

Authority: Etobicoke York Community Council Item
EY14.1, adopted as amended, by City of Toronto Council
on June 26 and 27, 2024
City Council voted in favour of this by-law on June 27,
2024
Written approval of this by-law was given by Mayoral
Decision 15-2024 dated June 27, 2024

CITY OF TORONTO

BY-LAW 637-2024

To adopt Amendment 633 to the Official Plan of the City of Toronto respecting the Jane Finch Secondary Plan lands generally bounded by Highway 400 to the west, the Finch Hydro Corridor and portions of Yorkgate Boulevard and Stong Court to the north, Black Creek to the east, and portions of Black Creek, London Green Court, Yorkwoods Gate, Grandravine Drive, Wedge Court, Frith Road, Eddystone Avenue and Firgrove Crescent to the south.

Whereas authority is given to Council under the Planning Act, R.S.O. 1990, c. P.13, as amended, to pass this By-law; and

Whereas Council of the City of Toronto has provided adequate information to the public and has held at least one public meeting in accordance with the Planning Act;

The Council of the City of Toronto enacts:

1. The attached Amendment 633 to the Official Plan is hereby adopted pursuant to the Planning Act, as amended.

Enacted and passed on June 27, 2024.

Frances Nunziata,
Speaker

John D. Elvidge,
City Clerk

(Seal of the City)

AMENDMENT 633 TO THE OFFICIAL PLAN OF THE CITY OF TORONTO

**LANDS GENERALLY BOUNDED BY HIGHWAY 400 TO THE WEST, THE FINCH
HYDRO CORRIDOR AND PORTIONS OF YORKGATE BOULEVARD AND STONG
COURT TO THE NORTH, BLACK CREEK TO THE EAST, AND PORTIONS OF
BLACK CREEK, LONDON GREEN COURT, YORKWOODS GATE, GRANDRAVINE
DRIVE, WEDGE COURT, FRITH ROAD, EDDYSTONE AVENUE AND FIRGROVE
CRESCENT TO THE SOUTH**

The Official Plan of the City of Toronto is amended as follows:

1. Map 2, Urban Structure, is amended by adding the *Avenues* overlay along Finch Avenue West from Norfinch/Oakdale Road westward to the north-bound on-ramp of Highway 400, and from Driftwood Avenue eastward to the tributary of Black Creek, as shown on the attached Schedule 1.
2. Map 3, Right-of-Way Widths Associated with Existing Major Streets, is amended by:
 - 2.1 Adding "40 metres" to the map legend;
 - 2.2 designating the planned right-of-way of Jane Street for the length of the Secondary Plan Area, as shown on Map 50-1 on the attached Schedule 4, to 40 metres; and
 - 2.3 designating the planned right-of-way of Finch Avenue West, for the length of the Secondary Plan Area, as shown on Map 50-1 on the attached Schedule 4, to 45 metres and over.
3. Map 13, Land Use Plan, is amended by redesignating lands generally bounded by Finch Avenue West, Jane Street, Firgrove Crescent, and Elana Drive from *Neighbourhoods* and *Apartment Neighbourhoods* to *Mixed Use Areas*, as shown on the attached Schedule 2.
4. Map 13, Land Use Plan, is amended by redesignating lands fronting Elana Drive and generally bounded by Finch Avenue West, Pelican Gate and Blaney Crescent from *Neighbourhoods* to *Mixed Use Areas* as shown on the attached Schedule 2.
5. Map 16, Land Use Plan, is amended by redesignating lands north of Finch Avenue West and generally bounded by Driftwood Avenue, Potsdam Road and the tributary of Black Creek from *Neighbourhoods* to *Mixed Use Areas* as shown on the attached Schedule 3.
6. Map 16, Land Use Plan, is amended by redesignating lands fronting Finch Avenue West and generally bounded by Driftwood Avenue and Yellowstone Street from *Neighbourhoods* to *Apartment Neighbourhoods* as shown on the attached Schedule 3.
7. Map 16, Land Use Plan, is amended by redesignating lands fronting Topcliff Avenue and generally bounded by the tributary of Black Creek and Yellowstone Street from *Neighbourhoods* to *Mixed Use Areas* as shown on the attached Schedule 3.

8. Schedule 2, The Designation of Planned but Unbuilt Roads, is amended by adding the following new planned but unbuilt roads:

Street Name	From	To
New Link 1	Jane Street	Driftwood Avenue
New Link 2	Jane Street	Finch Avenue West
New Link 3	Yewtree Boulevard	New Link 2
New Link 4	Jane Street	Finch Avenue West
New Link 5	Finch Avenue West	Jane Street
New Link 6	Yorkgate Boulevard	Jane Street
New Link 7	Norfinch Drive	Norfinch Drive
Niska Road Extension	Niska Road	Murray Ross Parkway

9. Chapter 6, Secondary Plans, is amended by adding a new secondary plan 50, Jane Finch Secondary Plan, as shown on the attached Schedule 4.
10. Map 35, Secondary Plan Key Map, is amended by adding a new secondary plan, 50, Jane Finch Secondary Plan, in accordance with the Jane Finch Secondary Plan boundary shown on the attached Schedule 4.
11. Chapter 7, Site and Area Specific Policies, is amended by deleting Site and Area Specific Policy 66 in its entirety.
12. Chapter 7, Site and Area Specific Policies, is amended by deleting Site and Area Specific Policy 222 in its entirety.

Schedule 1 to Amendment 633



Official Plan Amendment #633

Jane Finch Secondary Plan

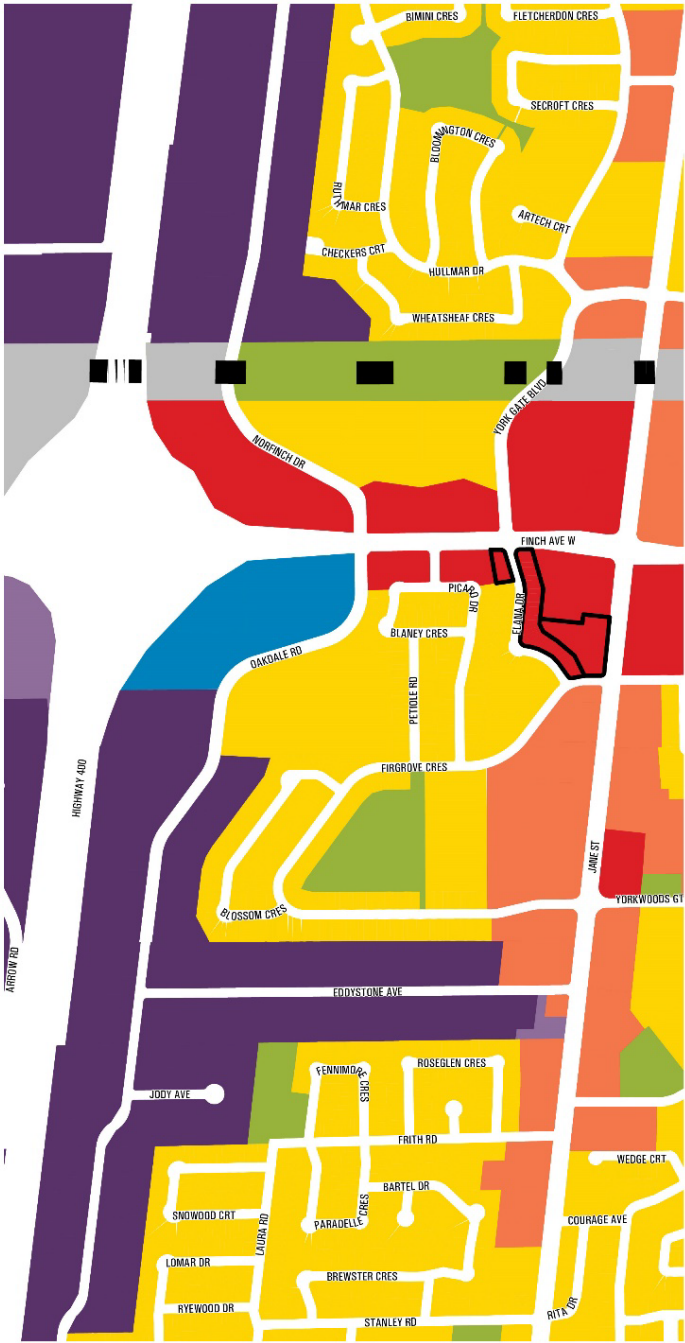
Schedule 1: Revisions to Map 2 - Urban Structure

-  Lands subject to adding Avenues Overlay
-  Avenues
-  Employment Areas
-  Green Space System
-  Greenbelt River Valley Connections



Not to Scale

Schedule 2 to Amendment 633



Official Plan Amendment #633

Jane Finch Secondary Plan

Schedule 2: Revisions to Map 13 - Land Use Plan

- | | | |
|--------------------------------|-----------------------|--------------------------|
| Lands Subject to Redesignation | Hydro Corridor | Apartment Neighbourhoods |
| Utility Corridor | Institutional Areas | Mixed Use Areas |
| | Neighbourhoods | General Employment Areas |
| | Core Employment Areas | Parks |



Not to Scale

Schedule 3 to Amendment 633



Official Plan Amendment #633

Jane Finch Secondary Plan

Schedule 3: Revisions to Map 16 - Land Use Plan

	Lands Subject to Redesignation		Hydro Corridor		Apartment Neighbourhoods
			Utility Corridor		Institutional Areas
					Mixed Use Areas
					Neighbourhoods
					Natural Areas
					Parks



Not to Scale

Schedule 4 to Amendment 633

50. Jane Finch Secondary Plan

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1. HOW TO READ THIS SECONDARY PLAN

- 1.1 The policies of the Jane Finch Secondary Plan ("Secondary Plan") apply to the area shown on Map 50-1: Secondary Plan Area.
- 1.2 Paragraphs that are listed by number and/or letter contain the policies of this Secondary Plan. Other paragraphs provide the context and intent of the policies.

2. SETTLEMENT HISTORY

Indigenous agricultural settlements were common near watercourses, a vital source of fresh water and nourishment. Archaeology has revealed the approximately 600-year-old remains of an ancestral Wendat village, once surrounded by agricultural fields, near the banks of the Black Creek just north of Finch Avenue West.

Following the negotiation of Treaty 13 with the Mississaugas of the Credit in 1787 and again in 1805, the British Crown moved to colonize the land. Jane Street and Finch Avenue were surveyed as part of the expansive grid of concession roads to facilitate access to farm lots, establishing the foundational structure of the area.

The built form context of the Jane Finch area has been shaped by two significant periods of settlement: colonial settler agricultural development beginning in the early 1800s, and a post-1945 period of urban expansion.

Through the 19th and early 20th centuries, the Jane Finch area developed into a farming landscape with small villages at crossroads: Kaiserville at Jane and Steeles, Elia at Keele and Finch and Emery at Weston and Finch. The area remained almost entirely agricultural until the middle of the 20th century.

Toronto and surrounding areas grew rapidly following the Second World War. The streets and buildings of Jane Finch are largely a product of the 1950s, 1960s and 1970s, when most of the area's contemporary built form and infrastructure were built. Local plans in the 1950s and 1960s provided a suburban vision for the area that encouraged car-centric development including shopping centres and plazas with surface parking, a range of housing types supported by well-distributed parks, schools and community facilities, and industrial areas close to the highway.

The 1960s brought the first large commercial developments including the Jane Finch Mall and the Jane Sheppard Mall. By 1968, industrial developments had emerged in planned zones next to Highway 400 along Norfinch Drive and Oakdale Road. The York-Finch Hospital opened its doors in 1970, with associated medical buildings and clinics clustering nearby.

Residential high-rise towers began to appear in 1965, with most sites built between 1969 and the mid-1970s, generally located along Jane Street, and on streets hugging the Black Creek ravine such as Tobermory Drive and Driftwood Avenue. Several large-scale public housing complexes were planned and constructed during this time including Firgrove-Grassways and Edgeley Village. Residential subdivisions of duplexes were the dominant form of development along smaller roads, away from major arteries and collector roads.

The development of new housing was accompanied by investment in schools and community facilities evenly distributed across the area. Community facilities built in the late 1970s and into the 1980s include the Driftwood Community Recreation Centre, York Woods public library, Norfinch Cricket Ground, the Oakdale Community Centre, Monsignor Fraser College's Norfinch Campus, and the Huron-Wendat Trail. The 1990s saw the arrival of the Jane/Sheppard public library, Yorkgate Mall and a cluster of non-residential uses along Norfinch Drive, including Jane Finch Secondary Plan – February 2024 Page 6 hotels, an assisted living facility, a medical laboratory and a police station. The construction of the Finch West Light Rail Transit (LRT) and its maintenance and storage facility, a major renovation of the York Woods library, the expansion of the health services complex with the addition of a long-term care home, and the revitalization of Toronto Community Housing's Firgrove-Grassways community are the major public investments in the 2010s and 2020s.

3. VISION AND GOALS

Growth in the Secondary Plan Area will be guided by a future vision and a series of goals. The vision and goals for Jane Finch were developed through engagement with residents, businesses and local groups – and build on the area's extensive community assets.

3.1 VISION STATEMENT

Jane Finch is a place where the process of neighbourhood change is transparent, collaborative and responsive. Community members, local businesses and organizations are recognized and respected as partners. The concept of 'nothing about us without us' guides the incorporation of community input into planning, investment strategies and decision-making.

The implementation of policies and plans centres equity, with a specific focus on impacts for Indigenous, Black and other equity-deserving groups. Existing residents and businesses are able to remain and thrive as growth sensitively, responsibly and thoughtfully occurs.

Jane Finch is a beautiful, inclusive and unique place to live, work and visit. The area has a vibrant core, beautiful, connected, welcoming parks and open spaces, and access to nature through the nearby Black Creek ravine. It is easy and convenient to get around in all seasons by walking, cycling and taking transit.

Diverse communities remember, honour and share their histories, including their stories of working together to better their neighbourhoods. Buildings and landscapes that contribute to a unique sense of place are conserved for existing and future residents to enjoy.

