



WYNFORD-CONCORDE FOCUSED AREA STUDY

REPORT BACK OPEN HOUSE MEETING

We acknowledge the land we are meeting on is the traditional territory of many nations including the Mississaugas of the Credit, the Anishnabeg, the Chippewa, the Haudenosaunee and the Wendat peoples and is now home to many diverse First Nations, Inuit and Métis. We also acknowledge that Toronto is covered by Treaty 13 with the Mississaugas of the Credit.

Study Origin & Overview



Study Origin:

City Council directed staff to undertake a focused area study as a concentration of growth and change has been occurring in the Wynford-Concorde area because of the nearly completed Eglinton Crosstown LRT and the now under construction Ontario Line subway. Future developments are anticipated to bring more families and a more diverse mix of uses in the area.

Study Goal:

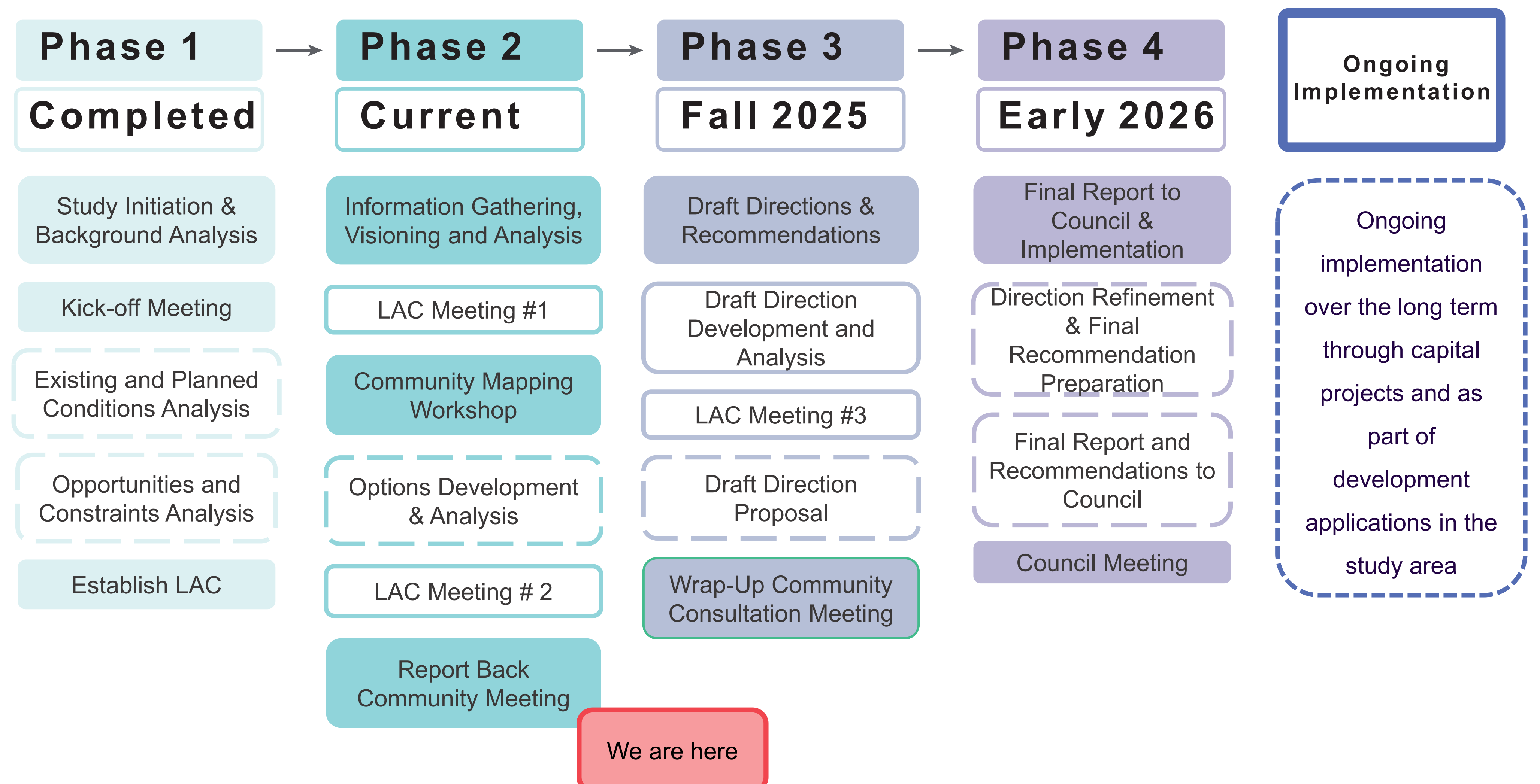
The goal of the Wynford-Concorde Focused Area Study is to develop a planning framework, with a focus on an enhanced public realm and streetscape for the area that integrates with a multi-modal transportation network to serve the existing and anticipated residential and employment populations of the area.

Study Components:

The planning framework will be developed based on common interests identified in overarching policies, community ideas and input, and data and best practices.



Study Process:



Nearby Projects & Planned Changes



-  Installation of new cycling facilities complete or scheduled.
-  New pedestrian bridge over the rail corridor, linking the Don Mills Trail and Moriyama Drive.
-  New local street network established through the Don Mills Crossing Secondary Plan.
-  Extension of Concorde Place as part of 1-3 Concorde Place redevelopment.
-  Conversion of the Eglinton Avenue & Ferrand Drive intersection into a full-move, four-way intersection.

