

Wynford-Concorde Focused Area Study – Final Report

Date: April 13, 2026

To: North York Community Council

From: Director, Community Planning, North York District

Ward: Ward 16 – Don Valley East

Planning Application Number: 21 213197 NPS 00 TM

SUMMARY

The report recommends that City Council adopt the Official Plan Amendment 902 (SASP 932) for the Wynford-Concorde Focused Area Study. OPA 902 is the outcome of the Wynford-Concorde Focused Area Study, which is a multi-phased process officially launched in 2023.

The goal of the Wynford-Concorde Focused Area Study is to develop a planning framework that focuses on an enhanced public realm and streetscape integrated with a multi-modal transportation network intended to serve the existing community and future residential and employment populations of the area that are anticipated to grow as a result of higher order transit being introduced to the area. The Eglinton Crosstown LRT began service in February 2026 with three stops in the study area, and the Ontario Line subway that is now under construction will terminate at the Don Valley Station in the area. The anticipated “big moves” for the study area are, enhanced sidewalk widenings and bikeways, greening and tree planting, landscaping, and lighting; the addition of street furniture; key intersection improvements; the introduction of mobility hubs; and potential new parks.

The policies contained within the Site and Area Specific Policies (SASP) are intended to guide change through improved connections and sustainability, enabling the area to become a transit-supportive pedestrian-oriented community with an enhanced public realm, while maintaining automobile access. The SASP contained within OPA 902 provides a framework for public realm, streetscape and mobility for the study area.

OPA 902 is consistent with the Provincial Planning Statement (2024)(PPS 2024) and conforms with the Official Plan.

RECOMMENDATIONS

The Director, Community Planning North York District recommends that:

1. City Council adopt Official Plan Amendment 902 (OPA 902) substantially in accordance with Attachment 3 to this report.
2. City Council direct staff to use the OPA 902 found at Attachment 3 to this report in the evaluation of all current and new development applications in the Study Area.
3. City Council authorize the City Solicitor to make such stylistic and technical changes to the Official Plan Amendment 902 as may required.
4. City Council direct the Chief Planner and Executive Director, City Planning Division and the Executive Director, Development Review, in consultation with other City Divisions as necessary, to report back to North York Community Council with Streetscape Guidelines for the study area.
5. City Council direct staff to use the Wynford-Concorde Mobility Strategy, as contained in Attachment 5, in the evaluation of all new development applications in the study area.

FINANCIAL IMPACT

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

DECISION HISTORY

On September 13, 2021, City Council adopted a Preliminary Report- Zoning By-law Amendment and Plan of Subdivision Applications - 1 to 3 Concorde Gate and 10 to 12 Concorde Place. The Preliminary Report contained a recommendation that staff undertake a Focused Area Study of the area bounded by the Don Valley Parkway to the west, the CPR rail to the north, Eglinton Avenue East to the south, and the Charles Sauriol Conservation Area to the east. The decision document can be found here: <https://secure.toronto.ca/council/agenda-item.do?item=2021.NY26.10>. The scope of the study was revised, and, to ensure a consistent public realm and streetscape of Wynford Drive, the study boundary was revised to extend westward to Don Mills Road.

In July 2023, City Council adopted OPA 653, which dealt with Employment Area conversion requests. The lands at the southeast corner of Wynford Drive and Gervais Drive lands were converted from General Employment land use designations to Regeneration Areas through Official Plan Amendment 653, which was approved by the Minister of Municipal Affairs and Housing in January 2025. This resulted in Site and Area Specific Policies 828, 848, and 898 that set out the requirements for Regeneration Area Studies for the lands. The Don Mills Regeneration Area Study builds on the policies and background studies for the Don Mills Crossing Secondary Plan, and identifies what the future policies for the lands at the corner of Wynford Drive and

Gervais Drive should be as they evolve from employment uses to a new mixed-use community. The Don Mills Regeneration Area Study is intended to set out a high-level planning framework to guide the redevelopment of the lands. The study focuses on land use, parks and open space, phasing, streets, community services and facilities and built form, and is intended to result in a City-initiated amendment to the Official Plan that is tailored to the subject lands. Information regarding the Don Mills Regeneration Area Study can be found via the following link: <https://www.toronto.ca/city-government/planning-development/planning-studies-initiatives/regeneration-area-studies/>

On May 22, 2025, City Council adopted Official Plan Amendment (OPA) 804 as By-law 447-2025. Official Plan Amendment 804 (OPA 804) is intended to align the Official Plan with the new provincial definition of "area of employment" in the Planning Act and "employment area" in the Provincial Planning Statement 2024 (PPS 2024). The OPA also recommends the redesignation of 255 hectares across four Employment Areas, largely planned as office business parks, in alignment with these new provincial definitions. The lands bounded by Don Mills Road and the Don Valley Parkway, Eglinton Avenue East and the CPR railway is one of the employment areas identified for redesignation as part of OPA 804. These amendments are intended to ensure Toronto's Employment Areas can thrive and support economic growth. The City has submitted OPA 804 to the Minister of Municipal Affairs and Housing for approval and is currently awaiting a decision from the Province. More information regarding OPA 804 can be found at: <https://www.toronto.ca/city-government/planning-development/planning-studies-initiatives/bill-97-area-of-employment-official-plan-amendments/>

POLICY CONTEXT

Provincial Planning Statement

The Provincial Planning Statement (2024) provides policy direction on matters of provincial interest related to land use planning and development as identified in Section 2 of the Planning Act and sets the policy foundation for regulating the development and use of land province-wide. The key objectives include building strong healthy communities; wise use and management of resources; and protecting public health and safety. The PPS identifies that healthy, active, and inclusive communities should be promoted by planning public streets, spaces and facilities to be safe, meet the needs of persons of all ages and abilities, including pedestrians, and foster social interaction and facilitate active transportation and community connectivity.

