional restriction (signage) or vertical barrier or curb extension that stretches close to the road centreline would be installed to restrict through traffic (See **Figure 4-2**)

Figure 4-2: Option B (Eastbound and Westbound Restrictions)



4.1.3 Option C: Traffic Mitigation Measures and Pedestrian Improvements

Traffic mitigation measures and pedestrian improvements can be implemented along Hendon Avenue between Talbot Road and Greenview Avenue to minimize speed and as a result, implementation of these measures would improve safety for pedestrians and vulnerable road users and enhance the livability of streets. A combination of traffic mitigation measures could be implemented to manage speed and safety.

To assess the suitability of this option, a Traffic Calming Warrant Analysis and an All-Way Stop Warrant Analysis were conducted. The traffic calming warrant considers the implementation of speed humps along Hendon Avenue, with the goal of reducing vehicular speeds along the corridor. In addition, a new all-way stop controlled intersection was considered at Eldora Avenue & Hendon Avenue to better facilitate pedestrian crossing to and from Hendon Park.

Of note, if traffic mitigation measures are insufficient following the installation of Option C, the City may consider implementing directional restrictions for added mitigation.

Table 4-1 Outlines the traffic calming warrant criteria. Not all of the warrant criteria are met, assuming a warranted speed limit of 40 km/h.

Table 4-1: Traffic Calming Warrant – Hendon Avenue, between Greenview Avenue and Talbot Road

Criteria		Requirement	Warrant Satisfied?
Community Support		A direct request from the Ward Councillor OR identified by Transportation Services in consultation with the Ward Councillor	Yes
Eligibility Criteria	Road Classification	Classified as a local or collector roadway, according to the Toronto Road Classification System	Yes
	Sidewalks	Presence of a sidewalk on at least one side of a local roadway and both sides of a collector roadway is preferred but not required	Sidewalk on one side
	Traffic Volume	Maximum average daily traffic volume of less than 8,000 vehicles per day	Yes
	Road Grade	Maximum roadway grade of up to 5%, can be considered in locations where the road grade is between 5% and 8% with additional review	Yes
	Emergency Services	No significant impacts on emergency services, including Toronto Fire, Paramedic and Police Services	Yes
	Transit Services	No significant impacts to regularly scheduled Toronto Transit Commission (TTC) Services	N/A
Warrant Criteria	Minimum Block Length	Minimum block length of 120 metres based on the measured distance from centre to centre of controlled intersections AND	Yes
	85 th percentile speed	Minimum 85 th percentile speed of 8km/h over the warranted speed limit OR	No (+4 km/h)
	95 th percentile speed	Minimum 95 th percentile speed of 15 km/h over the warranted speed limit	No (+8 km/h)

While the warrant is not met for all criteria, the City may still consider adding speed humps based on the community support and identification of some speeding issues.

An all-way stop control warrant was then conducted for the intersection of Hendon Avenue & Eldora Avenue, which is currently a one-way stop controlled intersection. As per the City of Toronto's warrant methodology, in order for 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. The warrant is summarized in **Table 4-2**. Traffic data collected on Wednesday, April 23, 2025 and collision data from 1985-2026 was applied in the analysis, and can be found in **Appendix A**.

Table 4-2: All-Way Stop-Control Warrant – Hendon Avenue & Eldora Avenue

No.	Warrant Type	Actual	Required	Satisfied (Yes/No)
A	Number of Potentially Preventable Collisions (Past 3 years)	0	12	No
B1	Average Hourly Vehicle Volume During Peak 8 Hours ¹	587/hour	500/hour	Yes
B2	Average Combined Vehicle & Pedestrian Volumes Crossing Major Road During Peak 8 Hours ¹	34/hour	200/hour	No
B3	Percentage of Traffic on Major Street	94%	≤70%	No

Notes:

- Only four (4) hours of TMC data was available, dated April 23, 2025, 7:30am – 9:30am and 4:30pm – 6:30pm.

