

## **555 Rexdale Boulevard – Woodbine Secondary Plan Study, Infrastructure Master Plan and Transportation Master Plan – Interim Report**

Date: May 7, 2026

To: Etobicoke York Community Council

From: Director, Strategic Initiatives, Policy and Analysis and Director, Community Planning, Etobicoke York District

Ward: Ward 1 - Etobicoke North

**Planning Application Number:** 25 246260 WET 01 OZ

### **SUMMARY**

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This report summarizes the work completed to date, including community consultation, for the Woodbine Secondary Plan study and identifies the emerging vision and guiding principles to inform the next phase of work.

The Woodbine Secondary Plan study is being undertaken to develop a vision and comprehensive planning framework for the Secondary Plan area anchoring the southeast quadrant of the Woodbine lands. The framework will form the foundation for the Woodbine Secondary Plan, Urban Design Guidelines, Transportation Master Plan, Infrastructure Master Plan and other planning tools to guide the development of a complete community within the Secondary Plan area that is well integrated with the overall Woodbine lands.

The Woodbine Secondary Plan study is a City-initiated process with background materials submitted by the landowner, Woodbine Entertainment Group (WEG) and their consultants, based on the City's approved Terms of References. The WEG submission included a conceptual Master Plan, conceptual Urban Structure Plan, various technical studies and draft guiding principles supporting WEG's vision for a mixed-use community within the Secondary Plan area. These materials were used by City staff to frame the first phase of the Secondary Plan study process and formed the basis of community and stakeholder engagement. This work resulted in the identification of eight key principles and emerging directions for the planned urban structure which will inform the next phase of work: open, connected, rational, diverse, flexible, complete at every stage, sustainable, a place of its place.

The next phase of the Secondary Plan study will include continued engagement with community members and stakeholders; completion of the updated Compatibility and Mitigation study; identification of community service and facilities needs and opportunities; refinement of the emerging directions for parks and open spaces; and the

preparation of the Urban Design Guidelines. This work will proceed concurrently with the advancement of the Transportation Master Plan and Infrastructure Master Plan and will be informed by, and aligned with, the outcomes of both plans.

Staff expect to bring forward the final report and recommended Secondary Plan, Infrastructure Master Plan (IMP), Transportation Master Plan (TMP) and Urban Design Guidelines to City Council for adoption by the second quarter of 2027. The Secondary Plan will guide growth and investment of a complete community. The IMP will address the municipal infrastructure servicing requirements, including stormwater management, storm sewer, sanitary sewer and water servicing needs, as well as green infrastructure and low impact development opportunities. The TMP will address the street network, transit and active transportation connections. The Urban Design Guidelines will support and provide additional guidance on the built form, public realm and parks and open space policies in the Secondary Plan.

## **RECOMMENDATIONS**

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The Director, Strategic Initiatives, Policy and Analysis and the Director, Community Planning, Etobicoke York District recommend that:

1. City Council endorse the emerging directions of the Woodbine Secondary Plan study, the Transportation Master Plan and the Infrastructure Master Plan contained within this report as the basis for the next phase of study work and community engagement; and
2. City Council request the Chief Planner and Executive Director, City Planning, and General Manager, Toronto Water, to bring forward a recommended Secondary Plan, Infrastructure Master Plan, Transportation Master Plan and Urban Design Guidelines to City Council by the second quarter of 2027.

## **FINANCIAL IMPACT**

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There are no financial implications resulting from the recommendations included in this report in the current budget year or in future years.

## **EQUITY IMPACT**

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The Official Plan provides a vision for Toronto grounded in principles that assure a successful and healthy future. A foundational principle of the Official Plan is that Toronto's future must be diverse, inclusive and equitable.

The Woodbine Secondary Plan study will consider the potential impacts of the Secondary Plan on equity-deserving groups and vulnerable residents of Toronto. The emerging directions and recommended planning framework will support the creation of a complete community for people at all stages of life through the integration of a range

and mix of uses that provide equitable access to housing, community services and facilities, parkland, green infrastructure, and transit.

## **DECISION HISTORY**

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On December 13, 2023, City Council adopted, with amendments, the Ontario New Deal, which included the terms of the Ontario-Toronto New Deal including a commitment to advance Transit Oriented Communities (TOCs) particularly in East Harbour and the Woodbine GO Station through collaboration, cooperation and the prioritization and expeditious treatment of planning approvals.

A link to the decision is available here (Attachment 1, Page 5 Item 4): [Item 2023.CC13.2](#)

In October 2024, the City and WEG made submissions to the Minister of Municipal Affairs and Housing recommending modifications to OPA 653 and adoption of a new Site and Area Policy (SASP) 896, converting the southeast corner of the Woodbine Lands from *Core Employment* to *Mixed Use Areas* and *Regeneration Areas*. In January 2025, the Minister approved the proposed modifications to OPA 653 and SASP 896 without modifications.

A link to the decision is available here: [OPA 653](#).

In February 2025, City Council authorized the Chief Planner and Executive Director, City Planning and the Executive Director, Development Review to negotiate and enter into a Resourcing Agreement with Woodbine Entertainment Group for the purpose of funding a dedicated staff team to complete a Secondary Plan study on an expedited basis (approximately 12-18 months) following the execution of a Resource Agreement (A Resource Agreement was executed on November 25, 2025).

A link to the decision is available here: [2025.PH18.11](#).

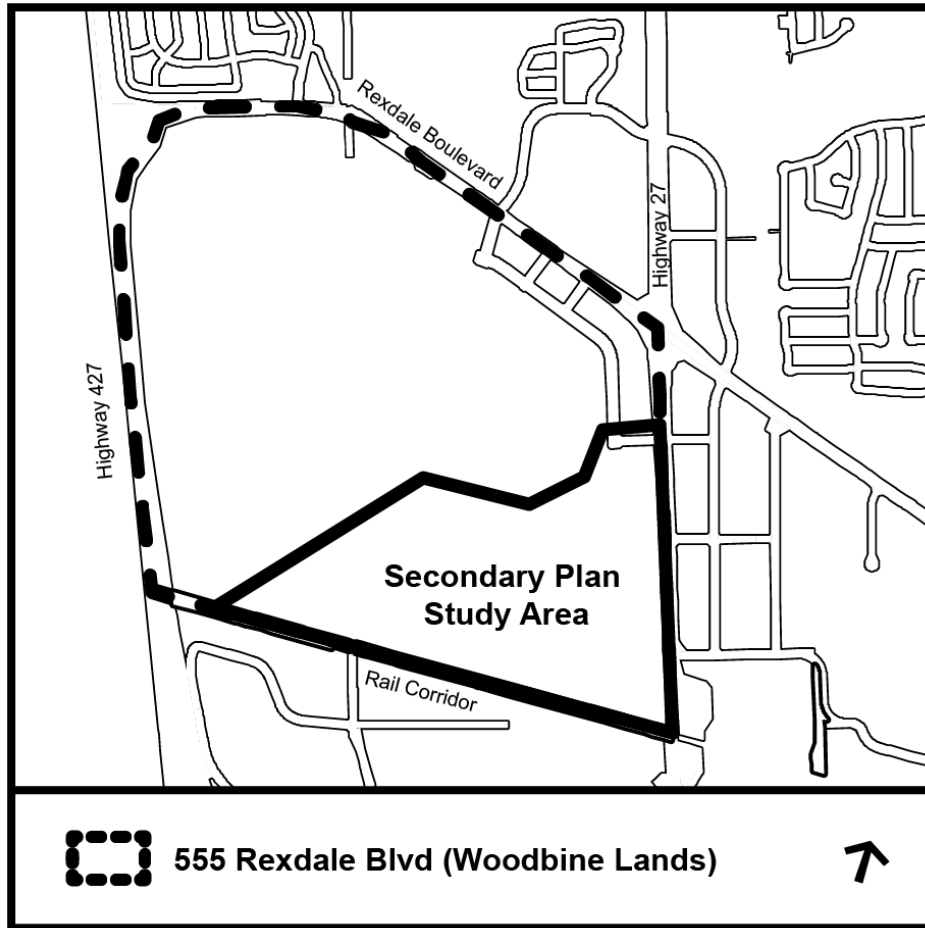
## **BACKGROUND**

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### **Study Area**

The site at 555 Rexdale Boulevard, commonly known and referred to herein as the Woodbine Lands, is bounded by Highway 427 on the west, Rexdale Boulevard on the north, Highway 27 on the east and the rail corridor on the south. The subject of the Secondary Plan study is limited to the southeast quadrant of the Woodbine Lands and is referred to herein as the Secondary Plan area. Construction has begun on a new Woodbine GO and UP Express station within the southern limit of the Secondary Plan area.

