

Ryding Lands Study – Directions Report

Date: June 17, 2026

To: Etobicoke York Community Council

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

Ward: Ward 5 - York South-Weston

Planning Application Number: 25 224823 CPS 00 TM

SUMMARY

This report provides an update on the Ryding Lands Study ("the Study"), including recommended Emerging Directions. The Ryding Lands are located south of St Clair Avenue West, between Runnymede Road and Keele Street (see Location Map in Attachment 1). The Emerging Directions are intended to inform the review of development applications and to guide future policy development as the Study progresses. They articulate the intent for the Ryding Lands, including transformative change from low-scale industrial uses to a more intensely developed area with a diverse mix of land uses supported by new streets, services and public spaces.

The Emerging Directions are discussed under the following themes:

- Expand the Study Boundary to the West;
- Ensure a Range of Non-Residential Uses to Support Mixed Use Development;
- Enhance the Public Realm;
- Encourage Opportunities for a Consolidated Park;
- Build a Connected Mobility Network for all Users;
- Identify Community Infrastructure to Support Growth;
- Prioritize Green Infrastructure in Development;
- Ensure Built Form Responds to the Surrounding Context;
- Support Links to Local Heritage;
- Ensure the Provision of a Range of Housing Options; and
- Support Coordinated Implementation.

The Study was initiated in the summer of 2025 by a multi-disciplinary staff team, supported by consultants for select background studies. It was initiated as a result of Official Plan Amendment (OPA) 653, which redesignated the lands from *Core Employment Areas* to *Mixed Use Areas* and put in place Site and Area Specific Policy (SASP) 832.

To date there have been two public meetings, as well as meetings with property owners. Outreach to First Nations and urban Indigenous organizations occurred in a coordinated manner with the City's eight active Regeneration Area Studies. Regarding the Ryding Lands Study, the Mississaugas of the Credit First Nation asked to be kept informed.

Input from staff, divisional partners and agencies, consultants, and engagement activities has informed the drafting and refinement of the Emerging Directions. Next steps for the Study include completing the background studies and developing draft policies in accordance with the Emerging Directions included in this report.

Staff anticipate bringing forward the recommended policies through an Official Plan Amendment in Q1 2027.

RECOMMENDATIONS

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

1. City Council endorse the Emerging Directions, found in Attachment 8 to this report (June 17, 2026), as the basis to develop Official Plan policies for the Ryding Lands, as part of the ongoing Ryding Lands Study.
2. City Council direct the Executive Director, Development Review, in consultation with other City Divisions, to utilize the Emerging Directions in the review of all current and new development applications in the study area.

FINANCIAL IMPACT

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

EQUITY IMPACT

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

Through the Study, staff will consider the potential impacts of the future policies on equity-deserving groups and vulnerable residents of Toronto. The Emerging Directions and recommended planning framework will support the creation of a complete community for people at all stages of life through the integration of a range and mix of uses that provide access to good jobs, a range of housing options, community services and facilities, parkland, and transit.

Staff undertook a variety of engagement activities to ensure all voices and perspectives were heard and considered.

DECISION HISTORY

On July 19 and 20, 2023, City Council redesignated 99, 109, 116, 116R, 126, 132, 140 and 142 Ryding Avenue and 90 Ethel Avenue from *Core Employment Areas* to *Mixed Use Areas* and put in place Site and Area Specific Policy (SASP) 832 through Official Plan Amendment (OPA) 653, subject to Ministerial approval. SASP 832 directs a new development framework for the lands through a local area study.

[Agenda Item History - 2023.PH5.3](#)

On January 27, 2025, the Minister of Municipal Affairs and Housing issued his [decision](#) to approve OPA 653, with modifications. These modifications had the effect of amending policies that required a certain amount of affordable housing to be included through redevelopment, to policies that encourage that affordable housing be provided.

BACKGROUND

Study Area

The study area ("Ryding Lands") is located south of St Clair Avenue West, between Runnymede Road and Keele Street. It includes properties north of Ethel Avenue, north-east of Gourlay Crescent and east of Cobalt Avenue - specifically 99, 109, 116, 116R, 126, 132, 140 and 142 Ryding Avenue, 90 Ethel Avenue and 1, 3, 5, 7, 9 and 11 Cobalt Avenue. The Ryding Lands are approximately 3.3 hectares in size.

Most of the Ryding Lands consist of low-scale industrial uses, with the exception of the properties along the east side of Cobalt Avenue which include low-rise residential houses. The properties on Cobalt Avenue are designated *Neighbourhoods* in the Official Plan and are not part of Site and Area Specific Policy 832. The remaining lands were originally designated *Core Employment Areas* in the Official Plan but were redesignated to *Mixed Use Areas* through OPA 653.

Surrounding Area

A low-rise residential neighbourhood is located west of the Ryding Lands, with Runnymede Park and George Bell Arena to the south-west. To the south, there is an industrial storage yard, planned for a mixed-use residential development, and further south is the Lambton Rail Yard and rail line. To the east, toward Keele Street, there are low-rise commercial, warehousing, and industrial uses with associated parking lots. To the north, along St. Clair Avenue, there are retail and commercial uses, with additional mixed-use development planned.

