

# Ryding Lands Study – Emerging Directions

**Please review and provide your comments on the emerging directions.** We will consider your comments in making changes to the directions prior to finalizing them. Please note that we will also consider results of ongoing technical study, facts and figures, existing planning policy, legislation and law. These emerging directions are not policies, but will guide policy development.

**Important:** the City’s Official Plan applies to the Ryding Lands and will continue to apply to the lands. The emerging directions are intended to build on the existing Plan. If you believe something is missing, please consider that the policy may already exist in the Official Plan. You can read the Official Plan here: [www.toronto.ca/official-plan](http://www.toronto.ca/official-plan) or speak with staff.

## Emerging Direction #1. General category: **Intent.**

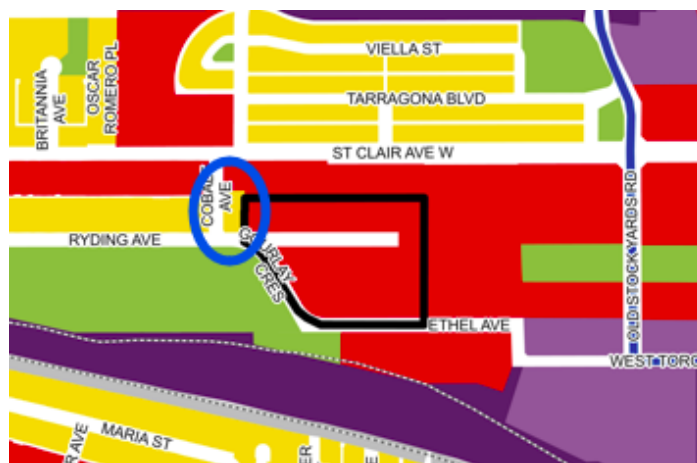
The Ryding Lands are anticipated to experience transformative change from low-scale industrial uses, to a more intensely developed area with a mix of land uses (e.g. employment uses, commercial uses, and residential uses). This new mix requires new streets and blocks, servicing, public spaces and amenities,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

*(Note: This emerging direction sets the intent for the 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. General category: **Study Boundary.**

Include the properties on the east side of Cobalt Avenue (outlined in blue) in the Study Boundary. These lands are currently designed *Neighbourhood Areas*, but are bordered by lands designated *Mixed Use Areas*, meaning that intensification is encouraged 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. General category: Streets and Blocks.**

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. General category: Streets and Blocks.**

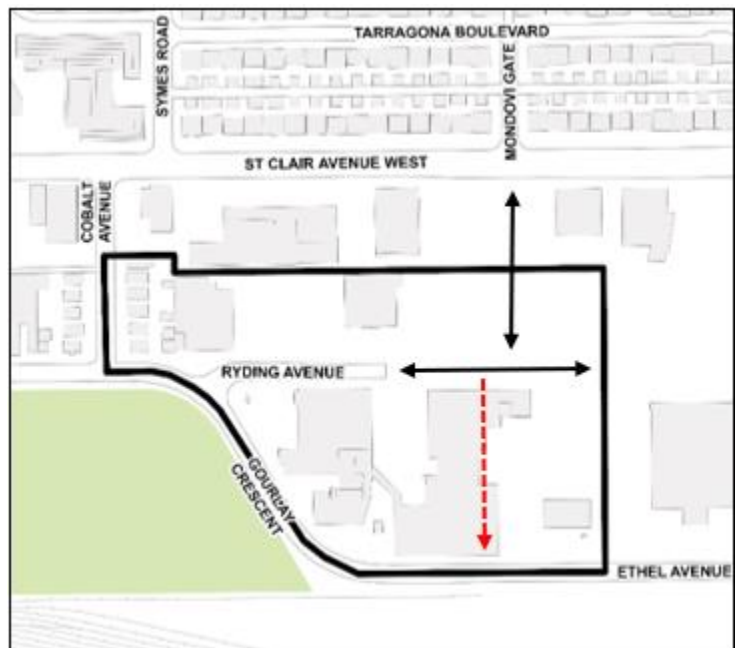
Through development, extend Ryding Avenue in an eastward direction. Ryding Avenue should accommodate multiple modes of transportation.

