

Attachment 8: Ryding Lands Emerging Directions

Emerging Direction #1: Transformation through intensification and a mix of uses

The Ryding Lands are anticipated to experience transformative change from low-scale industrial uses to a more intensely developed area with a mix of land uses (e.g. light industrial and warehousing uses, commercial uses, and residential uses). This new mix requires new streets and blocks, servicing, public spaces and amenities, best achieved through careful coordination and phasing.

(Note: This emerging direction sets the intent for the Ryding Lands, which will result in a future policy that helps guide the interpretation of other policies which would follow.)

(Note: The composition of uses is subject to the results of ongoing study.)

Emerging Direction #2: Expand the study boundary to the west

Include the properties on the east side of Cobalt Avenue (outlined in blue) in the Study Boundary. These lands are currently designated *Neighbourhoods*, but are bordered by lands designated *Mixed Use Areas*, meaning that growth is planned around them (but excluding them).

Change the land use designation for these lands to *Mixed Use Areas*. This change would allow for more housing and larger buildings on these lands, should the owners choose to either build or sell.



Emerging Direction #3: Shift to a fine-grained streets and blocks pattern

The Ryding Lands are anticipated to evolve from low-scale and large industrial buildings, into more urban forms. To support this change, new streets, blocks and active transportation (e.g. walking, cycling) connections and infrastructure are required.

Emerging Direction #4: Extend Ryding Avenue and Mondovi Gate

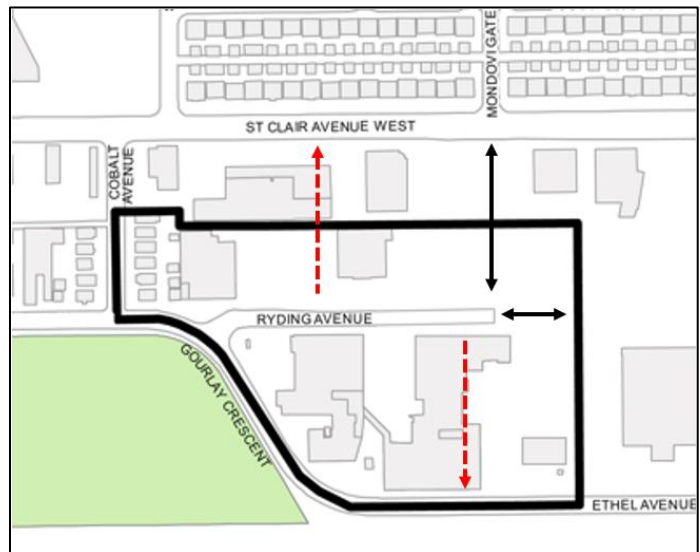
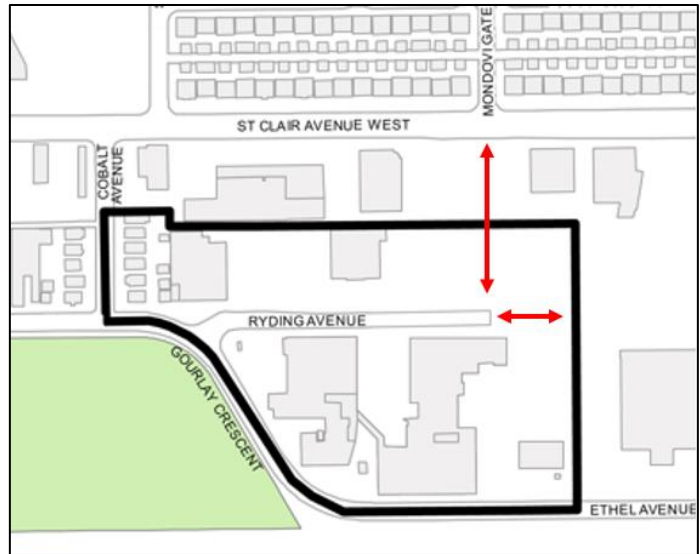
Through development, extend Ryding Avenue in an eastward direction. Ryding Avenue should accommodate multiple modes of transportation.

Through development, extend Mondovi Gate in a southward direction to connect with Ryding Avenue.