PLANNING FRAMEWORK INPUTS



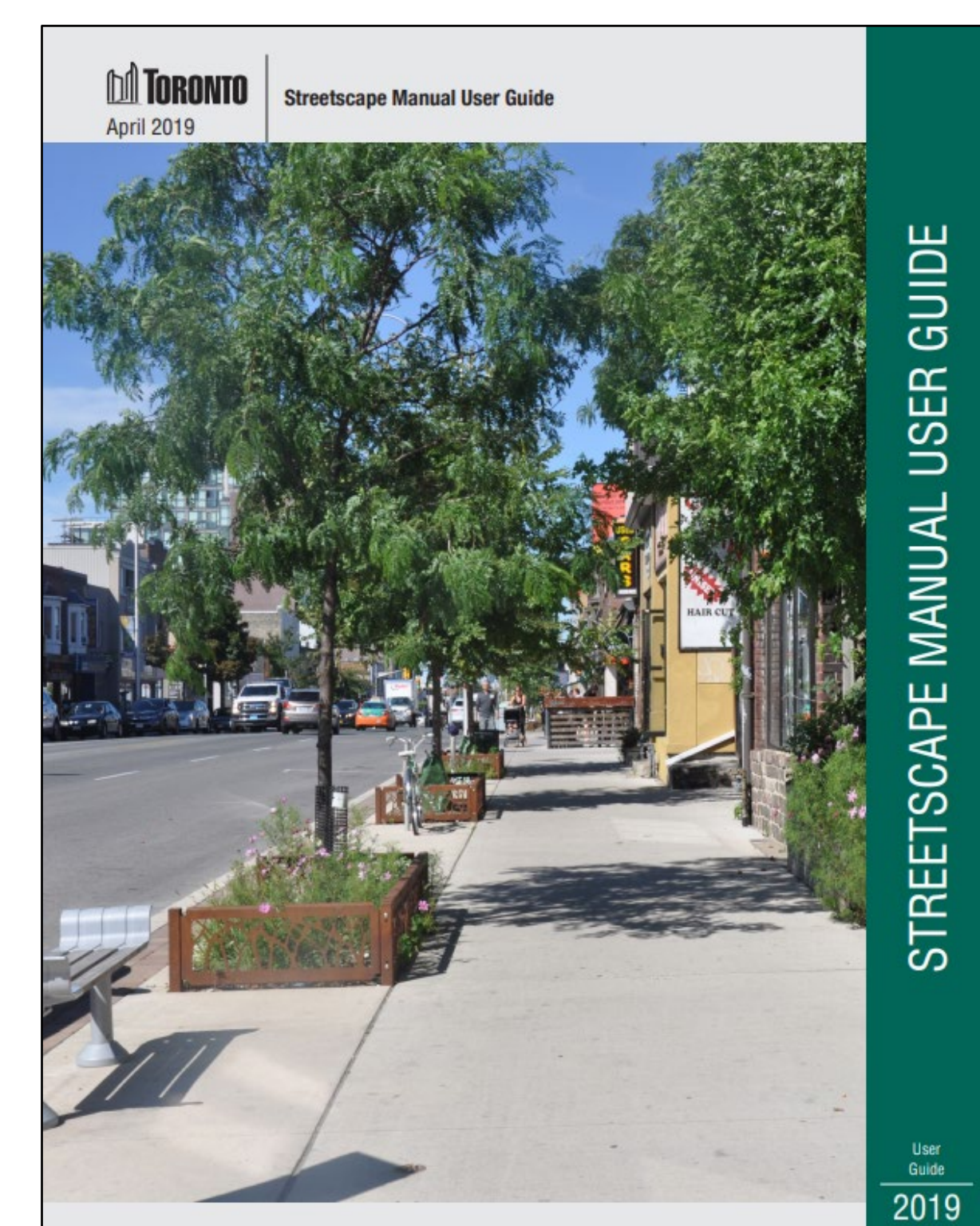
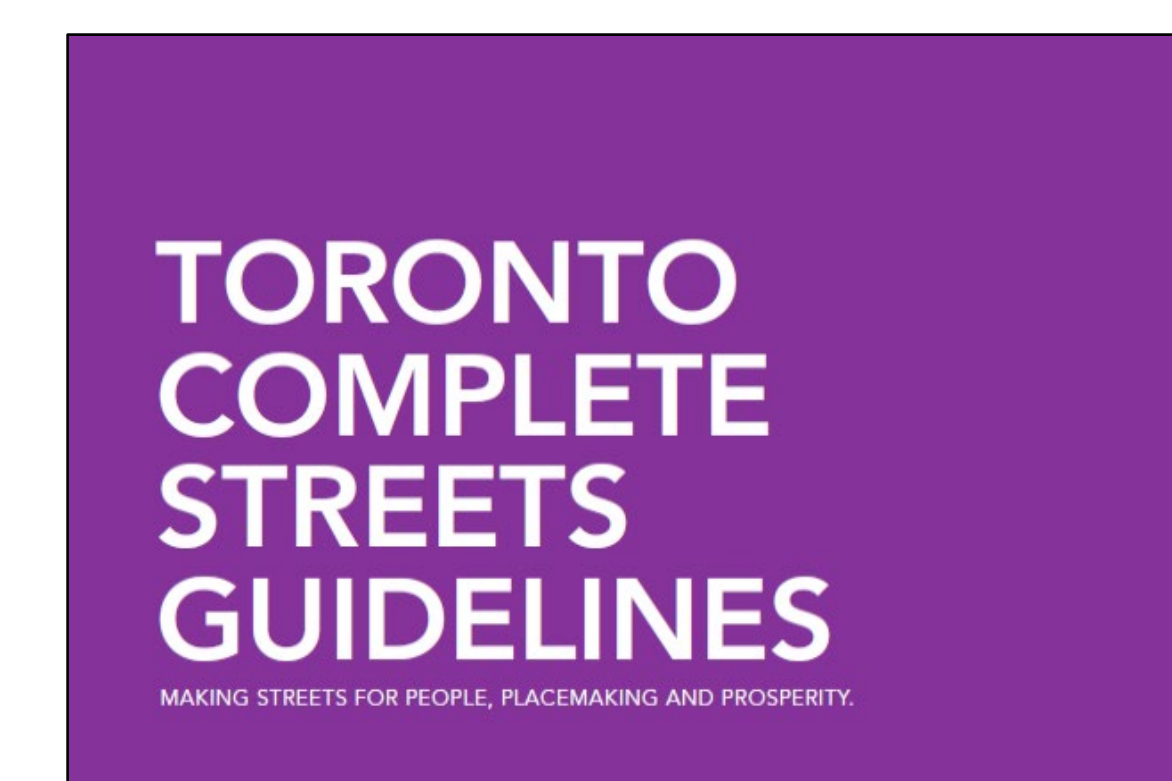
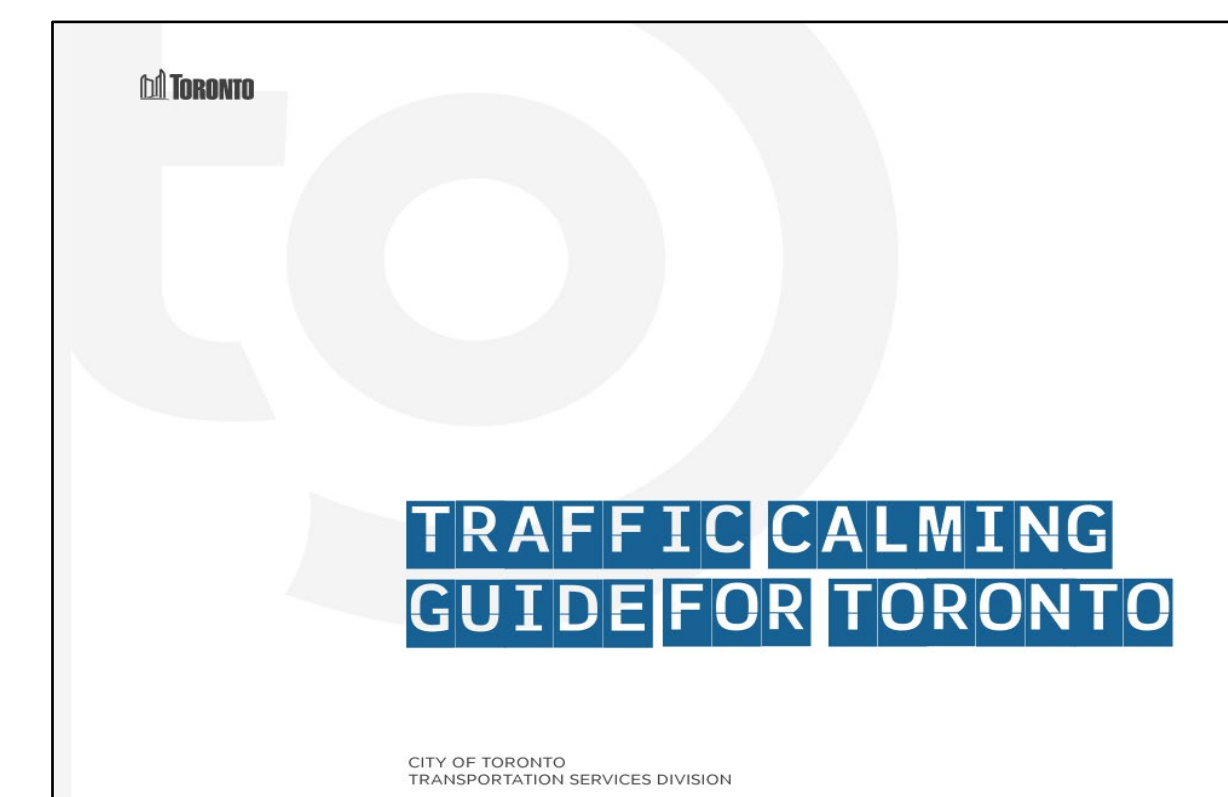
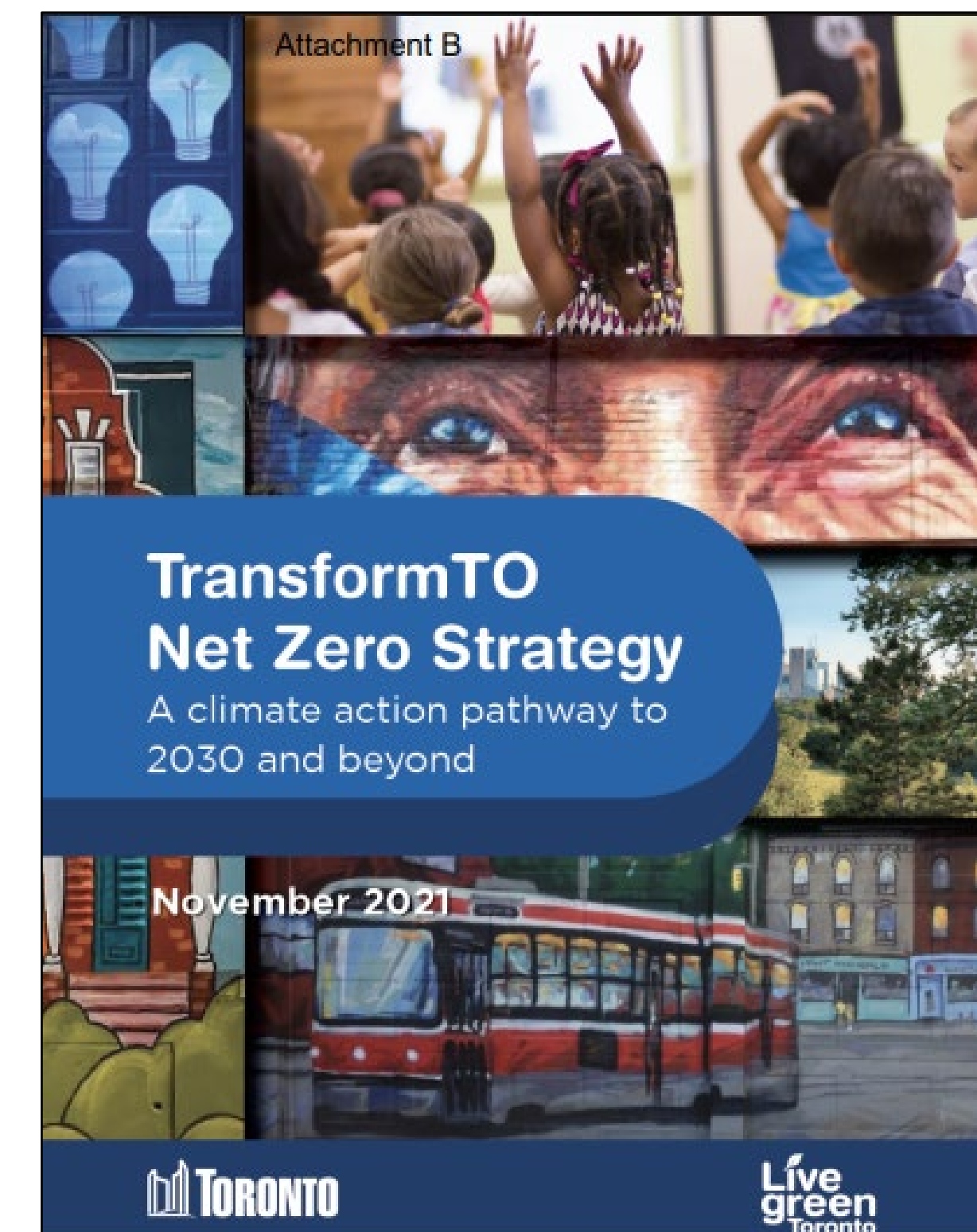
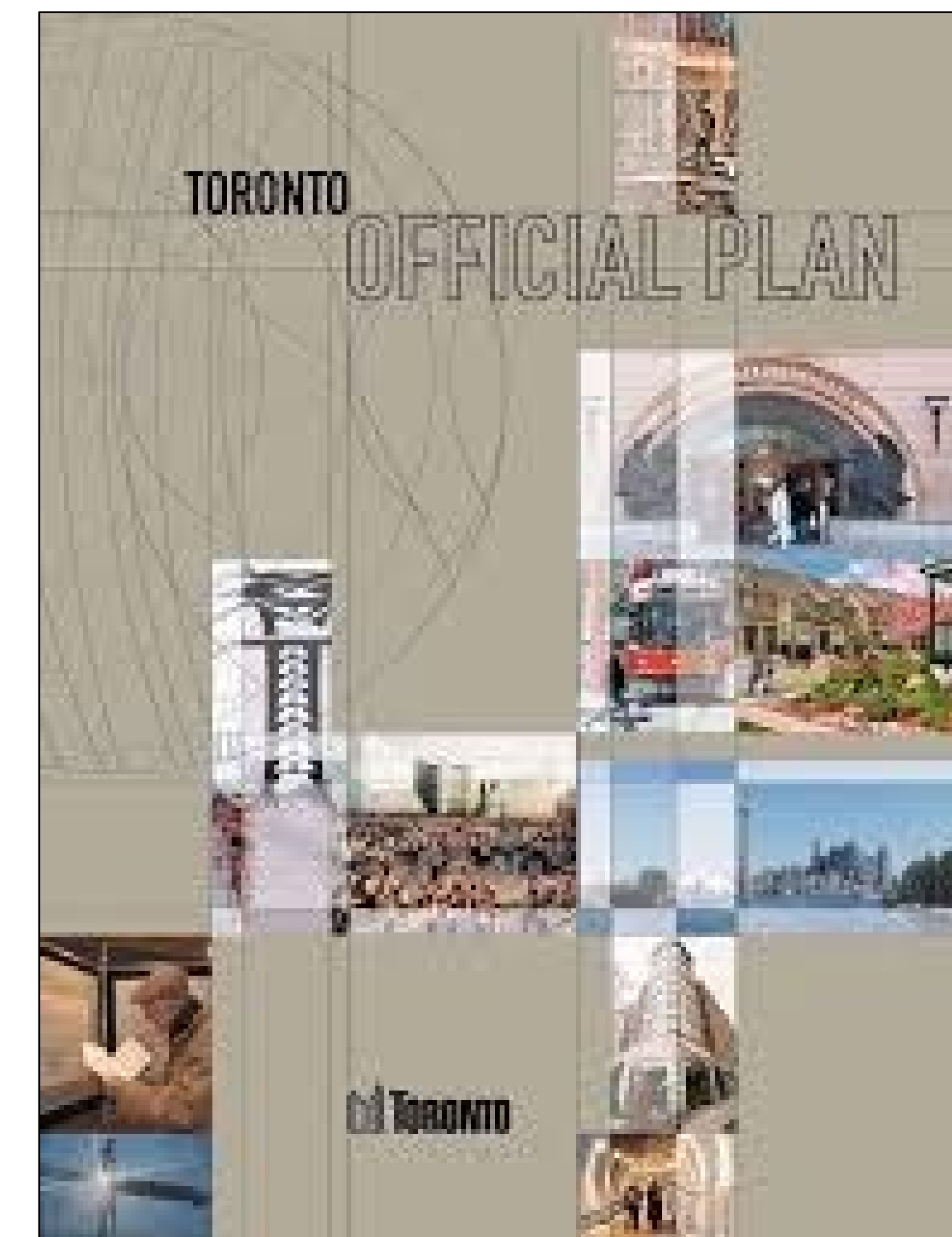
Policy and Design Guidance: Streets