Jane Finch is an area with easy access to a full range of well-maintained community facilities. Arts and culture are all around and are supported, celebrated and encouraged, with a new community hub and centre for the arts as a focal point for public life. Residents have access to a range of healthy, affordable and culturally appropriate foods that reflect the diversity of local communities, with improved opportunities to access garden space to grow their own.

Jane Finch is a place where current and future residents have good access to decent, affordable and right-sized housing. It is an area where ecological health and climate resilience are supported through green infrastructure, abundant trees, and a built environment and mobility network that supports net-zero greenhouse gas emissions.

People are proud to live in Jane Finch as the area has a sense of dignity and beauty that reflects its history, diversity, culture and heritage. It is a place that is full of opportunities and the supports necessary for people, local groups and businesses to thrive.

3.2 GOALS

3.2.1 To support Jane Finch as an inclusive, transit-supportive, climate-resilient, complete community, growth in the Secondary Plan Area will be guided by the following goals:

- a) minimize displacement by supporting existing residents and businesses to grow in place;
- b) build new housing, with a priority on affordable housing, and accompany growth with new or improved community service facilities that meet residents' needs;
- c) build an improved and expanded public realm, including by securing new parks and public squares on large sites near the intersection of Jane and Finch;
- d) build complete streets that function as community gathering spaces and support people walking, cycling and using transit;
- e) protect the natural heritage value of the Black Creek ravine while improving access to this vital green space;
- f) scale, mass, locate and orient new buildings to support liveability in the public realm and reinforce community identity;
- g) provide non-residential space that supports diverse, inclusive economic activities and opportunities, including by reinforcing the commercial core at the intersection of Jane and Finch where local-serving retail and service uses thrive;
- h) build space for the local arts and culture scene to flourish, including developing the Jane Finch Community Hub and Centre for the Arts;
- i) conserve buildings and landscapes with cultural heritage value, and honour and celebrate the history of community organization and activism;
- j) recognize, celebrate and commemorate Indigenous cultures and histories in public spaces;
- k) encourage building and design practices that reduce greenhouse gas emissions, promote climate resilience, enhance biodiversity and expand the tree canopy; and
- l) shape neighbourhood change through engagement and partnerships with residents, businesses and local groups.

This Secondary Plan encourages the development of a complete community in Jane Finch. Complete communities are places that contain all the necessary ingredients for people to live, work, shop and access services. Complete communities generally feature a diverse mix of land uses including residential and employment uses, with convenient access to local shops and services. They provide a range of housing options, including affordable housing, to accommodate all household sizes of all incomes at all stages of life. Complete communities also provide convenient access to transportation options, parks and open space, and community service facilities while including the physical and natural infrastructure to support it all.

4. AREA STRUCTURE

4.1 Map 50-2: Districts Plan, identifies nine policy areas, reflecting existing and planned context, to shape where and how development will occur:

- a) The Intersection District will develop as the commercial and social heart of the community with a focus on new housing and local community-serving retail and services within a public realm network that supports people to gather and to walk, cycle and use transit. As the focal point of Jane Finch, the district will include a range of heights, densities and building typologies that will accommodate most of the new growth in the Secondary Plan Area. This shall include new affordable housing, supported by new parkland, new public squares that honour the legacy of the intersection as a community meeting place, street trees, green infrastructure and community service facilities.
- b) The Norfinch District will develop as a mixed-use node framing the western gateway to Jane Finch. A new, centrally located park will serve residents and workers and will have strong public realm connections to the Jane Finch Community Hub and Centre for the Arts to the east, the Health District to the south, and the Finch Hydro Corridor and employment lands to the north. This district will continue to have significant non-residential uses such as hotels, retail, office and medical facilities integrated within new development.
- c) The Finch Avenue District will intensify to include new mixed-use buildings with space for new businesses along Finch Avenue West. The existing pattern of setbacks will be preserved and reinforced through an east-west Green Spine to support walkability and climate resilience. Connections into surrounding neighbourhoods will be enhanced through north-south publicly accessible Green Pedestrian Connections. New parks will provide community gathering spaces. On the western end of the district, office-related uses supporting health sciences in proximity to the Health District will be encouraged. On the eastern end of the district, development will support the ecological integrity of the Natural Heritage System and be designed to extend the Green Spine eastward toward the Black Creek ravine.
- d) The Jane Street District will intensify to include new or infill buildings – with predominantly mid-rise and pavilion typologies – compatible with the area’s existing ‘tower in the park’ character. As development occurs, soft landscaped areas will be preserved and the tree canopy will be expanded. A north-south Green Spine will be

- reinforced along Jane Street through a generous curb-to-building-face distance. Development along Jane Street will improve and enhance pedestrian access and movement by creating safe and direct connections from the public sidewalk to building entrances, publicly accessible open spaces, and adjacent neighbourhoods. Buildings along Jane Street are encouraged to include small-scale retail, service and community-serving uses at grade that are highly visible and accessible from the Green Spine.
- e) The San Romanoway and Palisades District will be maintained as a cluster of ‘tower in the park’ apartment buildings that is recognized for its ample green space and community assets such as gardens and recreational facilities. Infill development will support the area’s green and open space character and include small-scale retail, service and community serving uses. Development will support public realm improvements and access for residents to the Finch Hydro Corridor, to Jane Street transit stops and to the Finch West LRT. The green space fronting onto both Jane Street and Finch Avenue West at the south-west corner of the district will be prioritized for parkland through dedication or acquisition.
 - f) The Tobermory District, with proximity to the Black Creek ravine, will continue to celebrate and honour the natural heritage system. The existing ‘tower in the park’ built form may be complemented, where appropriate, by infill development, which should support improved connections to the ravine system, the Finch Hydro Corridor and the Tobermory stop on the Finch West LRT.
 - g) The Health District is an important community anchor with an accessible cluster of institutional and health sciences-related uses. Expansion of and connectivity between these institutional and health sciences-related uses will be supported. Public realm improvements will ensure that people walking and cycling can safely access facilities, especially to and from transit, while maintaining essential motor vehicle access.
 - h) The Firgrove-Grassways District will develop as a mixed-income, mixed-use community with significant affordable housing in mid-rise and tall buildings, supported by a network of walkable streets, community service facilities, and expanded parkland.
 - i) The Low-Rise Neighbourhood District will undergo gentle intensification through the addition of new low-rise building types such as garden suites and multiplexes, supported by community service facilities. Development will be encouraged to expand low-rise housing options, together with small-scale retail, service and office uses primarily serving area residents.

Sidebar: Tower in the park

Tower in the park is a form of mid- or high-rise apartment building, typically modernist in style, where the buildings are placed on large sites with generous setbacks and landscaping. These buildings are important assets to the city as they are often rental in tenure and have larger and more affordable units. They also provide on-site open space amenity and landscaping.

Opportunities to improve existing tower in the park developments can be achieved through appropriate infill development that respects and enhances the open space character.

4.2 Map 50-3: Parks and Public Realm Plan, guides the provision of new parks and improvements to existing parks, coordinated with enhancements to other elements of the public realm such as public squares, Green Pedestrian Connections, Green Spines, the Black Creek ravine and the Finch Hydro Corridor, to create a connected and cohesive public realm network serving Jane Finch.

4.3 Map 50-4: Mobility Plan, guides investment in new and improved pedestrian, cycling and transit infrastructure throughout the Secondary Plan Area as well as connections to larger city-wide networks, and identifies locations for new public streets on large sites as they redevelop.

Sidebar: Garden Suites

Garden Suites are self-contained secondary housing units, with a kitchen and bathroom, located on a lot with a primary dwelling that is not next to a public laneway. Multiplexes are buildings with two, three, or four housing units in a single building, sometimes referred to as a duplex, triplex, or fourplex. They can be rental or condominium units and be purpose-built multiplexes or converted houses.

Sidebar: Community-Serving Retail and Services

Community-Serving Retail and Services are local neighbourhood retail, services and office uses that respond to the specific needs of local communities. These are conveniently located where they can be accessed by people walking, cycling, taking transit or using a mobility device, and are an important part of the city's overall social and economic ecosystem.

5. LAND USE

Jane Finch will have a diverse mix of land uses that serve the daily needs of all residents. The Secondary Plan will support the development of a diverse, climate-friendly and liveable complete community with transit-supportive densities and clusters of commercial uses and workplaces within walking distance of LRT stops — a radius of approximately 500-800 metres or about a 10-minute walk.

5.1 GENERAL POLICIES

- 5.1.1 The land use policies and development criteria for land use designations found in Chapter 4 of the Official Plan will apply. The following policies also apply and, in the case of any conflict, the policies in the Secondary Plan will prevail.
- 5.1.2 A broad range of non-residential uses including office, institutional, creative industries, retail and other commercial uses are encouraged within *Mixed Use Areas* to support the development of Jane Finch as a complete community with local job opportunities.

- 5.1.3 Development in *Mixed Use Areas* resulting in the displacement of businesses and services will generally provide for the replacement of non-residential gross floor area through redevelopment.
- 5.1.4 Development within *Mixed Use Areas* is encouraged to provide a net gain of non-residential gross floor area.
- 5.1.5 Development will support the creation of a strong and diverse commercial core centred on the intersection of Jane and Finch.

5.2 RETAIL

- 5.2.1 Locational requirements for retail and service uses at the ground floor of buildings are shown on Map 50-5: Retail Streets.
- 5.2.2 Where development fronts onto one or more streets identified as Priority Retail Streets or Retail Required streets, the ground floor frontage will include only retail and service uses, with exceptions for:
 - a) compact lobbies,
 - b) publicly accessible institutional or community uses that animate the space at grade; and
 - c) vehicle entry points, unless a vehicle entry point is possible on another street or laneway. Where placement of vehicle entry points on Priority Retail Streets and Retail Required Streets cannot be avoided, they will be consolidated to minimize their impact and improve the safety and attractiveness of the public realm.
- 5.2.3 At-grade non-residential units on Priority Retail Streets, Retail Required streets and Retail Permitted streets will:
 - a) have main entrances accessed directly from the street;
 - b) be of a high-quality design with flexible space that allows for adaptability over time; and
 - c) provide generous floor-to-ceiling heights of a minimum of 4.5 metres.
- 5.2.4 Development on Priority Retail Streets will be required to provide non-residential units at grade that:
 - a) contribute to a fine-grained pattern of narrow building frontages with multiple entrances to support multiple businesses;
 - b) have a maximum frontage of 15.0 metres; and
 - c) include some small-scale units of generally 100 square metres.
- 5.2.5 On Retail Permitted streets, space for ground floor retail and service uses should be provided, or protected for, to enable the extension of retail main streets over the longer term.

- 5.2.6 Zoning and Site Plan Control will be used to ensure that frontages on Priority Retail Streets, Retail Required streets and Retail Permitted streets have a consistent rhythm of entrances and a high degree of facade animation, articulation and window transparency.
- 5.2.7 Large format retail space with a gross floor area of 3,500 square metres or more is permitted only in the Intersection District, where the development has frontage on Jane Street or Finch Avenue West. Large format retail is encouraged to support active ground floor uses through measures such as:
- a) locating larger stores on the second level or above or below grade, with appropriately scaled and visible lobby areas;
 - b) wrapping larger stores with smaller retail units around the perimeter of the building to support a fine-grain rhythm of the street;
 - c) designing retail units to include multiple entrances; and/or,
 - d) ensuring direct access to entrances from the public sidewalk and keeping views into and out of the retail space open and clear.
- 5.2.8 Development is strongly encouraged to retain or replace existing supermarkets.

6. PUBLIC REALM

The public realm is a network comprised of all public spaces and private areas to which the public has access. It includes parks and open spaces, streets and lanes, trails, pedestrian connections and natural areas such as ravines. It also includes privately-owned publicly accessible spaces (POPS), portions of private and public buildings that are publicly accessible, and other public lands such as hydro corridors, the grounds of schools, universities and other public institutions.

The public realm is the fundamental organizing element for the Secondary Plan Area and is an essential ingredient in creating an equitable, sustainable and climate-resilient complete community. Easy access to a high-quality public realm network and its facilities contributes to quality of life and social cohesion while promoting physical and mental health. Everyone should have access to beautiful public spaces for recreation, passive use, active transportation, social gathering, and being in nature. Through the implementation of this Secondary Plan, the public realm network in Jane Finch will be expanded, improved and better connected. Indigenous identity and the local heritage of Jane Finch communities will be reflected in the design of public spaces.

6.1 GENERAL POLICIES

- 6.1.1 The public realm of Jane Finch will be designed to accommodate, welcome and be safe for all people, supported through participatory, community-based planning and design processes.
- 6.1.2 Locations for new public realm elements including new parks and open spaces are conceptually shown on Map 50-3: Parks and Public Realm Plan. The precise size, location and configuration of new public realm elements will be identified and secured

through development application review processes, and as other opportunities arise. Refinements to new public realm elements including new parkland and open spaces will not require an amendment to this Secondary Plan provided refinements are in accordance with the policies of this Secondary Plan and the Official Plan.

- 6.1.3 Priority Parkland Areas shown on Map 50-3: Parks and Public Realm Plan are intended to guide future opportunities to create new parks or to expand existing parks over time. This may be achieved through on-site parkland dedication, off-site parkland dedication, City-led acquisitions, jurisdictional transfers or through a combination of these delivery mechanisms.
- 6.1.4 Priorities for the public realm include, but are not limited to:
- a) securing and designing new public squares in the Intersection District;
 - b) delivering new and/or expanded parks with a focus on areas with lower parkland provision rates, walkability gaps and areas of high growth including through parkland dedication on larger development sites;
 - c) reinforcing Finch Avenue West and Jane Street as Green Spines with pedestrian-friendly promenades framed by a double row of street trees and generous distances from curb to building face;
 - d) pursuing partnerships to support the multi-functional role of the Finch Hydro Corridor as a significant open space offering recreational amenities, active transportation routes, opportunities for urban agriculture and diverse habitats that link to the broader Natural Heritage System, while protecting for core utility functions;
 - e) preserving and enhancing the existing sports fields within the Finch Hydro Corridor that provide valuable recreation amenity, where possible;
 - f) balancing and enhancing the recreational and ecological functions of the Black Creek ravine by improving trails, wayfinding, access points and crossings and by investing in conservation and restoration efforts;
 - g) creating an integrated parks and public realm network across the Secondary Plan Area that provides continuous active transportation and habitat linkages to adjacent parks, privately-owned publicly accessible spaces, natural areas, Utility Corridors and other open spaces such as schoolyards and golf courses;
 - h) recognizing, respecting, celebrating and commemorating the distinct and diverse cultural heritage of the Secondary Plan Area through place naming, public art, wayfinding and interpretive features; and
 - i) realizing the potential for the parks and public realm network to provide affordable and equitable ways to move around, support physical and mental health, foster local economic development, mitigate cultural displacement and strengthen communities.