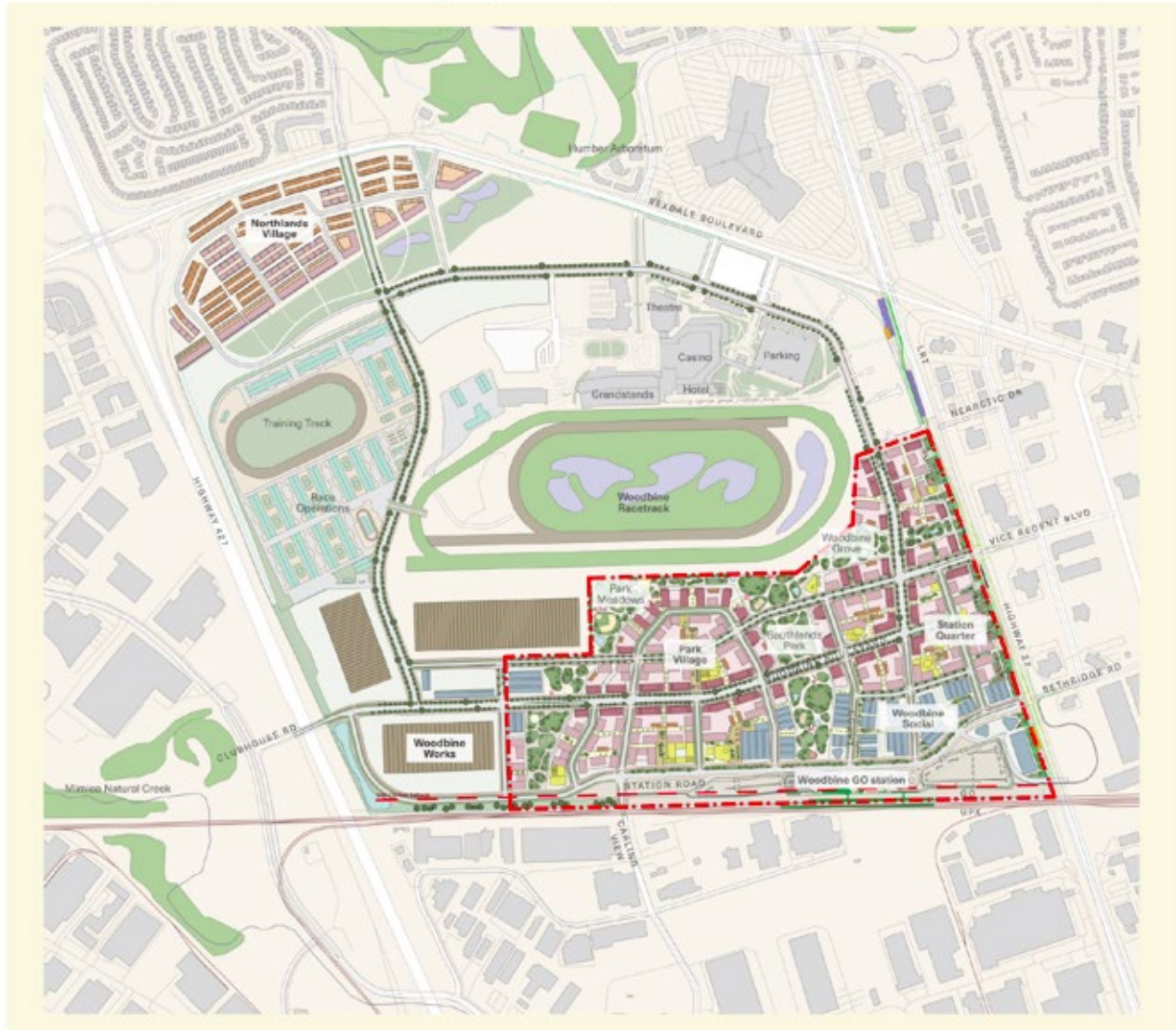
**Figure 1: Study Area Map**



### **Surrounding Area**

The Woodbine Lands immediately north of the Secondary Plan area are occupied by the Woodbine racetrack and associated uses including casino, theater, hotel and retail spaces. The remainder of the Woodbine Lands are currently vacant or used for agricultural purposes. As illustrated on the Conceptual Master Plan for the entirety of the Woodbine Lands WEG intends to develop the lands immediately west of the Secondary Plan area with employment uses (referred to as "Woodbine Works"). A mixed-use community (referred to as "Northlands Village") is proposed within the northwest section of the Woodbine Lands and is subject to a draft Plan of Subdivision application (File No 17 158705 WET 02 SB).

**Figure 2: Conceptual Master Plan (Prepared by WEG)**



--- Secondary Plan Area

The Woodbine Lands are surrounded by properties designated *Employment Areas* to the south of the rail corridor and to the east of Highway 27. The City of Mississauga is located on west side of Highway 427. These areas are primarily occupied by industrial uses. The properties on the north side of Rexdale Boulevard are designated *Mixed Use Areas* (including Woodbine Mall), *Apartment Neighbourhoods* and *Natural Areas*.

### **Pre-Application Meeting**

A pre-application meeting between City staff and WEG consultants was held on October 3, 2025. Staff provided preliminary comments on a conceptual Master Plan and confirmed the background materials required for submission, as listed in SASP 896 (Refer to Attachment 1).

## **Study Deliverables**

The Secondary Plan study will be delivered concurrently with an Infrastructure Master Plan (IMP), a Transportation Master Plan (TMP), and Urban Design Guidelines. The IMP will address the municipal infrastructure servicing requirements, including stormwater management, storm sewer, sanitary sewer and water servicing needs, as well as green infrastructure and low impact development opportunities. The TMP will address the street network, transit and active transportation connections. The Urban Design Guidelines will support and provide additional guidance on the built form, public realm and parks and open space policies in the Secondary Plan.

## **POLICY AND REGULATION CONSIDERATIONS**

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### **Provincial Land-Use Policies**

All decisions of Council in respect of the exercise of any authority that affects a planning matter shall be consistent with the Provincial Planning Statement (2024).

### **Protected/Major Transit Station Areas**

In August 2025, the Minister of Municipal Affairs and Housing approved, with modifications, Official Plan Amendments for 120 of Toronto's P/MTSAs, including the Woodbine GO MTSA through Site and Area Specific Policy 758.

The majority of Woodbine Secondary Plan study area is within the Woodbine GO MTSA and associated SASP 758 (See diagram in Attachment 2).

Minimum density targets for the Woodbine GO MTSA require that existing and permitted development within the MTSA be planned for a minimum population and employment target of 150 residents and jobs combined per hectare. The planned targets for population and jobs per hectare were established using a Council-approved development framework, taking into account in-effect Official Plan land use designations, as-of-right zoning by-law permissions, density permissions included in Secondary Plans, and approved developments that have not yet been built. Minimum population and employment targets are intended to apply across the entire delineated area for each MTSA. No individual development proposal is required to achieve the minimum targets.

City Planning is undertaking required zoning updates for MTSAs and a final report is anticipated at Planning and Housing Committee in the second quarter of 2026.

## Toronto Official Plan

The Official Plan manages Toronto's physical, social and economic growth towards a vision to 30 years in the future. The vision in Chapter One of the Official Plan is guided by four goals:

- a city of complete communities,
- a sustainable and resilient city,
- the most inclusive city in the world, and
- a city that contributes to a just future for Indigenous Peoples.

Chapter Two sets out the growth management strategy to guide reurbanization and direct job and population growth to certain "growth" areas. The Official Plan also sets out a policy framework that ensures Toronto will meet its population and employment targets by directing growth and change to the city's priority growth areas while protecting the city's stable areas.

Through these goals, the Official Plan seeks to address some of the city's key priorities:

- advancing reconciliation,
- adapting to climate change,
- sustaining housing affordability, and
- resolving inequities throughout the city.

## Site and Area Specific Policy 896

Site and Area Specific Policy (SASP) 896 designates the Secondary Plan area *Mixed Use Areas* and *Regeneration Areas* (Refer to SASP 896 in Attachment 1 and the Land Use Map in Attachment 3). The future boundaries of the land use designations within the regeneration area are to be determined through the consideration and Council adoption of a Secondary Plan. The SASP provides direction on the plans and studies required to inform the Secondary Plan and includes policies to guide the development framework, including phasing, non-residential use requirements and affordable housing targets. Residential uses are not permitted within the *Regeneration Areas* designation prior to the adoption of a Secondary Plan.

## STUDY PROCESS

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As illustrated in the table below, the Woodbine Secondary Plan study process is divided into five phases.

**Table 1: Woodbine Secondary Plan Study Phases**

Phase 1a Q3 2025 (Completed)	Phase 1b Q4 2025 - Q1 2026 (Completed)	Phase 2 Q2 - Q3 2026 (On Going)	Phase 3 (Not started)	Phase 4 2027 onwards
Review of Existing conditions, data collection, site visits and pre-application meeting	Receipt and review of background materials, Technical Working Groups, community and stakeholder consultations and formulating key principles	CSF needs assessment, initiation of Compatibility and Mitigation study and drafting Urban Design Guidelines.  Continued community and stakeholder engagement	Analysis and drafting of OPA policies, and Urban Design Guidelines.  Community engagement on draft policies and guidelines.	Implementation of approved OPA.