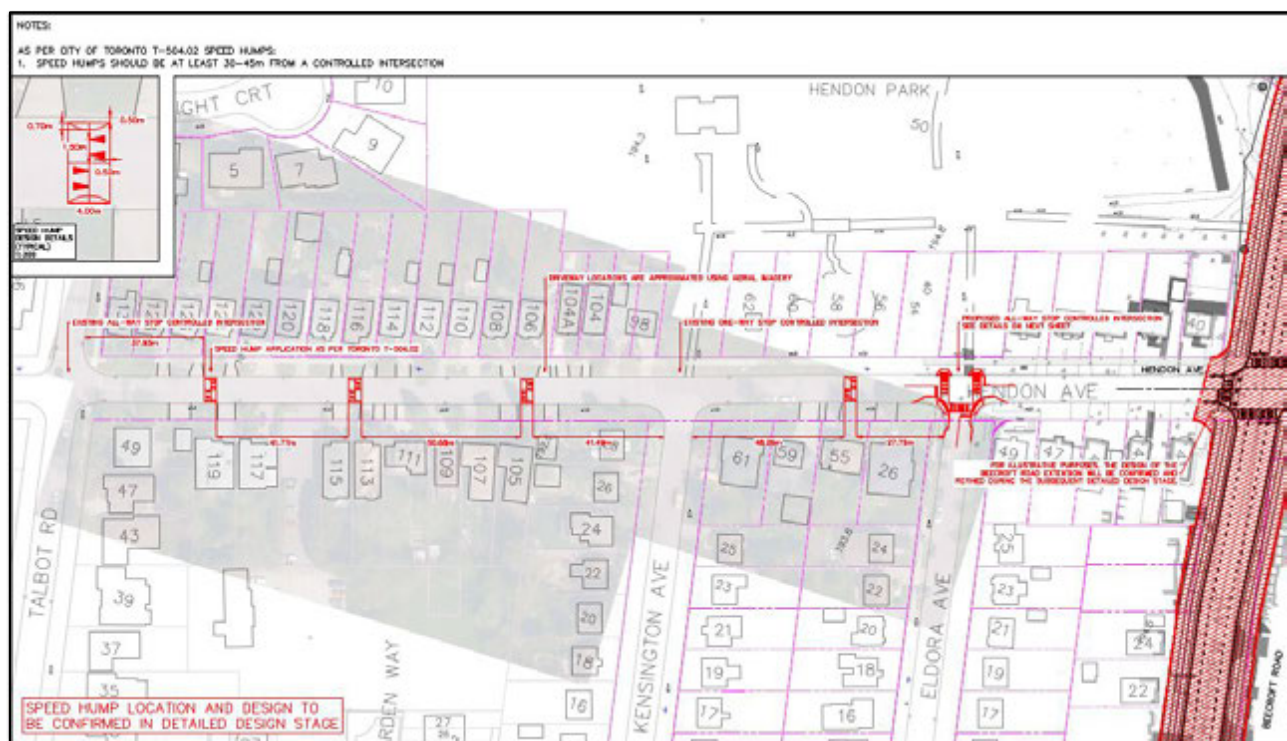
Based on the study results, Warrant B1 passes for having a sufficiently high total intersection volumes, however the warrant as a whole fails because more than 70% of the traffic in the intersection is along the major road, Hendon Avenue.

Notwithstanding the numeric warrants not being met, in view of the concerns for vulnerable road user safety and connectivity to nearby pedestrian generators in this section of Hendon Avenue, the installation of all-way stop control on Hendon Avenue and Eldora Avenue is recommended for the following reasons:

- ▶ The intersection functions as a key connection point and desire line for pedestrians and cyclists between the nearby Hendon Park, and residential areas.
- ▶ Available road counts do not account for weekend and summer pedestrian and cyclist traffic and increased crossing demand at the park.

Figure 4-3 illustrates the recommended placement of speed humps and the new all-way stop control along Hendon Avenue.

Figure 4-3: Potential Speed Hump Locations and All-Way Stop-Control Location



4.2 EVALUATION FRAMEWORK

To identify the preferred alternative for each of the eight collector roads, a series of evaluation criteria were developed based on the following broad categories:

- ▶ Motor vehicle speed reduction
- ▶ Safety enhancement
- ▶ Cost

The evaluation criteria were developed considering the requirements of the MCEA planning and design process, existing background data review, experience with similar environmental assessments, and the overall professional experience of the study team.