Active Development Proposal

At the time of writing of this report, there is an active development proposal for the properties located at 116, 126, 132, 140 and 142 Ryding Avenue, forming part of the Ryding Lands. The proponent has submitted an Official Plan and Zoning By-law Amendment application to permit a mixed-use development consisting of three towers of 20, 34 and 26 storeys. The proposal includes on-site parkland dedication equal to 10% of the site area, and space for a potential child care facility. The proposed Official Plan Amendment applies to the entirety of the SASP 832 area and includes a land use plan showing new streets and blocks, residential uses in tall building forms, and permission (but not a requirement) for non-residential uses in the base of buildings. Refer to the Application Information Centre for details ([Application Number: 26124085WET05OZ](#)).

The active application will be reviewed through a future staff report. As proposed, the application appears to vary from the Emerging Directions articulated in this report, such as required non-residential space, parkland consolidation and built form.

The active application demonstrates development interest in the area. This directions report provides interim guidance for reviewing planning applications, while the Study continues to advance. Other development applications in the surrounding area are identified in Attachment 2.

POLICY AND REGULATION CONSIDERATIONS

Provincial Land-Use Policies

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

Toronto Official Plan

The Toronto Official Plan ("the OP") manages the city's physical, social and economic growth towards a vision today and to approximately 30 years in the future. The vision in Chapter One of the OP is guided by four goals. The goals are for Toronto to be: a city of complete communities, a sustainable and resilient city, the most inclusive city in the world, and a city that contributes to a just future for Indigenous Peoples. The OP's subsequent four chapters outline policies to shape and implement the long-term vision for the city.

The OP land use designations for the Ryding Lands are *Mixed Use Areas*, with a smaller portion of *Neighbourhoods* along the east side of Cobalt Avenue. The *Mixed Use Areas* land use designation is intended to accommodate a broad range of uses, including residential, office, retail and services, institutional, and recreational and to accommodate growth. *Neighbourhoods* contain a range of lower scale residential uses as well as other local-serving uses. A map of the OP land use designations can be found in Attachment 3.

Keele-St. Clair Secondary Plan

The [Keele-St. Clair Secondary Plan](#) is a component of the Toronto Official Plan, and covers an area generally bounded by Old Stockyards Road, Lavender Road, Silverthorn Avenue and Junction Road. The Keele-St. Clair Secondary Plan establishes a framework for the development of a complete community around the planned St. Clair-Old Weston UP Express station located at the intersection of Union and Townsley Streets. The Secondary Plan highlights the importance of developing a high-quality public realm, reconnecting to the natural environment and building resiliency and environmental sustainability to support the emerging mixed-use community.

The Ryding Lands are located approximately one block west of the Keele-St. Clair Secondary Plan boundary.

Site and Area Specific Policy 832

Site and Area Specific Policy (SASP) 832 is a component of the Toronto Official Plan and applies to the majority of the Ryding Lands Area (see location in Attachment 4). The SASP requires the completion of a local area study prior to permitting residential uses and sets out the requirements for a land use plan, community services and facilities strategy, servicing plan, public street and lane plan and housing plan.

Site and Area Specific Policies 358 and 359

SASPs 358 and 359 are components of the Toronto Official Plan and apply to the properties adjacent to the Ryding Lands to the east, through to Keele Street. SASPs 358 and 359 also overlap with the Ryding Lands along their eastern edge. SASPs 358 and 359 were implemented through OPA 144, which was appealed to the Ontario Land Tribunal (OLT). On February 23, 2026, the OLT issued an order bringing SASPs 358 and 359 into force, with the exception of the lands that overlap with the Ryding Lands which remain under appeal.

Zoning By-law

The Ryding Lands are subject to the City-wide Zoning By-law 569-2013 and the former City of Toronto Zoning By-law 438-86. The western portion of the Ryding Lands along Cobalt Avenue is zoned R(d0.6) in Zoning By-law 569-2013, which permits low rise residential uses. The remaining lands reflect the area's former *Core Employment Area* land use designation; consisting of Employment Industrial and Industrial District zones in City of Toronto Zoning By-law 569-2013 and former City of Toronto Zoning By-law 438-86. The current zoning is illustrated on the map in Attachment 5.

Design Guidelines and Strategies

A variety of city-wide urban design guidelines inform the built form and public realm analysis of the Study. City-wide urban design guidelines continue to apply.

STUDY PROCESS

The Ryding Lands Study process is divided into four phases as illustrated below:

Table 1: Ryding Lands Study Phases

PHASE 1 Q3-Q4 2025	PHASE 2 Q1-Q2 2026	PHASE 3 Q3-Q4 2026	PHASE 4 Q4 2026-Q1 2027
Review of existing conditions, data collection and site visits Public meeting #1	Develop options and Emerging Directions Public meeting #2 Emerging Directions report [current phase]	Finalize supporting studies and analysis and drafting policy framework	Final Report to Etobicoke York Community Council and City Council with a recommended Official Plan Amendment Implementation

As part of Phases 1 and 2, staff conducted background review, analysis, and engagement activities with respect to:

- Land uses, built form and range of housing;
- Block organization and park options; and
- Streets, lanes and other active transportation connections to support a high-quality multi-modal network.

