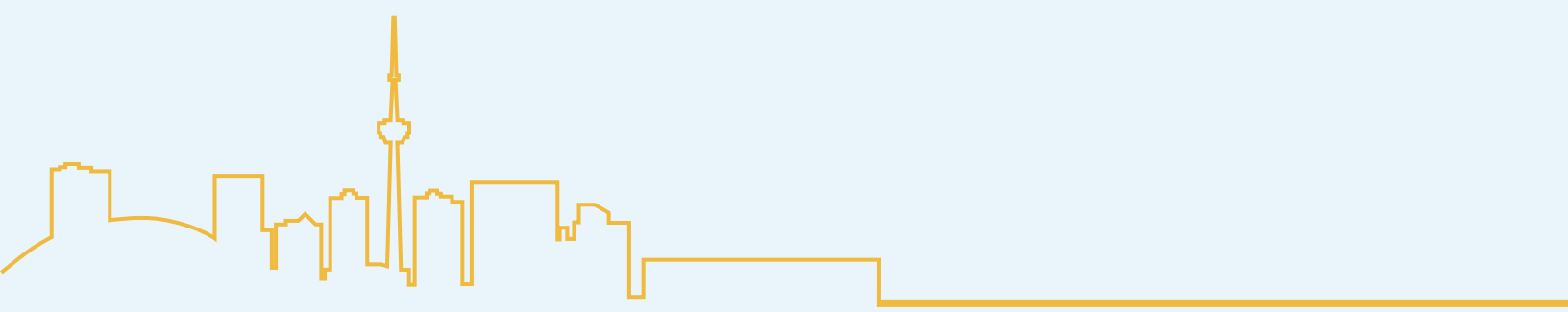




# Wynford-Concorde Mobility Strategy

## Executive Summary



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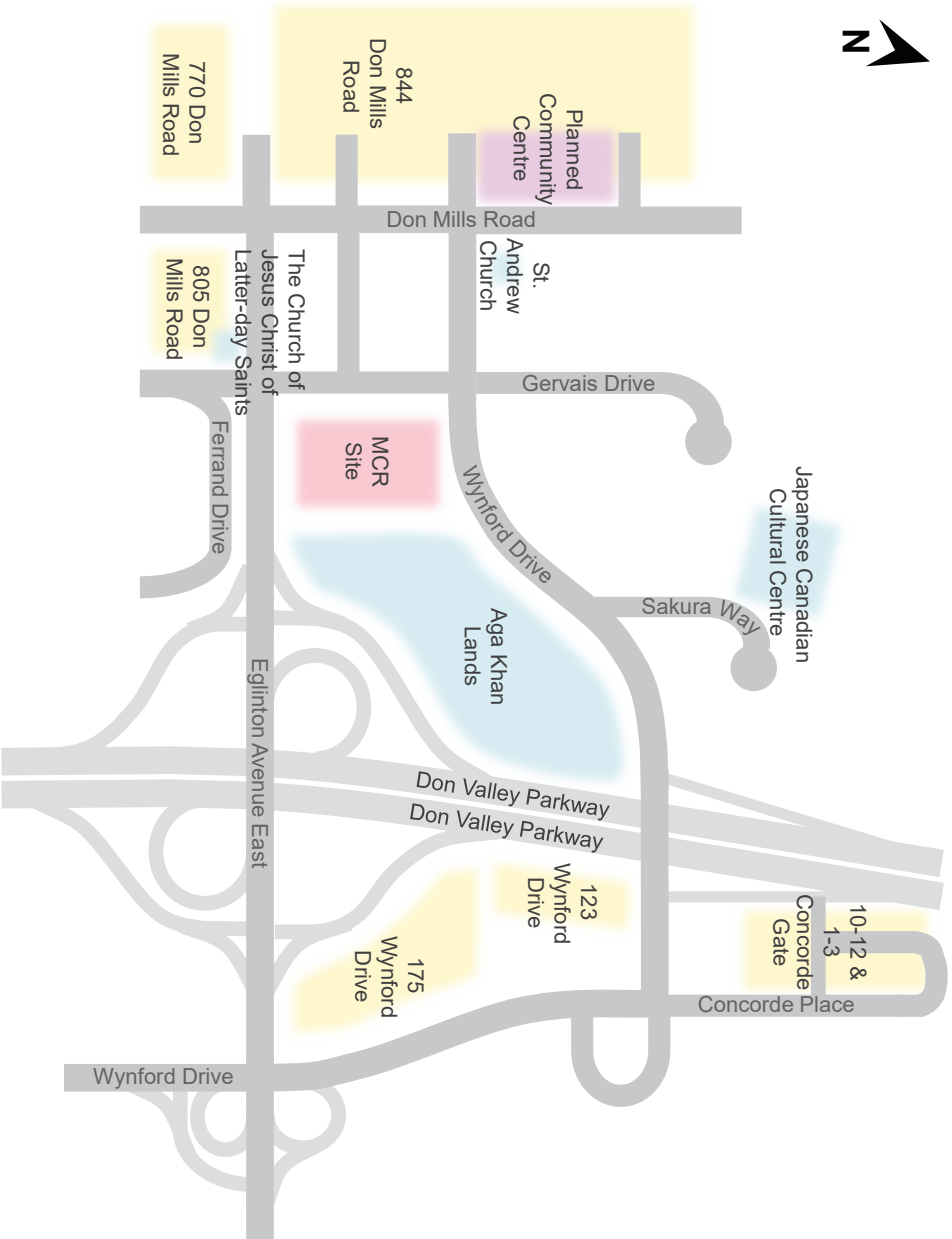
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# Introduction

A concentration of growth and change is occurring in the City of Toronto's Wynford-Concorde neighbourhood as a result of the nearly completed Line 5 Eglinton and now under construction Ontario Line.

A comprehensive Mobility Strategy is required to ensure that a safe, connected, multi-modal transportation network is provided which can accommodate this growth and leverage the significant transit investments that are being made in the area.



- Legend**
- Cultural Site
  - Proposed Development
  - Planned Community Centre
  - MCR Site\*

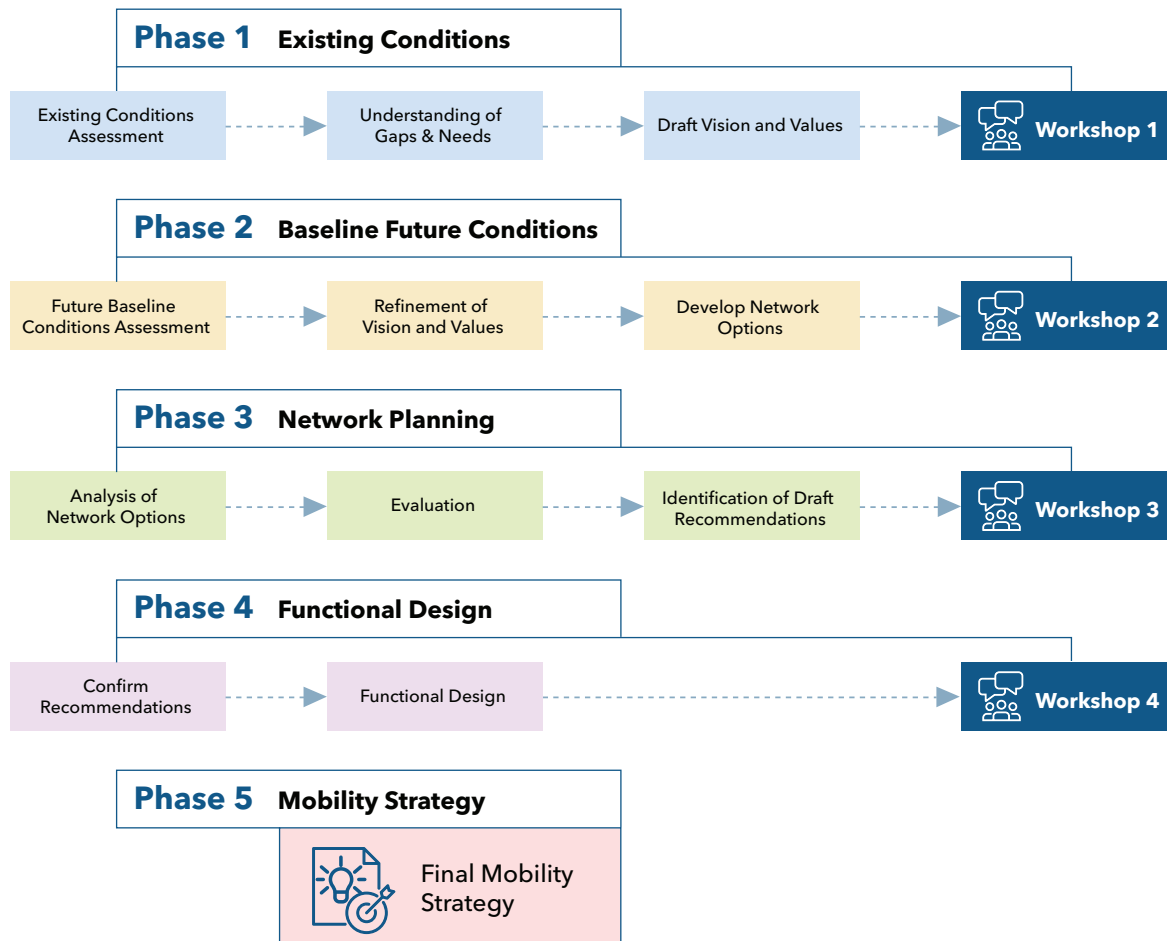
MCR: Municipal Comprehensive Review

This Mobility Strategy supports a broader planning study called the Wynford Concorde Focused Area Study. The Focused Area Study is developing a planning framework focused on public realm, streetscape and mobility improvements.

It is considering strategic planning and policy development, identifying capital planning needs, coordinating planning efforts with proposed public and private developments, and providing collaboration opportunities with partner agencies.

# Study Process

The Mobility Strategy was developed through a multi-phase process, including an assessment of existing and future conditions, analysis of potential network options, selection of a preferred alternative and a functional design exercise to confirm the recommendation's viability. After each stage of work, an interactive workshop was conducted with City staff to confirm direction and gain consensus amongst project stakeholders.

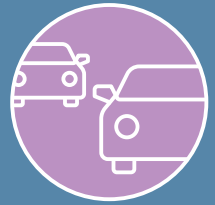


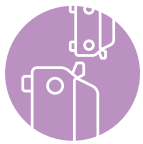
The Mobility Strategy was completed in parallel to (and as input to) the Wynford-Concorde Focused Area Study as a research assignment. As such, no consultation was completed as part of this work. However, consultation has been done as part of the wider Focused Area Study, which helped to inform the direction of the Mobility Strategy. Some of the key takeaways of that consultation are shown on page 10.

The concepts presented in this strategy are intended to guide future design work, and are subject to further feasibility analysis, public consultation, detailed evaluation, and Council approval, using standards and best practices current at the time of implementation. Cycling-related recommendations with impacts to vehicle lanes are subject to the Province's amendments to the Highway Traffic Act (Bill 212), which was legislated after much of the work developing this Strategy had already been completed. The process by which Bill 212 will be operationalized has yet to be determined.