4.3 EVALUATION MATRIX

The evaluation was conducted using a 5-point scale from least supportive (○) to most supportive (●) based on an equal weighting of the evaluation criteria:

-  Best addresses the study objective with the least impact
-  Best addresses the study objective with some impacts
-  Somewhat addresses the study objective OR has no impacts but does not address the study objective
-  Does not address the study objective and has significant impacts
-  Does not address is study objective and has most impacts

A summary of the evaluation matrix is provided in **Table 4-3**.

Table 4-3: Alternative Solution Evaluation Summary Table

Evaluation Criteria	Option A: Eastbound Restriction	Option B: Eastbound & Westbound Restrictions	Option C: Traffic Mitigation Measures and Pedestrian Improvements
Motor vehicle speed reduction			
Safety enhancement			
Cost			
Recommendation	 Not Recommended	 Not Recommended	 Recommended

4.4 SUMMARY OF EVALUATION AND THE PREFERRED ALTERNATIVE SOLUTION

Based on the evaluation summarized above, Option C, Traffic Mitigation Measures and Pedestrian Improvements was recommended as the preferred alternative solution. The implementation of traffic mitigation measures and pedestrian improvements enhances safety the most due to the self-enforcing nature, these measures have been proven to effectively reduce driver speeds, which enhance safety. In addition, this option will be more effective in motor vehicle speed reductions compared to the eastbound or westbound restrictions.



5 DESCRIPTION OF THE PROPOSED DESIGN CHANGES FROM THE 1993 EA APPROVED PLAN

5.1 UPDATED RECOMMENDED PLAN

The study proposes maintaining Hendon Avenue as a through street and installing a combination of traffic mitigation measures, making Hendon Avenue less appealing for fast-moving cut-through traffic and improving safety for local residents and pedestrians accessing Hendon Park.

Traffic mitigation measures could include a combination of:

- ▶ **Speed reduction:** reduce speed from 40 km/h to 30 km/h
- ▶ **Speed humps:** raised mounds of asphalt installed across the full width of a roadway. Located between Greenview Avenue and Talbot Road to deter non-local traffic.
- ▶ **All-Way Stop-Control intersection:** introduction of an All-Way Stop-Control at Eldora Avenue. Approval of the recommendation to install the All-Way Stop Control (AWSC) and pedestrian crossings at Hendon Avenue and Eldora Avenue may also include the removal of two trees to accommodate the improvements.

The recommended plan is illustrated in **Figure 5-1**. The location of the speed humps will be identified based on minimizing conflicts with existing driveways, drainage considerations and will be confirmed during Detailed Design.

Figure 5-1: Recommended Plan



The location of the speed humps will be identified based on minimizing conflicts with existing and planned driveways, drainage considerations and will be confirmed during Detailed Design. A functional road plan was developed in support of the implementation of traffic calming measures and is provided in **Appendix C**. A detailed cost estimate is provided in **Appendix D**.

6 SUMMARY OF CONSULTATION AND ENGAGEMENT

6.1 INITIAL PUBLIC NOTIFICATION OF STUDY

The initial phase of consultation took place between June 7 to June 29, 2021, and provided an update on the revised study direction, shifting from the previously proposed conversion of Hendon Avenue into a cul-de-sac to maintaining it as a through street. To inform residents, a flyer was distributed via Canada Post to 60 properties within the study area. A copy of this notice is provided in **Appendix B**.

6.2 PUBLIC COMMENTS ON STUDY UPDATE

A total of seven (7) responses were received following the distribution of the study update. Several submissions provided detailed comments regarding the proposed approach to maintain Hendon Avenue as a through street. Four (4) respondents expressed opposition to this approach, with a preference for converting the street into a cul-de-sac.

