

Don Mills Regeneration Area Study Summary Report

March 31, 2026



Land Acknowledgement

We acknowledge the land within the area covered by the Don Mills Regeneration Area Study is the traditional territory of many nations including the Mississaugas of the Credit, the Anishnabeg, the Chippewa, the Haudenosaunee and the Wendat peoples and is now home to many diverse First Nations, Inuit and Métis peoples. We also acknowledge that Toronto is covered by Treaty 13 with the Mississaugas of the Credit.

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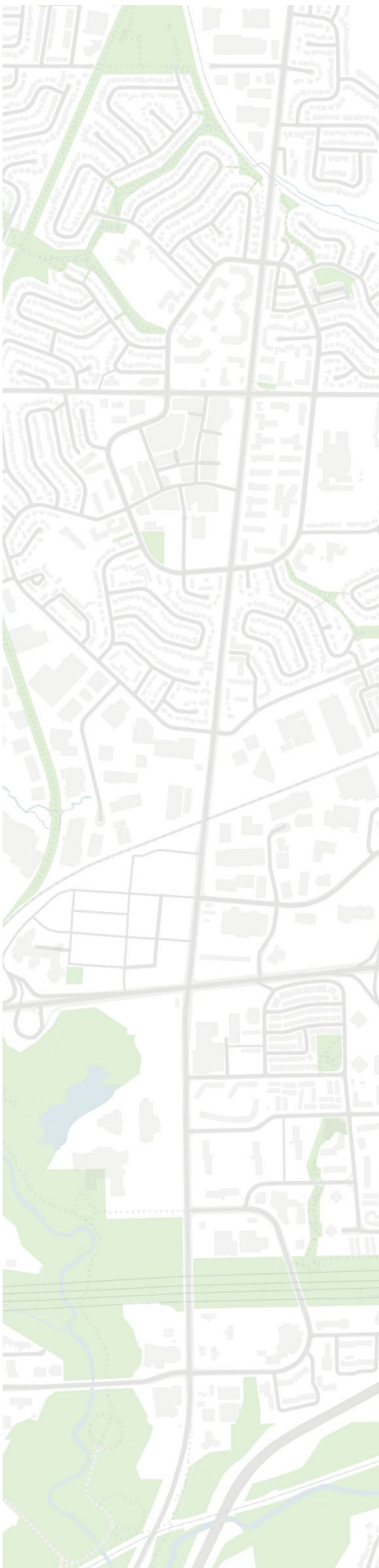
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Section 1.

Introduction to the Study





In 2020, the City of Toronto completed a Municipal Comprehensive Review that considered requests to convert lands from an *Employment Areas* designation to permit non-employment uses or to broaden permitted uses. As part of this process, a number of lands were deemed appropriate for conversion and recommended to the Planning and Housing Committee with Site and Area Specific Policies (SASPs) directing further study. These recommendations were considered and adopted by City Council, and ultimately approved with modifications by the Minister of Municipal Affairs.

These lands were generally redesignated as *Regeneration Areas*, a land use designation applied to sites where change is anticipated, often transitioning from employment uses to a mix of residential, commercial and community uses. This redesignation launched a series of *Regeneration Area Studies* to guide growth, investment and change in these key areas.

The Don Mills Regeneration Area Study (Study) is one of multiple current Regeneration Area Studies, and builds on both the Don Mills Crossing Secondary Plan and Wynford–Concorde Focused Area Study to identify what the future policies for the lands should be as they evolve from employment uses to new mixed-use communities.

The Study examines, through a mix of City-led and consultant-led background studies: land use, parks and open space, phasing, streets, community services and facilities, and built form.

1.1 About the Study

Smart Density, TYLin, N. Barry Lyon Consultants Limited (NBLC), and SS Wilson Associates (SSWA) (Study Team), were retained by the City of Toronto to conduct background studies that would inform City staff's work in developing new planning frameworks for the Don Mills Regeneration Area.

These background studies include:

- A **Land Use Plan** that provides an outline for the redesignation of *Regeneration Areas* lands to *Mixed Use Areas*, *Apartment Neighbourhoods*, *General Employment Areas*, *Natural Areas* and *Parks and/ or Open Space*, as appropriate. The plan explores the suitable range, mix, and interface of land uses within the Study Areas and recommends a list of permitted non-residential uses to support a complete community and respond to the existing and evolving context of the surrounding area.
- A **Parks and Open Space Plan** that identifies the preferred location of potential new public parks and Privately Owned Publicly-Accessible Spaces (POPS) to support a connected and accessible open space network.
- A **Block Context Plan** that explores and establishes new streets, development blocks, mid-block connections, parks and open spaces to create a welcoming public realm.
- A **Transportation Plan** that ensures the new streets, pedestrian connections, and cycling facilities meet the mobility needs of existing and future users.
- A **Phasing Strategy and Implementation Plan** that considers the sequencing of development and infrastructure needed to support development.

Background Studies

The following background studies, either City-led, or consultant-led, were also completed as part of the Study. These background studies inform the findings of this Report and include:

- A **Don Mills Regeneration Area Study: Transportation Conditions Assessment**, prepared by TYLin.
- A **Don Mills & Eglinton Regeneration Study: Demographic Profile and Community Services and Facilities Background Study**, prepared by the City of Toronto.
- A **Don Mills Economic Development Study**, prepared by NBLC.
- A **Technical Review – Don Mills Regeneration Area Studies: Compatibility and Mitigation Overview (SASPs 848, 828 & 898)**, prepared by SSWA.
- A **Servicing Report**, prepared by the City of Toronto.

1.2 About the Report

This Summary Report presents the Land Use Plan, Parks and Open Space Plan, Transportation Plan, Block Context Plan, and Phasing Strategy and Implementation Plan findings from Phases 1, 2 and 3 of the Study.

This Summary Report includes the following sections:

Section 1:

Introduction

Introduces the scope, objectives and structure of the Study.

- 1.1 About the Study
- 1.2 About the Report
- 1.3 Study Process

Section 2:

Background

Provides the foundational context that informed the Study, including key findings from supporting studies, policy framework, and engagement summary.

- 2.1 Study Area Context
- 2.2 Supporting Background Studies
- 2.3 Other Initiatives
- 2.4 Policy Framework
- 2.5 Engagement Summary

Section 3:

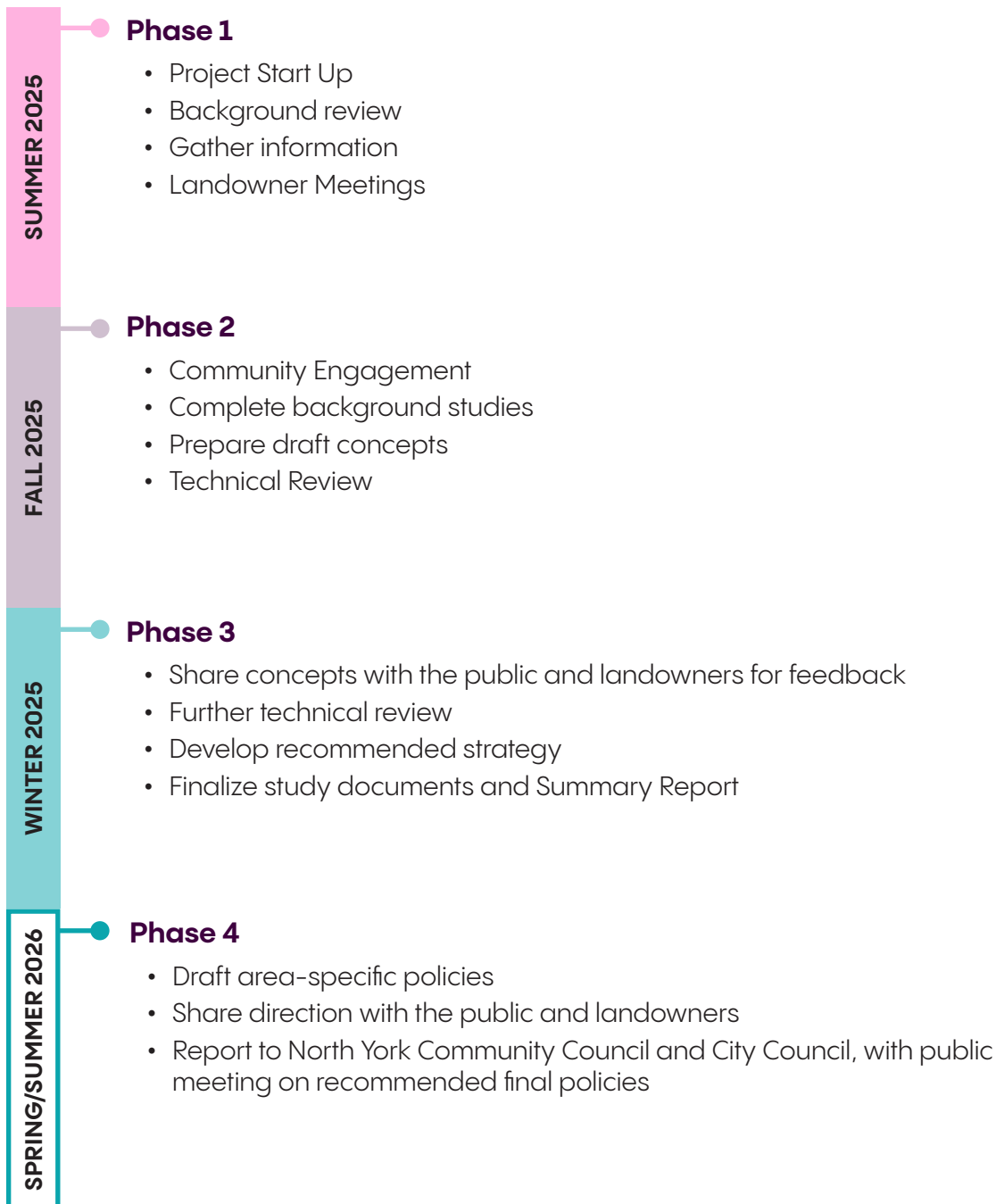
Emerging Framework

Presents the overall vision, site-specific considerations, and resulting integrated plans.

- 3.1 Vision
- 3.2 Leslie Site
- 3.3 Wynford/Gervais Site

1.3 Study Process

The Study is structured as follows. This Summary Report encompasses work completed across Phases 1 to 3 of the Study.



Section 2.

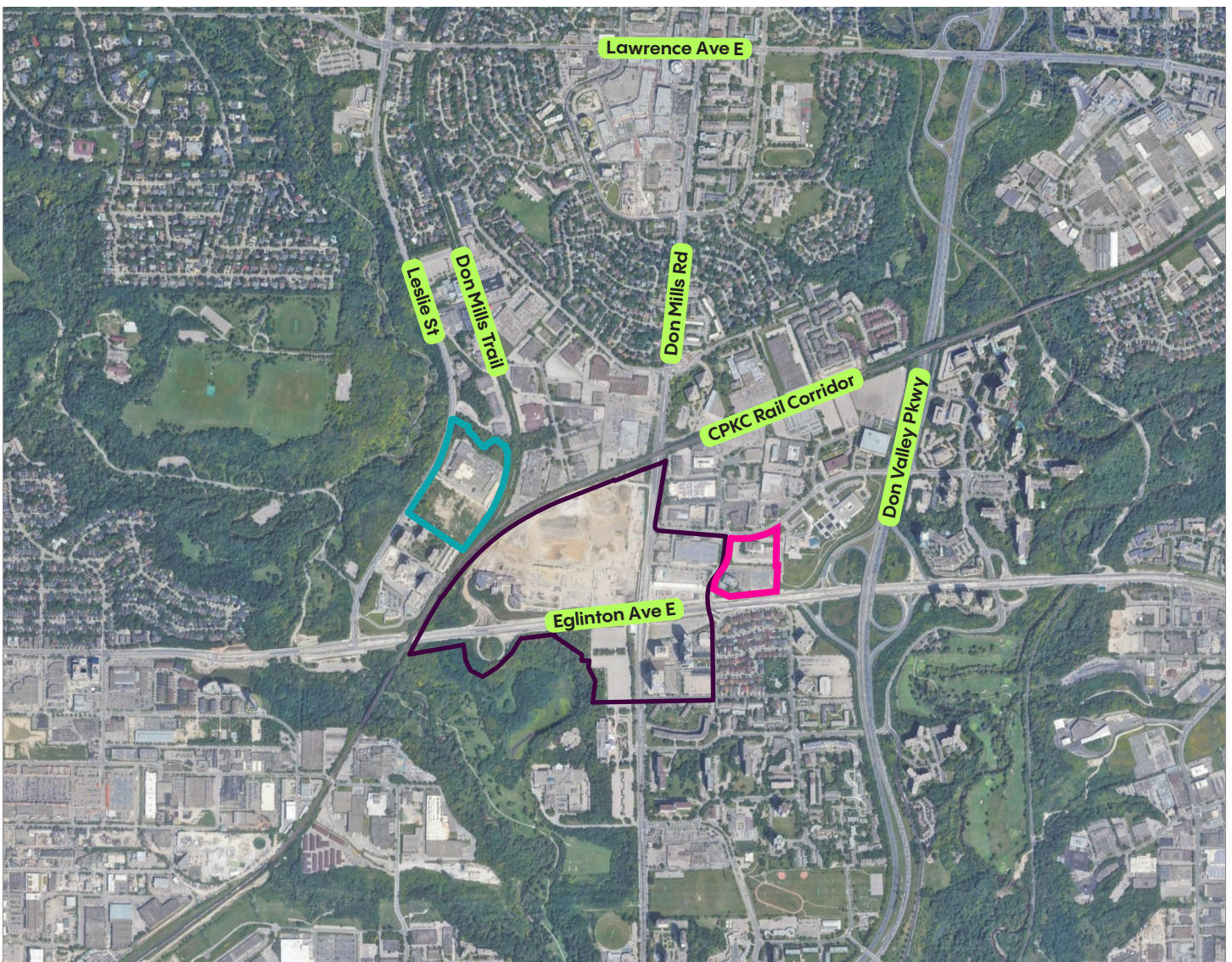
Study Background

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2.1 Study Area Context

This section provides an overview of the Study Area and its broader planning and development context, transportation context, and parks and public realm conditions. It also introduces the two sites, outlining their site conditions, immediate context, access and connectivity, and their individual key challenges and opportunities.

The Study sites consist of the properties at 1121 and 1123 Leslie Street (Leslie Site), and 15 Gervais Drive, 39 Wynford Drive, and 1200 Eglinton Avenue East (Wynford/Gervais Site). They are located within the Banbury-Don Mills Neighbourhood, north of Eglinton Avenue East and generally to the immediate east and west of the Don Mills Crossing Secondary Plan area.



Context Map



 Leslie Site  Wynford/Gervais Site  Don Mills Crossing Secondary Plan

Background

On August 4, 2020, Council authorized the commencement of the Municipal Comprehensive Review (MCR) and Growth Plan Conformity Exercise known as "Our Plan Toronto". As part of the MCR, City Planning received approximately 150 requests to convert lands designated as *Core Employment Areas* or *General Employment Areas* in the City's Official Plan (OP) for non-employment uses.

Council adopted Official Plan Amendments (OPAs) 591, 644, and 653, resulting in the redesignation of 62 sites to *Regeneration Areas* between July 2022 and July 2023, as well as putting associated SASPs in place. The Minister of Municipal Affairs and Housing approved OPAs 644 and 653 with modifications on January 27, 2025. Of the redesignated sites, the lands at 15 Gervais Drive and 39 Wynford Drive are subject to SASP 828, and 1121-1123 Leslie Street are subject to SASP 848.

The lands at 1200 Eglinton Avenue East were redesignated from *General Employment Areas* to *Regeneration Areas* through an Ontario Land Tribunal (OLT) decision in October 2024 regarding an appeal of OPA 231 and are subject to SASP 898.

These five properties comprise the Study Areas (Leslie Site and Wynford/Gervais Site).



Study Area Map



Legend

- Leslie Site
- Wynford/Gervais Site
- Parcel Boundaries
- Site and Area Specific Policy

Existing and Future Conditions

Existing and Emerging Land Use and Built Form Context

The Don Mills and Eglinton area was developed as an employment sector of the Don Mills and Flemingdon Park suburban communities beginning in the 1950s. The existing context is primarily characterized by employment and commercial uses with low-, mid-, and high-density residential and mixed uses towards the north and south.

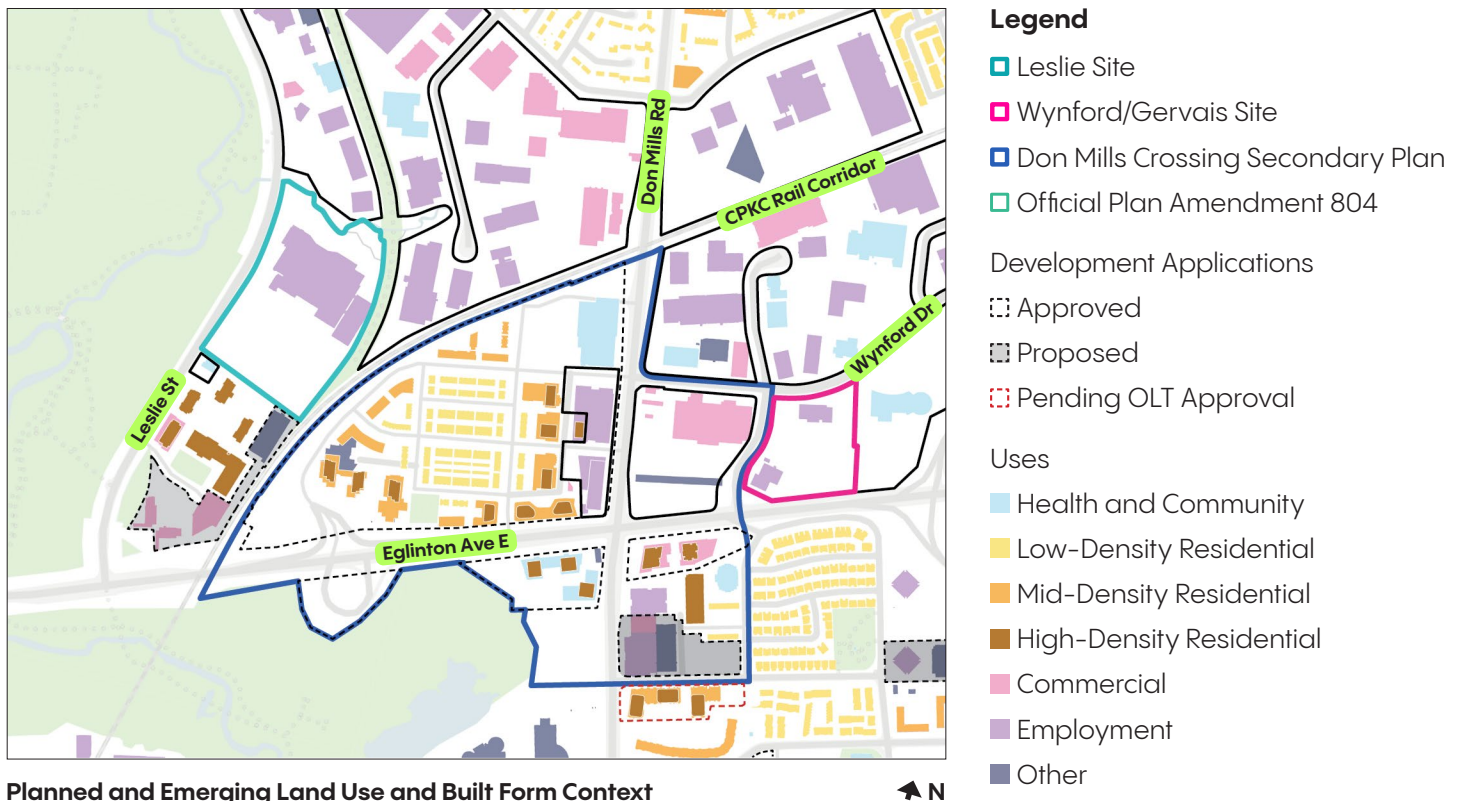
Emerging from this context is a new land use and built form context characterized by a mix of uses and a transit-supportive neighbourhood.

Notable recent policy changes include the Don Mills Crossing Secondary Plan and OPA 804.

The Don Mills Crossing Secondary Plan, adopted in April 2019, applies to lands adjacent to the study areas and will guide a new complete community with varied levels of mixed-use intensification. The Secondary Plan area includes:

- The former Celestica Lands , under redevelopment.
- Housing Now developments at 770 Don Mills Road and 805 Don Mills Road, approved.
- Residential development at 789 Don Mills Road, proposed.

OPA 804, adopted by City Council in May 2025, recommends the redesignation of 76 hectares of land in the Don Mills Employment Area to *Regeneration Areas*. OPA 804 is awaiting Ministerial approval.



Existing and Planned Transportation Context

The existing transportation context in the Don Mills and Eglinton area favours vehicular traffic, with limited active transportation options.

Significant planned multi-modal transportation network improvements are underway or planned in the area.

Street Network Improvements

Don Mills Crossing Secondary Plan

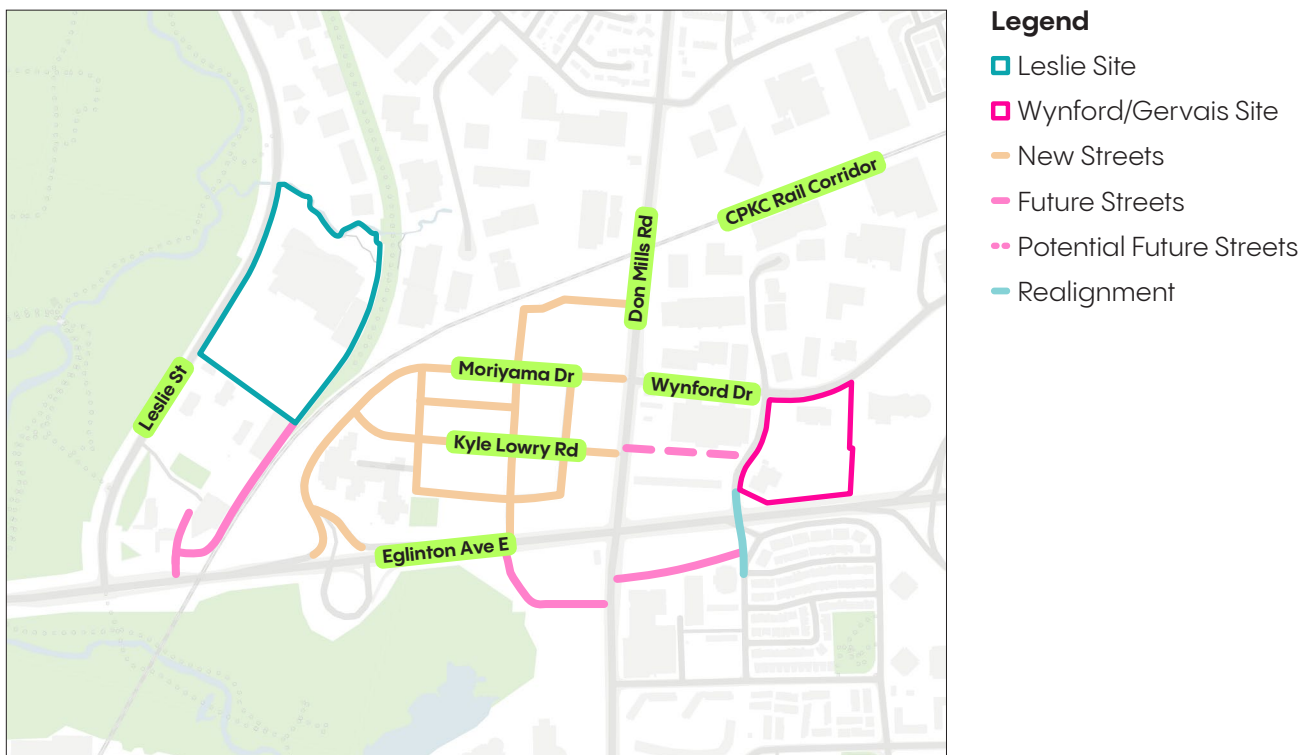
The Don Mills Crossing Secondary Plan directs the implementation of a fine-grain public street network. Approved and proposed developments within the Don Mills Crossing Secondary Plan contribute to this network through a number of new streets and improvements including:

- 8 new streets as part of the Celestica Lands development;
- Three new streets as part of the two Housing Now developments; and
- The realignment of Ferrand Drive as part of the Housing Now development.

The Don Mills Crossing Secondary Plan also encourages the provision of a new east-west street through 825 Don Mills Road, between Don Mills Road and Gervais Drive.

Future Street West of the Canadian Pacific Kansas City Rail Corridor

A future street has been secured as part of proposed development west of the Canadian Pacific Kansas City (CPKC) Rail Corridor.



Existing and Planned Future Street Network Improvements



Public Transportation Infrastructure

The Don Mills and Eglinton area features recent or planned public transportation improvements including:

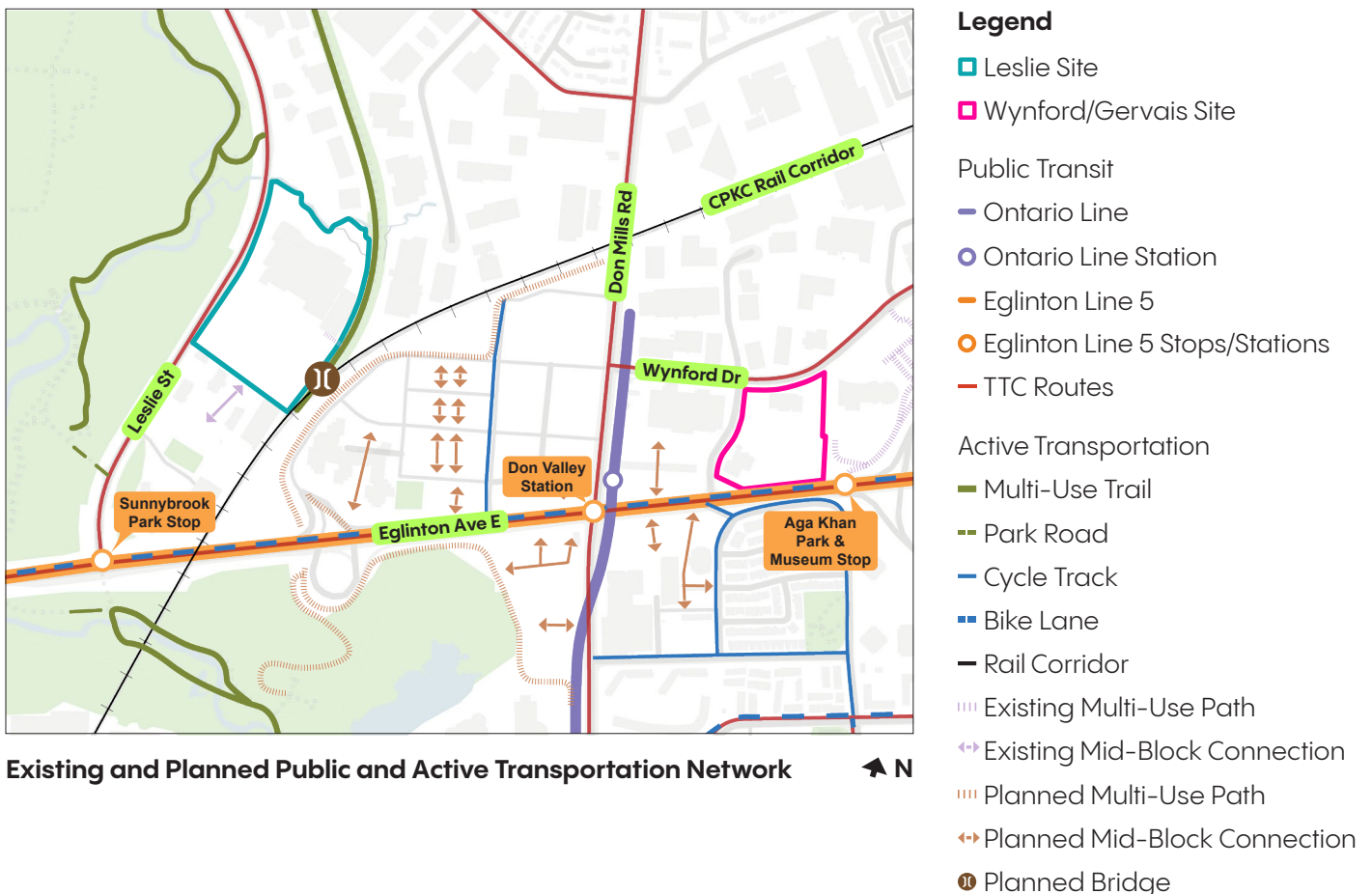
- The Eglinton Line 5, which began phased opening on February 8, 2026, connecting the area with the Line 1 Subway, three GO Stations, and a network of bus routes.
- The future Ontario Line terminal station will be at Don Mills Road and Eglinton Avenue East.
- The new Don Valley Station will connect the Ontario Line, Eglinton Line 5, and local and express bus service as a transit hub.