6.1.5 Indigenous cultures and histories, including places of Indigenous presence previously unacknowledged, will be recognized, celebrated and commemorated in parks and the public realm network through:

- a) placekeeping, placemaking, public art, naming and other initiatives in partnership with Indigenous communities;
- b) protecting and creating safe spaces for Indigenous cultural and ceremonial practices;
- c) increasing planting and identification of Indigenous foods and medicines; and
- d) maintaining and enhancing pedestrian and cycling connections to, from and on the Huron-Wendat Trail, located within the Finch Hydro Corridor, as an important green active transportation corridor connecting to the Black Creek ravine.

6.2 PARKLAND

6.2.1 The location of new parks should consider opportunities for possible park expansion if adjacent sites redevelop. Consolidation of parkland dedication from more than one development to create a larger park is encouraged.

6.2.2 The parks network in the Secondary Plan Area will be planned, designed and developed to achieve the following objectives:

- a) support a community-based planning and design process;
- b) provide parks with a functional size, configuration, location and topography that can accommodate a variety of facilities and programming to support year-round use;
- c) be distributed so that everyone has equitable and convenient access, generally within a five-minute walk from their home or workplace;
- d) have sufficient frontage on public streets to maximize visibility, public accessibility, ease of navigation, and to be clearly identifiable as a public space;
- e) encourage public life through placemaking and pedestrian amenities that foster social interaction, such as seating, shade trees, picnic areas, public washrooms, drinking water stations, wayfinding, public art and landscaping;
- f) have flexible spaces that can accommodate community events and gatherings;
- g) create a seamless relationship between streets, parks and other elements of the public realm;
- h) be connected to, and form part of, pedestrian and cycling networks to facilitate connectivity to the public realm network within and beyond the Secondary Plan Area;
- i) deliver high-quality and durable features that support intensity of use for a growing population and facilitate maintenance through all seasons;

- j) provide opportunities for the integration of sustainable park features and municipal green infrastructure that support climate resilience;
 - k) provide opportunities for naturalized wildlife spaces, habitat creation and plantings, and where adjacent to ravine lands, explore ways to extend the naturalized character into table lands, improving physical and ecological connectivity;
 - l) interpret local cultural heritage through public art, wayfinding, interpretive features, landscaping, and/or cultural expression; and
 - m) provide opportunities for the integration of arts and culture infrastructure that can be used by the local community for programming and activities.
- 6.2.3 Development located within proximity to existing and planned parks and open spaces will:
- a) be oriented to maximize public access and views to parks and open spaces;
 - b) be designed to have animated uses at grade;
 - c) provide for casual overlook, increasing the safety of parks and open spaces;
 - d) be located and designed to ensure wind conditions in parks are suitable for comfortable sitting and standing;
 - e) be located and designed to maximize sunlight on a substantial majority of the park during the spring and fall equinoxes and to minimize additional shadowing on parks to preserve their utility;
 - f) provide an appropriate interface between public and private lands;
 - g) avoid locating loading and servicing areas, and mechanical equipment, including venting, abutting parks; and
 - h) achieve appropriate setbacks between park and building face to address fire separation requirements and to ensure any exterior building features and amenities can be provided, serviced, and maintained wholly on the development site without impacts to the adjacent park.
- 6.3 CONNECTIONS TO AND ENHANCEMENT OF THE NATURAL HERITAGE SYSTEM
- 6.3.1 Improvements, expansions and connections to the public realm network will be encouraged to contribute to a broader network of green spaces connecting the Secondary Plan Area to the Natural Heritage System, including the Black Creek ravine, the Humber Valley, the Don Valley and Downsview Park.
- 6.3.2 Access to and enjoyment of natural features, such as the Black Creek ravine, will be enhanced and protected by minimizing shadow impact and maximizing sunlight as necessary to preserve their utility and ecological health.

- 6.3.3 The Secondary Plan Area will be connected to the Natural Heritage System through a network of existing and planned connections as shown on Map 50-3: Parks and Public Realm Plan and Map 50-4: Mobility Plan, to be coordinated with the local conservation authority. These connections may include, but are not limited to:
- a) a trail extension north of Shoreham Drive to Steeles Avenue West to provide a continuous route to Downsview Park and a connection to the planned Northwest Cultural Trail;
 - b) improvements to the Huron-Wendat Trail to have it form a segment of the Loop Trail, a planned multi-use trail that will form a continuous pedestrian and cycling ring route connecting neighbourhoods along the Finch Hydro Corridor to the Humber River and Don River ravine systems and to the waterfront;
 - c) new and improved access points into the ravine system; and
 - d) interpretive signage, commemoration, and/or stewardship projects, in partnership with Indigenous communities, that increase public awareness of the ravine's natural and cultural importance and contribute to enhancing the ecology of the ravine and supporting regeneration efforts.
- 6.3.4 Development adjacent to the Natural Heritage System is encouraged, where appropriate, in coordination with the local conservation authority, to:
- a) improve physical and visual access to the ravine using elements such as stairs, ramps, bridges, signage, viewpoints, interpretation elements and other means, as appropriate; and
 - b) include landscape elements designed to promote biodiversity, prioritize native plants and improve habitat connections to, within and adjacent to the ravine.
- 6.4 URBAN FOREST
- 6.4.1 Development and City initiatives will retain and expand the urban forest and increase the tree canopy by:
- a) protecting mature and native trees, wherever possible;
 - b) planting trees throughout development sites and in the public realm, wherever possible;
 - c) providing a suitable volume of soil for every tree to support large-growing shade trees in parks and public realm; and
 - d) relocating utilities, where feasible, to ensure required soil volumes for street trees.

6.5 PUBLIC SQUARES

A public square is an open space primarily defined at its edges by streets and/or civic buildings. Its prominence, high visibility and easy access allows it to be a social and civic gathering space that provides opportunities for social interaction, entertainment, cultural events and flexible programming that enhances the daily lives of residents and workers.

Public squares in the Secondary Plan Area will build on the community's experience with the Corner Commons pilot project at the south-east corner of Jane and Finch in recognition of the importance of this district as a community gathering space.

- 6.5.1 Planned locations for new public squares are conceptually shown on Map 50-3: Parks and Public Realm Plan.
- 6.5.2 The policies for public squares found in Chapter 3 of the Official Plan will apply. The following policies also apply and in the case of any conflict, the policies in the Secondary Plan will prevail.
- 6.5.3 Public squares will:
 - a) be located in prominent areas;
 - b) provide flexible open space that supports community-programmed events; and,
 - c) be encouraged to include access to public wifi, electrical outlets and other features to support community programming.
- 6.5.4 Public squares will be secured through development to augment the provision of parkland, open spaces, streets and lanes.

6.6 GREEN PEDESTRIAN CONNECTION

Green Pedestrian Connections are publicly accessible spaces, with a healthy tree canopy and/or other landscaping, that connect people to key destinations like transit stops, schools and shops. They are part of the parks and public realm network and provide routes for pedestrians and cyclists as well as places for people to gather and socialize. Green Pedestrian Connections next to shops may have spill-out spaces for people to eat, drink and rest.

- 6.6.1 Development will incorporate Green Pedestrian Connections at locations identified on Map 50-3: Parks and Public Realm Plan to formalize existing connections, improve walkability, enhance connectivity and support active transportation, or replace an existing pedestrian connection removed as a result of development.
- 6.6.2 Green Pedestrian Connections will be located and designed to:
 - a) have clear and direct sight lines for the entire route;
 - b) be well lit, safe, universally accessible and free of obstructions;
 - c) be publicly accessible;
 - d) be at least 10.0 metres in width, where possible; and
 - e) be open-air or at least 6.0 metres in height.
- 6.6.3 Green Pedestrian Connections within the Intersection District should be lined with active ground-level uses in adjacent buildings such as residential entrances or amenity spaces, active office uses, retail, restaurant and community spaces, and may include outdoor seating and gathering spaces within the public realm.

6.6.4 Opportunities for new Green Pedestrian Connections not identified in this Secondary Plan may also emerge as development proceeds to connect active uses in the Secondary Plan Area and support mobility options.

6.6.5 Collaboration with school boards to provide and maintain Green Pedestrian Connections is encouraged.

6.7 GREEN SPINES

A Green Spine is landscaped open space along a major street, created by preserving generous distance between the curb and the building face. A Green Spine will include, but is not limited to, the provision of a double row of trees framing the public sidewalk, opportunities for green infrastructure and water infiltration, street furniture and other appropriate amenities and features.

6.7.1 Green Spines are shown on Map 50-3: Parks and Public Realm Plan and apply to the Finch Avenue District, the Jane Street District, the Norfinch District, the Firgrove-Grassways District and the Tobermory District.

6.7.2 Green Spines will be a minimum of 5.0 metres wide and will include:

- a) a double row of trees planted, with adequate soil volumes, on both sides of each sidewalk;
- b) generous soft landscaped areas that provide opportunities for water infiltration;
- c) places to sit, rest and gather, particularly near transit stops; and
- d) pedestrian-scale lighting.

6.7.3. Development will be set back from the property line to achieve the Green Spine.

6.8 FINCH HYDRO CORRIDOR

6.8.1 The primacy of the Finch Hydro Corridor is for electricity transmission and distribution systems. Secondary uses require technical approval from the utility.

6.8.2 Secondary uses, such as active and passive recreation, agriculture, community gardens and other utilities, are encouraged on Finch Hydro Corridor lands, where compatible with surrounding land uses.

6.9 PRIVATELY OWNED PUBLICLY-ACCESSIBLE OPEN SPACES (POPS)

POPS are spaces that the public is invited to use but remain privately owned and maintained. They are an important part of the city's public realm network that supplement, but do not replace, the need for parkland. POPS are not left-over spaces on a site. They will be located and designed to be accessible and visible while serving the local population as part of a larger network.

6.9.1 Development is encouraged to incorporate POPS at locations conceptually identified on Map 50-3: Parks and Public Realm Plan.

- 6.9.2 POPS will be secured through development to augment the provision of parks, open spaces, public squares, streets and lanes, and should be strategically located to support a continuous pedestrian network throughout the Secondary Plan Area

7. MOBILITY

The street network in the Jane Finch area was developed during a period of suburban expansion that prioritized the use of private cars. That network includes two major arterial roads – Jane Street and Finch Avenue West. These intersecting roads divide the area into four quadrants, which are served by a network of curvilinear streets forming large blocks that lack a fine grain of connections. Formal and informal paths through parks and open spaces, including the Finch Hydro Corridor, form part of an important pedestrian and cycling network. Light industrial uses concentrated adjacent to Highway 400 are serviced by a north-south route that has limited connectivity to the neighbourhoods to the east.

The arrival of the Finch West LRT is the beginning of a transformation towards a variety of safe and sustainable travel choices for Jane Finch. Improving connections to transit for people walking and cycling, and encouraging active modes of transportation for short trips between key destinations, are cornerstones of the mobility directions of this Secondary Plan. Guiding the development of a fine-grain mobility network, including laying out a connected, safe, grid-like network of streets and sidewalks on large sites within the Secondary Plan Area, can make the community more walkable, bikeable and transit-supportive. Areas for improvement are identified to increase safety and comfort for people walking and cycling throughout the area, and for students and their families travelling to and from school.

This Secondary Plan supports the building of complete streets, which are important public spaces that support community life and economic activity, while accommodating a variety of modes of transportation including planned higher-order transit in a way that is safe and comfortable for people of all ages and abilities. A focus on Universal Basic Mobility will help centre equity in the planning for mobility in Jane Finch.

7.1 UNIVERSAL BASIC MOBILITY

- 7.1.1 The City will explore opportunities to initiate, support or encourage initiatives impacting the Secondary Plan Area that embrace the principle of Universal Basic Mobility.

Sidebar: Universal Basic Mobility

Universal Basic Mobility is the concept that all citizens, regardless of their socio-economic status, location, or level of ability, should have a range of affordable transportation options to meet their mobility needs, including getting to and from work, school, healthcare, shopping and entertainment destinations.

7.2 MOBILITY NETWORK

- 7.2.1 The mobility network in the Secondary Plan Area will provide a variety of safe, integrated and sustainable travel choices with an emphasis on the use of walking, cycling, mobility aids and transit, to improve mobility and accessibility for all people in all seasons, and provide for the movement of goods and services and emergency vehicles.