Following initial pre-study site evaluation and data gathering (Phase 1a), the background materials supporting the study were received by the city on November 26, 2025, initiating the formal start of the Secondary Plan Study process (Phase 1b). A confirmation of receipt of the required studies was issued on December 9, 2025. The submitted materials are available at: [CITY INITIATED 555 REXDALE BLVD.](#)

A critical component of Phase 1b of the study included a series of technical workshops with City divisions and the WEG consultant team, held between December 2025 and April 2026. These workshops resulted in the development of initial key principles and emerging directions which will be relied on for the subsequent phases of the Secondary Plan study. The workshops focused on:

- Urban Structure and Public Realm (including parks and open spaces)
- Mobility
- Built Form
- Compatibility and Mitigation
- Housing and Community Services and Facilities
- Phasing and Site Servicing

### **Urban Design Guidelines**

Urban Design Guidelines will be developed alongside the Secondary Plan policies through a collaborative process between City staff and WEG consultants in Phases 2 and 3 of the study and will also be the focus of future community engagement.

## Integration with the TMP and IMP

Integration of the Secondary Plan study process (including the Urban Design Guidelines) with the TMP and IMP streams of work will be a critical component of the overall study process, with all three streams often overlapping and informing one another. The TMP and IMP processes are described below.

## Transportation Master Plan Study Process

In addition to fulfilling the requirements of a Transportation Master Plan in accordance with Policy 10 of SASP 896, the Woodbine TMP will serve as technical support for the Secondary Plan and will guide mobility-related needs in the area surrounding the Woodbine Secondary Plan Area, including the Woodbine Lands. Additionally, the TMP will fulfill the requirements of Phases 1 and 2 of the Municipal Class Environmental Assessment (“EA”) planning and design process for transportation related facilities, as illustrated below:

**Table 2: Transportation Master Plan and Environmental Assessment Phases**

Transportation Master Plan Environmental Assessment		Future Phases		
Phase 1 Problem or Opportunity	Phase 2 Alternative solutions	Phase 3 Alternative Design Concepts for Preferred Solutions	Phase 4 Environmental Study Report	Phase 5 Implementation
<p>Reviews of existing conditions</p> <p>Problem and opportunity statement</p> <p>Preliminary evaluation of criteria</p>	<p>Identification of network alternatives</p> <p>Public Information Centre #1</p> <p>Selection of preferred network alternative</p> <p>PIC#2</p> <p>Refinement of preferred network alternative</p> <p>Transportation Master Plan report</p>	<p>Potential improvements identified as part of the preferred network alternatives that have a high cost and environmental impact will require further study and completion of Phases 3 and 4 of the Municipal Class Environmental Assessment (MCEA) process</p>		

The TMP and EA are being completed as part of a collaborative process between the City and WEG as co-proponents and will run in parallel to the Secondary Plan process for the Woodbine Southeast Lands. This approach optimizes the collective work effort and technical resources that are required to meet the TMP and EA study requirements

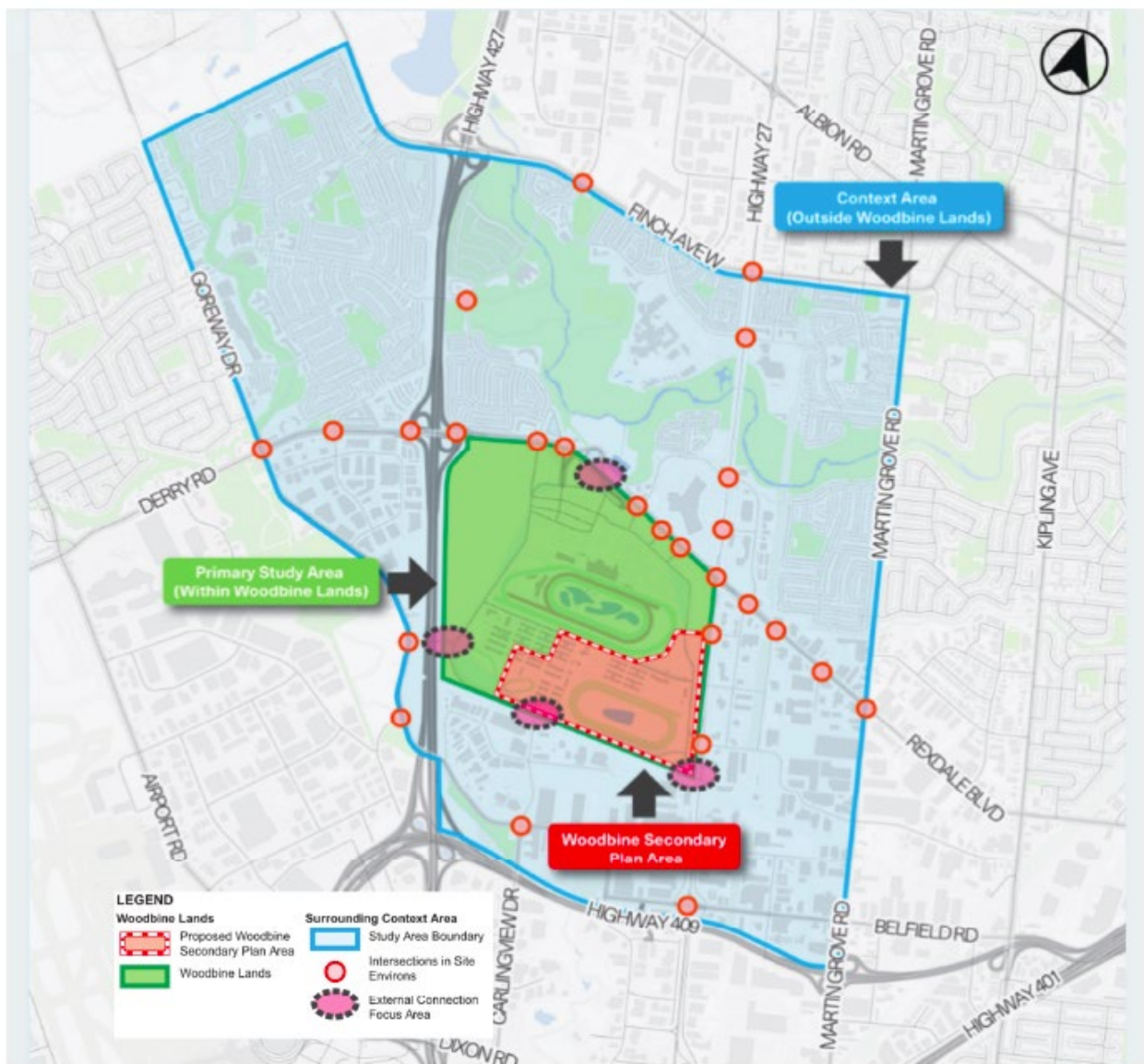
(and schedule), facilitates public approval authority review and permits an effective public, stakeholder and agency consultation process.

### Transportation Master Plan Study Area

A TMP Study area has been established as a basis for the various assessments to be undertaken. The TMP Study area will encompass three frames of reference:

- Woodbine Secondary Plan Area
- Remaining Woodbine Lands
- Surrounding Context Area

Figure 3: Transportation Master Plan Study Area



## **Secondary Plan Area**

This frame of reference focuses on the Woodbine Secondary Plan area and will develop detailed urban transportation policies, infrastructure projects and implementation strategies to support mixed-use development around the Woodbine GO/UP Express Station.

## **Remaining Woodbine Lands**

This frame of reference will identify multimodal mobility infrastructure needs across the broader Woodbine Lands – the Woodbine Secondary Plan area, Woodbine Works, Northlands Village, racetrack operations and facilities, and the Casino and entertainment quarter.

## **Surrounding Context Area**

The Surrounding Context Area will define the TMP study boundary for existing conditions, technical assessments, and initial modelling. This area also encompasses key external multimodal connection areas around the Woodbine Lands that present various mobility challenges.

## **Infrastructure Master Plan Study Process**

The IMP is being undertaken by a consultant retained by WEG to support the Secondary Plan, in conjunction with staff in Toronto Water, Development Review and Transportation Services. The study area for the IMP includes the Secondary Plan area, the entire Woodbine Lands, and surrounding lands required for the broader sewershed and pressure district analyses.

The IMP scope of work includes a water, wastewater and stormwater analysis to identify a preferred servicing strategy for the buildout of the Woodbine Secondary Plan area, including any upgrades or improvements needed to support growth. WEG has also committed to evaluating low impact development and green infrastructure opportunities as part of the IMP. Staff have been and will continue working with the project team and WEG's consultant to integrate servicing and land use considerations.

The City requires new development applications to be supported by reports (servicing and stormwater management) that demonstrate that there is sufficient infrastructure capacity and that the proposed development will not negatively impact the area. The types of studies required to support development applications are listed in the [City of Toronto Development Guide](#). In the event that there is insufficient infrastructure capacity to support development, the cost of upgrades to infrastructure will be borne by the applicant.

## **STUDY ENGAGEMENT**

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### **Community and Stakeholder Engagement**

Phase 1 of the Secondary Plan study benefited from in-person and virtual engagement with community members, surrounding industries, the local Councillor and various stakeholders. The first stakeholder engagements were held on March 5, 2026, and March 9, 2026, in the form of an in-person open house and virtual town hall meeting respectively and were attended by a combined total of 100 attendees. The meetings also served as the Notice of Commencement for Phases 1 and 2 of the Municipal Class Environmental Assessment (Class EA) for the associated Transportation Master Plan.