The City has policies that set out a vision for streets, including:

- **Toronto's Official Plan**
provides the vision for improving mobility for road users of all ages and abilities, and guides Toronto's growth and development to make walking, cycling, and transit increasingly attractive and reduce car use.
- **TransformTO Climate Action Strategy**
commits to converting 75% of trips under five kilometres to walking, cycling or transit.
- **Vision Zero Road Safety Plan**
an action plan & measures focused on eliminating traffic-related fatalities and serious injuries on our streets.

The City has guidelines that are used to improve the design of streets for all road users, including:

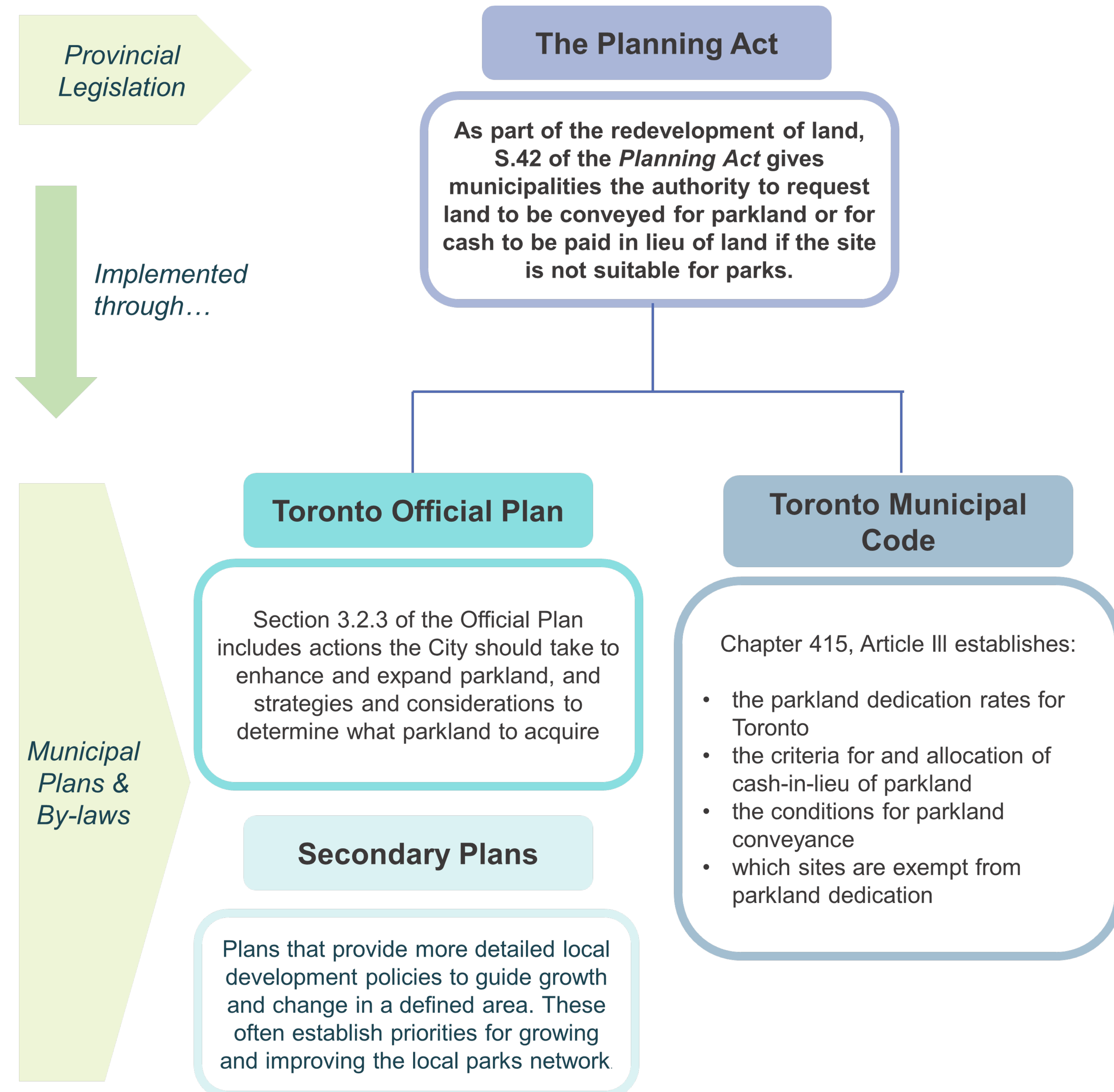
- **Complete Streets**
provide safe routes for people walking or cycling, expand our tree canopy, and help manage storm water.
- **Streetscape Manual User Guide**
provide guidance on the design, construction and maintenance of sidewalk and boulevard improvements on Toronto's arterial road network.
- **Traffic Calming Guide**
physical features intended to alter driver behaviour and improve safety conditions for everyone who uses the street.
- **On-Street Bikeway Design Guide**
a technical guide to ensure the design and implementation of safe, comfortable, and connected bikeways.



