



WYNFORD-CONCORDE FOCUSED AREA STUDY

WRAP-UP 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:

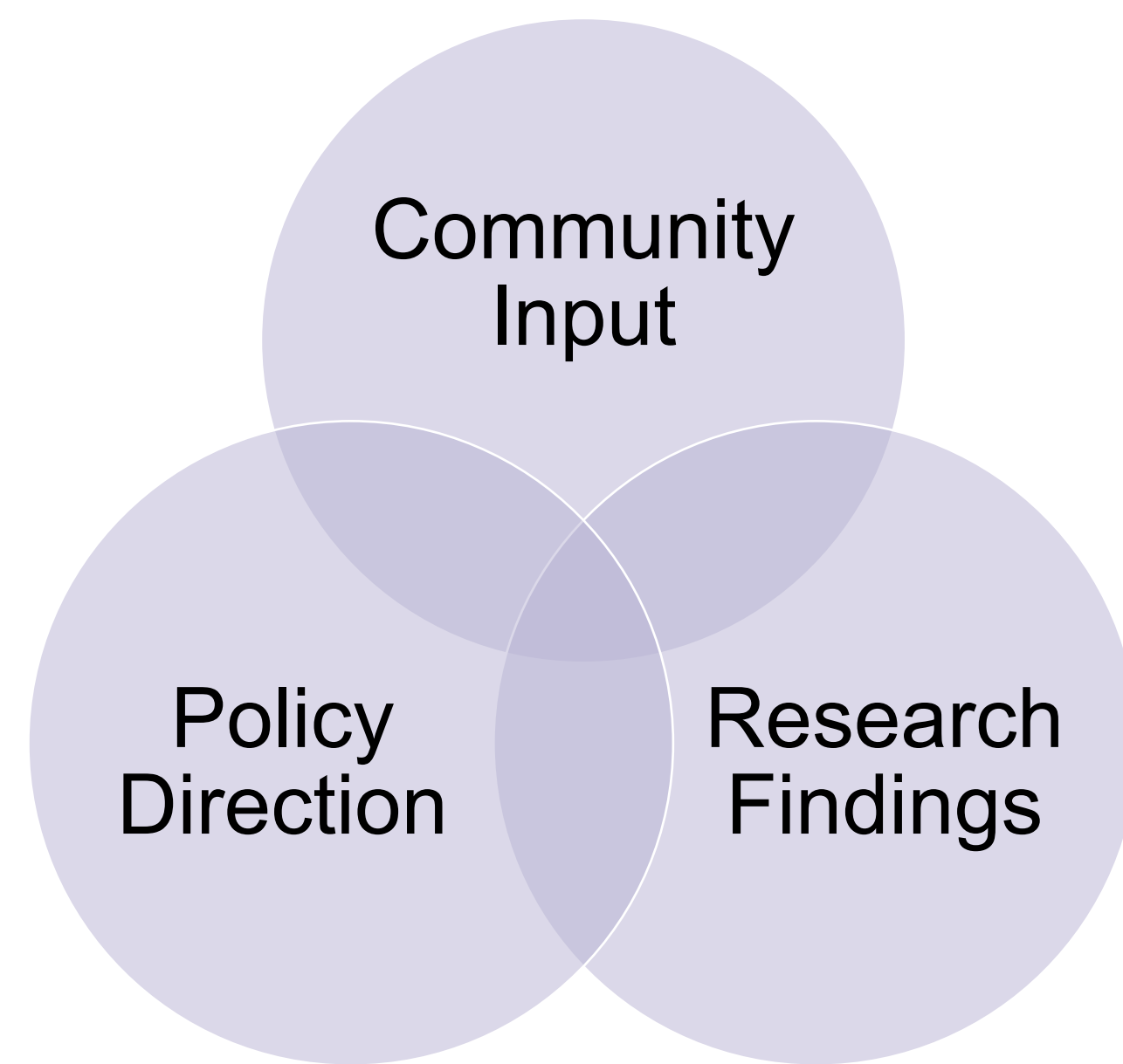
City Council directed staff to undertake a focused area study as a concentration of growth and change has been occurring in the Wynford-Concorde area because of the nearly completed Eglinton Crosstown LRT and the now under construction Ontario Line subway. Future developments are anticipated to bring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

Study Goal:

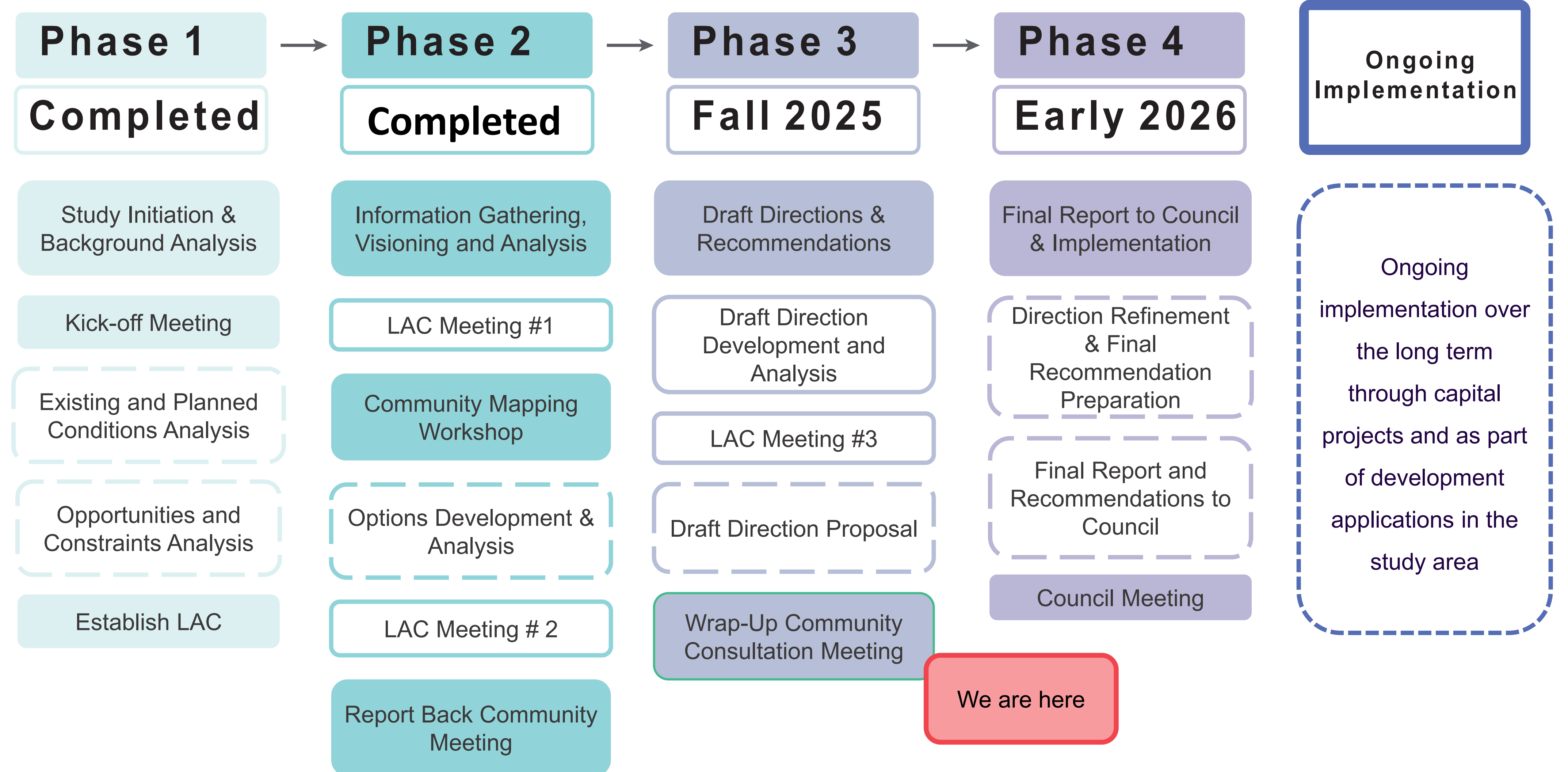
The goal of the Wynford-Concorde Focused Area Study is to develop a planning framework, with a focus on an enhanced public realm and streetscape for the area that integrates with a multi-modal transportation network to serve the existing and anticipated residential and employment populations of the area.