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



**Emerging Direction #5. General category: Streets and Blocks.**

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 or laneway or walkway.



**Emerging Direction #6. General category: Streets and Blocks.**

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 personal cars and trucks, loading 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 pleasant pedestrian environment along Ryding Avenue and St Clair Avenue West.



**Emerging Direction #7. General category: Streets and Blocks.**

The existing conditions and design of Gourlay Crescent and Ryding Avenue support large truck movement. This intersection should be improved from its current configuration to improve safety and priority for vulnerable road users. 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. General category: Streets and Blocks.**

Active connections, including 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. General category: Land Use.**

As new development occurs, it is important that it includes 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 work. To achieve this, new development will be required to include a minimum amount of space for non-residential uses – equivalent to 1.0 times the site area (after space for parks, public streets and public lanes is removed) or 15 percent of the building space, whichever is less. This space will need to be provided before or at the same time as any residential development.

**Emerging Direction #10. General category: Land Use.**

*Mixed Use Areas* permit uses like 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 like residential 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 #11. General category: Public Realm.**

Note: the public realm includes all the spaces that the public has access to, 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 landscaping.

Ryding Avenue will be designed to accommodate street trees, with enough space that they can grow to maturity.

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

**Emerging Direction #12. General category: Public Realm.**

When redevelopment occurs, park space is required, which is preferred to be consolidated. As there are multiple property owners within the Ryding Lands, they may be required to work together, so that all their parkland contributions are consolidated into a larger, more programmable park.

**Emerging Direction #13. General category: Public Realm.**

Property owners are encouraged to locate new park space adjacent to Runnymede Park, so that it serves to expand the existing park space and responds to the reconfiguration of the Ryding Avenue and Gourlay Crescent intersection.

**Emerging Direction #14. General category: Public Realm.**

New buildings will be required to be set back at least 5 metres from any park, to allow those buildings to be accessed and maintained without going in the park.

**Emerging Direction #15. General category: Buildings / Built Form.**

Development should generally be denser closest to higher-order transit (e.g. subway 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 station (where a maximum height of 35 storeys is generally permitted).

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

**Emerging Direction #16. General category: Buildings / Built Form.**

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 #17. General category: Buildings / Built Form.**

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

**Emerging Direction #18. General category: Housing.**

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

The City's Official Plan directs that a full range of housing options are achieved. To help ensure this, policies here would require a minimum proportion of units to include 2 bedrooms, and 3 or more bedrooms. Some exceptions may be made where there is a specific need 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 #19. General category: Community Services and Facilities.**

The area is expected to increase in population, workers, and number of visitors. The community services and facilities in the area need to adapt and expand as needed, to serve the existing and future population. Specific needs will be identified through this study (the work is not yet complete).

**Emerging Direction #20. General category: Heritage.**

New development on and adjacent to heritage properties will require a site-specific approach to conserve their cultural heritage value and achieve a contextually appropriate solution, including, but not limited to, adaptive re-use and the use of additional setbacks

and stepbacks to maintain the prominence and three-dimensional integrity of the heritage resource(s).

*Note: there are no heritage properties currently identified on the lands – one may be identified in the future.*

Interpretation and/or commemoration of the area’s history, including its industrial history, is encouraged to be included in public art, the public realm, and the design of new buildings.

**Emerging Direction #21. General category: Economic Development.**

Policies may be identified and informed by the outcomes of the ongoing economic development study. It is also possible that the outcomes rely on the existing Official Plan policies.

**Emerging Direction #22. General category: Compatibility and Mitigation.**

Policies to be incorporated based on the outcomes of the ongoing compatibility and mitigation study.

**Emerging Direction #23. General category: Coordination and Implementation.**

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.

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**Note:** There are policies already in place 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 those 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.

Tell us what you think!

**Please use the below space, or sticky notes on the information boards, to share your thoughts and suggestions. You can also email the project team with your comments at [RydingLands@toronto.ca](mailto:RydingLands@toronto.ca) – please provide your emailed comments by April 29th, 2026.**

*(If your comment is with respect to a specific emerging direction noted above, please include the reference number)*