The PPS 2024 identifies that Official Plans shall identify provincial interests and set out appropriate land use designations and policies. Official Plans shall provide clear, reasonable, and attainable policies to protect provincial interests and facilitate development in suitable areas.

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) and shall conform to provincial plans.

Official Plan

The City's Official Plan contains clear, reasonable and attainable policies that protect provincial interests and direct development to suitable areas while taking into account the existing building stock and protecting the character of the area consistent with the direction of the PPS. The growth areas identified in the Official Plan are locations where good transit capacity can be provided to support the achievement of complete communities through a more compact urban form.

The lands that form part of the Focused Area Study are designated *Mixed Use Areas*, *Apartment Neighbourhoods*, and *General Employment Areas*, in the City's Official Plan. See Attachment 2 for the Official Plan Land Use Map.

The Official Plan identifies that the public realm is the fundamental organizing element of the city and its neighbourhoods and plays an important role in supporting population and employment growth, health, liveability, social equity and overall quality of life. The public realm forms a well-connected, walkable, attractive, safe, functional and accessible network which supports communities at a range of scales and characters. The public realm policies of the Official Plan provide guidance on the roles and key relationships between elements of the public realm as well as direction on the expansion, enhancement and maintenance of the public realm through development review and capital projects.

The Official Plan also integrates transportation and land use planning. The Official Plan policies address the differing transportation demands between areas targeted for growth and those other parts of the city where little physical change is foreseen. The Plan provides policies that increase opportunities for walking, cycling, and transit use, and support the goal of reducing car dependency throughout the city.

All policies of the Official Plan were reviewed in the context of the Focused Area Study and were used in formulating the attached Official Plan Amendment. The recommended Official Plan Amendment is guided by Provincial Plans and the Official Plan policies.

THE STUDY AREA

Description

The study area is generally bound by Don Mills Road to the west, the Canadian Pacific Railway (CPR) corridor to the north, Eglinton Avenue East to the south, and the Charles Sauriol Conservation Area to the east. The study area will be served by the 'Don Valley', 'Aga Khan Park & Museum', and 'Wynford' Eglinton Crosstown LRT stations. The Don Valley station will also integrate with the future terminal station of the planned Ontario Line. The Study boundary map can be found in Attachment 1 to this report.

THE STUDY BACKGROUND

The Official Plan contains policies regarding intensification, ensuring development can be accommodated by the City's infrastructure, and undertaking area based studies. In the Official Plan Healthy Neighbourhoods Policies, Policy 2.3.1.4 states "Intensification

of land adjacent to neighbourhoods will be carefully controlled so that neighbourhoods are protected from negative impact. Where significant intensification of land adjacent to a *Neighbourhood* or *Apartment Neighbourhood* is proposed, Council will determine, at the earliest point in the process, whether or not a Secondary Plan, area specific zoning by-law or area specific policy will be created in consultation with the local community following an Avenue Study, or area based study". In addition, the Plan also contains policy 5.3.1.4 which states "In considering development proposals under this Plan, the City will ensure that the intensity and scale of proposed development can be accommodated by the various components of the City's infrastructure, as improved from time to time". In September 2021, Staff recommended that a Focused Area Study be undertaken for the area as the City Planning Division (now Development Review) was in receipt of a number of development applications in the immediate area.

North York Community Council directed staff to undertake a focused area study for the area as a concentration of growth and change has been occurring in the Wynford-Concorde area as a result of the nearly completed Eglinton Crosstown LRT and the now under construction Ontario Line subway. 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.

PUBLIC ENGAGEMENT

The first three phases of the study (Phases 1 to 3) have been completed, which included community open houses and workshops and Local Advisory Committee (LAC) meetings. The fourth Phase of the study is the Final Report to Council & Implementation Phase which includes the adoption of the attached official plan amendment.

A website for the Wynford-Concorde study has been created and can be accessed via the following link: www.toronto.ca/WynfordConcorde

Phase 1: Kick-Off Open House Meeting

On December 5, 2023, an in-person kick-off Open House Meeting for the study was held at the Japanese Canadian Cultural Centre. Approximately 200 people participated in the kick-off meeting for the Wynford-Concorde Focused Area Study.

The purpose of the meeting was to launch the Wynford-Concorde Focused Area Study and provide the local community with a high-level overview of the existing area framework, the proposed study phasing and scope, and areas of study focus. The meeting was set up in an open house format with approximately 20 information and activity boards grouped by theme followed by a presentation. City staff from Community Planning, Urban Design, Policy & Research, Transportation Planning, Transportation Services, and the Parks Division were stationed at the boards and available to speak with attendees, answer questions, facilitate the activity boards, and record participant feedback. The Ward Councillor and his staff also attended the meeting.

A summary of the meeting can be found via the following link:

<https://www.toronto.ca/wp-content/uploads/2024/01/95a0-city-planning-wynford-concorde-open-house-summary.pdf>

Phase 2: Community Mapping Workshop

Phase 2 of the study involved information gathering, visioning exercises, and analysis of policies, emerging directions, and community input. As part of the Phase 2 work, the City held a Community Mapping Workshop in Q1 2025.

The Community Mapping Workshop was an in-person event held on February 6, 2025 at the Japanese Canadian Cultural Centre. A team of Environics Research staff and City of Toronto staff guided participants through a series of five facilitated group activities. The community mapping workshop was structured in a way that allowed for active participation for all attendees and encouraged collaboration amongst attendees, the formation of new ideas and concepts as well as problem solving and solution-oriented outcomes related to the study. The workshop activities were designed to generate conversation between attendees and gather feedback about how mobility, streetscape, and public realm in Wynford-Concorde could be improved to make it an even better place to live. The community mapping workshop consisted of:

- 60 community member participants
- Seven discussion tables
- Five facilitator-led group activities

A summary of the Community Mapping Workshop findings can be found via the following link: <https://www.toronto.ca/wp-content/uploads/2025/05/972f-city-planning-wynford-concord-workshop-summary.pdf>

Phase 2: Community Share-back Open House Meeting

On July 10, 2025 the City hosted an open house meeting that presented the study progress to-date, the research findings and community mapping workshop outcomes, and sought community input and feedback on the draft vision and draft guiding principles. The City presented the draft vision, draft guiding principles, as well as some areas for improvement and emerging themes that were identified in the feedback collected from residents thus far through consultation events to date.