# Existing Conditions

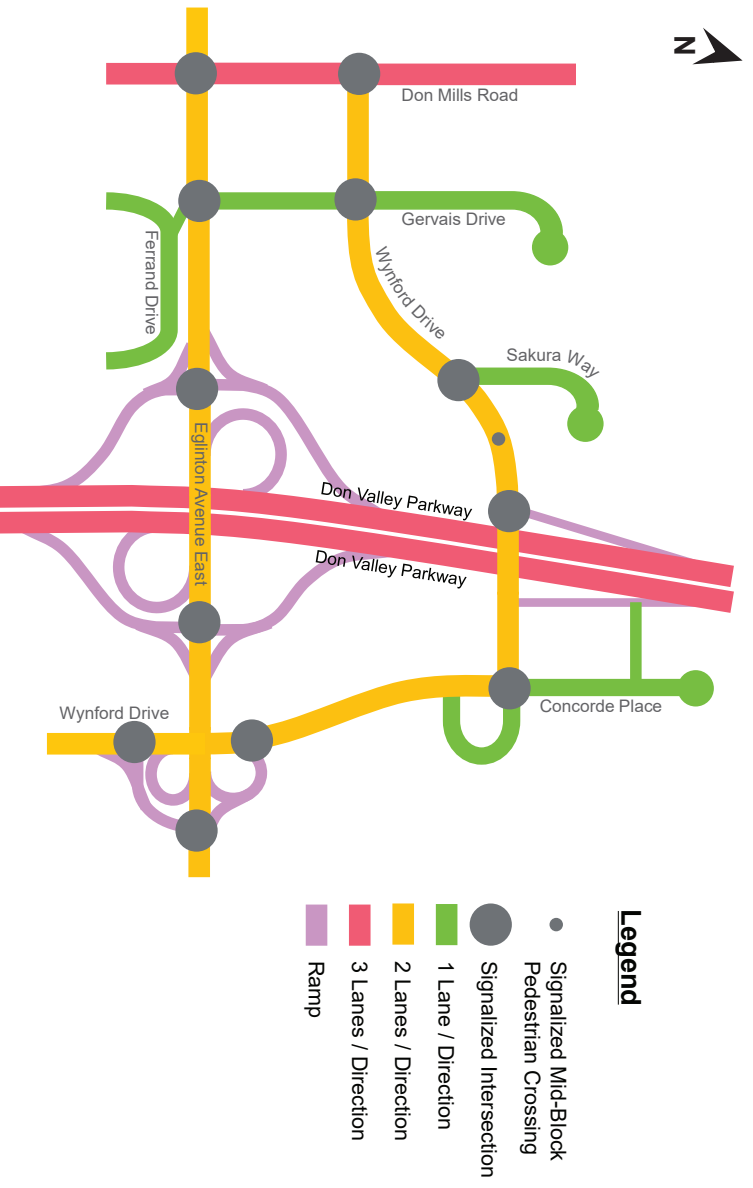




# Street Network

Wynford-Concorde is bounded by two city-spanning arterials within the City of Toronto: Don Mills Road and Eglinton Avenue East. The neighbourhood is also bounded by a ravine to the east and the CPKC Rail corridor to the north. Don Mills Road is a six-lane street designed to maximize vehicular throughput, with limited boulevard and public realm space. Eglinton Avenue East is currently being transformed from a six-lane arterial to a four-lane arterial, with the Line 5 Eglinton rapid transit route in the centre, and bike lanes on either side.

A third arterial, Wynford Drive, crosses the study area in the east-west direction before turning southward at Concorde Place. Though Wynford Drive is the study area's "main street," it too serves as a thoroughfare, rather than as a destination that people would enjoy spending time in, or feel safe and comfortable travelling along by active transportation. Traffic operations along the street are broadly acceptable and within capacity limits, providing an opportunity to re-allocate space to other modes in order to better balance the transportation system.



The arterials are connected to destinations within the study area by smaller local and collector streets, though the network of streets is dispersed rather than fine-grained. The study area is also crossed in the north-south direction by the Don Valley Parkway highway, which limits travel in the east-west direction, as there are only two routes for doing so. Access to the highway is provided via two interchanges at Eglinton Avenue East and Wynford Drive.



# Pedestrian Network

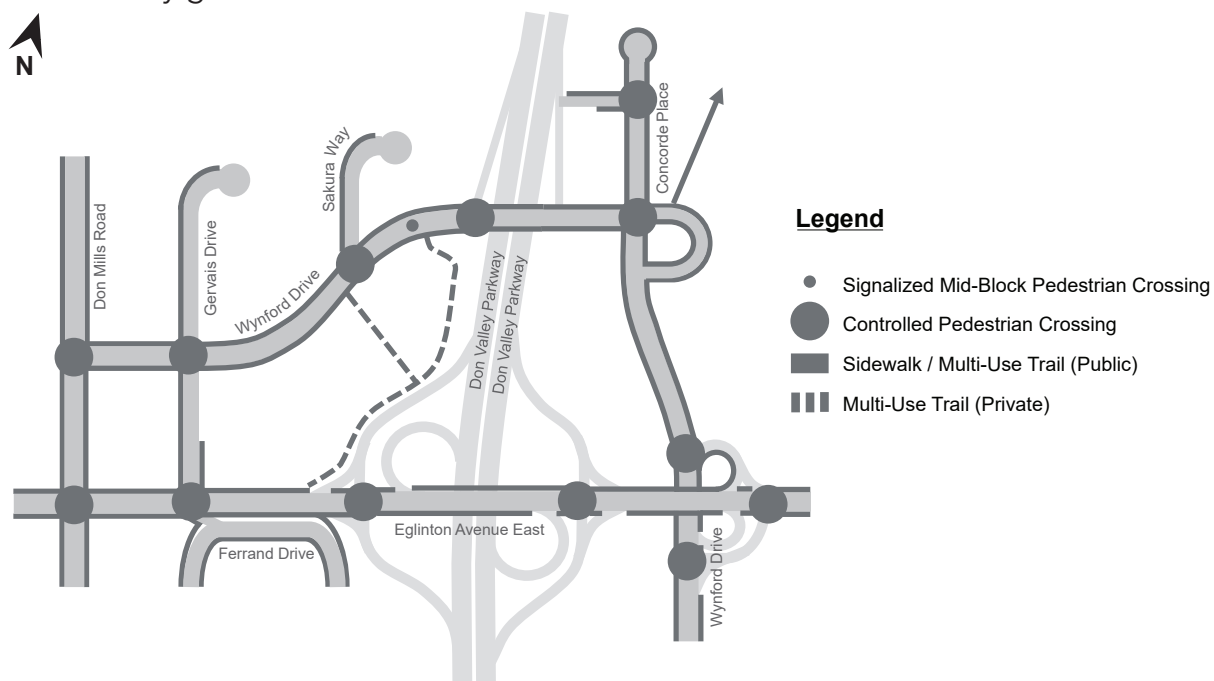
The existing sidewalk network is largely complete, with additional trail connections through the Aga Khan Lands, and to/from the Don River Trail System. The only remaining gaps in the pedestrian network are on the east sides of Gervais Drive North and Sakura Way. However, sidewalk widths in many areas are below the recommended 2.1m, with limited separation from the street in some areas.

Numerous conflict points exist between pedestrians and drivers. Unsafe slip lanes pose safety risks to pedestrians and cyclists where they are present at the intersections of Wynford Drive & Don Mills Road and Wynford Drive & Concorde Place, as well as at the on-ramps to the DVP on Eglinton Avenue East and at the connection between Eglinton Avenue East & Wynford Drive. The on-ramp to the Don Valley Parkway at Wynford Drive lacks signal control, and the narrow sidewalks along the Wynford bridge over the highway limit pedestrian comfort in crossing between the two parts of the community.

Topography is also an issue due to the neighbourhood's hills. A key point of concern is the stairwell connecting Wynford Drive to Eglinton Avenue East, which is narrow, steep, and non-compliant with accessibility guidelines.

# 80%

of trips originating from the study area that are less than 1 km in length are done by car. For most, this is a distance that can be walked.





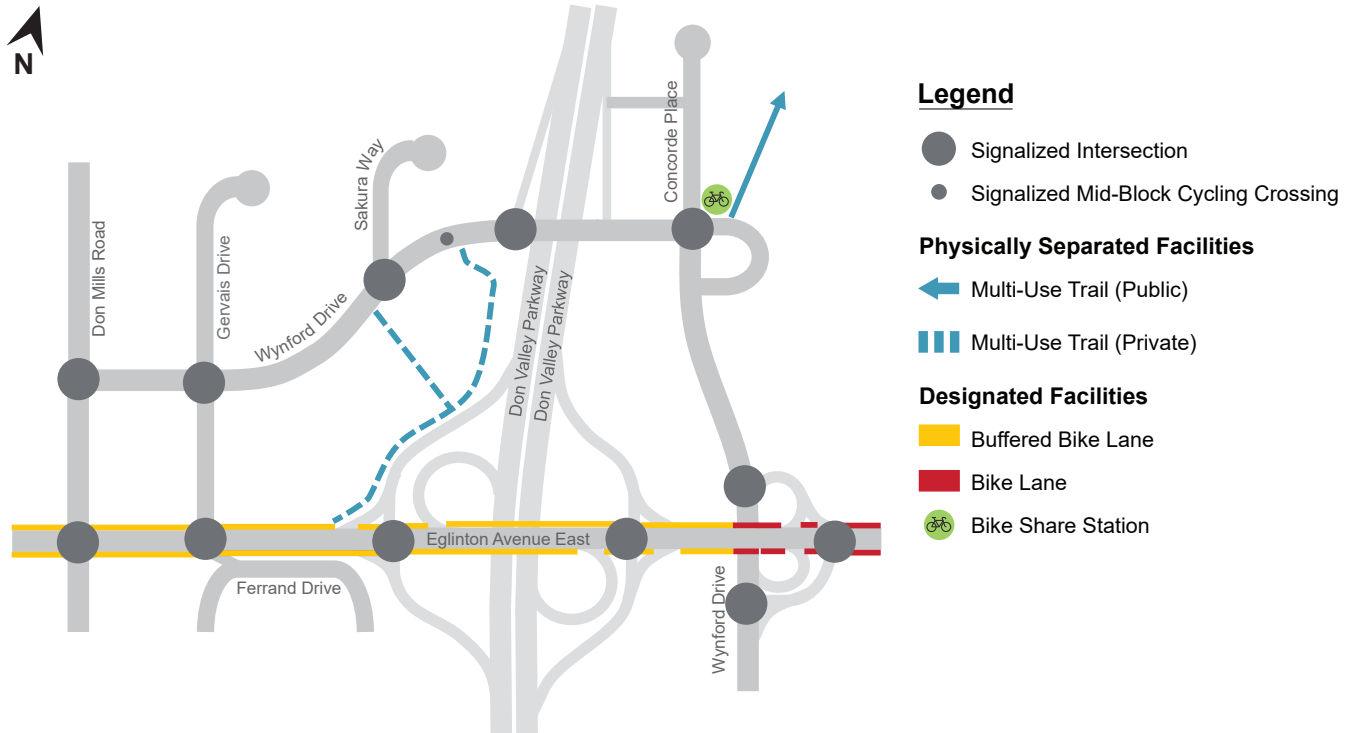
# Cycling Network

Though a cycling network is blossoming in surrounding neighbourhoods, such as in Flemington Park, those facilities currently do not connect to or through Wynford-Concorde. Rather, the cycling network is limited and disconnected within the Wynford-Concorde area. Only Eglinton Avenue East has cycling facilities, but they lack physical protection from traffic, on what serves as a high-volume arterial street. As the area develops, a more expansive cycling network that is interconnected with the City's wider system is necessary.

A single Bike Share station is present within Wynford-Concorde. Additional stations are located to the south in Flemington Park. More stations are planned, though the locations are yet to be finalized. An expanded cycling network is an important companion to planned Bike Share expansion in this area, to help ensure that service expansion is well used.

# 83%

of trips originating from the study area that are less than 5 km in length are done by car. For many, this is a distance that can be cycled.



