

Reimagining Wynford Drive



Today



- Wide road primarily for vehicles
- Narrow and uncomfortable sidewalks with limited separation from traffic
- Limited pedestrian amenities or rest areas
- Sparse street tree coverage and landscaping zone
- Poor lighting

Long-Term Vision



A More Pedestrian-Friendly Boulevard

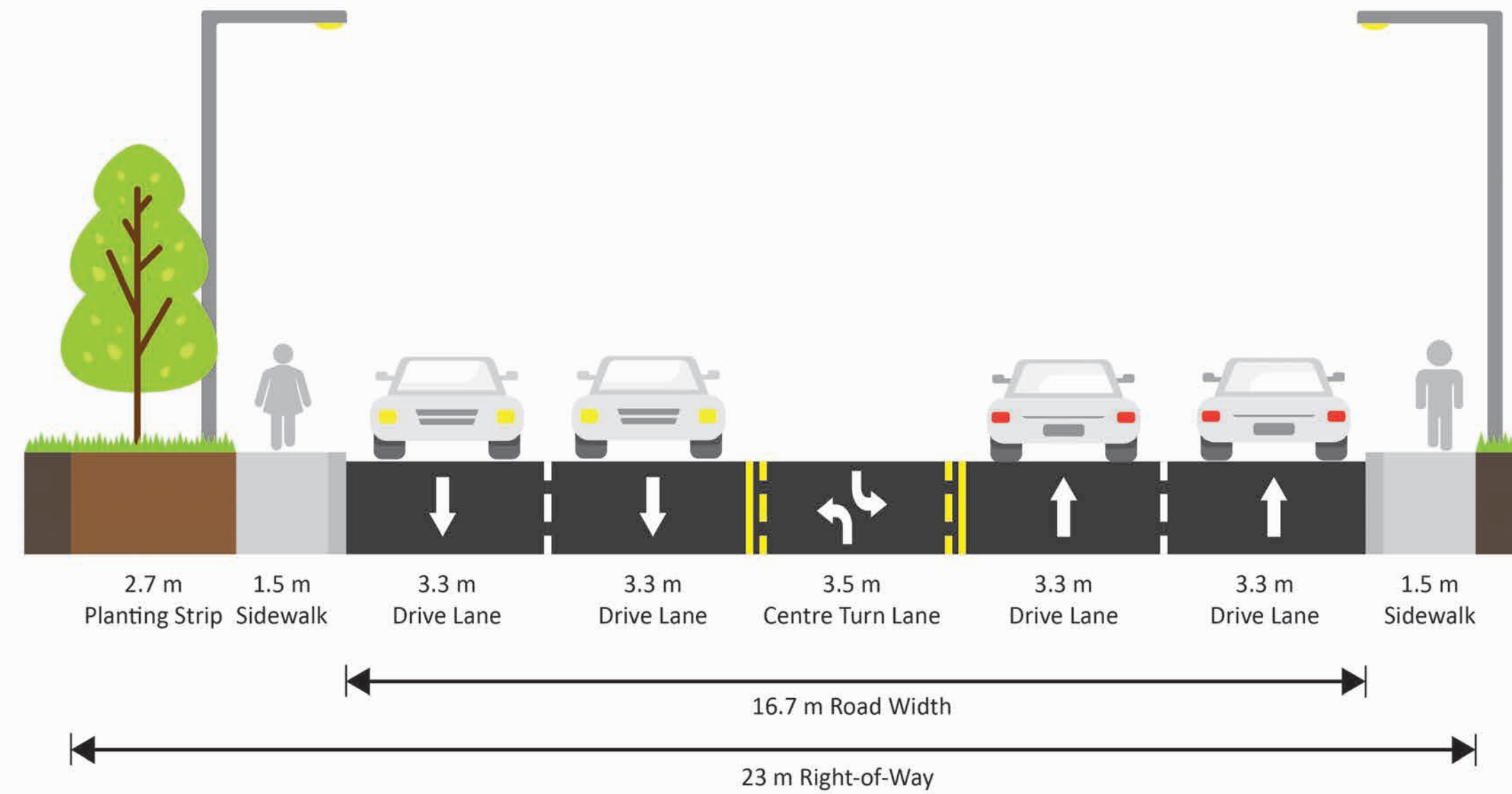


- Wider sidewalks and separated cycle tracks with landscaped buffers
- Street trees to create a green, shaded walking environment
- Seating and rest areas integrated into the boulevard
- Improved lighting to enhance visibility and safety
- Consistent paving, setbacks, and furnishings to enhance street identity
- Vibrant street edges with active frontages and generous setbacks

Wynford Drive



Today



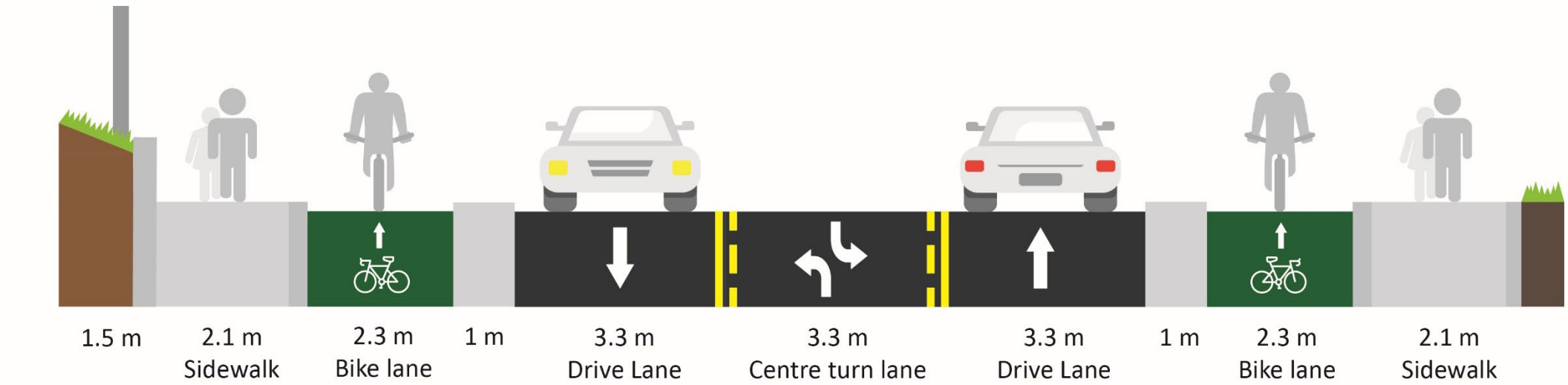
- Four vehicular lanes with centre turn lane
- Vehicular lanes wider than current standard
- Sidewalk width below City's guideline of 2.1 m
- People cycling mix with vehicular traffic
- Minimal buffer space between pedestrians and vehicles

