

February 2024

**JANE FINCH**

Built Form

- Introduction
- Natural Heritage
- Cultural Heritage
- Public Realm
- Built Form





Conceptual collage of a future park in the Jane Finch area

City of Toronto
Jane Finch Urban Design Guidelines

The consultant team was led by Perkins&Will with support from Access Planning (mobility) and Urban Minds (youth engagement).

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Mandate

In anticipation of growth and change in the Jane Finch area following the investment in the Finch West light rail transit line (LRT), City Council in May 2022 requested staff in three divisions – City Planning, Social Development, Finance & Administration and Economic Development & Culture – to work collaboratively to prepare a Jane Finch Secondary Plan and Urban Design Guidelines, together with an accompanying Community Development Plan (see [EY31.1](#) and [EC29.1](#)).

The purpose of the Jane Finch Initiative was to develop an integrated plan for the Jane Finch area that would advance social equity and economic inclusion for current and future residents, encourage the appropriate kinds of growth and development in the area, and guide investment in community improvements.

The Jane Finch Urban Design Guidelines have been informed by a comprehensive engagement process with local residents, businesses and stakeholder groups, including a Community Advisory Committee, through a partnership with the Jane/Finch Centre, together with an Indigenous consultation process facilitated by Innovation 7.



Corner Commons pop-up public space at the intersection of Jane and Finch, a community-led initiative with the Jane/Finch Centre.

1.0 Introduction

- 1.1 Background and Role
- 1.2 Study Area, Settlement History and Area Character
- 1.3 Structure and Districts
- 1.4 Vision
- 1.5 Guiding Themes

Introduction

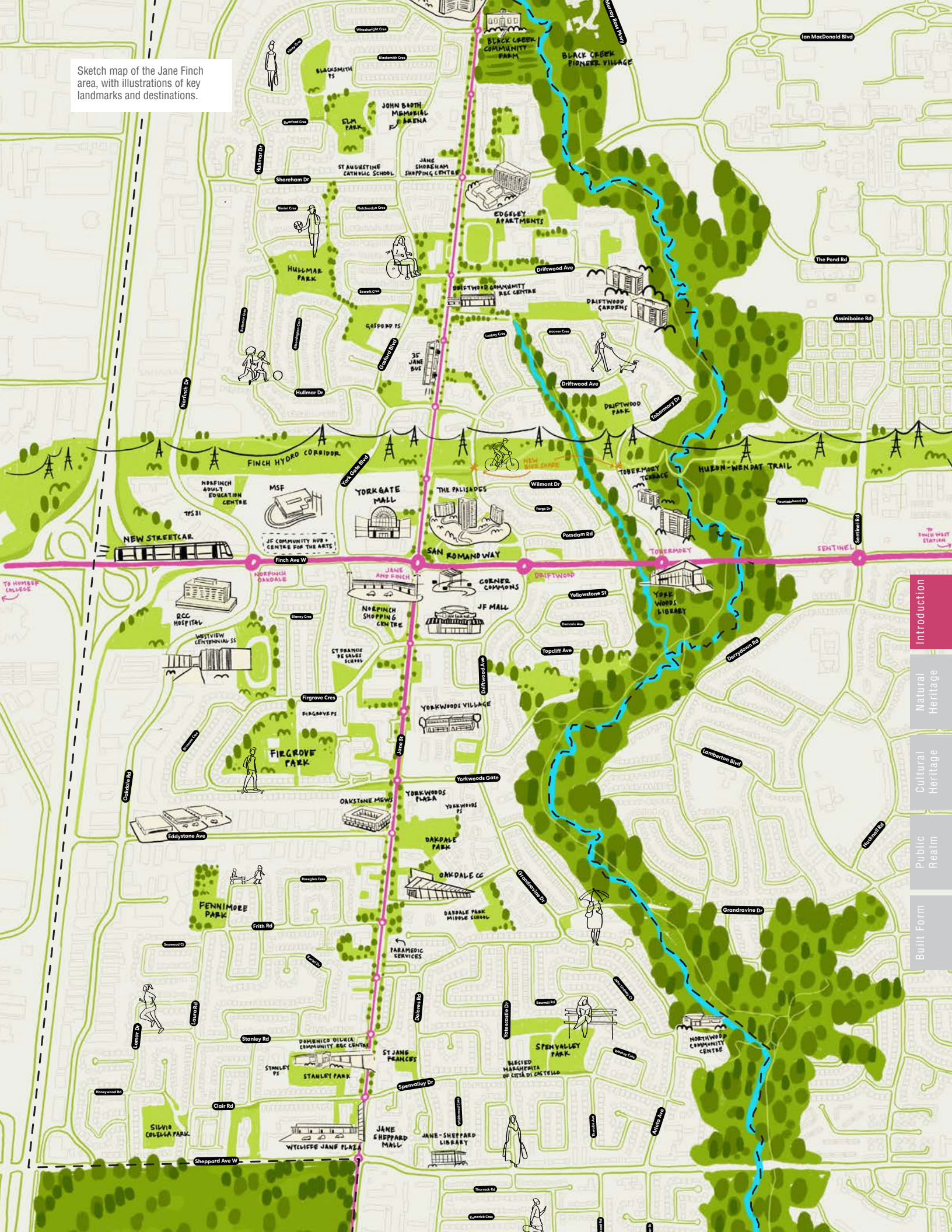
Natural Heritage

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Sketch map of the Jane Finch area, with illustrations of key landmarks and destinations.



Introduction

Natural Heritage

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1.1 BACKGROUND AND ROLE

The Jane Finch Secondary Plan and Urban Design Guidelines, together with the Jane Finch Community Development Plan, advance social equity and economic inclusion while guiding growth, development and community improvements in the area.

The Jane Finch Urban Design Guidelines are to be read in conjunction with the Jane Finch Secondary Plan and are established to guide the design and location of new parks, open spaces, public squares, and pedestrian connections throughout the Secondary Plan area and inform future built form decisions. The Guidelines will be used to evaluate all current and new development applications within the Secondary Plan area to advance the vision, objectives, and policies of the Official Plan.

These guidelines are the product of a years-long and resident-informed process that ran from mid-2020 to early 2024. More information on this background engagement and analysis can be found in: The Jane Finch Initiative Ideas Report (April 2022), the engagement summary reports prepared by the Jane/Finch Centre (December 2021, November 2023), Existing Conditions Background Report (January 2021), and the Jane Finch Parks and Public Realm Strategy (February 2024) and Jane Finch Mobility and Transit Integration Strategy (February 2024).

The Jane Finch Urban Design Guidelines include comprehensive built form direction organized by districts, identify streetscaping and other public realm improvements, and illustrate detailed cross-sections for different street types.



Conceptual collage of a potential future condition along Jane Street

A set of principles are crucial in the creation of design guidelines due to their ability to shape and inform the development, functionality, and aesthetics of our built environment.

These Urban Design Guidelines are also important for establishing and requiring high-quality urban design that supports liveability. The liveability and enjoyment of our public spaces depends in part on the buildings that frame and support the edges of our streets, parks and open spaces. The principles are as follows:

Comfort: Create public spaces that ensure comfortable microclimatic conditions by protecting access to sunlight and reducing and mitigating wind impacts; offering openness between buildings to encourage landscaping and greening, access to sky views and privacy for residents; and creating sunny and human-scaled streetscapes.

Vibrancy in the Public Realm: Ensure that buildings – in particular the base and lower storeys of buildings – define, support, frame and contribute to an expanded, enhanced and animated public realm.

Diversity: Include a variety of built form types and scales with transitions that respect and reinforce the existing and planned context of surrounding neighbourhoods.

Safety: Contribute to spaces for people that are legible and safe, visually and physically accessible, promoting casual overlook and use.

Sense of place: Understand what elements of the current area evoke a sense of place and have community and/or heritage value that should be preserved and enhanced as change occurs.

Beauty: Provide the highest-quality built environment by encouraging design excellence and beauty through building design, articulation and materiality, while creating harmony with surroundings through heritage conservation, public realm improvements and preservation of view corridors to local landmarks, natural areas and public spaces.

Resilience: Encourage new buildings that are designed for longevity, durability and sustainability, mitigate and adapt to climate change impacts, build resilience, reduce greenhouse gas emissions, integrate green infrastructure and contribute to the achievement of low-carbon complete communities.

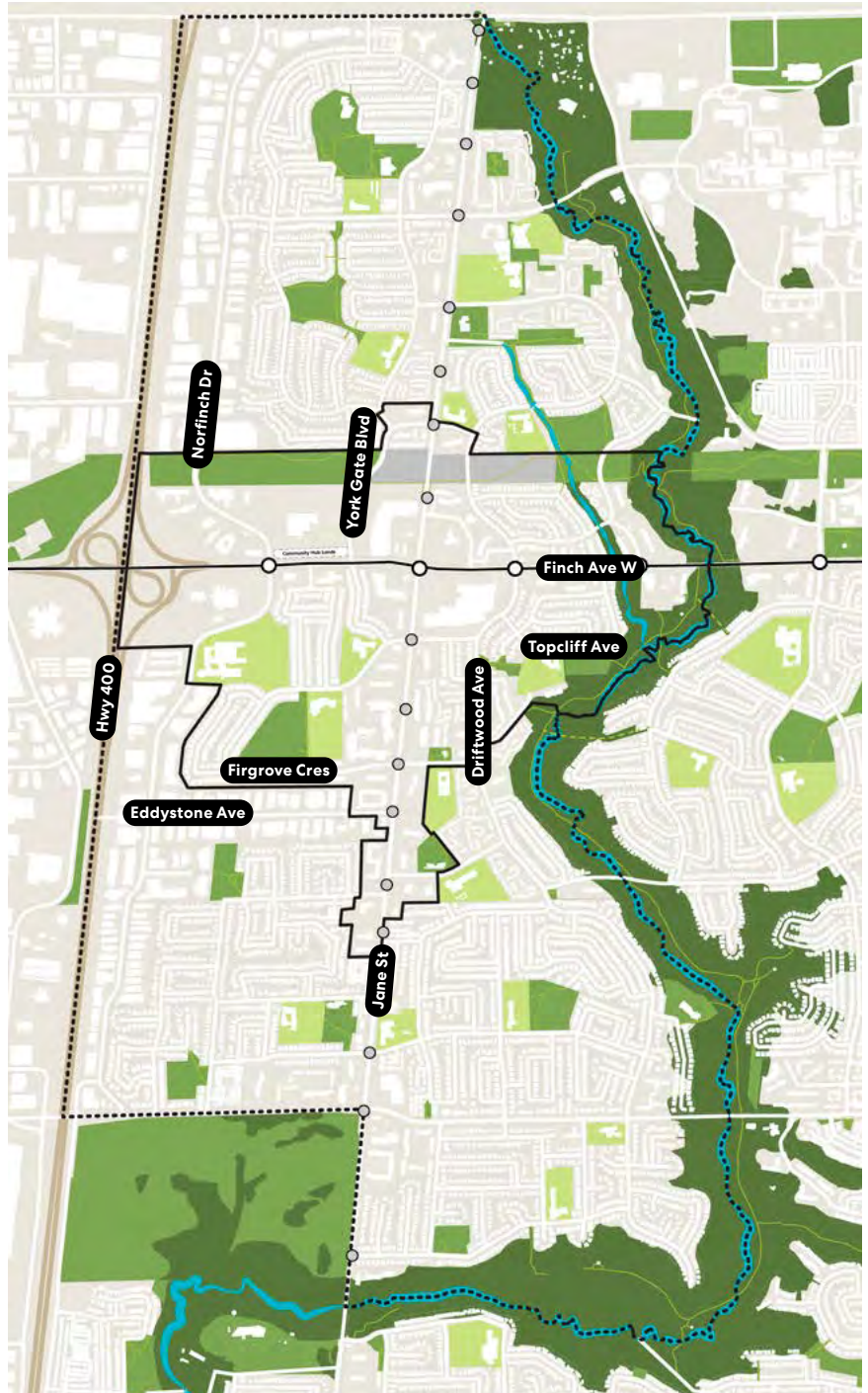


"Be Inspired, Love Yourself, Educate Others" mural at 25 San Romanoway (Errol Young)

1.2 STUDY AREA, SETTLEMENT HISTORY AND AREA CHARACTER

1.2.1 Study Area

The Jane Finch Initiative study and the Community Development Plan cover a larger study area (dashed line on the map to the right). The Jane Finch Urban Design Guidelines have a particular focus on the Secondary Plan area (thick bolded line on the map) but may be applied more broadly to the larger study area. The boundaries of the Jane Finch Secondary Plan area are based on criteria including walkability (500- to 800-metre walking radius from planned LRT stops), land use (areas where growth and change may be desirable and warranted), lot sizes and ownership patterns (larger parcels where development potential is greater), and other factors that arose during community consultations and planning analysis.



Jane Finch Secondary Plan area (in thick black line) and Study Area (in dashed black line)

1.2.2 Settlement History

For time immemorial, the land which is now the City of Toronto has been home to Indigenous peoples. Ojibway oral histories speak of Ice People, who lived at a time when ice covered the land¹. Following the retreat of glaciers approximately 13,000 years ago, small groups of Indigenous peoples moved from place to place, hunting, fishing, and gathering food according to what was available each season. Over millennia, they adapted to dramatically changing environmental conditions, developing and acquiring new technologies as they did so. Waterways and the lake were vital sources of fresh water and nourishment, and shorelines and nearby areas were important sites for gathering, trading, hunting, fishing, and ceremonies. Long-distance trade moved valuable resources across the land.

About 2300 years ago, Indigenous communities in what is now the Toronto area began to plant and grow food in addition to hunting, fishing, or gathering food. Agricultural communities became common near watercourses. By the mid-1400s, one ancestral Wendat community was located near the banks of Black Creek just north of today's Finch Avenue West. Known to archaeologists as the 'Parsons Site', it was large, well-planned in the layout of its homes, called longhouses, and well-defended by palisades, or walls of upright logs. The village would have been surrounded by large fields of corn, beans, and squash – known as the 'three sisters'.

Following the period of Wendat settlement in the Toronto area, which ended in the decades around 1600, people of the Haudenosaunee Confederacy and the Mississaugas of the Credit First Nation also made the area their home. Today, the Huron-Wendat Nation, Six Nations of the Grand River, and the Mississaugas of the Credit First Nation continue to value the Toronto area as their traditional homelands.

The colonial landscape of the Jane Finch area has been shaped by two significant periods of settlement: the first a period of settler agricultural development beginning in the early 1800s, and the second a post-1945 period of urban expansion. Following the negotiation of Treaty 13 ("The Toronto Purchase") with the Mississaugas of the Credit in 1787 and again in 1805, the British Crown moved to colonize the land. The Town of York (now Toronto) was founded in 1793, and shortly after, Jane Street and Finch Avenue were surveyed as part of an expansive grid of concession roads to facilitate access to farm lots. Through the nineteenth and early twentieth centuries, the area developed into a farming landscape serviced by nearby villages at crossroads, including Elia (Finch and Keele), Emery (Finch and Weston) and Kaiserville (Jane and Steeles). Buildings from this period, and a local cemetery, are conserved as part of nearby Black Creek Pioneer Village.

The 1952 Official Plan for the Township of North York provided a suburban vision for the area that encouraged auto-centric development with separation of land uses, commercial development favouring shopping centres and shopping plazas with ample surface parking over traditional main street mixed-use buildings, a range of housing typologies based on five different densities, and industrial areas to be located close to highways and railways.

Moving into the 1960s, the Jane Finch area was further shaped by the Municipality of Metropolitan Toronto's District 10 Plan (updated in 1969). The District 10 Plan laid out the streets, blocks and land uses, schools, parks, community facilities, local commercial requirements, along with a range of housing types and densities, that continue to define the area's urban structure.

The 1960s brought the first substantial developments. Major commercial uses were located at key intersections, with the construction of the Jane Finch Mall and the Jane-Sheppard Mall. In addition to single-family homes, townhouse or garden suite complexes, low rise apartments, and high-rise residential towers were constructed throughout the Jane Finch area. East

¹ With thanks to Philip Cote for the reference to Benton-Banai, Edward, *The Mishomis book : the voice of the Ojibway*. (Indian Country Press, 1985), 26.

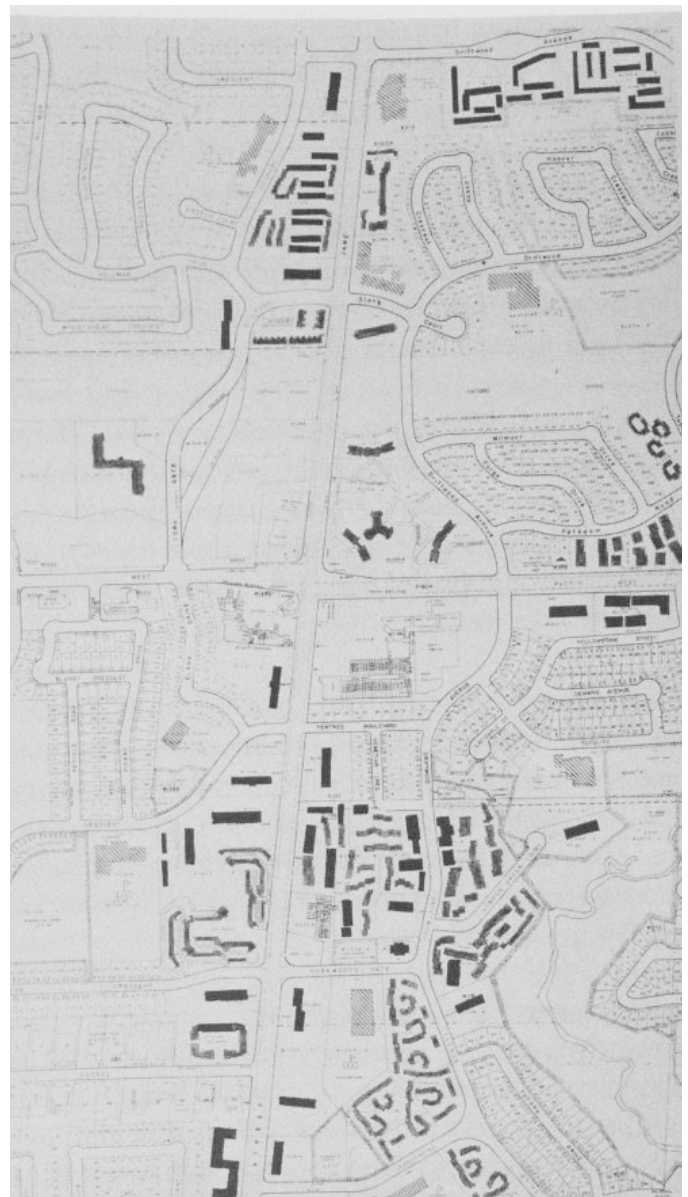
of Jane and north of Finch, on lands originally acquired for the construction of what would become York University, a master-planned community known as Edgeley Village was designed to provide a mix of both publicly supported and private housing, parkland, a school, and a plaza and a community centre. By 1975 the Jane Finch area had been largely built out, with the exception of localized infill development and a few significant public projects.

The construction of the Finch West 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 on the hospital site, and the revitalization of Toronto Community Housing's Firgrove-Grassways community are the major public investments into the 2010s and 2020s.

Community initiatives have created a strong local culture of grassroots organizing and social advocacy. Diverse cultural expressions, strong local organizations and active community leaders emerged as hallmarks of Jane Finch that continue to shape contemporary planning and change in the area.