Study Components:

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



Study Process:



Community Priorities and Opportunities for Improvement

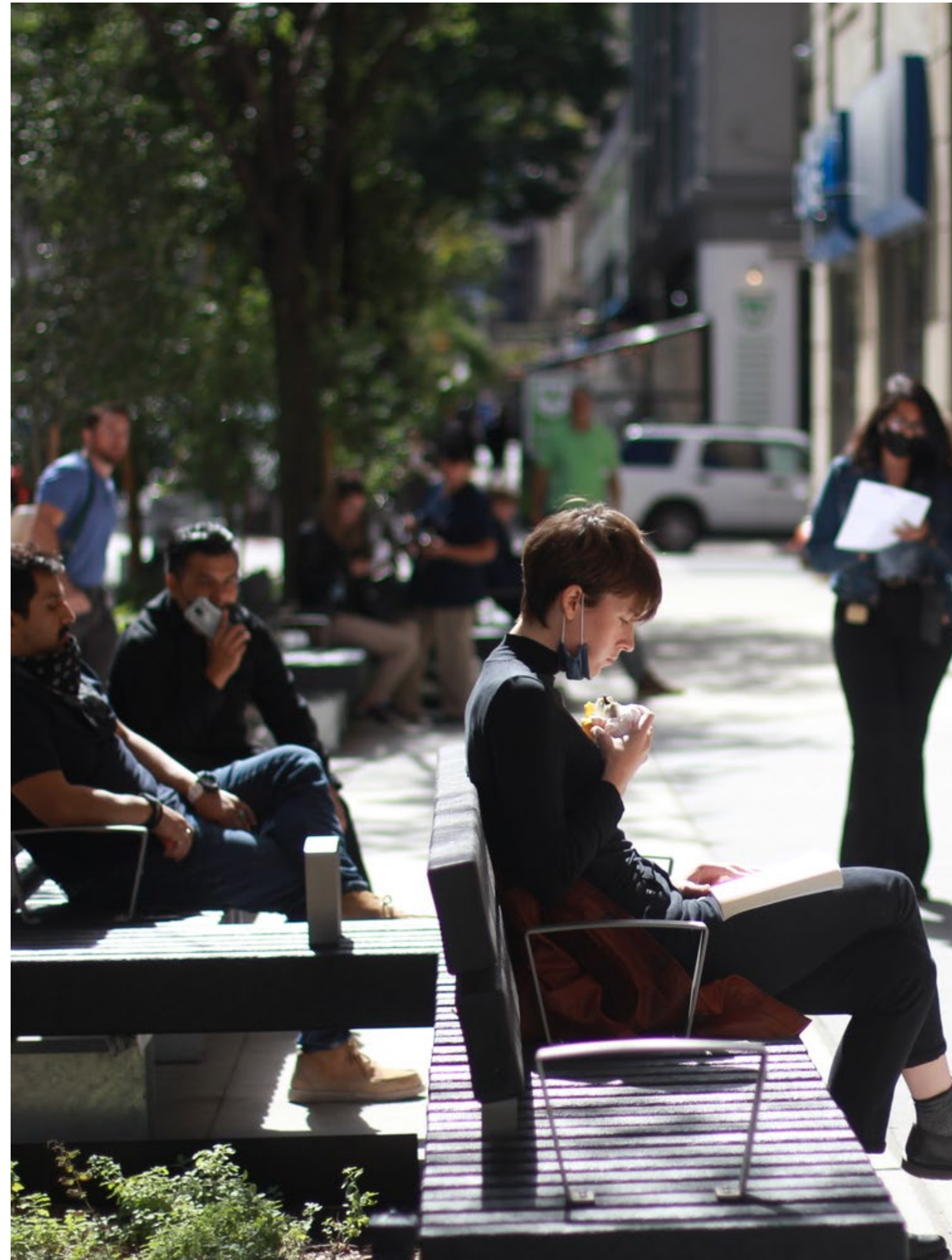


Through the Open House meetings and Community Mapping Workshop, the following were identified as community priorities and key opportunities for improvement in the study area. The comments received were used in scoping and drafting the policies for the Site and Area Specific Policy (SASP)



Better Connectivity & Walking Experience

Improve pedestrian and cyclist access with wider sidewalks and dedicated bike lanes



Increased Seating & Gathering Spaces

More benches in high-traffic areas to encourage social interaction and comfort.



More Greenery & Trees

Increase tree canopy and landscaped areas to enhance aesthetics and provide shade.



Improved Lighting & Safety

Enhance lighting along key pedestrian routes, particularly Wynford Drive, to improve safety and visibility.