In addition to the above, the following background studies will support the outcomes of the Ryding Lands Study:

- A Community Services and Facilities (CSF) Strategy to identify needs, opportunities and potential locations for new and expanded facilities to support growth. Staff completed preliminary existing conditions analysis and a CSF Strategy is part of Phase 3.
- A consultant-led Servicing Capacity Assessment to analyze the impact of anticipated growth on existing infrastructure and identify any required upgrades. The procurement for the Capacity Assessment is being finalized, with work beginning this summer.
- A consultant-led Compatibility and Mitigation Study to assess potential impacts and identify measures to support the continued operation and potential expansion of employment uses and major facilities in the area. This study is anticipated to be completed shortly and will inform future policies, including those related to land use and built form; and

- A consultant-led Economic Development Study to review and analyze the non-residential market. This work will support policy and program development, including supporting non-residential uses and access to employment. This study is underway and expected to be completed in Phase 3.

ENGAGEMENT

City staff held in-person public meetings during Phase 1 and Phase 2. Virtual meetings were also held with property owners. Public meeting materials were made available online.

Feedback from engagement activities included questions and comments about land ownership, concerns about limited access to community services, interest in non-residential uses (including supporting light industrial and manufacturing uses, and a desire for large format retail), greater connectivity (particularly north-south across the rail corridor), and interest in the expansion of Runnymede Park. Summaries of public engagement are provided in Attachments 6 and 7.

More information on the public meetings, including the materials presented, is available on the [Regeneration Area Studies Web Page](#) (select the "Ryding Lands" accordion).

As part of the overall Regeneration Area Study process, of which the Ryding Lands Study is considered one, staff reached out to First Nations and urban Indigenous organizations to determine interest in being engaged for each individual study. A response was received from the Mississaugas of the Credit First Nation regarding the Ryding Lands Study, expressing interest in remaining informed and receiving updates. The Ryding Lands Study team has followed up with the Mississaugas of the Credit First Nation regarding the Emerging Directions but has not received feedback at the time of writing of this report.

COMMENTS

As part of the Ryding Lands Study, staff have developed a series of Emerging Directions to articulate a vision for the area and guide policy development in the next Study phase. These Emerging Directions are informed by ongoing background work, existing policy direction and City objectives, and input from engagement with community members and other stakeholders (see Emerging Directions in Attachment 8).

The existing policy direction includes the Provincial Planning Statement (PPS) and Toronto Official Plan, which support the development of complete communities with an appropriate range of land uses and supporting infrastructure, and provide direction on a range of other policy topics. These policies will continue to apply to the Ryding Lands. The Emerging Directions, and future policies from the Study, are intended to supplement this framework and provide more specific direction for the Ryding Lands.

Staff also prepared two demonstration plans to test and refine the Emerging Directions, exploring various options for how the lands might redevelop. Together, the Emerging Directions and demonstration plans reflect the intention for the area to experience transformative change from low-scale industrial uses to a more intensely developed area with a mix of land uses, requiring new streets and blocks, servicing, public spaces and amenities.

The following sections summarize the key takeaways from the Emerging Directions.

Expand the Study Boundary to the West

The properties along the eastern side of Cobalt Avenue (1, 3, 5, 7, 9 and 11 Cobalt Avenue) are currently designated *Neighbourhoods* in the OP and are bordered by lands designated *Mixed Use Areas* to the north and east (east being SASP 832). Through the Emerging Directions, staff are proposing to include these properties in the Ryding Lands Study, with potential redesignation to *Mixed Use Areas*. Inclusion and redesignation of these properties would make Cobalt Avenue the boundary between *Mixed Use Areas* and *Neighbourhoods*, and allow for intensification on these lands, in line with their immediate neighbours.

Ensure a Range of Non-Residential Uses to Support Mixed Use Development

Aside from the properties along Cobalt Avenue, the Ryding Lands are already designated *Mixed Use Areas*. The Emerging Directions set out more detailed guidance to support future redevelopment. This includes requiring an appropriate mix of uses to support residents in accessing their daily needs, high-quality jobs and space for businesses. This approach aligns with the City's practice of requiring a minimum amount of non-residential gross floor area in redevelopment as part of *Employment Area* conversions and is intended to ensure that opportunities for non-residential space are not lost as a result of land use conversion. This policy approach was upheld through Ministerial review and approval.

Through the Emerging Directions, staff also propose permitting light industrial uses (e.g. clothing manufacturers, commercial coffee roasters, performing arts studios, small-scale workshops and maker spaces), where compatible with residential and other sensitive uses. These uses may not need high-visibility or high-traffic locations, such as along major streets, and may therefore be well suited to the Ryding Lands. This approach would expand opportunities for non-residential uses, particularly those that support high-quality jobs and the city's economic health, and reflects input received through community engagement. The Economic Development Study work is ongoing, and its outcomes may further inform policy development.

Enhance the Public Realm

Portions of the Ryding Lands lack sidewalks, street trees, street furniture, and other elements of the public realm that are standard in mixed use areas elsewhere in the city. There are opportunities to improve the public realm through the development and evolution of the Ryding Lands, while at the same time supporting improved

environmental performance (e.g. increased permeability and limiting stormwater runoff). Improvements should build on and be coordinated with other local plans and development, including the nearby Keele-St. Clair Secondary Plan, and contribute to a broader, high-quality public realm network. To this end, the Emerging Directions identify actions related to appropriate building setbacks, inclusion of street trees, continuous and interconnected pedestrian routes, permeable surfaces and preservation of mature trees to support a more comfortable pedestrian and cyclist experience.