San Romanoway, 1981 (Keith Beaty, Toronto Star, TPL)



Jane Finch area in 1990 (City of Toronto Archives)



Stong home, Black Creek Pioneer Village, 1958 (Ted Chirside)

1.2.3 Statement of Area Character

The Jane Finch study area is defined by the rich social, cultural, and physical characteristics that make this neighbourhood unique. The streets and buildings in the Jane Finch area as we know it are largely a product of the 1950s, 1960s and 1970s, when the majority of the area's contemporary built form and infrastructure was constructed.

Streets and Blocks

The street network in the area, developed from the District 10 master plan, includes two major arterial roads: Jane Street and Finch Avenue West, both of which have an existing right-of-way width of 36 metres. These two intersecting arterial roads divide the area into four quadrants, which are serviced by a network of curvilinear streets and large blocks that lack a fine grain of local connections to the surrounding area. Much of this was a result of the suburban vision for the area from plans developed in the 1950s and 1960s that encouraged auto-centric development.

Parks and Public Realm

The area has a network of 22 parks supplemented by natural areas within the adjacent Black Creek Ravine and open spaces along the hydro corridor. Natural heritage and ravines play an important role in the study area, protecting the water course and wildlife and connecting the site with the city's rich history and Indigenous heritage. These areas contribute natural beauty within an urban setting, providing several trails and additional recreational opportunities, and connecting the parks and open spaces system. The public realm network of Jane Finch does not only include parks and natural areas, but residents also congregate and socialize in courtyards, backyards, porches, and parking lots including at Corner Commons, a pop-up gathering space designed by the community in the parking lot of the Jane Finch Mall that is also a site for local public art, events, and activism.

Jane Finch also includes a variety of trails such as the Black Creek Trail within the ravine and the recreational trail along the Finch Hydro Corridor, which is named the Huron Wendat Trail and runs through a portion of the study area, providing further connectivity and accessibility throughout the area.



Finch Hydro Corridor trail (Google Maps)



Spenny Valley Park (Google Maps)



Jane Finch Mall (Wahi)



Corner Commons at Jane Finch Mall



Driftwood Community Centre



San Romanoway

Land Uses and Built Form

Residential areas include a range of housing types. High-rise and low-rise apartment buildings and townhouses are predominantly concentrated along Jane Street, as well as along Finch Avenue West to the east of Jane Street. High-rise apartment buildings, mostly built between 1969 and the mid 1970s are generally located along Jane Street and on streets hugging the Black Creek Valley such as Tobermory Drive and Driftwood Avenue. The scale of structures built during this period increased, with the introduction of Y-shaped tall building floor plans and sites with multiple towers surrounded by soft landscaping, representative of the ‘tower in the park’ planning concept. The local streets within residential areas that are further from the arterial roads are lined with single- and semi-detached dwellings.

The commercial core of the area is centred at the Jane Street and Finch Avenue West intersection, which includes the Jane Finch Mall and Yorkgate Mall where residents have access to local services and retail, including two supermarkets. An institutional-commercial cluster is situated at the intersection of Finch Avenue West and Norfinch Drive/Oakdale Road, which consists of a hospital (Reactivation Care Centre-Finch Site), assisted living and care facilities, office uses associated with the institutional sector, a police station and several hotels. Light industrial uses are concentrated along Norfinch Drive, Oakdale Road and Eddystone Avenue, adjacent to Highway 400. Metrolinx's Maintenance and Storage Facility (MSF) for the Finch West LRT is located on the north side of Finch Avenue West, between York Gate Boulevard and Norfinch Drive.

Social and Cultural Context

By the mid-1970s, residential development in the area had progressed more quickly than anticipated within the District 10 Plan. A study commissioned by the North York Council in 1975 noted that nearly 90% of population growth expected for 1990 was already in place in 1975 and the area was home to the highest concentration of Ontario Housing Corporation-owned family housing in Metropolitan Toronto, with existing densities overloading transportation infrastructure.

Communities within the rapidly growing area began to raise concerns in the early 1970s that growth was happening too fast, without the necessary investment in community services and facilities to support the large number of low-income families seeking affordable housing – many of them new immigrants – let alone the entire new population. In 1975, the Downsview West Action Committee became the first community-wide and community-based organization to seek to improve the quality of life of residents in the area. From its work emerged the Jane/Finch Centre, and many other important organizations and movements would follow. Community-based advocacy and support for one another became a fundamental and powerful characteristic of communities in the area, continuing to this day, as residents and their supporters sought, among other things, to respond to the implications and impact of poverty, newcomer settlement, racism and discrimination, isolation, and larger numbers of children and youth.

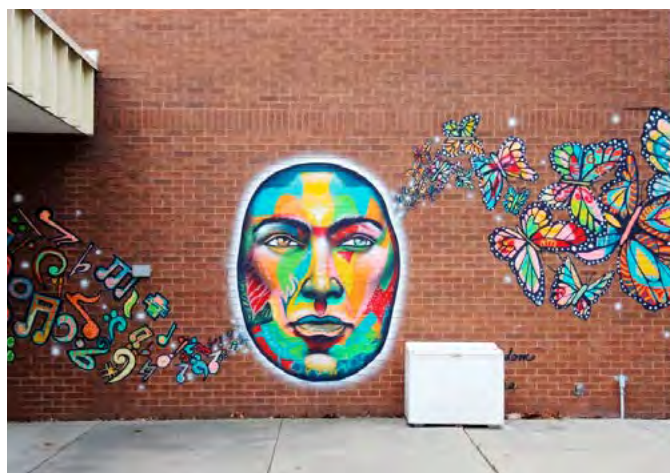
To do this work, residents sought low-cost meeting space wherever it was available. Community centres, the York Woods Library, and meeting rooms in community housing apartment towers and housing complexes became vital for this purpose. Space within malls and plazas was also used to provide programs and information to the community through programming like “The Spot”, the Community Engagement Centre and Black Creek Community Health Centre at Yorkgate Mall, or more recently, Corner Commons.

Permanent, low-cost community spaces, however, were never enough to meet community needs. During the planning and construction of the Finch West LRT, activism to leverage community benefits from the project resulted in Metrolinx transferring ownership of the frontage of the Maintenance and Storage Facility to the City of Toronto for the purposes of building the Jane Finch Community Hub and Centre for the Arts.

Jane Finch proudly embraces its rich cultural diversity. It is home to residents hailing from various ethnic backgrounds, contributing to a vibrant tapestry of traditions, languages, and cuisines. This diversity is celebrated through local festivals, events, and cultural organizations. Future changes and development will need to be sensitive to the social, cultural, and historical contexts of Jane Finch.



Mural at Black Creek Community Farm (Earth to Tables: Legacies)



'United Freedom' by Essencia, at Driftwood Community and Recreation Centre (Mcfcrandall.blog)

1.3 STRUCTURE AND DISTRICTS

The Jane Finch Secondary Plan defines the broad structuring elements of the area, including land use, an expanded public street grid that creates smaller development blocks; preferred locations for new public parks, squares, trails and ravine connections as well as Green Pedestrian Connections (pedestrian-priority mid-block connections), and Mixed Use Shared Streets (non-residential priority streets). These guidelines illustrate the intent of each of these elements to contribute to a collective overall identity for the area as it changes over time.

Some areas in Jane Finch will experience slower change at a smaller scale, whereas others may experience more immediate and larger scales of change. Nine distinct districts (refer to **Map 50-2 Districts Plan** on page 19 of this document and within the Jane Finch Secondary Plan) make up the overall structure of Jane Finch and are defined by characteristics such as their built form context and proximity to the natural environment, building type and scale, lot sizes, proximity to transit, and areas where growth is already anticipated or encouraged.

1. The Intersection District

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 permit a range of heights,

densities and building typologies that will accommodate the majority of new growth in the Plan Area. This shall include new affordable housing, supported by new streets, new and enhanced pedestrian and cycling infrastructure, new parkland, new public squares that honour the legacy of the intersection as a community meeting place, green infrastructure and community service facilities.



Sketch of the Intersection District

2. Norfinch District

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 connectivity to the Jane Finch Community Hub and Centre for the Arts to the east, the Health District to the south 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.

3. Finch Avenue District

The Finch Avenue District will intensify over time to include new mixed-use buildings with space for new businesses along the Finch West frontage. Development will preserve and expand the existing pattern of setbacks through an east-west Green Spine and will support walkability to the Intersection District and easy connections into surrounding neighbourhoods through north-south publicly accessible mid-block 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.



Conceptual drawing of the Norfinch District

4. Jane Street District

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. Infill development will preserve and expand soft landscaped areas, unencumbered soil areas and mature tree canopy. 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 will be encouraged to include small-scale retail, service and community-serving uses at grade that are highly visible and accessible from the Green Spine.

5. San Romanoway and Palisades District

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 maintain the area’s green and open space character and include small-scale retail, service and community-serving uses. Development will prioritize improved access for residents to the 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 dedication.

6. Tobermory District

The Tobermory District – with proximity to the Black Creek ravine, the green ‘lungs’ of the neighbourhood – 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 new connections into the ravine system, and improved connections to the hydro corridor and the Tobermory stop on the Finch West LRT.

7. Health District

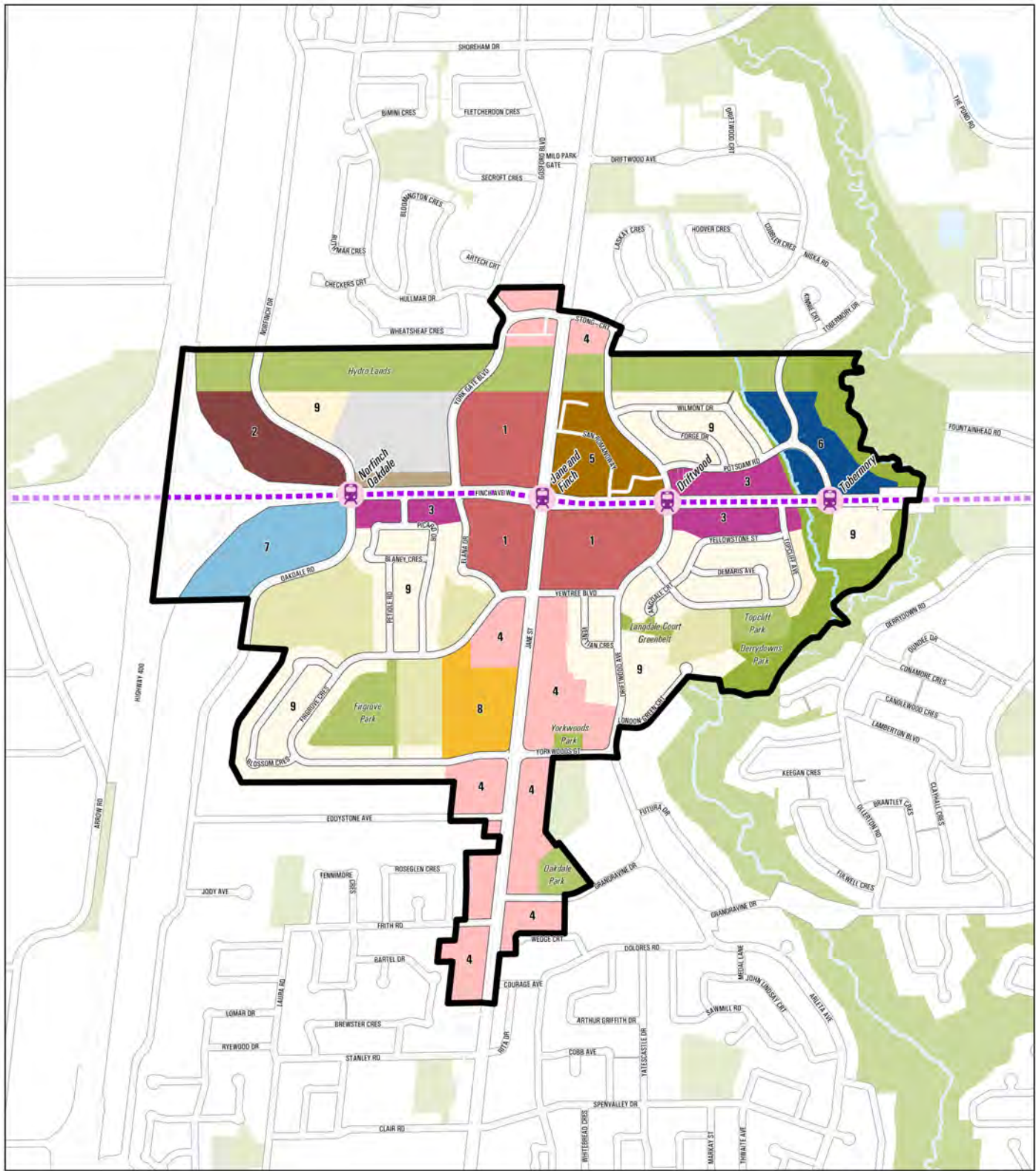
The Health District is an important community anchor with an accessible cluster of institutional and health sciences-related uses. Expansion of these institutional and health sciences-related uses will be supported. Public realm improvements will ensure that pedestrians and cyclists can safely access facilities, especially to and from transit, while maintaining essential motor vehicle access.

8. Firgrove-Grassways District

The Firgrove-Grassways District will develop as a mixed-income, mixed-use community with significant affordable housing in the form of mid-rise and tall buildings, supported by a network of walkable streets, community service facilities, and expanded parkland.

9. Low-Rise Neighbourhood District

The Low-Rise Neighbourhood District will undergo gentle intensification through the addition of new low-rise building types such as garden suites and multiplexes. Development will be encouraged to expand low-rise housing options, together with small-scale retail, service and office uses primarily serving area residents.



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

1.4 VISION

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 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 a neighbourhood 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.



Youth engagement activities at Westview Centennial Secondary School



One of the "Greening Jane Finch" boards at a public open house

1.5 GUIDING THEMES

As Jane and Finch evolves, it is important to support a complete community and adopt a holistic approach to development that not only accommodates future growth, but also preserves the existing elements of the community that are well-loved.

These three interconnected Guiding Themes were created to structure engagement with stakeholders, but also to frame and organize the recommendations in this report. The Guiding Themes help ensure that Jane Finch can grow over time as a transit-supportive and complete community with a mix of land uses, and a built form and public realm strategy that supports liveability.

Greening Jane Finch

Jane Finch is anchored by significant green assets. This includes large and expansive assets such as the Black Creek Ravine, its mature tree canopy, and small playgrounds and sports fields throughout the neighbourhood. In addition to parks, the neighbourhood is also home to several community gardens and urban agriculture initiatives, from the Black Creek Community Farm to local food justice activism. The Finch Hydro Corridor and landscaped edges framing Jane Street also add to the overall green character of the area.

Throughout history and up to the present day, there are many spaces in the public realm network where people do not feel safe. It is critical that the design and programming of parks and the public realm respond to these community safety concerns through more diverse programming, new supportive amenities, and designs that ensure spaces are legible, appropriately lit and comfortable for users throughout the day. New or enhanced Green Pedestrian Connections that are safe and comfortable will also help connect these treasured assets – from parks to the ravine – together, creating a meaningful network of green spaces where everyone can feel welcome.

Building on these existing attributes, the Greening theme will ensure that the Jane Finch area remains a green and diverse community with many accessible opportunities for residents to connect with nature.

Moving Around Jane Finch

Mobility is evolving in Jane and Finch, from its car-dominated roots as a post-war suburb into a walkable, bikeable, and transit-accessible hub. The new LRT will provide the community with faster and more reliable transportation options, making it easier for residents to travel within the area, and throughout the city. In addition to transit, many residents bike and walk as their main means of transportation to school, work, and to access the amenities they need.

The Moving theme will ensure that sustainable transportation options – whether walking, cycling, using transit – are accessible, affordable, comfortable, and empowering for everyone.

Building a Complete Community in Jane Finch

As Jane Finch continues to grow it is important that the built form and land uses support the diverse needs and aspirations of its residents. Both residential and non-residential amenities – schools, commercial and retail spaces, community centres, recreational opportunities – need to be accommodated while preserving and enhancing the neighbourhood’s unique cultural identity.

Built form plays a critical role delivering on the principles outlined in these guidelines. The existing and future buildings in Jane Finch are important for framing the public realm, ensuring spaces feel human-scaled, reinforcing feelings of safety and comfort, creating vibrant public spaces for all to enjoy, and promoting a high quality of design and beauty in the area.

The Building theme will ensure that built form supports the needs of residents by building places where people can live, work, learn, play and thrive.

2.0 Natural Heritage and Sustainable Neighbourhoods

- 2.1 Natural Heritage System and Water
- 2.2 Sustainable Neighbourhoods
- 2.3 Community Gardening

2.1 NATURAL HERITAGE SYSTEM AND WATER

Jane Finch is situated next to the Black Creek Ravine and has ample open spaces. Any development strategy for the area must emphasize the importance of preserving and protecting ecosystems, promoting sustainable practices, and ensuring the responsible use of resources to meet both present and future needs.

2.1.1 Black Creek Ravine

Once a source of fresh water and nourishment for Indigenous communities, the Black Creek is an important natural environment system within Jane Finch. The city's ravine systems connect people with nature, with history, and with Indigenous heritage. The Jane Finch communities – including the present-day Indigenous community in the neighbourhood – has indicated that they value the ravine, both as an area of retreat to nature, and as a recreational asset.

As the Toronto Ravine Strategy states, these ravines are the "heart and soul of a remarkable natural environment system" within the city, making it critical to protect and enhance these significant natural assets. The Ravine Strategy sets a foundation for the long-term sustainability of the ravines and watersheds and should be a reference as the landscapes of Jane Finch continue to evolve.

The City of Toronto's partnership with the Toronto and Region Conservation Authority (TRCA) and the ongoing improvements to the ravine system will continue to ensure that ravines – like the Black Creek Ravine in Jane Finch – continue to thrive for future generations.

GUIDELINES:

1. Limit impacts on the Black Creek Ravine through strategies such as larger building setbacks (with the opportunity to use the space for additional access points, walking trails, and pedestrian amenities), transition in building heights to limit shadow impacts on the ecological function of the ravine, and reducing impervious surfaces on a site to limit runoff into ravines.
2. Preserve mature trees and other natural features adjacent to the ravine and within the broader natural heritage areas along the ravine.
3. Development adjacent to Black Creek should explore providing safe and controlled passage into the ravine, as well as activity 'hubs' where residents and visitors can enjoy the ravine, while minimizing disruptions to the natural environment.
4. Development adjacent to the Natural Heritage System is encouraged to demonstrate a net increase in ecological function and biodiversity on the development site.
5. Implement the Toronto Parks and Trails Wayfinding Strategy, which will increase visibility and navigation to, and within the ravine system.
6. Expand the Community Stewardship Program to include the Black Creek Ravine area, as recommended in the Toronto Ravine Strategy.
7. Any park design or landscaping within the adjacent table lands should aim to better connect people and other natural habitats to the ravines. This can extend the green qualities of the ravine lands further into the Jane Finch neighbourhood.

2.1.2 Biodiversity & Landscape

The built environment of Jane and Finch is deeply intertwined with its natural surroundings – from large-scale ravine networks to smaller-scaled gardens or lawns. As a community embedded within and committed to the natural environment, it is important to ensure that nature is visible, accessible, and vibrant.