Public Realm Policies



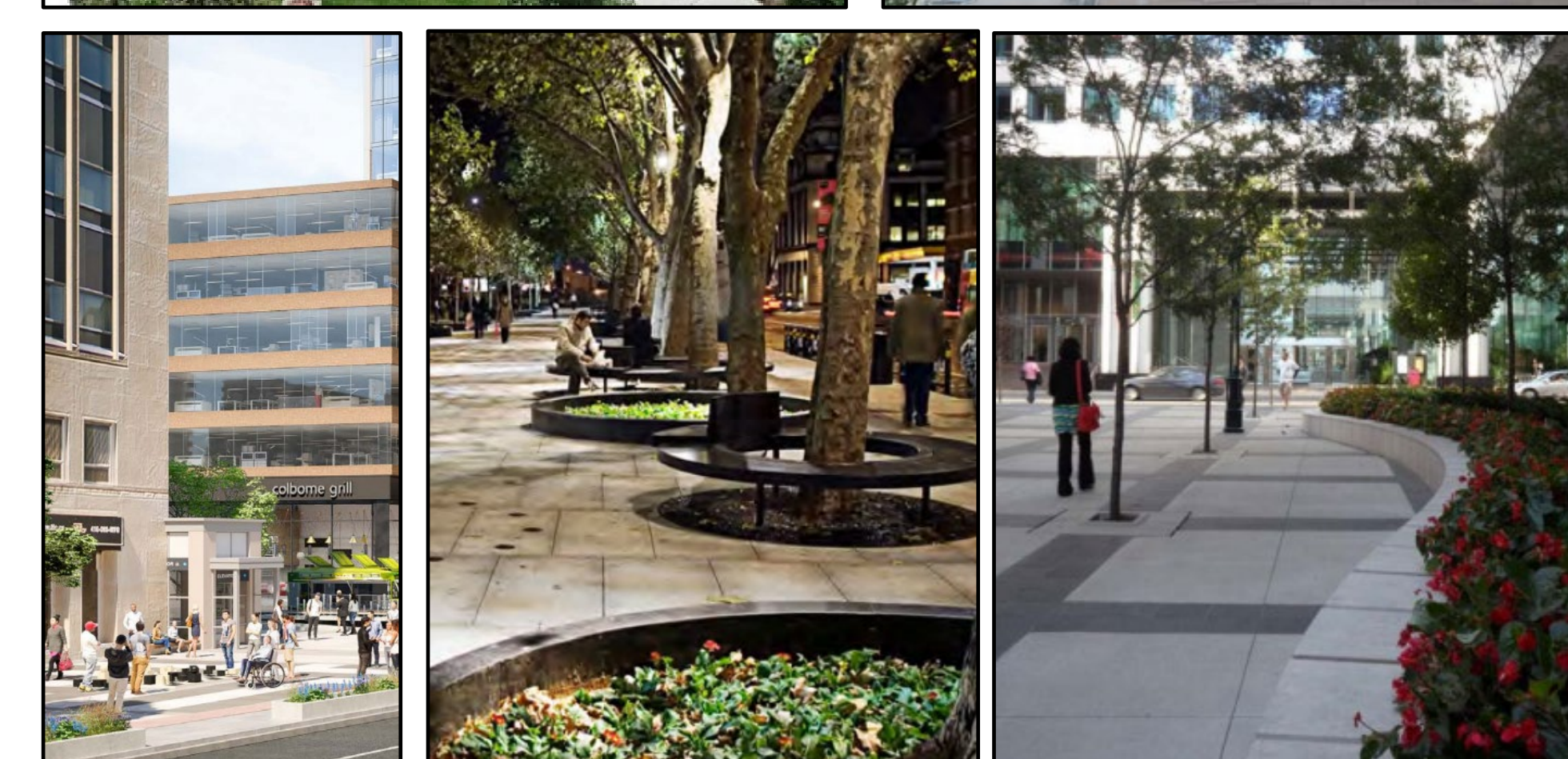
These policies will be used to provide direction for future development, private and public realm investment, opportunities, and priorities. In keeping with the objectives for the Wynford-Concorde area, the following policies will be considered when development and redevelopment is proposed in the study area.

Draft Public Realm Policies:

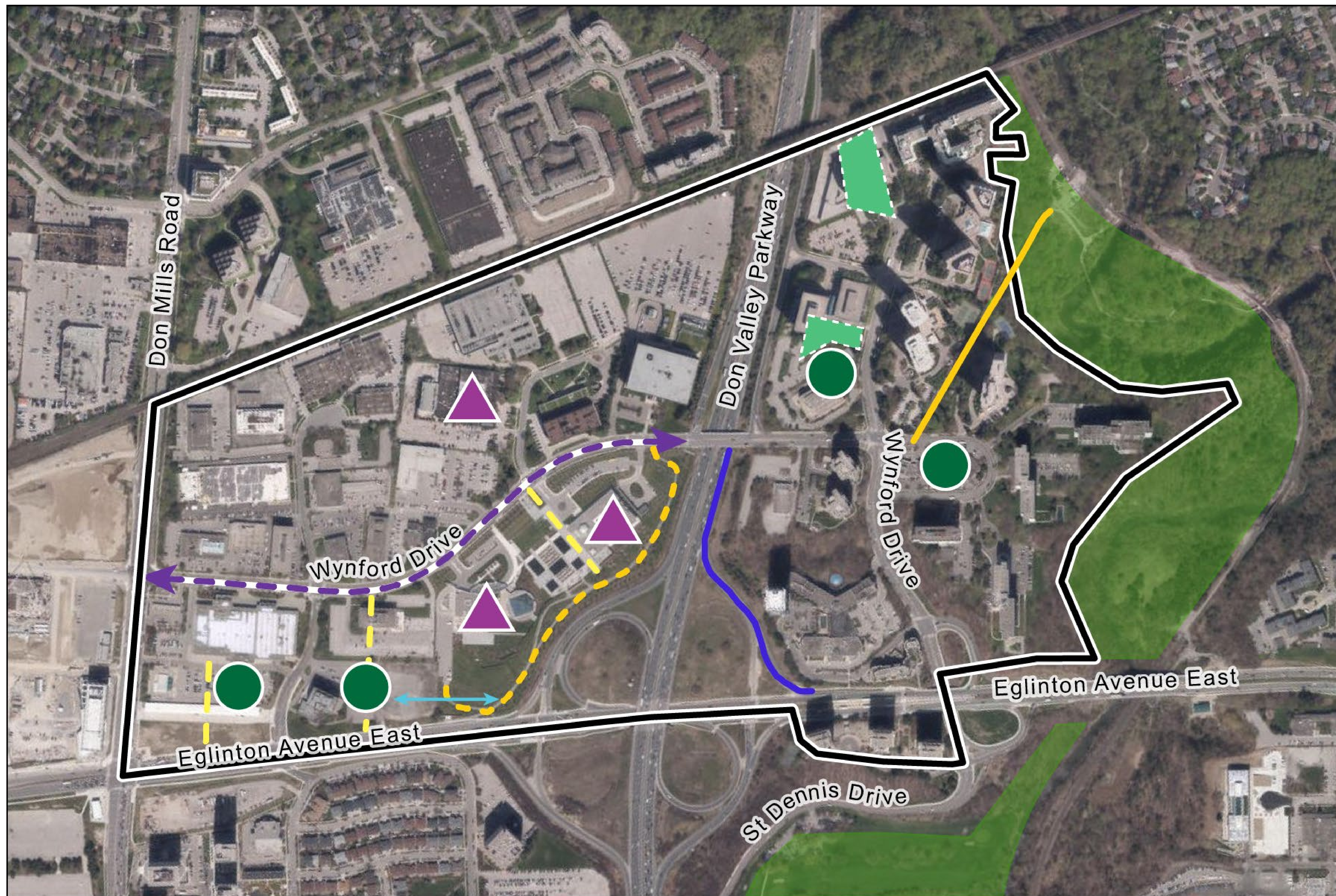
- A. The public realm of the Wynford-Concorde area will be characterized by an integrated system of streets, parks, open spaces, mid-block connections, and building locations that encourage walking, cycling, respite, and contribute to the overall quality of life of the area.
- B. Improvements to the public realm within the Wynford-Concorde area will occur incrementally by a series of streetscape treatments, including amenities such as places to sit and gather, enhanced landscaping and street furniture. Street furniture, including benches and seating, and other placemaking elements to enhance the pedestrian experience of residents, workers, and visitors, will be encouraged as part of development applications, at key locations, and other locations as appropriate, along Wynford Drive and Concorde Place.
- C. New developments will be encouraged to provide wide sidewalks and green boulevards with additional tree planting where space permits, enhanced landscaping using native plant species, enhanced lighting and seating, consistent paving, setbacks and furnishings, to enhance the area's identity.
- D. The role of the street as an amenity and linkage through the area should be improved and maintained. Wynford Drive and Concorde Place should act as pedestrian oriented main streets. Opportunities for Wynford Heights Crescent to provide curb lane cafes and patios, temporary plazas, pop-up parkettes and gathering spaces should be examined.
- E. The pedestrian experience along Wynford Drive, Concorde Place, Wynford Heights Drive, and Gervais Drive will be improved by widening sidewalks, providing benches and seating and planting trees in the private and public realm.
- F. Pedestrian linkages, connections and paths to the Don Valley Subway Station, the bus transit terminal, and the Eglinton Line 5 stations will be well lit, safe in inclement weather, include weather protection, where appropriate, and be designed in a manner that is visually appealing and accessible for all users
- G. Improvements to transit stops, including weather protection and seating, will be encouraged as part of any redevelopment adjacent to an existing or future new stop.