Active Transportation Connections

In addition to sidewalks as a part of future streets, there are a number of planned mid-block connections, multi-use paths, and active connections that improve the pedestrian network. These planned improvements improve access to trails, *Natural Areas*, and movement to and from transit stations. Notable planned connections include a future pedestrian and cyclist bridge crossing the CPKC rail corridor.

Wynford-Concorde Focused Area Study

The Wynford-Concorde Focused Area Study proposes new public realm enhancement, pedestrian connections, and mobility network improvements in the area to the east of Don Mills Road. See section 2.3 for a summary of the Wynford-Concorde Focused Area Study.



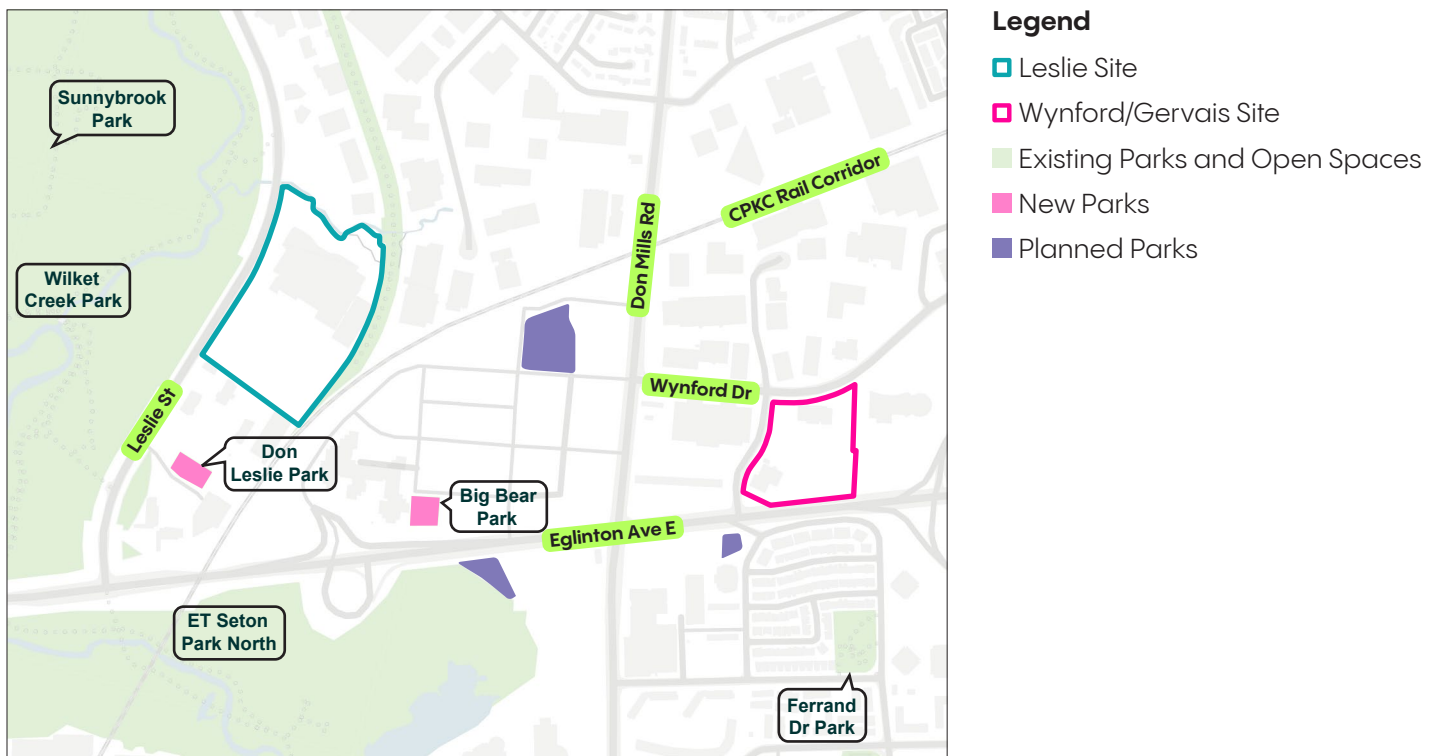
Existing and Planned Parks & Public Realm Context

The Don Mills and Eglinton Area is in close proximity to *Natural Areas* and a number of parks and trails including the Don Mills Trail, Sunnybrook Park and Trail, Wilket Creek Park and Trail, Serena Gundy Park and Trail, West Don River Trail, and E.T. Seton Park.

New parks in the area include the Don Leslie Park east of Leslie Street and Big Bear Park north of Eglinton Avenue East.

Three additional new parks are proposed in the surrounding area:

- A 5-acre community park as part of the 844 Don Mills Road development. The future Don Mills Community Recreation Centre will be adjacent to this park.
- A new park along the edge of the natural heritage system as part of the Housing Now 770 Don Mills Road development.
- A new public park at the intersection of Eglinton Avenue East and Ferrand Drive as part of the Housing Now 805 Don Mills Road development.



Existing and Planned Parks and Public Realm Context



Leslie Site

The Leslie Site is located on the east side of Leslie Street opposite Wilket Creek Park, between Eglinton Avenue East and Overland Drive. The Leslie Site comprises 1121 and 1123 Leslie Street. The site is approximately 8.3 hectares, of which approximately 0.6 hectares is currently designated *Natural Areas* in the OP. It has a frontage of 352 metres along Leslie Street.

1121 Leslie Street is currently a vacant lot that was the site of the Sony Music Canada building prior to its demolition.

1123 Leslie Street contains a two-storey office building and one-storey light industrial building which was the former headquarters and plant for the William Wrigley Jr. Company. The front office portion of the complex was identified as having heritage attributes and the property was designated as being of cultural or heritage value or interest under Part IV of the Ontario Heritage Act in 2023.



Leslie Site Context ■ Leslie Site



1123 Leslie Street Office Building

Surrounding Context

Surrounding the Leslie Site are *Natural Areas*, the CPKC rail corridor, residential uses to the south, and a mix of office, light industrial, warehousing, and commercial facilities to the north and east.

North: *Natural Areas* within the Toronto Region Conservation Authority regulated area and 1-storey office buildings.

East: Don Mills Trail, CPKC Railway. Further east are light industrial and warehousing buildings, and residential development as part of the former Celestica Lands development.

South: Fire Services Station and high-rise residential buildings.

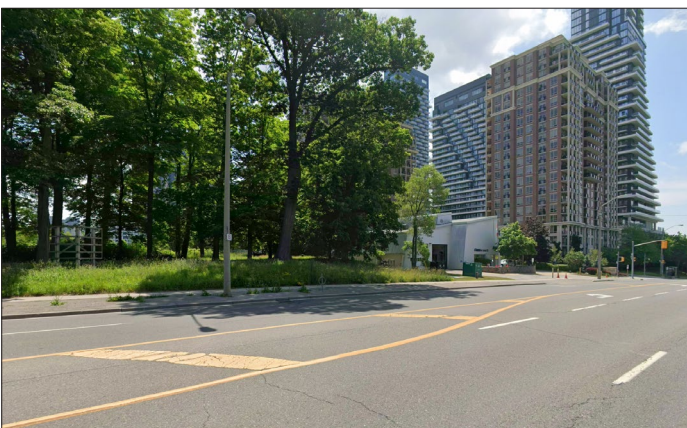
West: Leslie Street. Further west across Leslie Street is the Wilket Creek Park.



Leslie Street, looking north, *Natural Areas*



Don Mills Trail



Leslie Street, looking southeast



TRCA Regulated Area Overlay

Transportation Network

The Leslie Site is located east of Leslie Street, north of Eglinton Avenue East, west of the CPKC Rail Corridor and is bounded by natural heritage to the north. The Leslie Site currently has limited transportation access as a result of the railway and natural heritage features presenting physical barriers. However, the site's location presents significant opportunities to improve and address existing transportation network gaps and improve broader connectivity.

Streets

Leslie Street is a major north-south arterial with a right-of-way width of 30 metres. It is a four-lane street with lanes running in both directions.

Eglinton Avenue East is a major east-west arterial with a right-of-way width of over 45 metres between Brentcliffe Road and Victoria Park Avenue. It features four lanes, two bike lanes, and the Eglinton Line 5 in the centre.

Public Transit

The Eglinton Line 5 Sunnybrook Park Stop is located at the Leslie Street and Eglinton Avenue East intersection, approximately 500 metres to the south.

Bus stops for bus routes 51 and 54 are available nearby along Leslie Street.

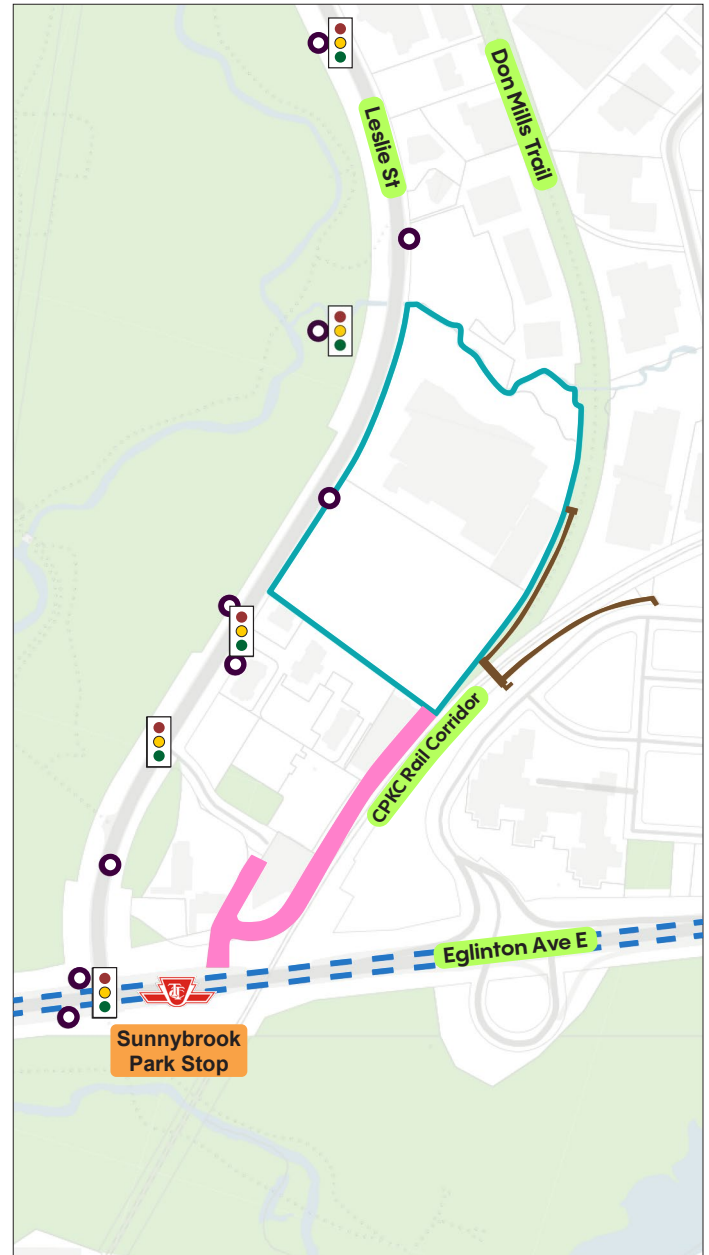
Active Transportation Network

The Don Mills Trail terminates along the eastern property line of the Leslie Site, where an informal trail access is located.

Access to the Wilket Creek Trail is available on the west side of Leslie Street. Existing pedestrian crossings mean that only the south trail entrance near the Eglinton Avenue East and Leslie Street intersection is easily accessible. The north trail access would require a loop around by pedestrians.

Planned Multi-Modal Transportation Improvements

Planned transportation network improvements in the area include a future pedestrian bridge over the CPKC Rail Corridor as part of the Don Mills Crossing Secondary Plan, and a new street connecting to Eglinton Avenue East, along the CPKC Rail Corridor.



Transportation Network

- Leslie Site
- Future Streets
- Future Bridge
- - Bike Lane
- Parcel Boundaries
- Bus Stop
- Traffic Signal



Transportation Assessment Existing Conditions Key Findings

The Transportation Conditions Assessment prepared by TYLin provides a comprehensive overview of existing transportation conditions within the Don Mills Regeneration Area.

Key Network Gaps

The Transportation Conditions Assessment identifies 4 network gaps for the Leslie Site:

1. The terminus of the sidewalk along the west side of Leslie Street.
2. The end of the Don Mills multi-use trail.
3. A lack of sidewalk connectivity at the Sunnybrook Park Access.
4. A segment of Eglinton Avenue East's sidewalk and on-street bicycle track converges into a single multi-use facility shared by pedestrians and cyclists.

Traffic Capacity

The traffic capacity analysis identified that all intersections examined, except Eglinton Avenue East and Leslie Street, generally operate within acceptable levels with manageable delays and volume-to-capacity ratios. The Eglinton Avenue East and Leslie Street intersection had significant delays and at-or-over capacity conditions for the eastbound left-turn and the south-bound right-turn movement across both AM and PM peak periods.

Challenges and Opportunities

The Leslie Site's conditions and surrounding context introduces both challenges and opportunities.

1. The Wilket Creek Trail and Park are nearby with the opportunity to connect with the Don Mills Trail to the east of the Leslie Site.
2. The curve and slope of Leslie Street at the north edge of the site make it difficult to locate a new safe pedestrian crossing in this area.
3. The property at 1123 Leslie Street is designated under Part IV of the Ontario Heritage Act with the front office section of the complex containing heritage attributes identified in the designation by-law. The rear manufacturing facility is not included in the list of heritage attributes. There is an opportunity to highlight the cultural heritage value and character of the original office building and landscaped area, while its retention will influence how the site can be configured.
4. There is an opportunity to improve and create a more welcoming public realm along the site's frontage.
5. A slope and watercourse are located at the north of the site. There is an opportunity to protect and enhance this natural area. At the same time, development must be set back for safety and stability.
6. The Don Mills Trail is located to the east of the site, with an informal connection through the property between Leslie Street and the trail. There is an opportunity to enhance pedestrian and cyclist connectivity throughout the site and to the Don Mills Trail.
7. The future Don Mills Crossing Trail Bridge will provide walking and cycling linkages to the future Community Centre and the Ontario Line.
8. Any potential sensitive uses located near the rail corridor will require noise and safety mitigation measures.
9. There are mature trees on 1121 Leslie Street. There is an opportunity to protect these trees and enhance the public realm. Their retention will also influence how the site can be configured.
10. A future street is planned south of the site. There is an opportunity to connect and extend this street.



Challenges and Opportunities Key Map



Wynford/ Gervais Site

The Wynford/Gervais Site is located north of Eglinton Avenue East, east of Gervais Drive, south of Wynford Drive, and west of Aga Khan Park. The Wynford/Gervais Site comprises 39 Wynford Drive, 15 Gervais Drive, and 1200 Eglinton Avenue East. The site is approximately 3.6 hectares, or 3.4 hectares after right-of-way conveyances to Wynford Drive and Gervais Drive. After conveyances, it has a frontage of 160 metres along Wynford Drive, 184 metres along Gervais Drive, and 158 metres along Eglinton Avenue East.

39 Wynford Drive includes a 4-storey office building, and is a listed property on the City's Heritage Register.

15 Gervais Drive contains an 8-storey office building.

1200 Eglinton Avenue East is currently vacant, the site of the former Computer Sciences Canada building prior to its demolition.



Wynford/Gervais Site Context



39 Wynford Drive Office Building

Surrounding Context

Surrounding the Wynford/Gervais Site are major transportation infrastructure, and a mix of commercial offices, community and cultural facilities, and retail.

- North:** Across Wynford Drive is a 3-storey office building, a 3-storey medical office building, and a 3-storey religious institution. Further north is another 3-storey medical office building, and a 1-storey self-storage building. A 7-storey office building is northwest of the site.
- East:** The Aga Khan Park & Trail and the Ismaili Centre. Further east is the Aga Khan Museum, a 5-storey self-storage building, a 6-storey office building, and the Don Valley Parkway (DVP). There is a 1-storey Canada Post building northeast of the site. The Eglinton Line 5 Aga Khan Park & Museum Stop is located to the southeast.
- South:** Eglinton Avenue East, including the Eglinton Line 5 Aga Khan Park & Museum Stop southeast. South across Eglinton Avenue East is a low-density neighbourhood consisting of two-storey residential buildings and a 3-storey place of worship. There are high-rise towers both southeast and southwest of Eglinton Avenue East.
- West:** Gervais Drive, and across Gervais Drive is a 2-storey grocery store, the Eglinton Line 5 Don Valley Station and future Ontario Line Stations. Further west is Don Mills Road, which is the easterly boundary of the Crosstown master-planned development.



Wynford Drive, looking northeast



Aga Khan Museum



Eglinton Avenue East, looking north,
Aga Khan Park & Museum Stop



Gervais Drive, looking west, Don Valley Station

Transportation Network

The Wynford/Gervais Site is located north of Eglinton Avenue East, east of Gervais Drive, and south of Wynford Drive. The site is near the DVP and well-served by public transit.

Streets

Eglinton Avenue East is a major east-west arterial with a right-of-way of greater than 45 metres. It contains four lanes, two bike lanes, and the Eglinton Line 5 in the centre.

Wynford Drive is a minor east-west arterial with a planned right-of-way of 30 metres. The existing right-of-way width is approximately 20.1 metres. It is a four-lane street with lanes running in both directions.

Gervais Drive is a north-south collector with a planned right-of-way of 27 metres. The existing right-of-way width is approximately 23.1 metres. It has one lane in each direction, with a dedicated turn lane at Eglinton Avenue East and Wynford Drive.

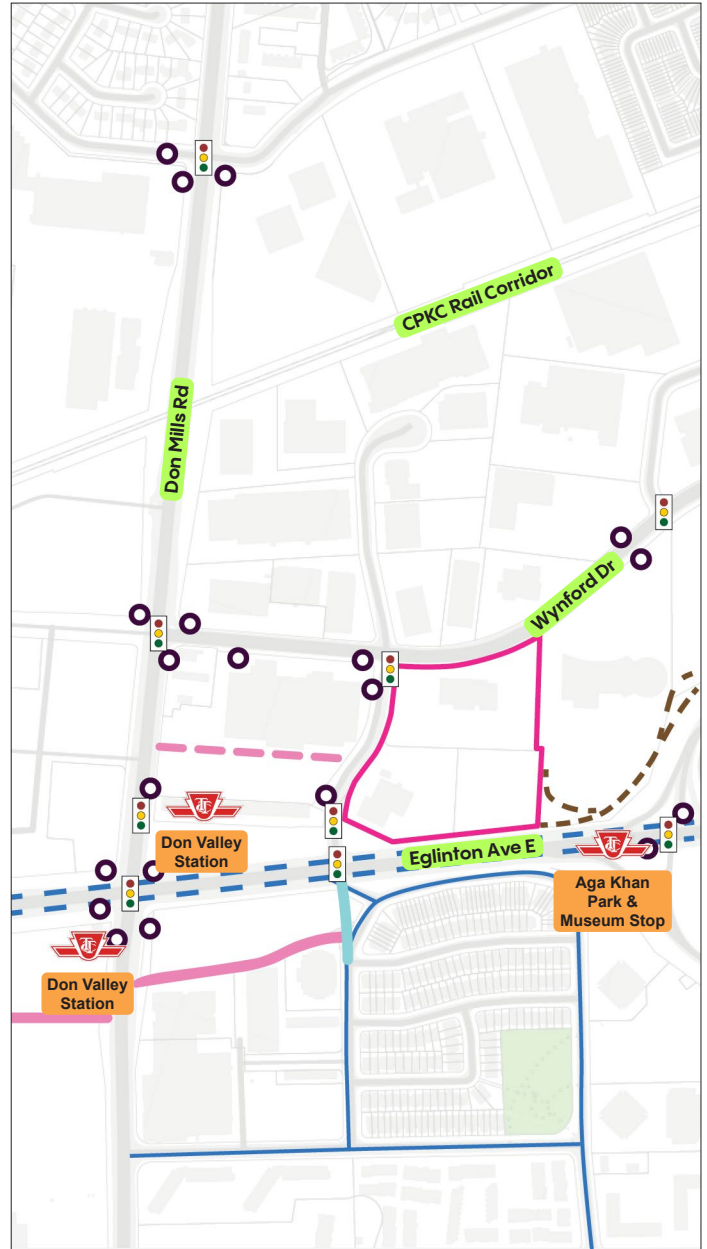
Public Transit

The Eglinton Line 5 above-ground Aga Khan Park & Museum Stop is located at the DVP ramp and Eglinton Avenue East intersection.

The Eglinton Line 5 underground Don Valley Station is located at the Don Mills Road and Eglinton Avenue East intersection. The Don Valley Station will also be the future Ontario Line station and serves as a bus terminal. An entrance to this station is also located at the intersection of Gervais Drive and Eglinton Avenue East.

Active Transportation Network

The privately owned, publicly-accessible Aga Khan Trail terminates just east of the Wynford/Gervais Site.



Transportation Network

- Wynford/Gervais Site
- Future Streets
- Potential Future Street
- Private Trail
- Realignment
- Parcel Boundaries
- Bus Stop
- ⚡ Traffic Signal
- Bike Lane
- Cycle Track



Planned Multi-Modal Transportation Improvements

Planned transportation network improvements in the area include the Ferrand Drive realignment, and the future Ontario Line Station.

A range of improvements are also planned through the Wynford-Concorde Focused Area Study, including but not limited to public realm and sidewalk improvements along Wynford and Gervais Drive, DVP interchange improvements, and new bikeways.

Transportation Assessment Existing Conditions Key Findings

The Transportation Conditions Assessment prepared by TYLin provides a comprehensive overview of existing transportation conditions within the Don Mills Regeneration Area.

Key Network Gaps

The Transportation Conditions Assessment identifies 2 network gaps:

1. The terminus of the publicly accessible private multi-use trail behind the Aga Khan Museum.
2. The sidewalk east of the Aga Khan Park & Museum Station leads to an unsignalized DVP on-ramp, which presents a safety concern.

Other Gaps

The Transportation Assessment further notes broader gaps in the active transportation network, including one-sided sidewalks along portions of local and collector streets and limited cycling infrastructure, aside from painted bike lanes on Eglinton Avenue East and trail connections through the Don Valley.

Traffic Capacity

The Transportation Conditions Assessment included a review of the Wynford-Concorde Mobility Study Existing Conditions Report traffic analysis completed for the Wynford-Concorde Focused Area Study. This review noted that most intersections examined, except Don Mills Road and Eglinton Avenue East, operated with acceptable levels-of-service. The northbound movement on Don Mills Road and Wynford Drive, and southbound left movement on Gervais Drive and Wynford Drive showed undesirable results.

Challenges and Opportunities

The Wynford/Gervais Site's conditions and surrounding context introduce both challenges and opportunities.

1. 39 Wynford Drive is a listed heritage property. There is an opportunity to highlight the cultural heritage value and character of the building and landscaped area, while its retention will influence how the site can be configured.
2. The Ismaili Centre, a local cultural landmark, is located adjacent to the site. There is an opportunity to retain views to the building from Wynford Drive.
3. The site changes in grade from north to the south. The difference in grade is 10-metres in total, with a 2-metre difference in grade in the middle of the site. Site redevelopment will need to provide accessible slopes and circulation throughout the site.
4. The Aga Khan Trail terminates just east of the site. There is an opportunity to explore the extension of this active connection and support pedestrian and cycling connectivity.
5. The Wynford/Gervais Site has 3 street frontages. There is an opportunity to enhance and improve the public realm, including addressing existing infrastructure gaps like sidewalks.
6. There are existing mature trees on the west side of 39 Wynford Drive, along Gervais Drive. There is an opportunity to protect these trees and enhance the public realm. Their retention will also influence how the site can be configured.
7. The Don Mills Crossing Secondary Plan and Wynford-Concorde Focused Area Study envision a potential future east-west street across 825 Don Mills Road. There is opportunity to extend and align to this connection.



Challenges and Opportunities Key Map



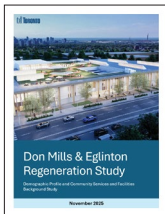
2.2 Supporting Background Studies

This section provides a summary of the following background studies:



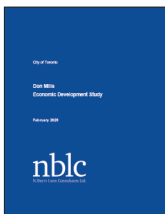
Don Mills Regeneration Area Study: Transportation Conditions Assessment

Prepared by: TYLin



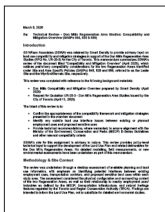
Don Mills & Eglinton Regeneration Study: Demographic Profile and Community Services and Facilities Background Study

Prepared by: City of Toronto



Don Mills Economic Development Study

Prepared by: NBLC



Technical Review – Don Mills Regeneration Area Studies: Compatibility and Mitigation Overview (SASPs 848, 828 & 898)

Prepared by: SSWA

Transportation Conditions Assessment

The Transportation Conditions Assessment was prepared by TYLin as a background study to support the City of Toronto's work on developing a new planning framework for the Don Mills Regeneration Area. The report documents existing conditions, identifies constraints and opportunities, and tests how future planning frameworks could function from a mobility and safety perspective, particularly in light of major planned transit investments.

Purpose and Scope

The study examines transportation conditions within and around the two Sites, focusing on demand, how people currently move through the area, safety considerations, what the existing transportation network includes and how the network is expected to evolve and function over time. The assessment covers all travel modes (walking, cycling, transit, and driving) and informs the land use planning, block structure, and public realm recommendations of the Study.

The work builds on prior City-led studies, including the Don Mills Crossing Secondary Plan, Don Mills Crossing Transportation Master Plan, the Wynford-Concorde Focused Area Study, and Wynford-Concorde Mobility Strategy, and incorporates a detailed review of existing data, site observations, traffic counts, and safety records.

Existing Transportation Conditions

The report finds that the study area is currently highly car-oriented, with most trips made by car. Walking, cycling, and transit are present but constrained by gaps in infrastructure, large block sizes, and wide high-speed arterial roads. While sidewalks generally exist on major streets, they are often narrow, discontinuous, or uncomfortable due to traffic speeds and long crossing distances.

Cycling infrastructure is fragmented. Bike lanes are intermittent, often unprotected, and in several locations merge with turning traffic, creating safety and comfort concerns. Off-street trail connections exist through the ravine system, but connections to streets and destinations are incomplete or informal, limiting their usefulness for everyday trips.

From a transit perspective, the area is currently well served by buses, but stops are inconsistent in quality and accessibility. Most importantly, the report highlights that existing travel patterns reflect conditions prior to the opening of major rapid transit investments, most notably Eglinton Line 5 (now operational) and the future Ontario Line.

Vehicular traffic analysis shows that most intersections operate at acceptable levels of service today, with the key exception of the Eglinton Avenue East and Leslie Street intersection, which already experiences significant congestion and safety challenges. Collision data indicates that this intersection and several adjacent corridors are among the highest-risk locations in the area, particularly for vulnerable road users.

Future Context and Key Constraints

A central finding of the report is that the Study Area is on the cusp of a major transportation shift. Once both Eglinton Line 5 and the Ontario Line are operational, the area will become one of the most transit-accessible locations in the city. This change is expected to significantly reduce auto dependence and increase walking, cycling, and transit use.

However, the report emphasizes that existing street and block structures are not well-suited to support this shift on their own. Large blocks, limited connections, and vehicle-dominated street designs constrain access to transit and suppress active transportation. Without changes to the underlying public street network and pedestrian and cycling connections, the full benefits of transit investment will not be realized.

Testing Future Network Performance

Using block structures and potential development density statistics arising out of the Regeneration Area Study process as an analytical input, the Transportation Conditions Assessment tests how alternative street layouts and connections could perform under future conditions. This includes evaluating pedestrian, cycling, and transit quality using the City's Multi-Modal Level of Service (MMLOS) framework, as well as assessing traffic operations under conservative assumptions.

The analysis shows that introducing new public streets, shorter blocks, and continuous active transportation routes can substantially improve walking and cycling conditions while maintaining acceptable traffic operations.