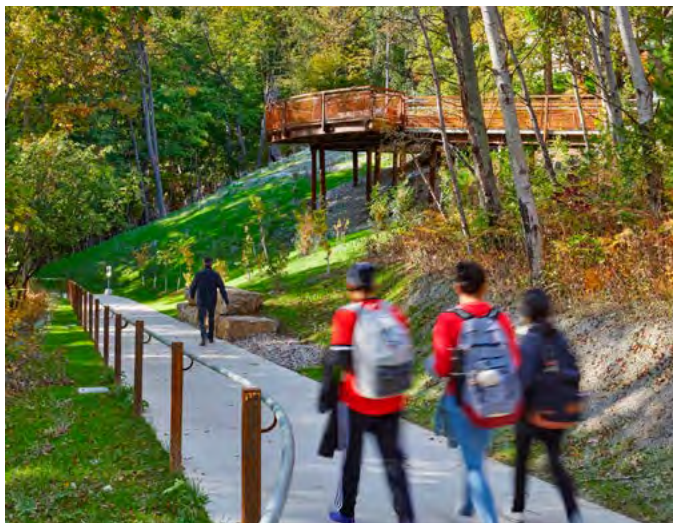


Edible landscapes along Jane Street

GUIDELINES:

Development should achieve the following:

1. Protect, restore, and enhance natural heritage and water resource systems. It should prioritize ongoing maintenance and improvements to the surrounding natural ecosystems in the neighbourhood.
2. Introduce more diverse plantings, native tree and plant species to encourage biodiversity and maintain year-round interest. Low-maintenance and pet-tolerant plantings are preferred in parks and public open spaces.
3. Adhere to the Toronto Green Standard and Green Streets Guidelines to ensure adequate soil volumes and sun access to support healthy and mature trees.
4. Prioritize building on encumbered areas first, so unencumbered areas can be protected and prioritized to accommodate mature tree growth and plantings.
5. Explore new and more sustainable uses for surface parking lots. These present important opportunities to create new natural landscapes, including by incorporating the following:
 - a. Native and salt-tolerant vegetation, vegetated buffers and islands;
 - b. Rain gardens or bioswales; and
 - c. Permeable paving and landscaping.



University of Toronto Scarborough Valley Land Trail (Landezine)

2.2 SUSTAINABLE NEIGHBOURHOODS

Understanding that Indigenous, Black, and other equity-deserving groups face greater challenges preparing for, responding to, and recovering from shocks and stresses in their natural and built environment, is foundational to implementing the Jane Finch Secondary Plan and Urban Design Guidelines.

2.2.1 Indigenous Placekeeping

Indigenous placekeeping in Jane Finch involves providing access to lands and waters for ceremony, stewardship, and cultural activities – essential for honouring Indigenous cultures and histories.

With the Black Creek Ravine and the Parsons Site adjacent to the Jane Finch area, there are opportunities to acknowledge the territory and improve education for the non-Indigenous population of the area. There are also critical opportunities to restore Indigenous identity within the ravine and adjacent areas. The Jane Finch Secondary Plan looks to advance opportunities identified through engagement with the community and the City of Toronto’s Reconciliation Action Plan. It is important to continue engagement with Indigenous communities, as they deem appropriate, to identify specific locations for ceremony or cultural activities.

GUIDELINES:

1. Continue to provide opportunities in the public realm to strengthen Indigenous identity, such as for ceremony and cultural activities (e.g., sacred fires, medicine gardens) and implement them as permanent park assets. This applies to both parks and private development sites.
2. Explore the establishment of additional Indigenous community gardens, which are Indigenous-led in design, maintenance, and programming.
 - a. Explore the potential of using the existing firepit in the ravine behind York Woods library as a site for ceremony. This exploration should be done in collaboration with TRCA and relevant First Nations.
3. Reduce barriers to access land and water, specifically in the Black Creek Ravine. Conduct consultation with Indigenous groups to identify specific locations for enhancements, creation of new connections, removal of

barriers, and public realm strategies to improve safety.

4. Improve visibility and integration of Indigenous art at all scales, whether through private development or within parks and the public realm.
5. Collaborate with the Indigenous Affairs Office to develop an approach to signage and wayfinding, such as integrating local Indigenous languages.

2.2.2 Climate Responsive Design

To combat extreme heat and urban heat island impacts, specifically for those sensitive to hotter weather (older adults, children), strategies can be employed through development – including but not limited to the design of new streets, parks, public squares, buildings, and provision of trees – and by leveraging the City's capital projects program to suggest further public realm improvements for the area.

The changing climate and weather conditions have historically resulted in basement flooding in Jane Finch. Green infrastructure or low-impact development strategies should focus on managing stormwater runoff to help mitigate the negative impacts basement flooding poses to residents and businesses.

In addition to managing stormwater, green infrastructure strategies also create a cooling effect, reduce temperatures in the built environment and public realm, enhance aesthetics, and improve air quality.

GUIDELINES:

1. Maximize pervious surfaces to promote water balance and infiltration. Strategies can include: new trees, green roofs, permeable paving, stormwater ponds and bioretention areas, and rain gardens.
2. Increase mature tree canopy throughout the area to provide shade and relief from high temperatures, improve air quality, enhance aesthetics, and improve overall health and wellbeing. These should be prioritized in:
 - a. Areas with low tree canopy, such as employment areas and along major roadways (particularly Finch Avenue West, Jane Street, Norfinch Drive, Firgrove Crescent, Driftwood Avenue, Oakdale Road and York Gate Boulevard);
 - b. Areas around transit stops; and
 - c. In new parks, Green Spines, and along the perimeter of public squares and along new streets.
3. Preserve existing trees, especially mature trees and mitigate tree injury. Where removal of a protected tree is necessary, an application for an Urban Forestry Tree Protection and Plan Permit (TPPR) is required, with permit conditions including replacement tree planting.
4. All new streets and connections should provide a row of trees on either side of the pedestrian clearway on both sides of the street where possible with adequate soil volumes for healthy and mature tree growth.
5. Establish flexible community spaces that can adapt to meet community needs, especially those that allow for comfort during periods of extreme heat or extreme cold. Examples include warming and cooling centres.
6. Provide shade through tree planting and elements such as awnings, canopies, and stand-alone shade structures for relief from heat, especially at high-traffic areas like transit stops, patios, and streets with high levels of commercial activity and community services.



Furniture such as seating or bike racks can support use of existing facilities (The Meadoway)



Gardens at San Romanoway as part of the Sustainable Neighbourhood Action Program (TRCA)

7. Integrate water features such as drinking water stations and splash pads, as well as public washrooms, in parks and public squares.
8. Integrate green infrastructure such as bioswales, green roofs, permeable paving, rain gardens, or community gardens into all new development and streetscapes to enhance the ecological functions of the public realm (refer to Green Streets Guidelines). Private development must address required infrastructure needs to service new development wholly on-site.
9. Mitigate extreme cold and snowy conditions through strategies including:
 - a. Windbreaks such as trees, vegetation, and hedges to reduce snow drifts and absorb snow melt;
 - b. Surface treatments on high-traffic areas such as key intersections, bus stops (particularly along Jane Street), and sidewalks along major roadways, to help with melting snow, de-icing, and increasing visibility; and
 - c. Incorporating snow storage areas to prevent snow piles getting in the way of pedestrian or cyclist movements.

2.3 COMMUNITY GARDENING

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. Community conversations in Jane Finch highlighted a strong desire among residents for more opportunities to grow local food and advance local food sovereignty by encouraging uses that support urban



Sky Garden, Toronto (University of Toronto)

farming, food production, food processing and distribution, food waste recovery and food education.

Gardens and food landscapes come in many different shapes and sizes, including allotment gardens, community gardens, large-scale urban agricultural centres with a focus on education like Black Creek Community Farm, rain gardens and biodiverse landscapes embedded in streetscapes, and other resident-led gardens like Rudy’s Garden in Black Creek. Opportunities to grow local food and advance local food sovereignty are important for promoting well-being, local stewardship, culturally appropriate food choices, education and beauty within the Jane Finch communities.

There are existing community gardens in Jane Finch that should be protected and enhanced, with potential new gardens that will extend access to more residents. It is important to acknowledge the larger network of gardens and the decades-long role that local residents have played in turning forgotten or neglected spaces into well-loved garden spaces.

GUIDELINES:

1. Development should mitigate impacts on existing or potential future gardens, ensure favourable year-round sun conditions for growing, create an appropriate buffer from traffic (and related air pollution), and enhance access.
2. Landscaping around new developments, redevelopments and improvements to existing developments, should prioritize the planting of Indigenous medicines, nuts and berries, as per the Reconciliation Action Plan.
3. New community gardens should be located to be publicly accessible and highly visible.



Rudy's Garden, Black Creek (The Geographer's Corner)

3.0 Cultural Heritage

Identifying properties of cultural heritage value or interest is an essential part of a municipality's role in heritage conservation. As part of the Jane Finch Initiative, a Cultural Heritage Resource Assessment (CHRA) was completed by Common Bond Collective, who served as technical heritage consultants specializing in historical research and built form analysis.

The CHRA produced a Historic Context Statement (HCS), which provides an analysis of historic themes, built form patterns, and periods of development that have shaped the study area. The HCS considers how buildings and landscapes within the area relate to one another and support their broader context. In addition, Wanda MacNevin, a respected long-time advocate for the community and a local historian, provided an understanding of the history of community organization and advocacy and its relationship to place in the Jane Finch area. She produced a report entitled, "It Happened Here: Places of Community Organizing and Activism in Jane-Finch," which, along with community engagement, provided a rich understanding of places in the study area that were of importance to the distinctive and strong history of community activism in Jane Finch.

Engagement through the CHRA was integrated with the overall engagement process for the Jane Finch Initiative, in coordination with community facilitators at the Jane/Finch Centre. Consultants and staff worked collaboratively with a heritage focus group composed of local historians and people with lived experience of the Jane Finch area. Input from the heritage focus group helped to identify historic themes, and specific properties that reflect the area's cultural heritage and the community's stories. The Jane/Finch Centre also coordinated a series of one-on-one interviews between local youth and knowledge keepers, which further informed an understanding of Jane Finch history.

The CHRA identifies properties of heritage interest that may be further considered by the City for inclusion on the Heritage Register as a non-designated property or a designated property under the Ontario Heritage Act. Inclusion on the Heritage Register allows properties to be conserved and maintained in accordance with Official

Plan's heritage policies or regulated as protected heritage properties. Through the application of provincial criteria, three properties have been recommended to be considered for inclusion on the Heritage Register (See the map in **Appendix B**): Driftwood Community Centre (4401 Jane Street), York Woods Public Library (1785 Finch Avenue West), and the former Yorkwoods Community Centre (20 Yorkwoods Gate). Yorkwoods Village and Edgeley Village, two distinctive planned communities within the study area, have been identified for further research and evaluation.

Through engagement, residents made it clear that there were places in the community that were important, not because of the significance of a building itself, but because of what has happened there. In response, the City has explored additional tools for supporting and enhancing the cultural heritage and community values of Jane Finch.

Resulting from Wanda MacNevin's research, and informed by community engagement, the CHRA identifies places of importance to the history of community organization and activism (See map in **Appendix A** and chart on the following page). These places are valued for the stories they represent, rather than for their tangible features and characteristics. Supported by Secondary Plan policies, the properties on the map in **Appendix A** are acknowledged for their important contribution to Jane Finch, and any future development at these properties will take this value into consideration.

GUIDELINES:

1. Places identified in the map in **Appendix A** may be the subject or location of interpretation and commemoration of organizations, people, and events that have shaped the identity of Jane Finch.

Places of importance to the history of community organization and activism

Property Address or Name	Associated Community Organizations
415 Driftwood Avenue	Y.W.C.A. Life Skills Group, Action for Neighbourhood Change, Getting in Touch
15 Tobermory Drive	Life Skills Group, moms and tots programs, Mennonite Community Ministry
2999 Jane Street	Life Skills Group, Centre for Green Change
350 Grandravine Drive	Oakdale Community Centre
5 Needle Firway	Life Skills Group, Women's Group, United Church's Community Ministry
1911 Finch Avenue West	Downsview Weston Information Post, Jane/Finch Centre's Early ON, J.V.S. Employment Services, Corner Commons
2699 Jane Street	Black Creek Community Health Centre
2512-2546 Jane Street	Northwood Neighbourhood Services, Delta Family Resource Centre
1 York Gate Boulevard	Jane Finch Concerned Citizens Organization, Black Creek CHC, York University-T.D. Community Engagement Centre, Jane/Finch Centre's The Spot, Seneca College
2845 Jane Street	Cambodian Association; Jane Finch Concerned Citizens Organization
15 Clubhouse Court	Northwood Community Centre
San Romanoway	San Romanoway Revitalization Association
4400 Jane Street	Jane/Finch Centre
Black Creek Community Farm	Black Creek Community Farm

Introduction

Natural Heritage

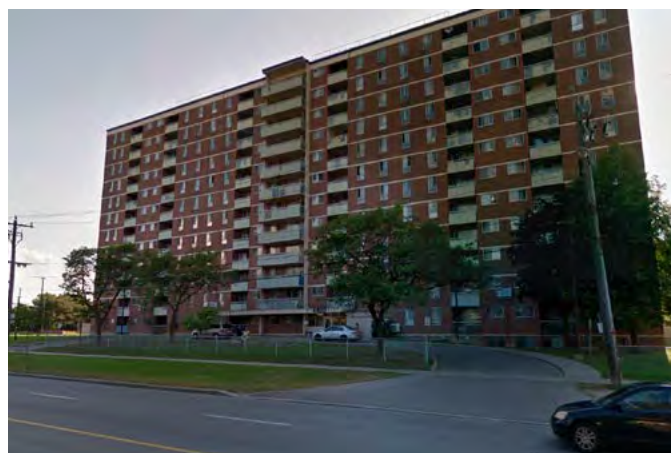
Cultural Heritage

Public Realm

Built Form



Black Creek Community Farm (Photo from Earth to Tables Legacies)



4400 Jane Street, Jane/Finch Centre (Google Maps)

4.0 Public Realm

- 4.1 Gateways and Views
- 4.2 Parks and Open Spaces
- 4.3 Public Art
- 4.4 Streets and Streetscapes

4.1 GATEWAYS AND VIEWS

4.1.1 Creating & Enhancing Views

The natural and built landscapes of Jane Finch result in views and vistas to, from, and within the area, contributing to its character and identity. Well-designed gateways with attractive landscaping, signage, and architectural features can welcome visitors to an area and leave them with a positive impression of the community. Gateways can also signify the boundaries of a neighbourhood, provide orientation and wayfinding cues and help people navigate from one place to another.

GUIDELINES:

1. Create and enhance views, vistas, and gateways to these unique Jane Finch landmarks and landscapes that either exist today or will emerge as the neighbourhood evolves:
 - a. The Focal Point: The Intersection District has always been a focal point and landmark in Jane Finch, acting as a centre of activity and congregation for the community. The important community gathering spaces that have existed historically and will exist through future development will draw people to this central location. As Jane Finch evolves over the coming years into a mixed-use complete community, the Intersection District will reinforce itself as an important node with significant buildings that add to the skyline and create a visual focal point that helps people navigate towards transit, businesses and retail, community facilities and spaces of gathering and celebration.



Underpass art, lighting and landscaping in Campbell, California (Curbed)

- b. Ravine Views: The Black Creek Ravine is an iconic natural landscape that should be celebrated and enjoyed. There are multiple views into the ravine from the neighbourhood that are important to protect and enhance. For example, as people travel along Finch Avenue over the ravine, whether by walking, cycling, or on the Finch West LRT, there are opportunities to take in views of the ravine from above. Strategies to preserve and improve views to the ravine can include:
 - i. Installing interpretive signage that provides information about the ravine's history, ecology, and significance;
 - ii. Ensuring development does not obscure key views of the ravine, but creates additional opportunities for residents to enjoy the views and vistas (e.g. new trail entrances or connections, look out platforms, etc.); and
 - iii. Establishing the Green Spine along Jane and Finch, to extend the greenness of the ravine into the community.
- c. Hydro Corridor Views: In addition to its role as a utility corridor, the Finch Hydro Corridor is an important open space, providing active transportation routes, recreational space, sky-view, and informal gathering spaces. To promote usage and activation of the hydro corridor it should be a visible and accessible open space. Development should be designed so people can easily locate, identify, and access the hydro corridor. Views of the hydro corridor should be accessible to people traveling on all intersecting streets and pathways.
- d. Highway Gateway: Highways – under/overpasses, exits and entries – often create first impressions of a neighbourhood. As people exit the highway and travel east along Finch Avenue, this threshold can be an opportunity to celebrate and signify the entrance into Jane Finch. Enhancing a highway underpass can improve the aesthetic appeal, safety, and functionality of the area surrounding it. Improvements can include signage, public art, signifiers of community identity, and lighting.

4.2 PARKS AND OPEN SPACES

At the writing of these guidelines, the Jane Finch area has a diverse network of 22 parks, ranging in function from passive open space to programmed recreation fields. Although most of the area has a good supply of parkland and open space, there are still areas, including those anticipated for higher growth, that require greater access and improved walkability to green and open spaces.

There are gaps in the overall public realm network that can be filled with new and diverse types of parks and public squares, expansions to existing parks, new Green Pedestrian Connections, and a fine-grained and vibrant network of streets.

4.2.1 Parks

The design of new parks and improvements to existing parks will help provide additional programming, more diverse types of park spaces, and add to the rich network of parks and open spaces, including connecting to the broader public realm and ravine.

GUIDELINES:

1. New parks will meet the needs of everyone, with specific attention given to Indigenous, Black and other equity-deserving groups such as older adults, children, women, racialized people, and those with accessibility needs. New parks should be universally accessible.
2. Parks and park features should be designed for sustainability and resilience, for all seasons, and should prioritize the use of attractive, high quality, durable materials and finishes that also support maintenance efforts.
3. Parks should include intuitive and accessible connections to and from the Finch West LRT and other area transit stops.
4. New parks within the three quadrants of the Intersection District will become signature green spaces within the area and support a wide range of both active and passive programming. Active programming includes features and facilities that support sports, structured play and organized activities, while passive programming typically

supports more unstructured and leisurely activities such as picnic areas, open lawns, naturalized areas, healing gardens and walking trails.