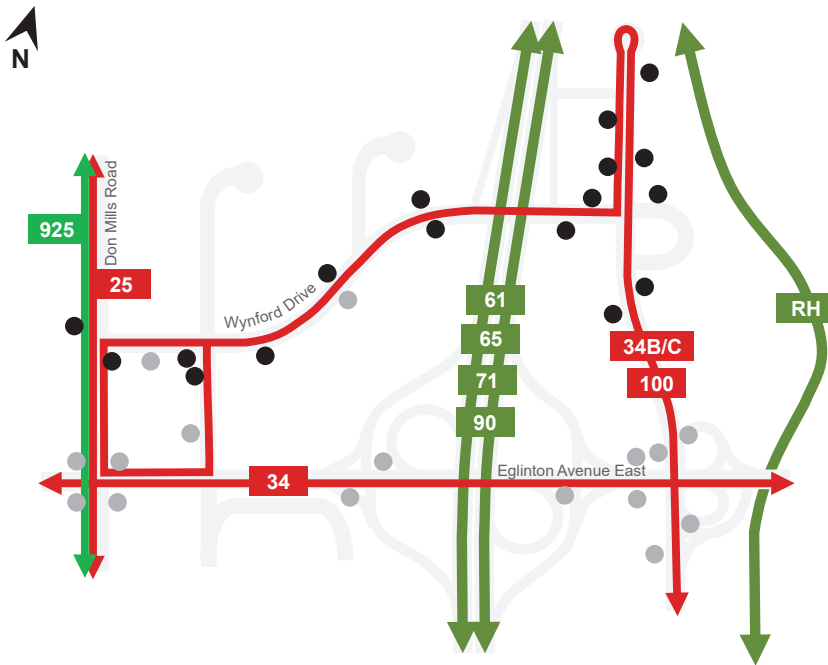


# Transit Network

(Including Planned Short-Term Future)

Transit within Wynford-Concorde will soon be transformed with the opening of the Line 5 Eglinton and the future Ontario Line.

**15%** of trips generated by the study area are done by transit.



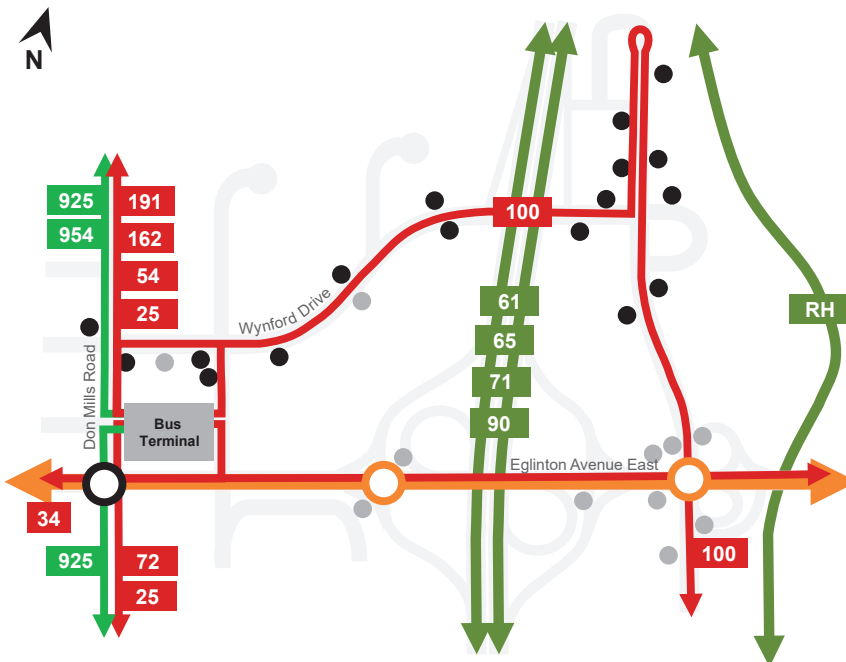
## Present Day

The study area is served primarily by routes 34B/C and 100 along Wynford Drive. Service is also provided on Don Mills Road and Eglinton Avenue East. GO Transit passes by the study area but does not stop.

### Legend

- TTC Local Bus Route
- TTC Express Bus Route
- GO Transit
- Sheltered Bus Stop
- Unsheltered Bus Stop

\*RH: Richmond Hill GO Rail Line



## Future: LRT in Service

The bus network will be reconfigured with the opening of the Line 5 Eglinton. The 34B/C route will be retired, with the 100 route remaining to service Wynford Drive. Many bus lines will be re-routed to serve Don Valley Station.

### Legend

- Line 5 Eglinton
- TTC Local Bus Route
- TTC Express Bus Route
- GO Transit
- Interchange Station
- Line 5 Eglinton Station
- Sheltered Bus Stop
- Unsheltered Bus Stop

\*RH: Richmond Hill GO Rail Line

# What We Heard

City staff have undertaken public and stakeholder engagement in parallel to this transportation study, to gain a better understanding of the transportation experiences of those living, working and visiting the Wynford-Concorde neighbourhood. The feedback received during this session has been used to inform the recommendations included within this strategy.



**Pedestrian accessibility for seniors and those with disabilities** is a concern, particularly when crossing the DVP.



There are **safety concerns** at crosswalks, double-left and double-right turns at intersections, driveway curb-cuts, and highway access ramps.



There is a **need for increased cycling and pedestrian connectivity** with surrounding destinations, specifically north of the rail corridor running east-west.



**Bus frequency improvements** are needed for the 100A and 34C routes. Residents often perceive buses to be full, with limited seating available.



**Traffic infiltration concerns** result from highway bound through-traffic, resulting in bus-service delays and challenges to access-egress.

# Areas for Improvement

The Wynford-Concorde neighbourhood is designed around the car. This limits people's freedom to choose how they want to travel, because the built environment was designed as an auto-oriented community, catering to office parks as well as residents. Therefore, most people drive – even if they may not want to.

Key deficiencies within the Wynford-Concorde area include:



Sidewalks are built to legacy standards (below current standard of 2.1 m width), and there are gaps in the pedestrian network. Sidewalks have little to no separation from the street.



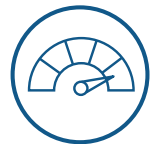
The cycling network is limited within the Wynford-Concorde area, with dedicated bicycle lanes present only on Eglinton Avenue East. There is only one Toronto Bike Share station located within the study area.



Conflicting movements are present between street users at the interchange of Eglinton Avenue East and the Don Valley Parkway, and at the interchange of Wynford Drive and the Don Valley Parkway, due to the configuration of the ramps.



The study area is disconnected from neighbouring communities due to the CPKC rail corridor to the north, and the Don Valley to the east.



Though posted speed limits have been lowered in recent years, the design of the streets have not been modified to encourage lower speeds.



Major arterials (Don Mills Road, Eglinton Avenue East) have wide road widths in terms of number of lanes per direction and high traffic volumes, making crossing time consuming and unpleasant for people walking and cycling.



There are some grade challenges in the area for active mobility (such as: Wynford Drive over the DVP and Wynford Drive under Eglinton Avenue East).



**There is an opportunity to transform Wynford-Concorde through the provision of comprehensive, integrated, and multi-modal transportation offerings that let people choose how they want to get around. Improving the pedestrian, cycling and local transit experience within the community can help support the significant rapid transit investments being made in the area.**

# Vision

The vision represents the desired future state for Wynford-Concorde's transportation system.

"Wynford-Concorde's future mobility system supports the neighborhood's growth and development while finding synergy between existing and new. It welcomes people and activates jobs by providing convenient, safe and accessible multimodal transportation options that connect communities and transit infrastructure."

## Guiding Principles

Guiding principles are qualitative guidelines that were used to influence the development of the mobility strategy's transportation recommendations.



### Synergy

Promote synergy between the needs and desires of existing network users, while accommodating anticipated future growth and the changing demographics that may result from it.



### Choice

With implementation in mind, rethink or revamp current infrastructure with a complete streets approach to provide a wider range of mobility options so that street users have diversity of travel choices regardless of age, ability or circumstances.



### Sustainability

Foster environmental stewardship in travel to reduce local emissions and confront the global climate crisis.



### Vibrancy

Strengthen the public realm, supporting the idea of streets as destinations, rather than solely being spaces to pass through. Leverage nearby cultural facilities, employment lands and natural assets to support the study area as a vibrant hub of activity within the city.



### Safety

Enhance safety of all street users, working towards the City's Vision Zero objectives.

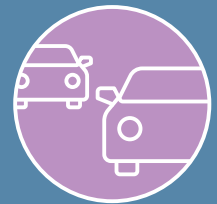


### Integration

Integrate recommendations with the larger area study to support the changing land uses in the area while protecting established commercial, employment and institutional land uses that help define the study area's character.



# Recommended Network



The concepts in this section are intended to guide future design, and are subject to further feasibility analysis, public consultation, detailed evaluation, and Council approval, using standards and best practices current at the time of implementation. Cycling-related recommendations with impacts to vehicle lanes are subject to the Province's amendments to the Highway Traffic Act (Bill 212). The process by which Bill 212 will be operationalized has yet to be determined.

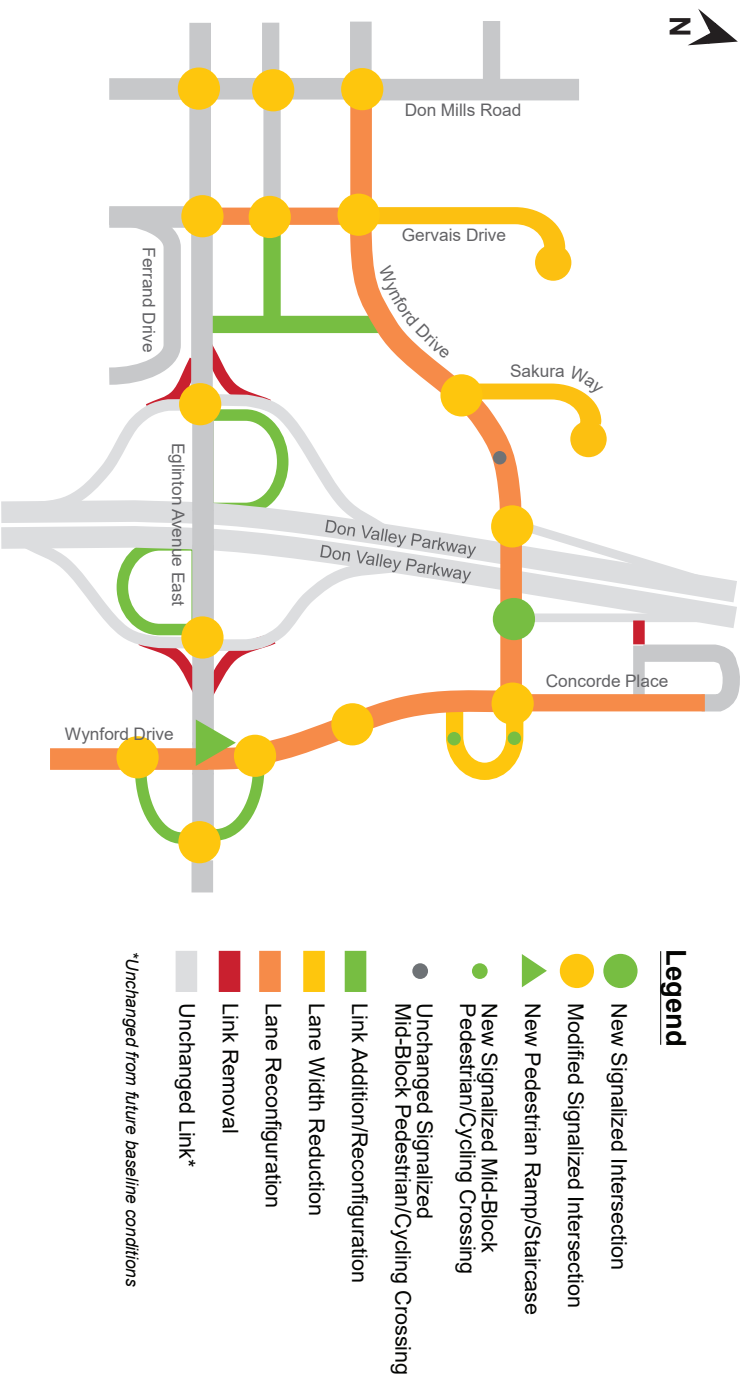


# Street Network

The future street network will be adapted to better support alternative modes. This will require a re-allocation of space, without compromising on street operations.