Reimagining concepts were shown for key intersections, which consisted of photographs and potential street cross-sections. The attendees were asked to provide comments directly on the display boards at the venue using Post-it Notes. There was also a general feedback form that could be used to capture additional commentary from attendees.

The Share-back Open House Meeting marked the conclusion of Phase 2 of the study.

The Open House Summary Report can be found via the following link:

<https://www.toronto.ca/wp-content/uploads/2025/12/952a-city-planning-wynford-concorde-open-house-summary-report.pdf>

Phase 3: Draft Recommendations Open House Meeting

The City of Toronto hosted a wrap-up open house on December 2, 2025, at the Japanese Canadian Cultural Centre. This open house marked the end of Phase 3 of the study and leads into the fourth and final phase of this study where the City will prepare a final report and recommendations to inform the long-term implementation of development projects in the study area.

As the final open house of the study, this meeting focused on sharing the planning framework that was developed based on the policy direction, community input, and research findings that were explored in the earlier phases of the study work. The meeting consisted of display boards with draft policies and maps for public realm, parkland and culture, pedestrian connections, building setbacks, mobility network, and transit. Community members were invited to review these materials in-person at the open house and provide their feedback directly on the boards using Post-it notes. The display boards were also uploaded to the City's study website and have been available for review and comment since December 2025. The comments received on the draft policies have been used to refine the SASP policies.

The Draft Recommendation Open House Meeting Summary can be found via the following link: <https://www.toronto.ca/wp-content/uploads/2026/02/8b83-city-planning-wynford-concorde-final-open-house-summary-report.pdf>

Local Advisory Committee (LAC)

In addition to the Open House and Community Mapping Meetings, a Local Advisory Committee (LAC) was established as part of the study. The LAC was made up of local residents and representatives from the Aga Khan Museum Park Committee, as well as members from the City's study team.

The LAC's role in the study was that of an advisory group that provided feedback and advice to the study team at each Phase of the Study. A LAC meeting was held for each Phase of the study and generally occurred one to two weeks prior to the larger Open House and Community Mapping Workshop meetings. The viewpoints and opinions of the LAC members have been documented in LAC meeting summaries.

Statutory Public Meeting Comments

In making their decision with regard to this application, Council members have an opportunity to hear the oral submissions made at the statutory public meeting held by the North York Community Council for this recommended Official Plan Amendment implementing the study's findings, as these submissions are broadcast live over the internet and recorded for review.

COMMENTS

Themes and Priorities Identified

Throughout the study process and the public engagement opportunities, the following key priorities were identified by community members and the study team: connectivity;

green spaces; community spaces; and safety. The comments most frequently received from the attendees at the Community Mapping Workshop and Open House meetings focused on creating a neighbourhood with reduced congestion, improved pedestrian and cycling infrastructure, more parks and gathering spaces, and improved accessibility for all.

The following formed the basis of the work and focused recommendations for the study:

a. Better Connectivity & Walking Experience

The Wynford-Concorde area has widely been seen as a "car-first" neighbourhood for a number of reasons, including: its original design as an industrial park as part of the Flemington Park subdivision; its location which is bisected by the Don Valley Parkway; and the multiple vehicular access points to-and-from the Don Valley Parkway.

Traffic and congestion has led to resident feedback that requests improvements to the area that enhance pedestrian safety, comfort, and accessibility. There was a strong desire for improved pedestrian connections in efforts to improve accessibility and safety, and improve the overall user experience in the area. Community member feedback at the consultation events focused on:

- Improving pedestrian and cyclist access with wider sidewalks and dedicated cycling infrastructure;
- Improving pedestrian crossings and longer signal crossing times;
- Improving access to transit stations;
- Improving pedestrian access to Eglinton Avenue East and the Charles Sauriol Conservation Area;
- Safe and accessible routes throughout the neighbourhood;
- Additional tree planting and enhanced landscaped boulevards; and
- Additional seating and gathering areas in the community.

b. More Greenery & Trees

Throughout the consultation process comments from community members identified a desire for more parkland and community spaces, as well as for seating and gathering spaces in the community, whether formal or informal. Feedback from participants focused on:

- A fully connected network of open spaces and pathways;
- Increasing tree canopy and landscaped areas to enhance ecological diversity and provide shade;
- Opportunities for added seating areas and enhanced lighting – especially along Wynford Drive; and
- Increasing greenery for both aesthetic and environmental benefits.

c. Improved Lighting and Safety

Comments focused on the need for enhanced lighting along key pedestrian routes, particularly Wynford Drive, as well as the need to improve safety and visibility in the area, as many felt the current conditions created conflicts and left users feeling unsafe. Community members raised concerns with recent vehicular and pedestrian conflicts at the Wynford Drive double turn lanes, the unsafe pedestrian conditions at the bridge over the Don Valley Parkway, the ramps along Eglinton Avenue, and the off-ramp at Wynford Drive. Feedback from the community meetings included:

- Improving pedestrian and cyclist safety through better lighting;
- The provision of landscape boulevards between roads and sidewalks;
- Safer access to the Wynford Drive LRT station;
- Opportunity to widen the sidewalks, especially at the bridge over the Don Valley Parkway;
- Adjusting speed limits and longer traffic light durations at key intersections; and
- Dedicated cycling infrastructure and traffic calming measures to create a safer, more welcoming environment for pedestrians and cyclists.