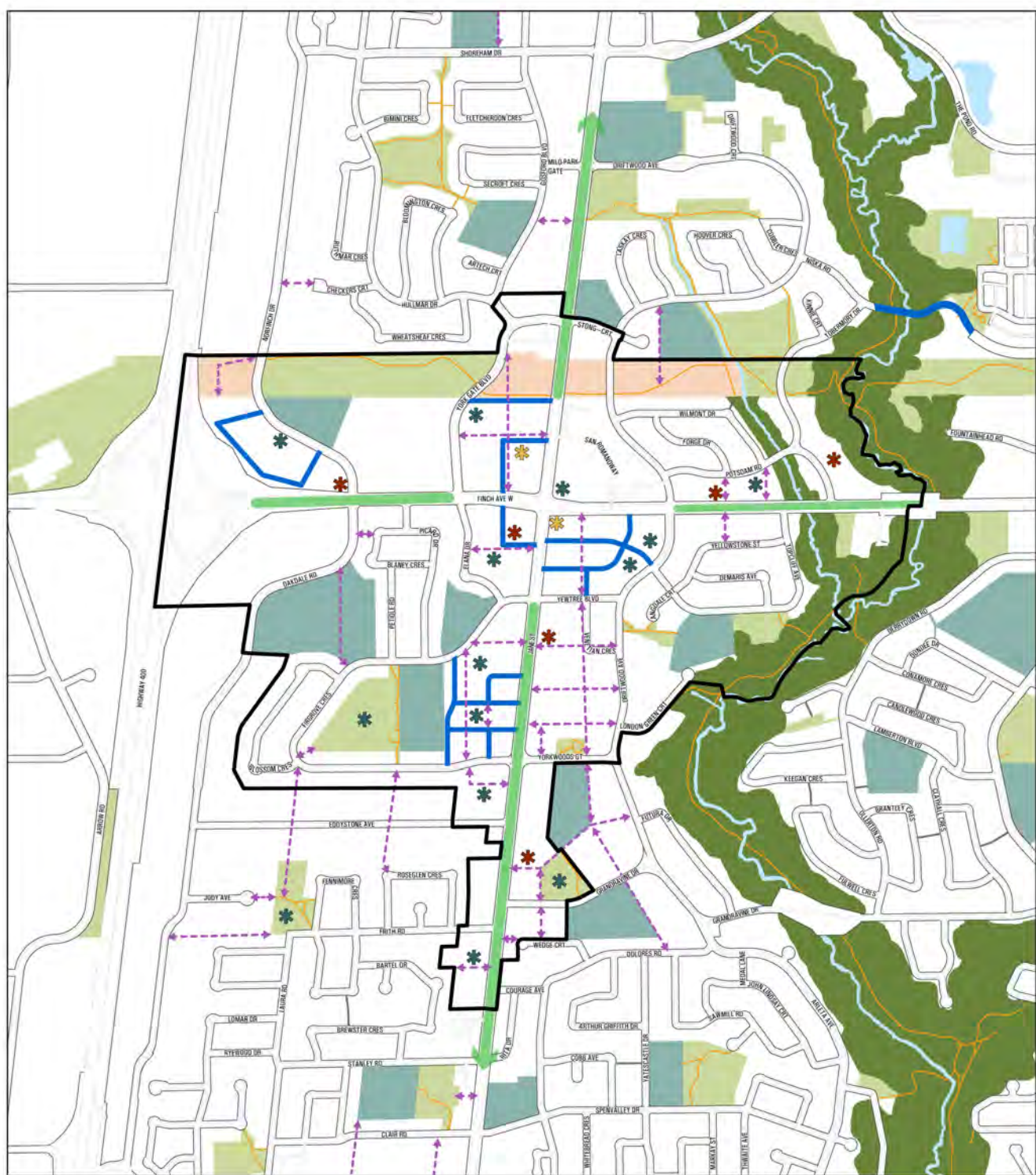
5. Parks should be tree-lined, well-lit, and well-furnished with amenities such as seating, washrooms, garbage receptacles, and drinking water fountains.
6. New parks in Jane Finch will contribute and connect to the existing open space network by:
 - a. Establishing a prominent public frontage with clear physical and visual connections;
 - b. Creating seamless connections to the pedestrian network; and
 - c. Providing visibility from key destinations and public roadways.



Oakdale Park, Jane Finch



Existing green open spaces around apartment towers in Jane Finch



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

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



4.2.2 Green Spines

The open landscaped areas surrounding buildings in Jane Finch are a defining characteristic of the area. It is particularly evident along Jane Street and Finch Avenue West which often have deep building setbacks, a sense of greenness and openness, respite from concrete, skyview, consistent tree canopy, and lush landscaping. Many of the buildings along these streets leave ample room in the setback from building face to roadway for trees and landscaping.

To reinforce the green character of Jane Street and Finch Avenue West, Green Spines will be sought where they are shown on **Map 50-3: Parks and Public Realm Plan**. The Green Spines along Jane Street and Finch Avenue West will offer a range of benefits, including tackling climate change and building resilience by growing the City's tree canopy, providing enhanced infrastructure for walking and cycling, turning grey to green with soft landscaping and permeable surfaces that can manage storm water, protection for people using active transportation from vehicular traffic, and mitigation of the urban heat island effect. Opportunities for providing new or enhanced tree canopy will also improve air quality, reduce noise levels, and provide a buffer between pedestrians and roadway traffic.

Exposure to nature and greenery have been shown to have a positive impact on physical and mental health and wellbeing,

such as reducing stress and improving mood¹. The defining green character of these streets should be preserved and enhanced as the area evolves.

GUIDELINES:

1. Green Spines will help to link together disconnected pedestrian walkways from private development to the Jane Street and Finch Avenue West street network. Green Spines reflect a transit-supportive public realm, connecting private development to a comfortable streetscape where people can walk, cycle and easily reach public transit options, reducing dependency on vehicles.
2. To support effective Green Spines, development on Jane Street and Finch Avenue West should:
 - a. Have front-yard setbacks sufficient to achieve a 5.0-metre Green Spine;
 - b. Ensure the Green Spine area includes:
 - i. A row of trees planted on either side of the pedestrian clearway on both sides of the street to provide shade, with adequate soil volumes to promote healthy and mature tree canopy growth;

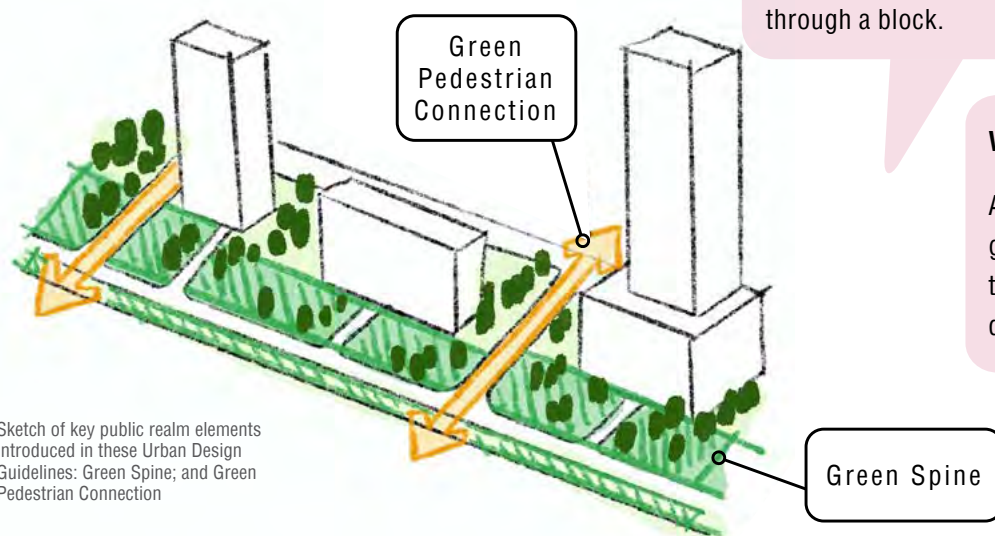
¹ City of Toronto Public Health, "Green City: Why Nature Matters to Health - An Evidence Review, 2015.

What is a Green Pedestrian Connection?

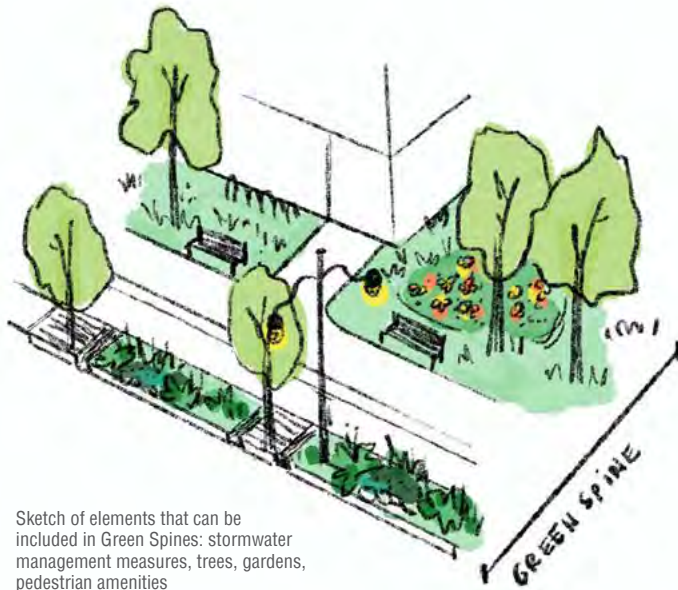
Green Pedestrian Connections are publicly accessible, pedestrian-prioritized paths of travel, at least 10 metres in width, where possible, that provide porosity through a block.

What is a Green Spine?

A Green Spine is a street with a generous green landscaped curb-to-building-face distance as a defining feature.



Sketch of key public realm elements introduced in these Urban Design Guidelines: Green Spine; and Green Pedestrian Connection



Sketch of elements that can be included in Green Spines: stormwater management measures, trees, gardens, pedestrian amenities

- ii. Lush and generous soft landscaped areas that aid in water infiltration;
 - iii. Green infrastructure measures such as rain gardens, bio-retention areas, green gutters and bioswales to aid in stormwater management (refer to the Green Streets Technical Guidelines for further details); and
 - iv. Amenities such as public art, pedestrian-scale lighting, wayfinding measures, and places to sit, particularly near transit stops.
- c. Enhance pedestrian safety and comfort along Green Spines through measures such as creating clear sightlines to building entrances, providing adequate lighting, and ensuring the legibility of semi-private spaces;
- d. Buildings located facing the Green Spines should feature prominent building entrances and visibility into the ground floor to support a safe and comfortable environment for pedestrians; and
- e. Consider landscape transition areas where architectural elements such as integrated planters and low screening can help distinguish between public and private uses that may face the Green Spines. Where private outdoor spaces are visible from the Green Spines, they will provide high-quality design to enrich the pedestrian experience.



Finch Hydro Corridor Recreational Trail, from Jane Street (Google Maps)



Introduction of meadow habitats that serve as pollination corridors (BC Hydro)

4.2.3 Hydro Corridor

The Finch Hydro Corridor is a publicly accessible, significant green space, spanning east-west across the northern portion of the Secondary Plan area. The hydro corridor runs parallel to Finch Avenue from Highway 400 on the west to Pickering on the east, with the Finch Hydro Corridor Recreational Trail running on the section from roughly Highway 400 to Dufferin Street.

Many residents use the corridor for recreation as well as a path of travel. As part of the implementation of the Ravine Strategy, the establishment of the Loop Trail – a continuous 65-kilometre pedestrian and cycling route around Toronto – will provide additional connections between the Jane Finch area and the network of trails in the Humber and Don River ravine systems that lead to the Lake Ontario shoreline. The Loop Trail is being planned through a partnership between the City of Toronto, Evergreen, and Toronto and Region Conservation Authority (TRCA).

Some parts of the hydro corridor are formalized sport fields Remberto Navia Sport Fields and Norfinch Cricket Ground. As an important asset to the community, this open space should be protected and enhanced while maintaining the core utility function of the corridor.

GUIDELINES:

1. Enhance the hydro corridor as a connection route and space that is safe and accessible for pedestrians and cyclists. Corridor enhancement strategies should be co-created with the community. All new structures within the hydro corridor lands will need to be planned and designed in consultation with the utility owner.

Hydro corridor enhancements may include the following:

- a. Ecological restoration or new native plantings, such as meadow landscapes that promote biodiversity;
- b. Urban agriculture, which contributes to local food security and sovereignty;
- c. Shade and seating, where possible, to create a more inviting and comfortable environment to sit, rest, and gather, especially around active programming (such as sport fields);



St James Park themed playground is an example of a programmed park space with tree canopy and seating in Toronto (Earthscape)



Parks framed by buildings - Regent Park, Toronto (NAK)



Example of desire paths through the hydro corridor (Access Planning)

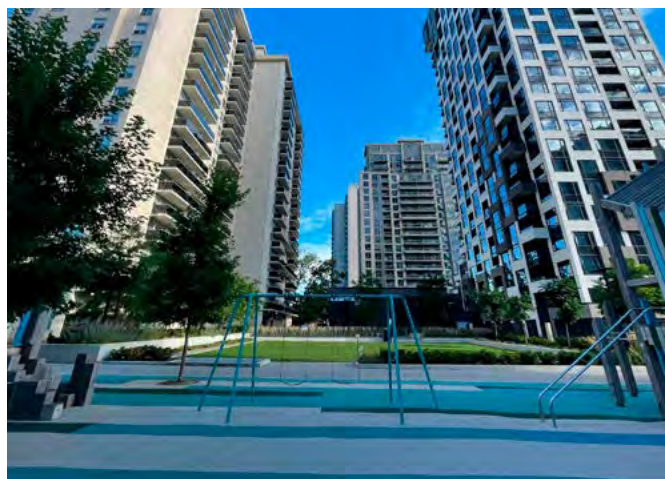
- d. Lighting to create a safe and accessible space, particularly in the evenings and at night;
 - e. Public art installations or educational plaques;
 - f. Expressions of identity such as art, wayfinding, plaques, signage, or asphalt paint, to create a unique and memorable character for the corridor while also engaging and inspiring visitors; and
 - g. Areas to support local education, such as outdoor learning spaces with seating, or informative plaques about plantings, habitats, flora and fauna species, and Indigenous knowledge and histories.
2. Formalize existing desire paths and create new paths to add more north-south connectivity from the hydro corridor to the surrounding neighbourhoods. These north-south connections are important for creating connections to LRT stops and the commercial heart of the area.
 3. Align any improvements to the existing trail with the planning of the Loop Trail. Linking the existing trail to the Loop Trail is critical to strengthening the connectivity between the Jane Finch area and the Humber and Don ravines, as well as the Lake Ontario waterfront. Improvements to the trail system will include:
 - a. Creating and maintaining the new Loop Trail Connection between the hydro corridor and the walking and cycling routes on Finch Avenue West, which provide a portal across Highway 400.

4.2.4 Public Squares

Public squares are important elements of the larger public realm network. The Official Plan defines a public square as: "A special open space type primarily defined at its edges by streets and/or civic buildings". Its unique urban form with high visibility and access allows it to be a social and civic gathering space that provides opportunities for social interaction, entertainment, cultural events and flexible programming that enhance the daily lives of residents and workers. Public squares are desirable because of their spaciousness, prominence and easy access.

Public squares can create inviting, functional, and visually appealing places for people to gather, relax, and enjoy community. These areas can be 'spill out' areas for ground-floor activities, offer flexible programming like farmers markets or events, and provide passive areas for sitting and resting. Proposed new public square locations consider factors such as density, proximity to transit, micro-climate conditions, and adjacency to ground-floor uses and entrances like retail.

One of the key priorities for the Jane Finch Secondary Plan area is to implement public squares as civic gathering spaces at the intersection of Jane Street and Finch Avenue West. This will allow for social interaction, entertainment, cultural events and flexible programming as desired by the community.



Paved open spaces can be connected to park spaces, extending the broader public realm network – High Park, Toronto



Place Émilie-Gamelin is a public space in Montreal that features patios, seating, planters, and temporary installations (Mtl.org, Eva Blue)

GUIDELINES:

1. New public squares are planned around the intersection of Jane and Finch and should be designed to:
 - a. Have at least one significant street frontage and be directly accessible from public sidewalks;
 - b. Be framed and defined by buildings on at least two sides, offering a sense of enclosure without limiting public access;
 - c. Be clearly interpreted as publicly accessible and part of the larger public realm network (for example, by providing inviting signage and no fences surrounding the public square);
 - d. Be framed by an active use and/or a high degree of transparency;
 - e. Encourage a wide variety of activities, including walking, resting, and gathering by providing ample seating, tree canopy and other elements that promote comfort;
 - f. Have a mix of hard and soft landscaping, with consideration for stormwater management, such as using permeable paving, and accommodating sufficient soil depth and volumes to ensure mature tree growth;
 - g. Be marked as a primary entryway to transit, retail and businesses;
 - h. Recognize and preserve existing community spaces and functions at the intersection;
 - i. Include wayfinding elements that orient visitors to additional access points and connect to key pedestrian paths into the interior of these large sites;
 - j. Be large enough to accommodate high volumes of pedestrians safely and comfortably;
 - k. Where feasible, integrate a row of trees along edges to offer shelter from sun and wind and create a sense of enclosure and buffering from vehicular traffic, while still providing multiple access points and visibility to streets and, where possible, the LRT;

- l. Have high-quality landscaping, such as area-specific plantings and decorative pavers, as well as street furniture;
- m. Include public realm features and public art that emphasize the importance of the intersection;
- n. Be welcoming to community gathering and activation, such as public markets, live music and art fairs; and
- o. Include access to public wifi, electrical outlets and other features to support community programming.

4.3 PUBLIC ART

Public art can have a profound impact on neighbourhoods and communities by helping them develop a sense of place and shared identity, encourage conversations about local histories, and help enliven public spaces. Public art can help activate a variety of places in Jane Finch, from large standalone sculptures within public squares to colourful murals on building facades. Public art can create a more inclusive, vibrant, and visually engaging neighbourhood that reflects the values, aspirations, and diversity of its residents.

Public art should be encouraged at every opportunity and can be implemented in a variety of ways, including through private development, commissions by the City, or led by the community.



First Nations Pavilion - Awen' Gathering Place, Collingwood (Image source: Brook McIlroy)

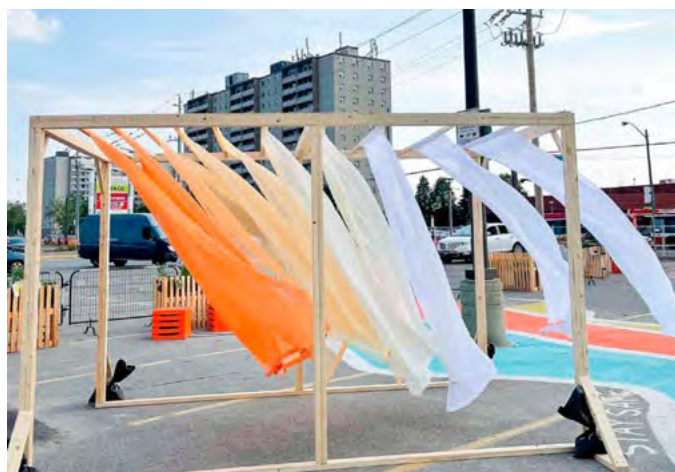
4.3.1 Integrating Public Art & Local Culture

GUIDELINES:

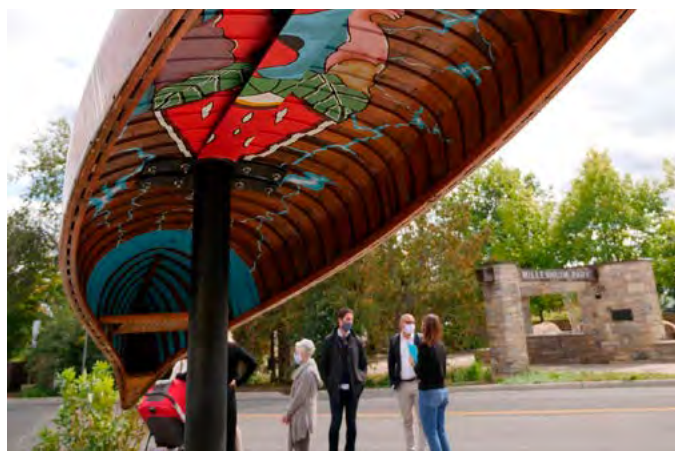
1. Public art strategies should be developed for the Jane Finch study area. These strategies will include public art opportunities through private development and for public spaces, such as streets, parks and public squares, through the City's Percent for Public Art Program for long-term and permanent installations.

The strategies will include:

- a. Setting the vision for the Jane Finch study area that will include the objectives of the Urban Design Guidelines within the public realm;
- b. Embedding Truth and Reconciliation with Indigenous communities and championing equity and inclusion, among both artists and audiences, as foundational



Interactive installation, Corner Commons, Jane Finch Mall as part of the artist-in-residency initiative (Art and image by Lila Nguyen)



Jiimaan'ndewemgadnong (The Place Where the Heart of the Canoe Beats) Pocket Park, Peterborough (Art by Tia Cavanagh, photo by Ben Hargreaves)

principles for public art;

- c. Addressing barriers to the representation of Indigenous, Black, and other equity-deserving artists and communities;
- d. Identifying public art opportunities, site potential, art selection process, selection panel composition, estimated budgets, public-relations and communication strategies;
- e. Mentorship through a selection process that includes emerging artists working with a mentor;
- f. A developer partnering with a post-secondary/institutional art program and working with local arts communities to identify potential local artist mentees; and
- g. A public art process that ensures community input is heard and opportunities for local artist involvement is prioritized, in keeping with the vision of the Community Development Plan.