Policy Review: Parks & Green Space



Policy Framework for Parkland Dedication



Policies Changing as a result of Bill 23 (Nov. 2022)

Maximum Caps on Parkland Dedication Rates

- The maximum parkland dedication rate has decreased for all properties over 1 hectare.
- Properties less than 5 hectares are subject to a 10% cap (previously 15% for sites 1 to 5 hectares and 10% for sites less than 1 hectare).
- Properties more than 5 hectares are subject to a 15% cap (previously 20%).

Development Types Exempt from Parkland Dedication

- The types of development units that are exempt from parkland dedication have substantially increased, including: previously existing units, affordable units, attainable units.*

Location of Parkland*

- The developer will have increased power to identify the location & configuration of an on-site parkland dedication.

Type of Land Acceptable as Parkland*

- The City will have to accept the following types of land as parkland: encumbered land/strata parks, Privately Owned Public Spaces (POPS).

* Not In effect. Will only come into effect once the Province prescribes the new regulations.

Community Mapping Workshop

Key Findings

Overall Goal

Create a safer, more welcoming environment for pedestrians and people cycling.

Community Priorities

- Easy and safe connections
- More parks and green spaces
- Public gathering places
- Safer and more inclusive mobility
- High-quality design that reflects community needs

A Neighbourhood We Imagine

- Less congestion, comfortable walking and biking experience
- More parks and gathering spaces
- A greener and more vibrant streetscape
- Accessible for all users



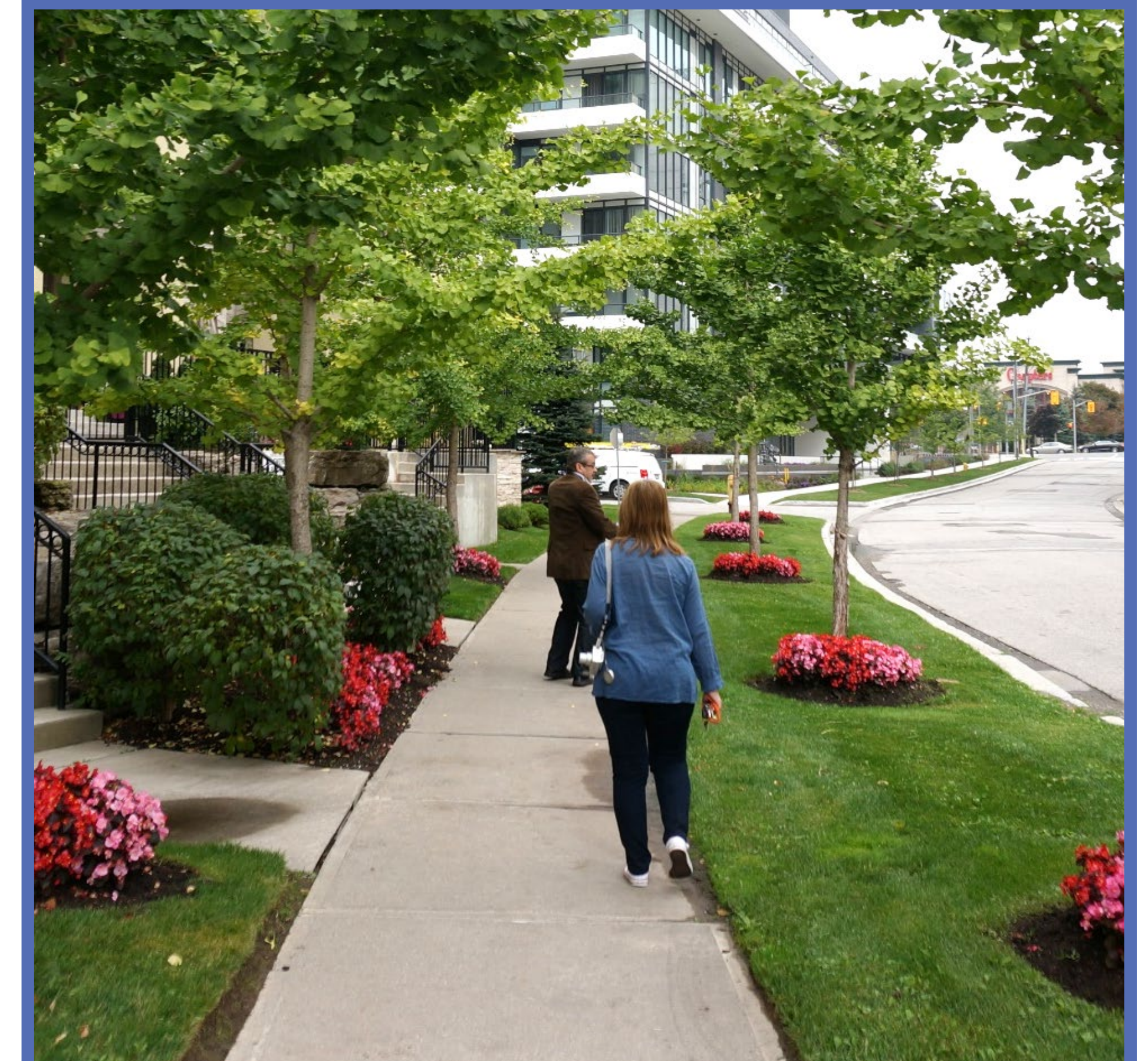
Getting Around Safely

- Better transit connections (e.g. LRT access, bus shelters)
- Dedicated bike lanes and expanded pedestrian pathways
- Safer crossings and intersections
- Longer signal times and visible signage
- Traffic calming measures



More Welcoming Streets

- Wider sidewalks, enhanced lighting, and seating
- Greener streets with more street trees and shade
- Improved pedestrian and cyclist experience
- Landscaped buffers between roads and sidewalks
- Consistent boulevard design



Connected Green Network

- Network of parks and quiet, shady pathways
- Accessible and well-connected green routes
- Better and safer connections across key intersections (e.g. bridges, ramps)
- Improved access to the LRT and public transit