Engagement will be ongoing throughout the duration of the Secondary Plan study and the TMP. Staff also invited Indigenous Communities for direct engagement in the study. Representatives of Curve Lake First Nation indicated an interest and staff are collaboratively working with Curve Lake First Nation to develop an engagement strategy.

A summary of the engagement process and comments received can be found as Attachment 8.

### **Design Review Panel**

The Design Review Panel (DRP) is an advisory body of design professionals which provide independent and objective advice to city staff on studies and development applications. City staff, together with WEG consultants, presented the conceptual Urban Structure Plan, Master Plan and guiding principles prepared by WEG for feedback and discussion at the DRP meeting on April 8, 2026. The DRP session was structured as non-voting, however, feedback provided was generally supportive.

A detailed summary of the DRP comments can be found as Attachment 9.

## **COMMENTS**

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### **Key Principles for the Woodbine Secondary Plan**

The conceptual Master Plan prepared by the WEG team was founded on seven key principles (as described below). Sustainability was initially intended to be embedded within these rather than identified as a standalone principle. Through subsequent discussions, City staff expressed a preference for elevating sustainability as an independent, eighth principle to provide greater clarity and emphasis. This approach was agreed to by the WEG team.

The updated key principles were used as the framework to guide the technical workshops and will continue to guide the development of the Secondary Plan policies, ensuring the development of a complete community within the Secondary Plan area that

is well integrated with the remaining Woodbine Lands. The key principles will continue to be refined for inclusion as policies in the Secondary Plan.

The key principles are as follows:

- **Open** - to create a balance between built and natural elements, prioritizing high quality and generous public parks, other open spaces, and public realm connections. The urban structure will ensure that every household is within a five-minute walking distance of a public park.
- **Connected** - creating vibrant and animated streets providing accessible multi-modal connections with attractive options for active transportation, integrating the Secondary Plan area with the remainder of the Woodbine Lands and the surrounding communities.
- **Rational** - creating the right number and size of streets, development blocks, parks and open spaces to ensure coherence, legibility and accessibility.
- **Diverse** - balancing various land uses including residential and non-residential uses, housing types and forms and levels of affordability.
- **Flexible** - creating an urban structure plan and associated policies that clearly state the objectives of the Secondary Plan while remaining flexible to respond to changing conditions over the phases of development.
- **Complete at every stage** - ensuring that each phase of development is delivered as a complete community with the appropriate level of infrastructure capacity, community services and facilities, parks and open space.
- **Sustainable** - the Secondary Plan area will be resilient to climate change and extreme weather through all times of the year by integrating sustainable design, stormwater management facilities, green infrastructure and thermal energy networks.
- **A place of its place** - the unique identity of Woodbine, including its Indigenous history, will be reflected.

## Emerging Directions for the Secondary Plan

The conceptual Master Plan prepared by WEG includes three distinct neighborhoods, each with commensurate parkland, ensuring that every household will be within a five-minute walking distance (refer to Attachment 4: Conceptual Master Plan). City staff generally support the overall Master Plan vision for the Secondary Plan Area. Potential areas of refinement were identified through the technical workshops between staff and the WEG team and are described below. These refinements will be further explored in the next phase of the Secondary Plan study. Work on the TMP, IMP and the updated Compatibility and Mitigation study may also result in updates to the proposed conceptual Master Plan.

## Compatibility and Mitigation

Given the study area's proximity to adjacent industrial operations within *Employment Areas*, Pearson International Airport and major transportation networks including Highway 427, Highway 27 and the rail corridor, the Secondary Plan study requires careful consideration of potential land use compatibility constraints and mitigation measures.

To ensure land use compatibility between airports and sensitive uses, Transport Canada developed the Noise Exposure Forecast (NEF) as a predictive model used to estimate long-term aircraft noise exposure and the assessed level of community annoyance. A NEF level greater than 30 is likely to produce some level of annoyance and therefore sensitive uses including residential are not permitted within a 30 NEF contour. A portion of the western limit of the Secondary Plan area is located within the 30 NEF contour, and the Secondary Plan policies will restrict sensitive uses in this area. Staff have, and will continue to, consult with the Greater Toronto Airport Authority (GTAA) as a key stakeholder to the Secondary Plan study.

To ensure compatibility between industrial facilities and sensitive land uses including housing, the province uses Guideline D-6 to prevent adverse effects such as noise, odour and dust. Minimum separation distances and areas of influence are applied to protect sensitive uses from nuisances and also to ensure existing and future industrial uses can continue to comply with required environmental standards. The Secondary Plan area is located within the area of influence of several industries.. Staff have, and will continue to, consult with adjacent industries as key stakeholders to the Secondary Plan study.

WEG's submitted Compatibility and Mitigation study was peer reviewed by Arcadis Professional Services on behalf of the City. The peer review and initial report both identified areas of additional study, including discussions with the key stakeholders noted above which will be advanced by Arcadis and staff. Final outcomes of this work will determine where sensitive land uses can be located within the Secondary Plan area.

## Land Uses

Due to required minimum separation distances from adjacent industrial uses, the conceptual Master Plan proposes only non-sensitive uses within the area closest to the Woodbine GO/UP Express station including commercial, retail, office, maker-spaces, institutional and compatible light industrial (shown in blue on the conceptual Master Plan in Attachment 4). The specific land use designation for this area is yet to be determined and may take the form of a modified Mixed Use Areas designation that prohibits residential and other sensitive land uses. The boundaries of this designation will be determined upon completion of the Compatibility and Mitigation study. The portion of the Secondary Plan area along the western boundary located within the 30 NEF contour will also be included in this non-residential land use designation.

The park systems are proposed to be designated *Parks*. The *Other Open Space* designation may be applied to open spaces associated with utility or other specialized

uses and facilities, such as stormwater management facilities and trail connections. The remainder of the Secondary Plan area is proposed to be designated *Mixed Use Areas*.

## **Density**

The conceptual Master Plan would result in approximately 20,000 new households, a residential population of 35,500 and an employment population of 10,500. As noted, the site is partially located within the Woodbine GO MTSA and requires that existing and permitted development be planned for a minimum population and employment target of 150 residents and jobs combined per hectare. Staff will work with the WEG team to ensure that the Secondary Plan will consider permissions for this planned target, while at the same time achieving the City's objectives respecting compatibility, built form and public realm including parks and open space.

## **Parks and Open Spaces**

The Official Plan states that parkland should be free of encumbrances, be sufficiently visible and accessible from adjacent public streets, be of a usable shape and size that reflects their intended use, and be consolidated or linked with other proposed parks or green spaces. Through collaborative dialogue with the WEG team, City staff are exploring emerging directions to refine the proposed network of parks and open spaces to more closely align with Official Plan policies, while maintaining the general intent of the proposed parks and open space plan.

Additionally, as supported by the opinion of WEG's Compatibility and Mitigation consultant, the WEG team and City staff agree that public parks should not be located within any area identified by provincial guidelines as the minimum separation distance from adjacent industrial uses. The southernmost portion of the proposed park centrally located within the conceptual Master Plan is within the minimum required 300 metre separation distance from an industrial use. This portion will not be counted towards any parkland dedication.

The conceptual Urban Structure Plan (Attachment 5) also includes other open spaces and preferred locations for pedestrian connections. The final Parks and Public Realm Plan will be further informed by the outcomes of the Transportation Master Plan, Infrastructure Master Plan and Urban Design Guidelines.

## **Built Form**

The WEG team has identified four main block types each with a unique set of built form topologies to address the unique characteristics of the location of the block within the Master Plan. The four block types include:

- Central Blocks - generally centrally located within the Secondary Plan area.
- Ribbon Blocks - generally located abutting the proposed parks and oriented towards the parks.
- Edge Blocks - located along the eastern edge of the Secondary Plan Area, fronting Highway 27.
- Woodbine Social - the non-residential blocks surrounding the Woodbine GO station.

The functionality and appropriateness of each block type and resultant built form typology will be further explored through the development of the Urban Design Guidelines.

The entire Secondary Plan Area is also subject to flight path restrictions established by the GTAA, limiting heights to 194 - 219 metres above sea level (approximately 15-16 storeys). The Secondary Plan policies together with the associated Urban Design Guidelines will ensure that a diverse range of built form typologies is achieved across the Secondary Plan area and within each neighbourhood, while remaining within this established height envelope.

### **Community Services and Facilities**

Community Services and Facilities (CSF) contribute to the social, economic and cultural development of the city and the neighbourhood. They are vital in supporting liveable communities and contributing to the quality of life as neighbourhood focal points where people gather, learn, socialize and access essential services. CSF are the lands, buildings, and structures used for the provision of programs and services provided or subsidized by the City or other public agencies, boards and commissions including recreation centres, child care, libraries, schools, and human service agencies. The timely provision of CSF is as important to liveability as is hard infrastructure such as sewers, water, streets and transit. The Official Plan recognizes that providing for a full range of CSF in areas experiencing major or incremental growth is a responsibility shared by the City, public agencies and the development community.

The conceptual Master Plan prepared by WEG consultants identifies several proposed CSF locations throughout the conceptual master plan (identified in yellow on the conceptual Master Plan in Attachment 4). These are only representative of the possible locations for CSF. A needs assessment is currently underway to understand the anticipated CSF needs and timing with growth and development in the Secondary Plan area. The determination of necessary CSF will be the subject of further discussion.