- 7.2.2 Planned locations for new public streets, cycling routes, intersection improvements, trail extensions, new and improved ravine access points, and areas for school safety improvements are shown on Map 50-4: Mobility Plan.
- 7.2.3 Refinements to the mobility network will not require an amendment to this Secondary Plan provided refinements are in accordance with the policies of this Secondary Plan and the Official Plan. New connections may be identified through the development application review process.
- 7.2.4 Priorities for the mobility network include, but are not limited to:
- a) improving connectivity between key community destinations, including transit routes and stops, schools, community centres, libraries, childcare centres, shopping areas, places of employment, and parks and open spaces;
 - b) enhancing comfort, accessibility, convenience and safety through the provision of sidewalks and clearways that meet accessibility standards, and sufficient setbacks from curb to building face to provide room for streetscape enhancements and pedestrian amenities such as street trees, street furniture, pedestrian-level lighting, green infrastructure, bicycle parking and strategic opportunities for placemaking;
 - c) investing in cycling routes to achieve a well-connected cycling network that is safe, convenient and comfortable;
 - d) designing development blocks on large sites that are scaled to encourage walkability with a network of streets, Green Pedestrian Connections and open spaces;
 - e) making new and existing transit stops welcoming, safe and comfortable for all to use, and ensuring these stops are connected to walking and cycling routes; and
 - f) investigating measures to divert heavy truck traffic off Finch Avenue West so it can function as a street oriented to higher-order transit and supportive of walking and cycling to and from LRT stops.
- 7.2.5 A new street crossing from Murray Ross Parkway to Niska Road will be introduced to provide improved connectivity and mobility between the neighbourhoods east and west of the Black Creek Valley. The new street will be designed with naturalized features to contribute to the revitalization of the valley with impacts appropriately mitigated.
- 7.2.6 New streets shown on Map 50-4: Mobility Plan in the Intersection District and the Norfinch District will have minimum planned right-of-way widths of 18.5 metres.
- 7.2.7 New streets within the Intersection District will be designed as Mixed Use Shared Streets.

Sidebar: Mixed Use Shared Streets

Mixed Use Shared Streets are streets that blend and blur the spaces and zones of the street, with street space shared between several different modes or users. Pedestrians have the highest priority and shared streets maintain a delineated pedestrian clearway zone to ensure the street is universally accessible. Other zones include amenities such as large-growing shade trees,

landscaping and street furniture. Mixed Use Shared Streets can have a flexible design to accommodate different uses and seasons. All modes of travel may be permitted, but motor vehicle volumes and speeds are extremely low. Mixed Use Shared Streets can support a variety of uses, including shopping, entertainment, cafés, dining, and residences.

- 7.2.8 Intersection improvements, as shown on Map 50-4: Mobility Plan, may be achieved through the implementation of additional crossings, street furniture such as benches or bus shelters, wider sidewalks, curb radius reductions, curb extensions and other design considerations that improve safety and priority for all vulnerable road users.
- 7.2.9 School safety improvements, as shown on Map 50-4: Mobility Plan, may be achieved through the repair of crosswalks, implementation of traffic calming and other design considerations that improve safety and priority for all vulnerable road users.
- 7.2.10 A Green Streets approach will be applied to the design and construction of new public streets and, where feasible, to the reconstruction of existing streets.

Sidebar: Green Streets

Green Streets are rights-of-way that incorporate green infrastructure elements such as street trees, green walls, alternate energy sources such as wind or solar, high efficiency lighting, low impact-development stormwater infrastructure and more. Green Streets enhance the extent and health of the urban forest, mitigate urban heat island effect, manage stormwater runoff and mitigate flooding.

- 7.2.11 Development and public infrastructure projects adjacent to Jane Street and/or Finch Avenue West throughout the Secondary Plan Area will recognize and protect for planned transit priority measures and as higher order transit corridors.
- 7.2.12 Development and public infrastructure projects in proximity to existing and planned transit priority routes and higher order transit will improve active transportation connections to and from transit stops and provide amenity including open space, seating areas and weather protection.

7.3 SHARED MOBILITY

- 7.3.1 The bike share network will be expanded to areas around transit stops, community facilities, places of employment, shops and other major destinations to facilitate connectivity to and from these locations.
- 7.3.2 Development is encouraged to support the expansion of the bike share network through means such as on-site placement of bike share stations and electrical connections.
- 7.3.3 Bicycle parking infrastructure should be provided in an accessible location that is conveniently connected to the existing and future local active transportation network.

7.4 PARKING AND CURBSIDE MANAGEMENT

- 7.4.1 Development will, where possible, remove existing surface parking.

- 7.4.2 Vehicle parking, when provided, will be generally located below grade to promote active uses above grade and limit the impact of surface and above-grade parking on the public realm.
- 7.4.3 Above-grade integral garages for low-rise residential buildings are discouraged. Where provided, they will be located at the back of the buildings and will be designed to allow for entrances and ground floor living spaces at the front of the buildings, to support and animate the adjacent public realm.

8. BUILT FORM AND DEVELOPMENT BY DISTRICT

Future development in the Secondary Plan Area may be through infill development, within an urban fabric of buildings largely constructed during the 1960s and 1970s. Growth may also occur through redevelopment and intensification of the large mall and plaza sites – where new planning contexts, shaped by this Secondary Plan, will guide the development of new neighbourhoods.

Jane Finch will continue to evolve as a dynamic place where built form and the public realm will work together to support a vibrant community identity. To achieve this vision for the Secondary Plan Area, buildings will be appropriately scaled, massed, located and oriented to promote sustainable design, a safe and comfortable public realm, and contribute to a strong sense of place. Transition in scale between areas of different building heights and/or intensity of use will contribute to liveability and a vibrant public realm. Buildings will have easily accessible entrances from public streets and sidewalks, frame parks and open spaces, and be sited to facilitate connections to surrounding neighbourhoods and public amenity.

8.1 GENERAL BUILT FORM

- 8.1.1 Development will provide a mix of building types and variation of building heights in the form of tall buildings, mid-rise buildings, Jane Finch Pavilion ("pavilion") buildings, and low-rise buildings.

Sidebar: Pavilion Building

A building that stands distinctly on its own, surrounded by open landscaped space. Larger setbacks on all sides of pavilion buildings allow for windows on all sides to allow ample natural light into the building and the units themselves, as well as on the landscaped open spaces between buildings.

8.1.2 Jane Finch Pavilion buildings will:

- a) be between 12 to 20 storeys in height;
- b) be sited and oriented to minimize shadow impacts on adjacent parks and open spaces;
- c) be sited to provide generous space between buildings at grade;
- d) include a prominent pedestrian entrance that is easily visible and accessible from the street; and

- e) integrate wind mitigation measures in the form of architectural features such as articulation, canopies and overhangs.
- 8.1.3 Development in the Intersection District, shown on Map 50-2: Districts Plan, will accommodate the greatest heights and densities in the Secondary Plan Area.
- 8.1.4 Height limits for each district and direction to progressively transition down in scale are shown on Map 50-6: Height Limits and Transitions. Not all sites or locations within a site can accommodate the maximum scale of development anticipated in each district while also supporting liveability and a vibrant public realm. Development will be required to demonstrate that its proposed scale satisfies applicable public realm and built form policies and guidelines.
- 8.1.5 Development is strongly encouraged to achieve design excellence by using high-quality building materials that contribute to sustainability, durability, longevity and resilience of buildings.
- 8.1.6 Development is encouraged to be sited away from unencumbered soil areas, which should be preserved and maintained to provide for water infiltration and to sustain the growth of mature, healthy trees over the long term.
- 8.1.7 Pavilion buildings and the tower portions of tall buildings will have compact floor plates and will provide generous separation distances to the nearest lot line and to the building face of adjacent existing and/or planned pavilion buildings and tower portions of tall buildings; and should include:
- a) tower floorplates of generally no greater than 750 square metres;
 - b) separation distances of generally 25 metres to the nearest adjacent existing or planned tall or pavilion building, and generally 12.5 metres to the nearest lot line;
 - c) separation distances of generally 30 metres to the nearest adjacent existing or planned tall or pavilion building, and generally 15 metres to the nearest lot line, where a building exceeds 20 storeys in height; and
 - d) separation distances of generally 30 metres to the nearest adjacent existing or planned tall or pavilion building, and generally 15 metres to the nearest lot line in the San Romanoway and Palisades District.
- 8.1.8 Development that includes basement structures or underground garages that extend beyond the footprint of a proposed building will achieve a sufficient downward clearance between the established grade and the upper limit of any portion of an underground structure to allow for soil volumes supporting the growth and longevity of large, healthy, mature shade trees. This downward clearance should generally be a minimum of 1.5 metres.
- 8.1.9 To support the City's provision of emergency services to the area, fire, paramedic and police facilities may be considered as part of development. New or relocated facilities for emergency services may be provided within base buildings of new development.

8.2 PEDESTRIAN COMFORT

8.2.1 Development will contribute to comfortable microclimatic conditions (wind, sun, precipitation, etc.) for pedestrians and cyclists on streets, parks, public squares and open spaces through measures such as:

- a) limiting and articulating the overall height and massing of buildings;
- b) limiting tall building floorplates above the base building;
- c) implementing setbacks within base buildings;
- d) increasing the space between tall building elements;
- e) increasing the public realm by setting back the base of buildings;
- f) providing pedestrian weather protection along new streets in the form of canopies, awnings or overhangs; and
- g) locating and designing buildings to maximize access to sunlight and minimize adverse wind impacts to support thermal comfort and the growth of mature trees and vegetation.

8.3 AMENITY SPACES

8.3.1 Infill development on a site with one or more existing apartment building(s) will improve the quality of landscaped open space, and indoor and outdoor amenity spaces.

8.3.2 Where new development on a site with one or more existing residential building(s) includes outdoor amenities and ground floor indoor amenities, this amenity space will be accessible to both new and existing residents.

8.3.3 Indoor amenity space provided as part of multi-unit residential developments will be:

- a) located at or above grade;
- b) designed and built with high-quality and durable materials;
- c) provided in appropriately scaled, visible and accessible locations, one of which will be directly adjacent and connected to the outdoor amenity space;
- d) encouraged to be located to have direct access to sunlight and sky-views, and include glazing;
- e) designed to provide spaces, elements and programming that respond to a variety of users of all ages and abilities, including areas and features for children to play and study; and
- f) designed to function, when necessary, as a neighbourhood resilience hub to support community building, local responses to shocks and stresses, and disaster-response initiatives.

8.3.4 Outdoor amenity space will be provided as part of multi-unit residential developments and is encouraged to include:

- a) opportunities for urban agriculture and green rooftops or terraces;
- b) areas that are welcoming to children, with easy accessibility from indoor amenities and allowing for easy overlook and supervision; and
- c) areas for pet amenities including a pet relief area and facilities for the disposal of pet waste, and, where feasible, an off-leash dog run.

Sidebar: Resilience Hubs

Resilience Hubs can be any physical space where people can come together for everyday organizing and to respond to emergencies, including climate-related events. These are spaces for gathering, assessing needs, sharing stories, assembling information, accessing resources and planning responses. Any building, as well as the space around it, can function as a resilience hub including a community center, a recreation facility, or parts of a multi-family housing building.

8.4 DEVELOPMENT BY DISTRICT

8.4.1 The Intersection District

The mall and plaza sites at the corners of Jane and Finch are important gathering places and are home to many community-serving uses and locally owned businesses. This Secondary Plan provides policy direction for the long-term redevelopment of these large sites into complete communities that include a mix of uses, are transit-supportive, advance climate change adaptation and mitigation, and provide the necessary physical and social infrastructure to meet the daily needs of residents, workers and visitors. Plan policies encourage the retention and/or replacement of retail, service and community service facilities within the mall sites as they redevelop.

Redevelopment may happen with a mall or plaza being retained or partially demolished, and infill residential or commercial-office buildings being built on surface parking areas; or through the demolition of the entire mall or plaza with the intent of creating a more urban form. In all scenarios, the expectation is that the large mall and plaza sites will be planned comprehensively.

- a) Policies in this section apply to the area shown as The Intersection District on Map 50-2: Districts Plan.
- b) The policies for building new neighbourhoods found in Chapter 3 of the Official Plan will apply. The following policies also apply and in the case of any conflict, the policies in the Secondary Plan will prevail.
- c) Development applications in the Intersection District will demonstrate, as part of the required Block Context Plan, how the proposal contributes to this Secondary Plan's vision for the district as a whole.
- d) Lands in each of the three quadrants that comprise the Intersection District will be planned comprehensively to:

- i) maximize opportunities for the provision of affordable housing;
 - ii) provide new parks and a public realm network; and
 - iii) contribute to climate resilience and a comfortable pedestrian experience through an increase in the urban tree canopy.
- e) Lands in the Intersection District, will be phased to:
 - i) direct development to surface parking lots in the first phases;
 - ii) establish and maintain pedestrian and cycling connections throughout all phases of development;
 - iii) generally include required parks and on-site community service facilities as part of the initial phases of development;
 - iv) expand and upgrade the parks and public realm network over time and in each phase of development; and
 - v) support the continuity of existing community-serving businesses and other retail, service and community uses.
- f) Each of the quadrants at the north-west, south-west, and the south-east of the intersection of Jane and Finch will be developed to include at least one park with appropriate size and shape to serve anticipated growth and provide opportunities for active and passive recreation.
- g) A public square with strong public realm and pedestrian connections to both Jane Street and Finch Avenue West will be provided within the quadrant at the south-east of the intersection of Jane Street and Finch Avenue West within the Intersection District.
- h) A public square will be provided within the quadrant at the north-west of the intersection of Jane Street and Finch Avenue West within the Intersection District.
- i) Development in the Intersection District will consist of mid-rise buildings, and tall buildings. Tall building heights will range generally from 15 to 45 storeys.
- j) The tallest buildings, generally not exceeding 45 storeys, will be located closest to the intersection of Jane and Finch with development progressively transitioning down in height and scale:
 - i) for the north-west quadrant: transition down in height and scale toward the Finch Hydro Corridor in the north and the lands to be used for the development Jane Finch Community Hub and Centre for the Arts in the west;
 - ii) for the south-west quadrant: transition down in height and scale toward the southwest to Elana Drive; and

- iii) for the south-east quadrant: transition down in height and scale toward the *Neighbourhoods* to the east of Driftwood and to the south of Yewtree Boulevard.
- k) Base buildings of tall buildings will not exceed eight storeys in height, up to a limit of 27.0 metres, with a stepback above the sixth storey, except on Priority Retail Streets where base buildings of tall buildings will generally not exceed six storeys in height, with a stepback above the fourth storey.
- l) Development will be sited towards new and existing streets to contribute to a consistent and continuous streetwall.
- m) Built form, open spaces and new streets should be arranged to provide visual and physical connections to Finch West LRT stops and new parks and public squares within the redeveloped blocks.
- n) Development will be set back from Jane Street and Finch Avenue West to provide adequate space for streetscape enhancements and pedestrian amenities to accommodate anticipated high pedestrian volumes in proximity to transit stops.
- o) Development will protect for an easement of 12.0 metres in width atop Toronto Water linear sub-surface infrastructure, to be free and clear below and above grade, and not include any permanent structures, including buildings or other obstructions, to allow for the creation of publicly accessible open space.