2. The public art strategies will refer to the Toronto Public Art Strategy 2020-2030 which is a vision to advance public art across Toronto for the benefit of residents and visitors. The public art strategies will also include opportunities through other programs such as StreetARToronto, Arts and Culture Services in the Economic Development & Culture division, non-profit organizations as well as potential philanthropic donations.

The strategies will include:

- a. The City working with the private sector to identify new opportunities for temporary public art on private and public areas (outside of the Percent for Public Art program) and siting and evaluating technical feasibility of temporary works.
3. Public art opportunities on major municipal buildings and structures will be identified in public art strategies.
 - a. Where private developers are implementing public capital infrastructure projects, public art will be required (i.e., community centres, libraries, bridges, underpasses, etc.)

4. Public Art should respond directly to the specific site and surrounding context. Public art is encouraged to consider:
 - a. Scale, fit and proportion;
 - b. Material selection, durability, and maintenance;
 - c. Views from the public realm, including to aid with navigation; and
 - d. The history of Jane Finch and its communities, including as described in the Jane Finch Historic Context Statement, to provide inspiration for public art that further supports a distinctive sense of place.
5. There are areas within the neighbourhood that offer unique opportunities for 'signature' art and should be prioritized for public art implementation. These include:
 - a. Creating a gateway by Highway 400: Unique lighting and painting can celebrate this entry into the neighbourhood, while providing a more comfortable and lively sense of place;
 - b. At large sites such as Jane Finch Mall, Yorkgate Mall, and Norfinch Shopping Centre: Art at these corners can celebrate the cultural significance of this intersection;
 - c. By ravine and trailheads: Acknowledge the Huron-Wendat Trail and Northwest Cultural Trail and celebrate the natural heritage of the ravine system;
 - d. At community facilities such as the Jane Finch Community Hub and Centre for the Arts, community recreation centres including a new community centre at Firgrove-Grassways, or at the Toronto Public Library branches; and
 - e. Black Creek Community Farm.
6. Explore options to preserve existing community-based artwork and integrate public art and local cultural expression into placemaking opportunities.

4.3.2 Murals

GUIDELINES:

1. Provide attractive treatments and articulation on visible side wall(s) of buildings.

2. Consider murals for the exterior walls of new developments where they are visible from the public realm. Through consultation with the local community, ensure that artwork accurately supports Jane Finch's distinct sense of place, history, and culture.
3. Prioritize local artists for art commissions in the area.

4.4 STREETS AND STREETSCAPES

Jane Finch includes a number of different street right-of-way widths, with distinct characters for each in their varying contexts. Through the Jane Finch Initiative, streetscape designs emerged that consider the City's Complete Streets work, including generous pedestrian clearways, room for growing healthy and mature trees, patio spaces to support local businesses in the area, and zones that can accommodate street furniture and street art.

New developments will be required to provide public realm enhancements and improvements that contribute to a lively and attractive street character. These new streetscape designs should be incorporated within the City's Streetscape Manual.

4.4.1 General

GUIDELINES:

1. New roads and connections should create comfortable and convenient access to Finch West LRT stops, parks and open spaces, and key anchor destinations such as the Jane Finch Community Hub and Centre for the Arts.
2. Intersections should be safe, well-marked, and located at least every 100 metres, approximately. They should help provide convenient and intuitive access between key destinations such as parks, public squares and anchor uses, preventing the need to jaywalk across traffic.
3. Loading and servicing entrances should be consolidated on large blocks with turning facilities internalized into base buildings in an effort to prioritize active modes of transportation (walking and cycling) activity on Mixed Use Shared Streets.

4.4.2 Finch Avenue West

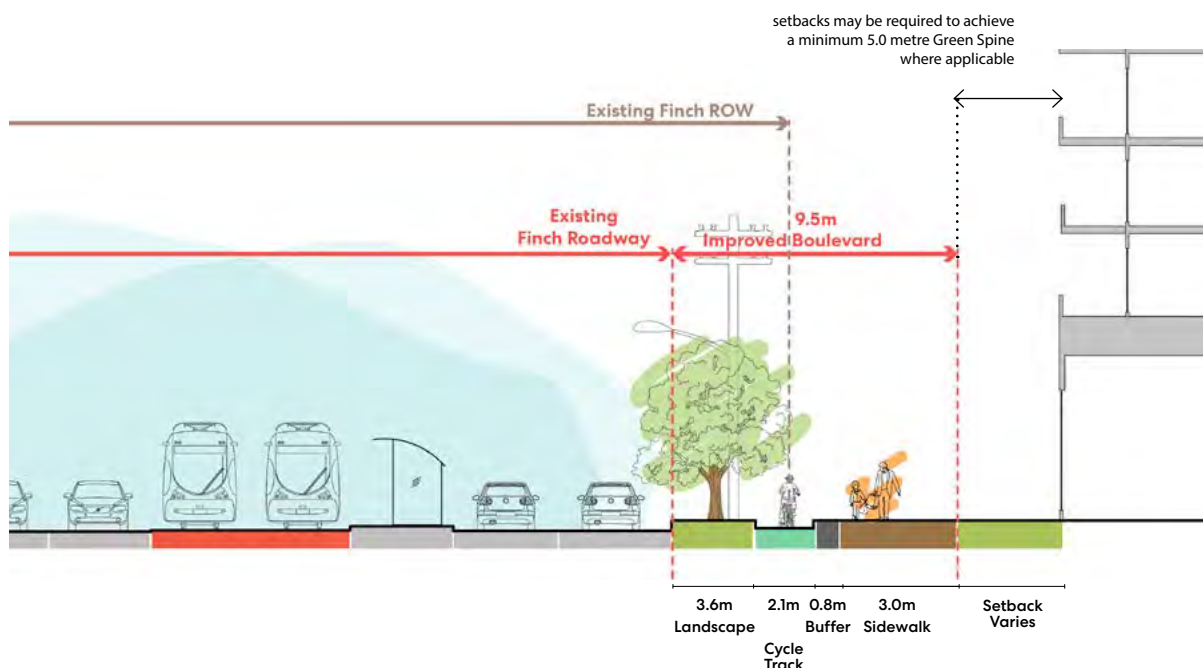
Finch Avenue West forms the central axis of Jane Finch. The Finch West LRT provides residents and workers of Jane Finch a more reliable, faster and comfortable transit option for getting around, with improved connectivity to the city’s higher-order transit network. Finch Avenue West has transit priority measures that ensure efficient movement of the LRT while providing ease and safety for pedestrians during transfers from one mode of transportation to another.

GUIDELINES:

1. Protect for at least 9.5m* between the edge of the roadway and the property line, expanding the ROW in constrained areas if required to fit:
 - a. A 0.8 metre buffer between cyclist infrastructure and roadways or pedestrian clearways;
 - b. A 2.1 metre cycle track;
 - c. A 3.6 metre furnishing zone (or as noted in the Finch West LRT streetscape plans); and
 - d. A 3.0 metre pedestrian clearway within the public ROW.

* Note: Setbacks may be required to achieve a minimum 5.0 Green Spine where applicable.

2. The setback space within the private ROW can be utilized to:
 - a. Improve retail spill out activities and patio space at active retail frontages;
 - b. Create additional pedestrian clearway space to accommodate large pedestrian volumes, especially near transit stops; and
 - c. Increase the street tree canopy by providing an additional row of trees within the private setback area to create a more pleasant public realm for pedestrians.
3. Wherever possible, provide intersection design elements that improve safety and visibility for vulnerable road users like pedestrians and people cycling. These may include geometric safety improvements such as curb radii reductions, truck aprons, and reduced crossing distances for pedestrians.



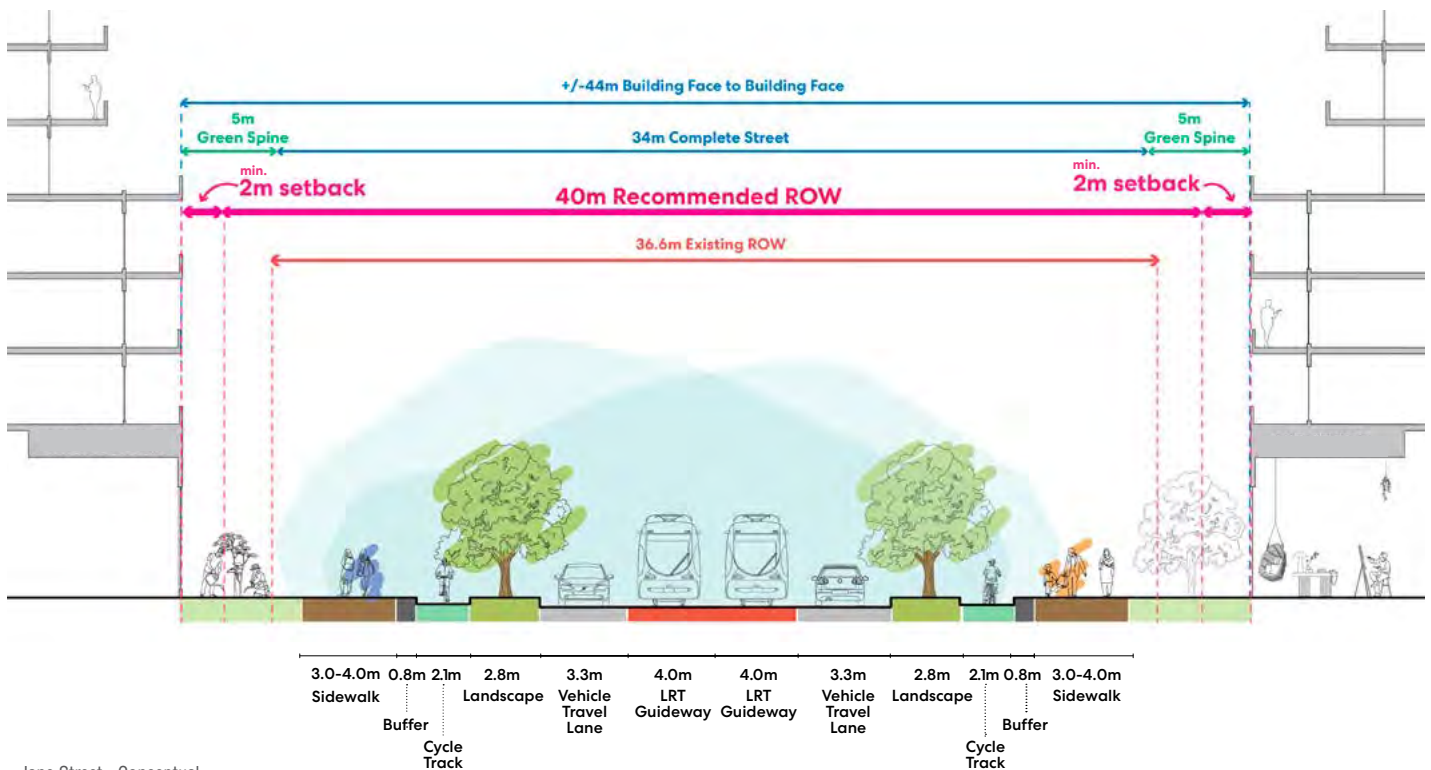
4.4.3 Jane Street

As a north-south axis within the Secondary Plan area, the current TTC bus route and pedestrian network along Jane Street are well used. Transit improvements are being planned for Jane Street through potential bus priority solutions under the RapidTO program, which would further serve the mobility needs of residents, workers and visitors of the area. Jane Street is characterized by deep setbacks on either side of the street within apartment neighbourhoods, offering opportunities to reinforce the public realm with wider sidewalks, a double row of street trees on each side of the street, green spaces, or other pedestrian amenities. Transportation in all modes along Jane Street will also support the Finch West LRT by conveying residents to this higher order transit.

GUIDELINES:

1. Jane Street will have a consistent 40-metre wide public right-of-way, as per the Official Plan Amendment for the Jane Finch Secondary Plan.
2. Jane Street will have wide boulevards to accommodate a pedestrian clearway, dedicated cycle track, and a wide landscape/amenity zone.

3. A wide pedestrian clearway of a minimum 3 metres must be provided to accommodate high levels of pedestrian traffic all along the corridor.
4. Room for dedicated cycling infrastructure of a minimum 2.1 metres wide will be provided. Bike racks and bike sharing stations are also highly encouraged along cycling routes to promote multi-modal transportation options.
5. A wide landscape/amenity zone of at least 2.8 metres is encouraged on both sides of Jane Street to achieve a mature, healthy and continuous tree canopy.
6. Where possible, provide intersection design elements that improve safety and visibility for vulnerable road users like pedestrians and people cycling.
7. An additional row of trees should be provided within the private setback on both sides of the street, to create a row of trees on either side of the pedestrian clearway for a more comfortable and attractive public realm for pedestrians.
8. To the extent possible, streetscape improvements will implement the Complete Street vision prior to full right-of-way reconstruction.



Jane Street - Conceptual Cross Section

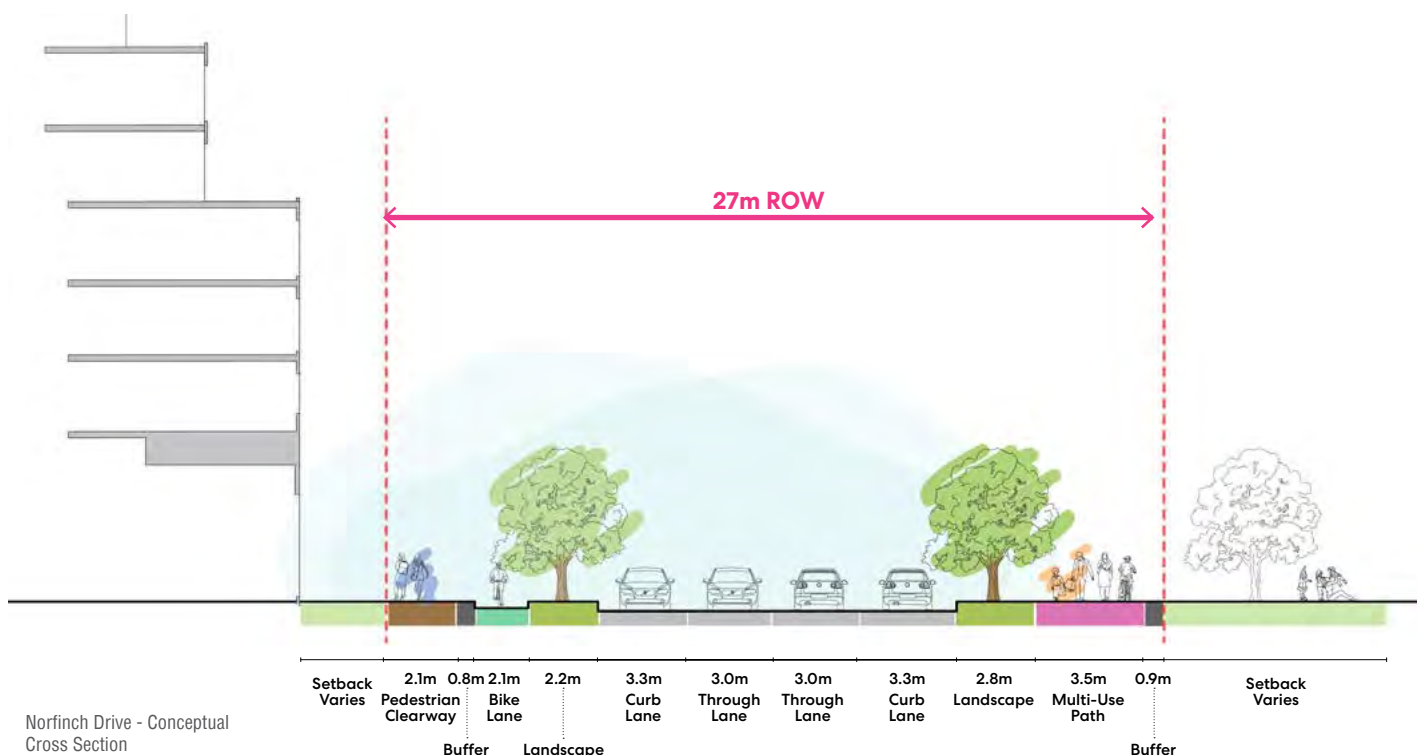
4.4.4 Norfinch Drive

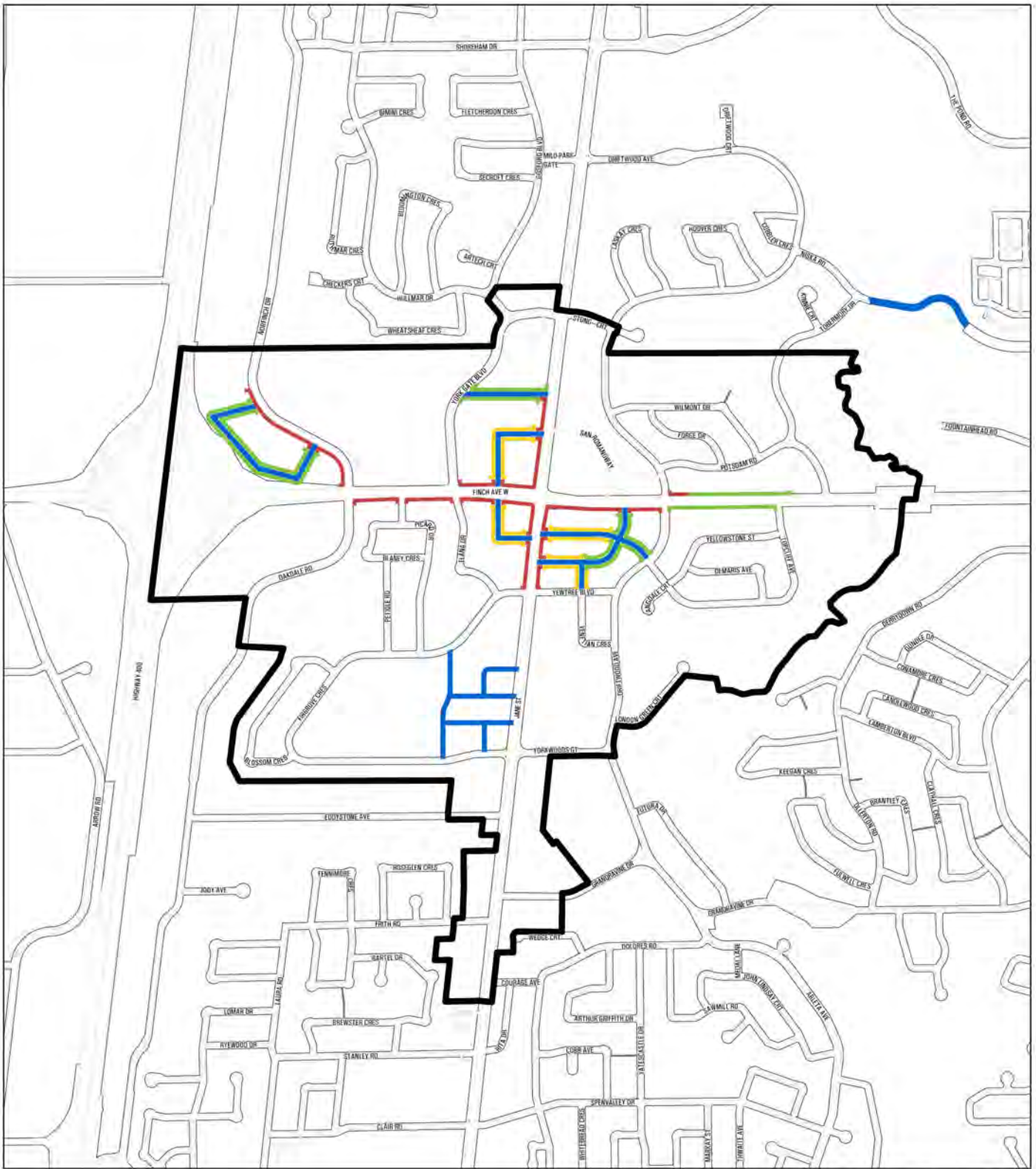
Norfinch Drive plays a crucial role in connecting employment areas located in the north with the future LRT on Finch Avenue West. Due to its proximity to the Norfinch Oakdale LRT stop, the land fronting onto the west side of Norfinch Drive is envisioned to support the development of a transit-oriented complete community, where residents and workers will have convenient access to higher order transit and to active transportation networks connecting to the Intersection District.