Interim Options

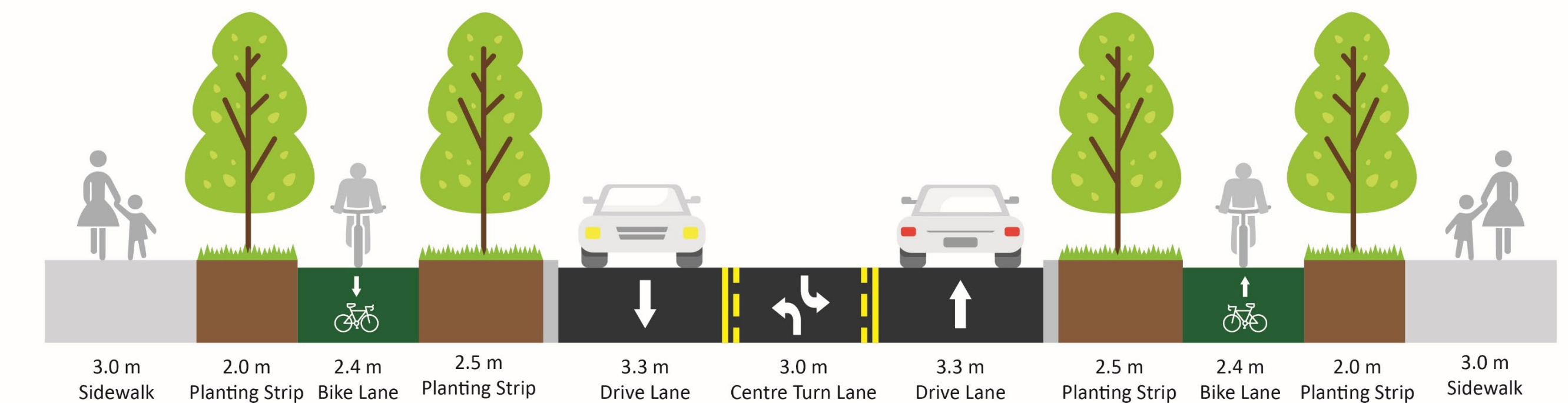


- Pavement marking refresh at intersections
- Improve signal timing where feasible

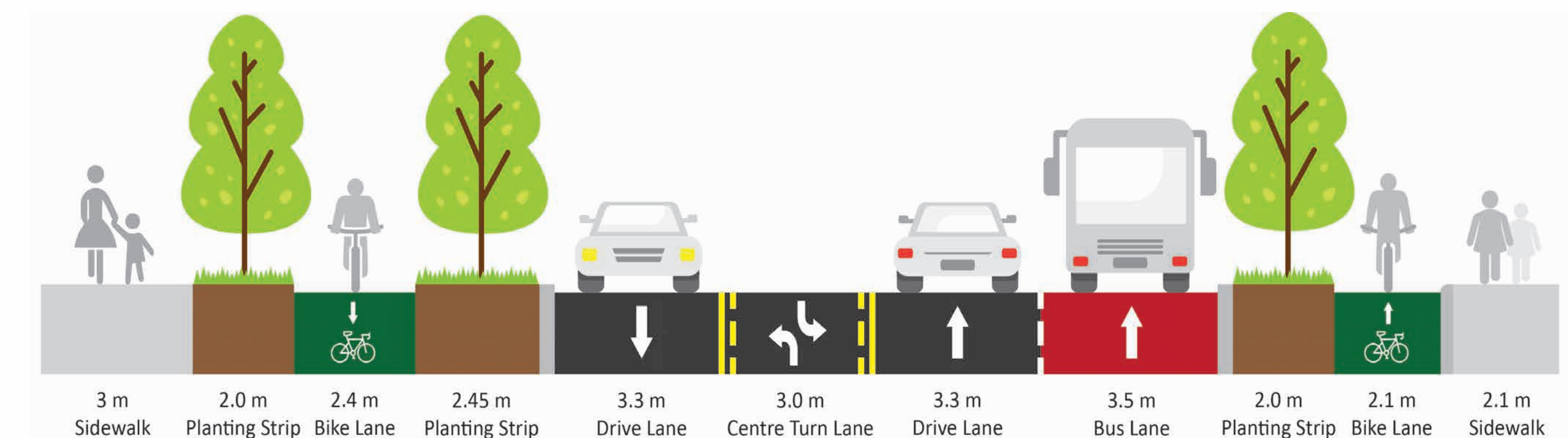
Long-Term Vision



- Narrow lanes to the City's most recent Lane Width Guidelines
- Maintain one lane in each direction and centre turn lane; analysis demonstrates this can accommodate future demand
- Add dedicated space for cycling
- Widen sidewalks



- Expand Wynford Drive (west of DVP) for public realm improvements
- Add bus-only lanes to improve reliability of transit:
 - Eastbound between Don Mills Rd and Gervais Dr



Note: Design concepts are shown for discussion purposes only. Any modification would be subject to further options analysis and feasibility analysis, using standards and best practices current at the time, and may involve public engagement, or require Council approval. Recommendations involving cycling infrastructure 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.