Encourage Opportunities for a Consolidated Park

Should development proceed on the Ryding Lands on a site-by-site basis and based on the existing lot fabric, parkland dedication from individual applications would likely result in smaller, fragmented parkettes. Through the Emerging Directions, staff have instead identified an opportunity for property owners to work together to deliver a larger consolidated park that would be more programmable and functional for the emerging community. There is opportunity for the new parkland to be located adjacent to Runnymede Park and expand the existing park, as a result of intersection reconfigurations.

Build a Connected Mobility Network for all Users

Public connections through the Ryding Lands do not currently exist, creating a barrier for travel through the area. Some existing streets are also vehicular-focused and lack sidewalks and other active transportation infrastructure. Given these challenges, staff have identified opportunities to improve connectivity and address these gaps through the Emerging Directions.

First, Ryding Avenue currently dead-ends partway through the Ryding Lands. An extension of Ryding Avenue to the east through to Keele Street would improve circulation through the area for all users. The route for that extension is partially located within the Ryding Lands and partially outside of it, on adjacent lands to the east. The extension of the route within the Ryding Lands is identified in the Emerging Directions. The extension beyond the Ryding Lands has already been secured through the existing SASP 785 that applies to those lands.

Additionally, the mobility network would be strengthened by the extension of Mondovi Gate south, from St. Clair Avenue West to Ryding Avenue. This extension is already partially secured through adjacent development to the north of the Ryding Lands. The Emerging Directions identify the importance of continuing this extension to Ryding Avenue.

In addition to the above street extensions, the Emerging Directions identify opportunities for new active transportation connections, including sidewalks and bikeways. They include a publicly accessible connection from Ryding Avenue south to Ethel Avenue (e.g. a new street, laneway or mid-block connection) to enhance permeability through the large existing block. A laneway system between Ryding Avenue and St. Clair Avenue West is proposed to accommodate vehicular access, loading and maintenance, away from public streets. Additionally, a publicly accessible connection from St. Clair Avenue West to Ryding Avenue has already been partially secured as a mid-block

connection through adjacent development to the north, with an opportunity to complete this link through a mid-block connection or open space.

Staff also recognize that a safe and functional active transportation network, including for cyclists, must connect to the broader area, echoed by public input to date. To support this, staff recommend, through the Emerging Directions, that the mobility network support direct active connections to Runnymede Road, Keele Street and Dundas Street West, and that it have consideration for alignment with a potential future bridge over the rail corridor to the south, emphasizing the opportunity already identified in the adjacent SASP 785.

Finally, the Emerging Directions include improvements to surrounding intersections to better support safe, comfortable active transportation, which may involve reconfiguration. Together, these Emerging Directions support a more continuous, comfortable, safe and functional mobility network for all users.

Identify Community Infrastructure to Support Growth

Community services and facilities (CSF) contribute to the social, economic and cultural development of the city and its neighbourhoods. They are vital in supporting liveable communities and contributing to the quality of life as neighbourhood focal points where people gather, learn, socialize and access essential services. CSF are the lands, buildings and structures used for the provision of programs and services provided or subsidized by the city or other public agencies, boards and commissions including recreation centres, child care, libraries, schools, and human service agencies. Given that the Ryding Lands and surrounding area are expected to increase in residential population, workers and visitors, it will be important for CSF to adapt and expand as needed to ensure sufficient capacity is available. A CSF Strategy is part of the Ryding Lands Study and will be completed as part of the next phase of work.

Prioritize Green Infrastructure in Development

Through the Emerging Directions, staff are recommending that redevelopment of the Ryding Lands contribute to the mitigation of existing local area flooding, such as through increasing surface permeability, incorporating green infrastructure and implementing on-site stormwater management strategies. The Emerging Directions also include measures to achieve the goal of preserving existing mature trees, increasing the tree canopy and planting new street trees. This includes ensuring enough space and soil volume for them to grow to maturity and planning municipal servicing and utilities in a manner that is compatible with tree growth, as noted in policy 3.1.1.13(b) of the OP. Additionally, stormwater management requirements under the City's Wet Weather Flow Management Guidelines would continue to apply to future development applications.

Through public engagement, staff heard the need to prioritize environmental improvements and flood mitigation, as the area is highly paved, and prone to flooding events (particularly at nearby low-lying streets that traverse under the rail corridor). The recommended Emerging Directions are consistent with the City's objective to adapt to, and build resilience against, the impacts of climate change.

Ensure Built Form Responds to the Surrounding Context

Through the Emerging Directions, staff propose permitting a mix of mid-rise and tall buildings in a manner that reflects the area's emerging context. The Keele-St. Clair Secondary Plan sets the vision for the area near to the forthcoming UP Express Station at Old Weston Road. In line with established policy direction, building height and density should generally be greatest closest to this future higher-order transit station. Proximity to transit supports residents, workers and visitors in using that transit, and their mobility more generally.

The future built form of the Ryding Lands is also proposed to respond to the adjacent built form character, namely the low-rise residential uses to the west of Cobalt Avenue and the planned mid-rise development along St. Clair Avenue West. This includes using appropriate massing and other transition measures to improve microclimatic conditions and minimize impacts on the public realm and adjacent lands, such as shadow, wind, overlook and privacy. The ongoing Compatibility and Mitigation Study work may further inform policy development, including with respect to built form.