Key themes raised in the feedback included:

- ▶ **Conditional support for maintaining Hendon Avenue as a through street:** Some residents indicated that maintaining Hendon Avenue in its current form could be acceptable, provided that specific mitigating measures are implemented. These included improved access to the TTC commuter lot, installation of traffic calming features, enhanced sightlines, and stronger parking enforcement.
- ▶ **Safety near park amenities:** Concerns were expressed about increased traffic volumes near the splash pad and playground, with some residents emphasizing the need to protect young children and families who frequently use the area.
- ▶ **Traffic behaviour and enforcement:** Respondents noted issues such as speeding, stop sign violations, and general disregard for traffic rules, particularly at the Hendon Avenue and Greenview Avenue intersection.
- ▶ **Neighbourhood character and livability:** Some residents felt that maintaining Hendon Avenue as a through street detracts from the residential feel of the area and suggested that a cul-de-sac would support a quieter, more pedestrian-friendly environment.

6.3 PUBLIC NOTIFICATION OF RECOMMENDED PLAN CONSULTATION

The next phase of consultation took place between May 5 to July 1, 2025, and focused on sharing information about recommended road safety improvements intended to address concerns raised during the initial notification phase in 2021. Public communications included a project web page, the delivery of 1,957 flyers by Canada Post throughout the study area and the installation of nine (9) signs along Hendon Avenue to inform residents and encourage participation.

6.4 PUBLIC FEEDBACK ON RECOMMENDED PLAN

Consultation activities included an online feedback form, a presentation at the local Councillor's Newtonbrook West Spaghetti Town Hall, attendance at three public meetings for City Planning's North York



at the Centre and comment tracking. Nearly 170 responses to the online feedback form were received, along with two (2) comments by email.

Key feedback received across the consultation activities included:

- ▶ **General support for improved road safety and traffic calming measures:** The majority of participants support lowering the speed limit, installing speed humps, and adding a pedestrian crossing. These measures are seen as important for improving safety, particularly for pedestrians, seniors and children near Hendon Park. Many respondents also emphasized the need for stronger enforcement, such as speed cameras or increased police presence.
- ▶ **Traffic and mobility concerns:** Some participants expressed concern about increased traffic congestion and vehicle volumes, especially during peak hours, due to nearby developments. There were also concerns about how the proposed changes might affect emergency vehicle access and response times. Some were skeptical about the overall effectiveness of the proposed road safety measures.
- ▶ **Neighbourhood impacts:** Some residents raised concerns about discomfort and potential vehicle damage when exiting driveways or navigating the neighbourhood due to speed humps. A few concerns were raised about how traffic calming measures might affect snow removal operations.

A copy of the presentation slides that were presented at the Newtonbrook West Town Hall is provided in **Appendix B**.



7 SUMMARY OF POTENTIAL AFFECTS AND RECOMMENDED MITIGATION MEASURES

7.1 NATURAL ENVIRONMENT

7.1.1 Natural Heritage

Given the study area continues to be within an urban environment and will remain within the City's existing right-of-way, impacts to natural heritage features are not anticipated as a result of the proposed changes to the recommended plan.

There may be potential impacts to a limited number of street trees to implement the pedestrian crossing and compensation and recommendations for replacement planting will also be determined based on applicable City of Toronto by-laws. The City of Toronto's Trees on City Streets By-law (Municipal Code, Chapter 813, Article II – Trees on City Streets) requires a permit for trees meeting specific criteria prior to injury, destruction, or removal of any tree on a City street of any size.

The potential tree impacts and required compensation for the recommended plan will be determined as part of the subsequent Detailed Design phase.

7.1.2 Hydrogeology and Drainage

Given the recommended changes will be located within the existing right-of-way, no affects to hydrogeology or drainage are anticipated as a result of the proposed changes to the recommended plan.

7.2 CULTURAL HERITAGE IMPACTS

7.2.1 Built Heritage Resources

There are no built heritage resources within the study area, as such, there are no anticipated impacts to built heritage resources as a result of the proposed changes to the recommended plan.

7.2.2 Archaeology

There are no areas retaining archaeological potential within the study area, as such, there are no anticipated impacts to archaeology as a result of the proposed changes to the recommended plan.