



Woodbine Secondary Plan Study and Transportation Master Plan

Open House and Virtual Town Hall #1
March 5, 2026 and March 9, 2026

Meeting Summary

Prepared By City Planning





Background

In November 2023, the City and the Province entered into the New Deal to advance a Mixed-Use Transit Oriented Community at the future Woodbine GO Station, located within the southeast quadrant of the Woodbine lands (555 Rexdale Boulevard).

Through the New Deal, the City and the Province agreed to cooperation and collaboration on a Secondary Plan process for the southeast quadrant of the Woodbine lands, as well as the prioritization and expedited processing of associated planning approvals.

In January 2025, the Minister of Municipal Affairs and Housing approved modifications to Official Plan Amendment (OPA) 653 and approved Site and Area Specific Policy (SASP) 896, changing the land use designation for parts of the Woodbine lands from *Employment Areas* to *Regeneration Areas* and *Mixed-Use Areas*.

Before sensitive uses (such as residential) can be introduced, detailed studies are being conducted through the Secondary Plan study to confirm that such uses are compatible.

From spring to fall 2025, City staff and WEG consultants worked collaboratively to prepare the Terms of Reference for the background studies to support the City-initiated Secondary Plan Study. The background studies, prepared by WEG and their consultants, were received by the City in November 2025, initiating the start of the Secondary Plan Study process.

Consultation Meeting #1

City Planning, together with the WEG consultant team, held the first round of community consultation on the Secondary Plan Study and the Transportation Master Plan (TMP). An open house was held on March 5, 2026, from 5pm – 8pm at the Humberwood Community Centre, followed by a virtual town hall on March 9, 2026. A combined total of approximately 100 people attended the meetings.

The meetings also served as the Notice of Commencement for Phases 1 and 2 of the Municipal Class Environmental Assessment (Class EA) for the associated TMP.

Engagement will be ongoing throughout the duration of the Secondary Plan study and the TMP.

Semi-wild, treed trail that converts to a skate trail in winter like Col. Sam. Smith Park in Eglw. South

bigger libraries please

Build third spaces for the community

more bike lanes
more frequent buses
more street trees please

- Yes to more third spaces!
- ~~too~~ Ways to include more amenities to make it a viable neighbourhood (so the only excitement isn't the subway station)
- More schools needed!

Study Port Credit new development.
Pros vs. Cons. of the project.



What We Heard

Below is a summary comments received during the open house and virtual town hall.

Transportation and Mobility

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

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What We Heard (continued from last page)

Built Form

- Support for low-rise and mid-rise built form.

Community Services and Facilities

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

Housing

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



What We Heard (continued from last page)

Compatibility and Mitigation

- Consideration needs to be given to impacts from the surrounding industrial uses related to air quality and noise.
- Consideration needs to be given to the impact that the proposed sensitive uses may have on the existing and future operations of the surrounding industries. Desire to be included in future consultations.

Other

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