Support Links to Local Heritage

Future redevelopment of the Ryding Lands provides an opportunity to consider and support a distinctive sense of place. The area's history includes its proximity to Indigenous trails, its development as a concentrated hub for railway lines and railyards, and its associated development as a major centre of meat-processing and packing industries. To this end staff recommend an Emerging Direction that encourages the design of public art, public realm elements and/or new buildings to commemorate the area's history.

Ensure the Provision of a Range of Housing Options

The OP supports a full range of housing options by type, size, tenure and affordability across Toronto. This includes the provision of housing that can support a wide range of residents, including larger households, and affordable housing. Staff are proposing through the Emerging Directions to require developments to provide a minimum proportion of residential units with multiple bedrooms.

Should residential uses be permitted on the Ryding Lands, it is important to build inclusive communities with greater housing choices, including a range of affordable housing options. To this end staff are also proposing an Emerging Direction to encourage the provision of affordable housing with long-term affordability. This is consistent with the in-force SASP policies.

Support Coordinated Implementation

Through the Emerging Directions, staff support coordination among Ryding Lands property owners to implement the vision for the area. This coordinated approach will help achieve better community building outcomes, including a high-quality park and public realm.

Key Updates to Emerging Directions

As a result of input received from engagement activities noted earlier in this report and ongoing analysis by the project team, staff refined the Emerging Directions to better support the Ryding Lands Study. The following provides an overview of the key changes made since materials were last shared with the public on April 15, 2026:

- Removing the Emerging Direction requiring a site-specific approach for development on or adjacent to heritage properties. Through further review, staff have concluded that properties within the Ryding Lands do not have potential cultural heritage value and are not being considered for inclusion on the Heritage Register;
- Adding an Emerging Direction to ensure that new development gives consideration for alignment with a potential future bridge over the rail corridor to the south. This echoes policy direction already in place for nearby sites and contributes to the build-out of a logical, well-connected active transportation network in the broader area;
- Revising the Emerging Direction regarding a minimum amount of non-residential space to clarify intent, with the details to be confirmed through the next phase of work, following completion of the Economic Development Study;
- Expanding the Emerging Direction prioritizing street trees on Ryding Avenue - this has been revised to instead apply to all streets;
- Revising the Emerging Direction on improvements to the Gourlay Crescent and Ryding Avenue intersection to more generally refer to intersections around the Ryding Lands to better respond to additional improvement needs;
- Expanding the Emerging Direction identifying the importance of a publicly accessible connection between Ryding Avenue and Ethel Avenue to also include a connection between St. Clair Avenue West and Ryding Avenue;
- Revising the Emerging Direction regarding required setbacks from parks to clarify intent, with the details to be confirmed through the next phase of work; and
- Adding Emerging Directions to prioritize green infrastructure and designing streets as green streets.

Future Work

The next phase of the Ryding Lands Study will include the completion of the background studies and the development of policies based on the Emerging Directions in this staff report. Public input will be sought in developing these policies. The study team will also continue to support Development Review Community Planning staff in the review of development applications within the Ryding Lands to ensure coordination and alignment.

Staff anticipate bringing forward recommended policies through an Official Plan Amendment in Q1 2027.

CONTACT

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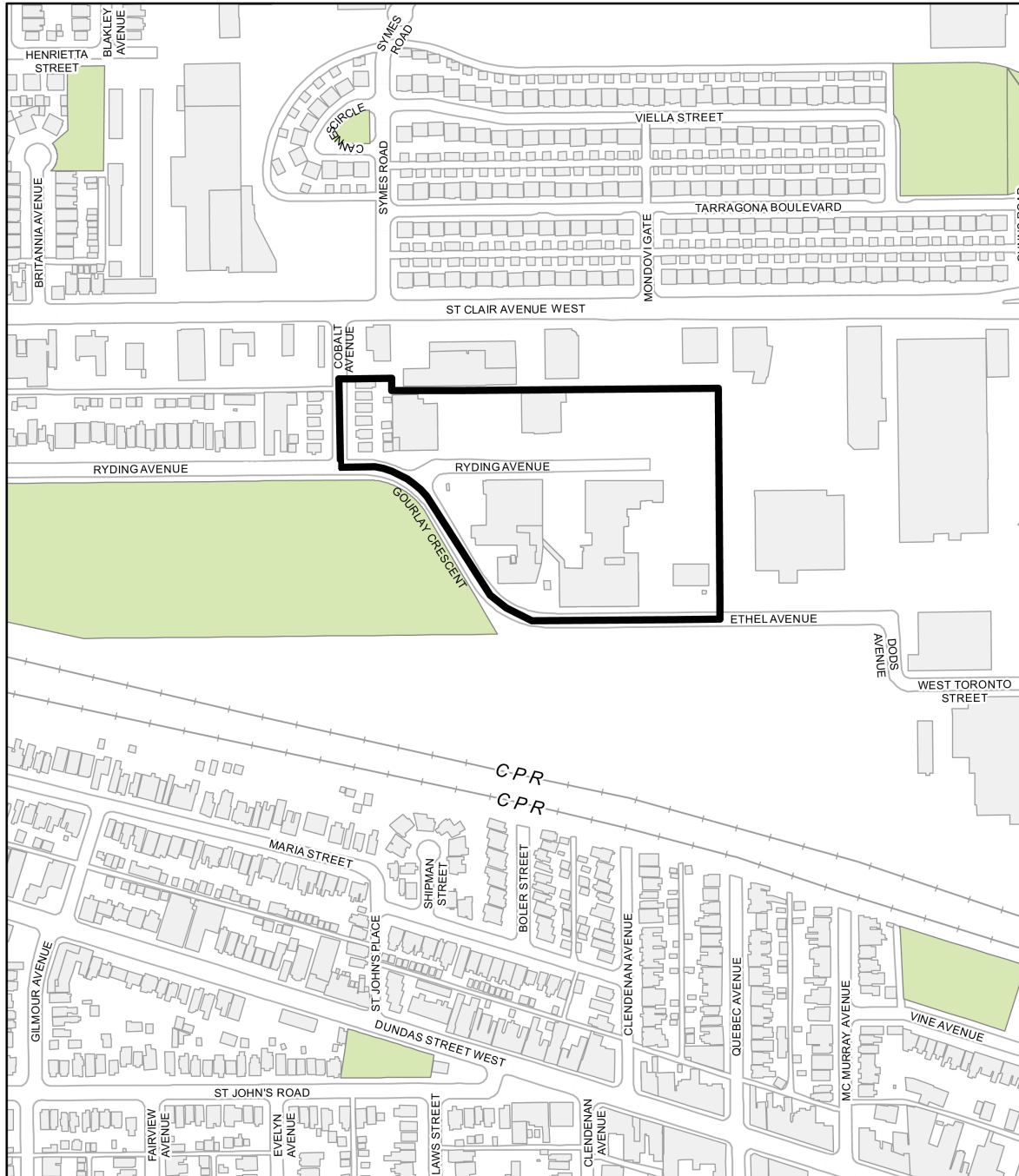
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ATTACHMENTS