Reimagining Concorde Place

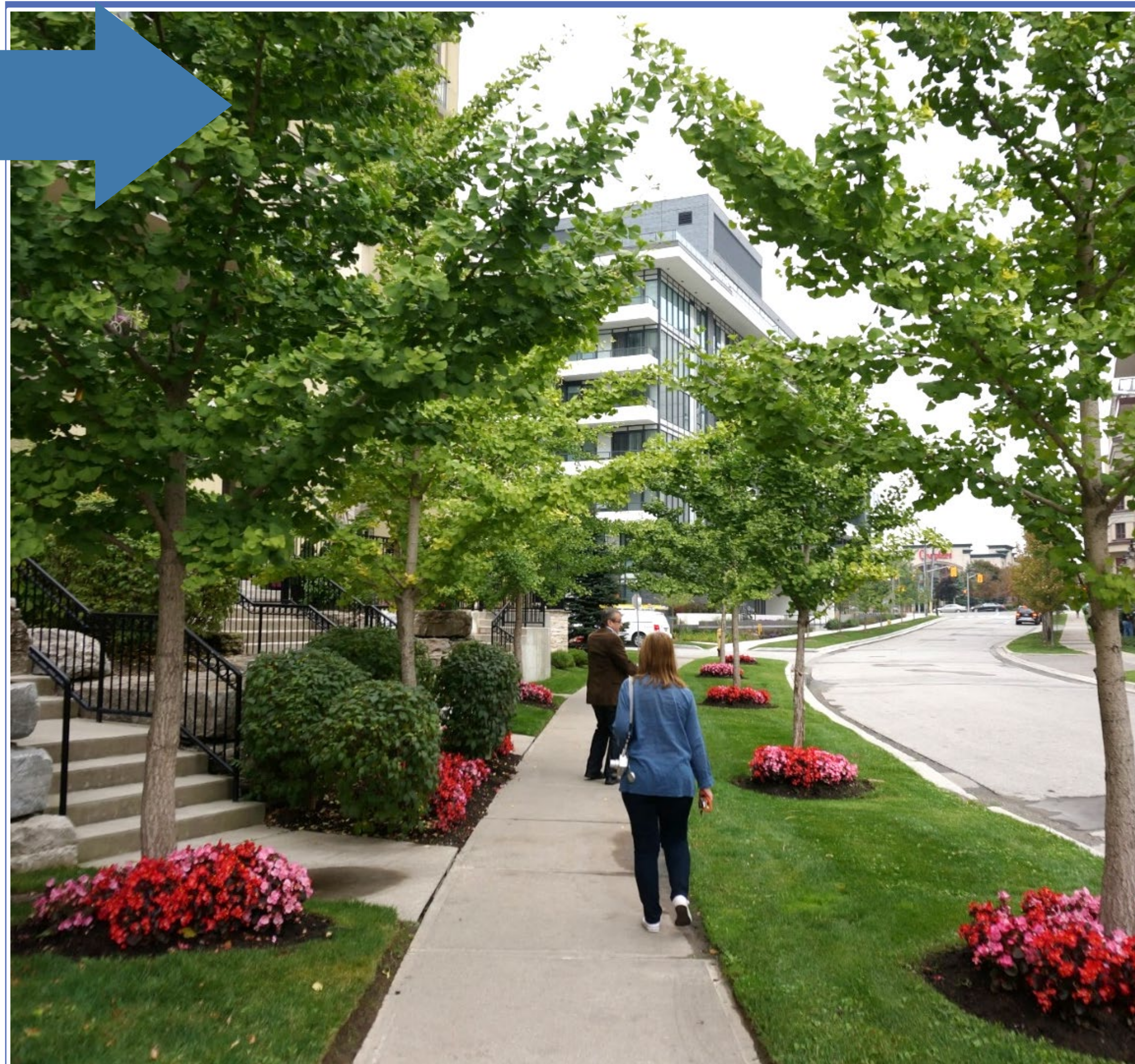


Today



- Wide road primarily for vehicles
- Narrow sidewalks
- Few destinations or pedestrian amenities within walking distance
- Some existing street trees, but limited landscape buffer between pedestrians and vehicles
- Poor lighting

Long-Term Vision



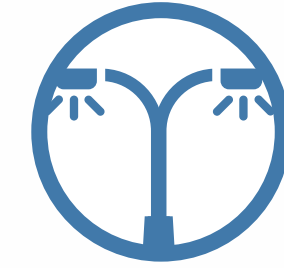
A Neighbourhood-Scale Street



- A vibrant, green, people-first street with an active public realm



- Wide, tree-lined sidewalks and separated cycle tracks with continuous landscaped buffers



- Enhanced pedestrian experience with better lighting and design that prioritizes pedestrians and cyclists

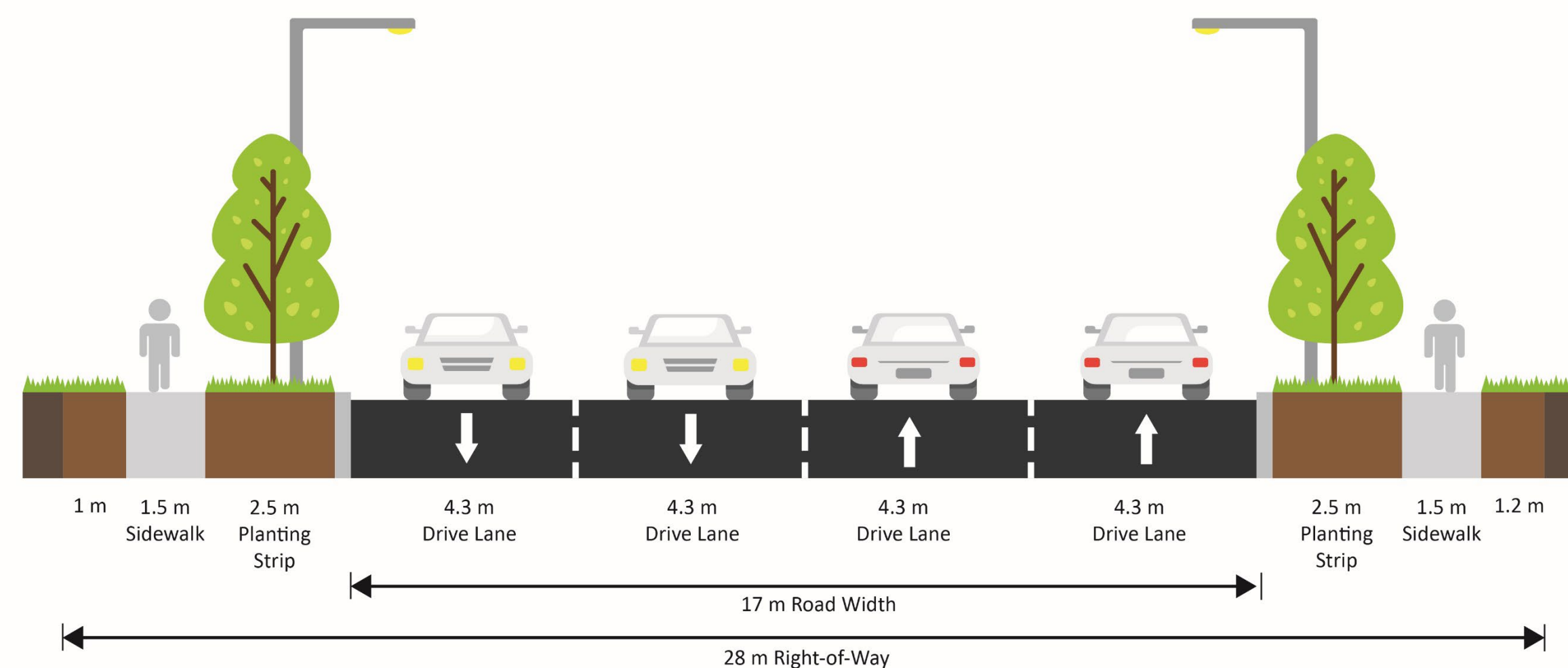


- Shaded street with seating or rest areas

Concorde Place



Today



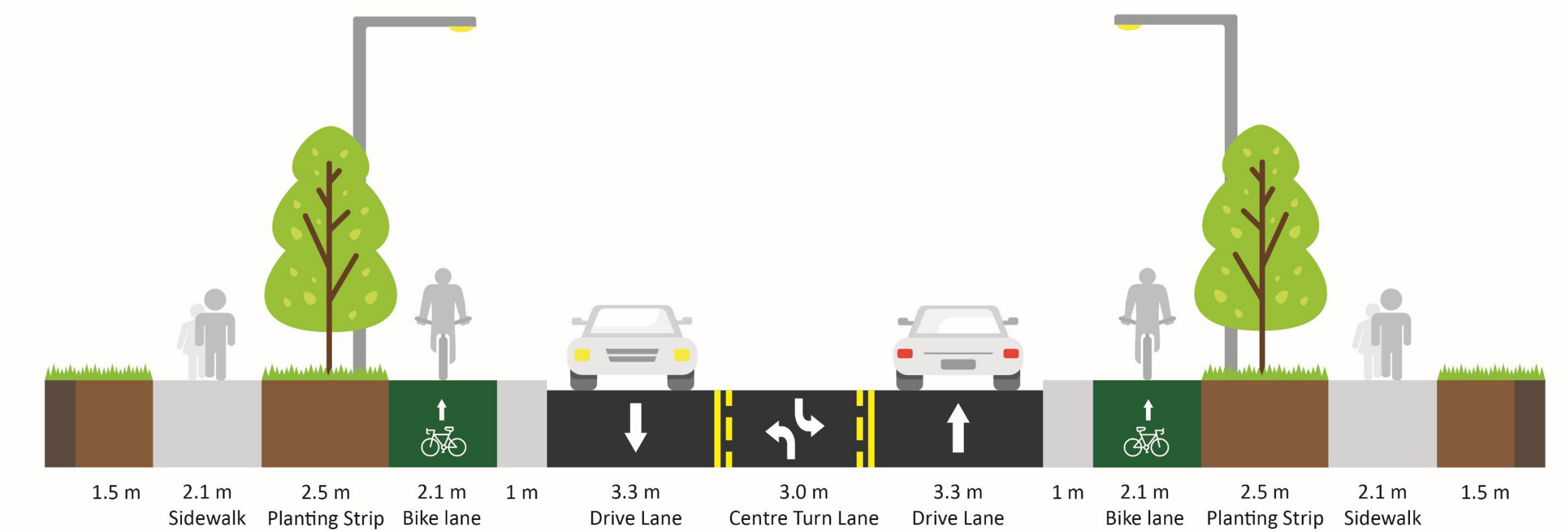
- Four vehicular lanes wider than current standard
- Sidewalk width below City's guideline of 2.1 m
- People cycling mix with vehicular traffic
- Minimal buffer space between pedestrians and vehicles