Emerging Direction #5: Improve permeability with additional connections

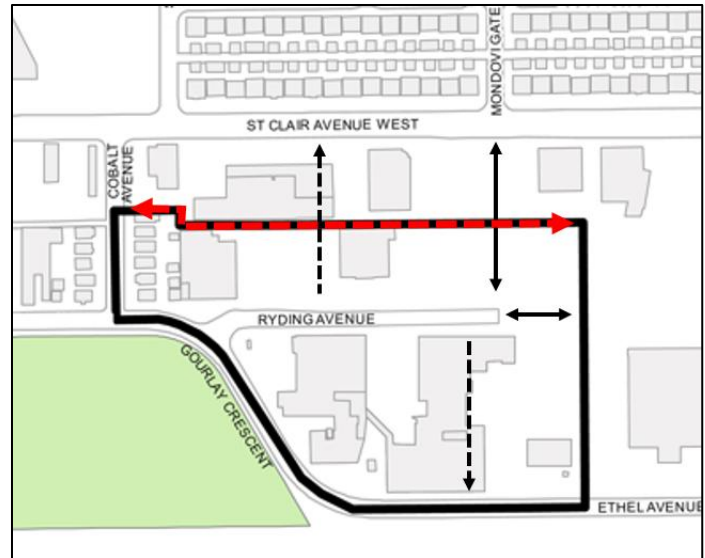
The block to the south of Ryding Avenue is large and should include a publicly accessible connection to support the ability of future residents, workers and visitors to get around the area. The composition of this connection could be a street, laneway or mid-block connection.

The approved development between the northern boundary of the Ryding Lands and St. Clair Avenue West includes a mid-block connection. There should also be a publicly accessible connection extending north from Ryding Avenue to align with this connection, allowing it to extend from St. Clair Avenue West to Ryding Avenue, which could be a mid-block connection or open space.



Emerging Direction #6: Introduce a laneway system south of St. Clair Avenue West

A laneway system will be required between lands on the north side of Ryding Avenue and the south side of St. Clair Avenue West. A laneway system will allow access for personal vehicles and trucks, loading activities and building maintenance, and service vehicles (e.g. waste pick-up, parking access etc.) to take place at the back of buildings. This supports a quieter and more comfortable pedestrian environment along Ryding Avenue and St. Clair Avenue West.



Emerging Direction #7: Improve intersections to improve safety

The existing conditions and design of the surrounding intersections support large truck movement. The intersections should be improved from their current configurations to improve safety and priority for vulnerable road users, such as pedestrians and cyclists. Options can include reconfiguration for future improved crossings to and from the park and/or other options like curb extensions, wider sidewalks, curb radius reductions or other design considerations.

Emerging Direction #8: Integrate active connections with broader network

Active connections, including for walking and cycling, will be developed on the Ryding Lands to integrate with a wider connectivity network that achieves more direct connections to Runnymede Road, Keele Street, and Dundas Street West.

Emerging Direction #9: Consider potential for a future bridge over rail corridor

The rail corridor to the south of the Ryding Lands acts as a significant mobility barrier. The design and location of new pedestrian and cycling connections should take into consideration alignment with a potential for a future bridge over the rail corridor to the south to support a well-connected and direct active transportation network.

Emerging Direction #10: Ensure a minimum amount of non-residential space to support complete communities

As new development occurs, it is important that it contributes to complete communities by including a mix of uses to support residents in accessing their daily needs. In particular, access to high quality jobs and space for businesses is an objective of this

study. To achieve this, new development will be required to include a minimum amount of space for non-residential uses.

Emerging Direction #11: Permit compatible light industrial uses

Mixed Use Areas permit uses including residential, retail, office, institutional and parks. To support more opportunities for non-residential uses that can support high-quality jobs and local economic development, light industrial uses which are compatible with sensitive uses (e.g., homes, schools and childcare centres) would also be permitted. For example, clothing manufacturers, commercial coffee roasters, performing arts studios, small-scale workshops such as those that create art installations or jewellery, small-scale carpentry, maker spaces, etc.

Emerging Direction #12: Protect existing and provide space for new trees

Building a high-quality public realm is essential to creating a livable, attractive, and functional community. The public realm includes all spaces accessible to the public, such as parks, streets, lanes, and other open spaces.