Attachment 1: Location Map
Attachment 2: Area Applications
Attachment 3: Official Plan Land Use Map
Attachment 4: Location of Site and Area Specific Policy 832
Attachment 5: Zoning Map
Attachment 6: Consultation Summary - December 10, 2025
Attachment 7: Engagement Summary - April 30, 2026
Attachment 8: Ryding Lands Emerging Directions

Attachment 1: Location Map



Ryding Lands Study

 Study Area


Not to Scale

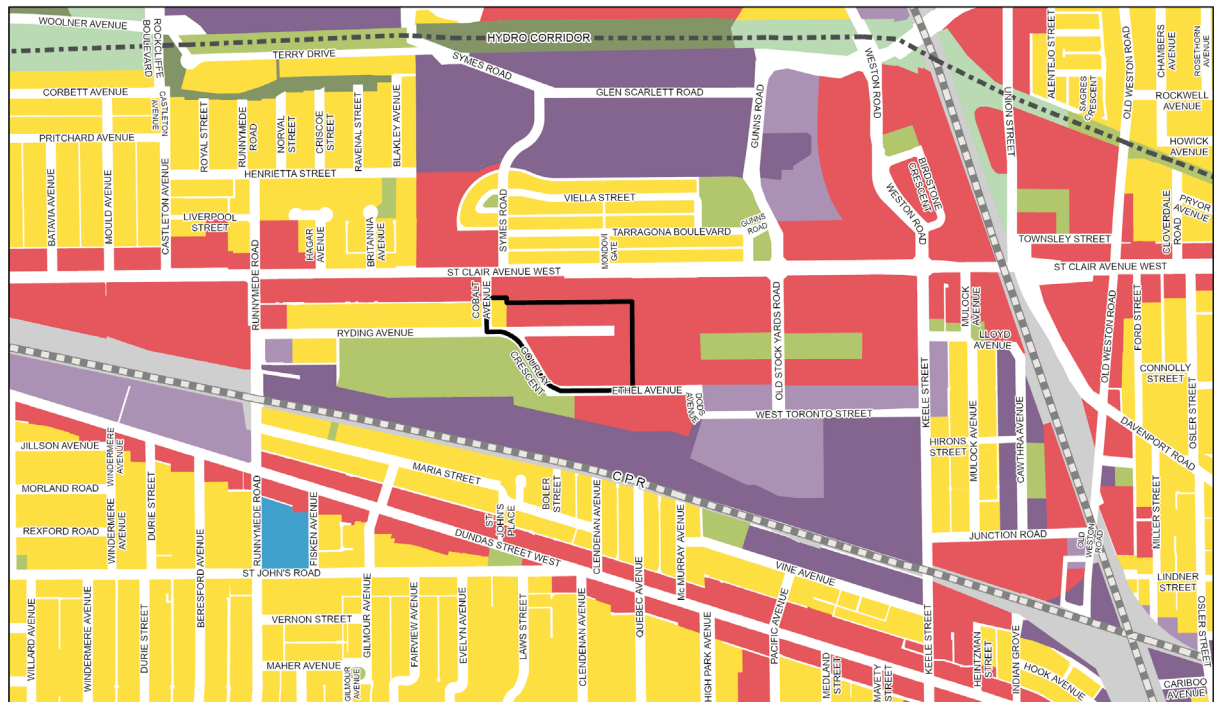
Attachment 2: Area Applications

The chart below outlines the development applications currently under review within and in proximity to the Ryding Lands:

Address	Application Nos.	Description
2335 St Clair Ave W	26 130072 WET 05 SA (Site Plan)	11-storey residential building with a total proposed gross floor area of 5,388 square metres, including 72 residential dwelling units, planned for rental tenure.
2255 St Clair Ave W	22 138578 WET 05 SA (Site Plan)	11-storey mixed-use building with retail at grade and residential units above. The development includes underground parking a gross floor area of 35,112 square metres, with 537 units, 349 vehicular parking spaces, and 538 bicycle parking spaces.
2231 St Clair Ave W	22 138479 WET 05 SA (Site Plan)	11-storey mixed-use building with retail at grade and residential units above. The development includes underground parking, a gross floor area is 19,422 square metres, with 292 units, 178 vehicular parking and 296 bicycle parking.
116-142 Ryding Ave <i>*within Ryding Lands</i>	26 124085 WET 05 OZ (Official Plan and Zoning Amendment)	Mixed-use development consisting of two buildings with three towers of 20, 34 and 26 storeys. The proposal includes a new park, and space for a potential child care centre.
87 Ethel Ave	25 186132 WET 05 SA (Site Plan)	Mixed-use development consisting of two buildings with four towers of 31, 31, 34 and 34 storeys. The proposal includes offices, retail, services, restaurants, entertainment and other uses with residential above

Address	Application Nos.	Description
110 West Toronto St	25 126822 WET 05 OZ (Official Plan Amendment)	Official Plan Amendment to redesignate the subject site from General Employment Areas to Mixed Use Areas. No development proposal. Application has been appealed to the Ontario Land Tribunal for non decision. An Appeal Report was considered by the Planning and Housing Committee on April 14, 2026 and adopted without amendment. City Council adopted the staff recommendations on April 22 and 23, 2026 without amendments.

Attachment 3: Official Plan Land Use Map



Ryding Lands

Official Plan Land Use Map # 14 And 17

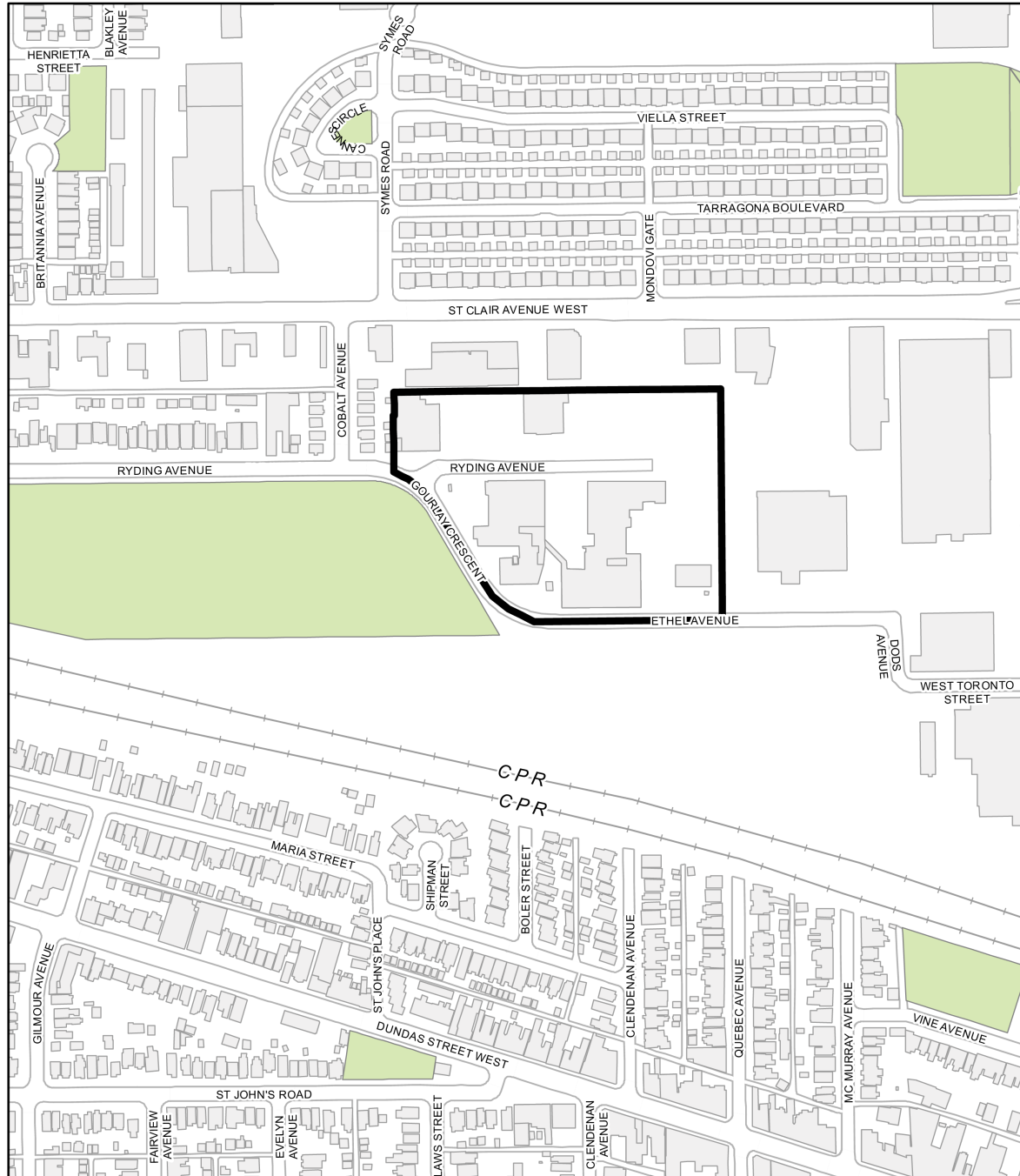
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| Focus Area | Parks | Core Employment Areas |
| Neighbourhoods | Other Open Space Areas | Utility Corridors |
| Mixed Use Areas | Institutional Areas | |
| Natural Areas | General Employment Areas | |