GUIDELINES:

1. Norfinch Drive will have a consistent 27-metre wide public right-of-way, as per the Official Plan.
2. Norfinch Drive will have boulevards accommodating a pedestrian clearway, a dedicated cycle track on the west side, and a wide landscape/amenity zone.
3. Norfinch Drive will have a 3.5-metre wide multi-use pathway on the east side, connecting to the Loop Trail (between the Finch West bike lanes and the Finch Hydro Corridor Trail) along the western edge of the Finch West LRT Maintenance and Storage Facility site.

4. A wide pedestrian clearway of a minimum 2.1 metres must be provided to accommodate pedestrian traffic.
5. Room for dedicated cycling infrastructure of a minimum 2.1 metres wide will be provided, along with bike share stations closer to the LRT stops and employment areas to encourage active transportation.
6. A minimum 1-metre wide buffer between the bike infrastructure and the roadway is encouraged to ensure the safety of people cycling.
7. A wide landscape/amenity zone of at least 2.2 metres is encouraged on both sides of Norfinch Drive to achieve a mature, healthy and continuous tree canopy.
8. Development will be oriented and set back from the property line along Norfinch Drive (3-5 metres typical) to protect clear sightlines for pedestrians and people cycling along Norfinch, in consideration of the curve of the street, which can also provide opportunities for expanded landscaping, tree planting and forecourts.





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

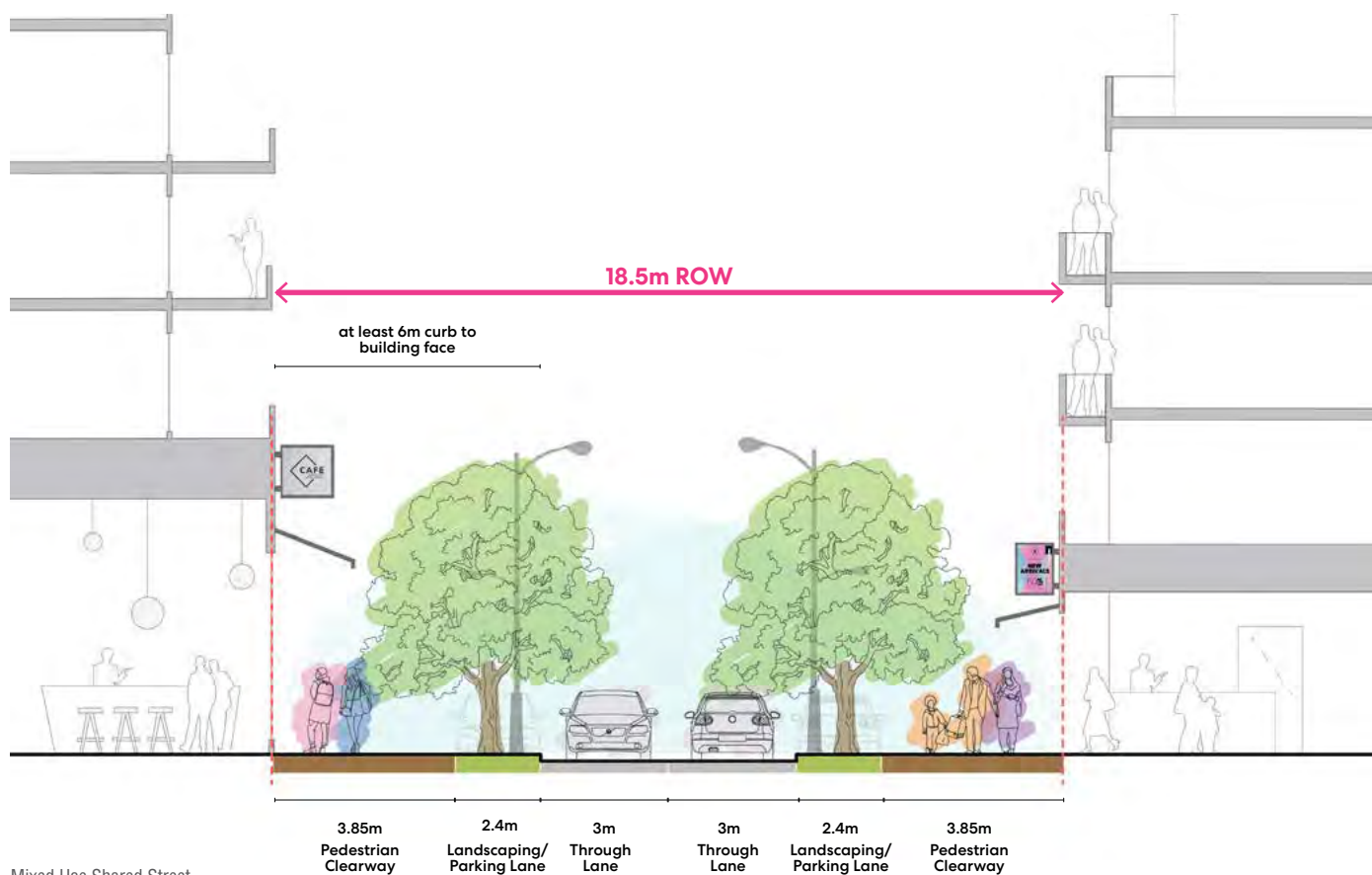
4.4.5 Mixed Use Shared Streets

Some of the new streets in the Intersection District are proposed as “Mixed Use Shared Streets” as defined in the Complete Streets Guidelines. Mixed Use Shared Streets are intended to support small-scale retail, commercial uses, services and cultural spaces. They will be intimate, two-sided retail streets with narrow rights-of-way that prioritize the pedestrian experience.

GUIDELINES:

1. Design Mixed Use Shared Streets to be narrow streets that prioritize active modes of transportation, with a right-of-way width of generally 18.5 metres.
2. Avoid providing loading and servicing functions off of Mixed Use Shared Streets where possible.
3. Protect for a 6-metre wide sidewalk zone from the curb to the building face, including a generous pedestrian clearway.

4. All Mixed Use Shared Streets will be designed to accommodate one lane of traffic in each direction, and a 2.4-metre wide optional parking lane that is shared with a landscape amenity zone (which may include seating, planters, bicycle racks and bike share stations) and a generous 3.85-metre wide pedestrian clearway.
5. Mixed Use Shared Streets, where they align with Priority Retail Streets as defined in the Jane Finch Secondary Plan, will have active frontages and articulated ground floors with canopies, recessed entries, transparent glazing and display windows, that create a fine-grained character and a greater visual connection between indoor and outdoor spaces.
6. A continuous canopy of trees and street furniture must be provided within the landscape amenity zone to provide shade and comfort and to encourage community interaction and gathering.
7. Ample lighting and wayfinding must be prioritized within Mixed Use Shared Streets for improved safety and accessibility at all times.



Mixed Use Shared Street - Conceptual Cross Section

4.4.6 Green Pedestrian Connections

The street network will be complemented by Green Pedestrian Connections that create porosity through blocks for pedestrians and cyclists where vehicle movement is not possible or required. Green Pedestrian Connections allow people walking or cycling to travel shorter distances to access transit stops, workplaces, shopping, community facilities and other neighbourhood destinations. They will be safe, green “short cuts” through the neighbourhood that provide convenient route options beyond the street network for those travelling by active transportation. When designing Green Pedestrian Connections, reference should be made to the Green Streets Technical Guidelines for green infrastructure and low-impact development strategies.

GUIDELINES:

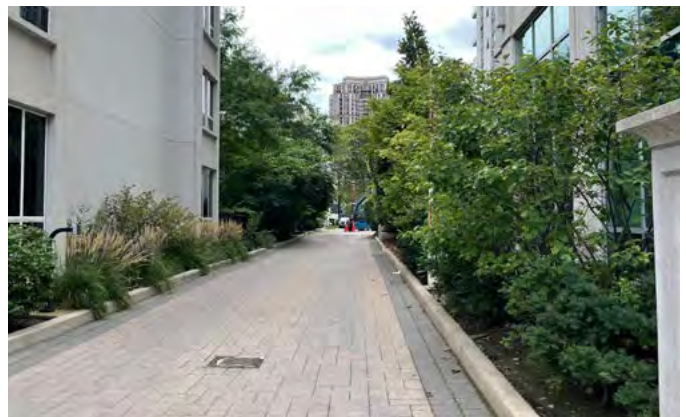
1. Green Pedestrian Connections should be a minimum of 10 metres in width to provide accessible paths of travel with clear sight lines. These connections will prioritize the wellbeing and safety of pedestrians and cyclists. Green Pedestrian Connections should include the following design features:
 - a. Lighting, to ensure visibility and comfort both day and night;
 - b. Landscaping and greenery, such as trees, shrubs, and flowers to provide shade and an attractive path of travel;
 - c. High-quality paving materials that are durable, require minimal maintenance, and have patterns that help differentiate pedestrian areas from vehicular zones;
 - d. Accessible ramps and tactile paving to respond to grade changes, instead of stairs;
 - e. Signage and wayfinding, to guide pedestrians to and from important destinations in the neighbourhood such as transit, schools, the ravine, and community centres; and
 - f. Cycling amenities such as bicycle racks.



Two sided retail street, East Village, Calgary



Planting and landscaping on shared pedestrian connection, Vancouver (Google Maps)



Paving and landscaping help slow down traffic, North York



Green Pedestrian Connection – Pedestrian Only



Green Pedestrian Connection – Pedestrian Priority (Cars Permitted)

2. Green Pedestrian Connections should limit barriers such as fences. Collaboration between landowners is encouraged, emphasizing the importance of inclusive and welcoming open spaces. Collaboration with school boards to provide and maintain Green Pedestrian Connections is also encouraged.
3. Green Pedestrian Connections should be direct paths of travel. Avoid winding paths that reduce visibility and hamper safety.
4. Green Pedestrian Connections should be linked to the broader pedestrian network and help formalize existing desire paths, recognizing the convenient routes people in the community have already established. This can improve the usability and accessibility of the pedestrian network.
5. All Green Pedestrian Connections will be designed to limit vehicular movement and accommodate a dedicated multi-use path or shared pedestrian and vehicular path with generous boulevard space on either side.
6. Where Green Pedestrian Connections share space with vehicles, drive aisles should be limited in length, have a minimum paved width of 6 metres, and use high-quality surface materials and other design measures to prioritize pedestrian and cyclist movement.
7. The landscaping/boulevard zone will be separated from the shared pedestrian and vehicular pathway with features such as bollards or planters to improve pedestrian safety.
8. Street elements and furniture such as lighting poles, curbs, planters, bollards and benches should be used to distinguish between the different zones of the Green Pedestrian Connections.

4.4.7 Materiality & Paving

GUIDELINES:

1. Streetscape materials must be of high quality, durable and able to withstand heavy foot traffic and extreme weather conditions, especially around transit priority areas such as Finch Avenue West and Jane Street.

2. Streetscape materials must have the appropriate texture and slip resistance properties to be safe for people walking and cycling.
3. Sustainable, environmentally friendly materials that are permeable and help reduce runoff while filtering pollutants are encouraged in the boulevard.
4. Streetscape materials must be aesthetically pleasing, adding to the character of the neighbourhoods.
5. All paving details will refer to the City of Toronto Streetscape Manual and standards.

4.4.8 Lighting

GUIDELINES:

1. Ample street lighting will be provided on all streets and pedestrian routes for safety and legibility of the surrounding environment where appropriate.
2. Lighting must be energy efficient LED lighting that is controlled by sensors, timers and remote-control capabilities.
3. Solar powered lights are encouraged along streetscapes and parks.
4. Regular maintenance of lighting is required to ensure that lighting systems operate at optimal efficiency.



Paving, landscaping, and canopies provide comfortable spaces - Albion Library, Toronto (Google Maps)

4.4.9 Planting

GUIDELINES:

1. Native, drought-resistant and low-maintenance trees and plantings must be chosen in order to conserve water and ensure longevity and health. Additionally, the use of salt-tolerant planting near vehicular areas and pet-runs and relief areas is encouraged.
2. A continuous row of street trees is encouraged on either side of the pedestrian clearway on both sides of new streets and connections where possible to provide tree canopy and a comfortable public realm.
3. Provide soil volume for trees in accordance with Toronto Green Standard requirements to promote healthy and mature tree growth.
4. A minimum of 8 metres centre-to-centre spacing is required between trees. To ensure sufficient soil volume and space for the healthy growth of tree canopies, arrange the double row of trees in a staggered formation.
5. Provide a raised 200-millimetre-wide curb adjacent to planting areas to separate planting from the movements of pedestrians, cyclists and pets.
6. Consider using remote-controlled drip irrigation systems for planters and other landscaped areas along the street to ensure maximum water efficiency.



Integration of rain gardens into streetscape on Lakeshore Road (Photo from Brook McIlroy)



Landscaped buffer between cyclists and vehicular traffic, Massachusetts (Photo from MMA)

5.0 Built Form

- 5.1 General Built Form and Design
- 5.2 Built Form Guidelines by District

5.1 GENERAL BUILT FORM AND DESIGN

The following guidelines for built form in Jane Finch are intended to support implementation of the Secondary Plan and other Official Plan policies. The following apply to all development within the Secondary Plan area. There is a distinct mix of buildings within Jane Finch that range in type, age, scale and architectural style, while each contributing to the unique character of the neighbourhood.

5.1.1 Building Types, Height, & Floor Plates

The Official Plan directs that new development will be massed to define street edges, parks and open spaces at good proportion while respecting the existing physical character of buildings in the area.

GUIDELINES:

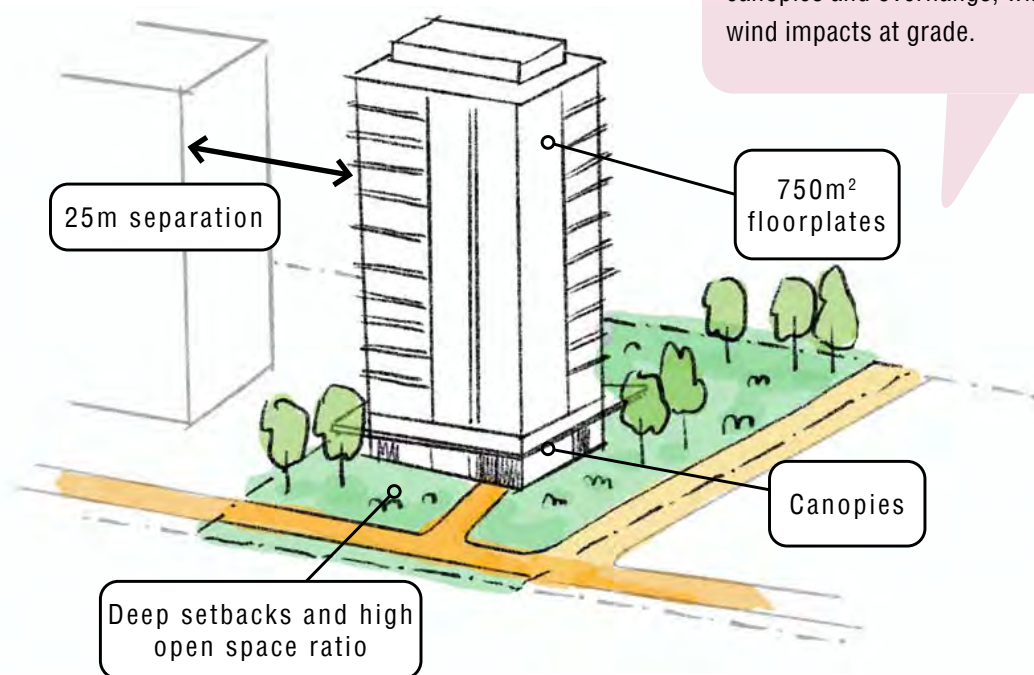
1. The Jane Finch Secondary Plan area will include the following building types:
 - a. Tall Buildings, as defined by and in conformity with the Official Plan and supported by the Tall Building Design Guidelines, unless specified below by District;
 - b. Mid-Rise Buildings, as defined by and in conformity with the Official Plan and supported by the Performance Standards for Mid-Rise Buildings, unless specified below by District;

- c. Jane Finch Pavilion Buildings as defined by and in conformity with the Jane Finch Secondary Plan policies; and
- d. Low-Rise Buildings as defined by and in conformity with the Official Plan and supported by the Townhouse and Low-Rise Apartment Guidelines.

What is a Jane Finch Pavilion building?

A Jane Finch Pavilion building is a tall building, as defined by the Tall Building Design Guidelines, that stands distinctly on its own surrounded by open landscaped space. It will range in height from 12-20 storeys, without an extensive base building, and with larger setbacks from property lines to allow for windows on all elevations that admit ample daylight and natural light into buildings, and onto the landscape open spaces between buildings, the Green Spine and Green Pedestrian Connections.

Tall building design criteria such as street animation, first-floor heights, façade articulation and transparency, and public-private transition still apply. Compact tower floorplates, typically 750 square metres, and generous separation distances from other pavilion buildings and towers of 25 metres or greater will apply. In lieu of an extensive base building, other measures, such as canopies and overhangs, will be necessary to mitigate wind impacts at grade.