***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 Public Realm Structure Plan Map



**Map 1 –
Public Realm Structure Plan**

- Cultural Corridor
- Potential Active Connection
- Future Parks
- Potential Future Park Locations
- Existing Parks
- Potential Midblock Pedestrian Connections
- Potential Multi-Use Trail (Public)
- Existing Multi-Use Trail (Private)
- Existing Multi-Use Trail (Public)
- Culture / Institutional Buildings

Parkland, Culture and Public Art Policies



These policies will be used to provide direction for future development, private and public realm investment, opportunities, and priorities. In keeping with the objectives for the Wynford-Concorde area, the following policies will be considered when development and redevelopment is proposed in the study area.

Draft Parkland Policies:

- A. Conceptual park locations for the Wynford-Concorde Study area shown on Map 1. The locations identified are existing parks and the preferred locations for new parkland and parkland linkages. The locations shown on Map 1 are conceptual in nature, and the final location of parks and open spaces will be determined as development proposals are received and reviewed, and development in the area proceeds.

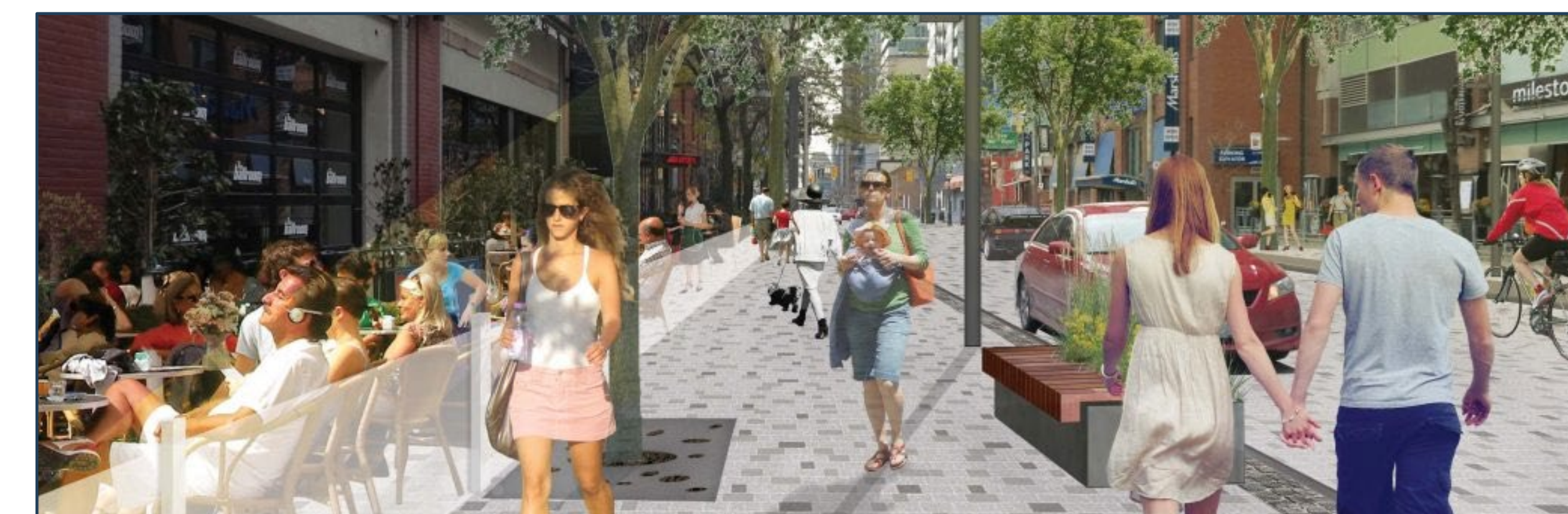
Draft Culture and Public Art Policies:

- A. The Wynford-Concorde Cultural Corridor is shown on Map 1. The Cultural Corridor is located along Wynford Drive, between Don Mills Road and the Don Valley Parkway.
- B. Development within the cultural corridor will be encouraged to provide non-residential gross floor area for cultural spaces that support and strengthen the culture sector and creative artistic activity within that corridor.
- C. The cultural corridor will recognize the cultural organizations that exists along this portion of the street. The cultural organizations will be encouraged to work as a collective to promote the corridors cultural offerings and facilitate collaboration amongst its members through marketing, place-based branding, and shared events.
- D. The public realm within the Wynford-Concorde Cultural Corridor will be designed to create a coherent visual identity, which may include public art and interpretive resources.
- E. New developments are encouraged to incorporate public art into their design particularly in prominent locations, visible from the public street and public realm, in locations such as building entrances, gateways, plazas, and publicly accessible open spaces, as well as part of building design, transit hubs, and public facilities.