Interim Options



- Pavement marking refresh at intersections
- Improve signal timing where feasible

Long-Term Vision



- Narrow lanes to the City's most recent Lane Width Guidelines
- Maintain one lane in each direction; analysis demonstrates resulting capacity can accommodate future demand
- Add dedicated space for people cycling
- Widen sidewalks

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Reimagining Gervais Drive



Today

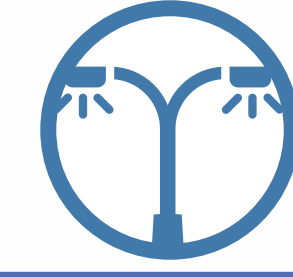
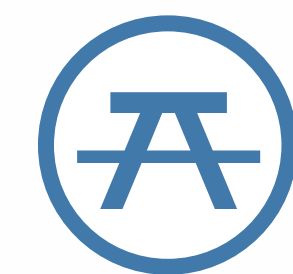


- Wide road primarily for vehicles
- Narrow sidewalk with minimal separation from traffic
- Existing mature trees on both sides, but limited landscaped buffer
- Few pedestrian-friendly features like seating or lighting
- Public realm feels inactive and lacks comfort for walking

Long-Term Vision



A Greener, People-first Street

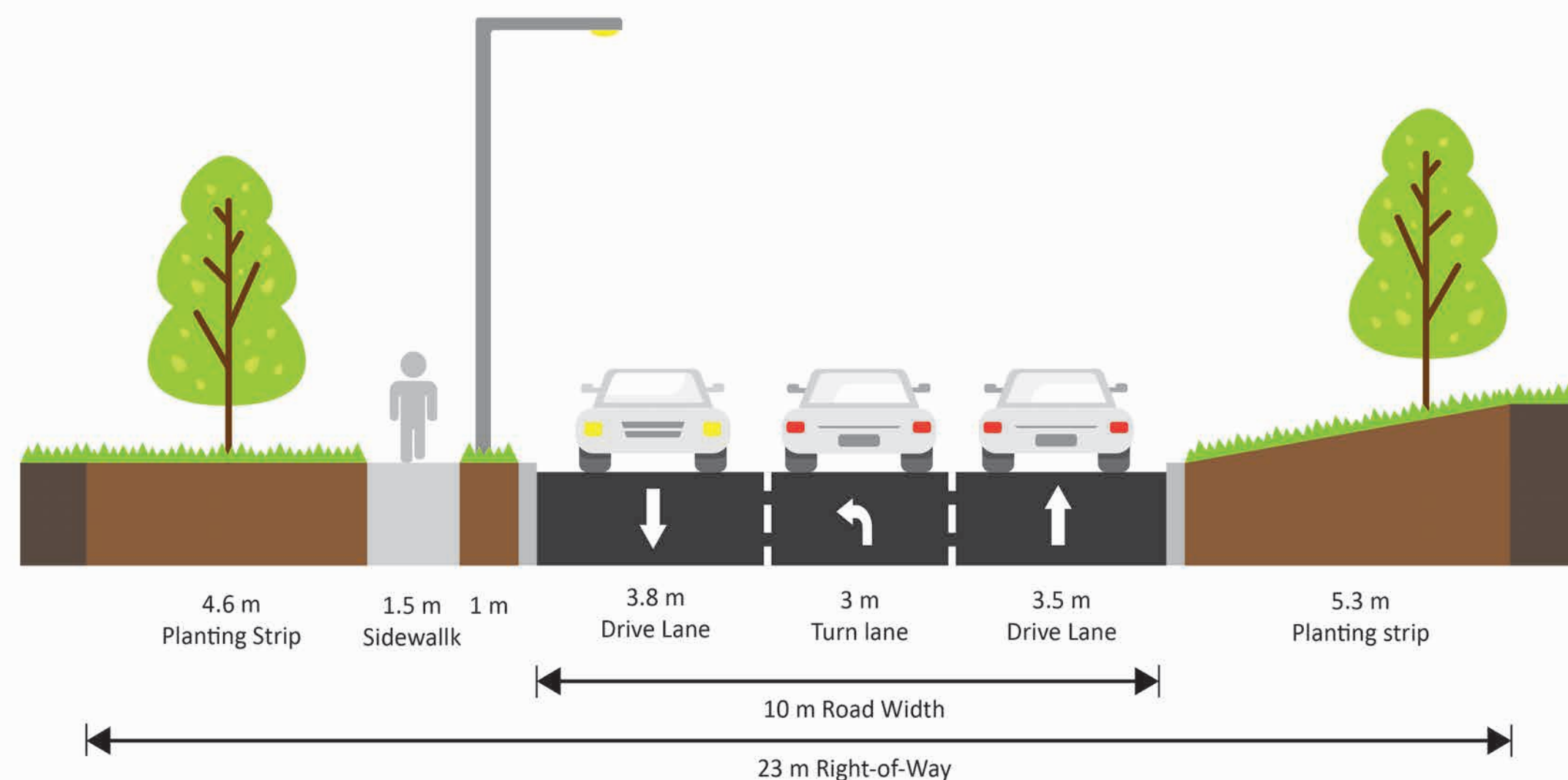


- Wider sidewalks and separated cycle track with continuous landscape buffers
- Streetscape design that responds to existing grading and enhances accessibility
- Preservation of existing mature trees to maintain character and canopy
- Shaded street with planting, seating or rest areas, and improved lighting
- Better connections to open spaces, buildings, and transit

Gervais Drive (south of Wynford Dr)