Study Recommendations and Implementation

The Official Plan Amendment (SASP 932) contained in Attachment 3 does not contain any land use policies. The Official Plan's current land use designations for the study area east of the Don Valley Parkway are appropriate and no redesignation of land is proposed as part of this study.

The area between Don Mills Road and the Don Valley Parkway are currently designated Employment Areas. Once OPA 804 receives Minister Approval, it is anticipated that staff will examine the land uses for this area through a future Regeneration Lands Study. Timing for Minister Approval of OPA 804 and the future Regeneration Study is unknown at the time of writing of this report.

Recommended Official Plan Amendment

The recommended Official Plan Amendment (Attachment 3) establishes local objectives for the study area and provides high level direction for future changes that are anticipated for the area. The policies are intended to be added to Chapter Seven: Site and Area Specific Policies ("SASP") of the Official Plan.

The SASP is organized by the following themes:

- Vision and Guiding Principles
- Public Realm and Connections
- Parkland, Culture and Public Art
- Mobility

1. Vision and Guiding Principles

It is anticipated that through long-term investment and change in the area, the Wynford Concorde area will evolve into a sustainable and well connected community with vibrant public spaces, multi-modal transportation, and a walkable streetscape. The SASP in Attachment 3 focuses on streetscape, public realm, and enhanced mobility.

The SASP contains eight guiding principles that build upon the vision. The guiding principles focus on promoting safety, sustainability and connectivity, and seek to shift the current automobile focused design of the Wynford-Concorde area to an area that is safe for all users, supports multiple modes of movement, and has a transformed, vibrant and welcoming public realm. The principles recognize that change is anticipated for the area, while ensuring that change contributes to a thriving, people oriented community that is reflective of the needs of both current residents and future residents and changing demographics.

2. Public Realm and Connections

The Official Plan identifies that the public realm is the fundamental organizing element of the city and its neighbourhoods, and plays an important role in supporting population and employment growth, health, livability, social equity and overall quality of life. The public realm policies in the SASP seek to enhance the public realm, streetscape, and public spaces in efforts-to create vibrant, safe and accessible spaces for all users, regardless of age or ability, while enhancing the quality of life in the area. The improvements envisioned by the policies include wider sidewalks, greening and tree planting, enhanced landscaping and lighting, and the addition of street furniture. The goal of the public realm improvements is to enhance the identity of the Wynford-Concorde area through a unified public realm and streetscape.

The pedestrian amenity of the area is envisioned to be enhanced through linkages that will connect both public and private spaces. These enhanced linkages include both mid-block connections and privately-owned publicly accessible open spaces (POPS). The intended goal is to create public spaces for community activities as well as improving the overall pedestrian experience for users.

It is anticipated that the public realm and streetscape improvements will occur incrementally as part of development applications and capital works. Pedestrian connections and POPS will be secured as part of development applications.

3. Parkland, Culture, and Public Art

Parks and open spaces are integral to the creation of complete communities. The SASP (Attachment 3) identifies existing and preferred conceptual parkland locations for the area. It should be noted that the final locations of any new parks and open spaces will be determined as development applications in the area are received and reviewed, and in accordance with the City's Parkland Strategy.

A number of cultural facilities exist in the Wynford-Concorde area. These facilities include: the Japanese Canadian Cultural Centre, the Korean Cultural Centre, the Aga Khan Museum and the Ismaili Centre. The recommended SASP policies encourage

new development to provide non-residential gross floor area for cultural spaces that support and strengthen the cultural sector and creative artistic activity in the area. The policies within the SASP are intended to support the direction of the Culture Everywhere priority for the Culture Connects: An Action Plan for Culture in Toronto (Culture Connects) adopted by City Council (<https://www.toronto.ca/legdocs/mmis/2024/ec/bgrd/backgroundfile-249453.pdf>).

The City adopted the Toronto Public Art strategy which sets out a 10-year plan to enhance the City's commitment to public art. The City's Official Plan recognizes the importance of public art and contains policies that speak to public art in parks, public spaces, the public realm, and around transit stations, where appropriate. The SASP contains policies regarding public art, with the goal of creating a coherent visual identity for the area, which may include public art and interpretative resources. The policies also encourage new development to incorporate public art into their design.

4. Mobility

The City, supported by the transportation planning and engineering consulting firm HDR, undertook a mobility strategy for the study area. The Executive Summary is available in Attachment 5. The purpose of the mobility strategy is to envision a safe, well-connected, multi-modal transportation network that can accommodate the future growth of the area. The mobility strategy has been used as part of the framework for the SASP policies contained in Attachment 3 and is also intended to guide future development and capital roadwork projects in the area.

Wynford Drive is the main arterial that bisects the study area; it acts as the "main thoroughfare" for this area. The strategy envisions for it become a destination in its own right, functioning as a comfortable "main street". The SASP policies seek to transform Wynford Drive, and the rest of the street network in the area, into an integrated system, with more linkages, improved public realm, enhanced plantings, lighting, and street furniture. Public realm improvements and enhanced pedestrian and cycling infrastructure are envisioned to shift toward an integrated community where transportation options offer choices for current and future residents and workers.

The pedestrian, cycling, street design and transit service policies work together to set the framework for an integrated transportation network that provides options for how existing and future residents and workers move around the Wynford-Concorde area. The policies also introduce multi-modal mobility hubs in the area. These hubs are intended to be of varied scales, and may include one or more mobility option such as bike share stations, car share spaces, and ride share hailing points. The locations of these mobility hubs have been strategically placed at key intersections, key destination and where development is proposed, will be secured through future development applications in the area.