Not to Scale

Date Extracted: March 26, 2026

Attachment 4: Location of Site and Area Specific Policy 832



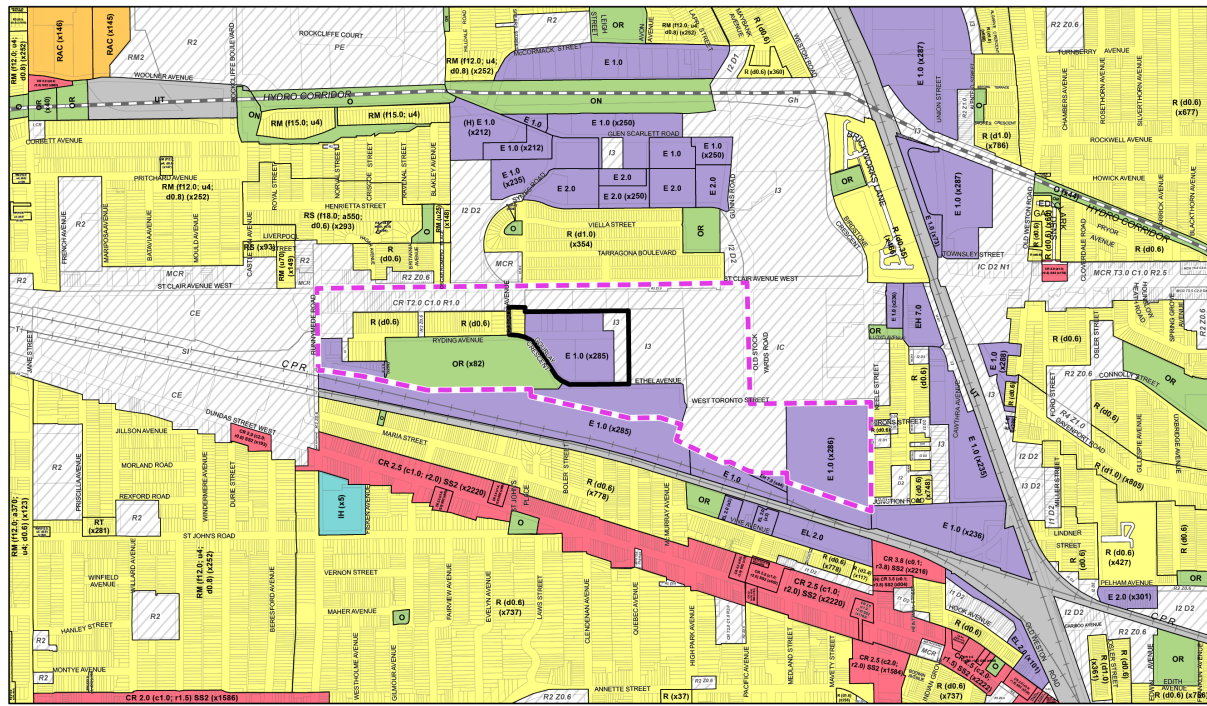
Ryding Lands Study Site and Area Specific Policy 832

 Site and Area Specific Policy 832



Not to Scale

Attachment 5: Zoning Map



Ryding Lands
Zoning By-law 569-2013

	Focus Area		Mobility and Public Realm Study Area		See Former City of York By-law No. 1-83		See Former City of Toronto By-law No. 438-86
R	Residential	E	Employment Industrial	R2	Residential Zone	R2	Residential District
RD	Residential Detached	EH	Employment Heavy Industrial	RM2	Residential Multiple Zone	R4	Residential District
RS	Residential Semi-Detached	IH	Institutional Hospital	LCR	Local Commercial Residential Zone	CR	Mixed-Use District
RT	Residential Townhouse	O	Open Space	MCR	Mixed Commercial Residential Zone	MCR	Mixed-Use District
RM	Residential Multiple	ON	Open Space Natural	S1	Strategic Industrial Employment Zone	I1	Industrial District
RAC	Residential Apartment Commercial	OR	Open Space Recreation	PE	Prestige Employment Zone	I2	Industrial District
CR	Commercial Residential	UT	Utility and Transportation	CE	Commercial Employment Zone	I3	Industrial District
EL	Employment Light Industrial			T	Transportation & Utilities Zone	I4	Industrial District
						IC	Industrial District
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Not to Scale

Date Extracted: August 15, 2025

Attachment 6: Consultation Summary - December 10, 2025

Provided under separate cover

Attachment 7: Engagement Summary - April 30, 2026

Provided under separate cover

Attachment 8: Ryding Lands Emerging Directions

Provided under separate cover