### **Housing**

Affordable Housing is a key Strategic Action for the City of Toronto. The Official Plan states that a full range of housing in terms of form, tenure and affordability will be provided and maintained to meet the needs of current and future residents. Site and Area Specific Policy 896 requires that a minimum of seven percent of new residential gross floor area (GFA) shall be secured as affordable ownership housing for a period of at least 99 years from the date of first residential occupancy. Alternatively, a minimum of five percent of the total new residential GFA shall be secured as affordable rental housing for a period of at least 99 years from the date of first residential occupancy. Affordable housing is not required for a purpose-built rental building. The Secondary Plan will be consistent with the policies already contained in the SASP and will ensure that new residential development in the Plan Area will contribute to a complete and inclusive community by providing a diverse range of housing opportunities.

## **Environment and Climate Change**

The Secondary Plan study will consider policies specific to maintaining good sustainable practices for new development. This may include encouraging development to target near-zero energy use and emissions, incorporate low-carbon/renewable thermal energy technologies, provide backup power for resilience to area-wide power outages, and retrofit and renovate existing older buildings to reduce energy use and greenhouse gas emissions.

## **Emerging Directions for the Transportation Master Plan**

After completion of the technical workshops, review of the existing conditions, problem and opportunity statement, as well as initial stakeholder and community engagement, city staff developed a series of central themes that will inform the TMP and EA work as it advances into upcoming phases. These themes will build off and will be integrated with the eight key principles of the secondary plan, and are described below:

### **The TMP will be a Catalyst**

The Secondary Plan Area is located in Ward 1 - Etobicoke North, offering multimodal connections to the GTA region in an area which has long been underserved by rapid transit. Recent improvements such as the Finch West Light Rail Transit (LRT) and the development of the Woodbine GO/UP Express Station set the stage for growth and broader connectivity.

The Woodbine Secondary Plan will establish a planning framework for a mixed-use transit-oriented community to grow adjacent to the Woodbine GO/UP Express Station. Map 4 of the Official Plan indicates a southward extension of the Finch West LRT along Highway 27 towards Woodbine Lands and beyond. Map 5 of the Official Plan indicates the portion of Highway 27 adjacent to Woodbine as a Transit Priority segment. Ahead of the Transit Project Assessment Process (TPAP) for a Finch West LRT extension, the TMP is well positioned to ensure the groundwork is laid for Woodbine as a multimodal hub serving not only Woodbine, but Northwest Toronto and the Greater Toronto Area (including York Region and Peel Region). The TMP will conduct studies and analysis to inform secondary plan policies that make the appropriate protections for Finch West LRT extension to be integrated into the station site in the future.

### **The TMP will be Connective**

Given the size and location of the Woodbine Lands, the TMP is key for stitching together networks at local and regional levels across all modes of travel.

Regarding pedestrian and cycling activity, the Woodbine Lands are near the West Humber Recreation Trail, a key component of the integrated Humber Recreation Trail system. The City of Mississauga's Transit and Road Infrastructure Plan (TRIP) shows improvements to pedestrian and cycling facilities along Goreway Drive, a major connector road that runs near the Woodbine Lands.

The TTC, several regional transit agencies and GO Transit currently serve the Humber College bus terminal located approximately 3.5 km from the Woodbine GO/UP Express

station site. As part of the development of Woodbine GO/UP Express station, these agencies are in discussion with Metrolinx about their requirements for accessing the Woodbine station.

The TMP will engage with relevant stakeholders at all levels to ensure that connections to, from and through the Woodbine Lands are adequately planned for.

### **The TMP will be Sensitive**

The Secondary Plan will be developed concurrently with the TMP and IMP, requiring all three to share the responsibility to ensure growth at Woodbine is managed appropriately.

An Action Plan will be established as part of the TMP to guide the future delivery of new or modified infrastructure and mobility projects in the study area to support development of the Secondary Plan area and meet other city mobility-related objectives. It will inform and work in conjunction with a phasing and implementation strategy and Secondary Plan policies. This strategy is intended to be flexible ensuring that required infrastructure is delivered at or in advance of the time when demand is realized; considers interim and temporary mobility solutions; and makes best use of existing infrastructure.

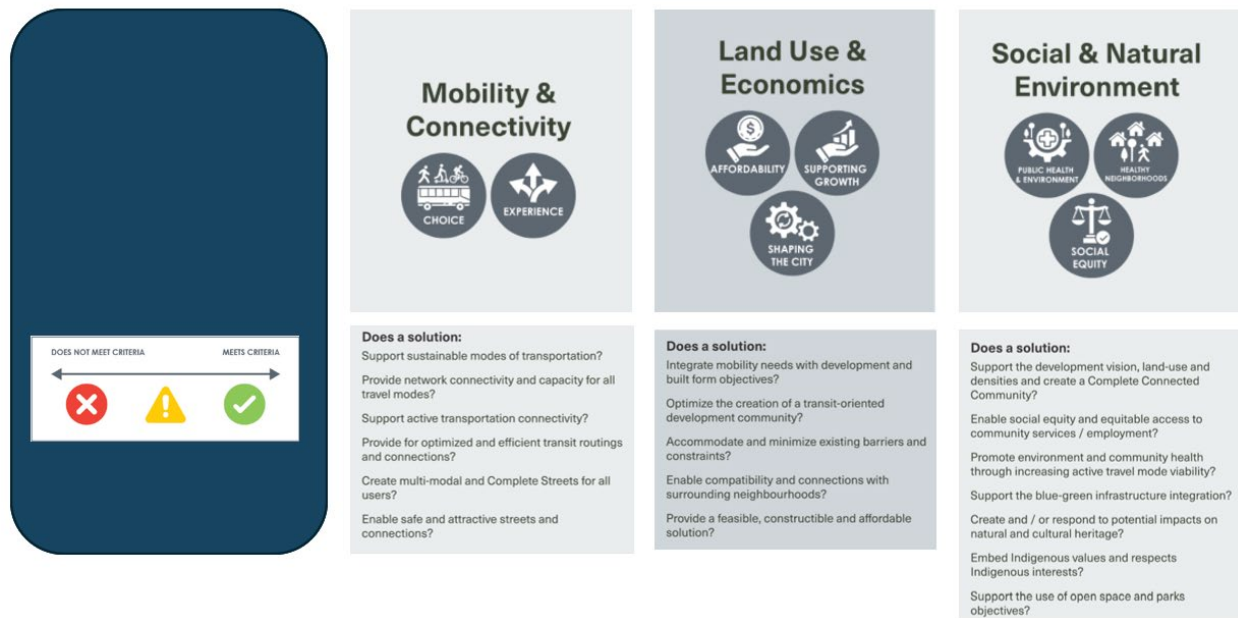
The TMP will seek to develop solutions that respond to the necessary sensitivities required for developing the Woodbine Lands.

### **Network Alternatives and Draft Evaluation Criteria**

Flowing from the central themes of the TMP, draft evaluation criteria will direct the development of the preferred network alternative toward a draft final Master Plan concept. Public input on the evaluation of the Preferred Network Alternative will be sought at an upcoming community engagement event planned for early summer 2026. (Refer to Attachment 6: Preferred Network Alternatives)

The criteria are derived from the City's Feeling Congested work that informs all transportation projects conducted by City Planning. The criteria scores criteria to measure the degree of "local policy fit" based on the policy direction of the Official Plan. As part of the TMP study process, the criteria have been modified to address the specific nature of Woodbine. The image below illustrates the Draft Evaluation Criteria:

**Figure 4: Draft Evaluation Criteria**



**Mobility and Connectivity**

This grouping combines Choice and Experience. Choice refers to the development of an integrated network that connects different modes to provide for more travel options. Experience refers to the capacity to ease crowding/congestion; reduce travel times; and make travel more reliable, safe and enjoyable.

**Land Use and Economics**

This grouping combines Affordability, Supporting Growth and Shaping the City. Affordability refers to improvements to the transportation system which are affordable to build, maintain and operate. Supporting Growth refers to investments in public transportation to support economic development, allow workers to get to jobs more easily, and allow goods to get to markets more efficiently. Shaping the City refers to use of the transportation network as a tool to shape the residential development of the city.

**Social and Natural Environment**

This grouping combines Public Health and Environment, Healthy Neighbourhoods and Social Equity. Public Health and Environment refer to supporting and enhancing natural areas while encouraging people to reduce how far they drive. Healthy Neighbourhoods refers to changes in the transportation network to strengthen and enhance existing neighbourhoods and promote safe walking and cycling within and between neighbourhoods. Social Equity refers to the provision of reliable access to work, school and other activities for all.

## **Emerging Directions for the Infrastructure Master Plan**

The conceptual Master Plan includes several assumptions respecting stormwater management including conceptual locations of stormwater management ponds and green infrastructure. Proposed watermains, sanitary sewers, storm sewers and green infrastructure will generally align with the final street network presented in the TMP and will be presented as part of the final IMP in Phase 2 of the Secondary Plan study.