8.4.2 Norfinch District

- a) Policies in this section apply to the area shown as Norfinch District on Map 50-2: Districts Plan.
- b) Development applications in the Norfinch District will demonstrate, as part of the required Block Context Plan, how the proposal contributes to this Secondary Plan's vision for the district as a whole.
- c) Development is encouraged to coordinate with other landowners in the Norfinch District to deliver new public streets and consolidated parkland dedication.
- d) Development in the Norfinch District will:
 - i) be planned to accommodate a centrally located park serving the district, fronting onto Norfinch Drive, as shown conceptually on Map 50-3: Parks and Public Realm Plan;
 - ii) include a publicly accessible open space near the intersection of Norfinch Avenue and Finch Avenue West; and
 - iii) be oriented to facilitate connections to the Jane Finch Community Hub and Centre for the Arts, the Norfinch/Oakdale Finch West LRT stop and the Loop Trail.

- e) Development in the Norfinch District will consist of low-rise buildings, mid-rise buildings, and tall buildings. Tall building heights will range generally from 15 to 30 storeys.
- f) The tallest buildings, generally not exceeding 30 storeys, will be located closest to the highway. Midrise and lower-scaled buildings should facilitate transition to streets, parks and open spaces.
- g) Development will be oriented to frame the planned park, as shown conceptually on Map 50-3: Parks and Public Realm Plan, with a consistent and continuous streetwall and active ground floor uses.
- h) Base buildings of tall buildings will generally not exceed six storeys in height, with a stepback above the fourth storey.
- i) Development will limit vehicular access points from Norfinch Avenue to support clear sightlines and the safety of people walking and cycling. Servicing and vehicular access will be from the new street(s) internal to the district, where possible.
- j) Development will be massed and oriented to mitigate impacts, such as noise and air quality, of the adjacent highway on residents, workers and visitors.
- k) Development is encouraged to locate and orient non-residential spaces that are less sensitive to noise adjacent to the highway edge.
- l) Development adjacent to the highway edge is encouraged to use the setback space between the highway and building face to:
 - i) provide additional trees, soft landscaping and green infrastructure to mitigate stormwater run-off; and
 - ii) provide a pathway connecting to the broader public realm network that can be used by people walking and cycling, in coordination with adjacent landowners.

8.4.3 Finch Avenue District

- a) Policies in this section apply to the area shown as Finch Avenue District on Map 50-2: Districts Plan.
- b) Development will be planned to accommodate a park, accessible from Finch Avenue West and from Potsdam Road, as shown conceptually on Map 50-3: Parks and Public Realm Plan.
- c) Development in the Finch Avenue District will consist of low-rise buildings, mid-rise buildings, and tall buildings. Tall building heights will range generally from 15 to 25 storeys.

- d) The tallest buildings, generally not exceeding 25 storeys, will be located closest to Finch Avenue West with development progressively transitioning down in height and scale toward parks, open spaces, and areas of lower scale.
- e) Base buildings of tall buildings will not exceed eight storeys in height, up to a limit of 27.0 metres, with a stepback above the sixth storey.
- f) Buildings should be oriented to maintain a continuous streetwall along Finch Avenue West.
- g) Development will be oriented to frame the planned park, as shown conceptually on Map 50-3: Parks and Public Realm Plan, with a consistent, continuous streetwall and active ground floor uses.
- h) Development will be located, massed and oriented to minimize shadows on the Natural Heritage System.
- i) Development with frontage on Finch Avenue West will include at least one main building entrance on Finch Avenue West that is clearly visible and directly accessible from the public street and sidewalk.
- j) Development in proximity to the Black Creek and its tributaries may require implementation of flood remedial works in consultation with the local conservation authority.

8.4.4 Jane Street District

- a) Policies in this section apply to the area shown as Jane Street District on Map 50-2: Districts Plan.
- b) Development in the Jane Street District will consist of mid-rise buildings, Jane Finch Pavilion buildings, and tall buildings. Tall building heights will range generally from 15 to 25 storeys.
- c) The tallest buildings, generally not exceeding 25 storeys, will be located closest to Jane Street with development progressively transitioning down in height and scale toward parks, open spaces, and areas of lower scale.
- d) Base buildings of tall buildings will not exceed eight storeys in height, up to a limit of 27.0 metres, with a stepback above the sixth storey.
- e) Development in the Jane Street District will support and enhance the existing rhythm of built form with buildings, trees, open spaces and landscape features framing the street edge, with generous open space breaks between buildings at ground level.
- f) Development will be set back from Jane Street above and below grade to accommodate tree planting and protection, maintain unencumbered soil areas, achieve pedestrian-oriented entrance forecourts, and generally reinforce and enhance the area's green character.

- g) Development will include at least one main building entrance located on Jane Street that is clearly visible and directly and easily accessible from the public street and sidewalk.
- h) Development fronting on Jane Street is encouraged to include small-scale retail, service, office and community uses at grade to serve the needs of area residents.

8.4.5 San Romanoway and Palisades District

- a) Policies in this section apply to the area shown as San Romanoway and Palisades District on Map 50-2: Districts Plan.
- b) Development applications in the San Romanoway and Palisades District will demonstrate, as part of the required Block Context Plan, how the proposal contributes to this Secondary Plan's vision for the district as a whole.
- c) Development will preserve the existing unencumbered green space at the south-west corner of the district, fronting onto both Jane Street and Finch Avenue West, shown conceptually on Map 50-3: Parks and Public Realm Plan.
- d) Development in the San Romanoway and Palisades District will consist of mid-rise buildings, Jane Finch Pavilion buildings, and tall buildings. Tall building heights will range generally from 15 to 35 storeys.
- e) The tallest buildings will generally not exceed 35 storeys, with development progressively transitioning down in height and scale toward parks, open spaces and areas of lower scale.
- f) Base buildings of tall buildings will not exceed eight storeys in height, up to a limit of 27.0 metres, with a stepback above the sixth storey.
- g) Development will have frontage on either Finch Avenue West or Jane Street.
- h) Development is encouraged to provide streetscape improvements to the internal private streets and pedestrian pathways within the district through measures such as tree planting, widening of pedestrian pathways, bicycle parking, improved street lighting, and street furniture to provide places to rest and gather.

8.4.6 Tobermory District

- a) Policies in this section apply to the area shown as Tobermory District on Map 50-2: Districts Plan.
- b) Development in the Tobermory District will consist of mid-rise buildings, Jane Finch Pavilion buildings, and tall buildings. Tall building heights will range generally from 15 to 25 storeys.
- c) The tallest buildings will generally not exceed 25 storeys, with development progressively transitioning down in height and scale toward parks, open spaces and areas of lower scale.

- d) Base buildings of tall buildings will not exceed eight storeys in height, up to a limit of 27.0 metres, with a stepback above the sixth storey.
- e) Development is encouraged to improve pedestrian connections to the Black Creek ravine, the Finch Hydro Corridor, publicly accessible open spaces and the Finch West LRT.
- f) Development in proximity to the Black Creek and its tributaries may require implementation of flood remedial works in consultation with the local conservation authority.

8.4.7 Health District

- a) Policies in this section apply to the area shown as Health District on Map 50-2: Districts Plan.
- b) Development is encouraged to:
 - i) provide safe, generous, accessible and pleasant paths of travel for people walking and cycling, especially between building entrances and the Finch West LRT stops;
 - ii) be sited and oriented to feature a strong relationship with the street, providing primary façades and entrances fronting directly onto the street; and
 - iii) create appropriate physical connections between institutional buildings that contribute to their ability to share resources, facilities, and technologies.

8.4.8 Firgrove-Grassways District

- a) Policies in this section apply to the area shown as Firgrove-Grassways District on Map 50-2: Districts Plan.
- b) Development in the Firgrove-Grassways District will follow the Firgrove-Grassways master planning process.

9. COMMUNITY DEVELOPMENT

The Jane Finch Community Development Plan, a companion document to this Secondary Plan, will advance social equity and economic inclusion for current and future residents. It is developed through comprehensive engagement with local communities, with a focus on Indigenous, Black and other equity-deserving groups including but not limited to seniors, newcomers, persons with disabilities, 2SLGBTQ+ residents, youth, children, local businesses, groups and non-profit organizations.

The Community Development Plan is guided by three core principles — Indigenous reconciliation; equity for Black and other deserving groups; and resources, partnerships and engagement. It provides a framework for building on the wealth of community assets and

resilience by using social and economic investment tools, together with Official Plan policies and supporting implementation measures, to address historically rooted inequities.

The policies below aim to inform development in such a way that addresses gentrification and displacement, maximizes local economic opportunities, improves access to community spaces and facilities, enhances arts and culture, improves community safety and wellbeing, and supports local food access initiatives.

9.1 GENERAL POLICIES

9.1.1 The City Council-adopted Jane Finch Community Development Plan will inform development review and the allocation of funding to support implementation of the vision, goals and policies of this Secondary Plan. The Jane Finch Community Development Plan:

- a) responds to social and economic equity issues through impactful investment, programming, facilities and services;
- b) identifies community priorities related to public realm improvements and programming of community service facilities;
- c) encourages local and social hiring and the creation of employment, training and apprenticeship opportunities;
- d) encourages social procurement and opportunities for entrepreneurs with an emphasis on businesses owned by Indigenous, Black and other equity-deserving groups;
- e) includes an anti-displacement strategy for residents and businesses; and
- f) is implemented together with community agencies, non-profit organizations, businesses, local anchor institutions, property owners, developers, other orders of government and the City.

9.1.2 Landowners considering redevelopment are strongly encouraged to engage with community and equity-deserving groups, including those groups identified in the Jane Finch Community Development Plan, prior to submitting an application.

9.1.3 Development applications may be required to demonstrate, as part of the required Public Consultation Strategy Report, a record of community consultation conducted prior to the submission of a formal planning application.

9.2 GROWING IN PLACE

Growing in Place is a Black-focused anti-displacement concept that, through targeted universalism, will benefit Indigenous, Black and other equity-deserving groups.

Implementation of this Secondary Plan will focus on maintaining a community for everyone and addressing displacement, to ensure that community members are able grow in place and thrive.

Engaging with communities as development occurs, policy and program tools will be used to maintain and expand the diversity and affordability of the housing stock, create a safe and welcoming public realm network and community facilities, and mitigate displacement of businesses that can occur alongside growth and development, including for small, independent businesses.

- 9.2.1 Jane Finch will continue to be a diverse community in terms of income levels, ethno-racial and cultural backgrounds, and family types.
- 9.2.2 Applicants will be required to demonstrate, through a required Planning Rationale or Site Plan Control application, how the proposed development responds to the City Council-adopted Jane Finch Community Development Plan, including addressing its anti-displacement strategy.

Sidebar: Targeted universalism

Targeted universalism is the removal of barriers experienced by the most disadvantaged communities which, in turn, creates benefits for everyone. The Jane Finch Community Development Plan's anti-displacement strategy addresses gentrification and Black displacement through a targeted universalism framework and responds to the need to ensure that strategic equity-focused interventions accompany new transit investment and development in neighbourhoods.

9.3 INCLUSIVE ECONOMIC DEVELOPMENT

Policies in this section aim to support the continuity of small-scale, independently owned, locally serving businesses and create opportunities for people to access flexible, attainable, affordable spaces where new and existing businesses and social enterprises can grow and thrive.

- 9.3.1 The City will support the establishment of locally initiated associations of community serving businesses.
- 9.3.2 Development is strongly encouraged to establish local and social hiring pathways and training and apprenticeship opportunities, social procurement, provision of space for business incubation and social enterprises, and other priorities identified in the Jane Finch Community Development Plan.
- 9.3.3 Opportunities for commercial community land trusts and cooperative models to secure new commercial space are encouraged.
- 9.3.4 Opportunities to expand the health sciences sector, centred on the Health District, are encouraged.
- 9.3.5 Development is encouraged to provide flexible spaces that can be used as business incubators and markets with opportunities to rent retail spaces of all sizes including indoor and outdoor kiosks and booths.

9.4 SUPPORTING ARTS AND CULTURE

- 9.4.1 The Jane Finch Community Hub

The Jane Finch Community Hub and Centre for the Arts (the Hub) is envisioned to be a community-driven multipurpose facility that supports community leadership, civic participation, youth development, recreation, arts and culture. The idea for the Hub was initiated by a collaboration of grassroots resident leaders, community organizations and community advocates in response to the locally identified need for more community spaces to address historical and structural service and investment gaps. The lands to be used for development of the Hub, adjacent to the Finch West LRT Maintenance and Storage Facility, are to be conveyed to the City from Metrolinx.

- a) Municipally-owned lands at 2050 Finch Avenue West, as shown on Map 50-2: Districts Plan, will be used for the development of the Jane Finch Community Hub and Centre for the Arts (the "Hub"), which will include a range of uses including a community hub, centre for the arts, open space, and other community or ancillary uses.
- b) To implement the Hub, the City may, at its sole discretion, opt not to acquire lands beyond the existing right-of-way to achieve the right-of-way widths identified in the Official Plan.
- c) The City will work in partnership with the Jane Finch community, including its organizing committee, to advance development of the Hub, building on and amplifying the work that local community groups and resident movements have advanced over many years.
- d) Development in the Secondary Plan Area is encouraged to contribute to the realization of the Hub.
- e) The Hub will be connected to the Loop Trail and may serve as a stop-over space for trail users.
- f) Prior to development of the permanent facility and following the active use of the lands for construction of the Finch West LRT, temporary Hub-related uses may be introduced at the Hub site for the purposes of activating the lands for the community. A Zoning By-law for Interim Uses, to be informed through consultation with the community, will establish permitted interim uses.