The SASP also provides direction regarding potential changes to the Don Valley Parkway ramps should appropriate opportunities present themselves in the future. Subject to future studies, policies call for the examination of design efficiencies and safety improvements, such as the normalization of the on-ramp and off-ramp and potential ramp closures. It should be noted that the City may not be the final decision-

making authority regarding modifications to the ramps as the Don Valley Parkway is part of the Ontario-Toronto New Deal provincial upload commitment.

Provincial legislation passed in 2024 and 2025 (Bill 212 and Bill 60) prohibits municipalities from removing motor vehicle lane for the purposes of installing bike lanes, except where permitted by the Province under regulation. Any future change to streets in the area will comply with applicable legislation.

Implementation

The Site and Area Specific Policies contained in Attachment 3 will inform development applications in the Wynford-Concorde area and the City's capital planning. The streetscape, public realm, and mobility improvements will occur over the long-term through development applications in the study area, and through capital works undertaken by the City. The anticipated changes for the area will result in an improved public realm which is pleasant and safe, accessible, and well connected for all users of the spaces.

Further Work to be undertaken

The Site and Area Specific Policies amendment provides the first step for the Wynford Concorde Area. Staff recommend that additional work be undertaken by the appropriate City Divisions, including:

i. Streetscape Guidelines

Streetscape guidelines are used to illustrate the essential elements and present standards, in the form of diagrams, photos, and/or cross sections, which illustrate the intent of the SASP policies, while providing additional information that will assist in the review of future development applications for the study area and the implementation of the public realm policies. For example, the guidelines can illustrate how the pedestrian amenity of the area is envisioned to be enhanced through linkages connecting both the public and private spaces. These enhanced linkages could include both mid-block connections and privately-owned publicly accessible open spaces. It is recommended that the City Planning Division, in consultation with other Divisions, undertake the development of Streetscape Guidelines for the Wynford-Concorde Focused Area and report back to Council as necessary.

CONCLUSION

The recommendations and the Site and Area Specific Policies attached to this report are the result of work by City staff and community input from stakeholders and local residents. The recommended Official Plan Amendment brings forward a vision for an improved public realm which is pleasant and safe, accessible, and well connected for all users of the spaces. Improvements are anticipated to occur over the long-term through development applications and through capital works undertaken by the City. The Site and Area Specific Policy contained in Attachment 3 will guide the evolution of the public realm and streetscape for this area and the Wynford-Concorde community.

The Official Plan Amendment has regard for matters of Provincial interest, is consistent with the Provincial Planning Statement (2024), and conforms to the City's Official Plan.

CONTACT

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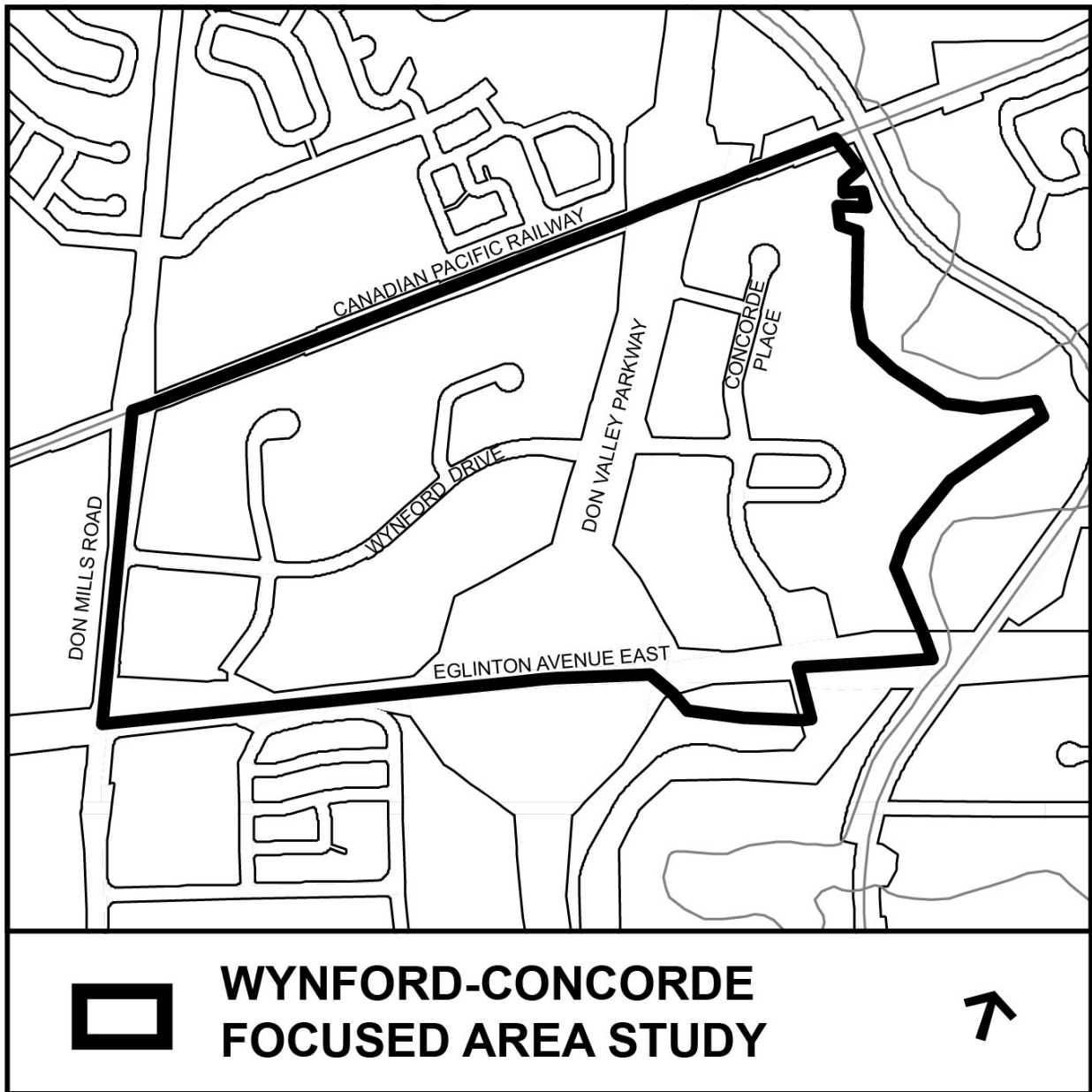
SIGNATURE