## Key Proposed Improvements include:

- Street diets on all major corridors, in order to provide an improved experience for all street users.
- Infrastructure enhancements at intersections to improve safety including the removal of slip lanes, making turns at intersections sharper to reduce vehicle travel speeds when turning, and corner refuge islands for cyclists.
- A new signalized intersection at the Wynford Drive on-ramp to the Don Valley Parkway, and the closure of the ramp access from Concorde Gate.
- Normalization of the ramps at the Eglinton Avenue East interchange with the Don Valley Parkway and Eglinton Avenue East interchange with Wynford Drive, to reduce conflicts between cars and active transportation users.
- Potential new street links as the area develops to provide a more grid-based, interconnected street network.



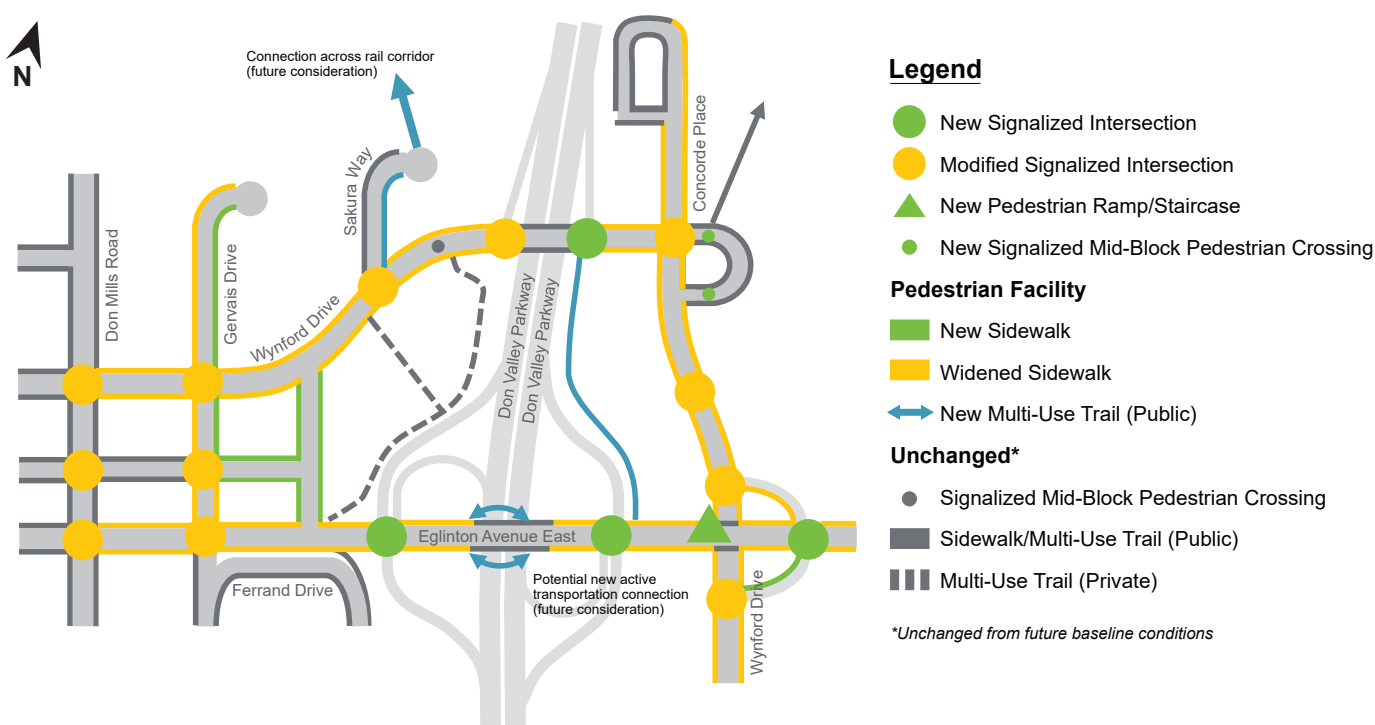


# Pedestrian Network

The future pedestrian network will be improved with higher quality pedestrian infrastructure and the closing of all existing gaps on the sidewalk network. Safety will be improved by eliminating conflict points between modes.

Key Proposed Improvements include:

- Expanded sidewalks on all streets, increasing from 1.5 - 1.8 m to the City's standard of 2.1 m, and increased separation from the street, where possible.
- A new signalized intersection at the Wynford Drive on-ramp to the Don Valley Parkway, reducing conflicts between pedestrians and drivers accessing the highway.
- An improved pedestrian connection between Wynford Drive and Eglinton Avenue East, replacing the existing stairwell.
- Normalization of the ramps at the Eglinton Avenue East interchange with the Don Valley Parkway and at the Eglinton Avenue East interchange with Wynford Drive, to reduce conflicts between cars and active transportation users.
- New pedestrian crossings on Wynford Heights Crescent.
- Potential new connections as the area develops to provide a more grid-based, interconnected network, allowing improved route choice and shorter travel distances for pedestrians.



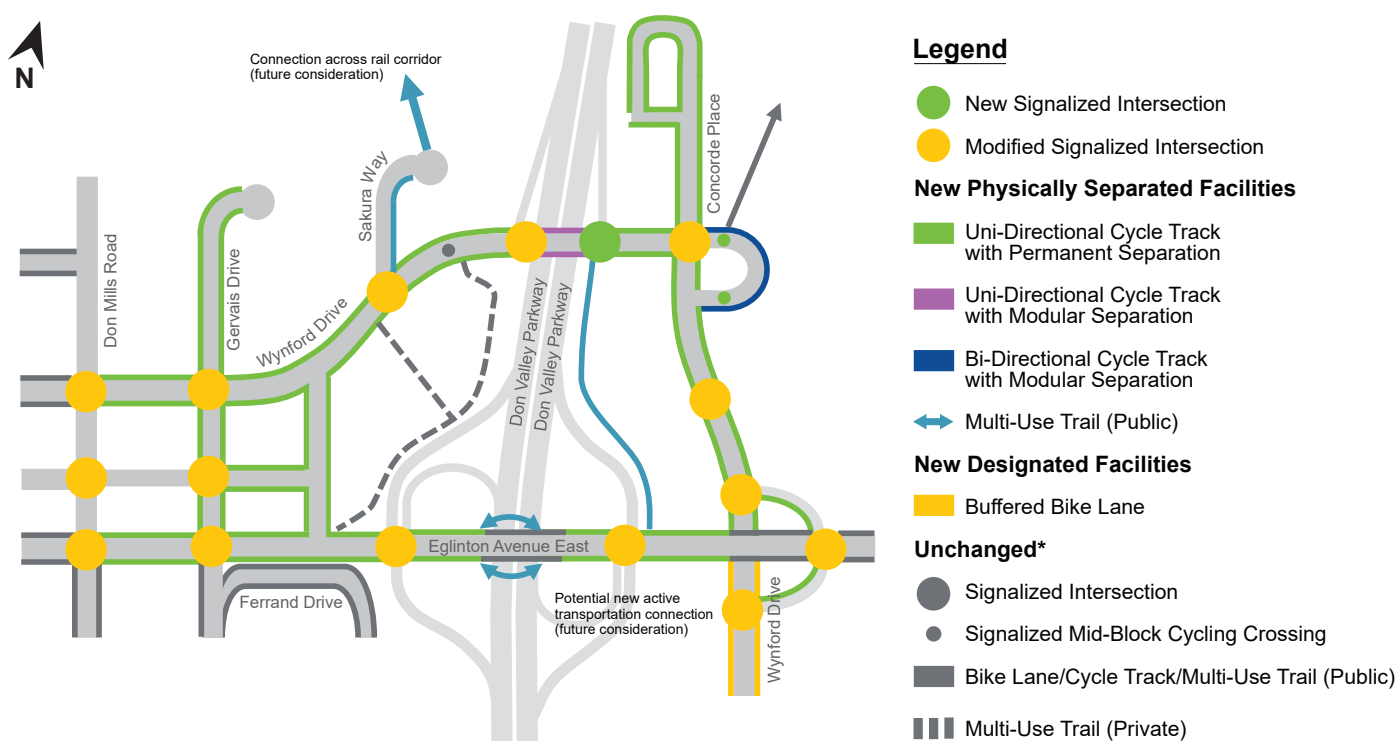


# Cycling Network

Wynford-Concorde's future transportation network will be supported by an expansive dedicated cycling network, greatly improving the experience and safety of people cycling by separating people cycling away from traffic.

## Key Proposed Improvements include:

- A comprehensive cycling network, with protected facilities on all major streets.
- Increased coverage of Toronto Bike Share, expanding on the network already present in Flemingdon Park and the station already present in the Wynford-Concorde area.
- Protected cycling intersections and bicycle signals along Wynford Drive to better separate cyclists from vehicles at key points of conflict.
- A new signalized intersection at the Wynford Drive on-ramp to the Don Valley Parkway, reducing conflicts between cyclists and drivers accessing the highway.
- Normalization of the ramps at the Eglinton Avenue interchange with the Don Valley Parkway and at the Eglinton Avenue interchange with Wynford Drive, to reduce conflicts between cars and people cycling.
- Potential new connections as the area develops to provide a more grid-based, interconnected network, allowing improved route choice and shorter travel distances for cyclists.



\*Unchanged from future baseline conditions

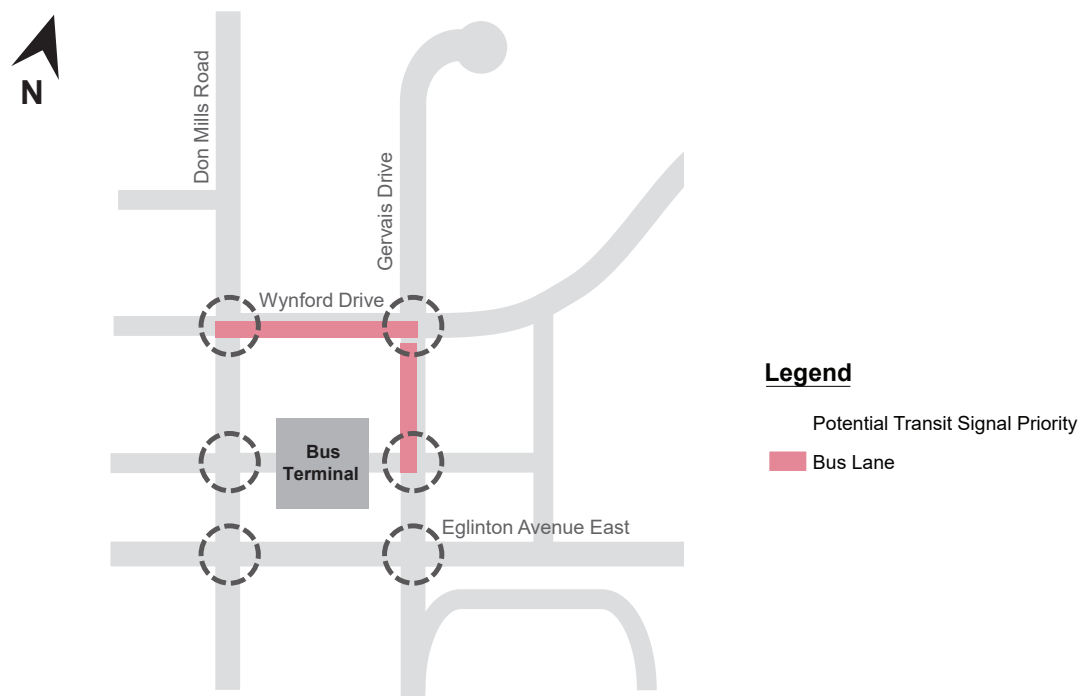


# Transit Network

The Wynford-Concorde neighbourhood will benefit from new rapid transit offerings in the coming years, with the opening of the Line 5 Eglinton and Ontario Line. The surrounding streets can better support local bus movement into and out of the station to maximize use of these transit investments.