New buildings would be required to be set back from public streets to provide space for soft landscaping, trees and other vegetation.

Streets will be designed to accommodate street trees, with enough space and sufficient soil volume that they can grow to maturity. This supports the [City's Urban Tree Canopy Targets](#), contributes to absorbing and retaining stormwater runoff and reduces surface temperatures at times of extreme heat.

The large trees along Cobalt Avenue should be preserved and protected through redevelopment.

Emerging Direction #13: Encourage the provision of consolidated parkland

When redevelopment occurs, parkland dedication is required, which is preferred to be consolidated. As there are multiple property owners within the Ryding Lands, they would be encouraged to work together, so that all the parkland contribution requirements from multiple sites could be consolidated into a larger, more programmable park.

Emerging Direction #14: Encourage parkland provision to expand Runnymede Park

Property owners are encouraged to coordinate parkland dedication and locate parkland adjacent to Runnymede Park, so that it serves to expand the existing park space and responds to any intersection reconfigurations.

Emerging Direction #15: Ensure development is set back from parks

New buildings will be required to be set back from any park, to allow those buildings to be accessed and maintained without requiring access through the park.

Emerging Direction #16: Built form should respond to transit proximity

Development should generally be denser closest to higher-order transit (e.g. subway, LRT or rail stations) so that residents, workers and visitors can more easily use transit to get around (there is infrastructure to support the intensification).

As a result, development on the Ryding Lands should generally be at a lower scale than what would be permitted closer to the planned St. Clair-Old Weston UP Express station.

A mix of mid-rise and tall buildings should be permitted.

Emerging Direction #17: Development should respect the planned mid-rise vision on lands to the north

New development on the north side of Ryding Avenue should respect the planned mid-rise corridor vision along St. Clair Avenue West, with building height and massing carefully managed to minimize visual and shadow impacts on St. Clair Avenue West.

Emerging Direction #18: Development should transition to adjacent low-scale area

New development should provide an appropriate transition to the low-scale neighbourhood properties west of Cobalt Avenue.

Emerging Direction #19: A range of housing options should be provided where residential is permitted

(Note: these policies will only apply if residential uses are permitted.)

The City's Official Plan directs that a full range of housing options by type, sizes and affordability are achieved. To support this objective, policies would require a minimum proportion of new residential units within a building to include 2 bedrooms, and 3 or more bedrooms. Exceptions may be considered where a specific need is being addressed (e.g. housing led by a public entity for university students).

New residential development is encouraged to include a minimum amount of affordable housing to be maintained and secured with long-term affordability.

Emerging Direction #20: Identify community infrastructure to support growth

The area is expected to increase in population, workers, and number of visitors. The community services and facilities in the area should adapt and expand as needed, to serve the existing and future population. Specific needs will be identified through a Community Services and Facilities Strategy in the next phase of the study.

Emerging Direction #21: Development and the public realm should link to area history

Interpretation and/or commemoration of the area's history, including its industrial history, is encouraged through public art, placemaking in the public realm, and the design of new buildings.

Emerging Direction #22: Development should integrate green infrastructure

To improve stormwater management in alignment with [Wet Weather Flow Management Guidelines](#), development should prioritize on-site green infrastructure including green roofs to capture and control stormwater runoff. Wherever possible the use of native plant materials within green infrastructure solutions will also help achieve the City's biodiversity and pollinator protection goals.

New streets should be designed as green streets to capture and control stormwater.

Emerging Direction #23: Implementation should be supported by development coordination and servicing analysis

To achieve better community building outcomes, coordination between property owners is needed.

Services, such as water and sewer needs, are being evaluated. Further directions may be added.

Note: There are policies already in place in Site and Area Specific Policy 832 that should be carried forward. These policies generally manage the interface between uses and/or infrastructure that might not be compatible with the introduction of sensitive uses, such as housing. For example:

- Legally established meat processing and distribution uses are permitted on the lands.
- Residential and sensitive non-residential uses may only be permitted on the lands once industrial meat processing and distribution uses cease to operate on the lands.
- A Compatibility/ Mitigation Study is required to be submitted and peer reviewed, and any necessary compatibility and/or mitigation measures to be incorporated into the development to support the operation of the freight rail (shunting) yard to the south and other uses and intended uses on nearby lands.