David Sit, MCIP RPP
Director, Community Planning
North York District

ATTACHMENTS

- Attachment 1: Study Boundary
- Attachment 2: Official Plan Land Use Map
- Attachment 3: Recommended Official Plan Amendment
- Attachment 4: Project Consultation - Comprehensive Project Summary
- Attachment 5: Wynford-Concorde Mobility Strategy Executive Summary

Attachment 1: Study Boundary





Toronto
Official Plan Land Use Map # 20
Wynford Concorde Focused Area Study

Location of Application

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

Not to Scale
 Extracted: 03/19/2026

CITY OF TORONTO

BY-LAW ###

**To adopt Official Plan Amendment 902
for the City of Toronto
respecting the lands bound by Eglinton Avenue East, Don Mills Road, Charles
Sauriol Conservation Area, and the CPR Rail corridor, known as the
Wynford-Concorde Focused Area Study**

Whereas authority is given to Council under the Planning Act, R.S.O. 1990, c. P.13, as amended, to pass this By-law;

Whereas Council of the City of Toronto has provided adequate information to the public and has held at least one public meeting in accordance with the Planning Act;

The Council of the City of Toronto enacts:

1. The attached Amendment No. 902 to the Official Plan is hereby adopted pursuant to the Planning Act, as amended.

Enacted and Passed this ~ day of ~, A.D. 2026.

Frances Nunziata,
Speaker

John D. Elvidge,
City Clerk

(Seal of the City)

AMENDMENT NO. 902 TO THE OFFICIAL PLAN

LANDS BOUND BY Eglinton Avenue East, Don Mills Road, Charles Sauriol Conservation Area, and the CPR Rail corridor, known as the Wynford-Concorde Focused Area Study

The Official Plan of the City of Toronto is amended as follows:

1. Chapter 7, Site and Area Specific Policies, is amended by adding Site and Area Specific Policy No. 932 for the lands bound by Eglinton Avenue East, Don Mills Road, Charles Sauriol Conservation Area, and the CPR Rail corridor, known as the Wynford-Concorde Focused Area Study, as follows:

932. Wynford-Concorde

For the purpose of this Site and Area Specific Policy, Wynford-Concorde includes properties that are located in the area bound by Eglinton Avenue East, Don Mills Road, Charles Sauriol Conservation Area, and the CPR Rail corridor, as shown on Map 1- SASP 932 Boundary.

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 new and existing development. It will welcome people and activate jobs by providing convenient, safe and accessible transportation options that connect communities and transportation infrastructure.

Objectives

1. Wynford-Concorde will evolve as a safe, sustainable, and connected complete community.
2. Wynford-Concorde will be a resilient, people-oriented, and thriving neighborhood that reflects the needs of both current and future residents.
3. Wynford-Concorde will have a multi-modal transportation network that will accommodate and support the level of growth anticipated in the area.
4. Streets, streetscapes, the public realm and public spaces in Wynford-Concorde will be enhanced to be vibrant, safe and accessible for all users, regardless of age and ability.
5. New and revitalized parkland and gathering spaces, such as privately-owned publicly accessible open spaces (POPS), will support active lifestyles and social connection in Wynford-Concorde.

6. A wide range of reliable and accessible mobility options will be provided to meet the needs of all user groups.
7. New development will support a resilient and environmentally responsible community by encouraging the integration of green infrastructure to address climate change impacts.

General

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 Wynford-Concorde, the following policies apply when development and redevelopment is proposed:

a) Public Realm

- i. The public realm of Wynford-Concorde will be characterized by an integrated system of streets, walkways, open spaces, and building locations that encourage walking, cycling, respite, and contribute to the overall quality of life of the area.
- ii. Improvements to the public realm within Wynford-Concorde 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 will be encouraged at key locations and as part of development applications, as appropriate, along Wynford Drive and Concorde Place, to enhance the pedestrian experience of residents, workers, and visitors.
- iii. The pedestrian experience along Wynford Drive, Concorde Place, Wynford Heights Crescent, and Gervais Drive will be improved by widening sidewalks, providing benches and seating and planting trees in the private and public realm. New developments will be encouraged to provide wider 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.
- iv. 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.
- v. Wynford Drive is envisioned to be a green boulevard, with a double row of trees and active frontages.
- vi. Pedestrian linkages, connections and paths to the Don Valley 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.

b) Pedestrian Connections

- i. The 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 as shown on Maps 2 and 3, 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.
- ii. Where appropriate, pedestrian connections may feature a soft landscape buffer to provide a visual distinction between the publicly-accessible spaces and the private realm.

c) Building setbacks

- i. 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.
- ii. 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.
 - a. To recognize and maintain the landscape character of the existing tower-in-the park residential buildings located in the area east of the Don Valley Parkway, landscaped front yard setbacks and publicly accessible open spaces will be encouraged for new residential development.
 - b. 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.

d) Parkland

- i. Conceptual park locations for Wynford-Concorde are shown on Map 2. The locations identified are of future park locations, which have been secured through development approvals, and the preferred locations for new parkland and parkland linkages. The locations of future parks as shown on Map 2 are conceptual in nature, and the final location of future parks and open spaces will be determined as development proposals are received and reviewed, and development in the area proceeds.

e) Culture and Public Art

- i. A number of cultural organizations exist in Wynford-Concorde. The cultural organizations will be encouraged to work as a collective to promote the area’s cultural offerings and facilitate collaboration amongst the collective through marketing, place-based branding, and shared events.