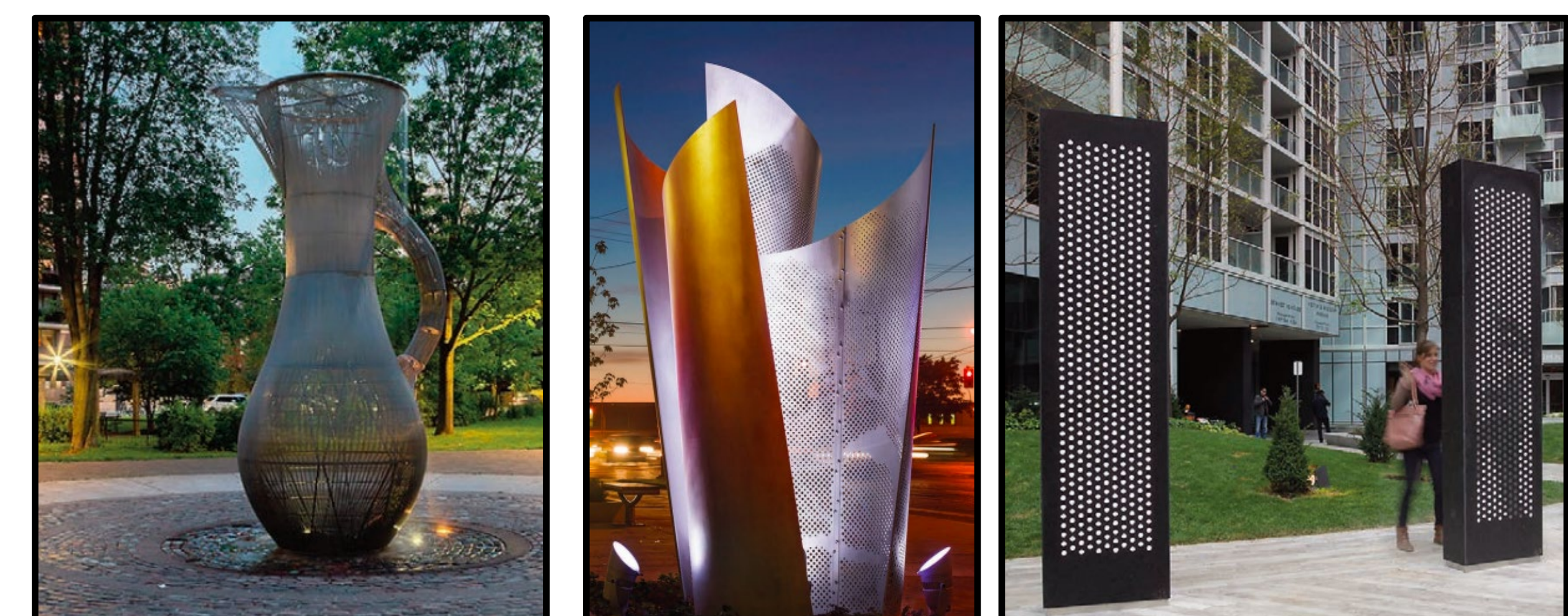
***Parkland** can be broadly categorized into two types of parks: planned and natural. Planned parks can be defined as lands that have been acquired, designed, and conceived for public use. Natural parks are lands that have been preserved in a natural state, such as Toronto's ravines, wetlands, and the natural portions along the city's waterfront.*



*A **cultural corridor** is a designated area that promotes and celebrates arts and culture. These corridors are designed to be walkable districts where organizations collaborate to present year-round events and draw visitors to experience a wide range of cultural activities.*



***Public art** is work in any medium that has been produced by an artist and installed in a publicly-accessible space.*



Pedestrian Connections and Building Setback Policies



These policies will be used to provide direction for future development, private and public realm investment, opportunities, and priorities. In keeping with the objectives for the Wynford-Concorde area, the following policies will be considered when development and redevelopment is proposed in the study area.

Draft Pedestrian Connections Policies:

- A. Pedestrian amenity of the area will be enhanced through linkages that connect both public and private open spaces. New development will be encouraged to examine opportunities to provide privately owned publicly accessible open spaces (POPS), including mid-block connections, in a manner that continues and complements adjacent public spaces and streets, to create plazas and additional spaces for community activities, as well as enhancing the pedestrian experience on the streets.
- B. Where appropriate, pedestrian connections may feature a soft landscape buffer to provide a visual distinction between the publicly-accessible spaces and the private realm.

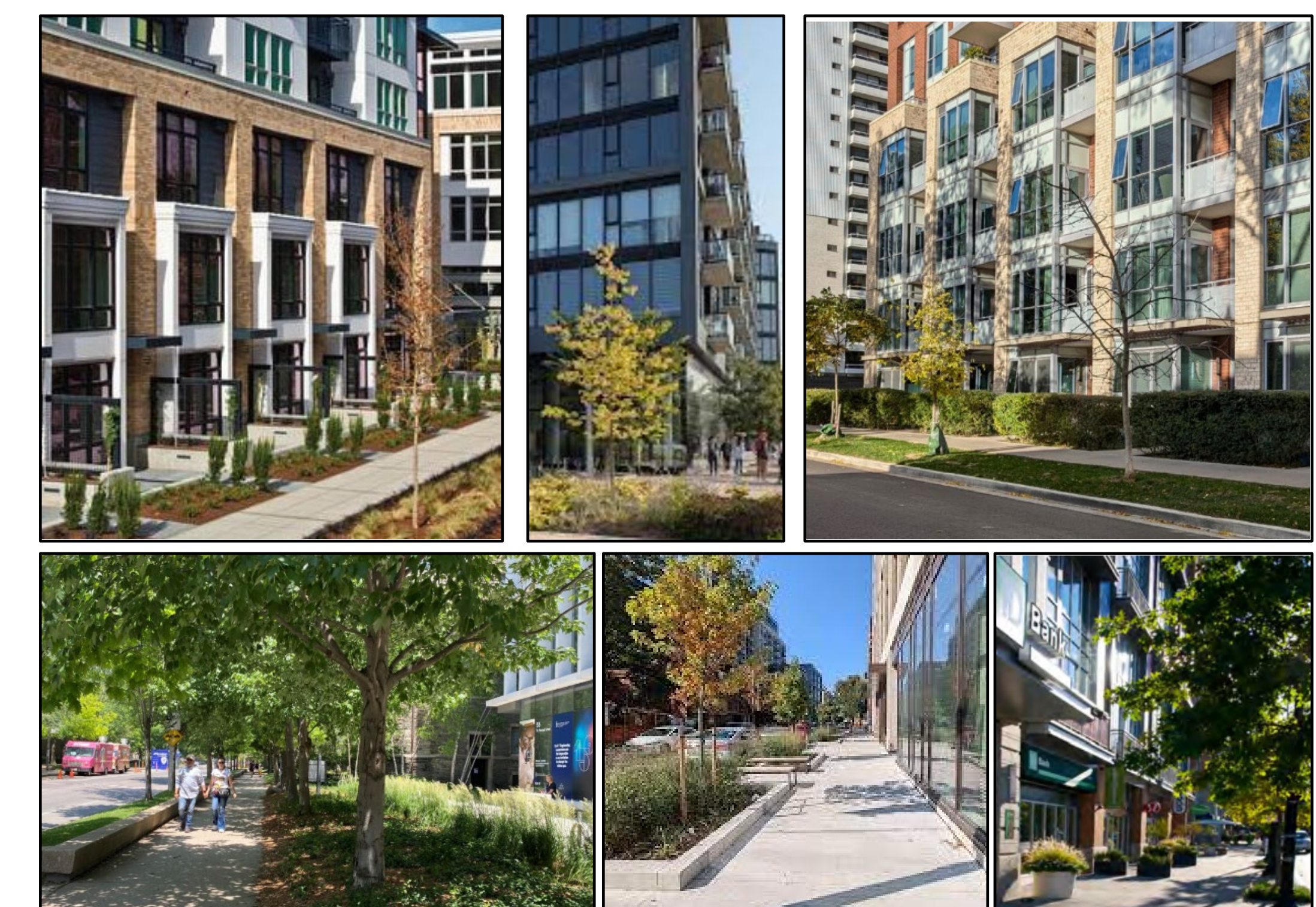
Draft Building Setback Policies:

- A. Buildings should be generously setback from the front property line to allow for enhanced pedestrian zones, to preserve mature trees, and to maintain the landscape character of the area.
- B. New buildings will establish a strong relationship with adjacent public streets and open spaces. The ground floor of new buildings will have active, street related uses that animate the public realm and provide opportunities for casual overlook to the public realm.
- C. To recognize and maintain the landscape character of the existing tower-in-the park residential buildings located on the area east of the Don Valley Parkway, landscaped front yard setbacks and publicly accessible open spaces will be encouraged for new residential development.
- D. Recognizing the non-residential context of the area between Don Mills Road and the Don Valley Parkway, a “main street” approach along Wynford Drive with commercial, retail uses, and/or community uses, and active uses at grade will be encouraged.

Publicly Accessible Open Spaces (POPS) are a key part of the city’s public realm network, providing open space in much-needed locations across the city and complementing existing and planned parks, open spaces and natural areas



Mid-block connections help facilitate walkable development blocks, building on the network of existing and/or planned streets, and connections to other development blocks including access to planned or existing open spaces

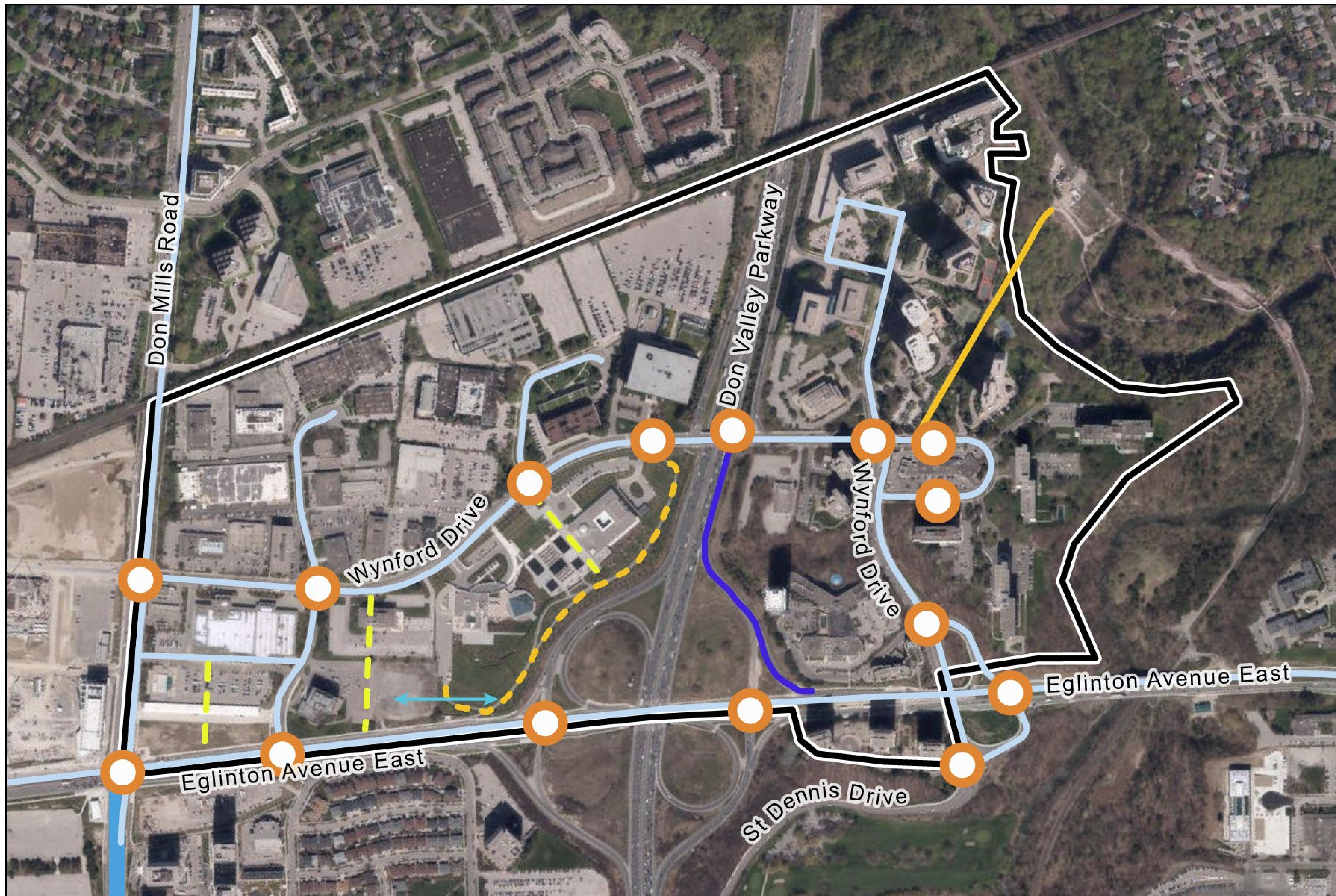


Building Setbacks are minimum distances from the property/lot line to the building wall.

Draft Pedestrian Connections Map



**Map 2 –
Pedestrian Connections**



- Sidewalk
- Potential Midblock Pedestrian Connections
- Potential Multi-Use Trail (Public)
- Existing Multi-Use Trail (Private)
- Existing Multi-Use Trail (Public)
- Potential Intersection Safety Improvements
- Potential Public Streets
- Potential Active Connection

Mobility Network and Travel Demand Management Policies



These policies will be used to provide direction for future development, private and public realm investment, opportunities, and priorities. In keeping with the objectives for the Wynford-Concorde area, the following policies will be considered when development and redevelopment is proposed in the study area.