## Key Proposed Improvements include:

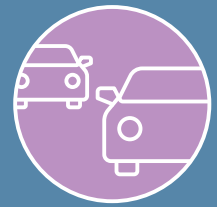
- A dedicated eastbound bus lane on the south side of Wynford Drive (between Don Mills Road and Gervais Drive), and a southbound dedicated bus lane on the west side of Gervais Drive (between Wynford Drive and the bus terminal entrance) to support reliable transit operations into and out of the Don Valley Station bus terminal.
- Transit priority at all intersections surrounding the bus terminal.
- Improved shelters along Wynford Drive for local transit users.
- Future consideration for transit service improvements along Wynford Drive and Don Mills Road as ridership grows.







# Recommended Street Designs

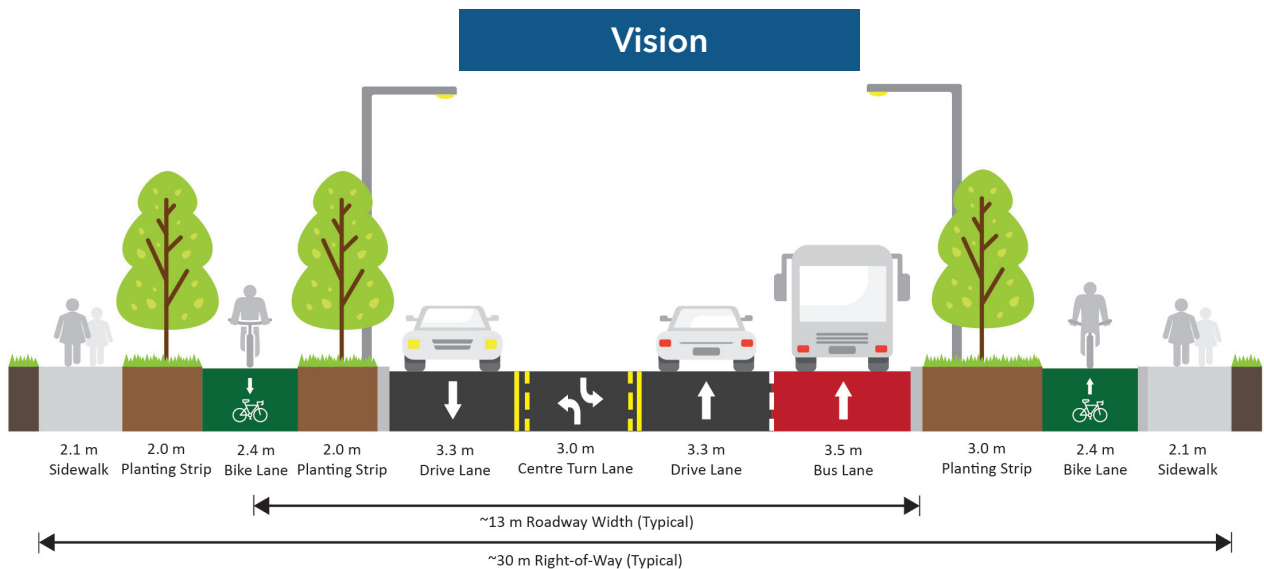
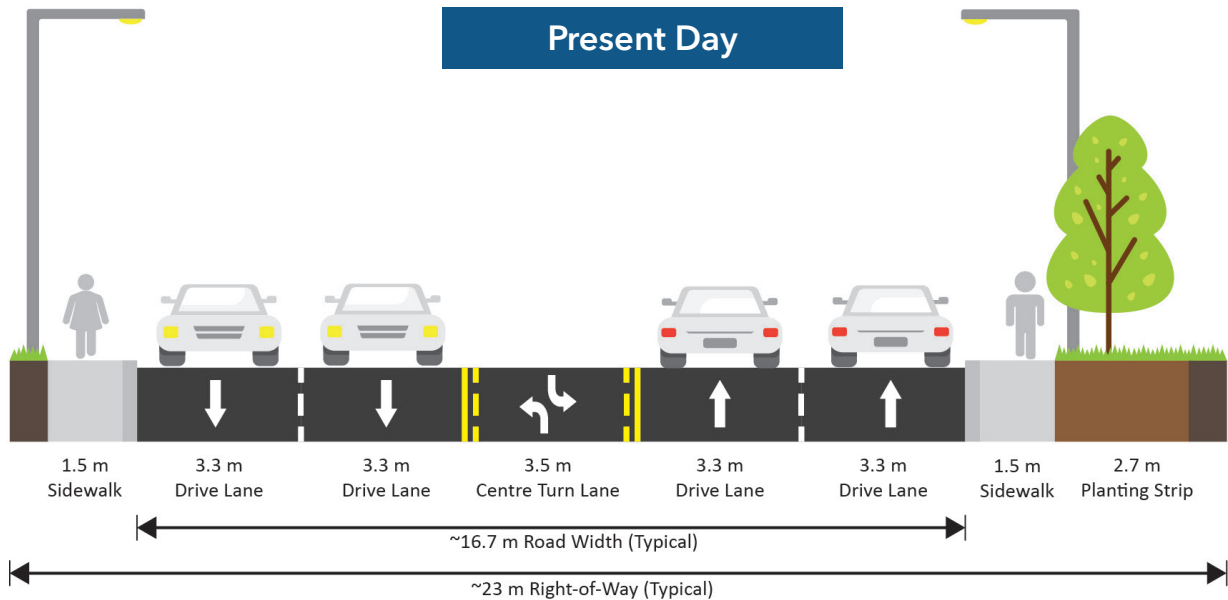


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# Wynford Drive

## Vision for Segment between Don Mills Road and Gervais Drive

Wynford Drive between Don Mills Road and Gervais Drive will be re-imagined as a multi-modal complete street which serves the needs of all street users. Through an expansion of the existing right-of-way to the planned 30 m (increased from 23 m in the present day), and a reduction of vehicular lanes, a significant greening of the space can be provided in combination with greatly expanded, physically separated pedestrian and cycling facilities. A dedicated bus lane on the south side of the street will help ensure reliable access for buses travelling to and from Don Valley Station's bus terminal.

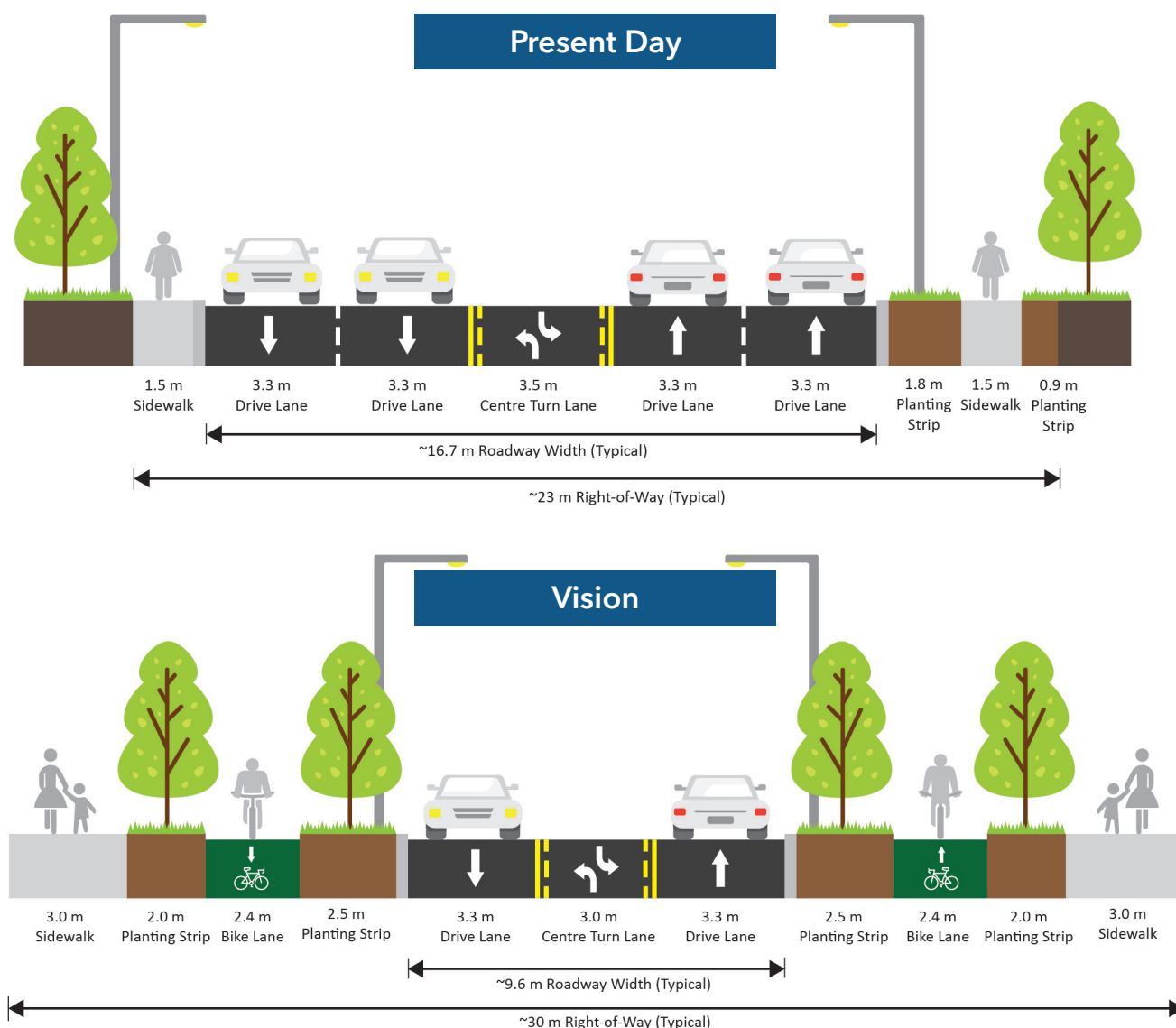


These measurements are approximate and subject to further analysis in the design phase.

# Wynford Drive

## Vision for Segment between Gervais Drive and Concorde Place (Excluding Bridge Over Don Valley Parkway)

Wynford Drive between Gervais Drive and Concorde Place (Excluding the Don Valley Parkway Bridge) will be re-imagined as a multi-modal complete street that greatly improves the active transportation experience through an expansion of the existing right-of-way to 30 m (increased from 23 m in the present day), and a reduction of vehicular lanes. This segment of the street does not require a dedicated bus lane, allowing for additional greening to be provided on the south side of the street. Physically separated cycle tracks and sidewalks on both sides of the street would be lined with street trees, providing a high quality, nature rich experience well removed from traffic flows.