The study also demonstrates that future transportation performance is closely tied to urban structure: where streets are located, how blocks are sized, and how people can move through the area safely and directly.

Considerations for Planning Framework Development

The Transportation Conditions Assessment provides a clear, evidence-based understanding of how transportation currently functions in the Don Mills Regeneration Area and what should change to support long-term planning objectives.

Key takeaways from the analysis indicate that existing transportation conditions limit safety, choice, and access, particularly for people walking and cycling. At the same time, major planned transit investments fundamentally change the planning context and support a different approach to street and block design than what exists today. The analysis reinforces that transportation outcomes are shaped primarily by planning decisions (such as street layout, block structure, and connectivity) rather than by traffic engineering alone. A connected, human-scale street network is therefore essential to achieving the City's objectives related to mobility, safety, climate resilience, and overall livability.

Demographic Profile and Community Services and Facilities Background Study

The Demographic Profile and Community Services and Facilities Background Study (CSFS) prepared by the City for the Don Mills Regeneration Area Study identifies a range of existing service gaps and future needs within a study area composed of the Banbury–Don Mills, Flemingdon Park, and Thorncliffe Park neighbourhoods. The City is preparing a Community Services Facilities Strategy that builds on CSFS as part of Phase 4 of the Don Mills Regeneration Study.

The key issues and opportunities identified through the CSFS, and their relationship to OP policy direction, are summarized as follows. Demographic data is summarized in an infographic on pages 32–33.

The City of Toronto’s OP policies for Community Services and Facilities (CS&F) ([Section 3.2.2](#)) recognizes the important role community services and facilities play for the quality of life and health and well-being of Toronto’s communities. To support adequate and equitable access to community services and local institutions, the OP encourages preserving and improving access in established neighbourhoods and providing for a full range of community services and facilities in areas experiencing major or incremental growth.

The OP provides the framework for planning for new social infrastructure or improving CS&F in the land use planning process, which includes the completion of community service strategies for areas experiencing major growth or change.

The Don Mills Crossing Secondary Plan policies for Community Services and Facilities ([Chapter 9](#)) provides a framework for the area around the intersection of Don Mills Road and Eglinton Avenue East. The Secondary Plan’s policies give direction and context to how the Secondary Plan area and its surroundings, which includes part of the CSFS Study Area, can contribute to the delivery of CS&F.

These policies emphasize ensuring adequate service provision ([Policy 9.5](#)), prioritizing new and expanded facilities in growth areas ([Policy 9.7](#)), encouraging co-location and flexible design ([Policy 9.8](#)), securing facilities through development approvals ([Policy 9.6](#)), and protecting existing community spaces through a no-net-loss approach ([Policy 9.10](#)).

In parallel, City Council has adopted OPA 804, which redesignates additional lands within the Don Mills Employment Area to *Regeneration Areas* and expands the geography within which growth and change are anticipated. This policy direction establishes a broader planning context for community services and facilities, recognizing that population growth and land use transition will extend beyond existing SASPs. As a result, community infrastructure planning should consider both current service gaps and future needs associated with regeneration and a mix of uses over time.

Child Care

The CSFS identifies a shortfall in licensed, non-profit child care spaces, particularly in areas experiencing population growth and high family demand. Space availability and delivery challenges—especially securing suitable, affordable space—highlight the importance of using development approvals and contributions to deliver new facilities. Opportunities for co-locating child care within mixed-use developments and designing flexible spaces respond directly to OP directions related to facility provision, prioritization in growth areas, and co-location ([3.2.2.6–7](#)).

Libraries and Community Hubs

Beyond capacity constraints, the CSFS highlights the evolving role of libraries as multi-functional community hubs, particularly in areas with high newcomer populations. Demand extends beyond traditional library services to include quiet study space, youth programming, digital access, employment supports, and partnered community services. The need for larger, more flexible library spaces capable of accommodating co-located services reinforces OP directions related to multi-purpose facilities, co-location, and the efficient use of public assets in accessible locations (3.2.2.3).

Community Recreation

The CSFS identifies existing and emerging pressures on community recreation facilities, particularly in Flemingdon Park and Thorncliffe Park, where population growth, aging infrastructure, and high utilization rates are converging. Construction for the new Don Mills Community Recreation Centre near Don Mills Road and Eglinton Avenue East is scheduled to begin in 2026 and will serve residents in all three neighbourhoods. Planned capital investments and facility renewal initiatives reflect the need to modernize and expand recreation infrastructure to improve accessibility, program capacity, and overall service quality. These findings support OP policies that prioritize the timely renewal and expansion of community recreation facilities in growth areas (3.2.2.1) and emphasize the importance of aligning capital planning with long-term population needs .

Schools and Integrated Community Infrastructure

In addition to identifying accommodation pressures, the CSFS highlights opportunities to integrate school facilities within mixed-use developments as part of a broader community infrastructure strategy. Embedding schools within transit-accessible, mixed-use environments supports OP policies that promote efficient land use, co-location of institutional facilities, and walkable access to daily services. This approach also reinforces the role of schools as community anchors within evolving neighbourhoods.

Food Security and Community-Based Outdoor Spaces

The CSFS emphasizes the role of community gardens and related outdoor spaces as essential components of social infrastructure, particularly in addressing food insecurity and supporting community resilience. High utilization and unmet demand indicate the need to protect existing community gardens and outdoor gathering spaces. Integrating food-growing opportunities within parks, open spaces, and development sites supports OP objectives related to equity, health, and complete communities.

Human Services: Affordability, Stability, and Displacement Risk

The CSFS identifies not only service gaps but also systemic vulnerabilities facing human service agencies. Rising rents, limited availability of suitable space, and redevelopment pressures place many agencies at risk of displacement, threatening service continuity for residents who rely on them. The need for affordable, below-market, and stable space is identified as critical to maintaining and expanding service provision. These findings align with OP policies that support the retention of community services (3.2.2.1), encourages co-location within new development (3.2.2.7), and recognizes the role of planning tools in securing long-term community benefit.

Implications for Planning and Growth Management

Taken together, the CSFS demonstrates that community services and facilities in the CSFS Study Area are experiencing both current pressures and future demand driven by population growth, demographic change, and planned regeneration. The study speaks to the importance of aligning land use planning, development approvals, and capital investment to ensure that community infrastructure is delivered in a timely, coordinated manner. These findings reinforce the role of the planning framework in enabling complete communities that are inclusive, accessible, and resilient over time.

Demographic Profile

The following tables and charts draw on the Demographic Profile and Community Services and Facilities Background Study and Statistics Canada 2021 data.

Population

Population	Area	Toronto
2021	58,162	2,794,356
2016	57,949	2,731,571
Population Change %	0.4%	2.3%

Age by Cohort	Area	Toronto
0-14 children	19%	14%
15-24 youth	11%	11%
25-64 working age	53%	58%
65+ seniors	16%	17%

Households

Private Households	Area	Toronto
Number of Private Households	22,605	1,160,895
1 person	32%	33%
2 persons	28%	30%
3 persons	15%	15%
4 persons	25%	21%
Average Household Size	2.55	2.40

Household Type	Area	Toronto
One-census-family households	12,590	608,930
Couple-family with Children	50%	44%
Couple-family without Children	30%	37%
One-Parent-Family	20%	19%

Housing

Dwelling Structures



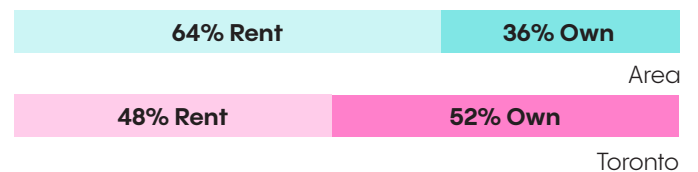
Household Spending 30% of Income on Shelter Costs



Period of Construction



Tenure Split



Data from Demographic Profile and Community Services and Facilities Background Study and Statistics Canada 2021

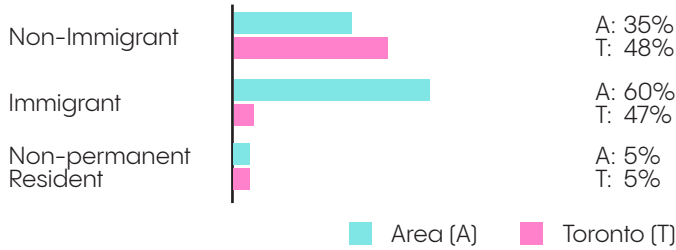


Immigration, Language and Mobility

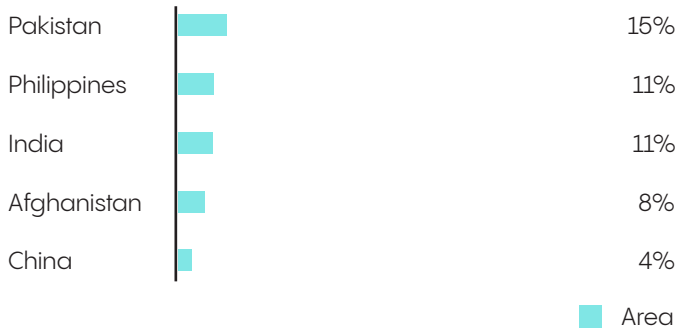
Mobility

	Area	Toronto
Visible Minority Population	74%	56%
Mobility Status	36%	13%

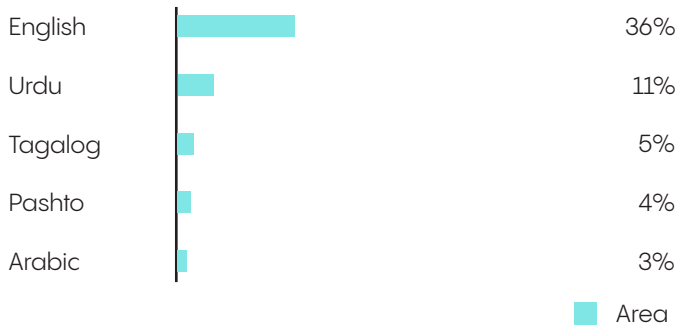
Immigrant Percentage



Top 5 Country of Origin, Census 2021



Top 5 Home Languages, Census 2021



Education, Income and Labour Force

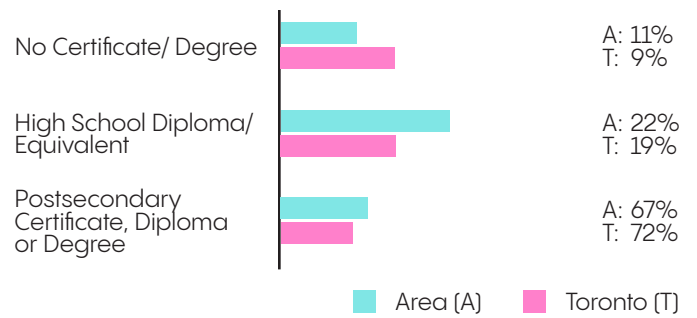
Income

	Area	Toronto
Incidence of Low Income	19%	13%
Average Household Income	\$85,856	\$121,200

Labour

	Area	Toronto
Unemployment Rate	15%	14%

Education Attainment



Data from Demographic Profile and Community Services and Facilities Background Study and Statistics Canada 2021

Don Mills Economic Development Study

An Economic Development Study was prepared by NBLC to inform the Don Mills Regeneration Area Study. The purpose of the Economic Development Study is to assess market demand, feasibility, and long-term viability for a range of non-residential uses within the Study Areas, and to evaluate how planning policy can respond to current and evolving market conditions while maintaining opportunities for job creation and economic growth.

The study examines key drivers of demand across multiple non-residential sectors, including office, retail, service commercial and light industrial uses, and other employment-supportive uses, and assesses the feasibility of new construction under current market conditions. It also considers whether and how non-residential uses may be supported over time through policy, development sequencing, and potential offsets such as increased residential density. The study further explores policy-based strategies, incentives, and implementation approaches that could improve the long-term viability of non-residential uses as market conditions evolve.

A key conclusion of the study is that market conditions and locational characteristics vary significantly between the two Study Areas, warranting differentiated planning approaches. The Wynford/Gervais area benefits from stronger transit access, visibility, and proximity to institutional and medical uses, positioning it to better support a broader range of non-residential uses over time. In contrast, the Leslie area exhibits more limited locational advantages and is less likely to attract significant non-residential investment, regardless of market timing. As a result, the study advises against applying a uniform non-residential policy approach across both areas.

Market Findings by Sector

The study finds that the office market is facing sustained structural challenges, with limited demand for net new office space anticipated over the next decade. While the Wynford/Gervais area may be positioned to accommodate some office or office-like uses in a strengthened market context, the Leslie area is not expected to support significant office development under foreseeable conditions.

For retail and service commercial uses, the Economic Development Study concludes that large-format or stand-alone retail is generally not viable in either Study Area. Ground-floor retail and service commercial uses may be feasible, particularly in the Wynford/Gervais area, but are expected to face long-term viability and vacancy risks unless supported by high residential densities and strong pedestrian activity. The Wynford/Gervais area is also identified as having greater potential to support specialized commercial uses, such as medical office and related services, given its context and accessibility. The study assesses the Leslie Site as unsupportive of significant non-residential space.

The report also considers light industrial and other non-residential and employment-supportive uses. It suggests employment uses such as flex or hybrid spaces might be accommodated in a mixed-use context but tend to behave similarly to retail and commercial uses therefore, as above, their viability might be possible in Wynford/Gervais but unlikely in Leslie. Where integration is considered feasible, delivery will likely require public sector assistance, particularly if uses are built to contemporary standards with corresponding rent expectations. This reflects the likelihood that future demand may emerge in formats that do not align with traditional office or retail categories.

Policy Options

The Economic Development Study outlines seven potential policy approaches to non-residential land use requirements for consideration as follows:

1. Retain existing non-residential requirements to secure space over the long term, recognizing this may constrain near-term residential development at the Wynford/Gervais site and long-term residential development at the Leslie Site.
2. Remove non-residential requirements to facilitate more immediate residential development, accepting the trade-off of reduced employment space and a potential short-term delay in housing delivery due to current market conditions.
3. Adopt a flexible, monitoring-based approach, whereby non-residential requirements are revisited over time based on updated market evidence and feasibility analysis. This approach allows non-residential uses to be introduced when viable, without precluding residential-led regeneration in the near future. This framework could also consider non-market outcomes if the Wynford/Gervais or Leslie Sites prove suitable.
4. Apply a differentiated approach to non-residential requirements between the two sites, appreciating that their locational and long-term demand differences are important factors in policy viability.
5. Adopt a flexible and expanded non-residential requirements framework allowing for the consideration of all types of non-residential development and quantifying the requirements based on what could be reasonably accommodated within future developments' ground floors and base buildings.
6. Retain current non-residential long-term vision and objectives while introducing mechanisms to relax requirements in the short-term. Relaxations could be triggered based on regular commercial studies or through established non-residential thresholds being met.
7. Create financial incentives to support the viability of residential developments creating value to off-set non-residential and other requirements, or ones that specifically include non-residential space beyond the EGDE program. In parallel, non-financial incentives could be explored to improve development feasibility and market responsiveness.

Although NBLC does not provide a preferred framework option, the analysis behind the options suggests flexible approaches (options 3-6) could be more viable overall and strike a better balance between delaying all development (significant non-residential requirements) and lost opportunity (limited non-residential). They suggest that option 5, which combines flexibility and marketability, is the best approach in current conditions to secure non-residential development. Although there is no comparative assessment provided for options 3, 4, 6 and 7, they do contain these unique considerations for policy development:

- Non-residential requirements should not be considered static.
- Consideration should be given to permitting other non-market outcomes, such as the preservation of heritage or delivery of affordable housing, as an alternative to non-residential requirements.
- Recognizing the differences between the two site areas is important to policy viability.
- Both financial and non-financial incentives should be considered.

Don Mills Compatibility and Mitigation Overview – Technical Review

SSWA provided an advisory technical review memorandum on the Don Mills Regeneration Area Study's compatibility and mitigation considerations through a desktop assessment of available planning and land use information.

The review was advisory in nature and provided policy-level technical input and did not include detailed modelling, field measurements, or new environmental assessments.

The assessment considered Ministry of the Environment, Conservation and Parks (MECP) Series Guidelines D-1 and D-6, with particular reference to Guideline D-6: Compatibility between Industrial Facilities and Sensitive Land Uses. These guidelines help planning authorities prevent or minimize future land use conflicts due to the encroachment of sensitive land uses and industrial land uses on one another.

Two parameters were considered:

- **Minimum Separation Distance (MSD)**

The recommended minimum distance between an industrial facility and a sensitive land use to reduce the likelihood of adverse effects.

- **Potential Influence Area (PIA)**

A broader screening distance from which an industrial facility may influence sensitive uses, depending on the nature, scale, and intensity of operations, and would generally warrant consideration at the detailed design phase.

The D-6 Guidelines categorize industrial land uses into 3 classes (Class I, II, and III) based on the nature of emissions, physical size/scale, production volumes and/or the intensity and scheduling of operations and recommends different MSDs and PIAs. The minimums are based on Ministry studies and historical complaint data.

Table: D-6-1 Industrial Categorization Criteria and Recommended Separation Distances

Class	Outputs	Scale	Process	Operation Intensity	MSD	PIA	Examples
Class I	<p>Noise: Sound not audible off property</p> <p>Dust and/or Odour: Infrequent and not intense</p> <p>Vibration: No ground borne vibration on plant property</p>	<ul style="list-style-type: none"> No outside storage Small scale plant or scale is irrelevant in relation to all other criteria for this Class 	<ul style="list-style-type: none"> Self contained plant or building which produces/stores a packaged product. Low probability of fugitive emissions 	<ul style="list-style-type: none"> Daytime operations only Infrequent movement of products and/or heavy trucks 	20 m	70 m	<ul style="list-style-type: none"> Electronics manufacturing and repair Furniture repair and refinishing Beverages bottling Auto parts supply Packaging and crafting services Distribution of dairy products Laundry and linen supply
Class II	<p>Noise: Sound occasionally audible off property</p> <p>Dust and/or Odour: Frequent and occasionally intense</p> <p>Vibration: Possible ground borne vibration, but cannot be perceived off property</p>	<ul style="list-style-type: none"> Outside storage permitted Medium level of production allowed 	<ul style="list-style-type: none"> Open process Periodic outputs of minor annoyance Low probability of fugitive emissions 	<ul style="list-style-type: none"> Shift operations permitted Frequent movement of products and/or heavy trucks with the majority of movements during daytime hours 	70 m	300 m	<ul style="list-style-type: none"> Magazine printing Paint spray booths Metal command Electrical production manufacturing Manufacturing of dairy products Dry cleaning services
Class III	<p>Noise: sound frequently audible off property</p> <p>Dust and/or Odour: Persistent and/or intense</p> <p>Vibration: Ground borne vibration can frequently be perceived off property</p>	<ul style="list-style-type: none"> Outside storage of raw and finished products Large production levels 	<ul style="list-style-type: none"> Open process Frequent outputs of major annoyances High probability of fugitive emissions 	<ul style="list-style-type: none"> Continuous movement of products and employees Daily shift operations permitted 	300 m	1,000 m	<ul style="list-style-type: none"> Manufacturing of paint and varnish Organic chemicals manufacturing Breweries Solvent recovery plants Soaps and detergent manufacturing Manufacturing of resins and coating Metal manufacturing

Leslie Site

Four Class I industry facilities were identified within the general vicinity of the Leslie Site, consisting of 8, 17, 23, and 25 Prince Andrew Place. The closest site has a line to property line distance of 30 metres, and the other sites have property to property line distances of over 170 metres. This is greater than the recommended minimum separation distance of 20 metres.

A portion of the Leslie Site is within the Potential Influence Area of 8 Prince Andrew Place, a small-scale commercial/industrial operation. From a land use perspective, the two properties are compatible and any minor noise or vibration impacts are to be addressed through building-level mitigation.

The Leslie Site also abuts the CPKC Railway. The Federation of Canadian Municipalities and Railway Association of Canada guidelines recommend a minimum setback of 30 metres to provide a buffer from the railway operations, mitigate emissions, vibrations, and noise impacts, and allow for the accommodation of a safety. Per OP Policy 3.4(21) applicants will need to prepare a Noise Impact Study and Vibration Study to address potential noise and vibration impacts at the detailed study phase. If uses are proposed within the 30-metre setback, a Rail Safety and Mitigation Report will be required.



Class I Industrial Separation Distances and Areas of Influence (D-6)



- Leslie Site
- Class I Property Line
- - - 20m Minimum Recommended Separation Distance (Class I)
- - - 70m Minimum Recommended Separation Distance (Class II) | Potential Area of Influence (Class I)

Wynford/Gervais Site

The employment context surrounding the Wynford/Gervais Site is largely institutional and commercial in character.

To the north are a mix of Class I or non-industrial uses such as offices, clinics, laboratories, and cultural facilities which are fully compatible with a mixed-use context. The closest Class I facility is the Canada Post distribution and service center which has a property line to property line distance of 84 metres at the closest point, and 120 metres generally. This is beyond the greater than the 70 metre area-of-influence for Class I facilities, and no adverse effects are expected, notwithstanding confirmation through a stationary noise assessment.

At the detailed study phase, applicants will need to prepare studies to address potential noise and/or vibration impacts from nearby major streets and other transportation sources, and the Canada Post distribution and service centre.



Class I Industrial Separation Distances and Areas of Influence (D-6)



- Wynford/Gervais Site
 20m Minimum Recommended Separation Distance (Class I)
- Class I Property Line
 70m Minimum Recommended Separation Distance (Class II) | Potential Area of Influence (Class I)

2.3 Other Initiatives

Wynford–Concorde Focused Area Study

The Wynford–Concorde Focused Area Study is a City-initiated planning study being undertaken concurrently with the Don Mills Regeneration Area Study. City Council directed staff to carry out this focused area study in response to increasing development pressure associated with Eglinton Line 5 and the construction of the Ontario Line, which together are expected to significantly change travel patterns, land use intensity, and public realm demands in the area.

The primary goal of the Wynford–Concorde Focused Area Study is to establish a planning framework focused on enhancing the public realm and streetscape, integrated with a multi-modal transportation network. The study is intended to guide future public and private investment by setting out clear directions for streets, pedestrian and cycling networks, parks and open spaces, cultural uses, and transit-supportive infrastructure. These directions are being advanced through a SASP in Chapter 7 of the OP, which will apply to development and redevelopment proposals over the long term.

Geographic Scope and Relationship to the Don Mills Regeneration Area

The Wynford–Concorde Focused Area Study Area generally encompasses lands bounded by Don Mills Road, Eglinton Avenue East, the Charles Sauriol Conservation Area, and the CPKC rail corridor. The Don Mills Regeneration Area Study Wynford/Gervais Site is also located within the Wynford–Concorde Focused Area Study.

The Wynford–Concorde Focused Area Study establishes area-specific public realm, streetscape and mobility directions. The emerging policy outcomes of the Wynford–Concorde Focused Area Study are considered through the Don Mills Regeneration Area Study to ensure aligned direction for the Wynford/Gervais Site and to avoid duplication.

Core Study Directions

Public Realm as a Structuring Element

A central premise of the Wynford–Concorde Focused Area Study is that the public realm -- streets, sidewalks, parks, mid-block connections, and publicly accessible open spaces -- should function as a continuous, legible system that prioritizes walking, cycling, and social activity. Draft policies emphasize incremental but coordinated streetscape improvements, including wider sidewalks, enhanced landscaping and tree canopy, seating and gathering spaces, consistent lighting, and high-quality materials.

Gervais Drive is identified as part of the pedestrian and mobility network where sidewalk widening, improved lighting, seating, and tree planting are encouraged to enhance comfort, safety, and connectivity.

Pedestrian Connectivity and Block Permeability

The Wynford–Concorde Focused Area Study places strong emphasis on pedestrian permeability, particularly through the introduction of mid-block connections and POPS. Draft policies encourage new development to provide publicly accessible connections that complement existing streets and open spaces, creating plazas, shortcuts, and gathering areas.

For sites along Gervais Drive, this establishes a clear expectation that future development should contribute to a more fine-grained pedestrian network.

Mobility and Transit Integration

The study establishes a multi-modal mobility framework that prioritizes pedestrians, cyclists, and transit users. Draft policies support continuous cycling routes, protected intersections where appropriate, and improved pedestrian access to transit stations and stops. The mobility framework also introduces the concept of multi-modal hubs, integrating bike share, car share, and other shared mobility options near key destinations and transit nodes.

Importantly, Wynford Drive (from Don Mills Road to Gervais Drive) and Gervais Drive (from Wynford Drive to Eglinton Avenue East) are identified to include transit priority measures, which reinforces expectations for transit-supportive street design to reduce conflicts with vehicles and improve transit efficiency.

Don Valley Parkway Interface

The Wynford-Concorde Focused Area Study also addresses the role of the DVP interchanges, which currently act as barriers to pedestrian and cycling movement. Draft policies call for future studies and coordinated efforts to improve interchange design, normalize ramp geometry where feasible, and enhance safety and comfort for non-vehicular users traveling through and across the area.

Implementation and Policy Status

The Wynford-Concorde policies are being advanced as a SASP in the OP. They establish policy expectations that will be applied through future development applications, capital projects, and detailed design processes.

The final recommended policies are anticipated to be considered by North York Community Council in Spring 2026.

2.4 Policy Framework

This section provides an overview of the planning policy framework applicable to the sites and a summary of key policies that guided the work undertaken for the Study.

The following key policies guided the study:

- Provincial Planning Statement
- Official Plan
- Site and Area Specific Policies 828, 848, and 898
- Major Transit Station Area Policies
- Don Mills Crossing Secondary Plan (and Cultural Heritage Resource Assessment)
- City-Wide Strategies and Guidelines

The Provincial Planning Statement 2024

The Provincial Planning Statement 2024 (PPS 2024) is the province-wide land use planning policy framework for Ontario. It replaces the Provincial Policy Statement, 2020 (PPS 2020) and A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2020 (Growth Plan) while building upon housing-supportive policies from both documents.

The PPS 2024 provides policy direction on land use planning and development to ensure the full range of housing needs are met; promote a strong and competitive economy; optimize investments in infrastructure and public services facilities; create a sense of place; support the agricultural sector and sensitive areas; and mitigate risks to public health and safety; among other matters.

It includes policies on key issues such as:

- The efficient management of land, resources, infrastructure, and public facilities to meet projected needs over the long term through strategic location, co-location, and innovative approaches.
- Supporting the achievement of complete communities which offer and support opportunities for equitable access to many necessities for daily living for people of all ages and abilities, including an appropriate mix of jobs, a full range of housing, transportation options, public service facilities, local stores and services.
- Prioritizing compact and transit-supportive design to support access to housing, quality employment, services, and recreation.

City of Toronto Official Plan

The City of Toronto Official Plan establishes the long-term vision, principles, and policies to guide the evolution and development of the city to 2051. The OP directs change in accordance with provincial plans, with an emphasis on ensuring that Toronto is a livable and caring city that meets the needs of every resident.

It outlines four goals to guide decisions and growth and development:

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

The OP sets out strategies and policies with regard to built form, mobility, the public realm, the natural and human environment, land use compatibility, and community services and facilities.

The OP's subsequent four chapters outline policies to shape and implement the long-term vision for the city.

Chapter 2 – Shaping the City

Chapter 2 sets out the strategy for directing growth and managing change throughout the city. Growth is directed to the *Centres, Avenues, Employment Areas, Downtown* and the Central Waterfront (Official Map 2: Urban Structure) to, among other priorities, make efficient use of land and resources, support business and employment growth, support mixed use development where residents and jobs are close to transit, create walkable environments, and promote opportunities for affordable housing. Chapter 2 also includes policies directing the completion of Compatibility/Mitigation Studies for development that would introduce sensitive land uses, including residential uses, near *Employment Areas* or major facilities.

Chapter 3 – Building a Successful City

Chapter 3 consists of policies for the public realm, built form, public art and heritage, as well as policies that provide direction on housing, community services and facilities, parks and open spaces, the natural environment, economic development and rail facilities. These policies provide direction both to the City in planning and building public infrastructure and spaces, as well as in shaping individual developments and buildings. Collectively, these policies ensure that new public investment and development contribute to a high quality public realm and the development of complete communities.

Chapter 4 – Land Use Designations

Chapter 4 identifies the land use designations that apply across the city, to be read together with the land use maps (Map 20 for the Study Areas). The land use designations provide more specific direction on the type of land uses that are intended for each area.

The Study Areas are currently designated *Regeneration Areas*. *Regeneration Areas* are areas with significant redevelopment potential that are intended to accommodate growth and transformation over time. They are one of the four land use designations anticipated for increased jobs and population in the OP. *Regeneration Areas* require tailor-made strategies and frameworks for development to open up unique areas of the city for a wide array of uses, help attract investment, and bring vibrancy to the streets, which is the purpose of this Study.