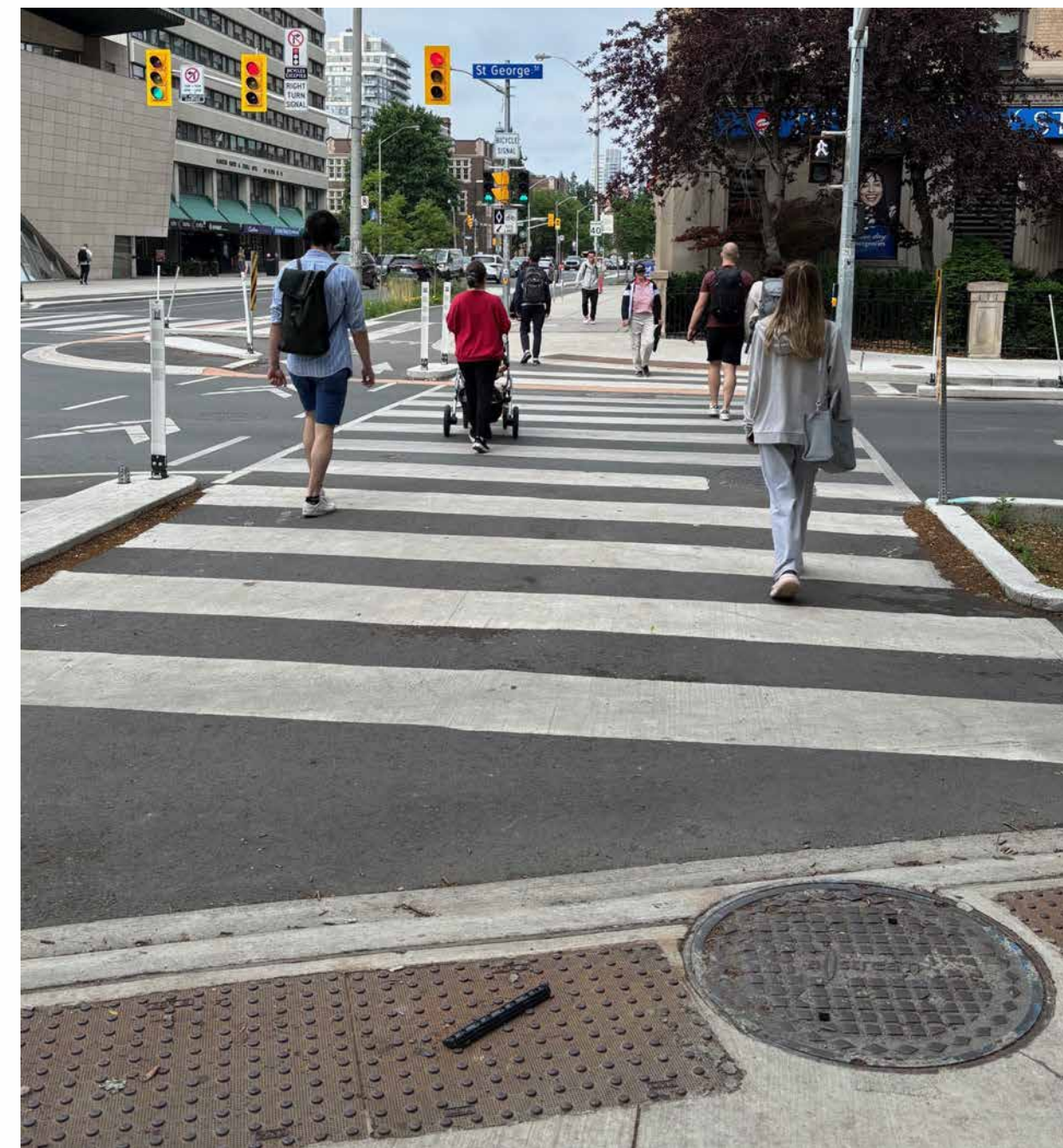


Today



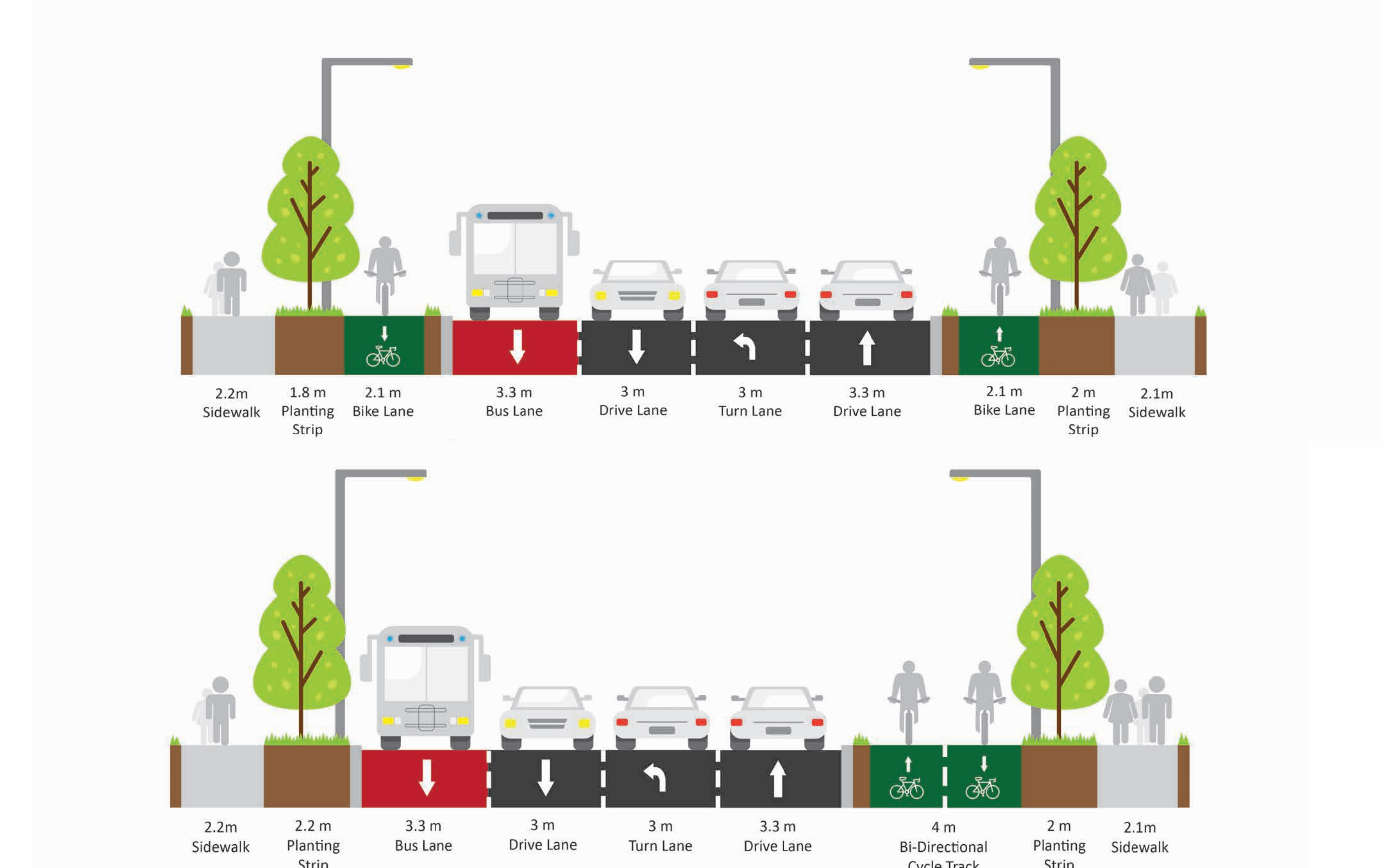
- Two vehicular lanes wider than City's standard
- No sidewalk on the east side
- People cycling mix with vehicular traffic
- Minimal buffer space between pedestrians and vehicles