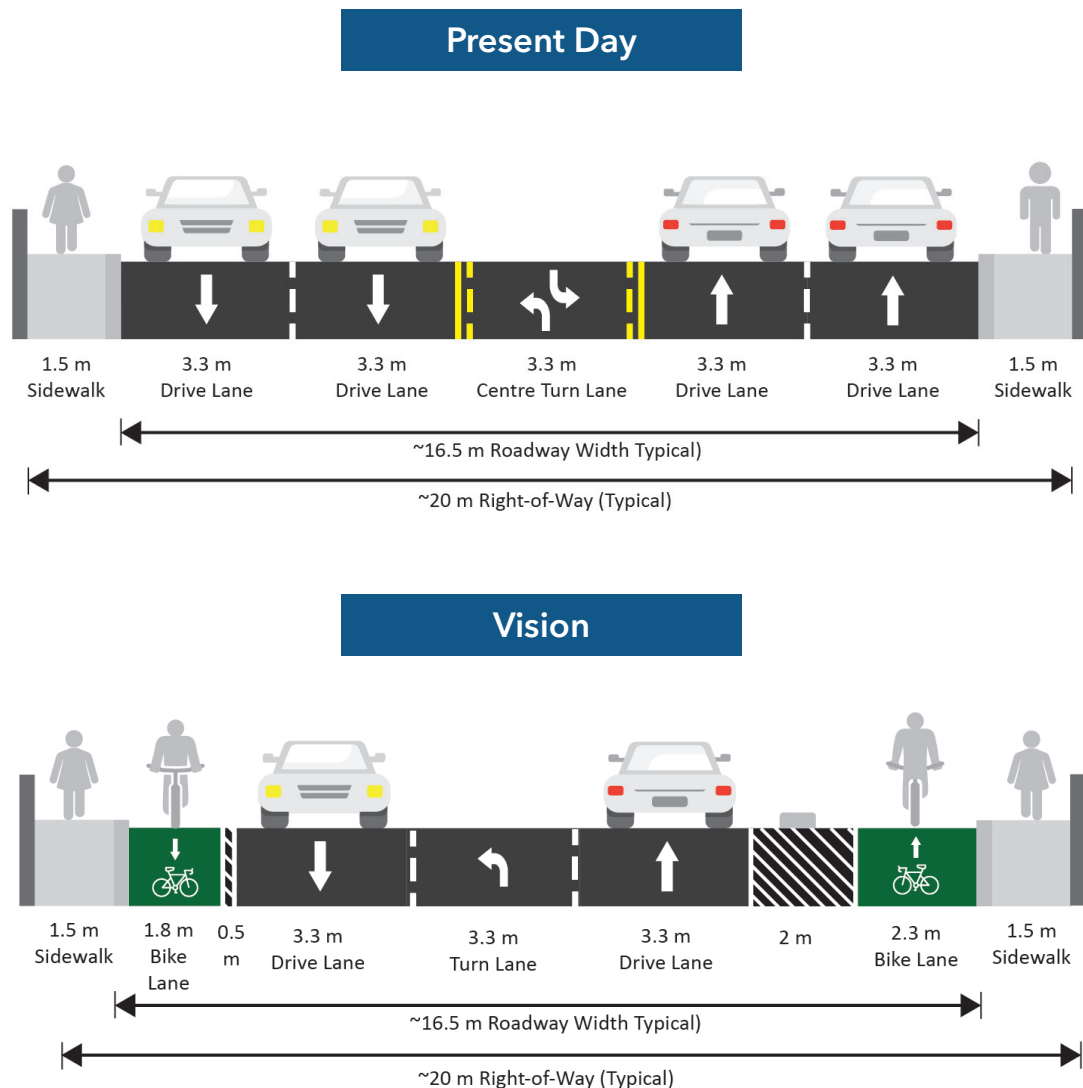


These measurements are approximate and subject to further analysis in the design phase.

# Wynford Drive

## Vision for Don Valley Parkway Bridge Segment

Wynford Drive crosses the Don Valley Parkway via an elevated structure. The width of the existing bridge and operational requirements of the interchange limit the scale of intervention that is possible relative to other segments of Wynford Drive. Even so, the future Wynford Drive over the Don Valley Parkway would provide greatly enhanced pedestrian and cycling facilities by reducing the number of auto travel lanes in each direction allowing for cycle tracks with modular physical separation from the street, and improved separation of pedestrians from traffic. A new signal at the on-ramp would also reduce conflicts between vulnerable street users and the vehicles entering the highway.

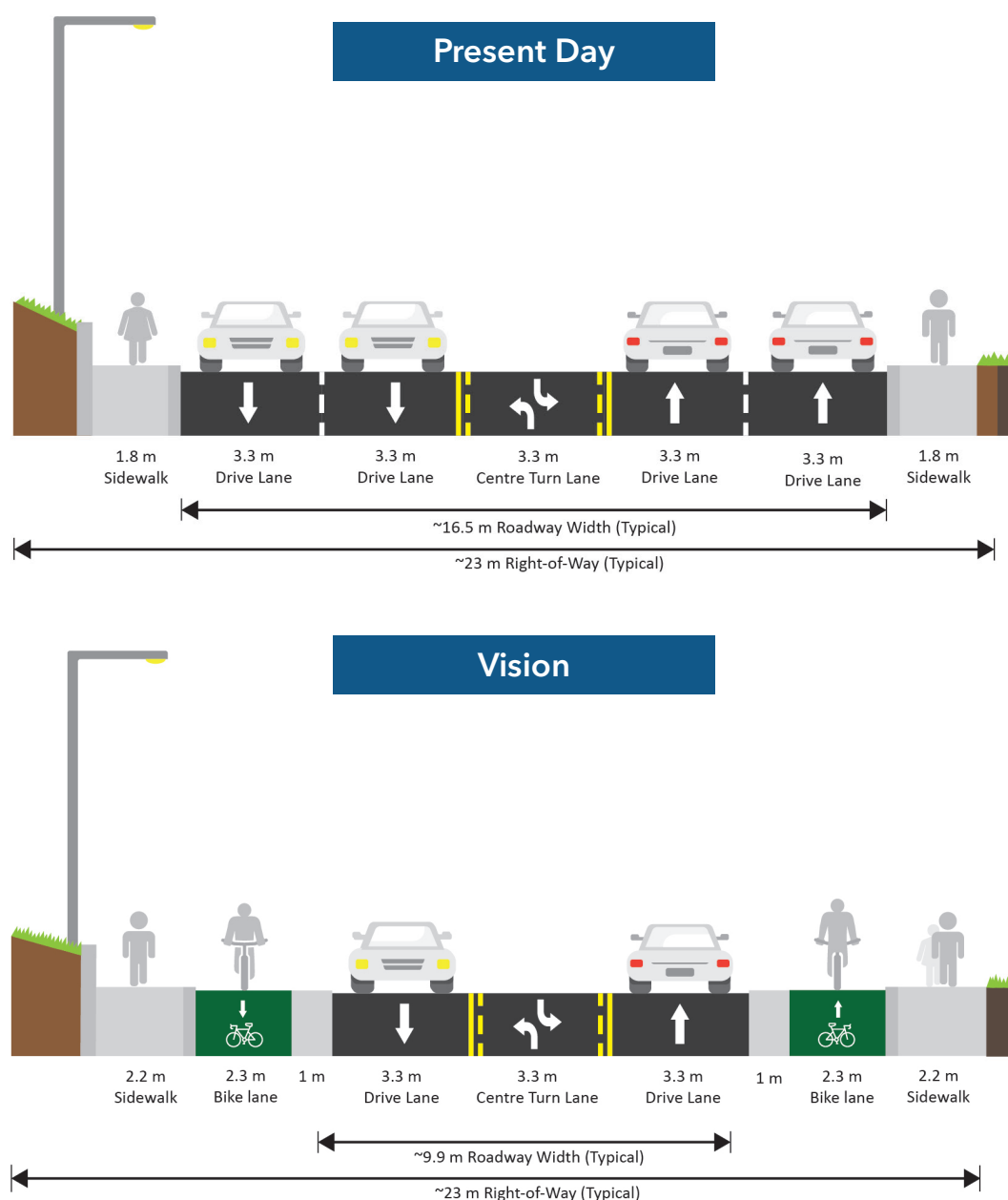


These measurements are approximate and subject to further analysis in the design phase.

# Wynford Drive

## Vision for South of Concorde Place Segment

South of Concorde Place, Wynford descends towards (and then under) Eglinton Avenue East. Due to the topography of the area, space is more limited on this segment than on the portion of the street west of the Don Valley Parkway. Therefore, no additional planting space would be provided, though the street is already lined by natural areas. Instead, efforts are concentrated on providing protected cycle tracks and wider sidewalks through the removal of a travel lane in each direction.

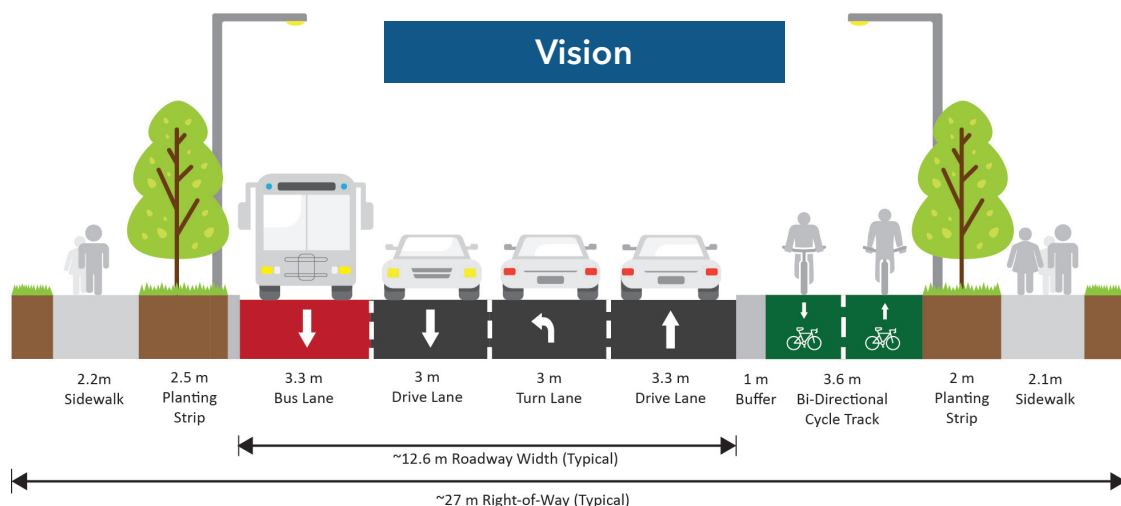
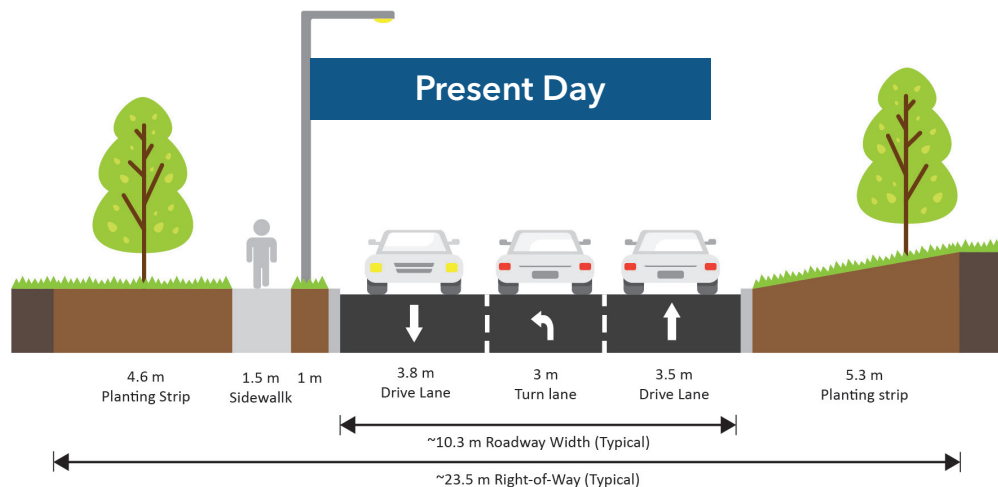


These measurements are approximate and subject to further analysis in the design phase.