Land Use Map



- | | | |
|----------------------------------|--------------------------|----------------------------|
| □ Study Area | ■ Parks | ■ Regeneration Areas |
| ⊠ OPA 804 to Regeneration Areas | ■ Natural Areas | ■ General Employment Areas |
| ⊠ OPA 804 to Institutional Areas | ■ Other Open Space Areas | ■ Core Employment Areas |
| ■ Mixed Use Areas | ■ Institutional Areas | ■ Utility Corridors |

The land use designations surrounding the two sites include *Mixed Use Areas*, *Parks*, *Natural Areas*, and *General Employment Areas*.

Mixed Use Areas are intended to accommodate a broad range of residential, commercial, institutional and supporting uses that interface with the public realm and transit. The scale and intensity of development in *Mixed Use Areas* varies across the city, depending on their respective contexts.

Parks are areas primarily used to provide public parks and recreational opportunities.

Natural Areas are areas that will be maintained primarily in a natural state, while allowing for compatible recreational, cultural and educational use and facilities that minimize adverse impacts on natural features and functions; and conservation projects, public transit, public works and utilities for which no reasonable alternatives are available, where adverse impacts on natural features would not result, and where existing vegetation and natural heritage features would be restored and enhanced.

General Employment Areas are a form of *Employment Areas*, places for business and economic activity, including offices, services and retail that support workers and benefit from transit access, while contributing to the city’s broader economic goals. *General Employment Areas* are generally located on the peripheries of *Employment Areas*.

The nearby *General Employment Areas* are proposed to be redesignated to *Regeneration Areas* through OPA 804, adopted by the City of Toronto on May 22, 2025. This amendment is currently before the Minister of Municipal Affairs and Housing for a decision under Section 26 of the *Planning Act*.

Official Plan Amendment 804

Recent provincial and municipal policy changes are reshaping the planning context for *Employment Areas* across Toronto, with direct implications for the Don Mills Regeneration Area and its surroundings. On May 29, 2025, City Council adopted OPA 804 as By-law 447-2025, which will update OP policies for *Employment Areas* and removes 255 hectares of *Employment Areas* in alignment with new provincial definitions. The identified areas represent *Employment Areas* that are either office parks or areas that do not act as a buffer to sensitive uses. Included within these 255 hectares, is approximately 83 hectares of land within the Don Mills area.

While OPA 804 has been submitted to the Minister of Municipal Affairs and Housing and is still awaiting approval, its adoption signals the City's intent to respond to evolving land use, transit, and growth conditions in this part of the city.

For the Don Mills area, these policy shifts reinforce the need to distinguish between lands that should remain protected for core employment functions and those where a transition to more mixed use focused planning frameworks is appropriate. The surrounding context is changing not only due to market forces and major transit investments, but also as a direct result of legislative and policy realignment at the provincial and municipal levels. This evolving context underscores the importance of coordinated planning frameworks that can respond to growth, support complete communities, and manage change in a manner consistent with both City objectives and Provincial policy direction.

Chapter 5 – Implementation

Chapter 5 sets out the tools available to the City to implement the objectives and policies of the OP.

Site and Area Specific Policies

Chapter 7 of the OP contains SASPs which provide a further layer of local policy direction for an area that might vary from one or more of the provisions of the OP.

SASPs 828, 848, and 898 apply to the Study Area and set out the requirements for Regeneration Area Studies for the lands. The outcomes of the Study will update or replace the SASPs to guide redevelopment of the lands.

Per the SASPs, the local area plan leading up to a Secondary Plan or new SASP for the study areas will require a Land Use Plan, Phasing Strategy and Implementation Plan, a Block Context Plan, a Community Services and Facilities Strategy, Transportation Plan, and a Parks and Open Space Plan.

The SASPs also provide direction relating to affordable housing provisions, minimum non-residential use requirements, and transportation. Sections 3.2 and 3.3 provide a summary of the specific requirements, as they related to key considerations for the emerging framework.

Affordable Housing

The SASPs applicable to the different sites and properties encourage or require the provision of affordable housing if new condominium development is proposed. Affordable housing is not required for purpose-built rental development.

The rate of affordable housing encouraged or required is represented as a percentage of the proposed residential gross floor area, either 7 percent as affordable ownership housing or 5 percent as affordable rental housing.

This affordable housing is to be secured at affordable rents or ownership prices for a period of at least 99 years from the date of first residential occupancy. The mix of the affordable housing should reflect the development's market component.

Non-Residential Uses

Each SASP requires that a minimum amount of the gross floor area be for non-residential uses.

In addition, 51 percent of the required space for non-residential uses is to be comprised of uses permitted in *Core Employment Areas* and must be compatible with residential uses.

Development requirements

SASP 848 also requires that the Leslie Site provide two new streets: a new north-south public street that will connect lands to the south with an east-west public street and existing trails, and a new east-west public street connecting Leslie Street to the new north-south public street described above. Both streets should provide vehicular, pedestrian, and cycling conditions.

SASP 848 also requires that the Leslie Site provide a balance of high-quality commercial, residential, institutional and open space uses that reduces automobile dependency and meets the needs of the local community and indoor and outdoor recreation space for building residents. Additionally, it requires that all resident car parking spaces be located below grade, with the exception of a limited number of short-term or temporary visitor parking.

Wynford Concorde Focused Area Study

In 2023, City Council directed staff to undertake a focused area study for the Wynford-Concorde Area. The Study provides 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.

The Wynford-Gervais Site is within this study area. Policy direction regarding mobility network improvements, along with general building setbacks to enhance pedestrian zones, preserve mature trees, maintain the landscape character, prioritize transit access, and create high-quality, green and people-oriented streetscapes along Wynford Drive and Gervais Drive will be provided by the Wynford-Concorde Focused Area Study through a SASP.

See section 2.3 for a summary of this study.

Major Transit Station Areas

Chapter 8 of the OP delineates Major Transit Station Areas (MTSA) and Protected Major Transit Station Areas (PMTSA) across the City. MTSA and PMTSA are one of the areas in which growth will be directed to within the city, in addition to *Centres, Avenues, Employment Areas* and the *Downtown*.

It includes general policies and SASPs for each MTSA and PMTSA. The policies are to be applied together with all other appropriate policies of the OP and applicable Secondary Plan or SASPs. In the case of conflicts, policies that provide greater densities will prevail.

The Leslie Site is within the Sunnybrook Park Stop MTSA and the Wynford/Gervais Site is within the Aga Khan Park & Museum MTSA. At the time of the publication of this report, the Don Valley Station (previously named Science Centre Station) MTSA has not yet been approved by the Minister of Municipal Affairs and Housing.



Major Transit Station Area Delineations

- | | | |
|-------------------|------------------------|--------------------------|
| Study Area | Mixed Use Areas | Regeneration Areas |
| Stations | Parks | General Employment Areas |
| MTSA Delineations | Natural Areas | Core Employment Areas |
| 200 metre Buffer | Other Open Space Areas | Utility Corridors |
| 500 metre Buffer | Institutional Areas | |



The following policies apply for *Apartment Neighbourhoods*, *Mixed Use Areas* and *Regeneration Areas*:

OP Chapter 8

- 6) Within delineated Major Transit Station Areas and Protected Major Transit Station Areas, for lands designated *Apartment Neighbourhoods*, *Mixed Use Areas*, or *Regeneration Areas* City-initiated zoning will permit a floor space index (FSI) of:
- A) 8 FSI or more where the lands are located within 200 metres of an existing or planned transit station; or
 - B) 6 FSI or more where the lands are located within 200-500 metres of an existing or planned transit station.
- 7) Zoning for a site that can accommodate three or more towers will permit:
- A) Building heights of up to 30 storeys within 200 metres of an existing or planned transit station.
 - B) Building heights of up to 20 storeys within 200-500 metres of an existing or planned transit station.
 - C) Additional building height without an amendment to the Official Plan if a Block Context Plan is provided demonstrating elements such as new public streets, new parks, publicly-accessible open spaces, mid-block connections, public art, and a mix of building types and heights.

Don Mills Crossing Secondary Plan (and Cultural Heritage Resource Assessment)

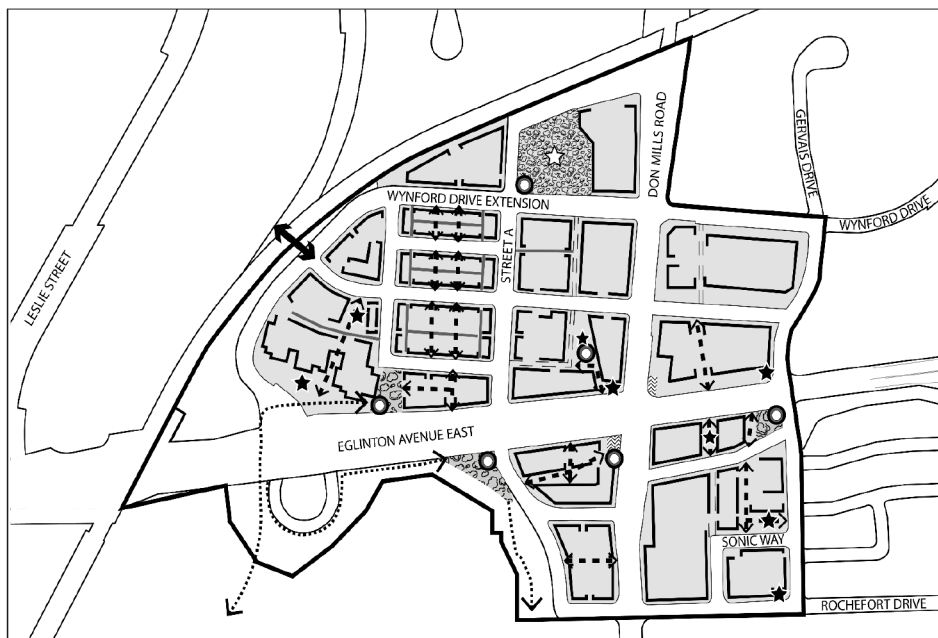
Secondary Plans form part of the OP and provide more detailed local development policies to guide growth and change in a defined area of the city

The Don Mills Crossing Secondary Plan applies to the lands generally in the vicinity of Don Mills Road and Eglinton Avenue East, bounded by the CPKC Rail Corridor, Don Mills Road, Wynford Drive, Gervais Drive, Ferrand Drive, Rochefort Drive, and a portion of the west branch of the Don River Valley. The Plan sets a framework for a new mixed use community that is transit-supported, celebrates and protects natural heritage, and improves connections to surrounding areas.

The Secondary Plan does not apply to the Study but provides an understanding of the vision and planned context of the surrounding area. The following Secondary Plan elements are relevant to the Study Areas:

Public Realm Structure

- The Don Mills Crossing Secondary Plan plans for a future Active Connection over the CPKC Rail corridor in the form of a bridge connecting to Moriyama Drive.
- A future park at the southwest corner of Eglinton Avenue East and Gervais Drive.
- The northwest intersection of Eglinton Avenue East and Gervais Drive is a conceptual location for POPS.



Legend

- Secondary Plan Boundary
- Possible Building Edge
- ⋯ Ravine Portal
- ↔ Future Active Connection
- Potential Public Streets
- = Private Streets
- Laneways
- ☆ Don Mills Area Park
- 🌳 Future Parks
- ★ Conceptual location for POPS
- ↔ Potential Midblock Pedestrian Connection
- Potential Public Art Location
- 🌿 Don Mills Crossing Landscaped Plazas

Don Mills Crossing Secondary Plan Excerpt
Map 40-3b Public Realm Structure Plan

Street Network

- Ferrand Drive is planned to be realigned and its intersection with Eglinton Avenue East and Gervais Drive is planned to be a new signalized intersection.
- A new public local street is planned to provide access between Don Mills Road and Gervais Drive.

Land Use and Built Form

- The lands east of the Leslie Site, across the CPKC Rail corridor, are designated *Mixed Use Areas A and B* while the lands immediately to the west of the Wynford/Gervais Site are designated *Mixed Use Areas A*.
 - *Mixed Use Areas A* have a street wall of 6 storeys and maximum permitted gross FSI of 3.6. It includes both mid-rise and tall building locations.
 - *Mixed Use Areas B* have a maximum permitted gross FSI of 1.0. It includes mid-rise building locations.

Views and Vistas

- A vista is identified along Wynford Drive, east of Don Mills Road, to generally preserve views of identified heritage properties fronting Wynford Drive and the designed landscapes in the front yards.

Pedestrian Connections

- The Wynford Drive/Gervais Drive and Eglinton Avenue East/Gervais Drive intersections are identified as priority pedestrian locations.
- The design of public streets will secure amenities for pedestrians such as wide sidewalks, protected crossings, pavement markings, seating areas, curb extensions and bump-outs.

Cycling Interchanges

- The Wynford Drive/Gervais Drive and Eglinton Avenue East/Gervais Drive intersections are identified as conceptual locations for new cycling amenities.
- Bike share facilities and bicycle parking spaces are encouraged to be integrated into the design of the public realm.
- New cycle tracks are planned along Wynford Drive and Gervais Drive.

Cultural Heritage

A Don Mills Crossing Cultural Heritage Resource Assessment (CHRA) was completed in 2019 as part of the Don Mills Crossing Secondary Plan.

The CHRA identified potential heritage resources in the area generally encompassing the south portion of the Don Mills neighbourhood and Flemingdon Park. Identified resources included 1123 Leslie Street in the Leslie Site and 39 Wynford Drive and 15 Gervais Drive located in the Wynford/Gervais Site. An identified building at 1200 Eglinton Avenue East has been demolished since publication of the CHRA.

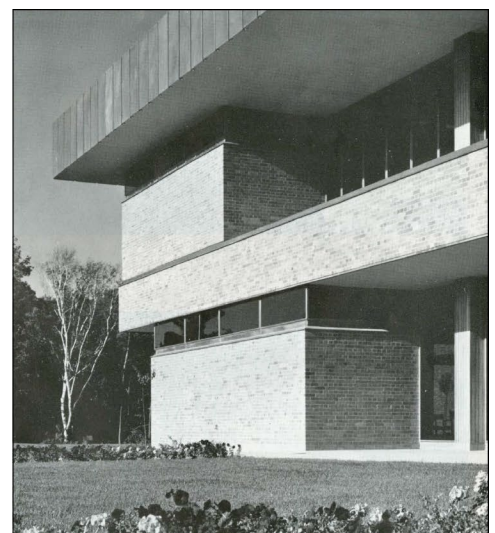
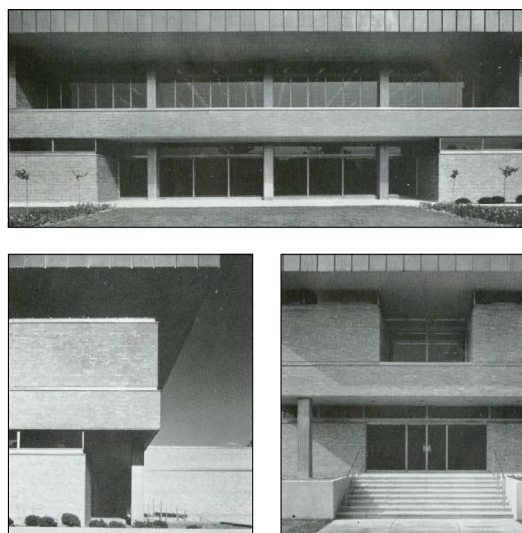
1123 Leslie Street

In 2023, 1123 Leslie Street was designated under Part IV of the Ontario Heritage Act as being of cultural heritage value or interest. This means that alteration or demolition would require approval from the City Council. The statement of significance for the property identifies heritage attributes on the front office portion of the complex and the rear manufacturing facility, which has been extended and modified over time, does not have heritage attributes.

The heritage designation by-law defines the following heritage values as defining and maintaining the character of the Don Mills area, and as being visually, physically and historically linked to its surroundings:

- The setback, placement and orientation of the building on the east side of Leslie Street just north of Eglinton Avenue East.
- The scale, form and massing of the two-storey complex with its flat and deep overhanging eaves including the original 1962 office building and the elevator shaft added to the south elevation of the original office building in 2003-2004.
- The landscaped setting facing Leslie Street including grass lawns, low shrubs and trees.
- The landscaping elements including the rough-hewn stone stairs at the primary entrance on the south elevation of the original 1962 office building, the planter on the south side of the primary entrance, and the concrete base of the original office building.

Further details on the property's heritage attributes and designation may be found in By-law 801-2023.



Excerpts from Royal Architectural Institute of Canada Journals, v.40 no.7 (1963), Pages 22–24

39 Wynford Drive and 15 Gervais Drive

39 Wynford Drive and 15 Gervais Drive were identified as heritage potential resources through the 2019 Don Mills Crossing Cultural Heritage Resource Assessment.

Don Mills Crossing Cultural Heritage Resource Assessment evaluation of these properties was as follows:

Table: Don Mills Cultural Heritage Resource Assessment Considerations

Consideration	39 Wynford Drive	15 Gervais Drive
Design and Physical Value	<ul style="list-style-type: none"> • Modernist design principles. • Artistic merit such as its horizontal form and appearing to hover above the ground 	<ul style="list-style-type: none"> • Modernist design principles
Historical or Associative Value	<ul style="list-style-type: none"> • Flemingdon Park Master Plan principles separation of land use and open green space. • Associated the A.C. Nielsen Company. • Provides an understanding of the planning and design principles of the Flemingdon Park community. • Associated with Webb and Menke and planner Macklin Hancock. 	<ul style="list-style-type: none"> • Flemingdon Park Master Plan principles separation of land use and open green space • Associated with labour movement in Ontario and Canada as the headquarters for significant labour organizations. • Provides an understanding of the planning and design principles of the Flemingdon Park community. • Associated with urban planner Macklin Hancock.
Contextual Value	<ul style="list-style-type: none"> • Defined by and defines the S-curved shape of Wynford Drive. • The property and landscape are indicative of the historical land use framework of the Flemingdon Park development 	<ul style="list-style-type: none"> • Prominent building on Eglinton Avenue East which gives a gateway appearance to the Flemingdon Park Industrial Estate. • The property and landscape are indicative of the historical land use framework of the Flemingdon Park development.

With consideration of feedback from the public, stakeholders, and comprehensive research on the two properties, City Planning considers 39 Wynford Drive as having confirmed cultural heritage value, while 15 Gervais Drive is not considered to have cultural heritage value. City Council listed the property at 39 Wynford Drive on the City's Heritage Register on December 16 and 17, 2025.

Further details on the evaluation analysis can be found in item PH26.14 - 39 Wynford Drive - Inclusion on the City of Toronto's Heritage Register.

City-wide Strategies and Guidelines

Council's strategies and action plans address themes such as Reconciliation, climate change, and housing.

Key city-wide strategies and guidelines for the Study include, but are not limited to:

- Tall Building Design Guidelines
- Mid-Rise Building Design Guidelines
- Urban Design Guidelines for Eglinton Avenue from Jane Street to Kennedy Road
- Draft Design Guidelines for Privately Owned Publicly-Accessible Space
- Parkland Strategy
- Growing Up: Planning for Children in New Vertical Communities
- Complete Streets Guidelines
- Vision Zero Road Safety Plan
- Cycling Network Plan

Zoning By-Laws

Zoning by-laws are detailed regulations such as for the use of land, type and height of buildings and structures, and other standards which set permissions for how a piece of land may be used. As this study considers land use designation changes and setting out site-specific policy frameworks as part of the OP, zoning is not part of the scope of this study. Future zoning changes to align with new land use designations and policy frameworks may be pursued through City-initiated amendments or the development application review process.

2.5 Engagement Summary

This section provides an overview of the public engagement opportunities, methods, and feedback received.

Public, stakeholder, and Indigenous engagement were undertaken as a key component of the Study to inform the development of future planning policies for the Study Area. Engagement was carried out over multiple phases and provided opportunities for the community and stakeholders to learn about the Study and provide input at key milestones.

Outreach and Promotion

Engagement activities for the Study were supported by a range of outreach methods to raise awareness, encourage participation, and ensure that the public was informed throughout the process.

Prior to the study launch, staff attended an Open House for the Wynford-Concorde Focused Area Study on July 10, 2025 to promote the upcoming study.

For Public Meeting #1 on September 11, 2025 at the Japanese Canadian Cultural Centre, notification included a mail-drop of approximately 15,000 postcards distributed within an approximate 1-kilometre radius of both sites. Outreach also included direct emails to area stakeholders, including community organizations and landowners.

For Public Meeting #2 on December 2, 2025 at the Japanese Canadian Cultural Centre, promotion was undertaken through multiple channels, including an e-update to the project mailing list, direct emails to area stakeholders and service providers, and geo-targeted social media advertising. The meeting was also promoted through the local councillor's office and shared via the Wynford-Concorde Focused Area Study contact lists and Local Advisory Committee members.

Indigenous engagement was undertaken as part of a coordinated approach to engagement for the Regeneration Area Studies. Letters were sent to 10 First Nations, and outreach was conducted with Toronto Aboriginal Support Services Council (TASSC). Updates at major milestones were provided as requested.

In addition to the above outreach, the project team engaged directly with landowners of the sites, and with a technical advisory group comprised of City staff and relevant agencies to inform the Study's development and ensure alignment with City objectives.

Events and Key Findings

During the study, two in-person public meetings were held at the Japanese Canadian Cultural Centre. Both meetings were structured as open house events with information panels and opportunities to engage directly with City Planning staff and the consultant team. Public Meeting #1 also included a presentation by staff and the consultant team, followed by a Q&A session.

Summaries of each event can be found on the Don Mills Regeneration Area Study website.



Photo of Public Meeting #1

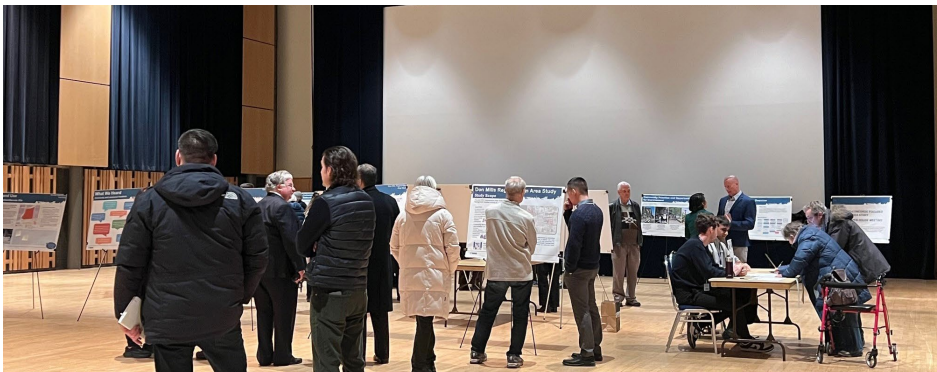


Photo of Public Meeting #2



Photo of Public Meeting #2

Public Meeting #1

The first public meeting, held on September 11, 2025, introduced the Study, its objectives, and the initial analysis of opportunities and constraints.

Through this event, the Study Team learned that:

- Participants are interested in pedestrian-friendly and active transportation development.
- Healthy and safe environments are important to the community.
- There is a need for community-supportive and social infrastructure as well as local shops and services that contribute to a complete, livable community.
- Natural heritage and mature trees form part of the area's green character. Areas with existing mature trees for consideration were identified.
- Usable open spaces, programmed spaces, and improved connections to areas of focus are desirable to participants.
- The extension of the Don Mills Trail is desirable.
- The neighbouring Aga Khan Museum and Park site is an important cultural landmark in the area.
- The heritage value of the two identified heritage buildings may need more examination and clarification.

Public Meeting #2

The second engagement event, held on December 2, 2025, presented the emerging framework and draft policy directions for review and comment. This event was held jointly with the Wynford-Concorde Focused Area Study.

Through this event, the Study Team learned that:

- Pedestrian and cycling connection to Eglinton Avenue East from the Don Mills Trail was a continued desire of participants, particularly through the extension of the trail in addition to, or instead of, a new public street.
- The inclusion of parks, especially high-quality, programmable parks with playgrounds or active recreation is important. The draft demonstration plan's approach of consolidated parks was agreeable.
- The presented fine-grain street network and built form transition approaches were supported by participants, though concerns around implementation and enforcement were raised.
- Participants had mixed views on the heritage significance of 39 Wynford Drive, which at the time of the event, was a potential heritage property and not yet a listed heritage property.

Future Public Meetings

A third public meeting will be held by the City to present the draft policies as part of Phase 4.

Section 3.

Emerging Framework



3.1 Vision

The Don Mills Regeneration Area will evolve into vibrant mixed-use communities that build on the area's mature green character, transportation hub within the future transit network, and evolving neighbourhood fabric. These areas will offer housing of different types and sizes, employment spaces and a mix of uses, parks, and community amenities where the community can live, work, and connect locally. New public streets and pedestrian connections will link new and existing community destinations, making it easy and pleasant to walk, cycle, and access transit. *Natural Areas* and mature trees will be protected, and parks and open spaces will be woven into new development, contributing to a resilient and welcoming environment.

Key Priorities

Grow Around Transit to Support a Complete, Connected Community

Growth in the Don Mills Regeneration Area will be shaped to support complete communities where people can live, work, shop, and access services close to home. New development will provide a mix of residential unit types and sizes, employment spaces, local retail, and community-serving uses. This mix will help meet the needs of a growing population while supporting local jobs and activity throughout the day. Development will be planned to allow flexibility over time, ensuring that buildings and spaces can adapt as community needs and markets change.

Build Complete, Mixed-Use Communities that Support Daily Life

New development will create complete communities where daily needs can be met close to home. A mix of housing types and sizes, employment spaces, local retail, and services will be integrated within new buildings. This mix will support activity throughout the day, provide local jobs, and support a mixed-use community that can respond to changing demographics, economic conditions, and local needs over time.

Shift from Large, Car-Oriented Sites to Walkable and Multi-Modal, People-Focused Places

The Regeneration Area Study presents an opportunity to transform large blocks and auto-oriented sites into walkable and multi-modal neighbourhoods with a fine-grained network of streets, parks, and both pedestrian and cycling connections. New public streets and mid-block connections will improve access for people walking and cycling, while carefully managing vehicle access for servicing and safety. Streets and public spaces will be designed as places to spend time in, not just routes to move through.

Protect, Integrate and Enhance Green Spaces, Natural Areas, and Local Identity

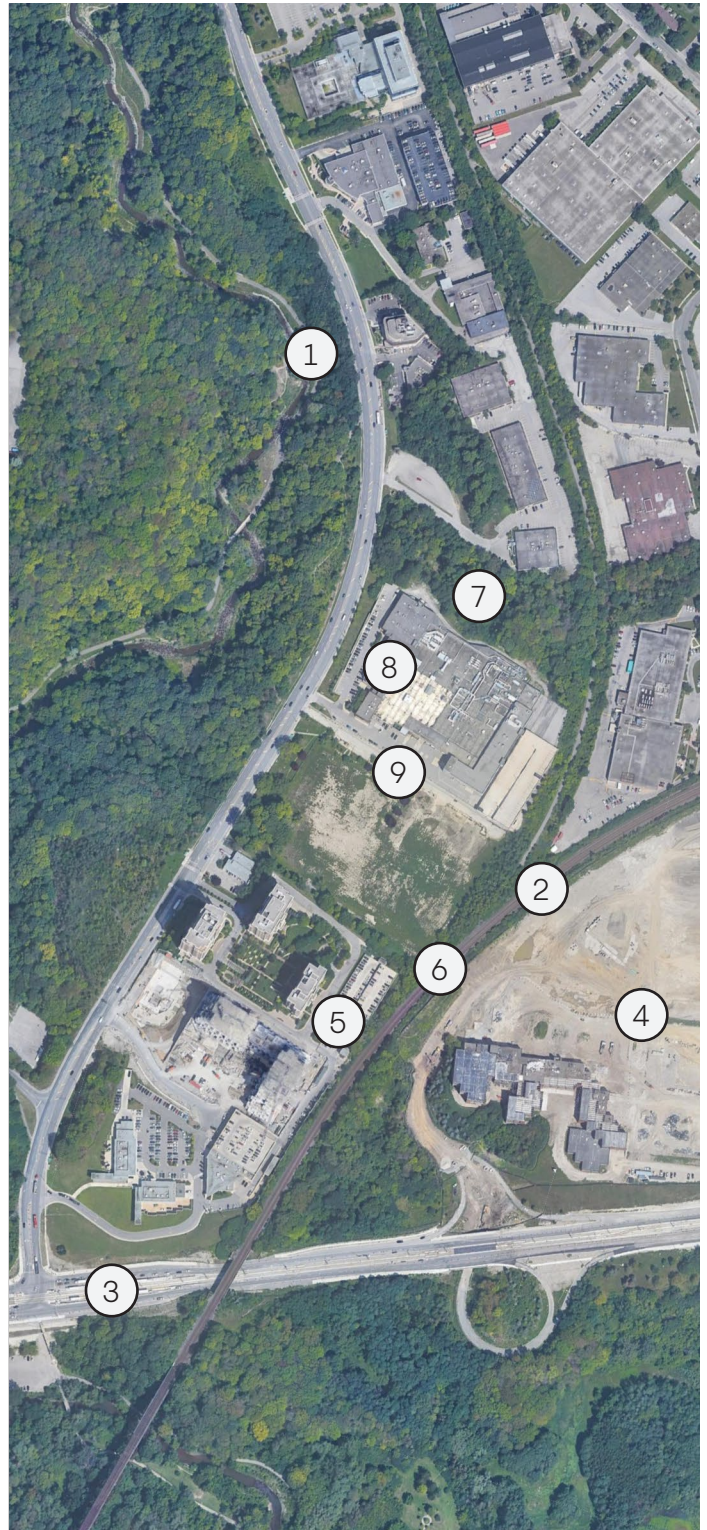
The Don Mills Regeneration Area will build on the area's strong green character and cultural assets. Natural heritage features will be protected, and parks, trails, and mature trees will be woven into new development, creating visible and accessible open spaces that support recreation and everyday movement. Heritage buildings, cultural institutions, and important views will be respected and integrated into new development, ensuring that growth reinforces local identity and creates a welcoming environment.