Existing Conditions: Road Users

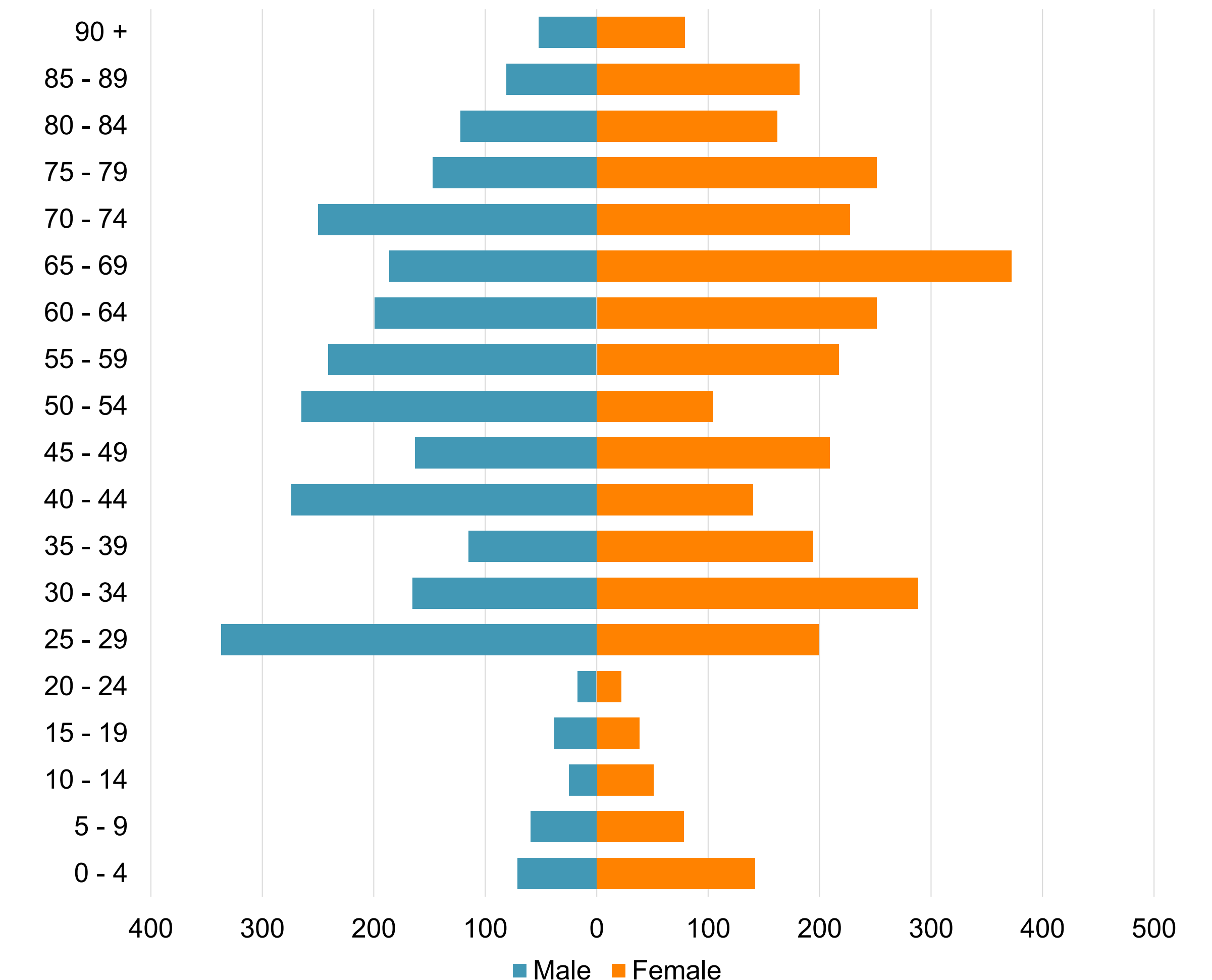
Background research into the characteristics of road users in the area found the following:

- Wynford-Concorde community is mostly adults:
 - 90% of residents are over 25 years of age
 - 35% of residents are above the retirement age of 65
- Car ownership is prevalent in Wynford-Concorde:
 - 66% of households have one car
 - 19% of households have two or more cars
 - 14% of households do not have a car
- Personal vehicles are used for the majority of trips
 - 70% trips originating in the area are made by driving
 - 10% are made as a passenger in a car
 - 15% of weekday trips are taken by transit
 - 2% of weekday trips are taken by active transportation (0.6% cycle, and 1.2% walk)

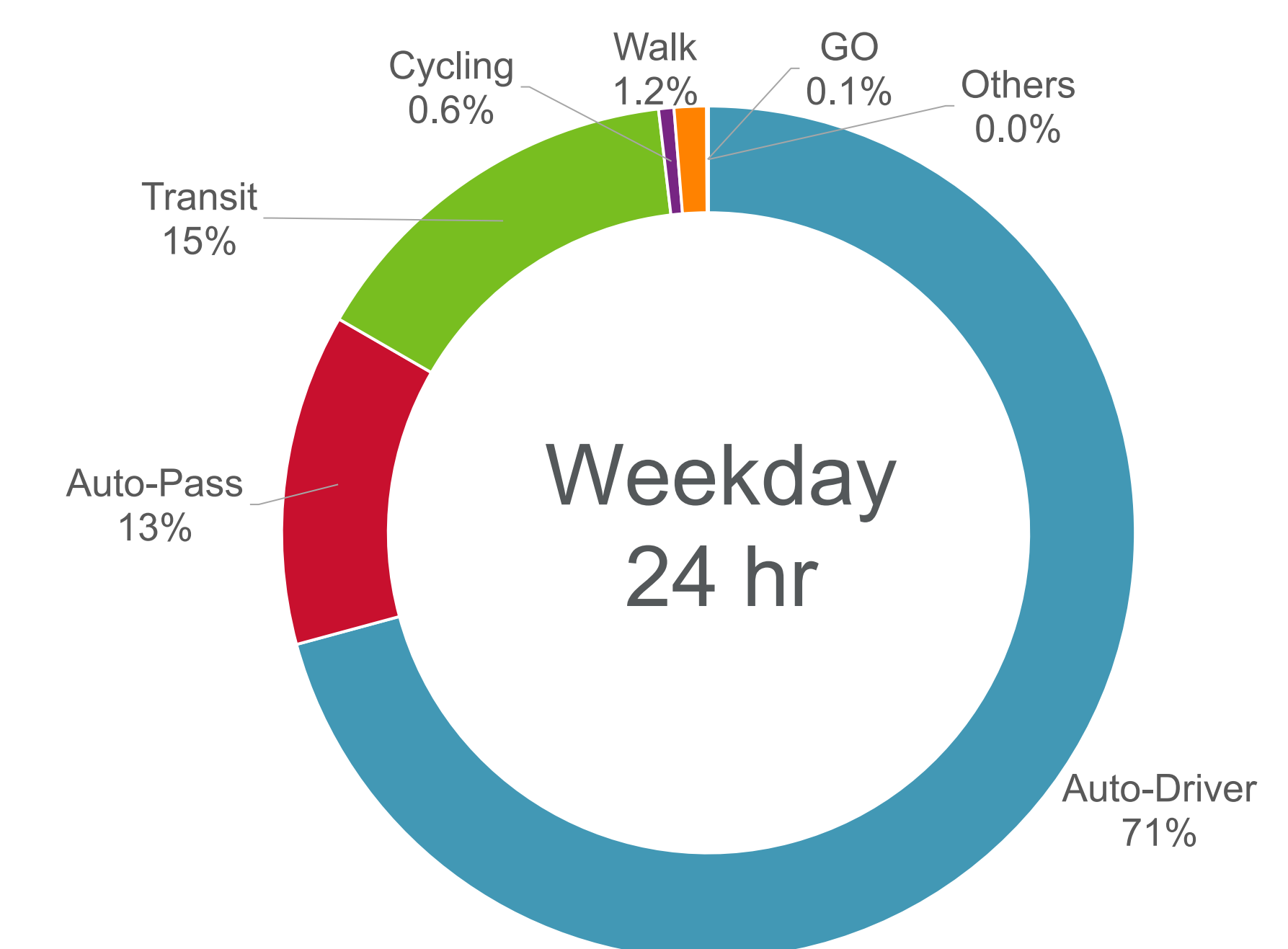


Source: 2016 Transportation Tomorrow Survey

Age of Population within Wynford-Concorde



Typical Mode Choice



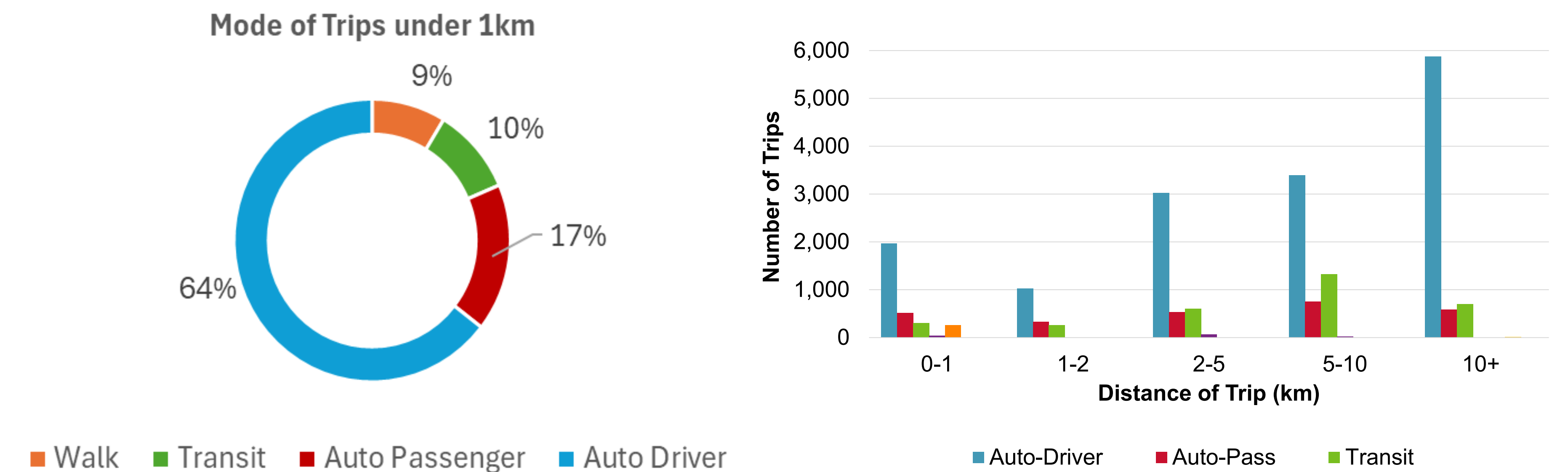
Existing Conditions: Trips

Background research into the travel characteristics and mode choices in the area found the following:

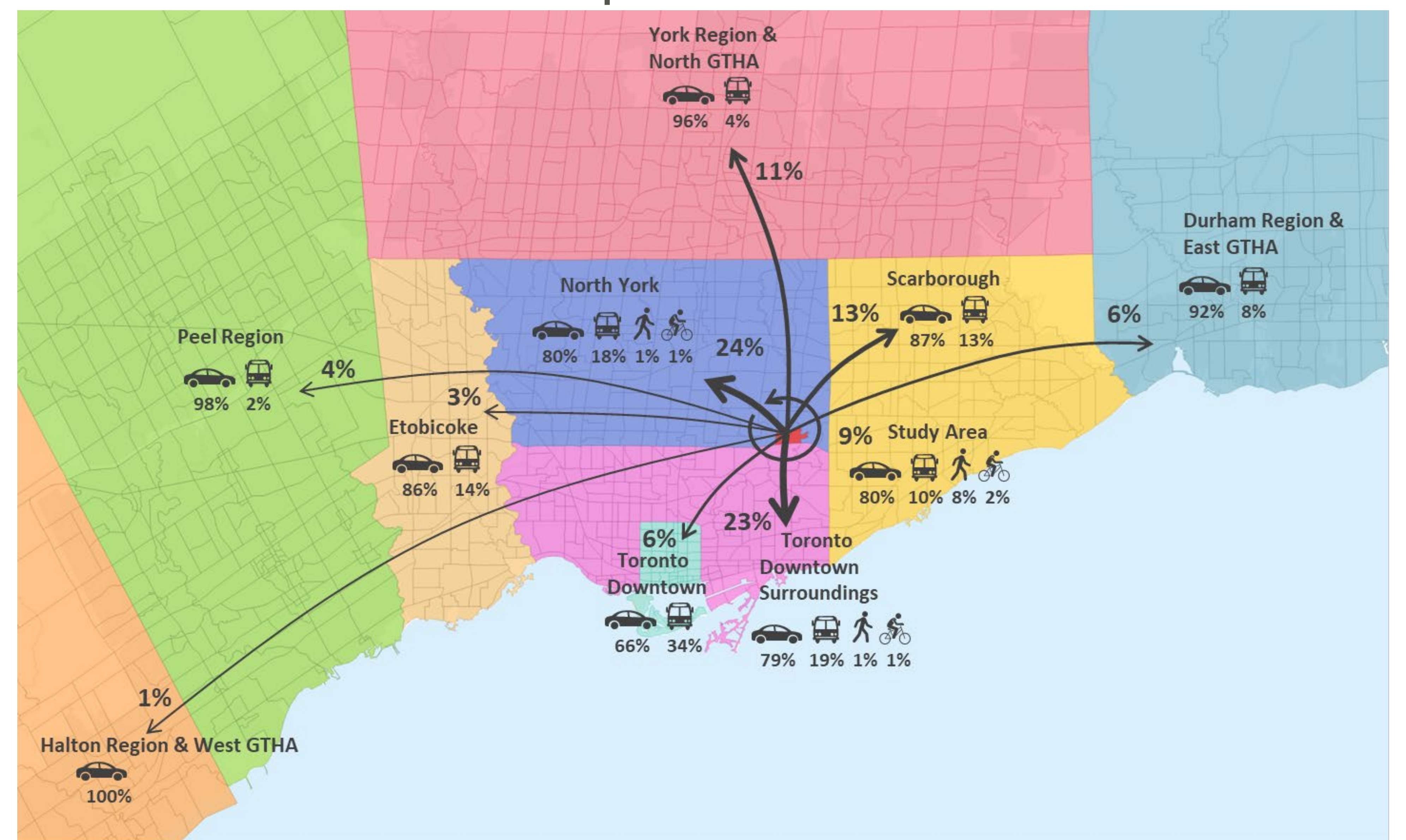
- The Top 3 destinations of trips beginning in the study area are:
 - 24% North York
 - 23% to the area around downtown
 - 22% to areas beyond Toronto (York, Durham & East GTHA, Peel, Halton & West GTHA)
- Driving is the most common mode of travel for trips of any length
- Transit is most competitive for trips 5 - 10km in length
- 9% of trips under 1km are walked



Mode Choice By Distance



Trip Destinations



Travel Patterns



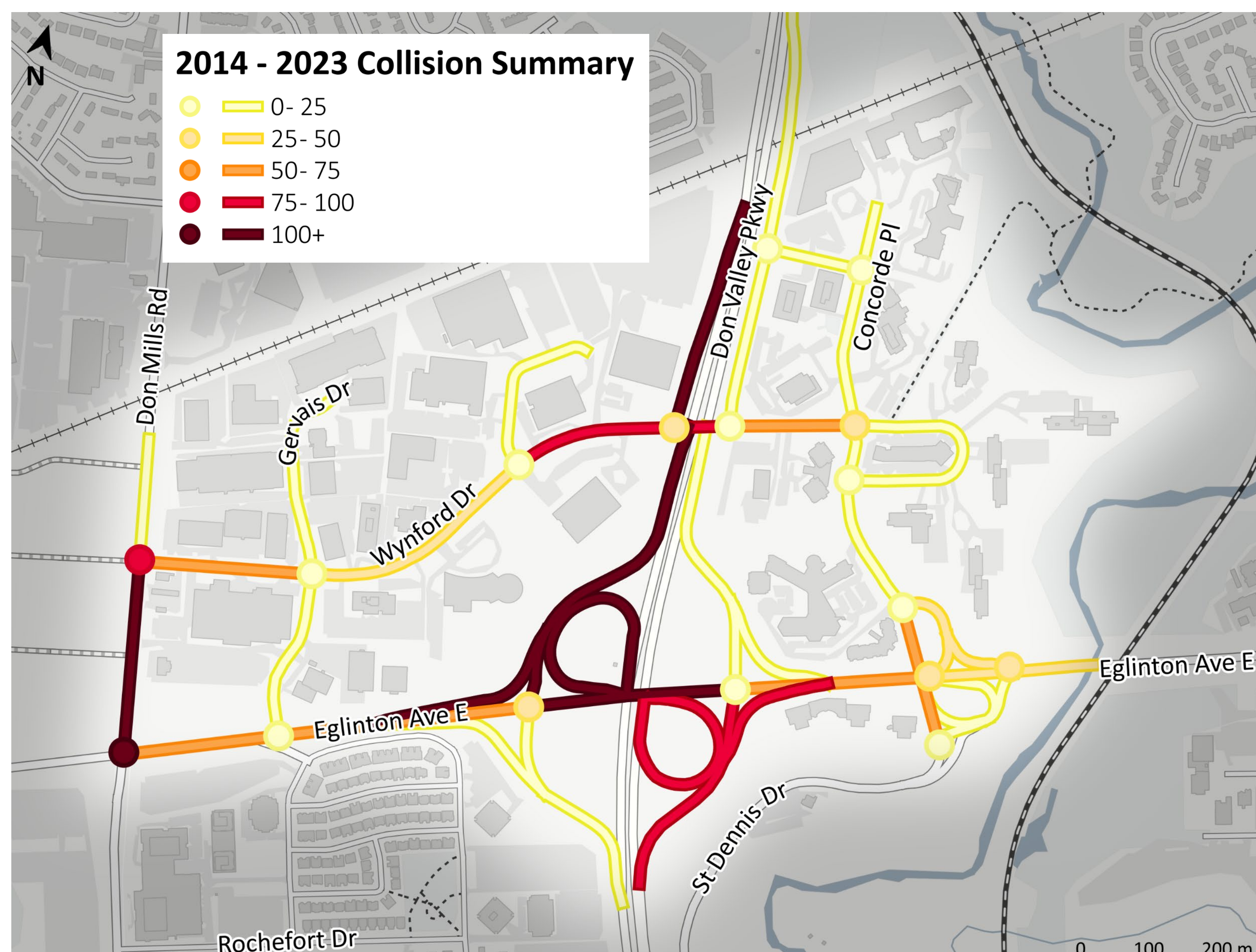
Source: 2016 Transportation Tomorrow Survey