# Gervais Drive

## ALTERNATIVE 1 : Vision for South of Wynford Drive Segment

With a direct connection to Don Valley Station and future intensification planned, Gervais Drive south of Wynford Drive will be a hub of activity in the future. A widened right-of-way will enable significant improvements to the active transportation experience, while also supporting transit operations. In order to accommodate the flow of buses into and out of the station, a southbound bus lane would be added on the west side of the street. The first potential configuration for this street features a bi-directional cycle track on the east side, connecting to the future planned bikeway south of Eglinton Avenue East for a seamless experience. A sidewalk would also be added on the east side of the street, filling in one of the remaining gaps in area's sidewalk network.



These measurements are approximate and subject to further analysis in the design phase.

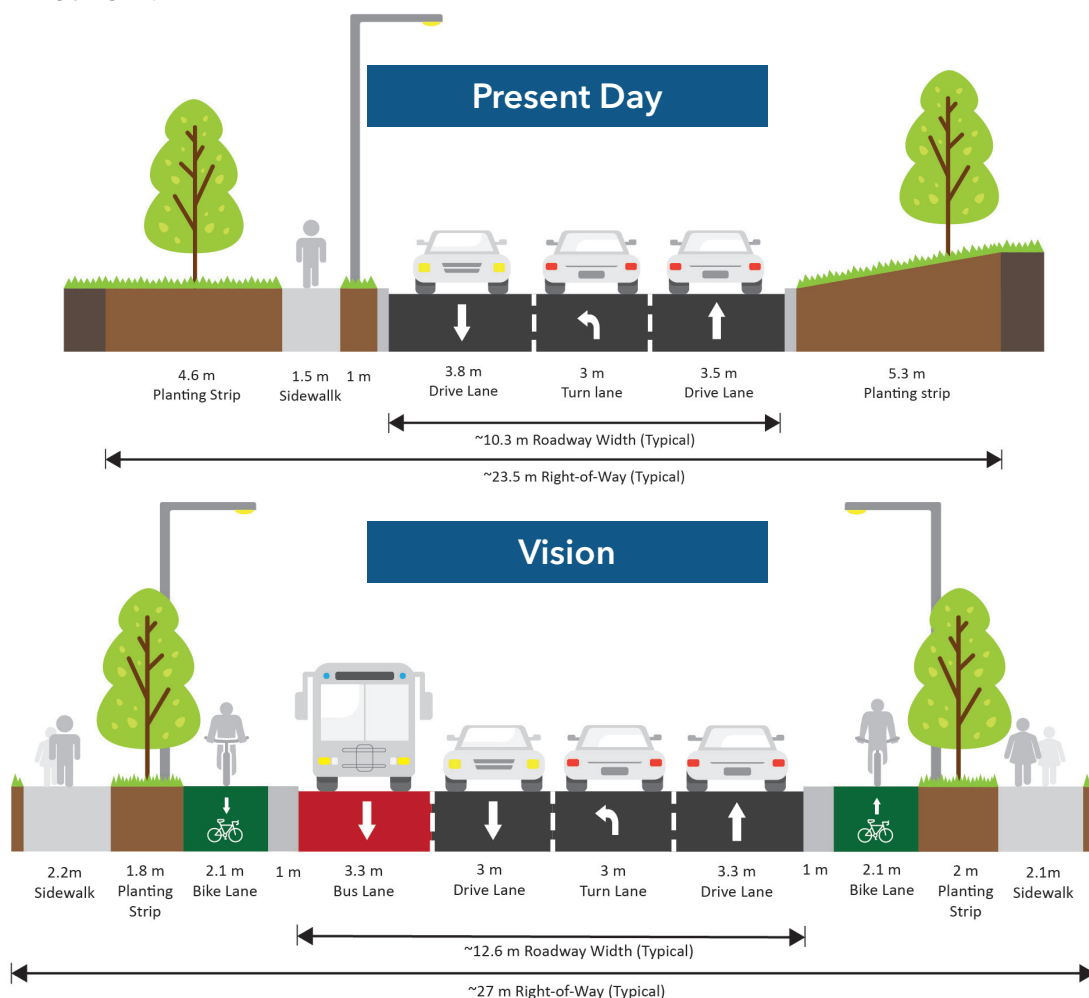
# Gervais Drive

## ALTERNATIVE 2 : Vision for South of Wynford Drive Segment

With a direct connection to Don Valley Station and future intensification planned, Gervais Drive south of Wynford Drive will be a hub of activity in the future. A widened right-of-way will enable significant improvements to the active transportation experience, while also supporting transit operations. In order to accommodate the flow of buses into and out of the station, a southbound bus lane would be added on the west side of the street. The second potential configuration for this street features a uni-directional cycle track on both sides of the street, connecting to the future planned bikeway south of Eglinton Avenue East for a seamless experience. A sidewalk would also be added on the east side of the street, filling in one of the remaining gaps in area's sidewalk network.

### Why Two Options?

The configuration for Gervais Drive South depends on what cycling infrastructure is added south of Eglinton Avenue, in order to maintain a consistent experience along the corridor.

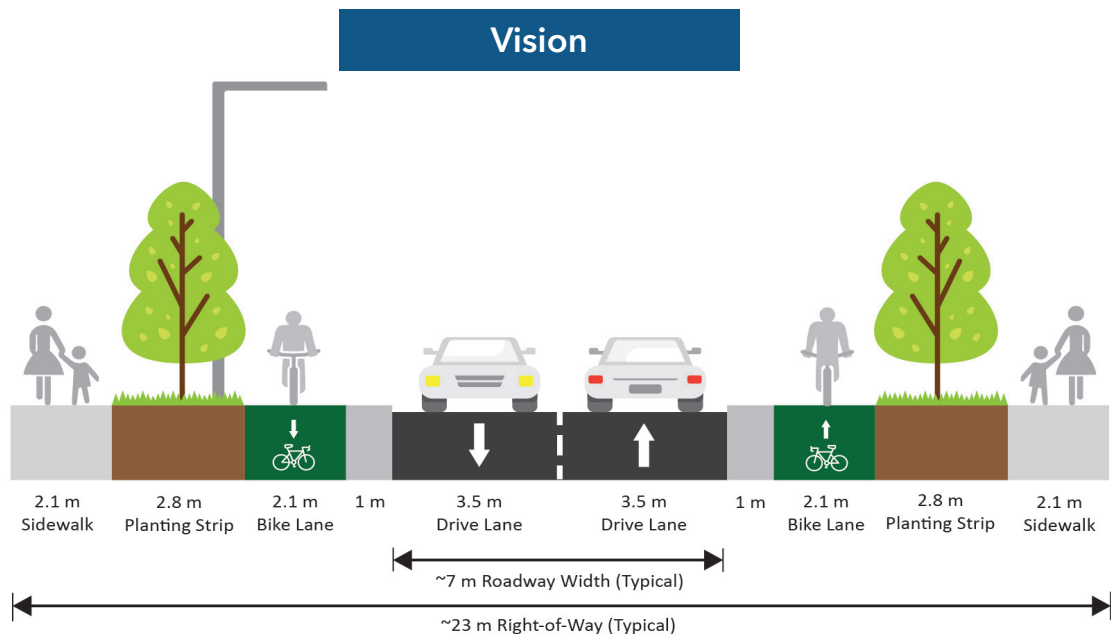
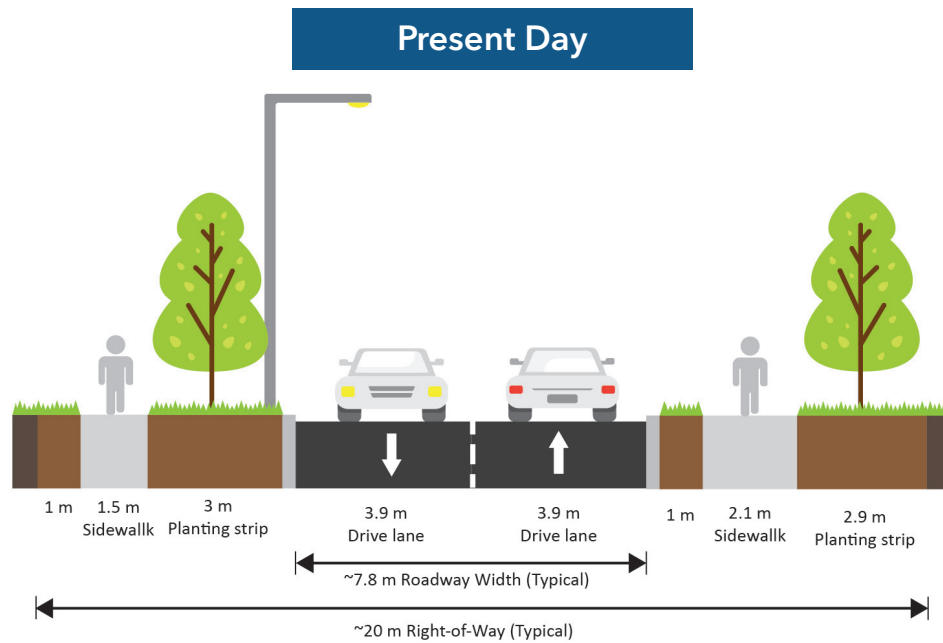


These measurements are approximate and subject to further analysis in the design phase.

# Gervais Drive

## Vision for North of Wynford Drive Segment

Reflecting the recommendations of the Don Mills Crossing Secondary Plan, Gervais Drive North would be widened to a 23-metre right-of-way. It would feature a uni-directional protected cycle track on each side of the street and improved sidewalk widths. The street profile would be narrowed in order to allow for this, alongside an expanded right-of-way.

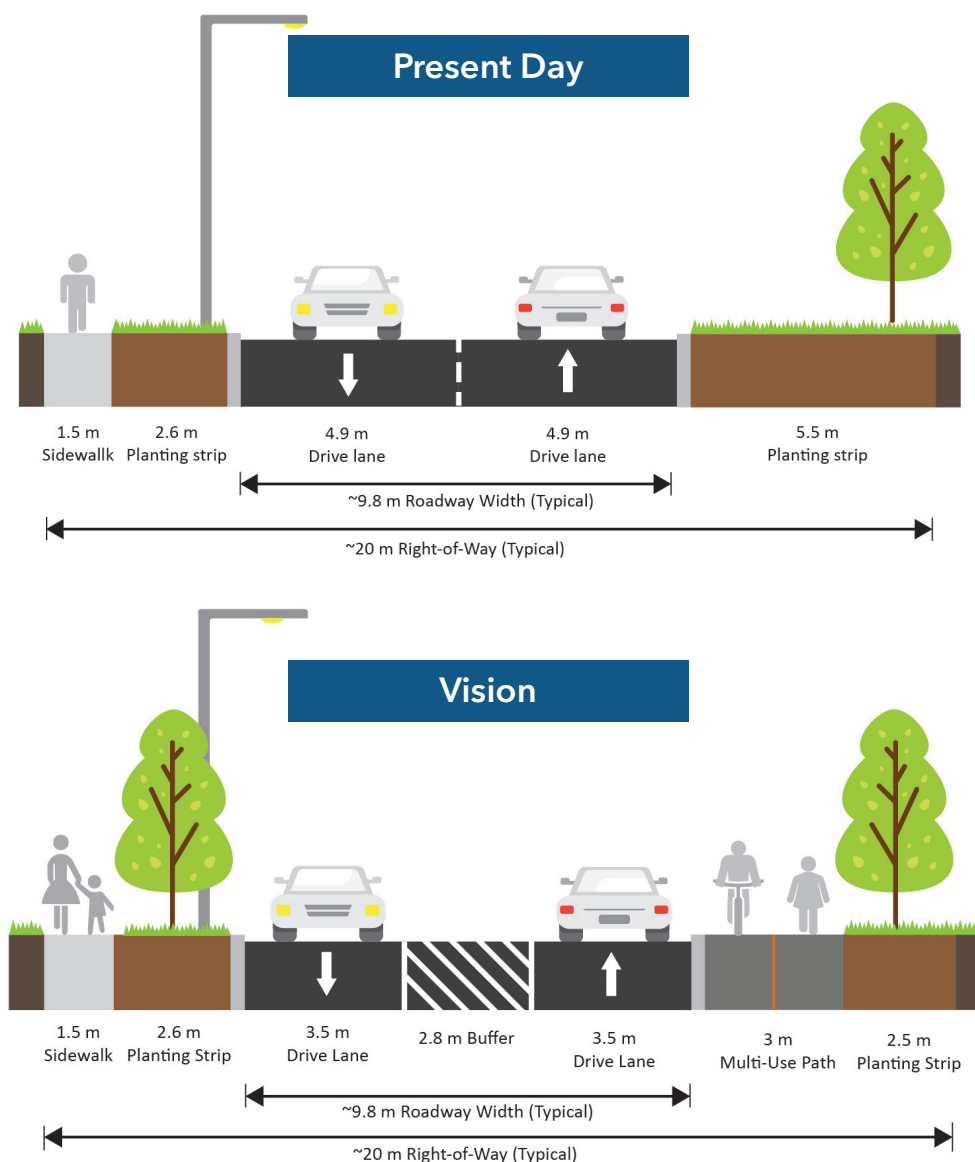


These measurements are approximate and subject to further analysis in the design phase.