9.4.2 Public Art

Public art can encompass a broad range of artistic practices including but not limited to sculpture, murals, street art, and video and digital art. Public art can be produced as a long-term or permanent installation, built to last for the foreseeable future, or as a shorter-term temporary work designed to be experienced over a period of days, weeks, months or several years.

- a) The policies on public art found in Chapter 3 of the Official Plan will apply. The following policies also apply and in the case of any conflict, the policies in the Secondary Plan will prevail.

- b) Public art should be diverse and reflect the history and vibrancy of Jane Finch. Public art will facilitate expression of community heritage, community identity, cultural diversity, and community values of pride, sustainability and connectivity, and other themes that will contribute to a sense of place.
- c) Opportunities for the local arts community and local artists to participate in the provision of public art will be encouraged. Artists commissioned for permanent public art secured through the City's Percent for Public Art program are encouraged to work with the local community to implement public art in the area and to offer mentorship, training and enrichment opportunities to local community members.
- d) Development in each of the Intersection District, the Finch Avenue District, the San Romanoway and Palisades District and the Norfinch District will provide, as part of the first portion of a phased application, a Public Art Strategy.
- e) The Jane Finch Urban Design Guidelines will identify opportunity locations for public art. Public art in these locations may be secured through development approval.

9.4.3 Creative Spaces

- a) To support and promote a thriving arts, culture and live music scene in Jane Finch, the City will encourage cultural events, street festivals, venues for performing arts, and cultural attractions.
- b) Development is encouraged to foster a thriving arts and cultural scene through the retention, expansion and inclusion of spaces for culture sector employment and businesses that support creative artistic activity.

9.5 ENHANCING SAFETY

- 9.5.1 Development is encouraged to provide pedestrian-scale lighting, particularly in areas adjacent to the public realm, to enhance safety.
- 9.5.2 Pedestrian-level lighting is encouraged around transit waiting areas to improve safety for transit users.
- 9.5.3 Development will be designed and sited to avoid unsafe entrapment areas, and the placement of building supports, columns, walls, barriers or obstructions in any publicly accessible area of a site, including applicable setbacks.

9.6 ACCESS TO FOOD

Food justice exists when all people have consistent access to enough food to meet their daily needs and preferences for an active and healthy lifestyle. Food sovereignty emphasizes local food production and availability, centering access to healthy, affordable and culturally appropriate food, including for Indigenous, Black and other equity-deserving communities. Opportunities to grow local food and advance local food sovereignty can be supported by encouraging urban farming, food production, food processing and distribution, food waste

recovery, food education and food-based entrepreneurship. The Black Creek Community Farm is an existing community asset supporting access to healthy food and providing leadership in food justice.

- 9.6.1 Stores selling fresh, affordable and culturally appropriate food are encouraged throughout the Secondary Plan Area.
- 9.6.2 The design and programming of parks, open spaces and utility corridors will support, where feasible, community gardening and edible landscaping and plantings, including traditional foods and medicines, and be linked to community-based food justice efforts. Partnerships with Indigenous communities and local community groups to support sustainable stewardship and harvesting are encouraged.
- 9.6.3 Community service facilities are encouraged to include:
 - a) landscaping and outdoor spaces that support community food production;
 - b) food preparation spaces including community kitchens and spaces for food processing and distribution;
 - c) spaces to support educational programming and entrepreneurship; and
 - d) spaces for large community gatherings.
- 9.6.4 Development is encouraged to incorporate edible landscapes and provide amenities that support a diversified food system, such as green roofs, gardens for food growing, and food entrepreneurship spaces.
- 9.6.5 Opportunities to establish a hub for food-based entrepreneurship that builds upon existing community food justice efforts will be encouraged.

9.7 COMMUNITY SERVICE FACILITIES

Community service facilities include community recreation centres, libraries, childcare, public schools and community agency space for the provision of a range of social services such as public health services, human services, cultural services and employment services.

Community service facilities are essential to building community capacity and fostering complete communities. They contribute to the social, economic and cultural development of the city. Accessible, high-quality facilities support the health, safety and wellbeing of those living and working in our communities. Community service facilities at Jane Finch are also important in the area's unique history of community organizing and activism.

Community service facilities in Jane Finch will meet the needs of existing and future residents, including culturally appropriate spaces to serve the local community and those with the greatest need. The Jane Finch Community Services and Facilities Strategy identifies community space and facility needs, and sets out priorities to support future growth by sector and will be used to guide development review and inform the City's future service and facility planning and capital budgeting.

- 9.7.1 Prioritization of new or expanded community service facilities will be guided by the Jane Finch Community Services and Facilities Strategy, the Jane Finch Community Development Plan and the development application review process.
- 9.7.2 Existing community service facilities will be renewed through redevelopment, wherever possible. Development on parcels involving the demolition of existing on-site community service facilities will replace the total gross floor area of the community service facility(ies) on-site. Off-site replacement of community service facilities will be at the City's discretion.
- 9.7.3 New community service facilities, to support population growth and complete communities, are encouraged to be:
- a) geographically well-distributed to provide broad access to new and existing residents and workers in the area;
 - b) supported by a well-designed public realm and located in highly visible and accessible locations with strong pedestrian, cycling and transit connections;
 - c) designed to provide flexible, multi-purpose space that can be used throughout the year to deliver diverse programming and adapt over time to meet varied needs;
 - d) incorporated at grade or within the lower storeys of mixed-use buildings containing other uses; and
 - e) designed with an equity lens and through consultation with local communities to create spaces that are safe, accessible and inviting for all, including by identifying and removing barriers for the most marginalized and vulnerable communities.
- 9.7.4 Co-location of community service facilities in the Plan Area is encouraged.
- 9.7.5 Public use of school space outside of school hours and school use of parks during school hours may be accommodated through a shared-use agreement. Any access to parks provided for school use will be contingent on maintaining the primary use and function as a park available for community use.
- 9.7.6 Community service facilities are encouraged to provide free, publicly accessible Wi-Fi, including within adjacent outdoor open spaces, to provide equitable access to the internet and technology.

10. HERITAGE

Buildings and spaces within Jane Finch are rich in cultural heritage value. The area's history and diversity can be recognized both through the conservation of properties included on the City's Heritage Register and through the interpretation of the valued stories of communities. Informed by community engagement on heritage matters, the Jane Finch Urban Design Guidelines and the Jane Finch Historic Context Statement identify spaces where important events took place, sites of community gathering, activism and organization, and other spaces that contain within them a story about the communities of Jane Finch.

- 10.1 The policies on heritage conservation found in Chapter 3 of the Official Plan will apply. The following policies also apply and in the case of any conflict, the policies in the Secondary Plan will prevail.
- 10.2 The Jane Finch Historic Context Statement provides important information on cultural heritage and the community's unique sense of place and will be used to inform how the community evolves into the future.
- 10.3 Properties of heritage interest with potential for inclusion on the Heritage Register as non-designated or designated properties under the Ontario Heritage Act are identified in the Jane Finch Urban Design Guidelines and will be further evaluated against provincial criteria prior to any future proposed change in heritage protection.
- 10.4 Upon consideration of the heritage value of a property identified in the Jane Finch Urban Design Guidelines, a site-specific approach with additional consideration and design solutions, including setbacks and stepbacks may be required to address the unique characteristics of on-site heritage buildings, as determined by a Heritage Impact Assessment.
- 10.5 Places of Importance to the History of Community Organization and Activism are identified in the Jane Finch Urban Design Guidelines.
- 10.6 Development on parcels with Places of Importance to the History of Community Organization and Activism will be required to demonstrate, through a required Planning Rationale or Site Plan Control application, how it will consider the historical or cultural value of the site in the proposed redevelopment plans. Applicants will be required to demonstrate how they plan to work with the local community to develop an interpretation and/or commemoration response.

11. HOUSING

11.1 PROTECTING RENTAL HOUSING

Preserving the existing stock of rental housing in Jane Finch as the area undergoes change is a key objective of this Secondary Plan and an important aspect of addressing displacement. Toronto's Official Plan calls for the maintenance, improvement and replenishment of the city's existing housing stock through the renovation and retrofit of older residential apartment buildings. The availability of affordable rental housing is an essential component to creating complete communities. City-wide policies regarding redevelopment of existing rental housing will apply to the area and, where applicable, secure replacement rental housing and tenant assistance.

- 11.1.1 The City will prioritize the use of policies and programs to encourage the retention and improvement of existing rental housing units within the Secondary Plan Area.

11.2 DIVERSITY OF HOUSING

- 11.2.1 A mix of housing by tenure, size and affordability will be achieved to offer housing options for a wide variety of households. Residential development will support complete

and inclusive communities through a range of housing opportunities across the housing spectrum.

11.2.2 Opportunities for community land trusts and cooperative models to secure new affordable housing are encouraged.

11.3 PRIORITIZATION OF AFFORDABLE HOUSING

11.3.1 New affordable housing will be prioritized and advanced through various program and policy tools, including securing affordable housing on publicly owned lands.

11.4 RESIDENTIAL UNITS

11.4.1 Residential units will include, where appropriate: storage space; operable windows; bedrooms that contain closets and an operable window on an exterior wall; and balconies or terraces.

11.4.2 For developments that contain more than 80 new residential units, a minimum of 40 per cent of the total number of new units will be a combination of two- and three-bedrooms units, including:

- a) a minimum of 15 per cent of the total number of units as two-bedroom units;
- b) a minimum of 10 per cent of the total number of units as three-bedroom units; and
- c) an additional 15 per cent of the total number of units as either 2-bedroom and 3-bedroom units.

11.4.3 The City may reduce the minimum requirements identified in Policy 11.4.2 above where development is providing social housing or other publicly funded housing; or specialized housing such as residences owned or operated by a post-secondary institution or a health care institution or other entities to house students, patients or employees, or people with special needs.

12. CLIMATE ACTION

This Secondary Plan provides opportunities to advance climate change mitigation by reducing local greenhouse gas emissions as well as preparing for climate change by protecting natural areas, enhancing biodiversity and developing resilience to its impacts. Resilience to climate change will require support for building and system designs that can withstand extreme weather events. This Secondary Plan encourages the public sector and private sector to work collaboratively and actively with the communities of Jane Finch to prepare and implement strategies for local climate action, and to seize opportunities to implement the City's climate action strategies and plans.

12.1 LOCAL ENVIRONMENTAL INITIATIVES

12.1.1 Partnerships and collaboration with communities on local environmental initiatives will be encouraged in support of efforts to build a resilient and sustainable Jane Finch.

12.2 SUSTAINABLE DESIGN

- 12.2.1 Development will support building performance and efficiency and the City's net-zero ambitions, prioritizing the use of efficient and low-carbon energy systems and reducing overall embodied carbon.
- 12.2.2 Development is encouraged to support achievement of the City's net-zero greenhouse gas emissions targets through environmentally sustainable design and design excellence.
- 12.2.3 Development is encouraged to achieve the highest performance levels of the Toronto Green Standard in effect at the time of application.
- 12.2.4 Development is encouraged to improve the energy efficiency and climate resilience of existing residential buildings through deep retrofits including electrification.
- 12.2.5 Development is encouraged to be designed to:
- a) incorporate low carbon thermal energy technologies on site such as geo-exchange, wastewater energy recovery and heat recovery from sources such as data centres and industry to reduce greenhouse gas emissions;
 - b) develop a thermal energy network, connect to an existing thermal energy network, or have the capability to connect to a future thermal energy network;
 - c) support active transportation use through the inclusion of accessible, safe and secure parking for bicycles including cargo bicycles and e-bikes, and efficient connectivity to the local active transportation network;
 - d) Incorporate the use of low-carbon building materials such as wood, cross-laminated timber and recycled metals, when possible;
 - e) minimize release of embodied emissions from materials through adaptive reuse of existing building stock and reuse of demolition waste;
 - f) reduce waste, promote recycling and promote food and organic waste diversion;
 - g) retain and expand the urban forest and increase the tree canopy;
 - h) promote diverse landscapes with native plant species and pollinators to increase and enhance biodiversity;
 - i) integrate distributed energy resources such as solar photovoltaics and battery storage to manage peak electricity demand; and
 - j) provide backup power for resilience to area-wide power outages, including in residential buildings.

12.3 GREEN STREETS

- 12.3.1 A Green Streets approach will be applied to the design and construction of new public streets, and, where feasible, to the reconstruction of existing streets, to enhance the extent and health of the urban forest, mitigate the local urban heat island effect, manage stormwater runoff to mitigate flooding and increase local biodiversity.

13. IMPLEMENTATION

Strong partnerships and communication between the City, agencies, landowners, the development industry and community-based organizations will provide the basis for implementing this Secondary Plan, with a collective understanding of, and responsibility for, building liveable, equitable and resilient complete communities.

13.1 PARTNERSHIPS AND COLLABORATION

13.1.1 Partnerships between private landowners and public agencies, boards, and commissions to support the improvement, provision and expansion of community service facilities will be encouraged.

13.2 AVENUE STUDIES

13.2.1 This Secondary Plan meets the requirements and objectives of an Avenue Study for lands identified as *Avenues* within the Secondary Plan Area.

13.3 URBAN DESIGN GUIDELINES

13.3.1 Jane Finch Urban Design Guidelines, as adopted by City Council, will be used as a tool to advance the vision, goals and policies of this Secondary Plan, and evaluate proposed development in the whole of the Secondary Plan Area.

13.4 INFRASTRUCTURE

13.4.1 Development shall be sequenced to ensure appropriate servicing, transportation and community service facilities are available to service development.

13.4.2 Development will not exceed the capacity of existing servicing infrastructure supporting the Secondary Plan Area. Where improvements and/or upgrades to existing servicing infrastructure, or new servicing infrastructure, is planned for implementation, timing and/or phasing of development will be required to coordinate with such planned new, improved and/or upgraded infrastructure to align land use planning, infrastructure planning and infrastructure investment.