Existing Conditions: Road Safety

Overview of Collisions in the Study Area

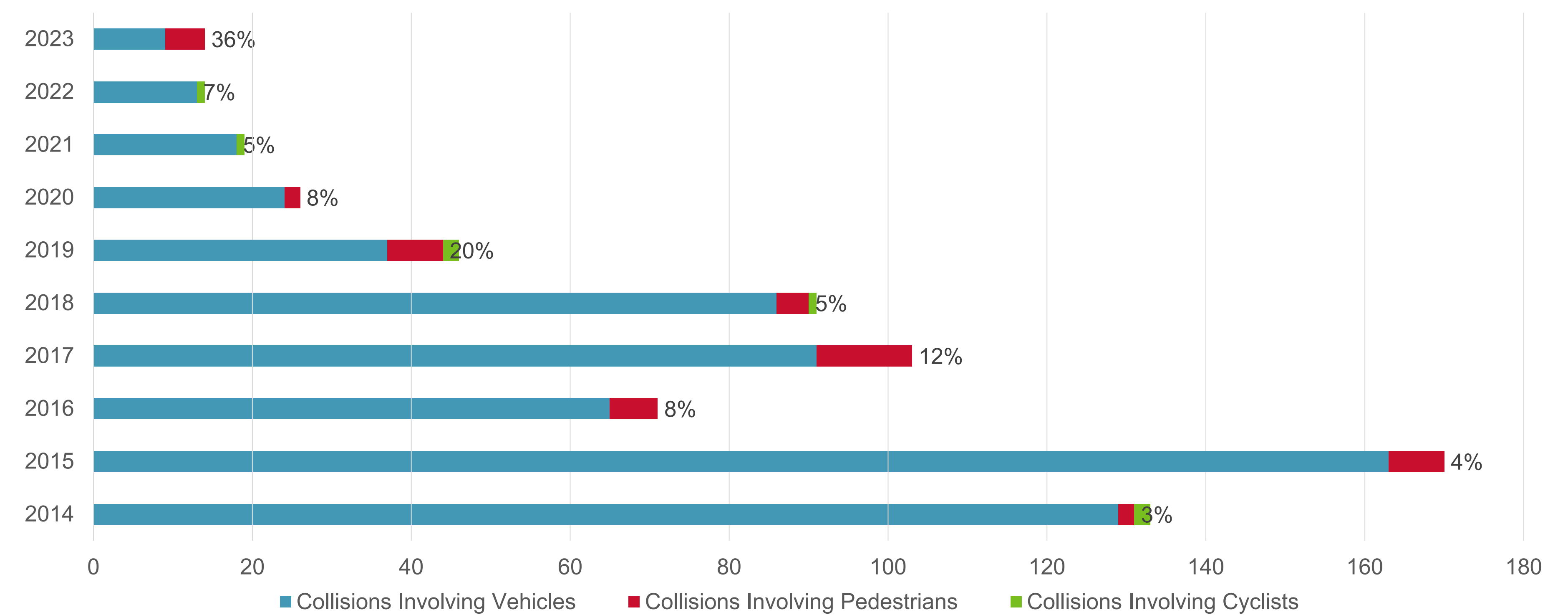
Between 2014 and 2023 there were over 2,344 collisions in the study area. This includes:

- 94 classified as “killed or seriously injured” (KSI)
- 37 that involved vulnerable road users (VRU)



collision data collected by Toronto Police Services

Intersection Collision Frequency (showing % involving pedestrians and cyclists)



Although the number of intersection collisions reduced steadily between 2014 and 2023, the proportion of collisions involving pedestrians or cyclists remained high (36% in 2023).

Over the ten-year period, there were a total of 45 collisions involving pedestrians and 7 involving people cycling.

- Pedestrian collisions were primarily concentrated at:
 - Eglinton Ave. E and Don Mills Rd. intersection
 - Wynford Dr. and Eglinton Ave. E N/S-E Ramp
 - Wynford Dr. and Don Mills Rd. intersection
- Collisions involving people cycling were concentrated at the intersection of Eglinton Ave. E and Don Mills Rd.

Key Findings

(Strengths, Weakness, Opportunities)



The strengths, weaknesses and opportunities to the street network were assessed.

Strengths

- **Lower posted speed limits** on arterials (50 km/hr) instead of the more common 60 km/hr for roads of this type.
- **Strong regional connectivity** due to proximity to two existing transit spines (Eglinton Ave, Don Mills Rd) and vehicular access to the Don Valley Parkway (DVP).
- **Strong policy guidance supports progressive change** such as the Official Plan, Vision Zero Road Safety Plan, Complete Streets Guidelines, Cycling Network Plan, On-Street Bikeway Design Guide, etc.
- **Significant transit investment** to the area with the coming Eglinton LRT and Ontario Line.

Weaknesses

- **Limited network connectivity** with nearby neighbourhoods due to few street connections, elevation changes, large parcels of land, and infrastructure barriers (DVP & CPKC Rail Line).
- **Pedestrian environment is poor**, with narrow sidewalks and insufficient buffer from the roadway, some areas without sidewalks, and uncontrolled pedestrian crossings at DVP on- and off-ramps.
- **Lack of dedicated cycling infrastructure**, coupled with high auto volumes, is a deterrent to cycling use.
- **Wide street widths** makes pedestrian crossing difficult.

Opportunities

- **Rapid transit expansion driving new development**, presenting an opportunity to secure public realm improvements and establish new connections.
- **Rapid transit expansion will improve connectivity**, presenting an opportunity to reduce reliance on cars for longer distance travel.
- **Improve mobility to key destinations** with using policy to guide infrastructure improvements to improve access to destinations such as grocery stores, parks, community facilities.
- **Improve First Mile / Last Mile connections** by expanding on existing Bike Share Network and emerging technologies to enhance connectivity with higher order transit stops.
- **Connectivity to GO Transit** could improve regional connectivity, as multiple GO routes currently pass by the study area.
- **Coordination required with multiple parties** such as on-going development, transit agencies, and the provincial government.

Research: Future Parkland



 Park Location Secured with Development Applications

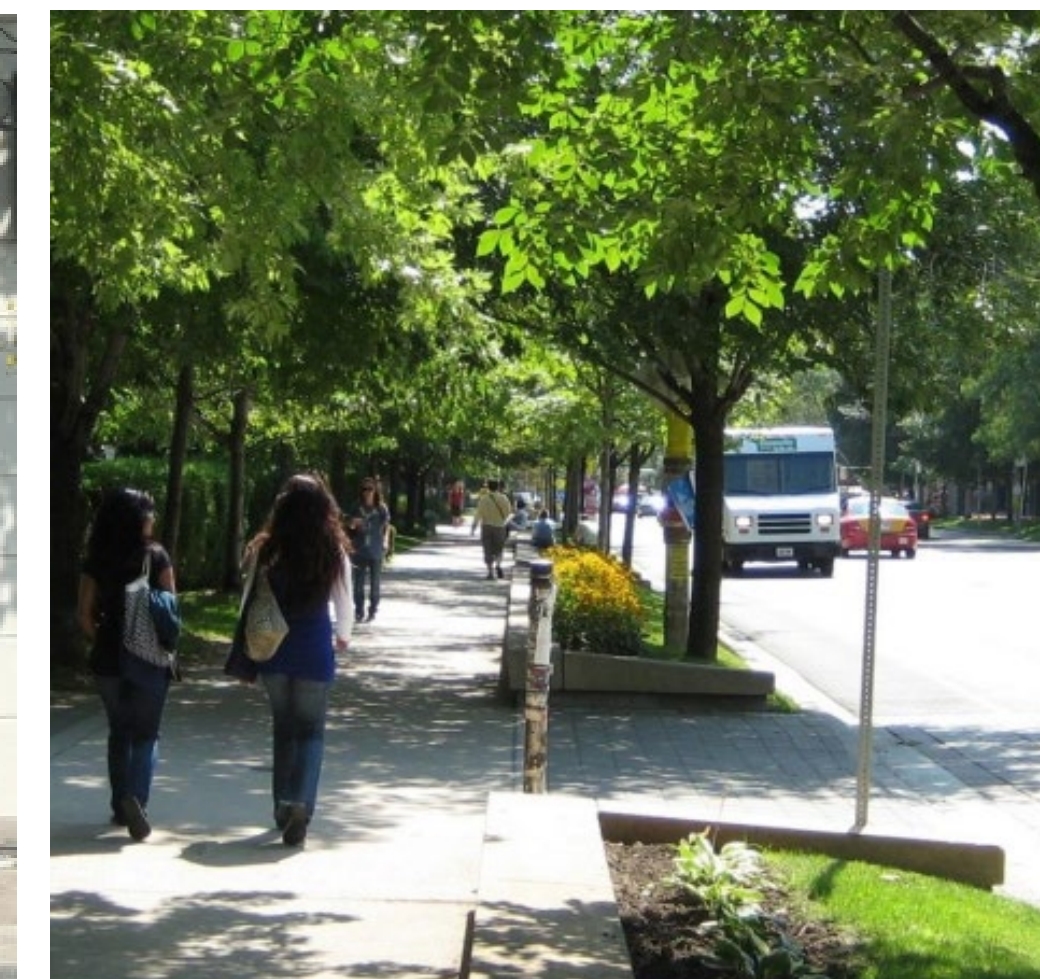
 Potential Future Park Locations

PRELIMINARY IDEAS FOR PLANNING FRAMEWORK



What do these terms mean?