# Sakura Way

## Vision for North of Wynford Drive Segment

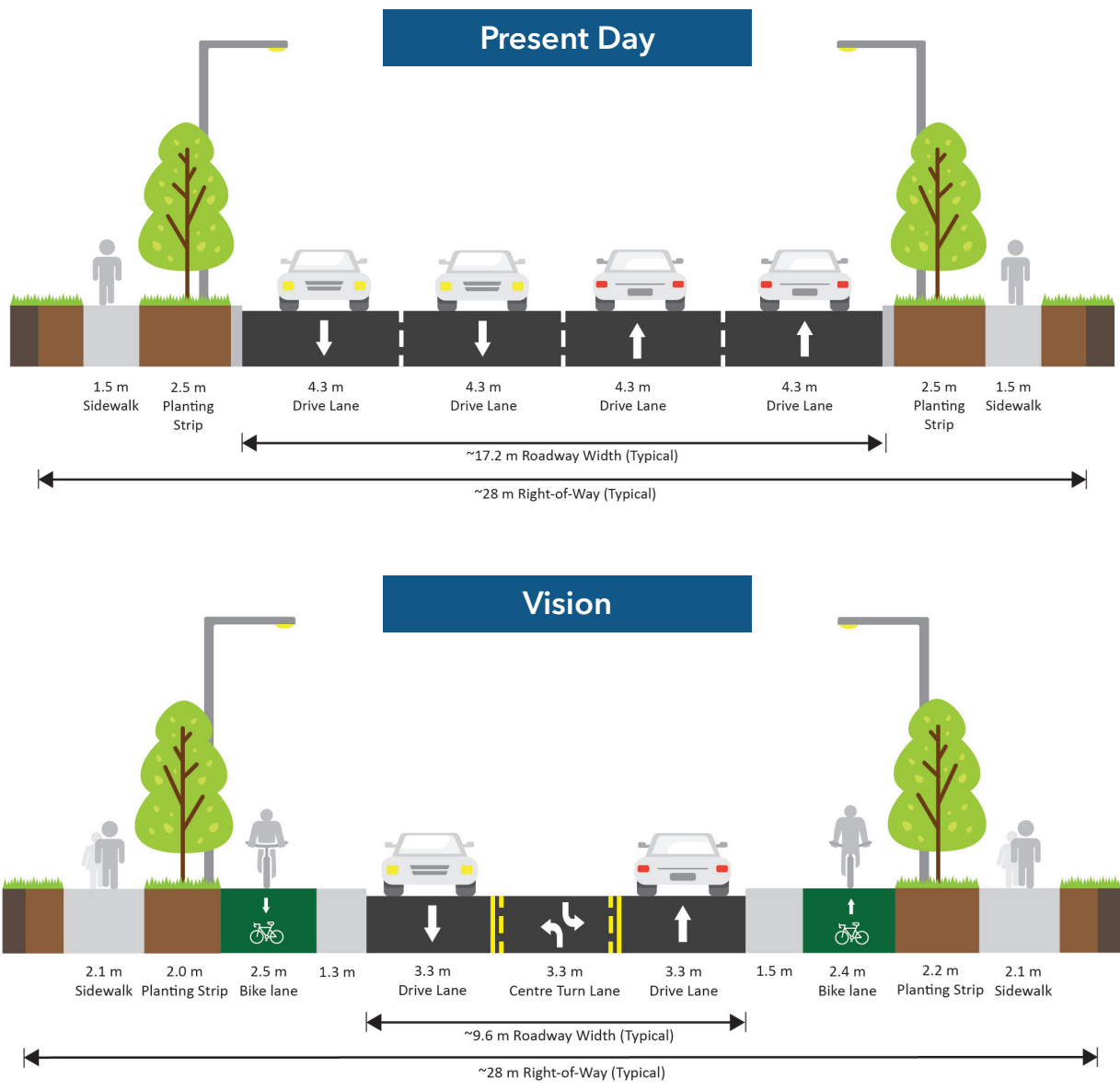
Improvements to Sakura Way would be more modest than other streets in the Wynford-Concorde area, owing to its role as a largely office-employment area not subject to major redevelopment or intensification. The east side of the street would see a new multi-use path for both pedestrians and cyclists to fill in the current gap in the active transportation network. Traffic calming would also be provided by reducing the width of the travel lanes using paint and lane markings, without compromising traffic operations. When the street is next rehabilitated, the existing sidewalk can be replaced with a 2.1-metre wide sidewalk.



These measurements are approximate and subject to further analysis in the design phase.

# Concorde Place

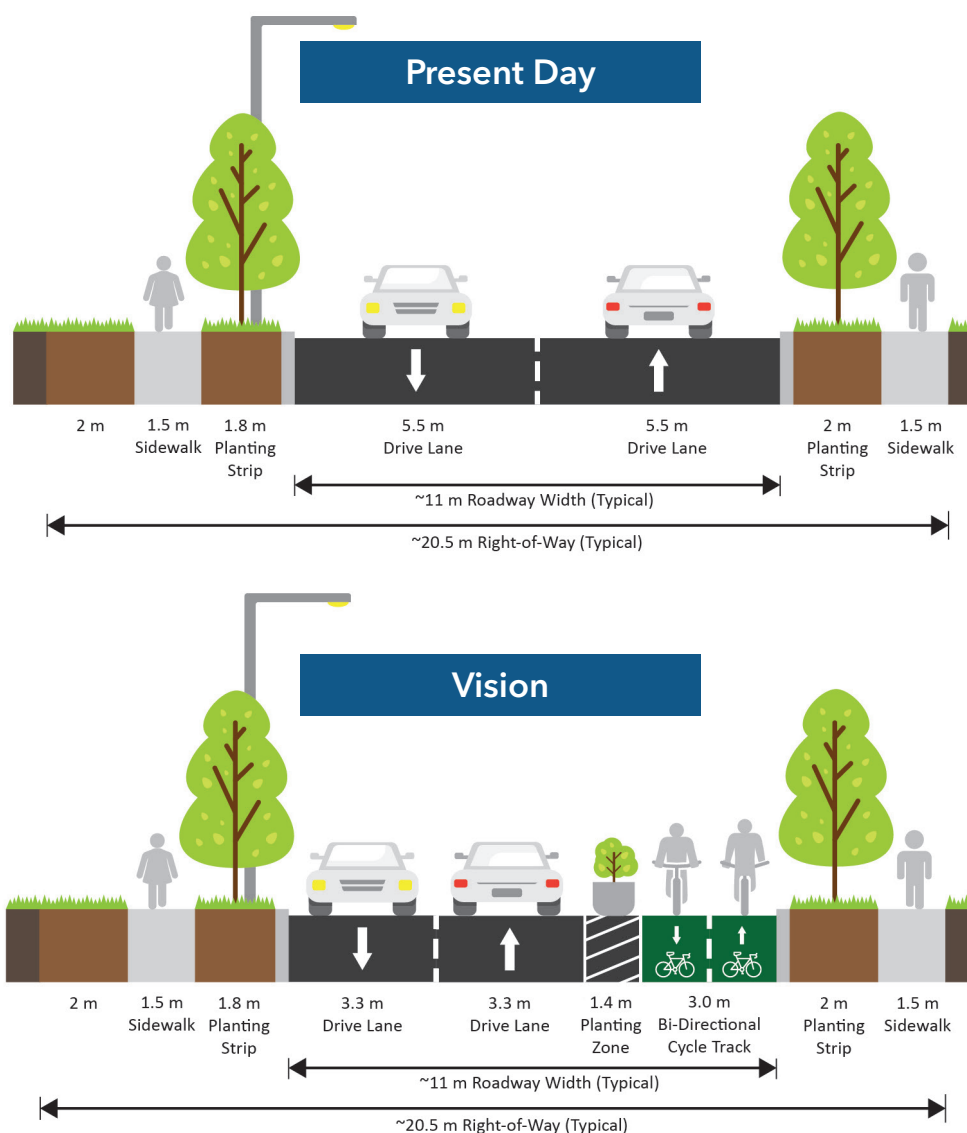
Concorde Place’s future configuration builds off the planned developments in the area, which will see the cul-de-sac at the end of the street replaced with a looping street, connecting back down to Concorde Gate just west of Concorde Place. The existing street configuration is wider than needed for the local traffic the street serves. As such, street space would be re-allocated to provide protected cycle tracks on each side, alongside widened sidewalk space for pedestrians.



These measurements are approximate and subject to further analysis in the design phase.

# Wynford Heights Crescent

Wynford Heights Crescent is a low volume, quiet residential street, yet its present-day design does not properly reflect its use, with far more pavement space than needed to facilitate the movement of cars on the street. The future configuration re-allocates some of this space towards a bi-directional bikeway on the outer-rim of the street, providing a seamless connection between the East Don Trail and the community's new cycling network. Pedestrian crosswalks would also be provided on both the north and south sides of the street to facilitate crossings between the residential buildings and the commercial plaza in the centre of the street. Additional traffic calming would be provided to help ensure low-speed travel. When the street is next rehabilitated, the existing sidewalk can be replaced with a 2.1-metre wide sidewalk.



These measurements are approximate and subject to further analysis in the design phase.



# Conclusion

It is an exciting time for the Wynford-Concorde neighbourhood, with new transit infrastructure and land use intensification set to transform the community into a thriving urban centre. The transportation network must be responsive to these changes, while also protecting for the existing strengths that already exist there today. This Mobility Strategy sets a path for building a more integrated, multi-modal transportation network that can capitalize on the investments being made in the area. This approach will ensure that the future of Wynford-Concorde is brighter than ever before.



## Next Steps

The Wynford Concorde Mobility Strategy will serve as an important input into the wider Wynford-Concorde Focused Area Study.

To confirm feasibility of the recommended mobility networks and cross-sections contained herein, a conceptual design exercise was completed as part of the strategy's development; a package of technical drawings was submitted to the City separately. This design work may be used to inform further, more detailed design subject to the requirements of the Municipal Class Environmental Assessment process or the Planning Act, at a later stage.