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

Draft Pedestrian and Cycling Network Policies:

- A. Pedestrians and people using personal mobility devices will be prioritized as part of the mobility network. The Cycling and Pedestrian Network, as shown on Maps 2 and 3 will allow pedestrians and people using personal mobility devices direct access to transit services and daily needs.
- B. Bikeways as identified on Map 3, are to be incorporated into the design of new and existing streets, in accordance with the City's On-Street Bikeway Design Guidelines, and other applicable design standards and guidelines. Protected intersection designs such as corner islands, may be required to enhance safety for all road users by reducing the likelihood of high-speed turns and improving sightlines.



Draft Street Network Policies:

- A. Public streets will provide improved walkability, enhanced connectivity for active transportation modes, establish a block structure to support transit-supportive development, and provide vehicular access to development.
- B. The exact location, alignment, connections, and design of new streets will be refined through future studies and/or the development application review process.



Draft Travel Demand Management Policies:

- A. At locations conceptually identified on Map 3, development will incorporate multi-modal hubs that include a mix of elements such as bike-share stations, carshare spaces, high-occupancy vehicle parking and ride share hailing points. The exact locations, appropriate concentration and mix of multi-modal elements will be determined and secured through the development review process.
- B. Locations for multi-modal shared mobility hubs are conceptually shown on Map 3. Additional locations may be identified through the development review process.

Travel Demand Management (TDM) measures are aimed at encouraging people to take fewer and shorter vehicle trips to reduce congestion, energy consumption and pollution. Typical travel demand management (TDM) policies and programs include, but are not limited to:

- Parking supply management strategies such as not overproviding parking and establishing parking maximums
- Car sharing /bike sharing
- School / trip planning
- Development-related transit initiatives
- Cycling programs and citywide cycling networks

Draft Mobility Network Map



Map 3 – Mobility Network

-  Bikeways
-  Interchange Improvements
-  Conceptual New Public Street location
-  Multi-Use Trail (Public)
-  Multi-Use Trail (Private)
-  Multi-Modal Hubs
-  Potential Intersection Safety Improvements

Don Valley Parkway Interchange and Transit Policies

These policies will be used to provide direction for future development, private and public realm investment, opportunities, and priorities. In keeping with the objectives for the Wynford-Concorde area, the following policies will be considered when development and redevelopment is proposed in the study area.

Draft Don Valley Parkway Highway Interchanges Policies

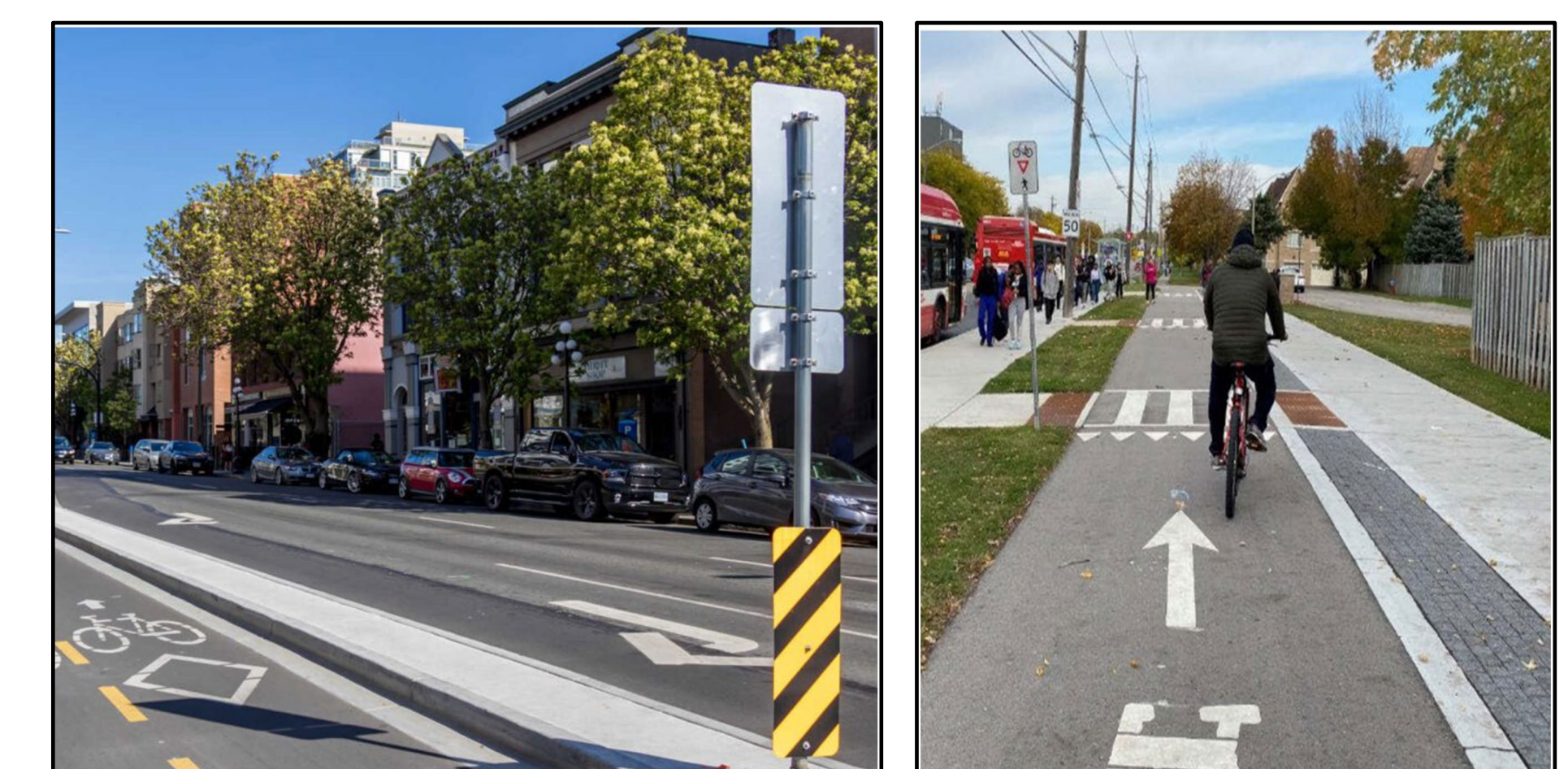
- A. As opportunities through development applications or infrastructure projects arise, design features that promote the safety and comfort of pedestrians and cyclists will be considered in the design of Don Valley Parkway Highway Interchanges, as identified as Interchange Improvements on Map 3.
- B. To improve safety and connectivity for pedestrians and cyclists travelling along Wynford Drive, Concorde Gate, Concorde Place, Eglinton Avenue East, and other important destinations within and beyond the study area, the City and landowners will work with key stakeholders to improve the design and functions of the Don Valley Parkway Highway Interchanges.
- C. Subject to future studies, the Don Valley Parkway interchanges at Eglinton Avenue East, Wynford Drive, and Concorde Gate should be examined for potential opportunities for design efficiencies and safety improvements, such as the normalization of the on-ramp and off-ramp and potential ramp closure.