3.2 Leslie Site

Key Considerations

Existing and Future Site Conditions

- 1. Proximity to Wilket Creek Park and Broader Open Space:** The Leslie Site is located near the Wilket Creek Park and Trail which connects to Sunnybrook Park and the City's natural open space system.
- 2. Don Mills Trail and Pedestrian Bridge:** The Don Mills Trail terminates along the eastern edge of the Leslie Site, where there will be access to the future bridge over the railway.
- 3. Major Transit Station Area (MTSA):** The Leslie Site is located within the Sunnybrook Park MTSA. The permitted density of adjacent sites to the south will be impacted by new policies establishing density permissions for lands within 200 and 500 metres of the stop.
- 4. An Evolving Context:** The surrounding area is characterized by approved, planned, and potential growth. To the east is the approved Don Mills Crossing Secondary Plan, to the south are proposed development applications, and to the north, lands currently designated *General Employment Areas* will be redesignated *Regeneration Areas* pending Minister of Municipal Affairs and Housing approval of OPA 804.
- 5. Planned Public Street Network:** A public right-of-way for a future street connecting to Eglinton Avenue East has been secured in a proposed development application south of the Leslie Site.



Leslie Site: Existing and Future Site Conditions

-
6. **Proximity to Railway Corridor:** The Leslie Site is partially adjacent to the CPKC Rail Corridor. Setbacks of 30 metres are recommended along principal main railway lines to provide a buffer from railway operations, including noise, vibrations, and emissions, to accommodate a safety barrier and address land use incompatibilities.
 7. **Natural Heritage System and Development Limits:** The northern portion of the Leslie Site is within the City's Natural Heritage System, which is designated as *Natural Areas*. Specific development limits and extent of the *Natural Areas* designation will be determined through technical studies that delineate the erosion hazard and natural feature limits, as well as required buffers.
 8. **Designated Heritage:** 1123 Leslie Street is a designated heritage property under Part IV of the Ontario Heritage Act. The designation by-law identifies the 2-storey office portion of the complex as a heritage attribute of the property.
 9. **Multiple Owners:** The site is composed of two properties. The plan would need to allow each property to proceed independently while ensuring that a cohesive plan is achieved.

Key Opportunities

1. Enhancing the Broader Parks, Trails, and Active Transportation Network

The Leslie Site's location near the Wilket Creek Park, the Don Mills Trail, and a future pedestrian bridge creates an opportunity to strengthen connections within the broader parks and active transportation network. The Leslie Site can help address gaps in the surrounding system by improving access between existing trails, parks, and future crossings. Connections between the Don Mills Trail and Wilket Creek Park Trail are essential to ensure connectivity between high-volume trails. Well-located pedestrian and cycling routes through the site can improve access to nearby open spaces and support safer, more direct connections to the City's wider trail network.

2. Supporting Transit-Oriented Growth in a Changing Urban Context

Located within the Sunnybrook Park MTSA, generally over 500 metres from the stop, and surrounded by approved and emerging growth, the Leslie Site is well positioned to support compact, transit-oriented development. New policies permitting higher densities within walking distance of transit reinforce the opportunity to accommodate a flexible mix of uses in a walkable, urban form. As the surrounding area evolves, redevelopment of the Leslie Site can contribute to an emerging urban structure that aligns with planned growth while providing appropriate transitions to adjacent areas.

3. Creating a Connected and Coordinated Public Street Network

The secured public right-of-way south of the site, combined with existing constraints on vehicular access, presents an opportunity to plan a coordinated and legible public street network. New development can help establish a clear structure for future streets that improves connectivity and supports safe movement for all users.

4. Integrating Heritage and Environmental Elements into the Public Realm, and Protecting Natural Features

The heritage attributes of 1123 Leslie Street, the proximity of the Natural Heritage System and the presence of mature trees on the site, create an opportunity to shape development around these defining features. By appropriately integrating heritage and environmental elements into open spaces, pedestrian routes, and building placement, redevelopment can reinforce local identity, protect natural features, and enhance the overall quality and character of the public realm.

Existing Site-and-Area-Specific Policy Direction

The Leslie Site is subject to SASP 848, which establishes key directions for how the site is intended to develop. These policies provide an important foundation for land use, transportation, and community outcomes. Building on these policies, the study refines recommendations tailored to the site-specific conditions and evolving policy context.

Non-Residential Uses

SASP 848 requires that a minimum amount of development on the Leslie Site be dedicated to non-residential uses. Specifically, the required non-residential gross floor area must be the greater of:

- 15 percent of the total gross floor area on the lands, or
- A density of 1.0 times the site area, excluding any lands conveyed to the City or other public bodies for new parks, open spaces, *Natural Areas*, streets and/or lanes.

At least 51 percent of this non-residential gross floor area is intended to be for employment uses that are compatible with residential development, supporting a mix of jobs and activities on the site.

Transportation Network

SASP 848 requires the creation of at least two new, connected public streets to support future development and improve connectivity. These include:

- A new north-south public street connecting the Leslie Site to lands to the south and to a future east-west public street.
- A new east-west public street connecting Leslie Street to the north-south public street.

Together, these roads are intended to establish a connected public street framework that supports access, circulation, and future growth.

A Mix of Uses

SASP 848 requires that development provides a balance of high-quality commercial, residential, institutional and open space uses that reduce automobile dependency and meets the needs of the local community.

The policy also requires the provision of both indoor and outdoor recreation spaces for residents and directs that vehicular parking be located primarily below grade, with only a limited amount of short-term or temporary visitor parking permitted at grade.

Affordable Housing

SASP 848 encourages the inclusion of affordable housing within new residential development. For condominium development, this includes a minimum of 7 percent affordable ownership units or, alternatively, 5 percent affordable rental units.

Vision

The Leslie Site will become a welcoming and balanced community that integrates new housing, employment and services, while protecting the surrounding Natural Heritage System. Development and broader transportation network improvements will enhance access to the Don Mills Trail and Wilket Creek Park, strengthen connections to transit, and create safe streets and pathways for people walking and cycling. A central public park and connected open spaces will provide places to play, gather and enjoy nature, while the existing heritage building will be preserved and celebrated as part of the area's identity. New development will respect the natural edges of the site and support a healthy, attractive environment that complements nearby neighbourhoods.

Design Priorities

1. Create a Fine-Grained, Connected Network

Structure streets, paths, and open spaces to make movement intuitive, safe, and well-integrated within the site and broader network.

2. Maintain a Human-Scale Public Realm

Shape buildings, streets, and open spaces to feel welcoming, comfortable, and active at street level, even as density increases.

3. Anchor Development Around a Consolidated Park

Organize the site to ensure the public park is visible, accessible, comfortable and a defining element.

Demonstration Plan

This demonstration plan is an example of how development in the Leslie Site can be configured to achieve the vision and design priorities. The demonstration plan is illustrative in nature and is not intended to limit future development outcomes.

This demonstration plan was developed iteratively through Phases 1 to 3 and refined through public and stakeholder feedback, emerging technical information, and ongoing coordination with City staff.

It illustrates how redevelopment could be accommodated at a density of approximately 5.0 Floor Space Index (FSI), calculated on a net developable area basis and reflecting the site's relative proximity to transit while recognizing its greater distance from the Sunnybrook Park Stop and its adjacency to the Natural Heritage System.



Leslie Site Demonstration Plan



- | | | | |
|----------------|----------------------|--------------------|-----------------------------------|
| Property Line | Park | Existing Buildings | Future Bridge |
| Base Buildings | Natural Areas | Approved Buildings | Existing Streets |
| Towers | POPS | Proposed Buildings | Future Streets |
| Heritage | Mid-Block Connection | MTSA 500 m Buffer | Existing Multi-Use Trail (Public) |

Building heights, ranging from 20 to 31 storeys, and massing are organized to transition from higher intensity along the southern portion of the site (closest to transit access) toward lower intensity in the north, where development interfaces with lands of Natural Heritage importance under the jurisdiction of the Toronto and Region Conservation Authority (TRCA).

Base building heights are generally six storeys along Leslie Street and other key edges where a stronger street wall condition is appropriate, stepping down to four storeys elsewhere to reinforce human scale. This limits shadow impact, and provides a sensitive transition to open spaces and the Natural Heritage edge. Tower elements are set back from base buildings and configured to meet City guidelines for separation distances, floor plates, and wind performance.

The land use and open space structure responds directly to the site's environmental context. The northern portion of the site is designated *Natural Areas* in the Official Plan, and additional lands identified through technical studies, together with required buffers, are intended to be conveyed to the TRCA to mitigate risk from natural hazards and protect and enhance the natural system. While direct public access to these lands is not encouraged in order to protect their ecological function, their presence provides important opportunities for views, visual relief, and transition in scale between development and nature.

A single, consolidated public park is centrally located and framed by public streets on three sides, giving it a prominent civic presence and strong visibility. Built form is arranged to minimize shadow impacts on the park through step-backs, tower placement and height transition.

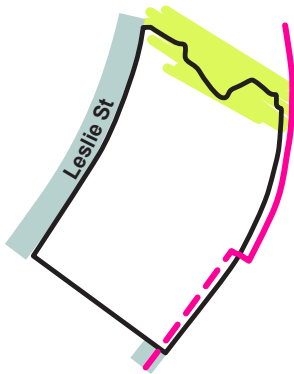
Streets, Connectivity, and Public Realm

Site access and connectivity are organized around a single primary entrance from Leslie Street, which connects to a new internal public street running along the eastern edge of the site adjacent to the railway corridor and existing trail system. The internal street network branches northward and southward within the site, organizing access to development blocks and public open spaces. Pedestrian permeability is further enhanced through mid-block connections, including east-west links connecting the park to the eastern street and southward connections that improve access between Leslie Street and internal open spaces. These connections are designed with rights-of-way and setbacks to support landscaping, tree preservation, and active frontages.

The heritage office building is retained and integrated into the plan, with a publicly accessible open space located in front of it to enhance its visibility and reinforce its role as a landmark within the site. Additional publicly accessible spaces along Leslie Street support the heritage building's visibility and the area's landscaped character, streetscape continuity, tree preservation, and transitions to adjacent uses, including the fire station to the south. Development throughout the site is oriented to line streets, parks, and pedestrian connections with active frontages and soft edges. This reinforces safety, animation, and legibility.

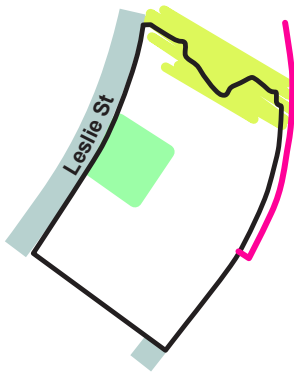
Key Alternative Design Components Tested

Different design approaches were explored in developing the demonstration plan to understand how the site could be organized and to test potential opportunities. The following options were considered but not carried forward to the final demonstration plan.



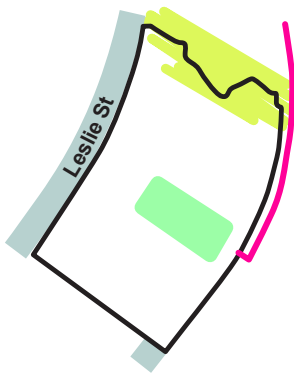
Extension of the Don Mills Trail

The Don Mills Trail terminates where it meets the Leslie Site railway corridor. The extension of the trail through the site and to Eglinton Street was identified by members of the community as a key opportunity. The feasibility of extending this trail through the Leslie Site and alongside the future street to the south was explored. However, the secured right-of-way is unable to accommodate the extension of the trail. Alternatively, the demonstration plan formalizes a mid-block connection. Access to Eglinton Avenue East continues via a future public street.



Park along Leslie Street

An alternative approach with a park fronting Leslie Street was explored to create a highly visible and central park. This resulted in two vehicular accesses, one on the north side and one on the south side. The intersections would be too close together and the north intersection would be along a curve and slope, reducing visibility and safety. These factors would have created safety and traffic flow concerns and was not advanced.



Central Park to the East

A park oriented to the east-west, and located along the east side of the Leslie Site was tested and presented at Public Meeting #2. This approach allowed for a single consolidated park but presented challenges in providing street access to all future buildings. While feasible, a north-south orientation was preferred to accommodate an alternative street network.

Key Considerations

Open Space Network and Natural Heritage

- Development should enhance active transportation by providing direct connections to the surrounding multi-use trail network, streets, open spaces, and/or transit through new pedestrian and cycling connections and mid-block connections in key collections.
- Development limits should respect Natural Heritage System lands, with these areas protected, naturalized, and conveyed to the appropriate public authority where required.
- Building placement and site organization should provide clear visual and physical exposure to *Natural Areas* while maintaining appropriate buffers and ecological protection.

Parks and Public Open Space

- A consolidated public park should be provided through coordinated contributions through development to maximize usability for active and passive recreation, visibility, and access to sunlight.
- The park should function both as a destination and as a key pedestrian connection between Leslie Street and the Don Mills Trail.
- The park should be framed by development and public streets on multiple sides to promote safety, animation, and clear public access.
- Park configuration should minimize fragmentation, with streets and connections designed to wrap around the park rather than divide it into smaller spaces.
- Public open spaces should incorporate significant tree planting and landscape strategies to support shade, comfort, and climate resilience.

Privately Owned Publicly-Accessible Spaces

- POPS should be strategically located to support key public realm objectives, be publicly accessible, visible, and designed with clear sightlines and lighting. General suggested locations include:
 - In front of the retained heritage building to maintain its prominence and allow for public engagement with the site's cultural history and heritage landscape.
 - Adjacent to the fire station to preserve existing mature trees and allow for future integration and shared public use.
 - At the northwest to connect to the Don Mills Trail and entrance of the future pedestrian bridge ramp.

Streets, Blocks, and Connectivity

- A new public street network should be introduced to establish an organized block structure that supports both current and future development across multiple ownerships.
- Connections should prioritize pedestrian and cycling movement, and integrate with the broader transportation network.
- Vehicular access points should be limited to reduce intersection density and conflicts, with a primary east-west public street connection located mid-site to Leslie Street.
- New public streets should align with secured or planned rights-of-way on adjacent lands to ensure continuity of the broader street network.
- Where full vehicular connections are not appropriate, pedestrian-only mid-block connections should be provided to maintain permeability and walkability.
- Direct pedestrian and cycling connections should be provided between the Don Mills Trail, internal streets, the future park, and Leslie Street.

Built Form: Density, Massing, and Height

- Development may include a mix of built forms and massing, including mid-rise buildings and/or tall buildings to accommodate the anticipated density for the area.
- Base buildings should be designed to reinforce a consistent pedestrian scale with appropriate setbacks and articulation, particularly along public streets, parks, and pedestrian routes.
- Tall buildings should be oriented, spaced, and staggered to maximize separation distances, protect sky views, and reduce overlook, shadow and wind impacts on the public realm.
- Building massing should prioritize minimizing shadow impacts on the central park, the natural heritage, and other publicly accessible open spaces through setbacks and stepbacks.
- Building heights should generally transition down towards *Natural Areas*.

Active Frontages and Non-Residential Uses

- Active building frontages should be provided along all public streets, the central park, POPS, and key pedestrian connections.
- Non-residential uses should be primarily accommodated within base buildings, where larger floor plates, visibility, and direct access to the public realm can be achieved. It is anticipated that non-residential uses will include a more significant proportion of local-serving retail, commercial and institutional uses, although employment focused uses should continue to be permitted and encouraged.
- While a significant amount of non-residential uses may not be as feasible on the Leslie Site due to its locational characteristics, active frontages should still be encouraged to support street activation and access to jobs and daily needs.
- Ground floors and base building levels should be designed to be able to accommodate a range of permitted non-residential uses and unit sizes.
- Non-residential uses should be concentrated in areas closest to transit access, Leslie Street, and the central park, while maintaining flexibility to respond to future market conditions.

Heritage Conservation

- Existing heritage resources within the site should be retained and integrated into new development in a manner that reinforces their visibility and heritage attributes.
- New development along Leslie Street should be aligned with or appropriately set back from the heritage building to maintain its prominence and landscape setting.

Transportation and Parking

- Development should support transit-oriented and active transportation by prioritizing pedestrian and cycling connections while minimizing reliance on private vehicles.
- Parking should be primarily provided underground, with only limited at-grade parking considered for short-term or operational needs where appropriate.

Plan and Framework

Land Use Plan

Land Use Designations

The *Mixed Use Areas* and *Natural Areas* designations are proposed for the Leslie Site.

Mixed Use Areas

A *Mixed Use Areas* designation is proposed for the majority of the Leslie Site. The *Mixed Use Areas* designation allows for a broad array of residential uses, offices, retail and services, institutions, entertainment, recreation and cultural activities, and parks and open spaces.

Official Plan Policy 4.5.1(1)

Mixed Use Areas are made up of a broad range of commercial, residential and institutional uses, in single use or mixed-use buildings, as well as parks and open spaces and utilities.



Legend

Inside Site

Site

Mixed Use Areas

Natural Areas

Outside Site

Mixed Use Areas

Neighbourhoods

Parks

Natural Areas

General Employment Areas

OPA 804

Leslie Site: Land Use Diagram



The *Mixed Use Areas* designation achieves several priorities for the Leslie Site:

- 1. Responds to the transportation-infrastructure context.** The *Mixed Use Areas* designation enables a broad range of residential, employment, retail, institutional, and community uses to be delivered either individually or within mixed use buildings. This flexibility is important in a location where transit investment and surrounding land uses are expected to evolve over time, allowing development to adapt to changing needs and market conditions without requiring future land use amendments.

-
- 2. Supports the inclusion of employment and other non-residential uses as part of a complete community.** The *Mixed Use Areas* designation explicitly permits offices, services, retail, and institutional uses alongside residential development. This supports the intent of SASP 848 by maintaining opportunities for employment and non-residential activity on the site. While the final mix of uses will be determined through future development applications, the *Mixed Use Areas* designation ensures these uses remain permitted and viable.
 - 3. Enables a flexible, pedestrian-oriented urban form.** The *Mixed Use Areas* designation supports compact, walkable development patterns that frame streets, open spaces, and public amenities. By permitting a mix of uses within individual buildings and across the site, the designation encourages active ground floors, efficient land use, and a public realm that supports daily activity. This flexibility allows future development to contribute to a coherent, human-scale urban structure while responding to detailed design and public realm objectives established through subsequent planning approvals.

Natural Areas

A *Natural Areas* designation is recommended for the northern portion of the Leslie Site to reflect the limits of the Natural Heritage System. This includes lands within and adjacent to natural features, as defined by the long-term stable top of slope, vegetation dripline, and required buffers.

Consistent with the City of Toronto OP and TRCA policies, these lands are recommended to be conveyed to public ownership to ensure long-term ecological protection and to address erosion and slope stability concerns. Given the extent of natural features, natural hazards, and associated buffer requirements, direct access and development within this portion of the site are not appropriate.

The precise limits of the *Natural Areas* designation and the lands to be conveyed will be further refined through future development applications informed by detailed technical studies such as geotechnical investigations, slope stability analysis, natural heritage impact study and dripline staking.

Affordable Housing

The provision of affordable housing is a fundamental objective of the City's OP and is essential to supporting complete communities. A full range of housing options, including affordable ownership and rental housing, contributes to social equity, economic resilience, and the long-term stability of neighbourhoods. Ensuring that new development provides affordable housing opportunities supports inclusive growth and enables residents of diverse incomes and household types to live in proximity to employment, transit, services, and community infrastructure.

SASP 848 encourages the inclusion of affordable housing within new residential condominium development. It is recommended that the existing SASP policy framework be continued and maintained.

Unit Mix

To ensure that there is a diverse housing stock and support complete communities, recent Secondary Plans require that new developments with more than 80 residential units provide at least 40 percent of the units as two- and three-bedroom units. It is recommended that the Don Mills Regeneration Area be consistent with this approach.

Additional Non-Residential Uses

Bill 97 amended the definitions of “areas of employment” within the *Planning Act* and PPS 2024. This change narrowed the type of uses included in employment uses and signals an intent to further the achievement of complete communities. Notwithstanding the office, retail and service uses already permitted in the *Mixed Use Areas* designation, light industrial, manufacturing and small-scale warehousing uses that do not create adverse effects to sensitive uses, such as residential uses, are encouraged to be permitted per the PPS 2024 Policy 2.8.1(2).

To prevent adverse effects from noise, vibration, and emissions, including dust and odour, it is recommended that the OP Policy 2.2.4 policies relating to Compatibility/Mitigation Studies be required, where appropriate, despite not being within, adjacent to, or near *Employment Areas*. Where the trigger of this requirement is currently the introduction of sensitive land uses, the city may consider the trigger of this requirement to be the introduction of certain uses.

An Exploration of Specific Uses

Potential uses are identified through uses permitted as-of-right, or conditionally within the City of Toronto’s existing employment-industrial zones.

The City of Toronto Employment-Industrial Zone Category comprises 4 individual zone categories:

- Employment Light Industrial,
- Employment Industrial,
- Employment Heavy Industrial, and
- Employment Industrial Office.

Of the four categories, potential uses were identified from the Employment Light Industrial zone category which both historically and currently, abut residential or commercial-residential zones throughout the City of Toronto. Uses permitted as-of-right or with conditions, in the Employment Light Industrial zone, but not already permitted in the Commercial Residential zone are as follows:

Permitted As-of-Right

- Bindery
- Carpenter’s Shop
- Dry Cleaning or Laundry Plant
- Industrial Sales and Service Use
- Self-storage Warehouse
- Warehouse
- Wholesaling Use

Permitted With Conditions

- Apparel and Textile Manufacturing Use
- Beverage Manufacturing Use
- Contractor’s Establishment
- Crematorium
- Food Manufacturing Use
- Furniture Manufacturing Use
- Metal Products Manufacturing Use
- Open Storage
- Plastic Product Manufacturing Use
- Printing Establishment

Density and Built Form

Density

A maximum density of 5.0 Net FSI is recommended for the Leslie Site. This density is recommended to allow for a smooth transition in density from the Sunnybrook Park Stop on Line 5, while supporting a level of density that reflects the site's relative proximity to higher order transportation and location within the MTSA.

Surrounding Density

The existing and planned context and the scale of intensity of development within the surrounding area was considered to determine what density would allow for a smooth transition down from Sunnybrook Park Stop.

Existing Density

Based on 3D modelling 1101-1103 Leslie Street has a combined Gross FSI of approximately 2.0. 1087-1095 Leslie Street has a Gross FSI of 4.56.

Proposed and Planned Density

In 2022, a development application was submitted for the lands at 1075, 1077, and 1083 Leslie Street. The proposed density as of December 2022 was a Gross FSI of 4.99, or approximately 8.64 Net FSI.

The proposed application includes a development block south of the Leslie Site (Block D), abutting 1103 and 1105 Leslie Street. This block's proposed Net FSI is approximately 3.77.

Floor Space Index (FSI)

FSI means the ratio of the total gross floor area of buildings to the area of the site.

Net FSI is calculated using the net site area after new public streets, right-of-way widening, or parkland dedication. This is the calculation method typically used within zoning.

Gross FSI is calculated using the gross site area before any new public streets, right-of-way widening, or parkland dedication. This is the calculation method typical to Secondary Plans and used within the Don Mills Crossing Secondary Plan.



Surrounding Density

- 1101-1103 Leslie Street
- 1087-1095 Leslie Street
- 1075-1803 Leslie Street

Minimum Density

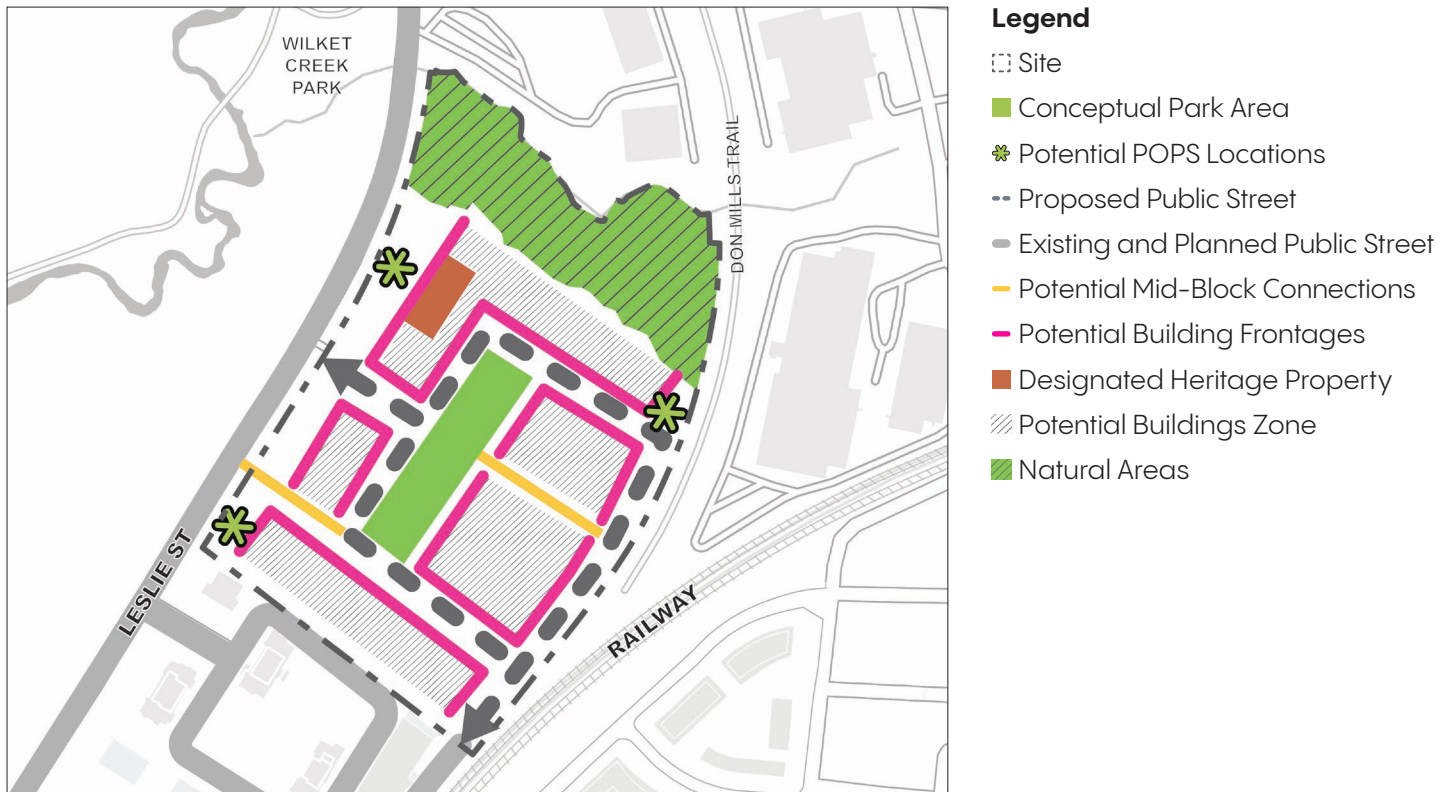
The Leslie Site is located within the Sunnybrook Park MTSA but is generally located more than 500 metres from the stop. The existing and permitted development within this MTSA is planned for a minimum population and employment target of 65 residents and jobs combined per hectare. A large portion of the lands within this delineation are *Natural Areas*, *Parks*, or *Open Spaces* which do not contribute to the calculation of density.