Sketch of a Jane Finch Pavilion building



Existing low rise buildings in Jane Finch (single detached houses)



Existing low rise buildings in Jane Finch (semi-detached houses)



Existing "tower in the park" buildings



Example of a pavilion building, similar to those introduced in this area and guidelines as a "Jane Finch Pavilion Building" - 609 Avenue Road (Google Maps)



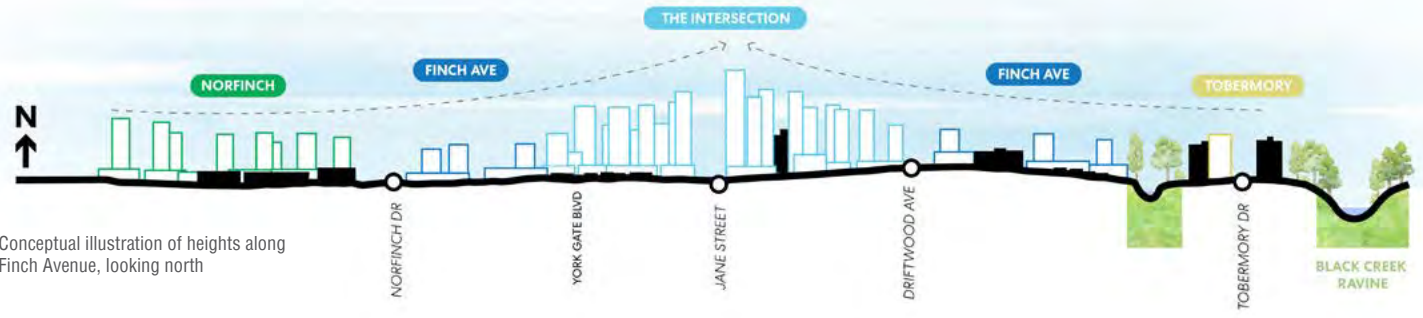
Existing low rise buildings in Jane Finch (townhouses)



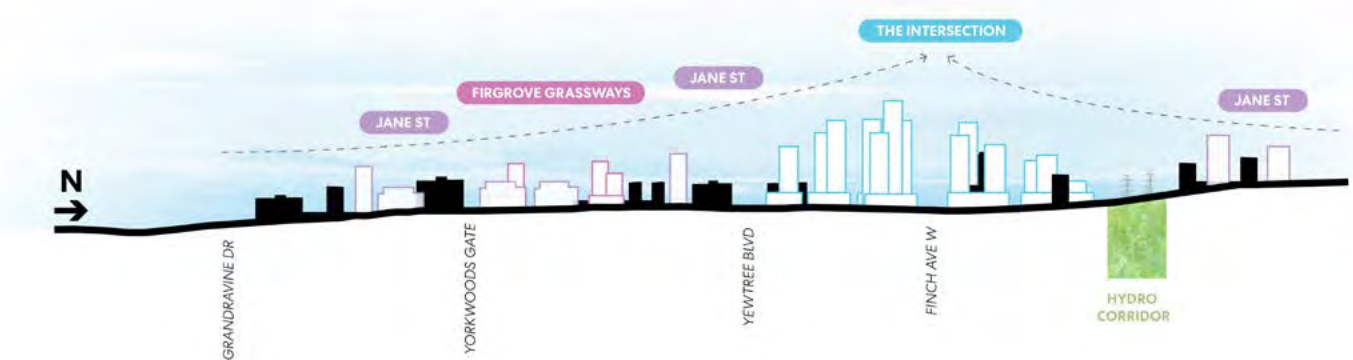
Existing low rise apartments that are typically 'slab' type buildings



Example of a tall building (High Park Avenue)



Conceptual illustration of heights along Finch Avenue, looking north



Conceptual illustration of heights along Jane Street, looking west

2. The tallest buildings will be located at the intersection of Jane Street and Finch Avenue West, with supportive densities that align with the planned context, for example, tall and mid-rise buildings located around transit station areas.
 3. Pavilion buildings and the tower portions of tall buildings should adhere to built form standards set out in the Jane Finch Secondary Plan.
 4. Larger separation distances between towers in Jane Finch help to protect and preserve the natural environment characteristics of the area, including space for mature trees, unencumbered soil areas, and Green Pedestrian Connections, while allowing more natural and daylight into buildings and onto the public realm.
 5. The streetwall of tall, mid-rise and pavilion buildings should be articulated through height and massing to maintain good street proportion, comfortable pedestrian scale and sunlight access on streets and the public realm.
 6. Development should avoid extensively terraced buildings or other forms of building design and articulation that overtly express required setbacks, stepbacks and transitions. This can allow for a more regular-shaped floorplate, which provides for ease of construction and may allow for development on more shallow sites. Avoiding excessively terraced buildings can also provide opportunities for mass timber construction that helps meet embodied carbon targets.
- between buildings, and access to sunlight, sky views, and comfortable wind conditions at grade and within the public realm.
 3. Development directly adjacent to parks should have active uses and frontages facing the park.
 4. Buildings should be massed and designed to mitigate adverse wind impacts and maximize sunlight access on existing and new parks, open space, schoolyards, and other shared open spaces to promote their use and enjoyment.
 5. Individual developments should demonstrate their connections to the overall public realm network, including to sidewalks, parks, natural heritage assets such as the ravine, public squares and courtyards. Private open spaces can be included in that overall network, as long as they are publicly accessible (for example, with no fences or other barriers that prevent entry, and by employing shared use agreements to make them accessible to everyone in the community).
 6. Base buildings, public squares and new streets should generally be arranged to provide visual and physical connections between intersections, any Finch West LRT stops and the new parks within the redeveloped blocks. Building placement, massing and tower orientation should maximize sunlight access while minimizing wind impacts on parks and public squares.
 7. Organize internal layouts and vary the design and articulation of each building elevation to respond to solar orientation and differences in facing conditions, such as adjacency to parks or other residential units.
 8. Direct new development to existing surface parking lots or other areas on site that have underground parking infrastructure in place, in order to limit building on unencumbered soil areas that can better support healthy and mature tree growth, landscaping and vegetation.
 9. Residential units at grade facing public streets or parks should be designed with typical balconies at grade or with traditional front yard conditions including, front yard landscaping and individual front entrances to grade related residential units. Individual rear yard amenity areas facing the public street or parks are discouraged.

5.1.2 Building Placement & Orientation

Buildings within the Jane Finch area typically align parallel to adjacent streets and are positioned to promote light, view and privacy between buildings. The placement and orientation of buildings, in particular tall buildings, can influence conditions on other buildings and the public realm, contributing to the quality of life within the area.

GUIDELINES:

1. New buildings should be oriented to improve energy performance, natural ventilation and daylight conditions within buildings.
2. Buildings should be located to maintain light and privacy

5.1.3 Thermal Comfort

Areas with a lack of sunlight access or higher pedestrian level winds are uncomfortable and can have adverse effects on people and natural systems in the area. The public realm, streetscapes, and public and private outdoor open spaces in Jane Finch are to be comfortable to people for their intended use.

As a winter city, Toronto experiences cold temperatures for a significant portion of the year. Mitigating wind and maximizing sunlight access helps provide favourable growing conditions for a mature tree canopy resulting in greater shade in the summertime and more sunlight during the wintertime. Sunlight access in winter also helps melt sidewalk ice and creates safer and more comfortable conditions for pedestrians.

GUIDELINES:

1. Buildings should be designed to mitigate adverse wind impacts to ensure:
 - a. Public sidewalks and walkways are comfortable for walking throughout all times of the year;
 - b. Public and private outdoor amenity spaces, parks, public squares and open spaces, and transit stops where benches are located are comfortable for sitting in the spring, fall and summer months;
 - c. Building entrances are comfortable for standing during all times of the year; and
 - d. Uncomfortable or severe pedestrian wind conditions do not result from the proposed development.
2. Adverse wind impacts should be mitigated through modifications to the building massing and inclusion of architectural features such as recessed building entrances, canopies, overhangs, and awnings, which also help during inclement weather.
3. Development will be located and designed to maximize sunlight and minimize additional shadowing on a substantial majority of existing and planned parks and open spaces measured from March 21st to September 21st from 10:18 a.m. - 4:18 p.m.
4. Particular attention should be given to Mixed Use Shared Streets and public squares to support a comfortable pedestrian environment that simultaneously protects from negative wind impacts while welcoming sunlight onto public spaces.
5. Consider the optimal location of ground floor uses, such as outdoor patios, in relation to solar access versus other retail uses that may prefer shade.

5.1.4 Site Servicing

GUIDELINES:

1. Consolidate parking, servicing and loading accesses to reduce disruptions on the public realm and to pedestrian and cycling networks. These accesses should be directed away from high-traffic pedestrian areas, such as parks, public squares, and commercial street frontages. Where this type of access must be provided adjacent to the public realm, ensure attractive screening features are provided.
2. Consider shared parking facilities between buildings and preferential parking for fuel efficient vehicles.
3. Loading areas should be provided interior to a block and integrated within the building to achieve more active elevations at grade.
4. Parking access should be located to reduce or eliminate internal driveways on a site, leaving as much space as possible for landscaping and public realm improvements.
5. Parking should be located underground with exceptions for short-term parking made only at select locations along Mixed Use Shared Streets, where greater setbacks allow for the maintenance of continuous rows of street trees and pedestrian clearways. Short-term street parking along Mixed Use Shared Streets will enhance accessibility, especially for local-serving businesses.

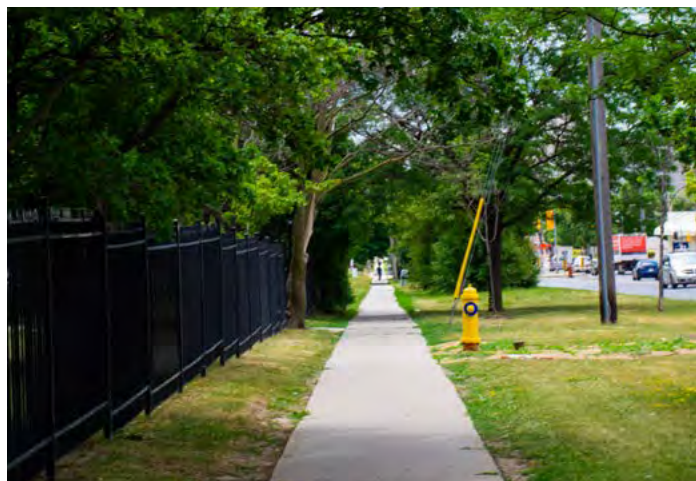
5.1.5 Natural Environment

Supporting and enhancing the natural environment through built form decisions will help foster greater sustainability and resiliency within the Jane Finch community and ensure this uniquely 'green' part of the city can be enjoyed for years to come.

GUIDELINES:

Development should be designed to:

1. Respect the balance between built form and landscape areas within Jane Finch.
2. Protect and preserve existing mature trees, vegetation and wildlife habitat wherever possible.
3. Introduce more native trees and plant species, biodiverse landscapes and green roofs, and low-impact development strategies into the design of streets, parks, open spaces and private properties.
4. Integrate bird-friendly measures throughout all aspects of site and building design, including retrofit opportunities for existing buildings.
5. Preserve unencumbered soil to support the growth of mature trees, water infiltration and opportunities to expand the public realm.
6. Accommodate existing topography and changes in grade, thereby integrating into the landscape, to avoid being disruptive of natural habitats, native species and area biodiversity.



Portions of Jane Street and Finch Avenue have mature trees that offer shade

5.1.6 Sustainable & Resilient Design

The Jane Finch Secondary Plan contains a suite of policies that mitigate climate change by reducing local greenhouse gas emissions, in addition to preparing for and adapting to climate change by protecting natural areas, increasing tree canopy, enhancing biodiversity, promoting active transportation and transit use, and encouraging measures that strengthen community resilience to impacts. In addition to these Secondary Plan policies, the following guidelines are recommended:

GUIDELINES:

1. New buildings should be designed to:
 - a. Include efficient massing and high-performance building envelopes to reduce energy use and embodied carbon;
 - b. Integrate shading devices such as awnings, canopies, and stand-alone shade structures for relief from heat or extreme weather;
 - c. Include less carbon intensive construction materials, such as mass timber or other viable low carbon materials; and
 - d. Promote active transportation by locating supportive infrastructure, such as bicycle parking, in convenient locations that are easily accessible from the existing or planned cycling networks in the area.



Bike racks located in convenient, publicly-accessible areas, off Abell Street, Toronto

5.1.7 Achieving Design Excellence

Achieving excellence in design is a high priority for new built form in the Jane Finch area. Development will meet Toronto Green Standard performance requirements and be built to the highest standards and qualities with reduced energy, emissions and environmental impacts, while providing high-quality landscapes and access to public spaces and a variety of mobility options. Sustainable and resilient design will result in new development that is more affordable in the long term due to reduced costs for heating and cooling, resiliency during extreme weather events and power outages, and requiring less maintenance and repair through the use of building materials and finishes that are durable and long-lasting.

GUIDELINES:

1. Promote design excellence through creative and innovative building, landscape and public art design that supports the broader vision of the Secondary Plan through a varied, yet coherent approach that avoids monotonous and repetitive design.
2. Promote high-quality and contextually appropriate façade designs and materiality, respecting architectural qualities of the area.
3. Provide a high degree of articulation and high-quality, durable materials that promote sustainability and longevity for buildings, particularly the base building of towers and pavilion buildings. Finer-grained materials that relate to the surrounding context and express a human-scaled texture and pattern such as stone, brick, precast concrete, and metal are encouraged, particularly for portions of the building experienced by pedestrians at-grade such as the streetwall and building entrances.
4. High-quality exterior materials such as wood, and brick, stone or concrete masonry are encouraged, while less durable materials should be avoided. Prioritize materials that promote sustainability, durability, longevity and safety.
5. Materials should be true to their nature and not aim to mimic other materials (such as stucco or EIFS attempting

to look like masonry).

6. Development proposals should be reviewed by the Design Review Panel in support of delivering high-quality design to the community.

5.1.8 Safety & Accessibility

Creating a safe and accessible environment in Jane Finch is aided by the choices made through built form and public realm design. Providing accessible and safe places for residents strengthens a community's sense of well-being, inclusion, equity and connectivity, while decreasing opportunities for crime and unwanted activities.

GUIDELINES:

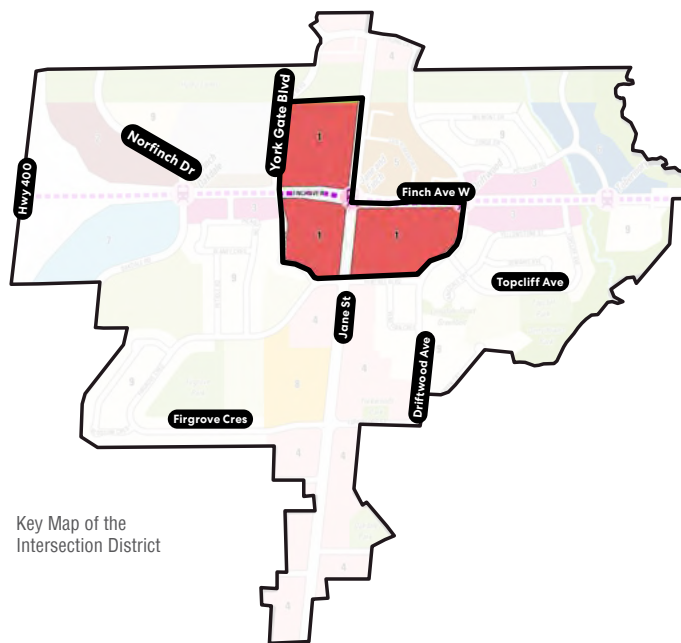
1. Provide appropriate levels of lighting both above and below-grade, such as within underground parking garages and landscaped amenity areas.
2. Include fully glazed walls for underground elevator lobbies, and fully glazed exit doors from stair cores and all bicycle parking rooms to improve safety of below-grade parking areas.
3. Create a balance between achieving levels of lighting around a site that discourage undesirable activities (such as providing consistently well-lit walkways and paths) and reducing light pollution that affects biodiversity.
4. Buildings should be sited and organized to increase pedestrian visibility and clear sightlines to destinations such as building entrances, stairwells and amenities, while providing safe circulation through a site. Increasing opportunities for passive overlook of open spaces, amenities and pathways and providing areas that can generate activity and frequent use, such as sidewalk patios and seating, increase safety through visibility.
5. Provide clear and visible wayfinding signage above and below grade.
6. If development includes publicly accessible spaces, these should be welcoming to all local residents and be free from barriers to entry, such as locked doors, fences and opaque screening. Buildings framing these publicly accessible spaces should provide passive overlook.

5.2 BUILT FORM GUIDELINES BY DISTRICT

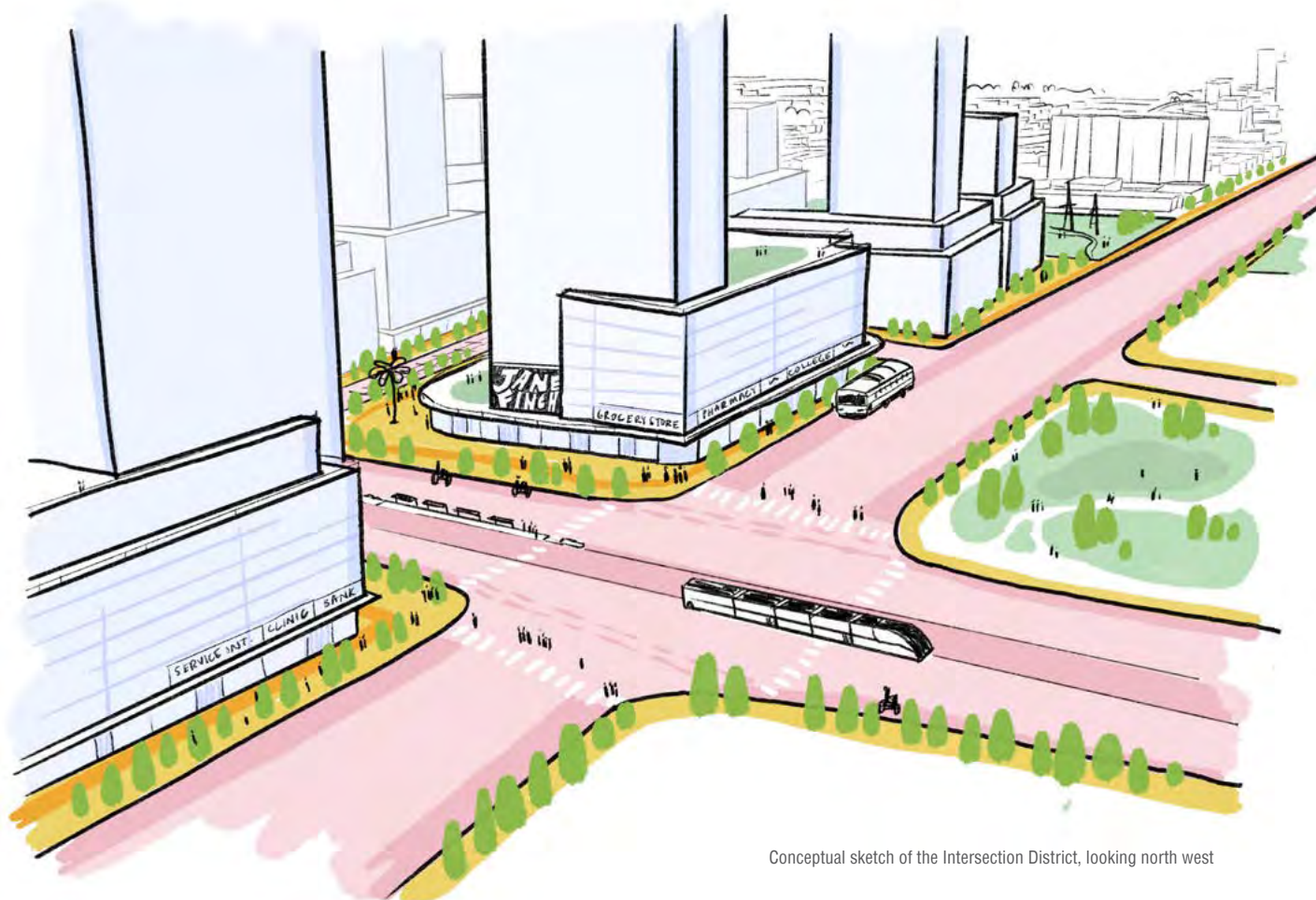
This section should be read in conjunction with Official Plan and Secondary Plan policies, the general urban design guidelines above in 5.1 General Massing and Built Form and the descriptions of each of the districts in 1.3 Structure and Districts, and other applicable City guidelines and standards.

5.2.1 The Intersection District

The commercial and retail nodes at the intersection of Jane and Finch are some of the largest blocks in the area. As the Jane Finch area develops over time, these large sites may be considered for redevelopment, renovation and new investment to make better use of underutilized areas on the site, provide new retail and other uses that support the community, and increase density. The Jane Finch Secondary Plan defines the Intersection District as consisting of mid-rise and tall buildings with the tallest buildings located closest to the intersection, defining and framing streets and public squares.