Mobility refers to how people move around. It can refer to walking, cycling, driving, or transit.



Streetscape is used to refer to the physical environment of a street and how the space is used by pedestrians, cyclists, and motorists.

Multi-modal transportation network refers to the availability of, or use of, multiple forms of transportation, such as walking, cycling, buses, rapid transit, rail, trucks, and automobiles.



Streetscape elements include things such as sidewalks, bike lanes, street trees, plantings, boulevards, special paving, benches, trash bins, public art, and wayfinding.

Sustainability means meeting the needs of the present without compromising the ability of future generations to meet their own needs.

Sustainable streetscape elements include increased tree canopy and reducing stormwater runoff by including planting in boulevards.



Complete Streets is a design approach that considers the needs of all users — people who walk, bicycle, take transit or drive — and considers people of varying ages and levels of ability. It also considers other streets uses like sidewalk cafés, benches, trees, lighting, utilities, and stormwater management.

Public Realm refers to publicly accessible and highly visible spaces located along our streets, plazas, boulevards, pedestrian ways, parks, and the interface with buildings. It is generally everything that can be seen and/or experienced at pedestrian level that impacts the overall experience and attractiveness of an area.

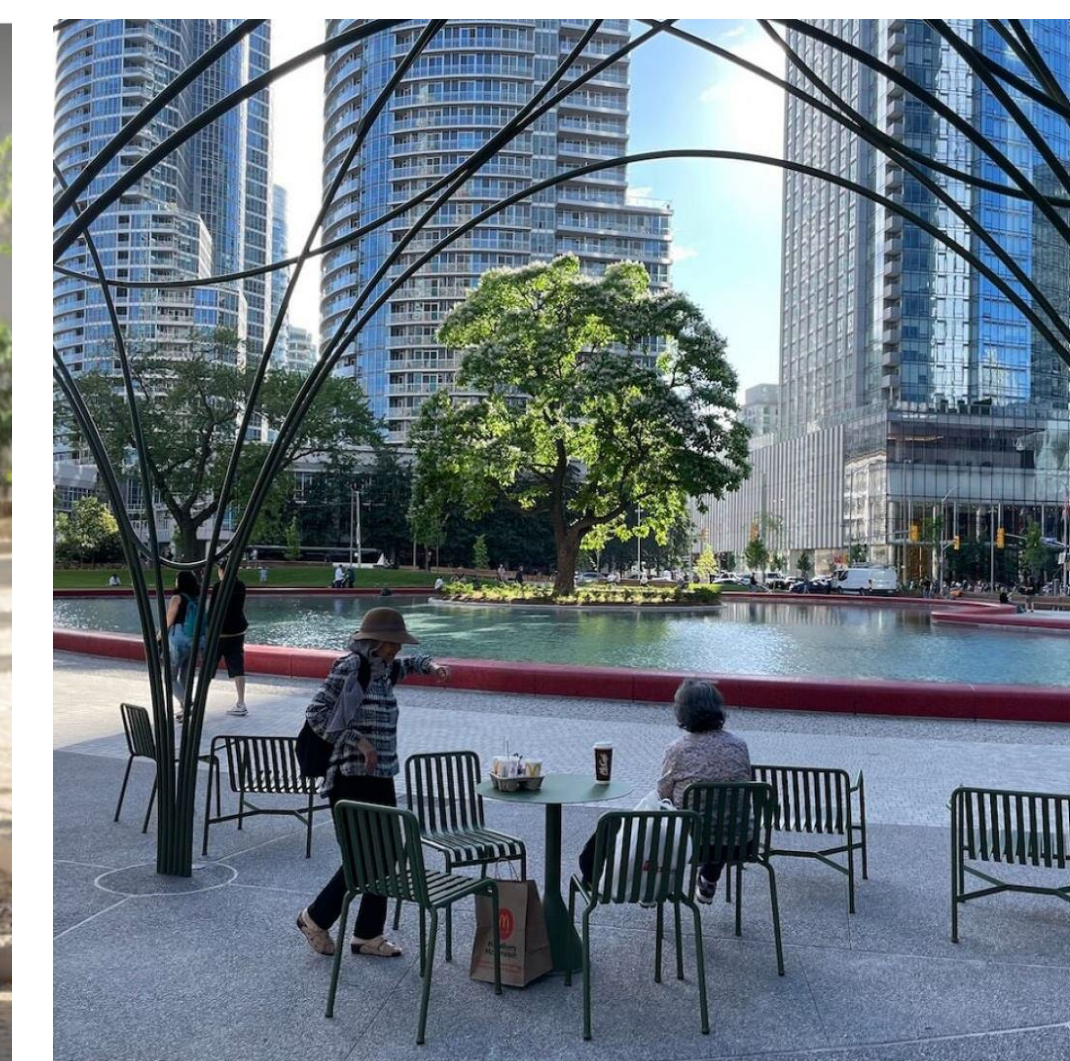
Draft Vision



Draft Vision

Wynford-Concorde is envisioned as a thriving people-oriented community that is safe, sustainable, and well-connected, with vibrant public spaces, a range of transportation options, an inviting public realm and green streetscape.

Wynford-Concorde's future mobility system is envisioned to support the neighbourhood's growth and development while finding synergy between the existing and new. It will welcome people and activate jobs by providing convenient, safe and accessible transportation options that connect communities and transportation infrastructure.



Draft Vision- Feedback



Using the Post-it Notes, please provide your comments on the proposed Draft Vision.

I like the Draft Vision because...

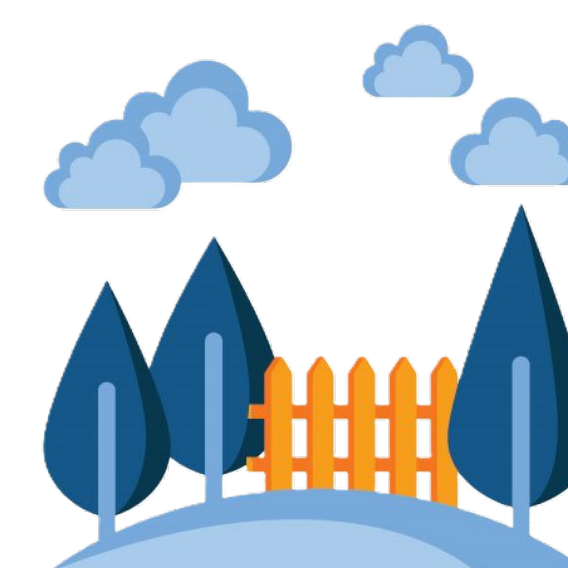
My vision is...

I think the vision should include...

Draft Guiding Principles



The Wynford-Concorde Focus Area will be a safe, sustainable, and connected complete community.



New and revitalized parkland and gathering spaces will support active lifestyles and social connection.



Create a resilient, people-oriented, and thriving neighborhood that reflects the needs of both current and future residents.



A wide range of reliable and accessible mobility options will be provided to meet the needs of all user groups.



A multi-modal transportation network will accommodate and support the level of growth anticipated in the Wynford-Concorde Community.



Cultivate environmental stewardship to address the impacts of climate change through green infrastructure.










Streets, streetscapes, the public realm and public spaces will be enhanced, to be vibrant, safe and accessible for all users, regardless of age and ability.

Draft Guiding Principles - Feedback



Place a green dot next to the draft principle that you like and a red dot next to the draft principle you dislike. Using the post-it note, provide your comments/suggestions for the principles.

Draft Principle		Like (Green)/Dislike (Red)	Comment/Suggestion
	The Wynford-Concorde Focus Area will be a safe, sustainable, and connected complete community.		
	Create a resilient, people-oriented, and thriving neighborhood that reflects the needs of both current and future residents		
	A multi-modal transportation network will accommodate and support the level of growth anticipated in the Wynford-Concorde Community.		
	Streets, streetscapes, the public realm and public spaces will be enhanced, to be vibrant, safe and accessible for all users, regardless of age and ability.		
	New and revitalized parkland and gathering spaces will support active lifestyles and social connection.		
	A wide range of reliable and accessible mobility options will be provided to meet the needs of all user groups.		
	Cultivate environmental stewardship to address the impacts of climate change through green infrastructure.		