- ii. Development 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 Wynford-Concorde. The public realm will be designed to create a coherent visual identity, which may include public art and interpretive resources.
- iii. 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.

Mobility

f) Pedestrian and Cycling Network

- i. Connections for people walking and people using personal mobility devices will be prioritized as part of the mobility network.
- ii. Sidewalk and 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 to enhance safety for all road users by reducing the likelihood of high-speed turns and improving sightlines.

g) Street Network

- i. 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.
- ii. Map 3 identifies areas for potential new street locations and potential intersection safety improvements. The exact location, alignment, connections, and design of new streets and intersection improvements will be refined through future studies and/or the development application review process.

h) Don Valley Parkway Interchanges

- i. 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 interchanges, as identified as interchange improvements on Map 3.
- ii. 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 interchanges.
- iii. 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.

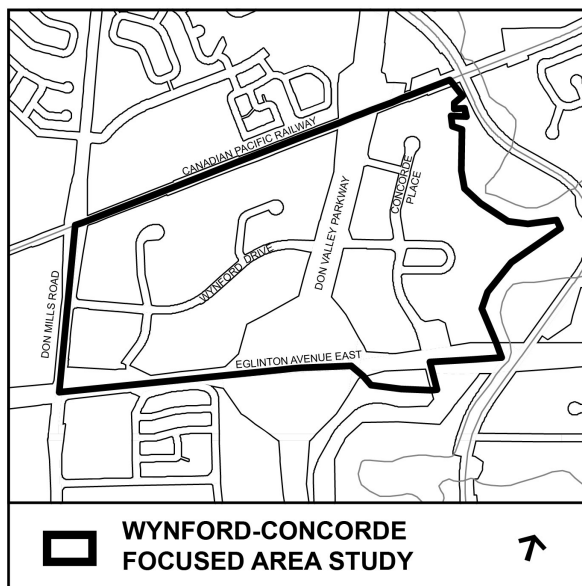
i) Transit Infrastructure

- i. 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.
- ii. Wynford Drive from Don Mills to Gervais Drive and Gervais Drive from Wynford Drive and Eglinton Avenue East will be identified as Transit Priority Segments.