Interim Options



- Pavement marking refresh at intersections
- Improve signal timing where feasible

Long-Term Vision



- Narrow lanes to City's current Lane Width Guidelines
- Widen sidewalks or add new sidewalks
- Maintain one lane in each direction and centre turn lane; analysis demonstrates resulting capacity can accommodate future demand
- Add dedicated space for people cycling; either along one or both sides of the street, depending on final design of intersection of Ferrand Dr and Eglinton Ave East
- Add bus-only lane southbound between Wynford Dr. and Eglinton Ave. East to improve access to bus terminal

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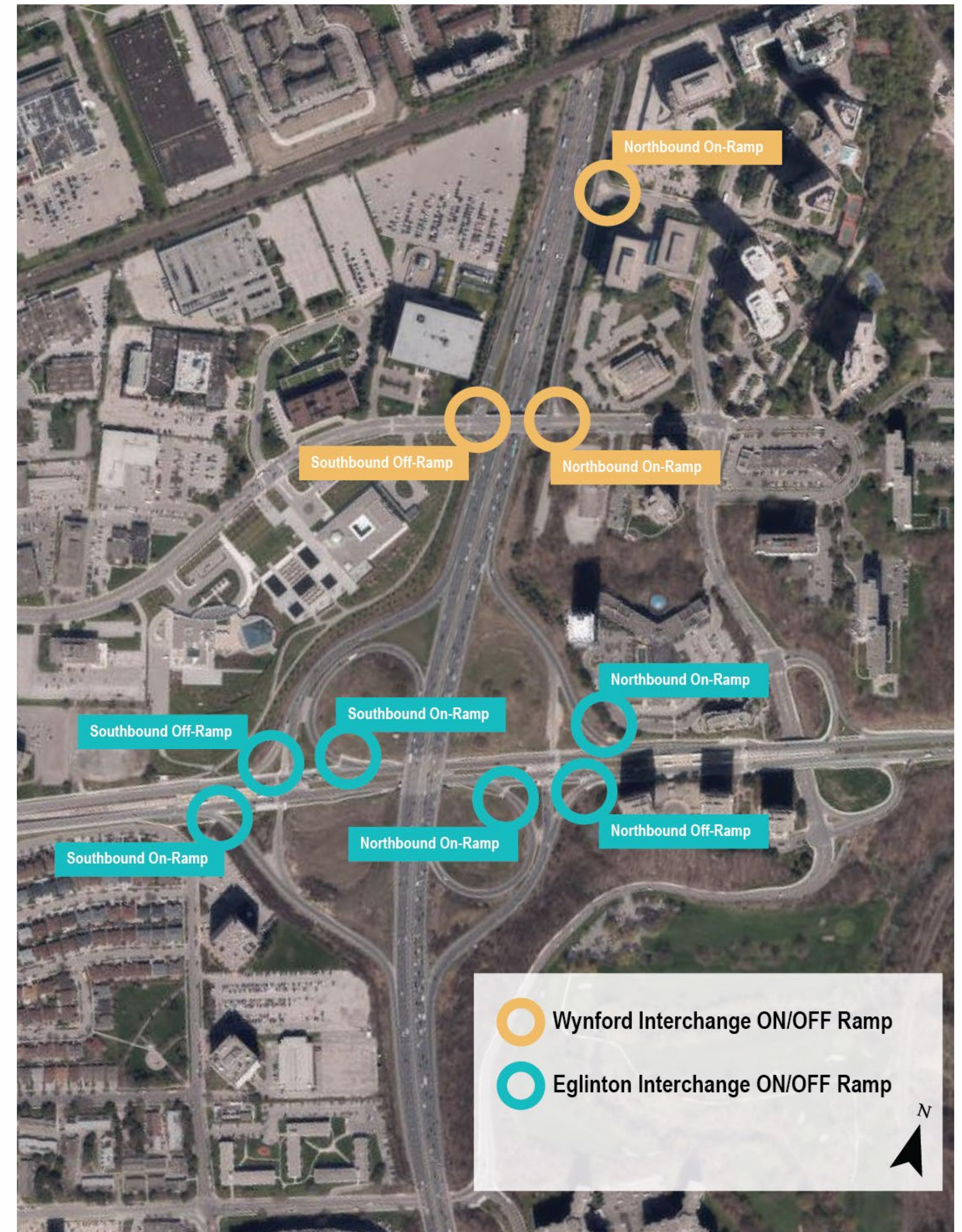
Don Valley Parkway Access Points

What Was Heard

- Highway traffic is prone to speed through neighbourhood
- Channelized right-turn DVP ramps are conflict zones for pedestrians, cyclists and transit riders
- Trail system and road system could be better integrated

What Was Found

- Wynford Drive and Eglinton Avenue East accesses are approximately 1 km (3-minute drive) apart
- Office parks no longer experience intense 9-to-5, Monday-to-Friday traffic to the neighbourhood; some will close
- In March 2024 8hr traffic counts suggest:
 - 4,717 southbound-ON movements (all from Eglinton Ave E)
 - 3,682 northbound-OFF movements (all onto Eglinton Ave E)
 - 7,721 southbound-OFF movements (split between Wynford Dr and Eglinton Ave E)
 - 13,578 northbound-ON movements (split between Wynford Dr, Concord Gate, and Eglinton Ave E)



Note: On December 13, 2023, Toronto City Council approved the Ontario-Toronto New Deal. This includes a provincial commitment to upload the Don Valley Parkway and Gardiner Expressway to the Province, subject to a third-party due diligence review that is currently underway. As a result, the City of Toronto may not be the final decision-making authority regarding future modifications to these ramps.

Don Valley Parkway Access Points - Feedback



Tell us what you think about potential changes to DVP access points.
Take a sticky note and add your comments.

Some ideas:

What if the northbound ramp between Wynford Drive, Concord Gate and the DVP was repurposed as part of the Don Trail network?

What if the DVP was only accessible from Eglinton Avenue East?

What if highway access from the Wynford Drive Bridge was removed to create a safer crossing for pedestrians?