13.4.3 Infrastructure includes, but is not limited to:

- a) physical infrastructure which includes water, sewage and stormwater management systems; thermal energy networks; electrical and communications systems; waste management systems; and streets, transit and other mobility corridors, including pedestrian and cycling facilities;
- b) community service facilities which include community recreation centres, libraries, childcare, public schools and community agency space for the provision of a range of social services such as public health services, human services, cultural services and employment services; and
- c) green infrastructure which consists of natural and human made elements that provide ecological and hydrological functions and processes and associated benefits to people. Green infrastructure includes natural heritage features and systems, parks, stormwater management systems, the urban forest inclusive of street trees, natural

channels, bioswales and other green street initiatives, permeable surfaces and green roofs.

- 13.4.4 Where the required infrastructure to support the use or intensity of a proposed development is not available, the development may not be permitted, or a Holding ("H") symbol may be applied, pursuant to the Planning Act, until such time as the required infrastructure is available.
- 13.4.5 Landowner agreements may be required to be entered into to the City's satisfaction where infrastructure required to support one or more developments is proposed to be provided in a consolidated manner on a specific site or sites that will benefit other development within the gross development block.

Sidebar: Zoning By-laws

Zoning By-laws control how land and buildings are used, the location of building on a lot, building heights and other provisions necessary to ensure orderly development. They are precise tools used to realize the vision, guiding principles and policies within a Secondary Plan. By-laws may also be passed that place an "H", or Holding symbol over the zoning and spells out the conditions, such as City infrastructure and other eligible matters, that must be met before the "H" symbol is removed and the lands can be developed.

13.5 DEVELOPMENT IN PROXIMITY TO PIPELINES

- 13.5.1 Development within 220 metres of a liquid pipeline centreline shall provide the pipeline company with notification of development. Development within 30 metres of a liquid pipeline centreline or proposed pipeline crossings shall require written consent from the pipeline company.

14. MAPS

The maps listed below are shown on the pages that follow.

Map 50-1: Secondary Plan Area

Map 50-2: Districts Plan

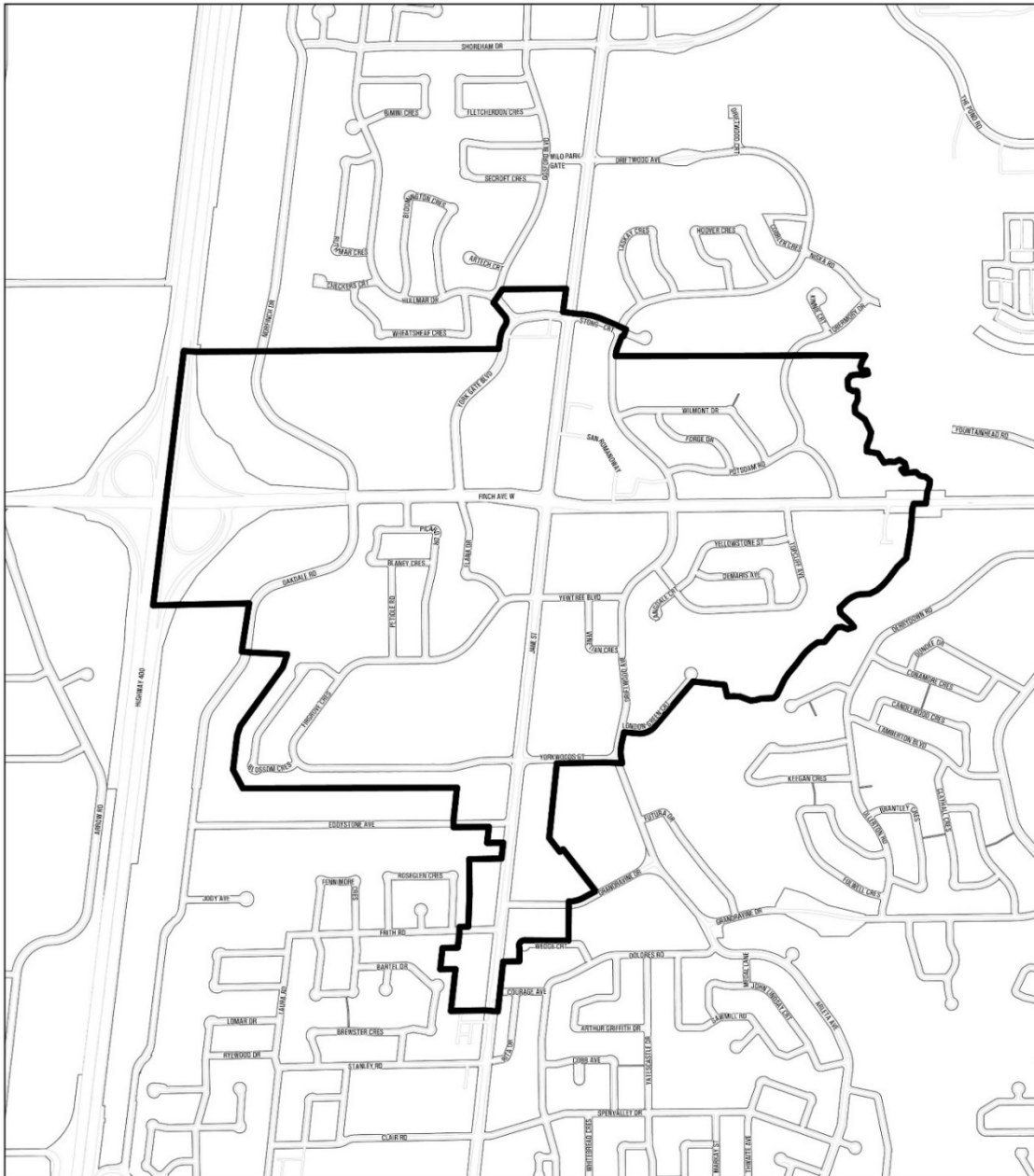
Map 50-3: Parks and Public Realm Plan

Map 50-4: Mobility Plan

Map 50-5: Retail Streets

Map 50-6: Height Limits and Transitions

MAP 50-1: SECONDARY PLAN AREA

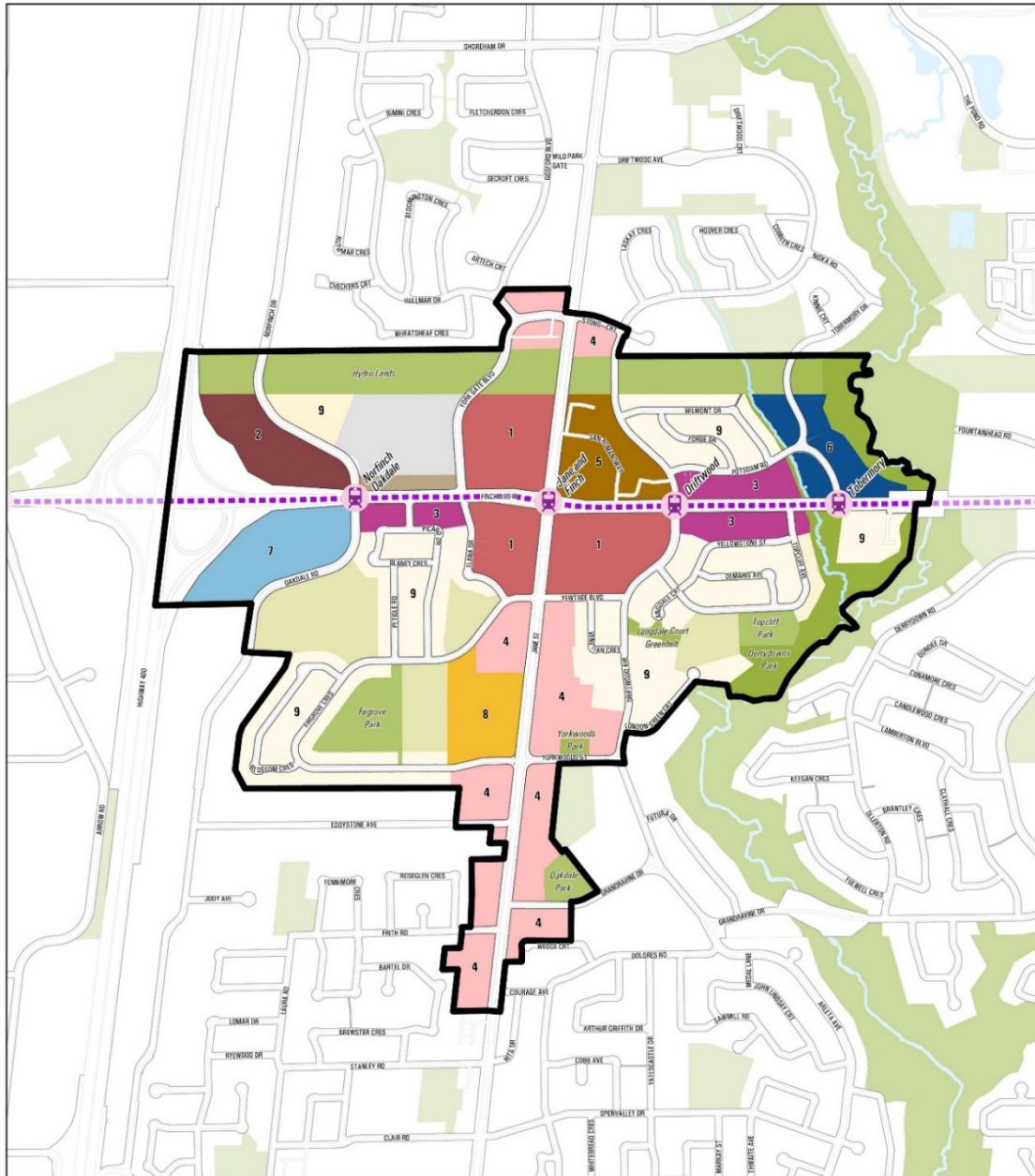


Jane Finch Secondary Plan
Map 50-1: Secondary Plan Area

 Jane Finch Secondary Plan Boundary



MAP 50-2: DISTRICTS PLAN



Jane Finch Secondary Plan
Map 50-2: Districts Plan

- Jane Finch Secondary Plan Boundary
- Jane Finch Community Hub and Centre for the Arts lands
- Finch West LRT Maintenance and Storage Facility
- Parks and Open Spaces
- Watercourse

- Line 6 Finch West LRT Stops
- Line 6 Finch West LRT

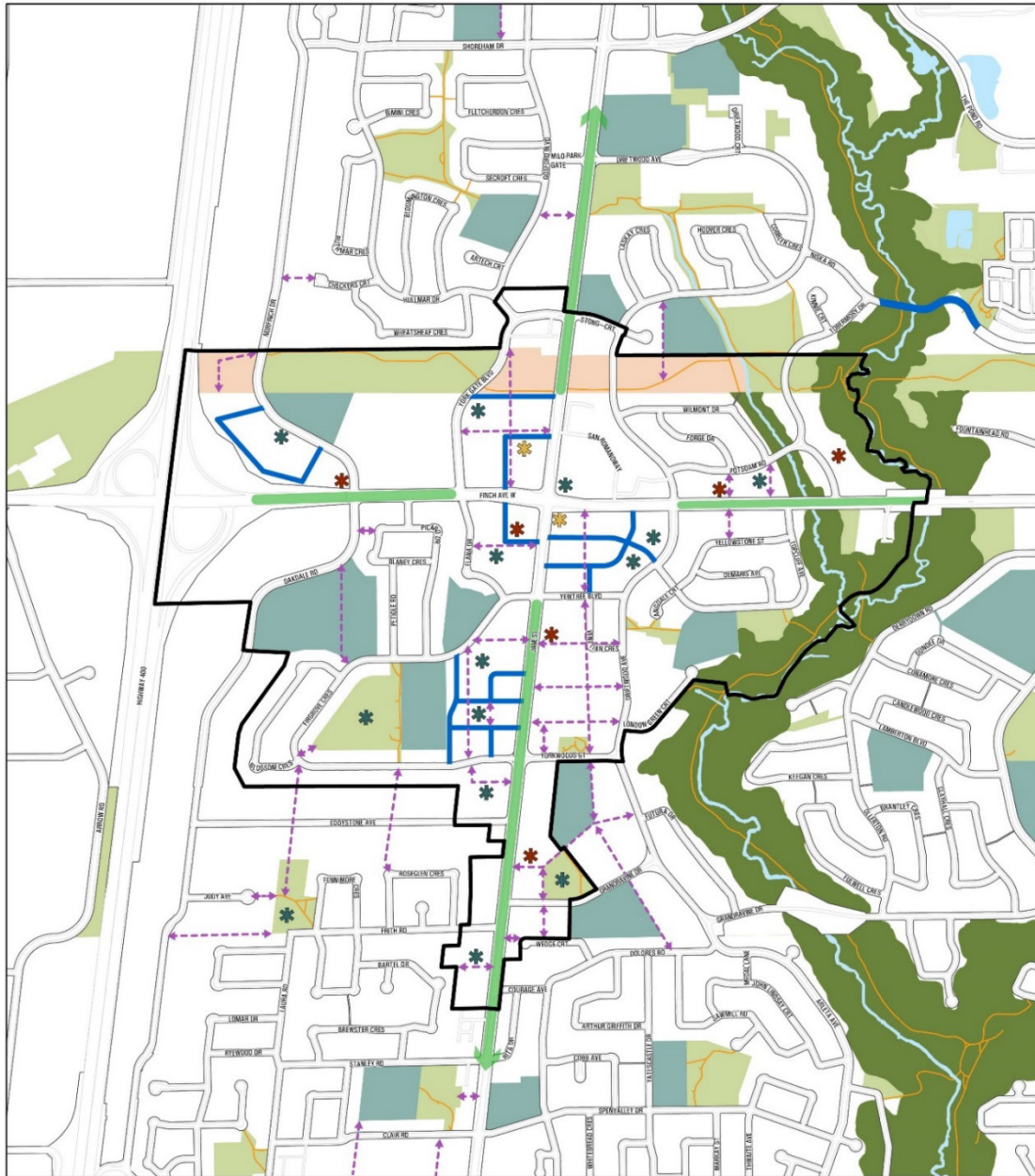
Districts

- 1. The Intersection
- 2. Norfinch District
- 3. Finch Avenue District
- 4. Jane Street District
- 5. San Romanoway and Palisades District
- 6. Tobermory District
- 7. Health District
- 8. Firgrove-Grassways District
- 9. Low-Rise Neighbourhood District