## **Integration with the Remainder of the Woodbine Lands**

The Secondary Plan area is limited to the southeast corner of the larger Woodbine lands, however, consideration needs to be given to how this area fits within the larger context of the Woodbine lands and the planned Woodbine Works and Northlands Village developments. The Woodbine Secondary Plan and associated TMP, IMP and Urban Design Guidelines will have regard for this larger context ensuring a complete community not only within the Secondary Plan area, but also to be complementary of surrounding complete communities.

## **Concurrent Applications**

WEG has expressed an intent to submit, within the next several months and likely in advance of a Council decision on the Secondary Plan, the IMP and the TM, a Draft Plan of Subdivision and area-wide Zoning Amendment application for the Secondary Plan area, as well as a Draft Plan of Subdivision application for the portion of the Woodbine site immediately west of the Secondary Plan Area (Woodbine Works).

While future servicing reports for specific districts/phases will provide detailed municipal servicing with the public street network and sewer and watermain capacity assessments, it is highly recommended for all stakeholders that the IMP be approved and preferred solutions accepted by the City prior to submission of development applications. This approach will streamline development approvals within the Secondary Plan area. District plans and phasing are reliant on sufficient transmission watermain and trunk sewer capacity, which will be assessed to determine if infrastructure improvements are needed to support the proposed development.

## **Next Steps**

### **Secondary Plan Study**

The next phase of the Secondary Plan study will include continued engagement with community members and stakeholders; completion of the updated Compatibility and Mitigation study; identification of CSF needs and opportunities; refinement of the emerging directions for parks and open spaces; and the preparation of the Urban Design Guidelines. This work will proceed concurrently with the advancement of the Transportation Master Plan and Infrastructure Master Plan and will be informed by, and aligned with, the outcomes of both plans.

### **Transportation Master Plan**

Upcoming phases of work include meetings with the TMP Technical Advisory Committee (TAC), which is comprised of various internal, regional and provincial

stakeholders to discuss on-site and context area issues. These discussions will help City staff inform the needed directions to transform the preferred alternatives into a draft final Master Plan concept. Furthermore, the TAC will play a key role in assessing the active connections area that bound the Woodbine Lands to the north, south, east and west. The complete streets process will be undertaken to assess the streets identified as active transportation route options (Refer to Attachment 7: Active Connections Areas).

Additional work on the preferred alternatives includes rationalizing all on-site transportation networks and developing policies and strategies that solidify the Woodbine GO/UP Express station as a key multi-modal node. Case studies of local and international examples will assist with this.

### **Infrastructure Master Plan**

WEG's consultant will be submitting technical memoranda, hydraulic models, and preliminary designs as part of the IMP over Q2-Q4 2026. Staff will be actively engaged through meetings and review of the materials to ensure that the submissions are in line with the City's requirements. WEG's project schedule shows the completion of the draft IMP report, including all hydraulic model submissions, by November 2026. City staff will reference findings from the IMP to inform municipal servicing policies to support the Woodbine Secondary Plan. The Secondary Plan land use network may need to be refined based on the final servicing strategy, as accepted by the City.

### **CONTACT**

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### **SIGNATURE**

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Etobicoke York District

### **ATTACHMENTS**

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Attachment 1: Site and Area Specific Policy 896 (provided separately)

Attachment 2: Site and Area Specific Policy 758 Diagram

Attachment 3: Land Use Map

Attachment 4: Conceptual Master Plan for the Secondary Plan area (Prepared by WEG)

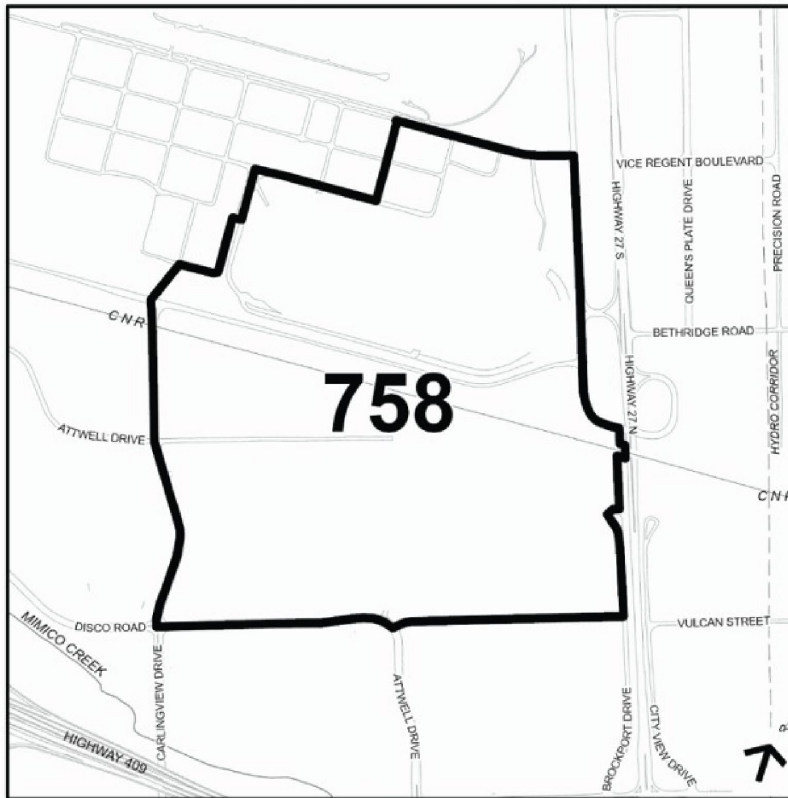
Attachment 5 Conceptual Urban Structure Plan (Prepared by WEG)  
Attachment 6: Transportation Master Plan - Preferred Alternatives (Prepared by WEG)  
Attachment 7: Transportation Master Plan - Active Connections Area (Prepared by WEG)  
Attachment 8: Community Consultation Summary  
Attachment 9: Design Review Panel Comment Summary

**Attachment 1: Site and Area Specific Policy 896**

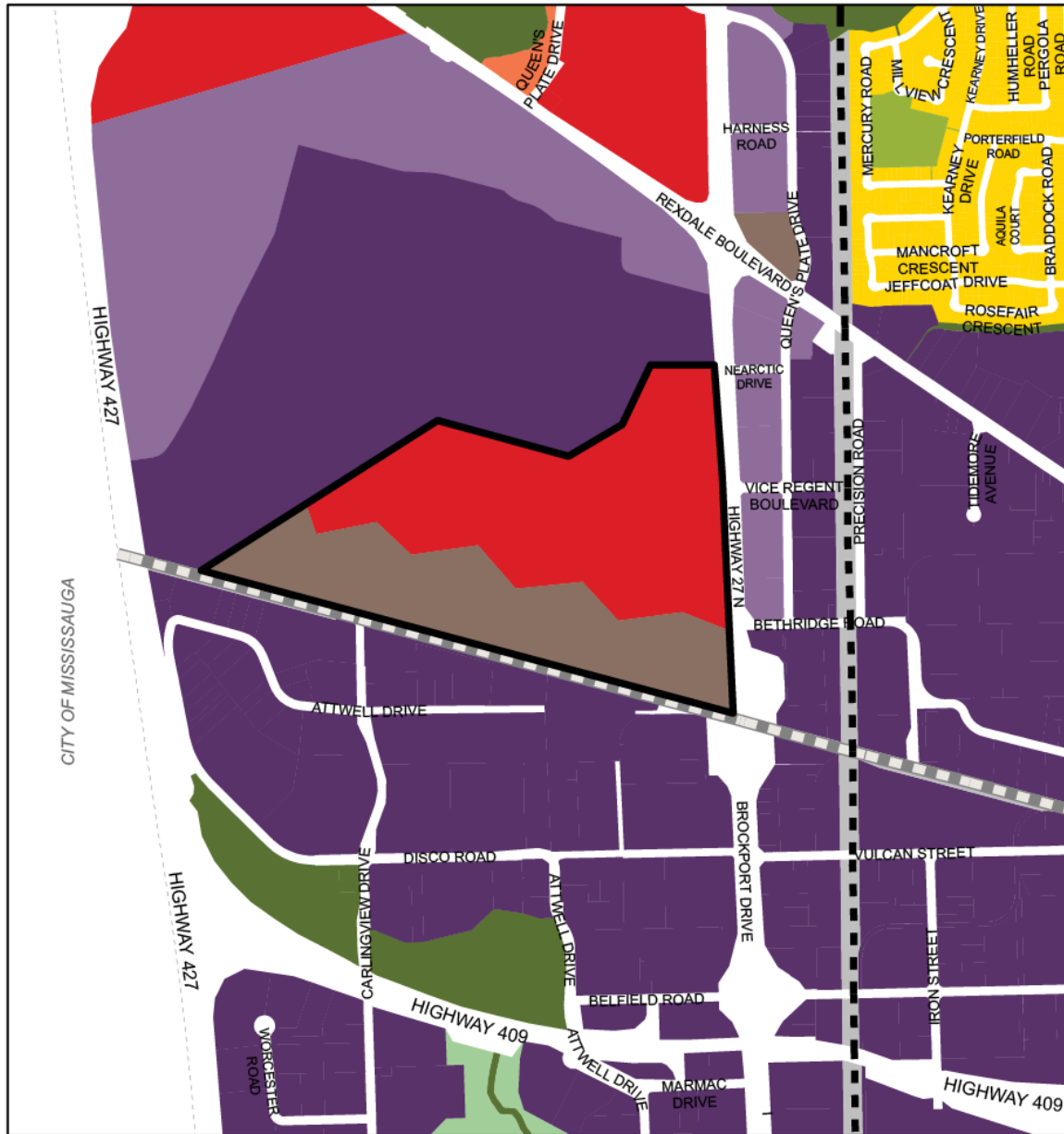
(Provided separately)