Height and Transition

The Toronto Tall Building Guidelines encourage that tall buildings fit within their existing or planned context and provide an appropriate transition in scale down to lower-scaled buildings, parks and open space.

With consideration to the MTSA, together with the surrounding context, a similar transitional approach is recommended where building heights decrease as one moves further from the station. Policy direction for the Leslie Site should direct the tallest buildings to the south side and encourage that building heights generally decrease towards the north, continuing the pattern of decreasing building heights on lands south of the Leslie Site.

This would allow for a gradual transition down towards the Natural Heritage System. Per the Tall Building Guidelines, a sun/shadow study and Natural Heritage Impact Study would be required to evaluate the sun/shadow impacts on the *Natural Areas*.



Leslie Site: Built Form Diagram



Building Massing

Buildings should be thoughtfully located and arranged to support a high-quality, human-scaled public realm, comfortable street and open space conditions, and allow for the density envisioned for the site while minimizing shadows, wind impacts, and privacy concerns.

It is recommended that development of the Leslie Site include a mix of mid-rise and/or tall buildings to accommodate anticipated density, while reinforcing a pedestrian-friendly scale along streets and edges through setbacks and step-backs.

Mid-Rise Buildings

Where mid-rise buildings are proposed, they should contribute to a comfortable, engaging public realm by aligning with the street, framing sidewalks, and open spaces. Building height and massing should generally relate to the width of the street and the surrounding context, ensuring sunlight, sky views, and a human-scaled environment at street level.

Upper floors should be stepped back where appropriate to reduce perceived height and minimize shadow on sidewalks and open spaces. The building design should be informed by the Mid-Rise Buildings Design Guidelines to support a pedestrian-friendly and attractive streetscape.

Tall Buildings

Where tall buildings are proposed, base buildings should provide active frontages along streets, the central park, POPS, and pedestrian routes, and provide flexibility to accommodate non-residential uses requiring larger floor plates where appropriate (such as community services, offices, retail).

Tower floor plates are encouraged to be compact in form, up to a maximum of 750 square metres, and generous separation distances of at least 25 metres from other towers is recommended to reduce shadow and wind impacts and protect privacy.

The design of tall buildings should be informed by the Tall Buildings Design Guidelines to enhance the public realm and contribute to a more sustainable future.

Streetwall

Consistent building setbacks and building edges create a regular alignment for the streetwall and define the public realm.

A streetwall height generally between 3 storeys and 80% of the adjacent street right-of-way width should be established along all streets. This allows for a streetwall height of generally 6 storeys along Leslie Street, which has a right-of-way width of 30 metres.

Where fronting parkland and/or POPS, a streetwall height of generally 4 storeys should be established to provide a pedestrian scale and built form transition.

Setbacks and Step-backs

Buildings should be set back at least 3 metres along all streets. New buildings along Leslie Street should generally be set back to align with, or be behind, the front wall of the heritage structure to maintain the existing landscape character and protect sightlines. When buildings front onto existing and future public parks, a 5-metre setback is recommended.

In areas adjacent to identified heritage resources, setbacks should also be designed to conserve and reinforce heritage attributes, including maintaining meaningful views, respecting established spatial relationships, and ensuring that new development does not overwhelm or diminish the prominence of heritage buildings.

Above the streetwall, towers should step back at least 3 metres from the face of the base building to improve the pedestrian experience, reduce height perception at grade, and reduce internal shadow impact.

Public Realm

The public realm shapes how cities function and are experienced, supporting daily activities and community life. Quality public spaces improve neighbourhood character, comfort, accessibility, and safety. This section explains how development at the Leslie Site can enhance public spaces through parks, POPS, and streetscaping to achieve OP goals.

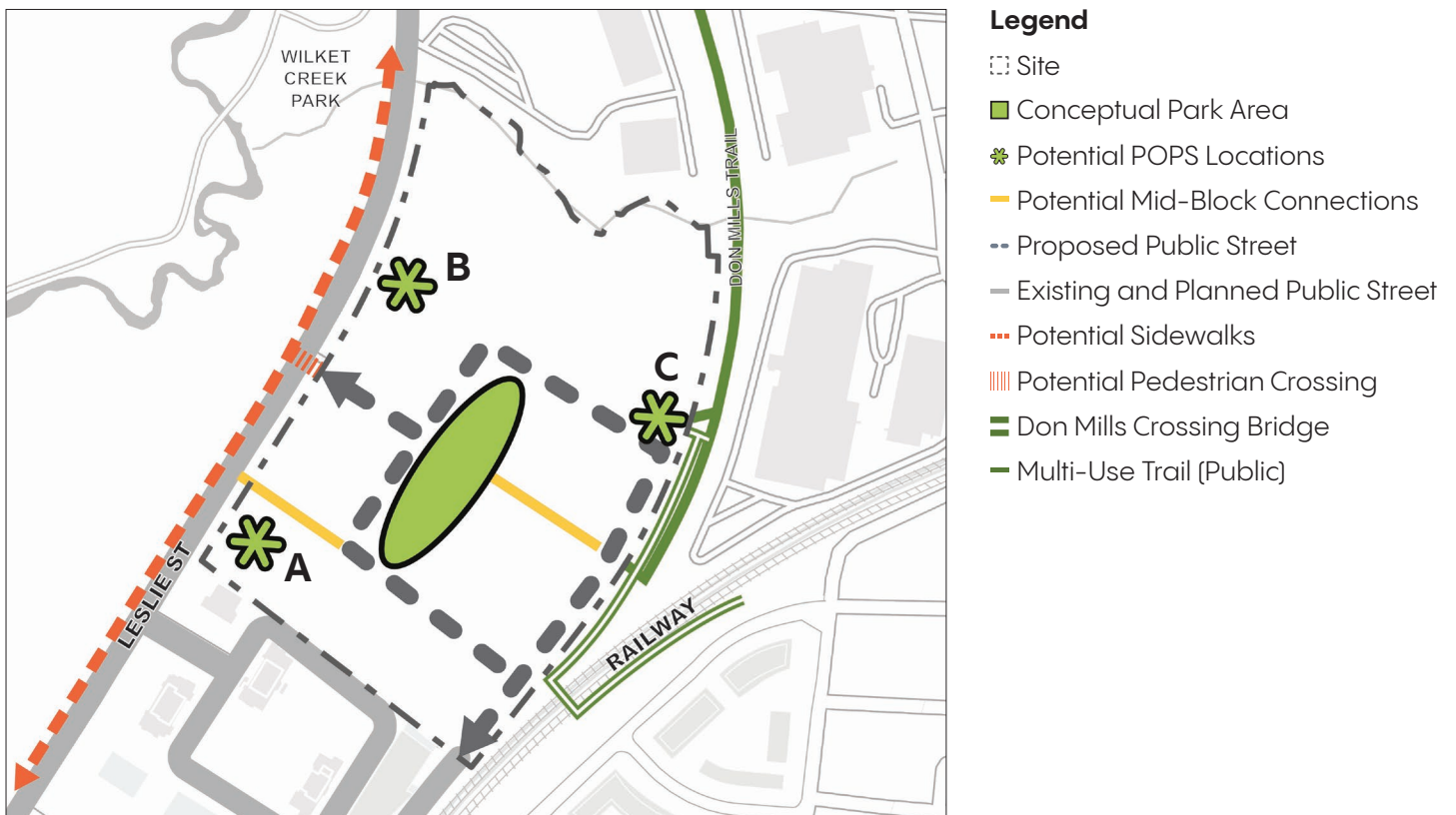
Parks and Open Spaces

Parks and open spaces are essential elements of urban development, contributing to quality of life and community well-being. Community input has emphasized the value of versatile, well-designed parks that support a range of activities, including playgrounds, dog parks, and picnic areas.

In assessing parkland dedication under the *Planning Act* and City of Toronto Parkland Strategy, it is recommended that a single, consolidated park be provided to support active recreation and maximize future potential programming opportunities.

The Study identified a preferred location for the park that balances multiple objectives and considers the split between the two parcels of the Leslie Site. While this location is recommended, other configurations may also achieve these goals, including:

1. Be a single consolidated park that allows for programming opportunities and active recreation.
2. Be located to minimize shadowing and wind impacts from development.



Leslie Site: Parks and Public Realm Diagram



The preferred park location is centrally positioned across the shared property line, oriented north–south. It is additionally recommended to provide a mid-block connection that would connect to the park and provide east–west connectivity throughout the site. This preferred location would allow the park to have frontage along three sides on new public streets, supporting accessibility and visibility, while the fourth side is adjacent to active building edges, creating opportunities for commercial, community, or other non-residential uses. The north–south orientation was selected in part to potentially reduce shadow impacts from future development to the south, though alternative approaches may achieve similar outcomes.

Privately Owned Publicly–Accessible Spaces

POPS are spaces that contribute to the public realm but remain privately owned and maintained. POPS are intended to complement, and do not replace, public parks and other public open spaces.

Three potential POPS locations were identified through the study.

- A.** The southwest corner of the site, fronting Leslie Street. This allows the existing mature trees to be retained. Furthermore, as this part of the site abuts the City-owned fire station, it allows for the opportunity for future public realm or parkland enhancements.
- B.** Along the northern frontage of Leslie Street, in front of the retained heritage building to reintegrate the heritage landscape.
- C.** At the northeasterly edge of the site, where it connects to the Don Mills Trail and the bridge leading to the Don Mills Crossing mixed-use community, to support access and animate this connection.

Mid-Block Connections

Mid-block pedestrian connections help extend the public realm and improve connectivity within and through a site. It is recommended that safe, accessible and comfortable potential mid-block connections be provided throughout the Leslie Site.

All mid-block connections should be publicly accessible year-round, designed to meet universal accessibility standards, and incorporate appropriate lighting and clear sightlines to support public safety. Where connections are open to the sky, landscaping and tree planting should be incorporated, and cycling facilities may be accommodated. Connections that pass-through buildings should be generous in both width and height to ensure comfort and visibility.

These connections will be secured and refined through the development application review process, as required, at the discretion of the City.

Mid-block connections are recommended at the southwest and centre of the Leslie Site:

- A southwest mid-block connection would link the new public street to Leslie Street.
- A central mid-block connection, running east–west, would allow pedestrian access across the entire site: from Leslie Street, through the future proposed street, through the park, and to the proposed north–south street east of the site.

Streetscape

Streetscape design is a key component of a vibrant and functional public realm, enhancing safety, accessibility, and activity while supporting the character of the neighbourhood. Development should provide new streetscape treatments and improvements to existing streets that prioritize pedestrians, cyclists, and transit users, while retaining and integrating mature trees and landscaping where possible. All streetscape design should follow the City's Complete Streets Guidelines to ensure consistency with Official Plan objectives and support a safe, attractive, and well-connected network for all users.

Tree Preservation

The Official Plan requires the preservation of existing mature trees wherever possible. The Study identified potential clusters of mature trees and recommends retaining and integrating these areas where possible through the provision of POPS and/or additional setback at these locations.

Mature trees are located near the southwest side of the Leslie Site, near the existing fire station.

Active At-Grade Uses

Active at-grade commercial, residential, community, and institutional uses foster a human-scaled and pedestrian-oriented environment, by encouraging activities in the public realm and promoting eyes on the streets, parks, and open spaces. Frontages along proposed public streets and parks provide the opportunity to be activated with at-grade commercial, or other active uses.

Natural Heritage

The northern portion of the Leslie Site is within the City's Natural Heritage System. The Study applies the City and TRCA's recommendation to have the limits of Natural Heritage features and associated hazards that define this area reflected in an appropriate designation, *Natural Areas*. To approximate this area, the Study relies upon a 10-metre setback from the Long-Term Stable Top of Slope and ecological buffer from previous vegetation dripline staking, as required by TRCA and City OP policies.

The specific limits will need to be determined through detailed technical studies such as geotechnical investigations, slope stability analysis, and dripline staking at the development application stage.

Transportation

Toronto's transportation network enables people and goods to move efficiently across the city and the region, while supporting safety and accessibility for all. Prioritizing walking, cycling, transit, and the use of personal mobility devices helps contribute to an inclusive, active, and resilient city, supporting the broader objectives of a complete and healthy urban environment.

Key Considerations

A Transportation Plan was developed with the following key considerations in mind:

- Existing and planned transportation network in the surrounding area,
- Stakeholder and public feedback,
- Official Plan Policy directions,
- Complete Streets Guidelines, and
- Site-and-Area-Specific Policy direction.

Existing and Planned Transportation Network:

It is important to consider the existing and planned network in the surrounding area in conjunction with the future transportation network within the site.

There are two major ongoing or planned transportation improvements surrounding the Leslie Site.

1. A future street has been secured along the CPKC Rail Corridor from Eglinton Avenue East through a proposed development to the south of the Leslie Site.
2. A bridge over the CPKC Rail Corridor is planned as part of the Don Mills Crossing Secondary Plan, connecting to Moriyama Drive.

Stakeholder and Public Feedback

Participants of the Study public meeting expressed an interest in more and enhanced connections to Eglinton Avenue East and the Eglinton Line 5 Sunnybrook Park Stop, connectivity improvements, and improved safety and comfort. Improvements for walkability for seniors and accessibility in a range of weather conditions was identified as desirable. Extension of, and/or stronger connectivity to existing trails nearby including the Wilket Creek Trail and Don Mills Trail were raised as important.

Official Plan

The City of Toronto Official Plan sets out a vision for an accessible transportation network that prioritizes walking, cycling, and public transit enabling easy movement of people and goods within neighbourhoods and connections to the regional network.

Complete Streets Guidelines

The "Complete Streets" approach aims to create a well-functioning street network that is planned and designed to provide safe access and efficient operation for all street activities and functions, while recognizing that there is no single way to make a street "complete". Rather, it depends on a range of factors which vary based on the character and context of each street.

The Complete Streets Guidelines help implement the Official Plan's vision for complete streets and other city building objectives.

Site-and-Area-Specific Policy

SASP 848 requires the creation of a new north-south public street connecting the Leslie Site to lands to the south and to a future east-west public street and a new east-west public street connecting Leslie Street to the north-south public street.

Transportation Plan

The proposed transportation plan addresses existing gaps and strengthens connections within the broader network to support safe and convenient walking, cycling and micromobility.



Leslie Site: Transportation Diagram



Vehicular Connections

New public streets are recommended to provide access, servicing, public frontages, and addressing within the site. In line with the direction within SASP 848, these streets connect westward to Leslie Street and southeast to a planned public street that will extend to Eglinton Avenue East. This network aligns with existing and planned connections beyond the site, supporting a more connected and legible street system.

The Transportation Conditions Assessment indicates that traffic generated by the Leslie Site can be accommodated within the broader network and is expected to have a minimal impact on overall operations. Existing and future capacity constraints were identified at certain intersections, such as Leslie Street and Inn on the Park Drive and Eglinton Avenue East and Leslie Street, due to broader area-wide growth.

Pedestrian and Active Connections

Prioritizing active transportation infrastructure and supporting more sustainable travel patterns is critical to creating a safe, accessible, and well-connected environment. The Leslie Site has strong potential to strengthen connections to the broader trail and park system and improve continuity within the network.

The transportation plan connects to the existing Don Mills Trail and the future pedestrian bridge at the northeast, helping to complete and formalize a missing link and support more continuous walking and cycling routes.

Coupled with the new public streets and mid-block connections, these routes can link the Don Mills Trail to future cycling facilities on the planned street to the south and potential cycling lanes on Leslie Street, supporting a more complete and flexible network.

Broader Network Improvements

In addition to the network improvements within the site, it is recommended that a sidewalk be provided on the west side of Leslie Street and a pedestrian crossing be considered, subject to feasibility to improve access to Wilket Creek Park and Sunnybrook Park. These improvements would address existing gaps and support safer, more direct connections to the wider active transportation network.

Phasing and Implementation

Phasing and implementation on the Leslie Site should be coordinated to ensure that appropriate transportation, municipal water, wastewater and stormwater, servicing, parks, and community infrastructure are delivered effectively. While both 1121 and 1123 Leslie Street can develop independently, collaboration between the owners will be necessary to secure a continuous right-of-way and deliver the shared public park, supporting the overall vision for the site.

Recommended Phasing Approach

The Leslie Site should be developed in a coordinated, stepwise manner that allows each parcel to proceed independently while ensuring the delivery of shared infrastructure and public amenities. Early phases should focus on establishing the elements that enable connectivity, accessibility, and active public spaces, setting a framework for subsequent development that aligns with the overall vision for the site.

Streets and Access

Each parcel should deliver the portions of the public street network within its boundaries as part of its initial phase. Where a continuous right-of-way cannot be achieved immediately, temporary or partial alignments may be used, with the expectation that full connections will be completed through cooperation between the two owners. Temporarily dead-ended streets will require a turning circle to facilitate vehicle turn around. This approach ensures that vehicular, pedestrian, and cycling access is progressively established, supporting both early and future phases of development.

Parks and Open Space Delivery

Delivery of the public park should be prioritized in the first phase of each parcel to provide a visible and accessible community amenity from the outset. The park should be oriented and designed to maximize usability, sunlight, and connectivity. Mid-block pedestrian links should be introduced concurrently to enhance public access and integration with the surrounding street network.

Non-Residential Uses

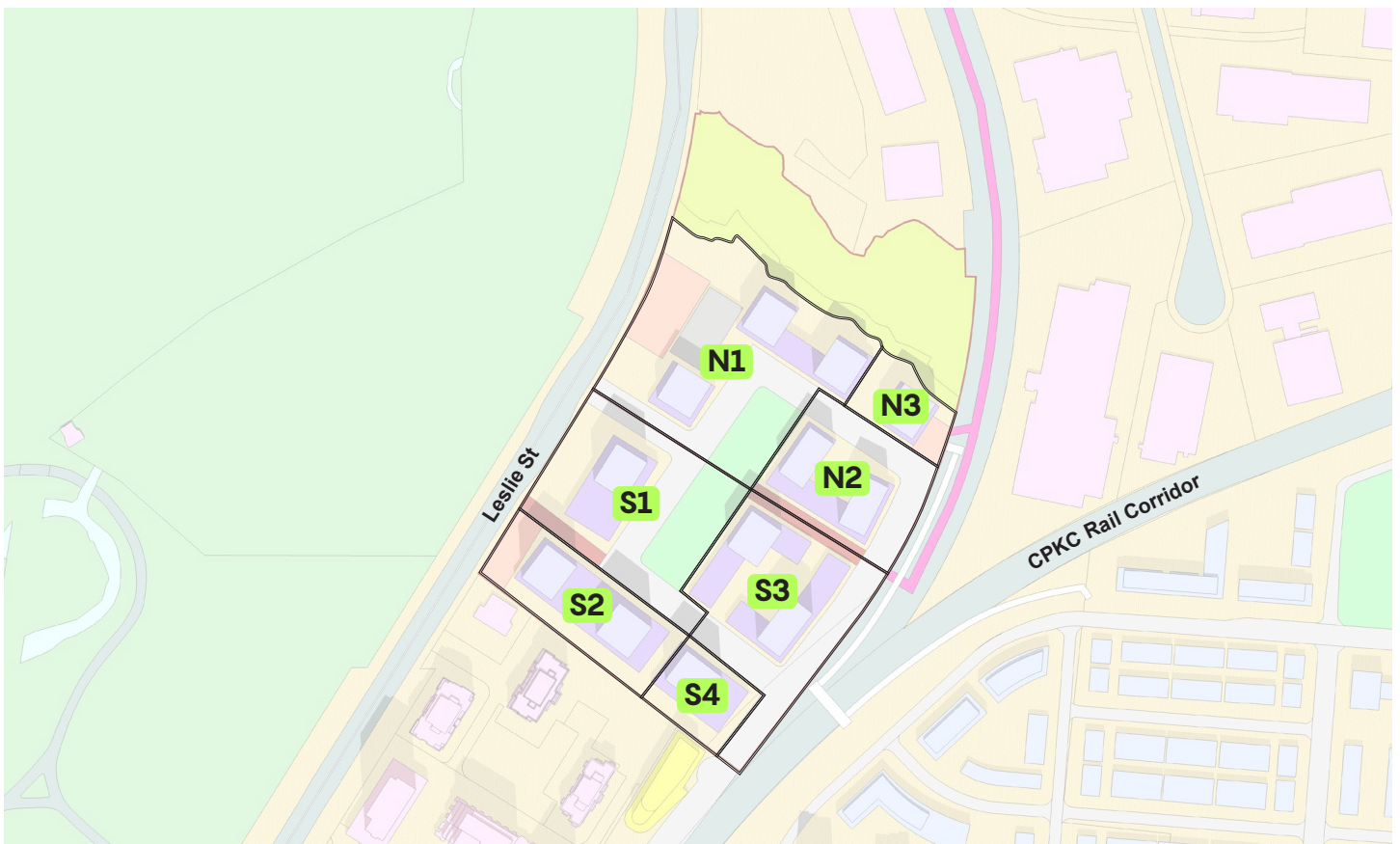
The required non-residential uses should be proportionally provided at the same time as, or before, new residential development.

Example Phasing Approach

The following phasing diagram illustrates one potential way the framework could be implemented. The demonstration plan is illustrative and is not intended to limit future development outcomes.

In this example each property would be able to develop independently provided that the full right-of-way connecting to Leslie Street is secured. Where a full right-of-way is not immediately achievable, such as for phase N1, development may proceed with a temporary or partial alignment, subject to City approval.

Phasing for each parcel should prioritize delivery of the new public park and the portions of the public street within the parcel. Each phase should also provide the necessary street network to support development. In the demonstration plan, the east–west street connecting to Leslie Street is centered along the shared boundary between the two parcels, meaning that initial phases may rely on partial alignments or contributions from adjacent parcels until a full connection is realized. Alternatively, this street could be shifted either north or south to be entirely on one property to simplify the implementation process



Leslie Site: Phasing Diagram  N

 Phase

Implementation Considerations

Recommended Holding Provisions

Holding provisions allow the City to limit development on a site until specified conditions are met, ensuring that growth proceeds in an orderly and coordinated manner while protecting public interests. In addition to the standard provisions related to servicing, it is recommended that the City consider the following conditions for the Leslie Site prior to development:

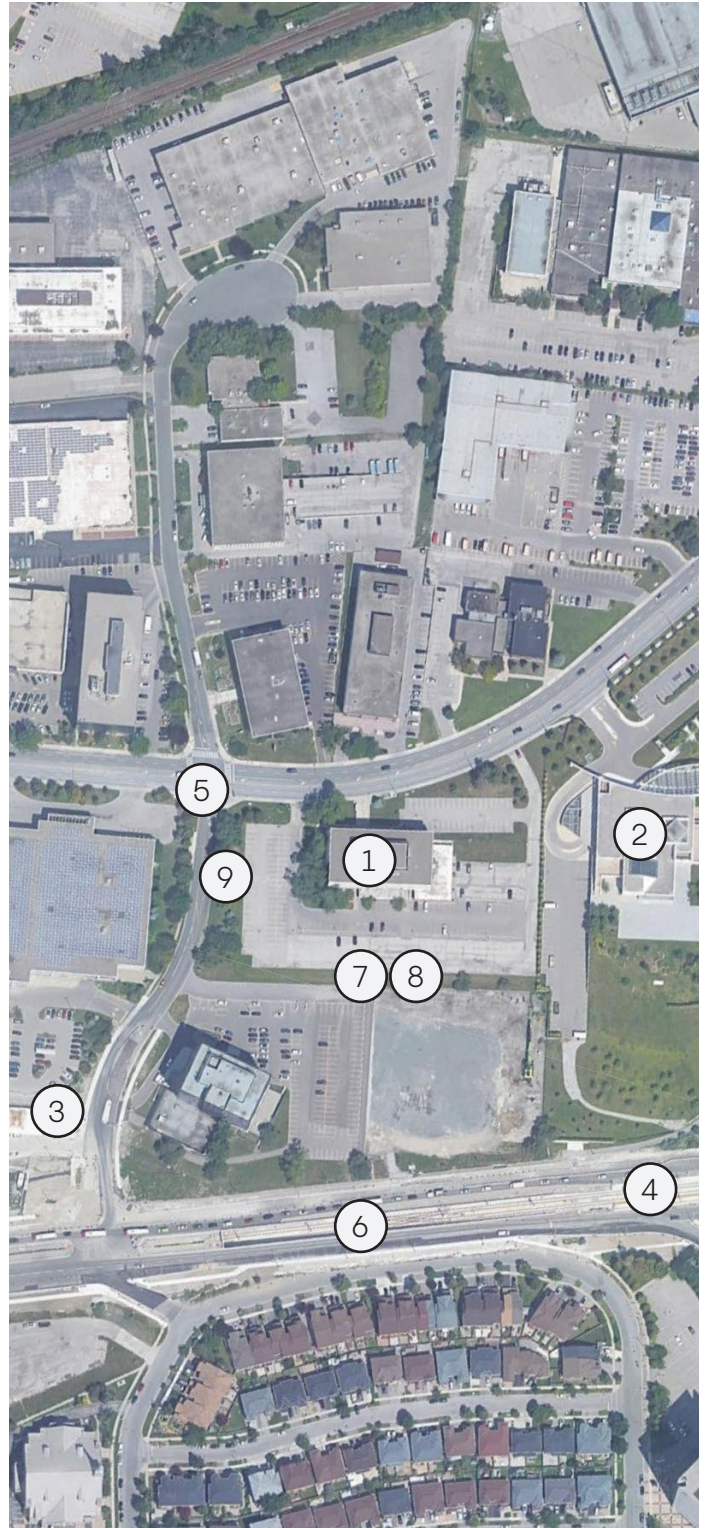
1. Construction of or securing of required public streets.
2. Conveyance of new parkland.
3. Completion of Natural Heritage Studies and implementation of recommended buffers or design measures to protect features within or adjacent to the City's Natural Heritage System.
4. Completion of Noise Impact Study and Vibration Studies that address potential noise and vibration impacts of the CPKC rail corridor.
5. Entering into a Heritage Easement Agreement.
6. Any other servicing and/or affordable housing requirements as deemed applicable by the City.

3.3 Wynford/Gervais Site

Key Considerations

Existing and Future Site Conditions

- 1. Listed Heritage:** 39 Wynford Drive is a listed heritage property included on the City's Heritage Register, recognizing the cultural heritage value of the existing commercial office building, its setbacks, and landscaping.
- 2. Proximity to the Ismaili Centre and Aga Khan Park and Trail System:** The privately owned publicly-accessible Aga Khan Park and Trail are located southeast of the Wynford/Gervais Site. The trail terminates at the Wynford/Gervais Site boundary.
- 3. Location within a Transit-Rich Area:** The Wynford/Gervais Site is located in proximity to multiple transit lines and stops, including the future Ontario Line Don Valley Station, Eglinton Line 5 Don Valley and Aga Khan Park & Museum Stop, and multiple bus routes.
- 4. Requirement to Permit Significant Density:** The Wynford/Gervais Site is located within the Aga Khan Park & Museum Major Transit Station Area. The permitted specified density of the site is subject to new Official Plan policies permitting density within ranges of 200, and 200-500 metres of stations.
- 5. Planned Transportation Network Improvements:** There are a number of ongoing or planned transportation network improvements in the broader area through both the Don Mills Crossing Secondary Plan and the Wynford-Concorde Focused Area Study. Road widenings of 3.44 metres along Gervais Drive and 4.94 metres along Wynford Drive will be needed to accommodate these improvements.



Wynford/Gervais Site: Existing and Future Site Conditions 1-5

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6. **Eglinton Avenue as a Major Arterial:** Eglinton Avenue East is a major arterial that contains the Eglinton Line 5 and cycling infrastructure. New curb-cuts and vehicular access onto Eglinton Avenue East are not encouraged.
 7. **Multiple Land Ownerships:** The site is composed of three properties. The plan would need to ensure that individual properties remain usable after land is conveyed for ROWs and parks while achieving a cohesive structure.
 8. **Grade Changes Throughout:** The Wynford/Gervais site has a slope grade difference of 10 metres from the north to the south. The greatest difference is a 2-metre slope in the middle of the site. It is not preferable for public open spaces, such as parks, to have significant grade changes.
 9. **Mature Trees:** There are existing mature trees along Gervais Drive, near the Gervais Drive and Wynford Drive intersection.