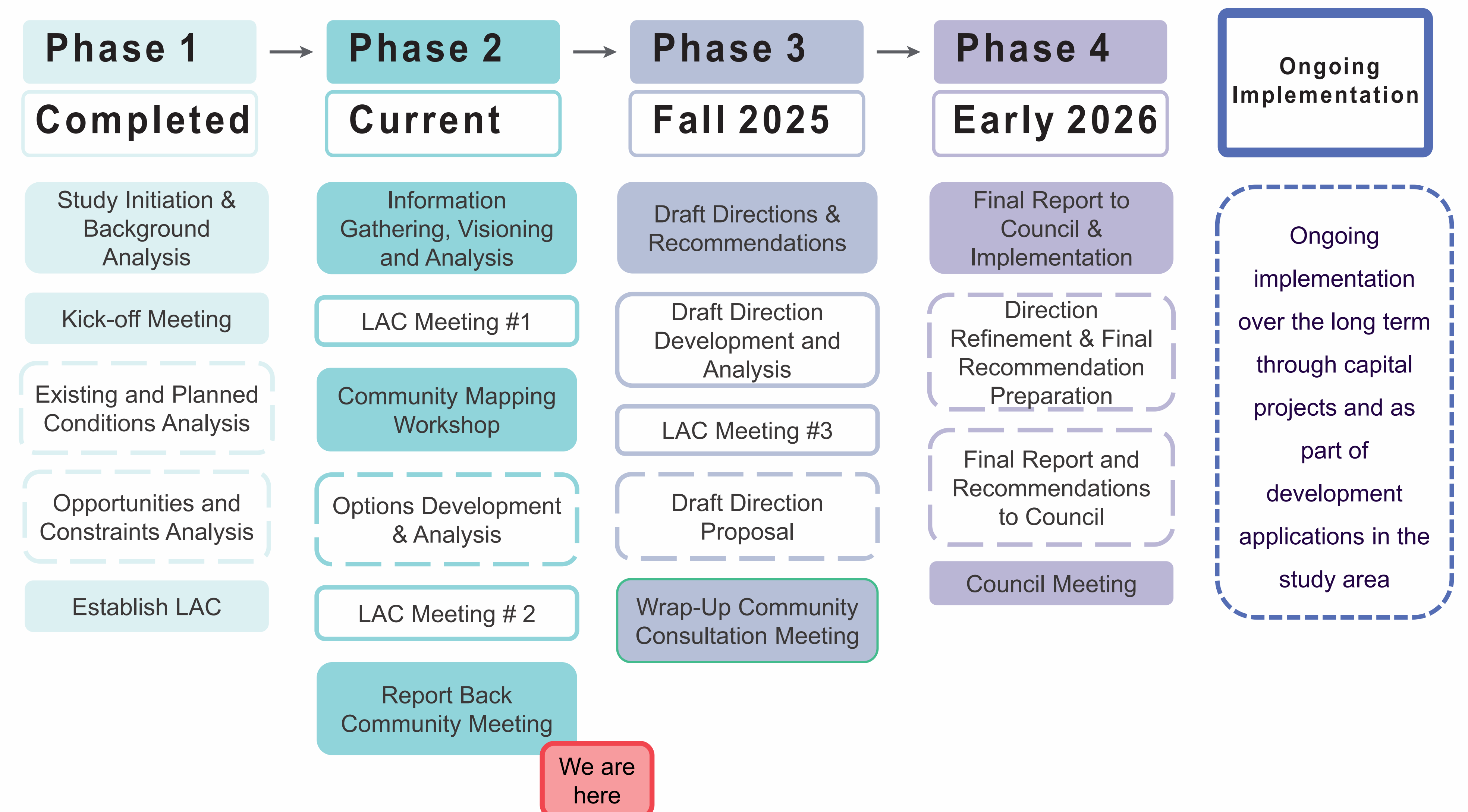
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Next Steps



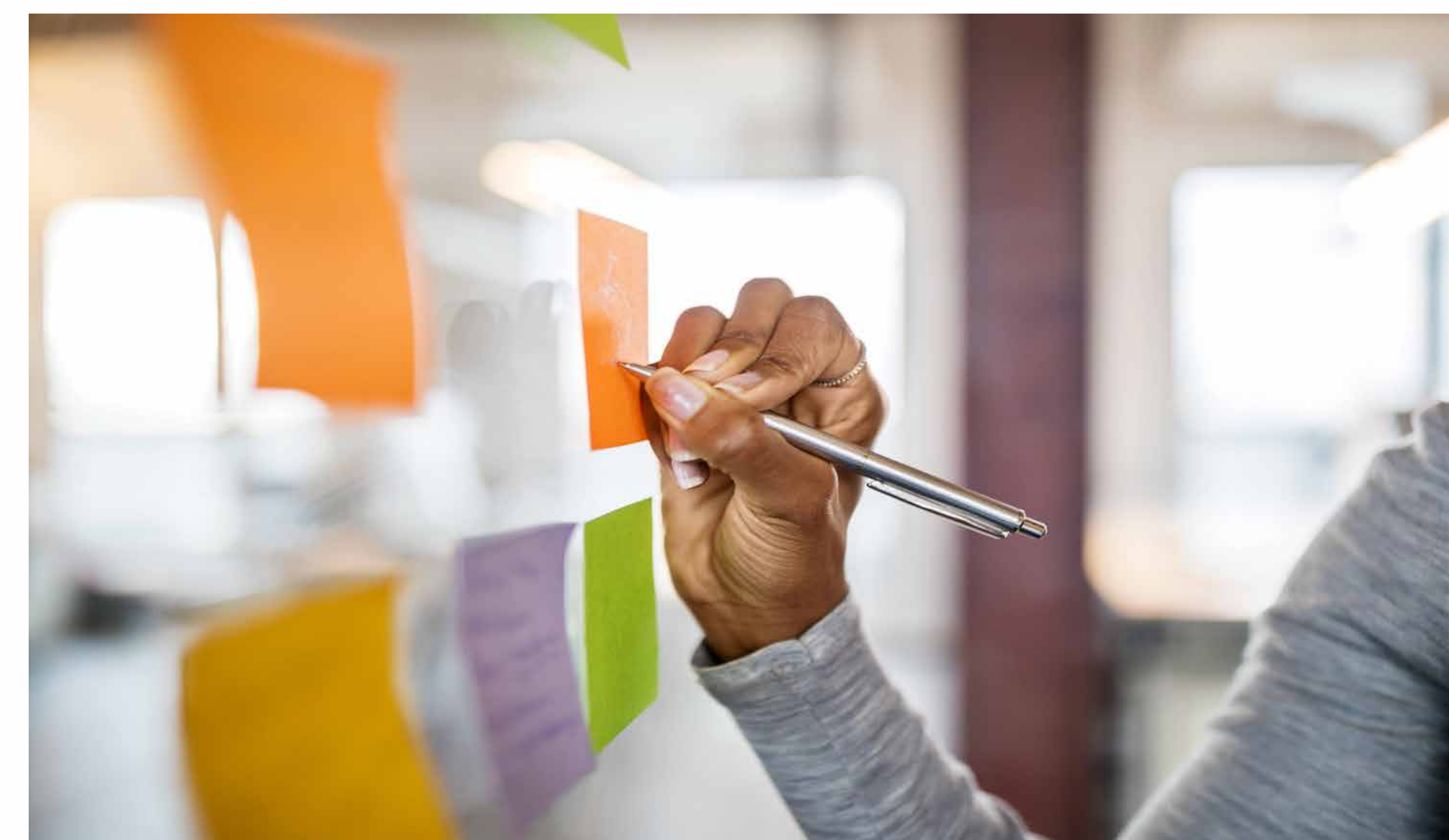
Next steps:

- Please use the Comment Form to provide any additional comments. Your input today will be used to refine analysis and develop draft directions.
- Today's meeting concludes Phase 2 of the Study.
- We will advance to Phase 3 of the study: Draft Directions and Recommendations Phase
- Phase 3 will include a Draft Direction Proposal and a Wrap Up Community Consultation Meeting



The final Consultation for the Study is targeted for Fall 2025

Please visit the study website for the latest information: www.toronto.ca/WynfordConcorde



OTHER PLANNING ACTIVITY IN THE AREA

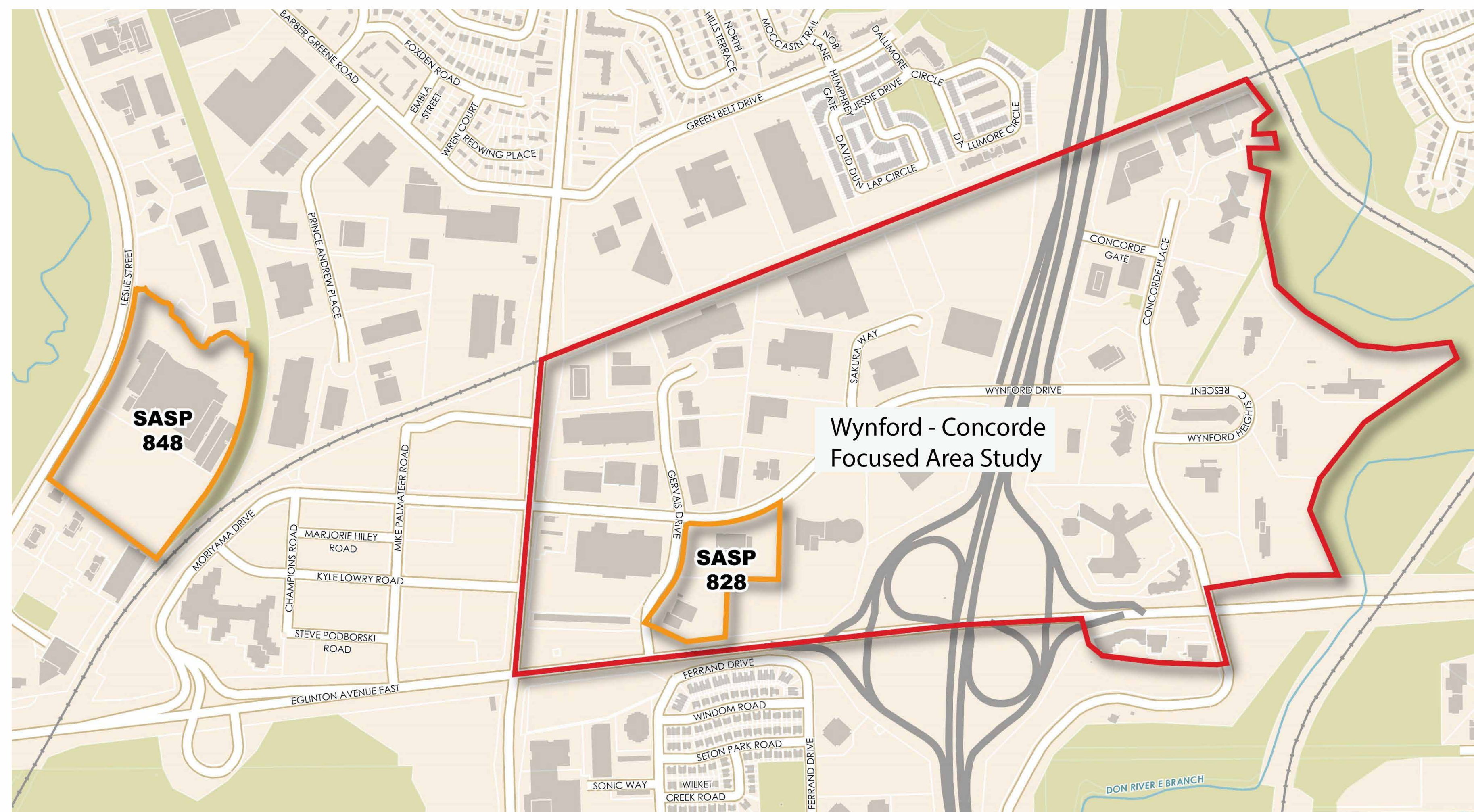
Don Mills Regeneration Area Study

★ New Study Coming Soon

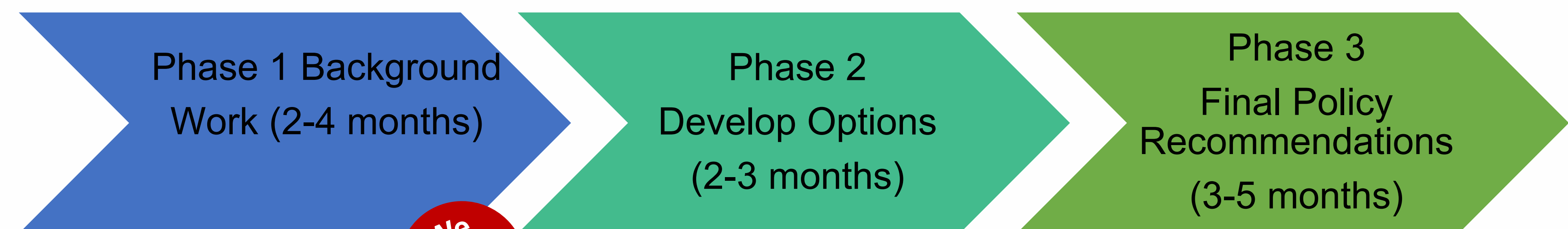


Background

- 15 Gervais Drive and 39 Wynford Drive (SASP 828) and 1121-1123 Leslie Street (SASP 848) were recently converted from the *General Employment Areas* land use designation to *Regeneration Areas* and require the completion of a *Regeneration Area Study* to set a new vision for their revitalization.
- Regeneration Areas:** An Official Plan land use designation to indicate an underused area that will be redeveloped or revitalized to attract investment, improve existing conditions, and bring new opportunities and growth to the existing community.
- Regeneration Area Study:** A planning study that creates a tailor-made policy framework to guide the revitalization of the underused areas.



Project Timeline



- Project start-up
- Gather information
- First public meeting
- Complete background studies
- Analysis and review of background studies
- Draft Policy Framework
- Test options
- Second public meeting
- Select preferred option
- Finalize policy framework
- Third public meeting
- Staff recommendations to Planning and Housing Committee
- Consideration by City Council

The Study will include specific **background studies** looking at:

- Land Use** to determine an appropriate range and location of housing, employment, commercial, and parks and open space uses to create complete communities
- Phasing** to provide a balance of uses and services such as water, wastewater and stormwater management to support each phase of development
- Block layout** to establish new streets, development blocks, pedestrian connections, cycling facilities and parks to create a welcoming public realm
- Multi-modal transportation** to ensure the new streets, pedestrian connections and cycling facilities meet the needs of existing and future users
- Community Services and Facilities** such as childcare, schools, libraries, community recreation centres, and community services

The Don Mills Regeneration Area Study will incorporate the findings of the Wynford-Concorde Focused Area Study to develop an enhanced public realm and streetscape for the lands.