# Attachment 2: Site and Area Specific Policy 758

## Site and Area Specific Policy 758



# Attachment 3: Land Use Map



## Woodbine Secondary Plan

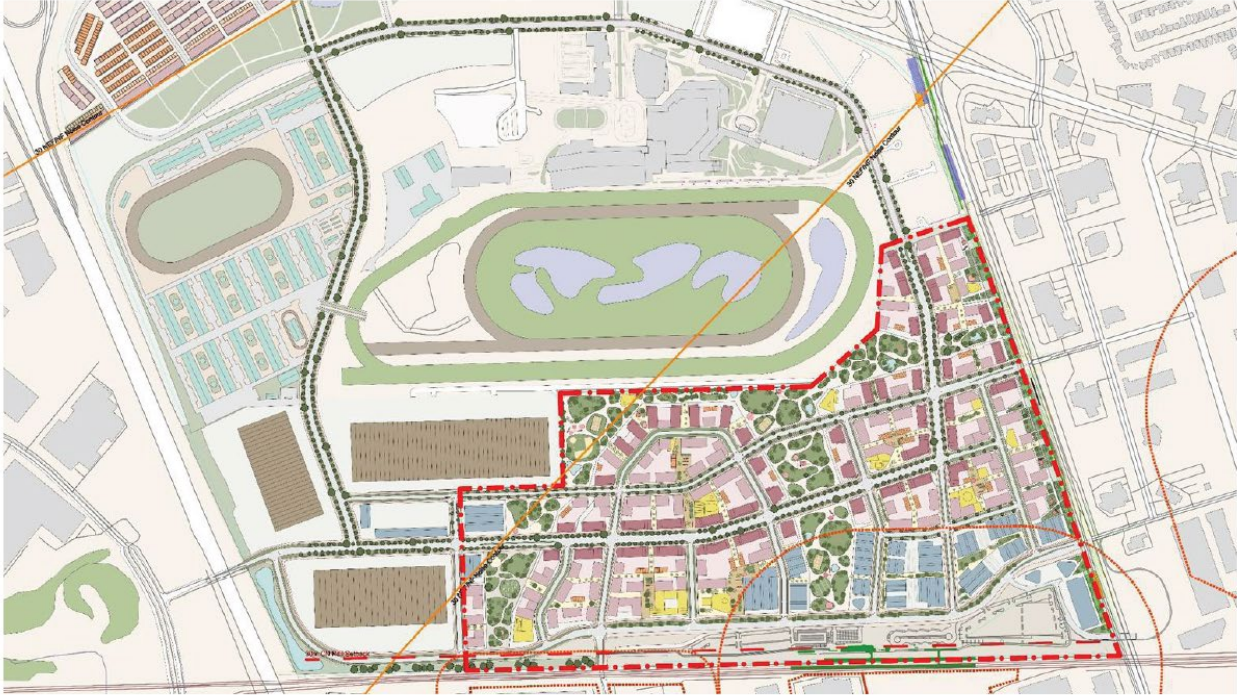
### Official Plan Land Use Map #13

- |                          |                        |                          |
|--------------------------|------------------------|--------------------------|
| Study Area               | Natural Areas          | General Employment Areas |
| Neighbourhoods           | Parks                  | Core Employment Areas    |
| Apartment Neighbourhoods | Other Open Space Areas | Utility Corridors        |
| Mixed Use Areas          | Regeneration Areas     |                          |

↑  
Not to Scale  
Extracted: 04/16/2026

# Attachment 4: Conceptual Master Plan for the Secondary Plan Area (Prepared by WEG)

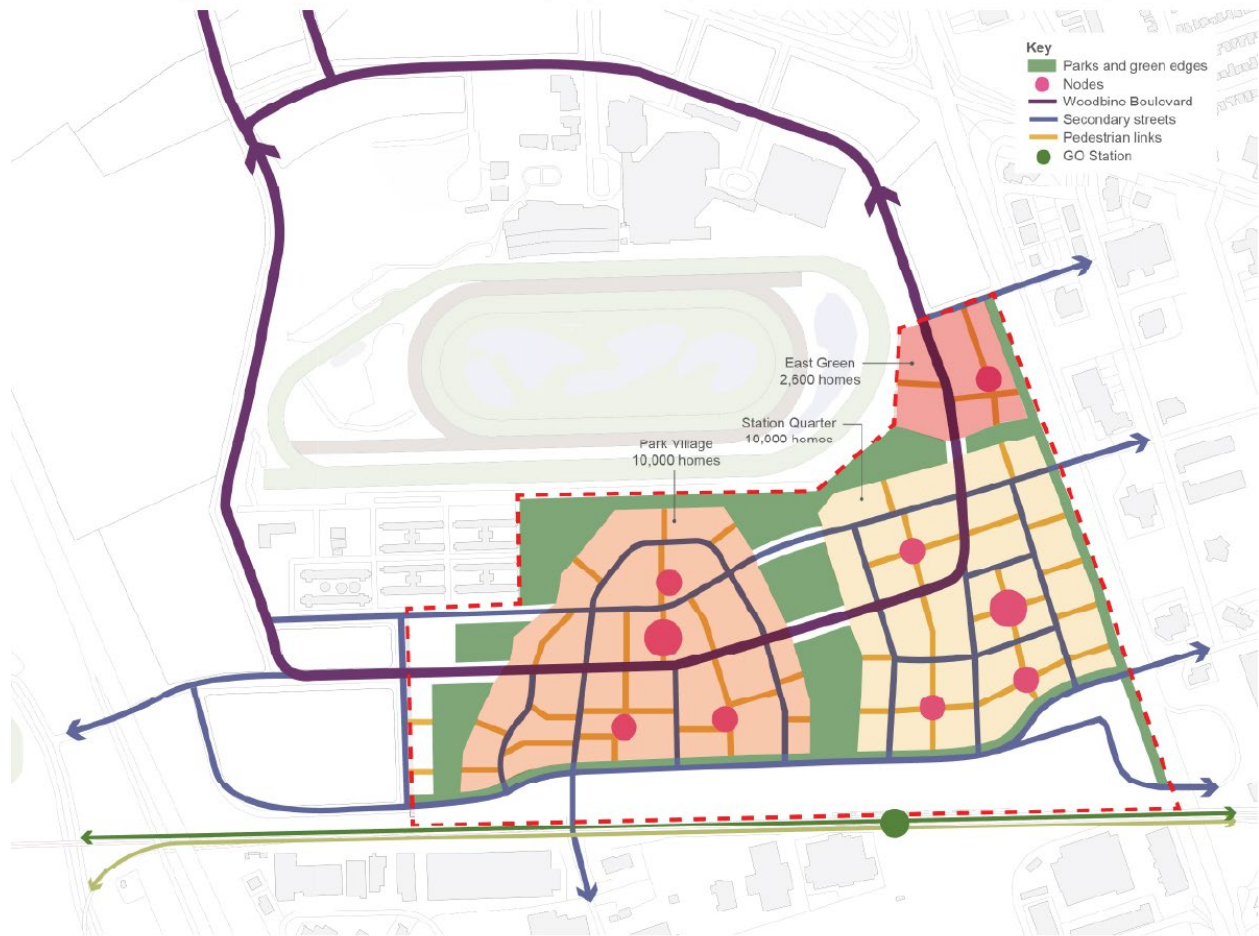
Conceptual Masterplan prepared by Woodbine Entertainment Group



- 30 NEF Contour Line
- ..... Guideline D-6 separation distance

# Attachment 5: Conceptual Urban Structure Plan (Prepared by WEG)

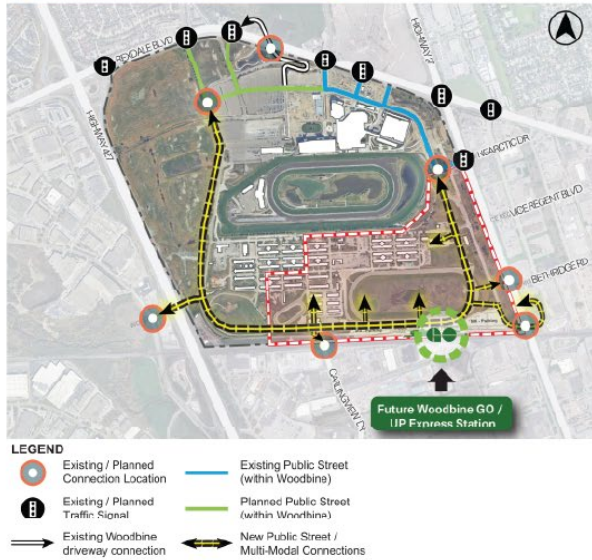
## Conceptual Urban Structure Plan prepared by Woodbine Entertainment Group