Draft Transit Infrastructure Policies:

- A. Transit supportive infrastructure, such as pavement markings at key stops, seating, street furniture and security features, will be incorporated into the design of such infrastructure with new development and infrastructure projects, where possible, to support existing and growing transit ridership.
- B. The areas around existing and/or planned transit stops and stations are encouraged to provide mobility options for transit riders boarding or departing a vehicle including the potential for bike share, car share and other shared mobility infrastructure to facilitate last mile travel options consistent with the Transportation Master Plan.
- C. Identify Wynford Drive from Don Mills to Gervais Drive and Gervais Drive from Wynford Drive and Eglinton Avenue East as Transit Priority Segments.



***Transit Supportive Infrastructure** refers to the planning, design, and construction of urban environments that encourage the use of public transit. This is achieved by creating compact, mixed-use, and walkable communities with high-quality public transit services, which makes it convenient and safe for people to live, work, and shop near transit stations without relying on a car.*



Draft Policies- Feedback



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

I like the Draft Policies because...

Did we miss anything?

I think the Draft Policies should include...

Draft Maps- Feedback



Using the Post-it Notes, please provide your comments on the Mapping.

I like the Draft Maps because...

I think the Draft Maps should include...

FAQs



Phase 3

Fall 2025



Phase 4

Early 2026

Where are we in the Wynford Concorde Focused Area Study?

We are in Phase 3 of the Study work. Tonight's meeting is a wrap-up meeting where draft policies and mapping are being presented for your input. Staff will take the comments heard tonight and use them to refine the policies and maps before a Final Report and final policies go to North York Community Council

What about the comments from the other Open House and Workshop sessions? How did those get incorporated into what we are seeing today?

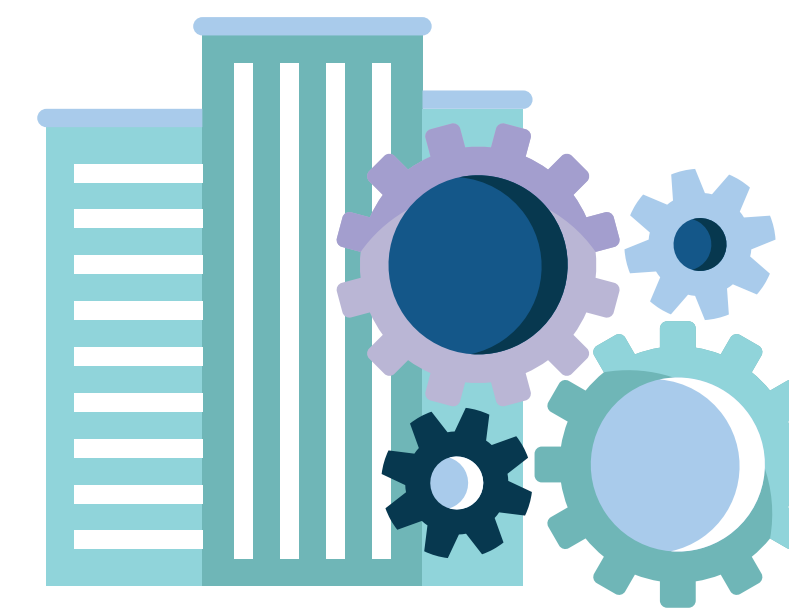
The comments from the February Workshop were used to refine the Vision and Guiding Principles that were presented at the July Open House meeting. The comments from the July Open House meeting were used to identify community priorities and concerns and assisted in scoping and drafting of the policies presented today.

When will the Final policies go to North York Community Council?

The Final Report and final policies are targeted for Spring 2026 North York Community Council. An exact date has not been determined yet. Please make sure you have signed-in to tonight's meeting. This will ensure that you are notified of the statutory public meeting at North York Community Council.

How do the two studies link together?

- The Wynford Concorde Focused Area study will set the framework for the area as it relates to elements of the public realm and mobility.
- The Don Mills Regeneration Area Study will incorporate the findings of the Wynford-Concorde Focused Area Study when developing their policies as it relates to an enhanced public realm and streetscape

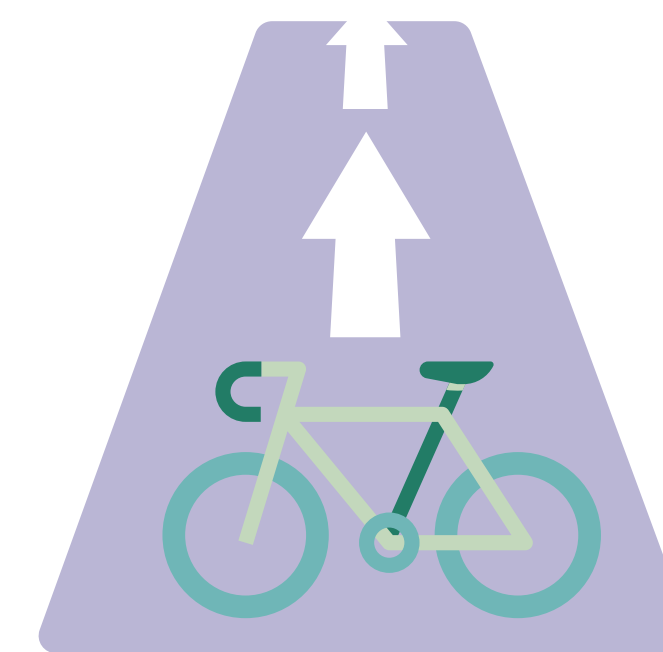


How will these policies be implemented?

- The policies will form part of Chapter 7 of the Official Plan, as a Site and Area Specific Policy (SASP). These policies will be used to provide direction for future development, private and public realm investment, opportunities, and priorities. In keeping with the objectives for the Wynford-Concorde area, the SASP policies will be considered when development and redevelopment is proposed within the study area.
- The changes anticipated will be implemented over the long term through development applications and through capital budget works

Does the Mobility Plan include new bike lanes or is that no longer allowed?

- For the proposed cycling routes, the City is considering all options to improve mobility in the Study area, including bike lanes and cycle tracks where they are appropriate. The City continues to advance the implementation of street improvements that increase the safety of its streets for all users.
- Projects involving cycling infrastructure with impacts to vehicle lanes are subject to the Province's amendments to the Highway Traffic Act."



What if I have other comments, can I still send them in after tonight's Open House?

- Please visit the study website for the latest information: www.toronto.ca/WynfordConcorde
- You can email your comments to studywynfordconcorde@toronto.ca