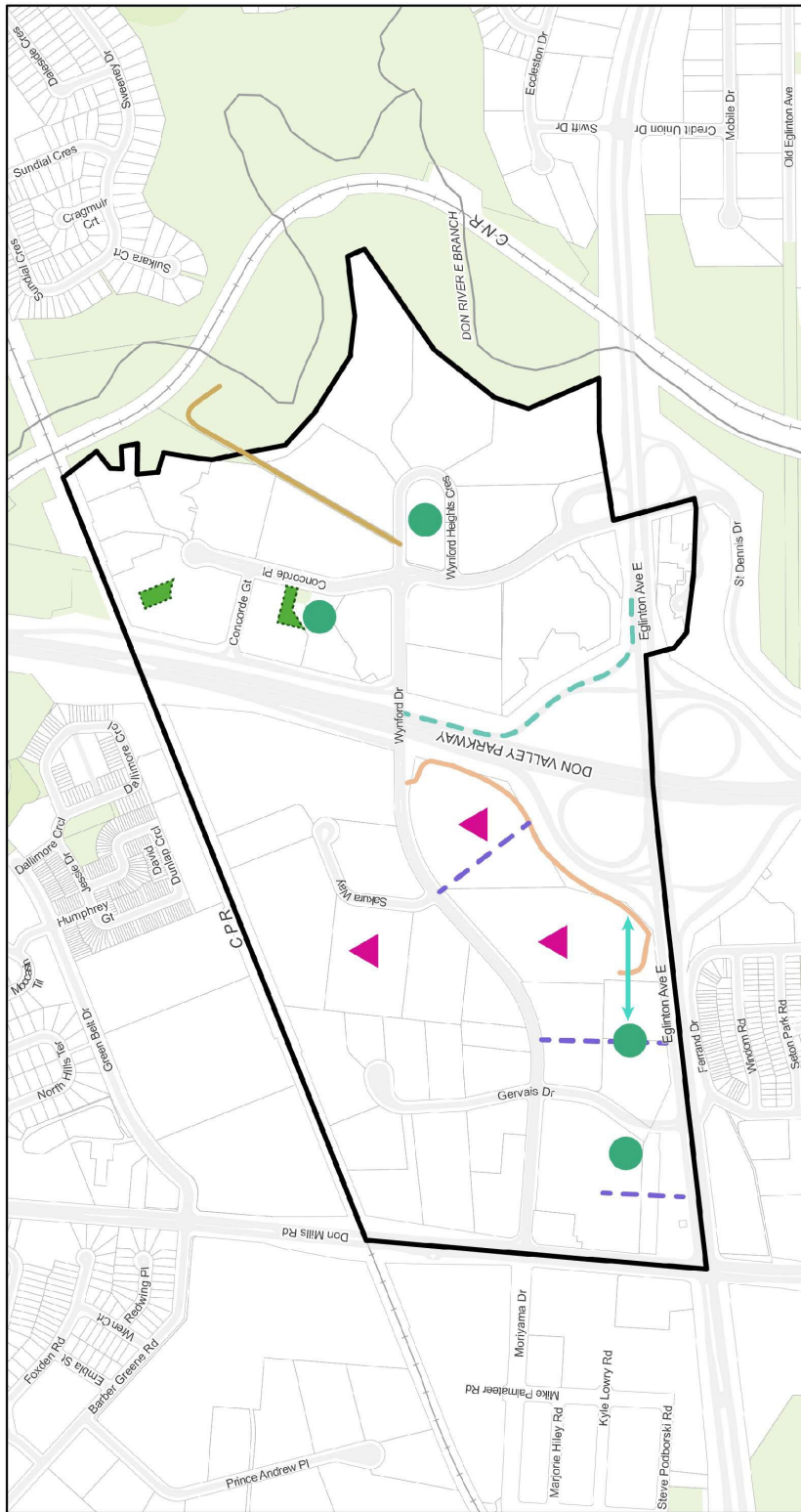
j) Multi-Modal Hubs

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

Map 1- SASP 932 Boundary



Map 2- SASP 932 Public Realm Map



Wynford-Concorde Focused Area Study Public Realm Map



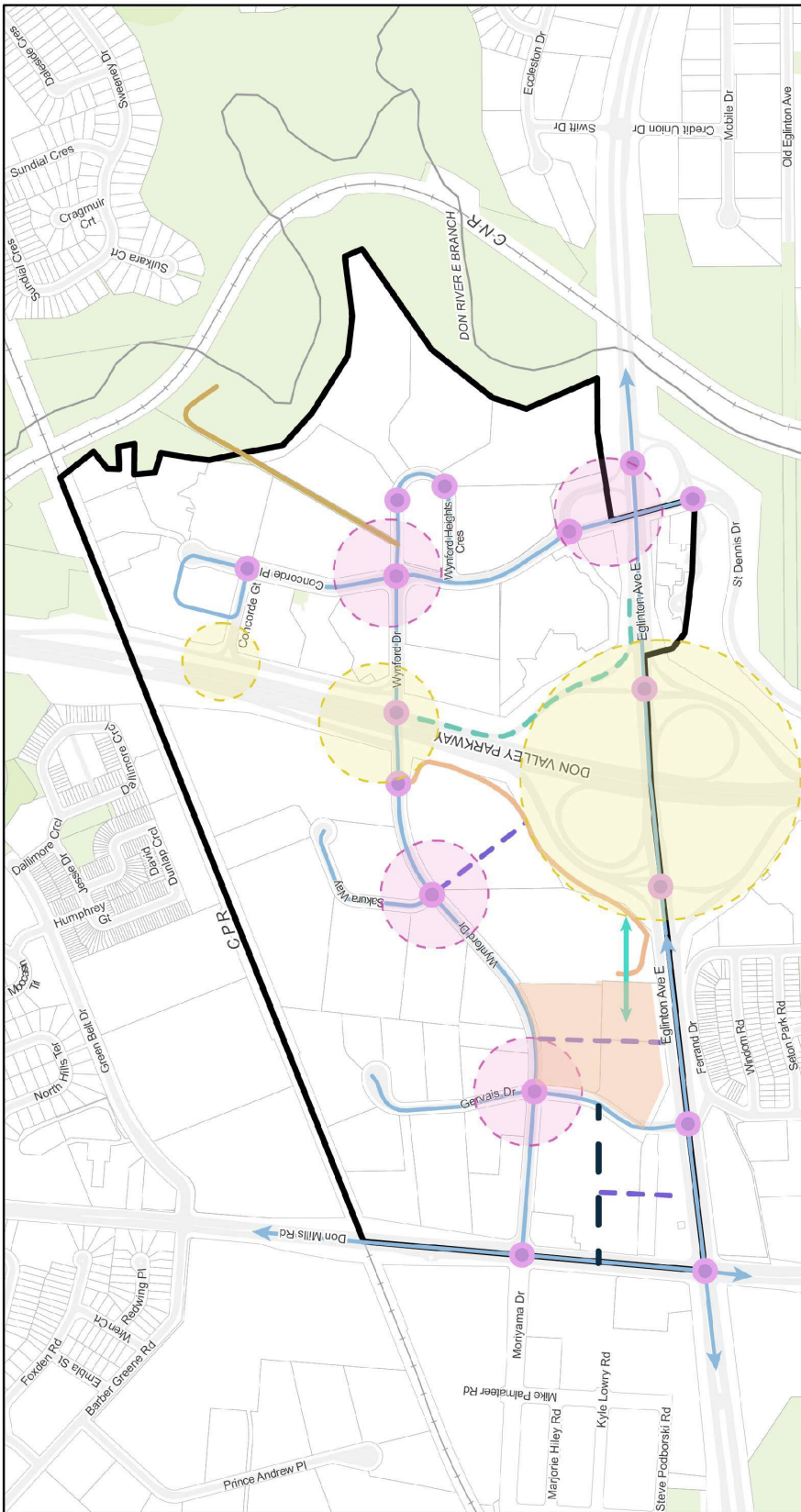
- Potential Active Connection
- Potential Midblock Pedestrian Connections
- Potential Multi-Use Trail
- Existing Multi-Use Trail (Private)
- Existing Multi-Use Trail (Public)
- Existing Parks
- Future Parks
- Potential Future Parks
- Culture/Institutional Buildings

Draft map



Not to Scale

Map 3 – SASP 932 Draft Mobility Map



Wynford-Concorde Focused Area Study Draft Mobility Map



- Potential Active Connection
 - Potential Midblock Pedestrian Connections
 - Potential Multi-Use Trail
 - Existing Multi-Use Trail (Private)
 - Existing Multi-Use Trail (Public)
 - New Public Street
 - Sidewalks and Bikeways
 - Potential Intersection Safety Improvements
 - Interchange Improvements
 - Multi-Modal Hubs
 - Conceptual New Public Street Location
- Draft map Not to Scale

2. Chapter 7, Map 31, Site and Area Specific Policies, is revised to add the lands bound by Eglinton Avenue East, Don Mills Road, Charles Souriel Conservation Area, and the CPR Rail as shown in Site and Area Specific Policy No. 932.

Attachment 4: Project Consultation - Comprehensive Project Summary

(Provided separately. Please see Toronto Meeting Management Information System (TMMIS) for link to Attachment)

Attachment 5: Wynford-Concorde Mobility Strategy Executive Summary

(Provided separately. Please see Toronto Meeting Management Information System (TMMIS) for link to Attachment)