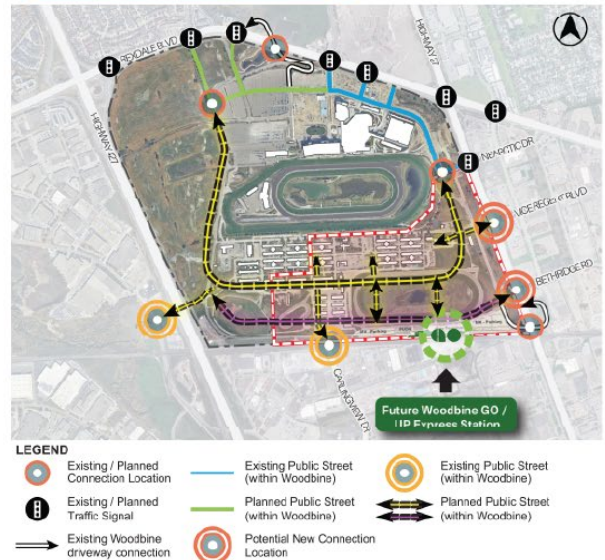
# Attachment 6: Transportation Master Plan - Preferred Alternatives (Prepared by WEG)

## Transportation Master Plan Preferred Alternatives

#1- Existing Driveways and Connections  
Converted to a New Public Street Network

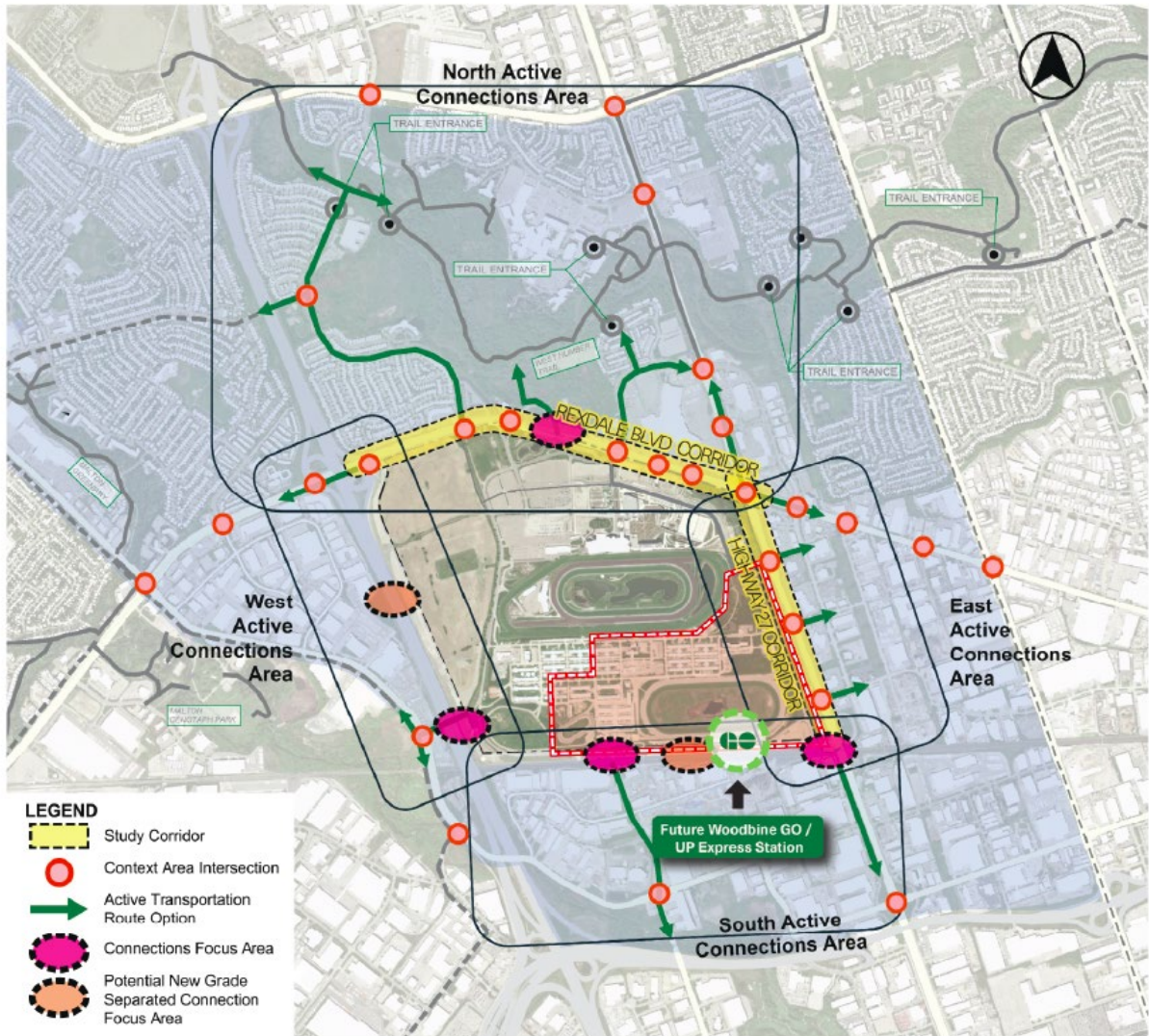


#2- Public Street Network and Enhanced Connections



**Attachment 7: Transportation Master Plan - Active Connection Areas  
(Prepared by WEG)**

# Transportation Master Plan Active Connection Areas



## **Attachment 8: Community Consultation Summary**

The background materials submitted by WEG were posted on the City's Application Information Centre in advance of the engagement events: [CITY INITIATED 555 REXDALE BLVD](#). A dedicated Study website included information on the scheduled engagement events: [Woodbine Secondary Plan – City of Toronto](#)

Below is a summary of the comment received to date:

### **Transportation and Mobility**

- Consideration needs to be given to how existing residents in surrounding communities would benefit from new rapid transit options in the area and new connections to the Woodbine GO/UP Express Station and potential LRT extension.
- Concerns about traffic flow in and out of the Woodbine GO/UP Express Station and availability of routes other than Highway 27 as well as improved access along Highway 27 for cars and busses.
- Availability of parking around the GO/UP Express Station.
- Potential for increased vehicular congestion.
- Active transportation connections including to the Humber trail.
- Improved pedestrian experience and pedestrian-first focus.
- Support for pedestrian connections and plazas within each development block.

### **Built Form**

- Support for mid and low-rise built form.

### **Community Services and Facilities**

- Overall need for more community services and facilities.
- Consideration should be given to a Community Benefit Plan and opportunities for local hiring practices.
- Consideration of cultural and religious needs of the community in creation of gathering spaces.
- Need for more and varied grocery stores.

### **Housing**

- Plan for families - prioritize larger units and more two and three-bedroom units.
- A greater proportion (more than 10%) of the affordable housing units should have three or more bedrooms.
- Support for a higher number of affordable housing units (20%).

### **Compatibility and Mitigation**

- Consideration needs to be given to impacts from the surrounding industrial uses related to air quality and noise.

- Consideration needs to be given to the impact that the proposed sensitive uses may have on the existing and future operations of the surrounding industries. Desire to be included in future consultations.

### **Other**

- General impact of the anticipated residential and employment growth on the surrounding communities – continued engagement is needed.
- To achieve a thriving and vibrant community, connections to surrounding communities will be necessary.
- Opportunities to positively transform the surrounding communities.
- Questions about future of the existing racetrack, training track and stables.

## **Attachment 9: Design Review Panel Comments Summary**

At the Design Review Panel meeting on April 8, 2026, panel members shared the following feedback:

- Support given for the original seven principles introduced by the WEG team with advice that sustainability should be included as a core principle.
- Support for the green initiatives being considered including stormwater management ponds.
- Recognition that the overall vision for the master plan, particularly respecting the linear arrangement of parks and open spaces, is unique but supportable.
- Need to establish a clear parks hierarchy within the Secondary Plan area, incorporating a range of park typologies to support diverse programming, user groups, and spatial experiences.
- Recognition that the site is currently very isolated. Consideration needs to be given to permeability, arrival experience and integration across the Secondary Plan Area, the remainder of the Woodbine site and beyond.
- Importance of civic uses to create a sense of place and build community ties.
- Advice to ensure good solar access within the public realm, establish tree canopy early, and make parks well-connected to civic uses and central to neighbourhoods.
- Importance of ensuring that the guiding principles are upheld over the long-term master planning of the site, particularly once new development-partners are introduced. Utility of the forthcoming Urban Design Guidelines to guide implementation of the vision.
- Importance of animation along parks and street frontages and provision of diverse commercial space options to attract retailers. Recommendations to strengthen the retail approach and commercial clusters as destinations to support viability.
- Appreciation for the proposed variability of building heights and typologies, and the importance of open spaces between buildings, with caution against development taking up too much of the ground plane with deep lower floor plates.
- Enhance streetscape animation by minimizing back-of-house conditions, particularly within the Ribbon Block. Prioritize active frontages at grade and carefully consider the treatment and screening of service areas throughout the site to maintain a consistent and engaging public realm.
- Recognize and integrate the site's historic use, particularly its association with horse racing, to help establish a strong sense of place and a distinct site character.