Key Opportunities

1. Leveraging Transit Infrastructure to Support a Vibrant Mixed-Use Community

The Wynford/Gervais Site is located within a transit-rich context, anchored by the future Ontario Line Don Valley Station and supported by higher-order transit along Eglinton Avenue East and multiple bus routes. This level of public transportation presents an opportunity to support a dense, mixed-use community that integrates new housing, employment, and local services. By aligning density with transit capacity, the Wynford/Gervais Site can contribute to a complete, transit-supportive community that supports daily needs within walking distance and reinforces the site's role within the broader pattern of growth in the area.

2. Creating a Permeable and Well-Connected Local Movement Network

The redevelopment of the Wynford/Gervais Site provides an opportunity to support the introduction of a fine-grained network of streets, pedestrian routes, and cycle connections. A permeable block structure, supported by mid-block connections and publicly accessible spaces, can improve local mobility and support convenient access to transit. These connections are intended to function both as local circulation routes and as part of a broader first and last-mile network linking the site to transit stations, surrounding destinations, and future streets.

3. Preserving and Celebrating Heritage Features

The listed heritage property at 39 Wynford Drive can serve as a defining feature of the site. Integrating the building, its setbacks, and landscaped area into the public realm and maintaining clear views from Wynford Drive can ensure that growth is accommodated in a respectful and contextual manner.

Existing Site-and-Area-Specific Policy Direction

The Wynford/Gervais Site is subject to SASPS 828 and 898, which establish key directions for how the site is intended to develop. These policies provide an important foundation for land use and inform the recommendations of this Study while considering the evolving policy context.

Non-Residential Uses

SASP 828 and 898 require that a minimum amount of development on 15 Gervais Drive, 39 Wynford Drive and 1200 Eglinton Avenue East be dedicated to non-residential uses. Specifically, the required non-residential gross floor area must be the greater of:

15 Gervais Drive and 39 Wynford Drive

- A minimum of 15 percent of the total gross floor area on the lands, or
- A minimum of 1.0 times the site area, excluding any lands conveyed to the City or other public bodies for new parks, open spaces, *Natural Areas*, streets and/or lanes.

1200 Eglinton Avenue East

- 8,378 square metres, or
- A minimum of 1.0 times the site area, excluding any lands conveyed to the City or other public bodies for new parks, open spaces, *Natural Areas*, streets and/or lanes.

At least 51 percent of this non-residential gross floor area is intended to be employment uses that are compatible with residential development, supporting a mix of jobs and activities on the site.

Affordable Housing

The inclusion of affordable housing within new residential development is either encouraged or required depending on the applicable SASP for each property within the Wynford/Gervais Site.

- SASP 828, which applies to 15 Gervais Drive and 39 Wynford Drive, encourages the provision of affordable housing, while
- SASP 898, which applies to 1200 Eglinton Avenue East, requires the provision of affordable housing.

The amount of affordable housing encouraged or required is a minimum of 7 percent affordable ownership units or, alternatively, 5 percent affordable rental units for condominium development.

Vision

The Wynford/Gervais Site will become a transit-supportive, mixed-use community that makes the most of its proximity to future transit stations and destinations. New homes, jobs, shops and services will be integrated within a walkable public realm framed by active streets and open spaces. Buildings will be thoughtfully scaled to transition to the heritage building, Aga Khan Park and Museum, and the Ismaili Centre and create a comfortable and engaging pedestrian experience with street-oriented frontages.

Design Priorities

1. Celebrate Heritage, Cultural Landmarks, and Existing Site Character

Retain and highlight the heritage building, key views, and existing mature trees, to reinforce local identity and enrich the public realm.

2. Connect People to Transit and the Street Network

Provide safe and walkable pedestrian and cycling connections that support seamless connections to transit, streets, and the surrounding community.

3. Organize a Flexible, Cohesive Urban Structure

Organize buildings and open spaces to create a legible, engaging, and comfortable public realm that encourages street-level activity.

4. Deliver Functional and Accessible Public Spaces

Design the park, POPS, and pathways to be accessible and connected in order to foster vibrant, well-used public spaces for the community.

Demonstration Plan

This demonstration plan is an example of how development in the Wynford/Gervais Site can be configured to achieve the vision and design priorities. The demonstration plan is illustrative in nature and is not intended to limit future development outcomes.

This demonstration plan was iteratively developed through Phases 1 to 3 and refined through public and stakeholder feedback, emerging technical information, and ongoing coordination with City staff. It is intended to illustrate one possible way in which development density of approximately 8.0 Net FSI could be achieved within the proposed policy framework, reflecting the site's location within a MTSA and proximity to the station, and the built form, public realm, and mobility objectives for the Wynford/Gervais Site.



Wynford/Gervais Site Demonstration Plan



- | | | | |
|----------------|----------------------|------------------------------------|-------------------|
| Property Line | Park | Proposed Buildings | MTSA 200 m Buffer |
| Base Buildings | POPS | Existing Streets | |
| Towers | Mid-Block Connection | Future Streets | |
| Heritage | Existing Buildings | Existing Multi-Use Trail (Private) | |

Density is calculated on a net developable area basis, excluding lands dedicated for parks and public rights-of-way. The built form is generally organized in a tower-and-base building configuration, with streetwalls of approximately six storeys along existing major streets and four storeys along new internal streets, the park edge, and mid-block connections. This approach provides a more human-scaled environment within the site and reduce internal shadow impacts.

Tower elements are consistently set back from base building streetwalls to create a clear visual transition, reduce wind impacts, and align with City urban design guidelines related to tower separation and floor plate size. Building heights vary across the site in response to transit proximity, context, and open space relationships. The greatest heights are concentrated closer to Eglinton Avenue East and the Don Mills transit hub, with heights stepping down toward Wynford Drive, the Ismaili Centre and the Aga Khan Park and Museum to provide appropriate transition and maintain sky views. Lower building heights are located along the northern portions of the site, further from transit and sensitive open space areas, reinforcing a graduated massing strategy across the site.

Streets, Connectivity, and Public Realm Public Realm

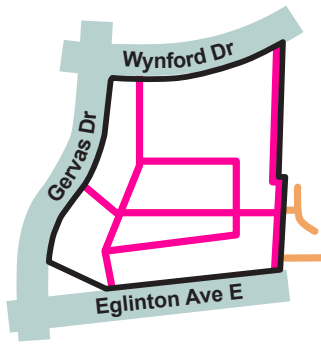
The transportation framework is organized around a new L-shaped public street connecting Wynford Drive and Gervais Drive, providing public frontage, servicing access, and improved connectivity without introducing a new vehicular access to Eglinton Avenue East. This approach prioritizes pedestrian and cycling permeability while maintaining efficient vehicular access and supporting transit-oriented development. The street network is designed to align with planned east–west connections beyond the site, reinforcing integration with the broader area.

The demonstration plan places strong emphasis on the public realm, anchored by a centrally located north–south public park situated between the new public street and extending toward Eglinton Avenue East. This park functions both as a destination and as a key pedestrian connection, with frontage on public streets to ensure visibility, accessibility, and ease of servicing. Surrounding base buildings are oriented to activate the park edges and reinforce a strong interface between buildings and open space. The park’s southern exposure and the massing strategy help limit shadow impacts despite the overall density of the site.

A network of mid-block pedestrian connections further enhances permeability across the site. These include a mid-block connection linking Wynford Drive to the new internal street, as well as a southeast connection between the new street and Eglinton Avenue East which also improves the connection to Aga Khan Trail. Together with three strategically located POPS: one at the intersection of Gervais Drive and Wynford Drive, another adjacent to the retained heritage building along Wynford Drive and one at the southeast corner along Eglinton Avenue East, these elements protect existing mature trees, preserve important views, and reinforce heritage visibility, including views toward the Aga Khan complex. Mid-block connections will incorporate a pedestrian clearway or a multi-use path with sufficient width, supplemented by additional building setbacks to support pedestrian-scale lighting and soft landscaping, including tree planting, and active frontages.

Key Alternative Design Components Tested

Alternative design approaches were considered in developing the demonstration plan to explore different ways of organizing the site and test potential opportunities. The following options were considered but not carried forward to the final demonstration plan.



Pedestrian-Only Interior Network

An alternative approach with two separate access points from Wynford Drive and Gervais Drive was tested. Without a continuous public street connection through the site, this approach achieved a more pedestrianized interior environment and reduced through-traffic within the site. However, this option presented significant challenges related to servicing, emergency access, and waste collection. This approach also did not provide sufficient public street frontage to potential development blocks. As a result, this option was not advanced.



Alternative Park Locations

To achieve a consolidated public park, the park would generally need to be located along shared property lines between owners. Several alternative park locations were tested, including placements north of the new east-west street, locations similar to the preferred park location presented at Public Meetings #2, set further north and not extending toward Eglinton Avenue East, and configurations with a stronger east-west orientation.

While these options achieved comparable park sizes, they introduced challenges related to development phasing, limited public street frontage for adjacent potential development blocks, and complex land consolidation and redistribution across the multiple ownerships. These factors would have significantly constrained the ability for parcels to develop independently and were therefore not advanced.



Park Location Adjacent to the Aga Khan Park

A park location directly adjacent to the Aga Khan Park was also explored to potentially reinforce the open space network. This option achieved physical proximity to an existing major open space. However, as the Aga Khan Park is a privately owned publicly-accessible open space, this introduced long-term uncertainty related to public-private land interfaces and implementation. For these reasons, this option was not advanced.

Key Considerations

Parks and Public Open Space

- A consolidated park should be delivered through coordinated development to maximize functionality, access, and sunlight.
- The park should front onto a local or collector street to ensure that it can be adequately serviced and accessed.
- Park orientation and surrounding massing should be designed to maximize sunlight and minimize shadow and wind impacts.

Privately Owned Publicly-Accessible Spaces

- POPS should be strategically located to support key public realm objectives, be publicly accessible, visible, and designed with clear sightlines and appropriate lighting. General suggested locations include:
 - In front of the retained listed heritage building to preserve the heritage landscaping and support visibility to the building and the Aga Khan Park and Museum and Ismaili Centre from Wynford Drive.
 - At the northwest to preserve the existing mature trees.
 - At the southeast to support potential connections to the Aga Khan Park and Trail.

Streets, Blocks, and Connectivity

- A new transportation network that prioritizes pedestrian and cycling movement and is integrated with the broader active transportation network should be introduced through new streets and mid-block connections.
- A new L-shaped public street should be introduced to connect Gervais Drive and Wynford Drive.
- Vehicular access to Eglinton Avenue East should be strongly discouraged; vehicle access may be considered temporarily, to facilitate redevelopment or servicing only, to minimize conflicts with pedestrian and cycling routes.
- Streets should be configured to support future east–west connections beyond the site where feasible.
- A continuous north–south pedestrian connection should be provided between Wynford Drive and Eglinton Avenue East.
- Pedestrian connections should be integrated with public park and mid-block connections to enhance permeability where vehicular access is limited.
- Development should prioritize pedestrian connectivity to transit stations and future active transportation improvements in the area.

Built Form: Density, Massing, and Height

- Development may consist of a mix of built forms, including tall buildings and/or mid-rise buildings to accommodate the anticipated density for the area.
- A human scale should be achieved through the use of stepbacks and setbacks.
- The streetwall should respond to the context and pedestrian scale and generally be 6 storeys along streets and 4 storeys when fronting parks, POPS.
- Tall buildings should be spaced, oriented, and staggered to maximize separation distances, reduce overlook, and preserve sky views.
- Building heights should provide appropriate transition to the heritage building, Aga Khan Park and Museum and Ismaili Centre.

Active Frontages and Non-Residential Uses

- Active building frontages should be provided along all existing and new public streets, major pedestrian routes, and adjacent to future park to promote public realm activation.
- Non-residential uses should be primarily accommodated within base buildings, where larger floor plates, visibility, and direct access to the public realm can be achieved. It is anticipated that non-residential uses will include a more significant proportion of local-serving retail, commercial and institutional uses, although employment focused uses should continue to be permitted and encouraged.
- Ground floors and base building levels should be designed to be able to accommodate a range of permitted non-residential uses and unit sizes.

Heritage Conservation

- Existing heritage resources within the site should be retained and integrated into new development in a manner that reinforces their visibility and heritage attributes.
- New development should respond to the scale, orientation, and prominence of heritage resources through appropriate setbacks and the provision of adjacent public spaces to support clear views and contextual integration.

Transportation and Parking

- Development should support transit-oriented and active transportation by prioritizing pedestrian and cycling connections and minimizing reliance on private vehicles.
- Parking should be primarily provided underground, with only limited at-grade parking considered for short-term or operational needs where appropriate.

Plan and Framework

Land Use Plan

Land Use Designations

The *Mixed Use Areas* designation is proposed for the Wynford/Gervais Site.

Mixed Use Areas

The *Mixed Use Areas* designation allows for a broad array of residential uses, offices, retail and services, institutions, entertainment, recreation and cultural activities, and parks and open spaces.

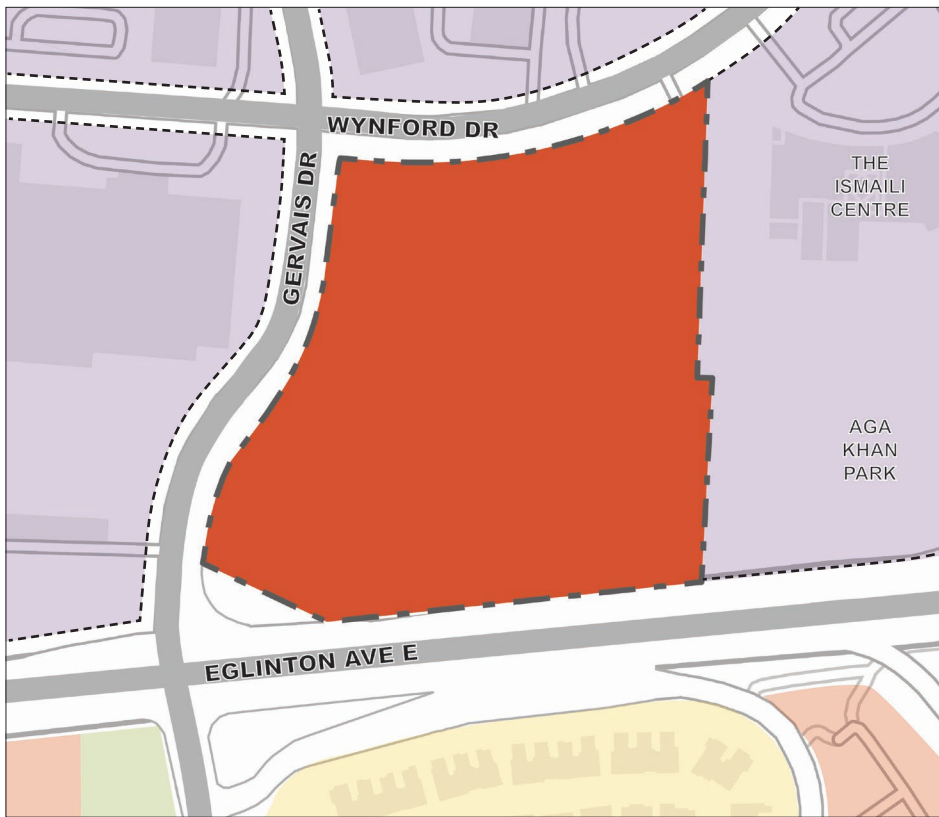
Similar to the Leslie Site, the *Mixed Use Areas* designation achieves several priorities for the Wynford/Gervais Site:

- 1. Leverages the site's proximity to transportation infrastructure.** A *Mixed Use Areas* designation would allow the Wynford/Gervais Site to take full advantage of its proximity to the future Ontario Line Don Valley Station, Eglinton Line 5 stops, and bus lines. This allows the site to support a vibrant, well-connected neighbourhood oriented towards transit and active transportation infrastructure.
- 2. Supports a diverse, complete community.** By allowing for residential, employment, and community-serving uses together, the *Mixed Use Areas* designation supports the intent of the SASP applicable to the sites by maintaining opportunities for employment and non-residential uses on the site. While the final mix of uses will be determined through future development applications, the *Mixed Use Areas* designation ensures these uses remain permitted and viable.
- 3. Enables an urban structure that supports phased implementation.** The *Mixed Use Areas* designation provides the flexibility needed to organize development around a new public street network, parks, and pedestrian connections while accommodating phased redevelopment across multiple ownerships. By permitting a mix of residential and non-residential uses within individual buildings and blocks, the designation supports an integrated, transit-oriented urban structure that can be implemented incrementally over time, while ensuring active frontages, viable base building uses, and a coherent public realm as the area evolves.

Affordable Housing

The provision of affordable housing is a fundamental objective of the City's Official Plan and is essential to supporting complete communities. A full range of housing options, including affordable ownership and rental housing, contributes to social equity, economic resilience, and the long-term stability of neighbourhoods. Ensuring that new development provides affordable housing opportunities supports inclusive growth and enables residents of diverse incomes and household types to live in proximity to employment, transit, services, and community infrastructure.

SASP 828 encourages the inclusion of affordable housing within new residential condominium development while SASP 898 requires affordable housing. It is recommended that the existing SASP policy framework be continued and maintained.



Legend

- Inside Site
- Site
- Mixed Use Areas
- Outside Site
- Mixed Use Areas
- Neighbourhoods
- Parks
- General Employment Areas
- OPA 804

Wynford/Gervais Site: Land Use Diagram



Unit Mix

To ensure that there is a diverse housing stock and support complete communities, recent Secondary Plans require that new developments with more than 80 residential units provide at least 40 percent of the units as two- and three-bedroom units. It is recommended that the Don Mills Regeneration Area be consistent with this approach.

Additional Non-Residential Uses

Bill 97 amended the definitions of “areas of employment” within the *Planning Act* and PPS 2024. This change narrowed the type of uses included in employment uses and signals an intent to further the achievement of complete communities.

Notwithstanding the office, retail and service uses already permitted in the *Mixed Use Areas* designation, light industrial, manufacturing and small-scale warehousing uses that do not create adverse effects to sensitive uses, such as residential uses, are encouraged to be permitted per the PPS 2024 Policy 2.8.1(2).

To prevent adverse effects from noise, vibration, and emissions, including dust and odour, it is recommended that the OP Policy 2.2.4 policies relating to Compatibility/Mitigation Studies be required, where appropriate, despite not being within, adjacent to, or near *Employment Areas*. Where the trigger of this requirement is currently the introduction of sensitive land uses, the city may consider the trigger of this requirement to be the introduction of certain uses.

Density and Built Form

Density

The density permissions outlined in Chapter 8 of the Official Plan for MTSA will inform the density of the Wynford/Gervais Site, the majority of which is within 200 metres of the Aga Khan Park & Museum Stop. For the purposes of this work, a density permission of 8.0 Net FSI was assumed, reflecting the site's location relative to the Aga Khan Park & Museum Stop.

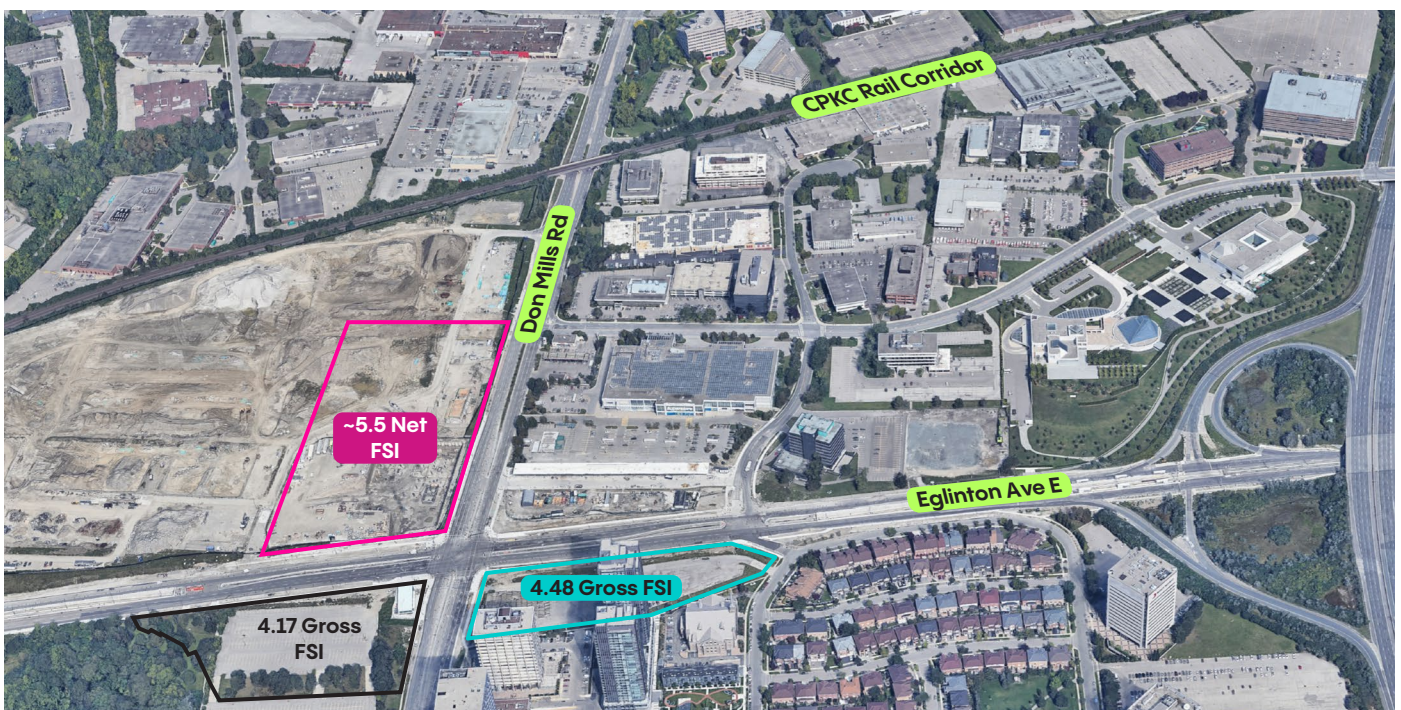
Surrounding Density

The planned context and scale of the intensity of development within the surrounding area is evolving.

Proposed and Planned Density:

The Wynford/Gervais Site is adjacent to the Don Mills Crossing Secondary Plan which includes 3 major approved developments:

- 1. Celestica lands development (844 Don Mills Road):** A master planned development featuring commercial spaces, office buildings, and a mix of towers and low-rise townhomes. Per the 2018 approved Official Plan and Zoning By-law Amendment, the overall master plan had a Net FSI of 2.3. The blocks along Don Mills Road and south of Moriyama Drive have Net FSIs of approximately 5.5.
- 2. 770 Don Mills Road:** A 48-storey Housing Now development which includes a new Toronto District School Board elementary school within the base building and a new non-profit child care. It has a Gross FSI of 4.17.
- 3. 805 Don Mills Road:** A 48-storey Housing Now development which includes a new non-profit child care. It has a Gross FSI of 4.48.



Surrounding Density ■ 844 Don Mills (Blocks 1-2, 4-7) ■ 770 Don Mills Road ■ 805 Don Mills Road

Minimum Density

The Wynford/Gervais Site and surrounding area are located within the Aga Khan Park & Museum MTSA. The existing and permitted development within this MTSA is planned for a minimum population and employment target of 200 residents and jobs combined per hectare.

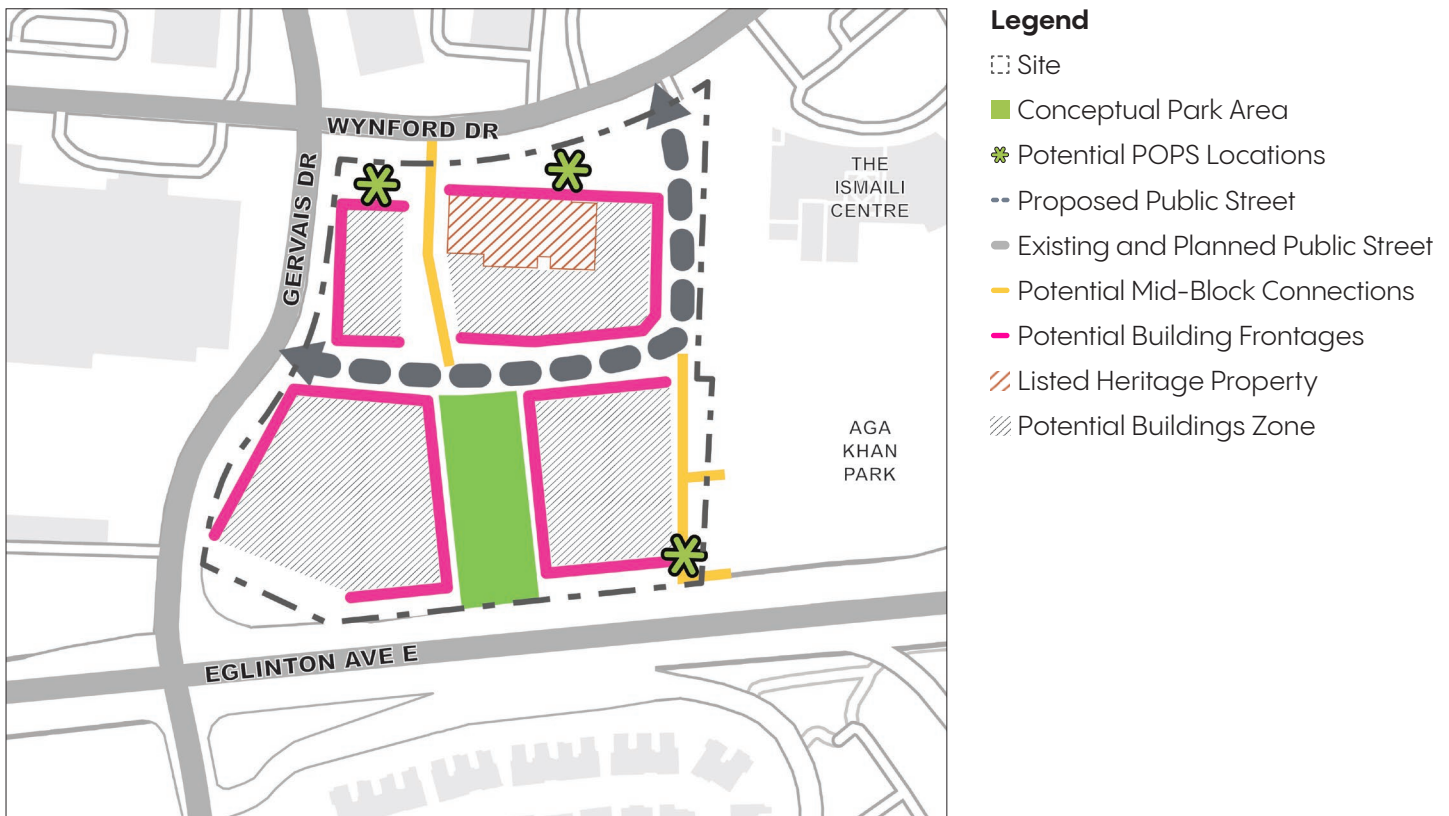
Height and Transition

Policy direction for the Wynford/Gervais Site should direct the greatest building height and scale, ranging from 33 to 44 storeys, closest to higher-order transit with building heights and scale generally decreasing with increasing distance from transit. Development should also provide appropriate transitions in height and scale to lower-scaled buildings and open spaces, including the heritage building and the Aga Khan Park, Museum, and Ismaili Centre.

Building Massing

The arrangement and scale of buildings directly affect how people experience the site. Massing influences street and open space conditions and the distribution of sunlight and wind. It is important to accommodate density in a way that supports a livable, human-scaled public realm.

Future development on the Wynford/Gervais Site should include a mix of tall buildings and/or mid-rise to achieve the anticipated density, while maintaining a pedestrian-friendly scale along streets and edges.



Wynford/Gervais Site: Built Form Diagram



Mid-Rise Buildings

Where mid-rise buildings are proposed, they should contribute to an engaging, human-scaled public realm by aligning with streets and framing sidewalks and open spaces. Building height and massing should respond to street widths and surrounding context, supporting sunlight, sky views, and a comfortable environment at street level. Upper floors should be stepped back where appropriate to reduce perceived height and limit shadows on sidewalks and open spaces. Design should be guided by the Mid-Rise Buildings Design Guidelines to enhance pedestrian comfort and streetscape quality.

Tall Buildings

Tall buildings should be designed with base buildings that provide active frontages along streets, the future park, POPS and pedestrian routes, and accommodate non-residential uses with larger floor plates, such as retail, offices, or community services.