Not to Scale

MAP 50-3: PARKS AND PUBLIC REALM PLAN



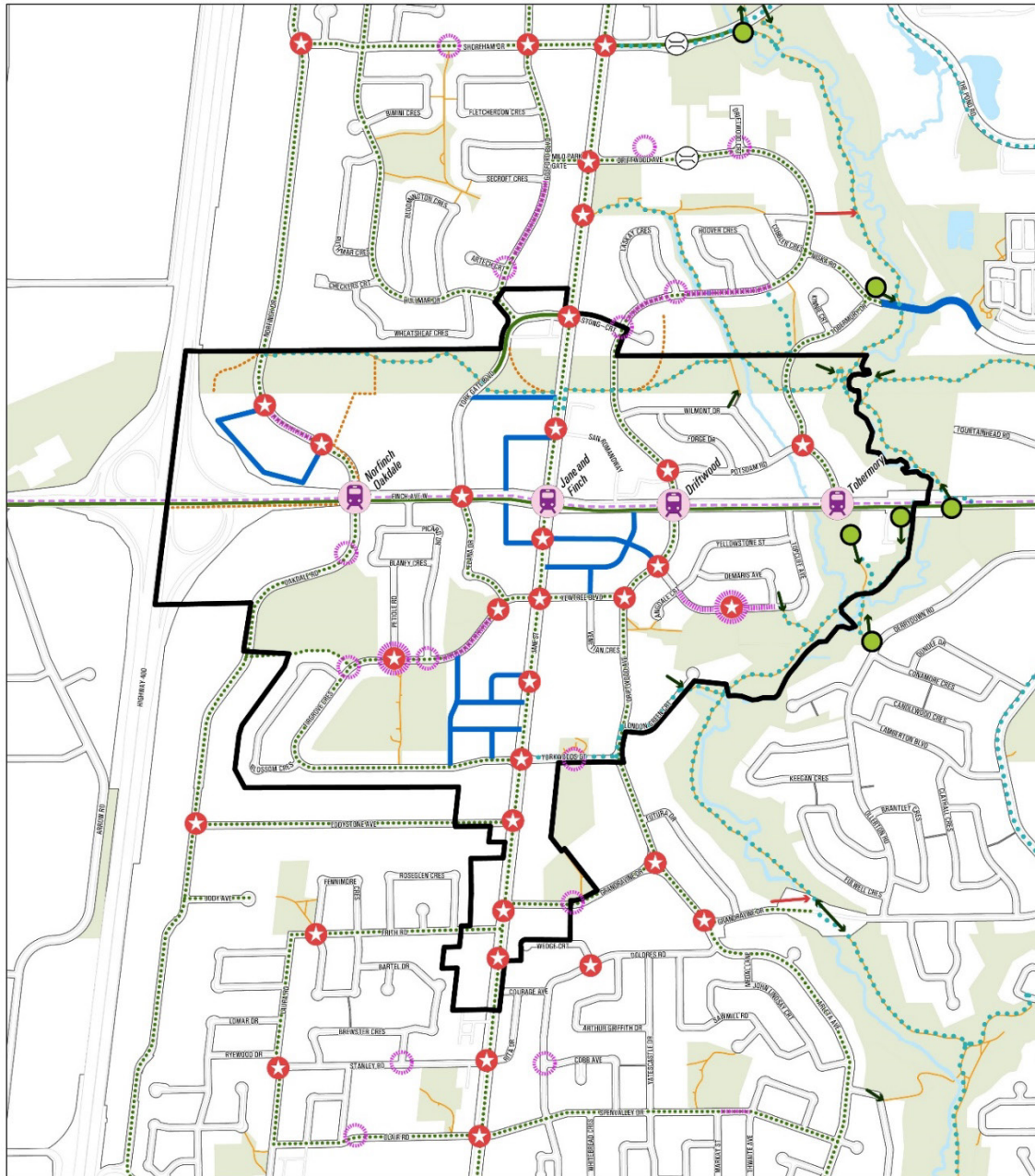
Jane Finch Secondary Plan
Map 50-3: Parks and Public Realm Plan

- | | | |
|------------------------------------|-------------------|--|
| Jane Finch Secondary Plan Boundary | Parks | Priority Parkland Area (Conceptual Location) |
| Watercourse | School Properties | Priority Public Square (Conceptual Location) |
| New Streets | Other Open Spaces | Priority PDPS Site (Conceptual Location) |
| | Ravines | Green Pedestrian Connections |
| | | Green Spine |
| | | Existing Trails |



Not to Scale

MAP 50-4: MOBILITY PLAN



Jane Finch Secondary Plan

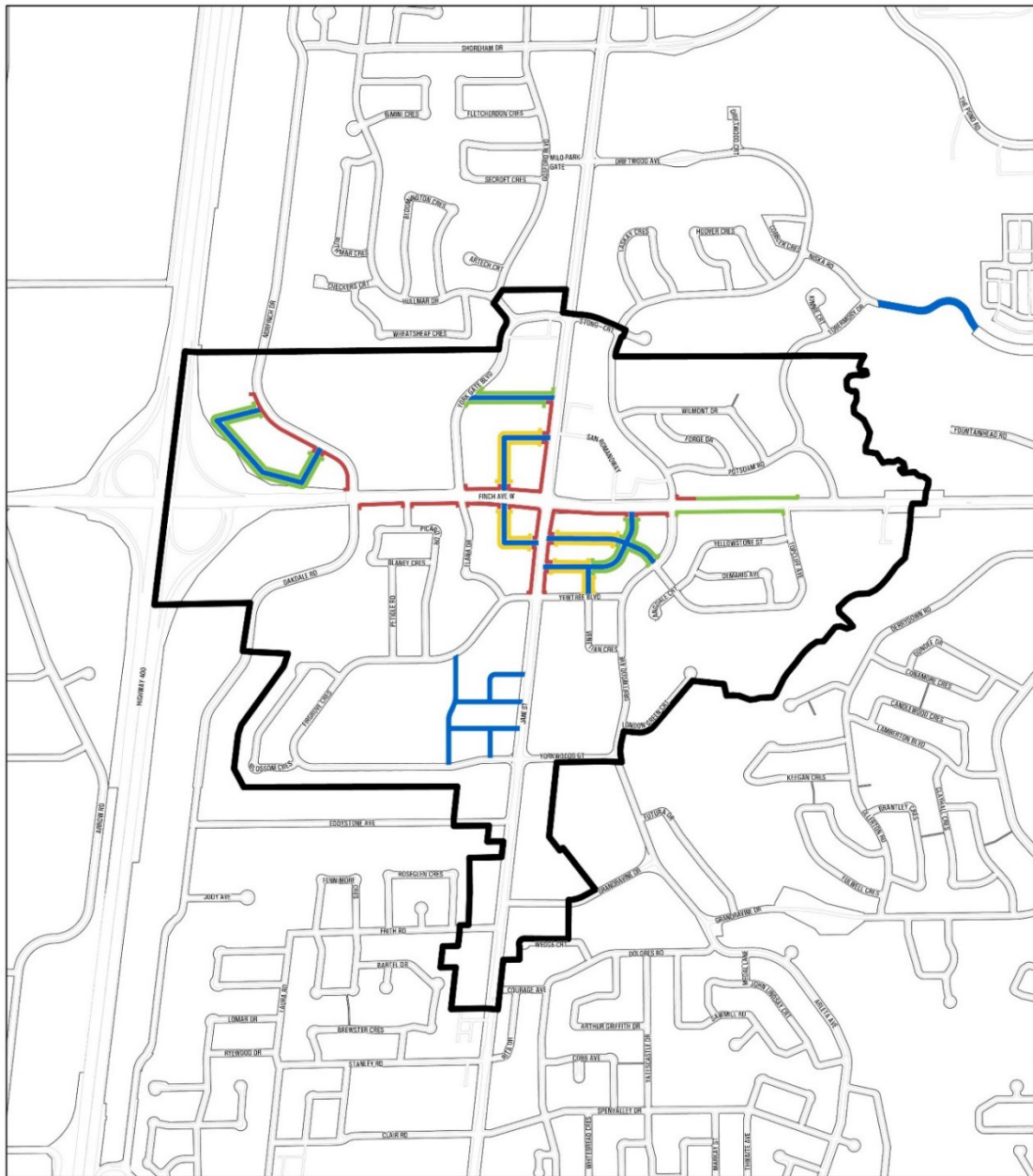
Map 50-4: Mobility Plan

Jane Finch Secondary Plan Boundary	Transit	Trails / Pedestrian	Cycling
Existing Parks & Open Spaces	Line 6 Finch West LRT Stops	Existing Trails	Existing Cycling Routes
Watercourse	Line 6 Finch West LRT	Existing Pedestrian Bridges	Cycling In Development
	Improvement / Streets	Future Trail Extensions	Cycling Proposed
	New Streets	Existing Ravine Access	
	Intersection Improvements	Proposed New Ravine Access	
	School Safety Improvements	Proposed Improvements to Existing Ravine Access	



Not to Scale

MAP 50-5: RETAIL STREETS



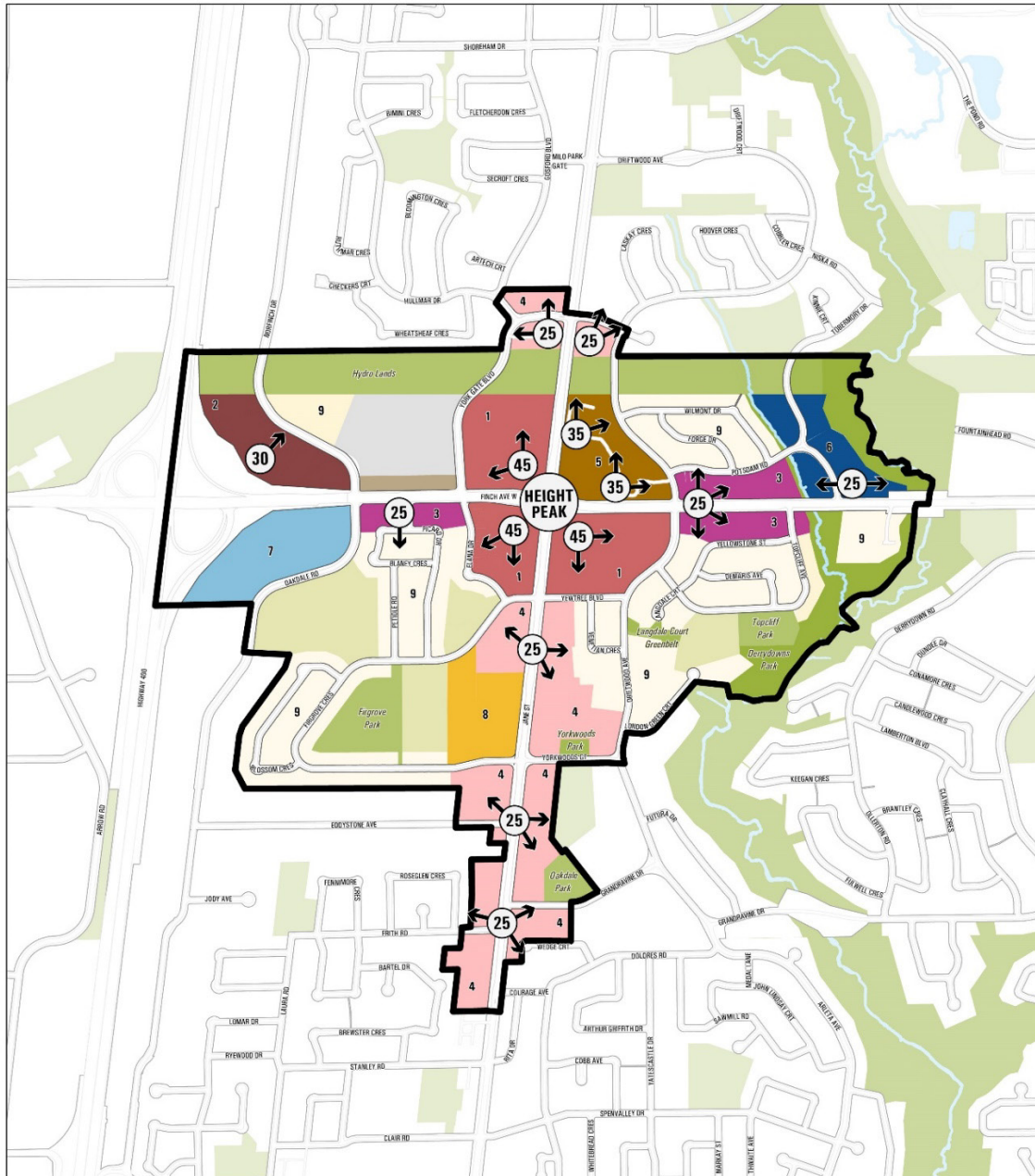
Jane Finch Secondary Plan
Map 50-5: Retail Streets

-  Jane Finch Secondary Plan Boundary
-  New Streets
-  Priority Retail Streets
-  Retail Required
-  Retail Permitted



Not to Scale

MAP 50-6: HEIGHT LIMITS AND TRANSITIONS



Jane Finch Secondary Plan
Map 50-6: Height Limits and Transitions

	Jane Finch Secondary Plan Boundary		General Height Limit in Storeys	Districts	
	Jane Finch Community Hub and Centre for the Arts lands		Direction to Transition Down		
	Finch West LRT Maintenance and Storage Facility				
	Parks and Open Spaces				
	Watercourse				

↑
Not to Scale