Tower floor plates are encouraged to be compact, up to a maximum of 750 square metres, with generous separation distances of at least 25 metres between towers to reduce shadow, wind impacts, and protect privacy.

Design should be informed by the Tall Buildings Design Guidelines to strengthen the public realm and support sustainable, high-quality urban development.

Streetwall

Consistent building set backs and building edges create a regular alignment for the streetwall and define the public realm.

A streetwall height of generally 6 storeys should be provided along all streets. This also reflects the streetwall defined by the Don Mills Crossing Secondary Plan on the lands west of the Wynford/Gervais Site.

A streetwall of generally 4 storeys is recommended along parks and/or POPs to provide a more human-scale public realm.

Setbacks and Stepbacks

Buildings should be setback at least 3 metres along all streets. New building along Wynford Drive should be generously set back to maintain the existing landscape character and protected sightliness. When buildings front onto existing and future public parks, a 5-metre setback is recommended.

Above the streetwall, towers should be stepped back at least 3 metres from the face of the base building to improve the pedestrian experience, reduce height perception at grade, and reduce internal shadow impact.

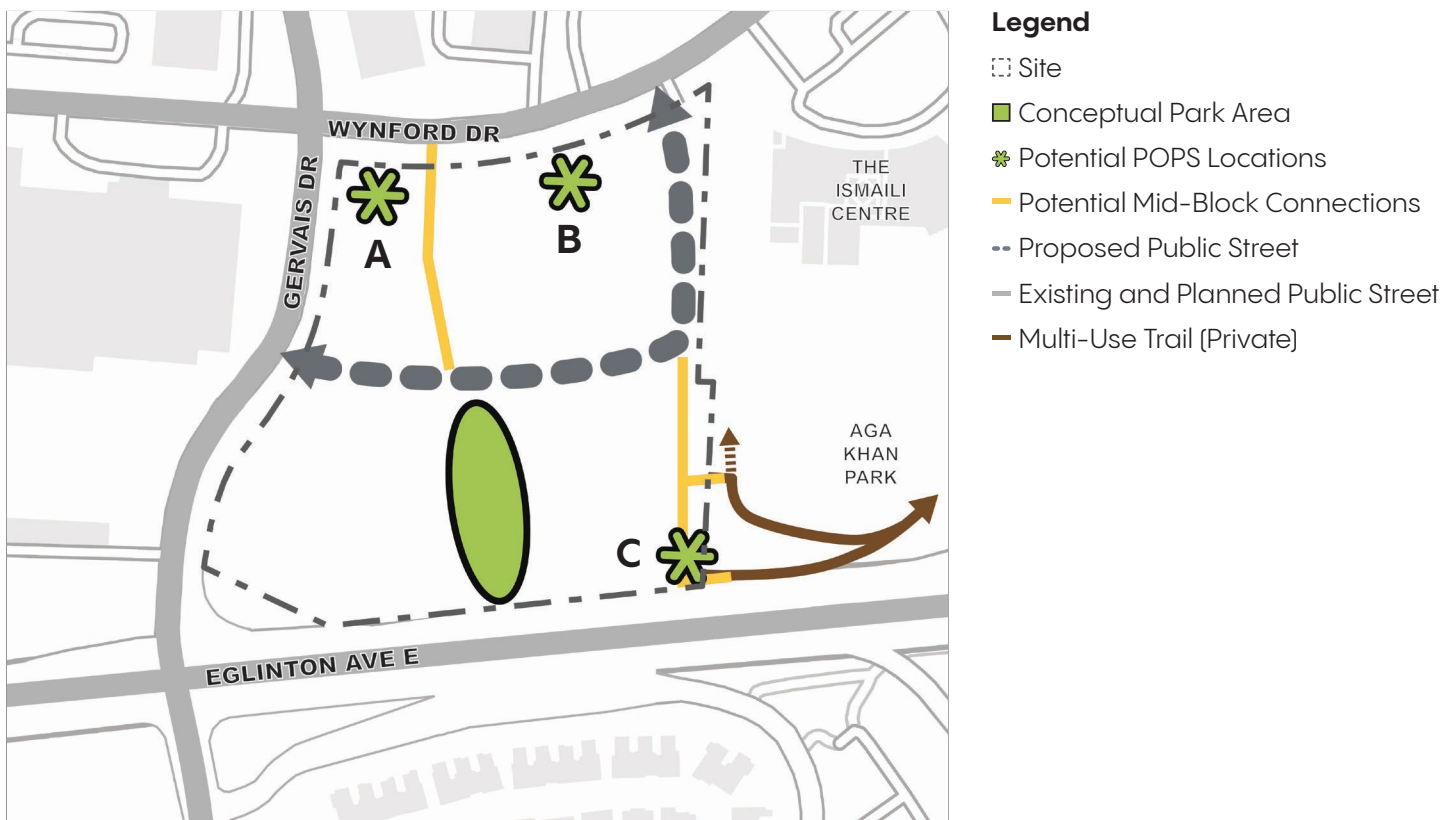
Public Realm

The public realm is a key part of how the city functions and how people experience it. It shapes streets, open spaces, and connections, supporting everyday activity, social interaction, and community life. Well-designed public spaces help define the character of a neighbourhood, improve comfort and accessibility, and contribute to a safe, attractive, and functional environment. This section outlines how development on the Wynford/Gervais Site can enhance and extend a high-quality public realm that meets the objectives of the Official Plan through Parks and Open Spaces, POPS, and streetscape enhancements.

Parks and Open Spaces

Parks and open spaces are a core aspect of city-building and are integral for quality of life and social well-being. Community feedback consistently included a desire for well-designed and programmable parks and open spaces, such as playgrounds, dog parks, and picnic areas.

When considering the parkland dedication rates permitted under the *Planning Act* and resulting potential dedication of each property, a single, consolidated parkland is strongly recommended to allow for a more usable and cohesive open space that supports active community recreation. The Study considered and identified a preferred park location that would achieve a range of goals, with consideration to the multiple landownership of the Wynford/Gervais Site.



Wynford/Gervais Site: Parks and Public Realm Diagram



While a preferred location is identified, alternative park locations may also achieve the following identified goals.

1. Be a single, consolidated park that maximizes programming opportunities and active recreation.
2. Be located to minimize shadowing impacts from development.
3. Have at least one frontage on a public street that is not Eglinton Avenue East for servicing.

The preferred park location identified through this study is between a new L-shaped public street and Eglinton Avenue East in a north-south orientation, central to the site. It is additionally recommended to provide a north-south connection between Wynford Drive and the new public street to support active connections to the park from the surrounding area.

This configuration provides visibility and frontage along the public streets and activates it as a through-route. At the same time, it is flanked by base buildings, which creates the opportunity to activate the public realm with commercial, community or other non-residential uses. Locating the park toward the south provides open exposure to Eglinton Avenue East, limiting shadowing on the park.

The preferred park location does not straddle all three properties within the Wynford/Gervais Site because a public street is recommended to be located along the central property line and generally equally spreads the conveyances for public right-of-way or parkland purposes across the multiple property owners. Coordination and agreements between the property owners is encouraged.

Privately Owned Publicly-Accessible Spaces

POPS are publicly-accessible spaces that contribute to the public realm and are privately owned and maintained. POPS do not replace the need for new public parks and open spaces.

Three potential POPS locations were identified through the study.

- A. At the intersection of Gervais Drive and Wynford Drive, supporting the visibility and activation of the 39 Wynford Drive heritage building. Additionally, this allows for the preservation of existing mature trees at the northwest of the site.
- B. In front of the existing heritage building at 39 Wynford Drive, supporting its visibility and activation. Additionally, this allows an eastward view to the Aga Khan property to be maintained from Wynford Drive as a local landmark.
- C. At the south-east border of the site, between a potential mid-block connection and adjacent to the Aga Khan Trail to enhance connectivity to Aga Khan Park and Trail.

Mid-Block Connections

Mid-block pedestrian connections complement and extend the mobility and public realm network. It is recommended that safe, accessible and comfortable potential mid-block pedestrian connections be provided throughout the Wynford/Gervais Site.

These connections should be publicly accessible and designed to be universally accessible, with appropriate lighting and clear sightlines for public safety. Where mid-block connections are open to the sky, they should be landscaped to accommodate trees and may incorporate cycling facilities. Where mid-block connections are internal to a building, they should be generous in both width and height to ensure comfort and visibility. All mid-block pedestrian connections should incorporate a pedestrian clearway or a multi-use path with sufficient width. The exact location, alignment and design of mid-block connections should be refined through the development application review process.

These connections will be secured and refined through the development application review process, as required at the discretion of the City.

The following mid-block connections are recommended at the northwest and southeast of the Wynford/Gervais Site.

- A northwest mid-block connection would link Wynford Drive to the new street, which further connects through the park to Eglinton Avenue East.
- A southeast mid-block connection would link the new street to a potential POPs and Eglinton Avenue East, and provide the opportunity for a connection to the Aga Khan Park and Trail.

Streetscape

Streetscape design and treatments enhance the public realm through enhanced lighting, accessibility, public realm activity, and, where relevant, tree preservation. In this regard, the Wynford-Concorde Focused Area Study will provide an important context for the Wynford/Gervais Site, with respect to public realm and streetscape enhancements.

Streetscaping is one of the key focus areas of the Wynford-Concorde Focused Area Study and its resultant policy framework will provide direction for future development on the Wynford/Gervais Site in relation to streetscape treatments, including amenities such as places to sit and gather, enhanced landscaping, enhanced lighting and street furniture.

Developments should provide appropriate streetscape improvements to existing and future streets and adhere to the Complete Streets Guidelines which helps implement the City's Official Plan vision for complete streets and other city building visions.

Tree Preservation

The City of Toronto Official Plan requires the preservation of existing mature trees wherever possible. The Study identified potential clusters of existing mature trees and recommends retaining and integrating these areas where possible through the provision of POPS and/or additional setback at these locations.

Existing mature trees are located at the northwest corner of the Wynford/Gervais Site along Gervais Drive. These trees should be retained and thoughtfully integrated into the new developments.

Active At-Grade Uses

Active at-grade commercial, residential, community, and institutional uses foster a human-scaled and pedestrian-oriented environment, by encouraging activities in the public realm and promoting eyes on the streets, parks, and open spaces. Frontages along proposed public streets and parks have the opportunity to be activated with active at-grade commercial, or other uses.

Transportation

The City's transportation network connects people and goods across neighbourhoods and the region, supporting mobility, safety, and accessibility for all users. Prioritizing walking, cycling, transit, and well-connected streets contributes to the success of a healthy, inclusive, and resilient city.

Key Considerations

A Transportation Plan was developed with the following key considerations in mind:

- Existing and planned transportation network in the surrounding area,
- Stakeholder and public feedback,
- Official Plan Policy directions,
- Complete Streets Guidelines, and
- The Wynford-Concorde Focused Area Study.

Existing and Planned Transportation Network

It is important to consider not just the future transportation network within the site, but the existing and planned network in the surrounding area.

There are a number of ongoing or planned transportation improvements surrounding the Wynford/Gervais Site.

1. The Ontario Line's Don Valley Station is planned at the corner Don Mills Road and Eglinton Avenue East which will also be the future interchange between the Ontario Line and Eglinton Line 5.
2. Ferrand Drive is planned to be realigned and its intersection with Eglinton Avenue East and Gervais Drive is planned to be a new signalized intersection.
3. The Wynford Drive and Gervais Drive intersection is a planned multi-modal hub in the Wynford-Concorde Focused Area Study
4. The Official Plan identifies the widening of Wynford Drive and Gervais Drive.
5. A future east-west connection west of the Wynford/Gervais Site is planned in the Don Mills Crossing Secondary Plan and Wynford-Concorde Focused Area Study connecting from Don Mills Road to Gervais Drive.

Stakeholder and Public Feedback

Participants of the Study public meetings expressed an interest in more and enhanced connections to Eglinton Avenue East and Eglinton Line 5 stops, connectivity improvements, and improved safety and comfort on existing connections. Improvements for walkability for seniors and accessibility in a range of weather conditions was identified as desirable.

Official Plan

The City of Toronto Official Plan sets out a vision for an accessible transportation that prioritizes walking, cycling, and public transit for easy people and goods movement within neighbourhoods and connections to regional network.

Complete Streets Guidelines

The “Complete Streets” approach aims to create a well-functioning street network that is planned and designed to provide safe access and efficient operation for all street activities and functions, while recognizing that there is no single way to make a street “complete”. Rather, it depends on a range of factors which vary based on the character and context of each street.

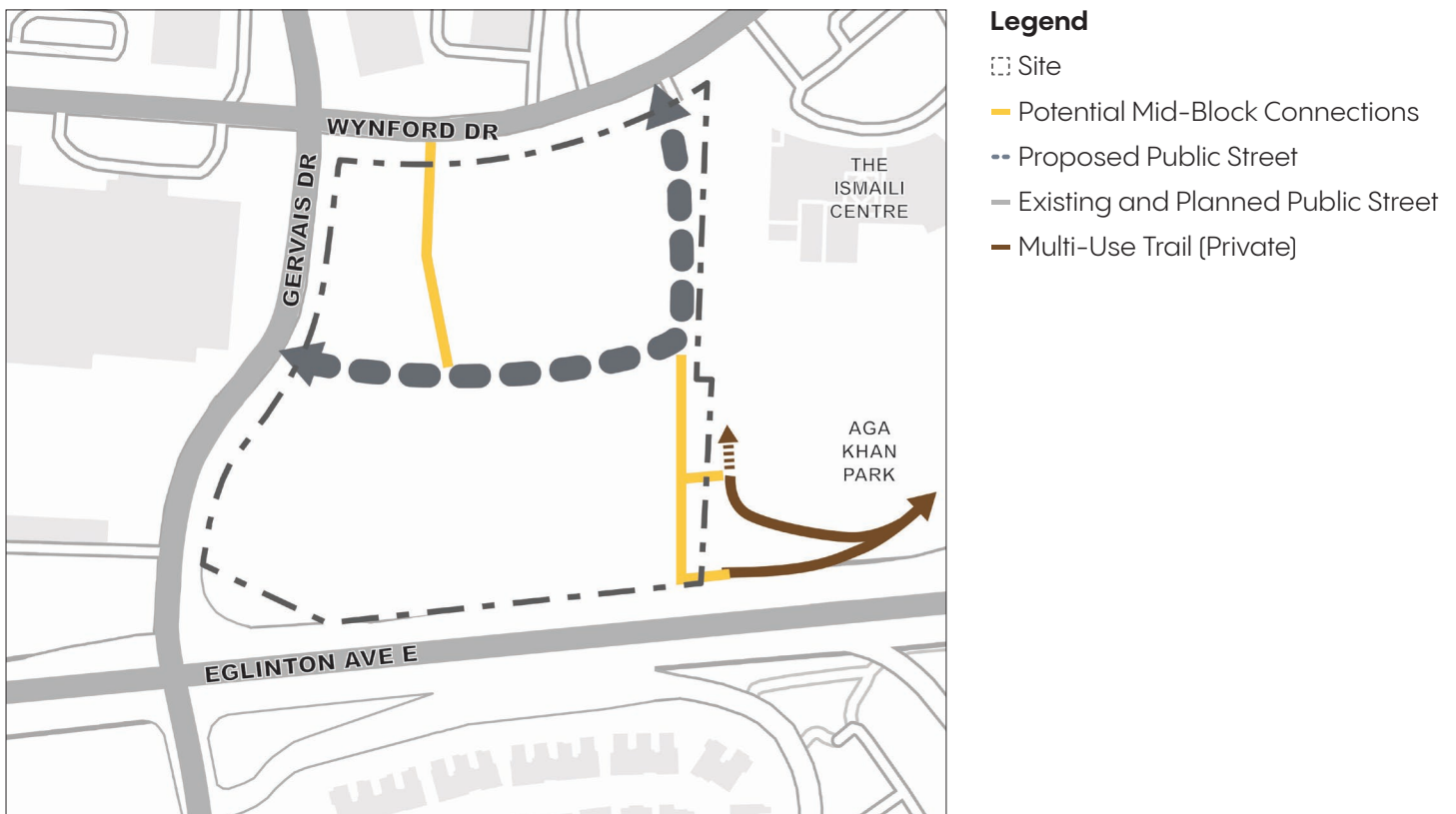
The Complete Streets Guidelines help implement the Official Plan’s vision for complete streets and other city building objectives.

Wynford-Concorde Focused Area Study

The Wynford Concorde Mobility Study was undertaken as part of the Wynford-Concorde Focused Area Study and establishes an understanding of the existing conditions of the broader site and a foundation to understand the transportation network and conditions in the area. See Section 2.3 for a summary of the Wynford-Concorde Focused Area Study and the Transportation Conditions Assessment completed for the Study.

Transportation Plan

The proposed transportation plan introduces new streets, mid-block connections, and active connections that prioritizes safe, direct, and accessible movement, while supporting development and improving integration with the surrounding network.



Wynford/Gervais Site: Transportation Diagram



Vehicular Connections

A new L-shaped street to provide access, servicing, and public frontages for new development blocks within the site. The street connects to Wynford Drive and Gervais Drive, while avoiding direct vehicular access to Eglinton Avenue East to reduce conflicts with pedestrians, cyclists, and transit operations and support its role as a major transit corridor.

This configuration allows for clear and efficient circulation within the site and reduces reliance on adjacent intersections, while supporting a more balanced, multi-modal street network.

The Transportation Conditions Assessment estimates that the site will generate approximately 1,171 trips in the weekday morning peak hour and 1,529 trips in the afternoon peak hour. This level of activity is consistent with the city's 2051 EMME model outcomes and surrounding intersections are expected to continue operating at generally acceptable levels, with some localized impacts.

Pedestrian and Active Connections

A fine-grained network of pedestrian and cycling connections is recommended to prioritize safe, direct, and intuitive movement through the site and to surrounding destinations. New mid-block connections and publicly accessible spaces should complement the new public street and enhance connectivity within the site and link to surrounding destinations.

Opportunities to establish or enhance connections to the Aga Khan Trail and adjacent open space system should be explored to extend and complement the broader active transportation network. These connections, along with potential micromobility amenities such as bike share, can support a shift toward more sustainable travel choices.

Broader Network Improvements

Development within the Wynford/Gervais Site should support incremental improvements to the surrounding transportation network, including streetscape improvements along Wynford Drive and Gervais Drive, as envisioned within the Wynford-Concorde Focused Area Study. These improvements will help create safer, more comfortable conditions for all users and align with the broader vision for a more connected and transit-supportive area.

Phasing and Implementation

Phasing and the implementation of the Wynford/Gervais Site should proceed in a coordinated and orderly manner, supported by appropriate transportation, municipal water, wastewater and stormwater servicing, parks, and community infrastructure. Given the multiple ownership of the site, a clear sequencing framework would be required to enable independent parcel development, while achieving the overall vision and framework.

Recommended Phasing Approach

Acknowledging that the Wynford/Gervais Site is owned by multiple owners, the recommended phasing approach encourages a consolidated plan but is structured to support independent redevelopment while ensuring that each phase contributes to the delivery of a cohesive public realm, including streets, parks, and servicing infrastructure.

Early phases of development for each parcel play an important role in establishing the public street network and setting the structure for subsequent phases. As such, redevelopment should coordinate the provision of infrastructure even if interim or ad hoc conditions are temporarily used.

Streets and Access

The proposed L-shaped public street is a foundational element of the framework. It provides access, servicing, emergency routes, and public frontage for new development blocks, and establishes the overall circulation structure for the site. The first phase of each parcel's development should provide the portion of the new public street within that parcel.

Where feasible, provision of the full right-of-way width should be secured at the time of the first development within the site to avoid interim conditions and to support long-term connectivity. Interim vehicular access from Gervais Drive or Eglinton Avenue East may be permitted in early phases where necessary to facilitate redevelopment, subject to appropriate access management and safety considerations and City approval.

Parks and Open Space Delivery

The portion of the planned public park located within a development parcel should be conveyed and improved as part of the initial development phase on that parcel, or secured through alternative mechanisms to the satisfaction of the City.

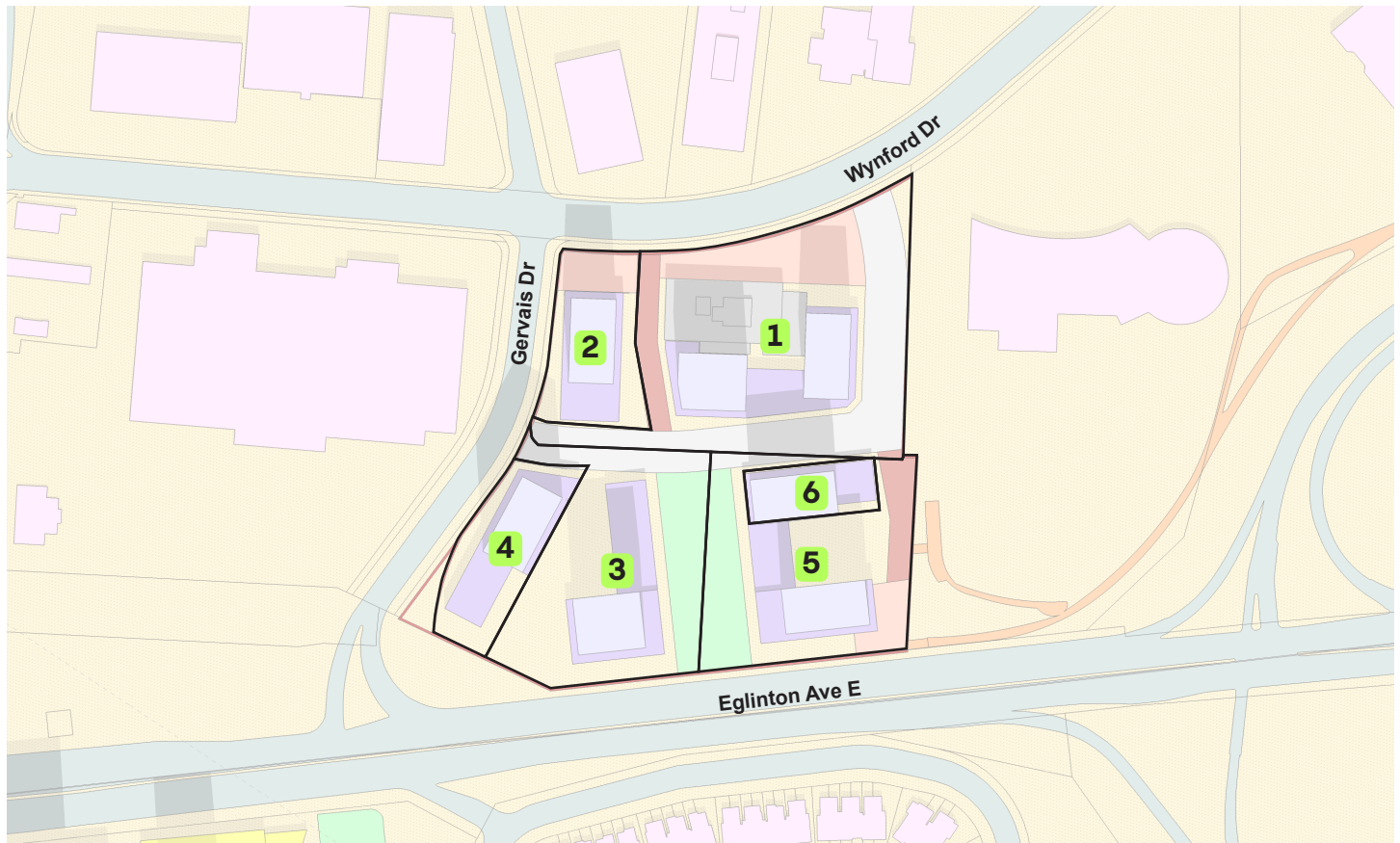
Non-Residential Uses

The required non-residential uses should be proportionally provided at the same time as, or before, new residential development.

Example Phasing Approach

The following phasing diagram illustrates one potential way the framework could be implemented. The demonstration plan is illustrative and is not intended to limit future development outcomes.

In this example each property would be able to develop independently through an interim access from Gervais Drive or Eglinton Avenue East. The first phase of each parcel should deliver the portions of the new public street and public park that is within the parcel.



Wynford/Gervais Site: Phasing Diagram



□ Phase

Implementation Considerations

Recommended Holding Provisions

Holding provisions allow the City to limit a site's development until certain conditions are satisfied. In addition to the standard provisions related to servicing, it is recommended that the City consider the following conditions for the Wynford/Gervais Site prior to development:

1. Construction of or securing of required public streets.
2. Conveyance of new parkland.
3. Entering into appropriate agreements to coordinate infrastructure delivery.
4. Entering into a Heritage Easement Agreement.
5. Any other servicing and/or affordable housing requirements as deemed applicable by the City.

Appendix A.

Demonstration Plan

Visual is illustrative and not intended to limit future development outcomes



Leslie Site Demonstration Plan



- | | | | |
|----------------|----------------------|--------------------|-----------------------------------|
| Property Line | Park | Existing Buildings | Future Bridge |
| Base Buildings | Natural Areas | Approved Buildings | Existing Streets |
| Towers | POPS | Proposed Buildings | Future Streets |
| Heritage | Mid-Block Connection | MTSA 500 m Buffer | Existing Multi-Use Trail (Public) |

Leslie Site Demonstration Plan Statistics

Leslie Site		
Gross Site Area		83,358.40 m ²
TRCA Conveyance		13,031.00 m ²
Public ROW		14,991.90 m ²
Site Area for Purposes of Parkland Dedication		55,335.5 m ²
Parkland Dedication		5,533.6 m ²
Net Site Area		49,802.0 m²
FSI Based on Net Site Area		5
Total GFA		248,982.88 m²
Residential	(80%)	199,180.9 m ²
Non-Residential	(20%)	49,802.0 m ²
FSI Based on Gross Site Area		2.98
Average Residential Unit Area		73.6
Estimated Total Residential Units		2,704
1-BR	(60%)	1,624
2-BR	(30%)	811
3-BR	(10%)	271
Density (Units/ha) Based on Net Site Area		543
Density (Units/ha) Based on Gross Site Area		325

Notes

1. The average residential unit area and unit breakdown are calculated based on the Growing Up Guidelines recommendations for sizes of 2-BR and 3-BR units, sizes of 1-BR units typically used in Smart Density designs, and the City's target unit mix of 60% 1-BR, 30% 2-BR, and 10% 3-BR.
2. Parkland dedication is 10% of Site Area after deducting TRCA Conveyances, Road Conveyances, and Public ROWs as applicable.
3. Non-residential GFA is based on SASP 848, being the greater of 15% of Total GFA and 1 x Net Site Area for all parcels.

Visual is illustrative and not intended to limit future development outcomes



Wynford/Gervais Site Demonstration Plan



- | | | | |
|----------------|----------------------|------------------------------------|-------------------|
| Property Line | Park | Proposed Buildings | MTSA 200 m Buffer |
| Base Buildings | POPS | Existing Streets | |
| Towers | Mid-Block Connection | Future Streets | |
| Heritage | Existing Buildings | Existing Multi-Use Trail (Private) | |

Wynford/Gervais Site Demonstration Plan Statistics

Wynford/Gervais Site		
Gross Site Area		35,886.60 m ²
Road Widening Conveyances		1,718.30 m ²
Public ROW		4,860.30 m ²
Site Area for Purposes of Parkland Dedication		29,308.00 m ²
Parkland Dedication		2,930.80 m ²
Net Site Area		26,377.20 m²
FSI Based on Net Site Area		8
Total GFA		210,897.00 m²
Residential	(80%)	179,651.40 m ²
Non-Residential	(20%)	31,245.60 m ²
FSI Based on Gross Site Area		5.88
Average Residential Unit Area		73.6
Estimated Total Residential Units		2,441
1-BR	(60%)	1,465
2-BR	(30%)	732
3-BR	(10%)	244
Density (Units/ha) Based on Net Site Area		925
Density (Units/ha) Based on Gross Site Area		680

Notes

1. The average residential unit area and unit breakdown are calculated based on the Growing Up Guidelines recommendations for sizes of 2-BR and 3-BR units, sizes of 1-BR units typically used in Smart Density designs, and the City's target unit mix of 60% 1-BR, 30% 2-BR, and 10% 3-BR.
2. Parkland dedication is 10% of Site Area after deducting TRCA conveyances, public street conveyances, and Public rights-of-way as applicable.
3. Non-residential GFA is based on SASP 828 and 898 requirements, being the greater of 15% of Total GFA and 1 x Net Site Area for all parcels, except for 1200 Eglinton Ave E which is based on either the greater of 8,378 m² and 1 x Net Site Area.