Key Map of the Intersection District



Conceptual sketch of the Intersection District, looking north west



Yonge-Sheppard Centre features taller storey heights to accommodate non-residential uses such as supermarkets, restaurants, gyms, and retail (Photo from Archilovers)



Example of retail frontage and pedestrian clearway with tree canopy, East Village, Calgary

These large sites can accommodate several city-building initiatives, including providing new parks and open spaces, creating new public streets and pedestrian networks that connect to transit and other community assets, as well as providing more affordable housing and sustainability measures to increase resiliency. These sites will go through phased development, and Secondary Plan policy establishes an expectation for continuity of existing, local-serving businesses through retention or replacement.

Development should prioritize pedestrian connections and accessibility as these sites redevelop, ensuring that public squares, parks, and other gathering spaces are framed with active uses, at the earliest stages, to make the spaces safe and comfortable for use while development occurs.

To advance the Secondary Plan vision and policies for the Intersection District, the following guidelines apply:

GUIDELINES:

Built Form & Public Realm

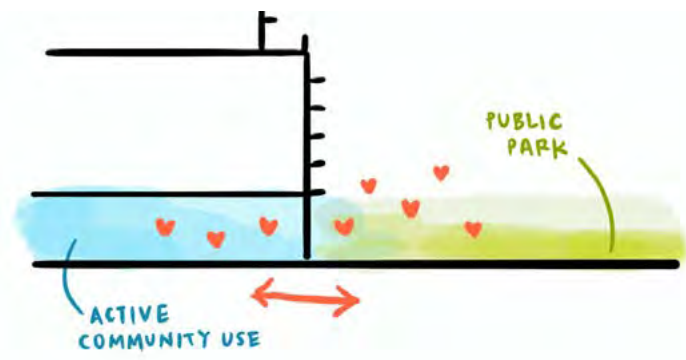
1. Taller buildings have the opportunity to become landmark buildings that provide a view terminus and signal a major transit node in the area and should be designed and articulated to create a unique and distinct architectural expression at street-level and along the skyline.
2. Buildings should be oriented to define Mixed Use Shared Streets, parks, public squares and open spaces, which form the central organizing elements of the Intersection District.
3. Development should frame parks and public squares, mitigating shadow impacts to encourage year-round use. Parks and open spaces should be linked to street networks to create an accessible public realm network.
4. Mixed Use Shared Streets may provide opportunities for deeper base-building setback to provide more continuous street trees, spill-out spaces at major building entrances, pedestrian waiting areas at cross-walks, and in response to micro-climatic conditions.

Building Entrances & Grade-Related Uses

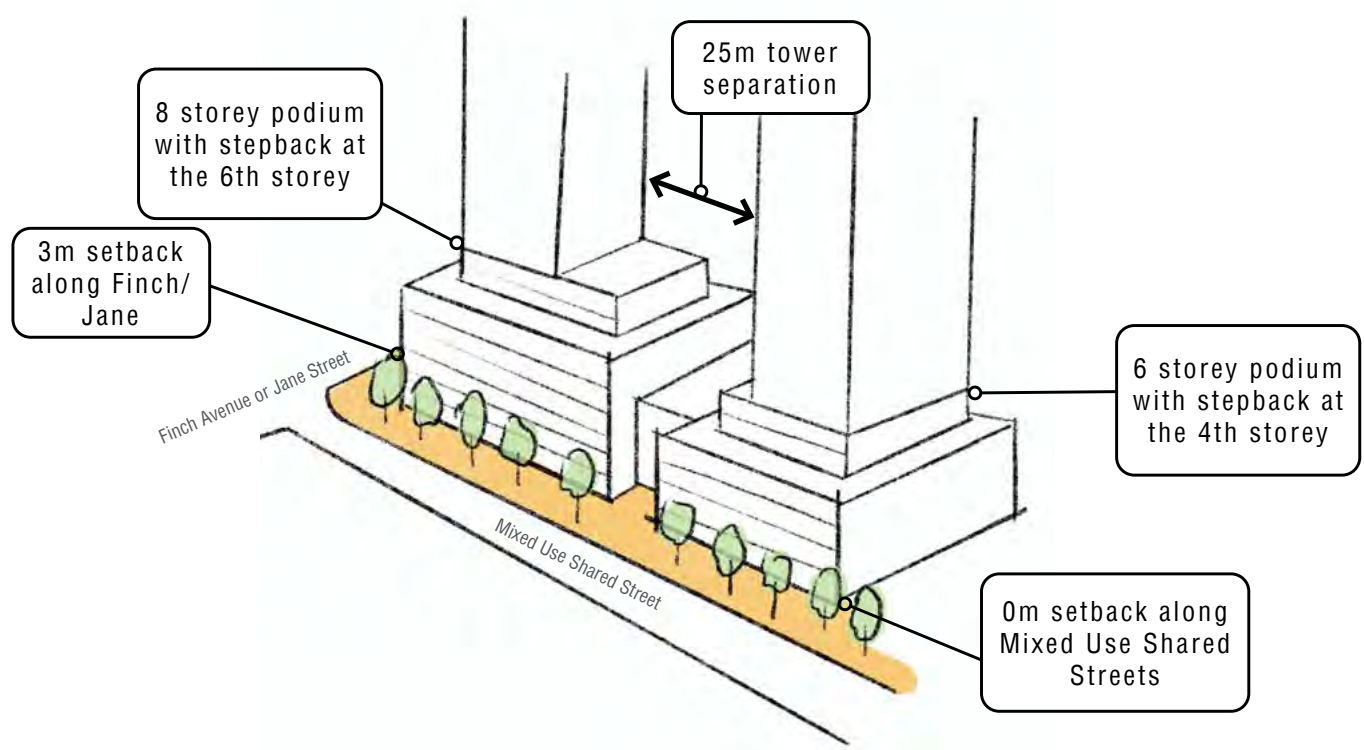
5. Retail and active community uses should be prioritized along public squares. Retail should support fine-grained, active uses with small footprints and many well-articulated individual building entrances.
6. Prioritize community uses, such as daycares, along park frontages.
7. Grade-related live-work units, with work units located at ground level and facing the public realm, are permitted along park frontages and streets that are not Mixed Use Shared Streets, Jane Street or Finch Avenue West. These live-work units can help address new forms of work and support community economic development in the area.
8. Residential lobbies and entrances should be located facing public streets and directly connected to public sidewalks, with their street address clearly visible. The corners of Jane Street and Finch Avenue West in each quadrant, and along Finch Avenue West should be prioritized for retail and commercial services entrances.
9. Establish a clear and highly visible presence for retail and commercial services along all public streets to support the viability of these uses. This can be done through materials, detailing and articulation, such as

using visually compelling materials in various colours and textures to differentiate storefronts, providing canopies, overhangs and awnings for weather protection, providing non-reflective glazing and adequate lighting for window displays, and providing highly legible signage and accessible building entrances.

10. For entrances to grade-related residential units, provide integrated transitional elements, such as stoops, porches and gardens that support the residential uses. These transitional elements should be directed along edges that face lower-scaled residential areas.
11. Avoid locating access to private roadways or laneways off of Jane Street or Finch Avenue.



Sketch to demonstrate the positive relationship between ground floor uses (residential or non-residential) and open spaces

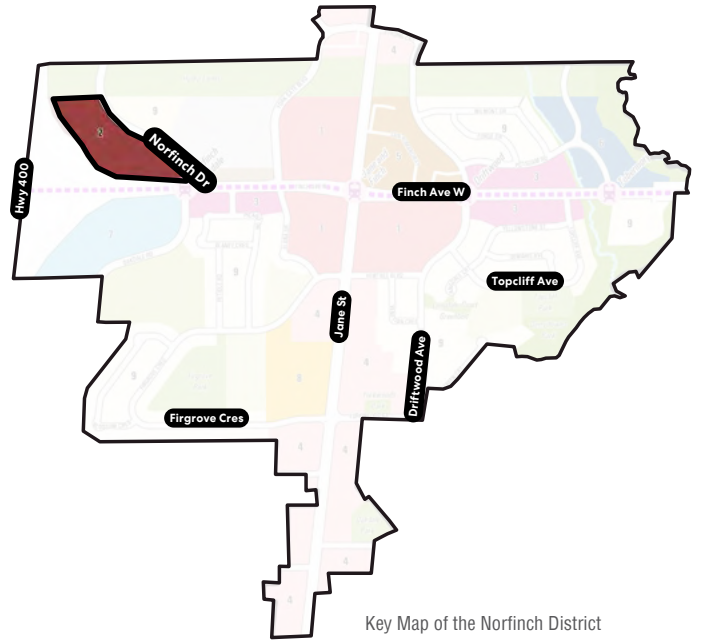


5.2.2 Norfinch District

As an existing condition, there are a mix of building types and non-residential uses along both sides of Norfinch Drive. The lots on the west side of Norfinch Drive are deep (as deep as 180 metres) with narrow frontages (as narrow as 40 metres). Buildings are currently set back a large distance from Norfinch. The western edge of the district faces Highway 400, which the current buildings back onto. Development on these sites will be required to meet the setback and other requirements of the Ministry of Transportation. Development will also need to address other adverse impacts such as noise, odours, vibration and particulate matter.

As a mixed-use node, this area has the potential to generate new housing while continuing to have significant non-residential uses by integrating hotel, retail, offices, and medical facilities and other uses into new development. The Jane Finch Secondary Plan defines the Norfinch District as consisting of tall, mid-rise and low-rise buildings with the tallest buildings located closest to the highway edge, to limit impacts on parks, sidewalks and the public realm.

To advance the Secondary Plan vision and policies for the Norfinch District, the following guidelines apply:

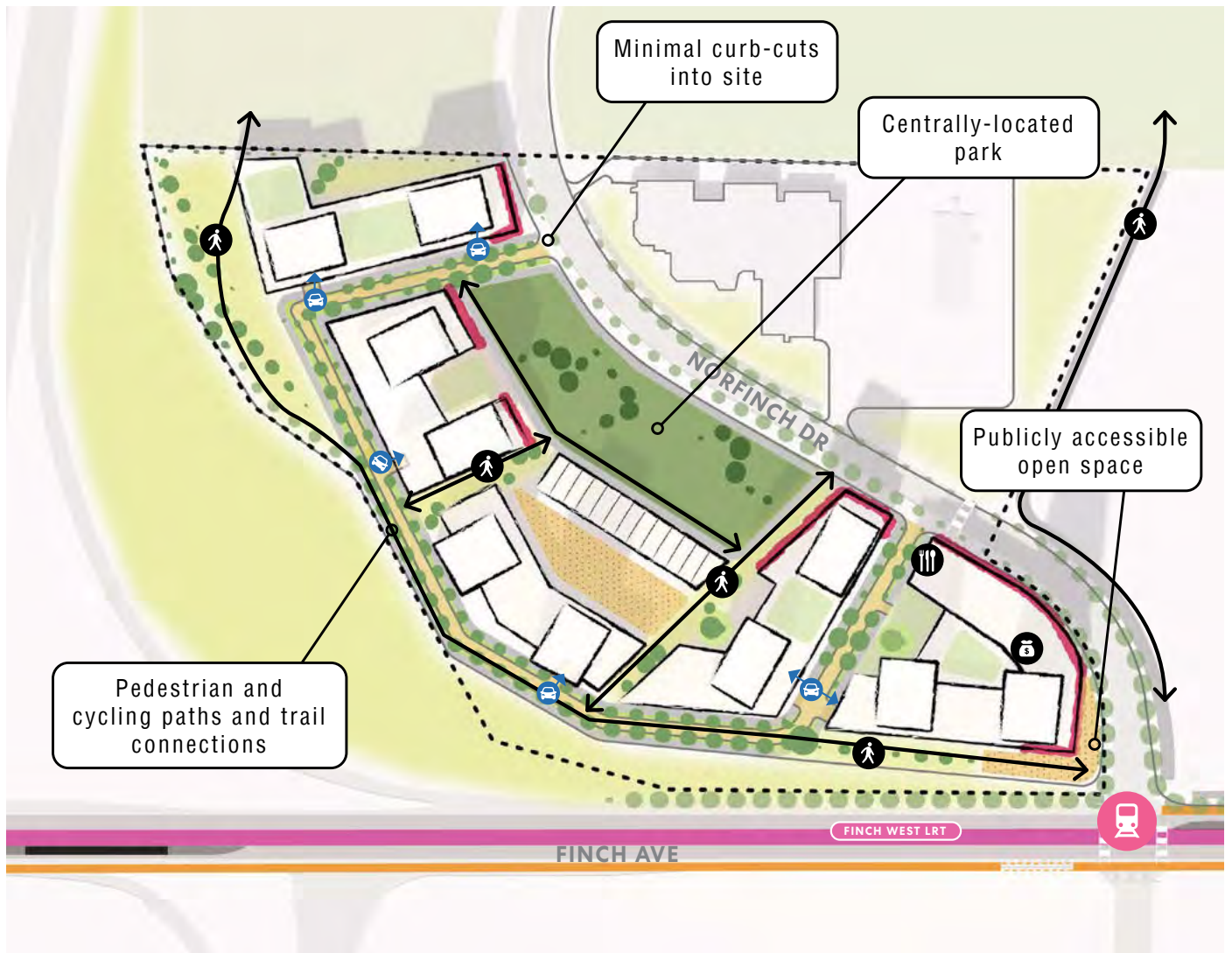


Regent Park in Toronto demonstrates a range of heights, housing types (high, mid, and low-rise), and outdoor amenity spaces, on the same block (Spacing Magazine)

GUIDELINES:

Built Form & Public Realm

1. A new publicly accessible open space at the northwest corner of Norfinch Drive and Finch Avenue West should be a safe and comfortable area with buildings set back appropriately to provide areas for gathering, seating and pedestrian connections to the Jane Finch Community Hub and Centre for the Arts and the Norfinch Oakdale LRT stop. This public space should also be buffered from vehicular traffic, including the heavy truck traffic (common to the District to service the *Employment Areas* further north), through interventions such as landscaping, tree planting, decorative paving, and bollards.
2. 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, the hydro corridor and employment lands to the north.
3. New pedestrian crossings should be provided across Norfinch Drive and to the employment areas to the north and south, to increase pedestrian and cyclist connectivity. These crossings will benefit future residents within this district connecting to Monsignor Fraser College, the multi-use Loop Trail pathway, the hydro corridor, and surrounding neighbourhoods. Crossings should be provided at both locations where the new street intersects with Norfinch Drive.
4. New pedestrian crossings should prioritize safety by creating clear sightlines, especially due to the curved nature of Norfinch Drive.
5. Remove or limit parking at grade and vehicular access drives between the front face of buildings and public streets.
6. Vehicular entrances along Norfinch Drive should be consolidated to serve multiple buildings, wrapping around to the rear edge of the site to minimize the number of curb cuts that would interrupt the Norfinch Drive street edge and sidewalks.
7. Development will be set back from Highway 400 in accordance with Ontario Ministry of Transportation setback requirements.
8. Development adjacent to Highway 400 should:
 - a. Make every effort to place non-residential spaces and those that are less noise-sensitive – such as gyms, studios, and maker spaces – facing the highway. These types of active spaces are appropriate for a highway adjacency while still providing passive overlook of the green setback between the building and the highway to discourage undesirable activities and increase safety; and
 - b. Provide visual interest for individuals traveling at various speeds whether they are experiencing the buildings from vehicles along the highway, cycling or walking along the street.
9. Where appropriate, development can integrate above-grade parking as a noise buffer adjacent to Highway 400, given it includes the following:
 - a. Active uses where it faces public streets, parks or open spaces;
 - b. A well-articulated elevation with no blank walls; and
 - c. A floor slab that is flat and convertible to residential or commercial uses in the future.
10. Development adjacent to the Highway 400 edge should use the required setback between the highway and the building face to provide:
 - a. Additional trees, soft landscaping and green infrastructure to mitigate stormwater run-off; and
 - b. Spaces for transient activities such as dog-runs and publicly accessible pedestrian and cycling paths or trails that connect to the broader public realm network.
11. Development should be set back additionally along Norfinch Drive on the current City-owned police station site. The expanded public realm should support sustainable modes of transportation, such as bike parking or charging stations.



Conceptual plan of potential development in the Norfinch District

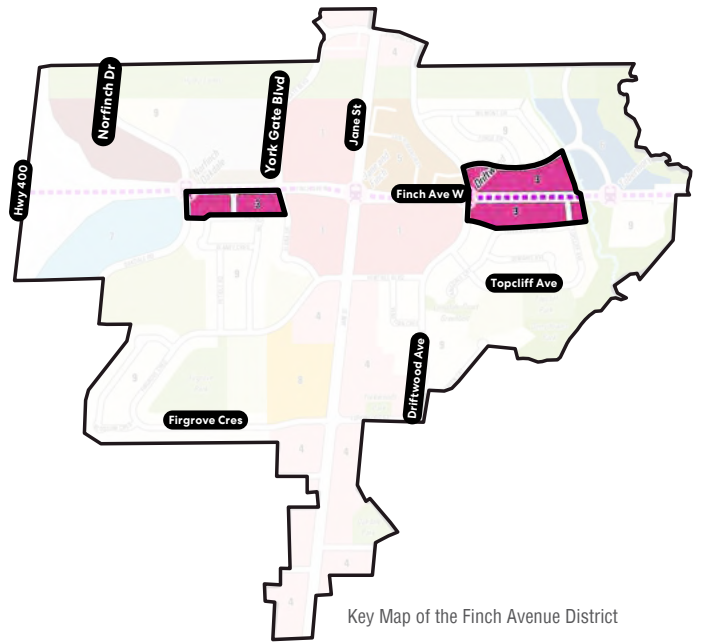
Building Entrances & Grade-Related Uses

12. Active, non-residential ground floor uses (including lobbies to above-grade non-residential uses) should be located along the Finch Avenue West frontage to support greater activity and animation next to the LRT stop.
13. Residential lobbies and entrances should be located facing new public streets or Norfinch Drive, with direct connections to public sidewalks and street address clearly visible.
14. Community uses and grade-related residential units should line park frontages.
15. Entrances to grade-related residential units may provide integrated transitional elements, such as stoops, porches and gardens that support the residential uses.

5.2.3 Finch Avenue District

Finch Avenue has a wide mix of uses such as residential, commercial, office, health care and cultural spaces. This arterial street is also bounded by two major organizing features, with Highway 400 to the west, and the ravine network to the east.

The Jane Finch Secondary Plan defines the Finch Avenue District as consisting of tall, mid-rise and low-rise buildings with emphasis on providing connections to transit, residential, park and natural areas in the vicinity. The Finch West LRT will provide residents with additional transit options for getting around and new or infill development along Finch Avenue would bring homes, businesses and amenities in proximity to the Finch West LRT.



Key Map of the Finch Avenue District



Sketch of the potential built form along Finch Avenue

To advance the Secondary Plan vision and policies for the Finch Avenue District, the following guidelines apply:

GUIDELINES:

Built Form & Public Realm

1. The tallest buildings in this district should be located closest to the Norfinch/Oakdale and Driftwood LRT stops. Built form should taper down in height and scale to the Low-Rise Neighbourhood District west of Elana Drive, south of Potsdam Road, and south of Yellowstone Street. There should also be a transition to lower-height buildings toward the ravine, which is situated west of the Tobermory LRT stop.
2. Development will create transition within the blocks through a range of building types, heights and scales.
3. Green Pedestrian Connections should align with Forge Drive and Wilmot Drive in the neighbourhoods to the north.
4. The Green Spine and Green Pedestrian connections should have good access to sunlight and a comfortable microclimate.

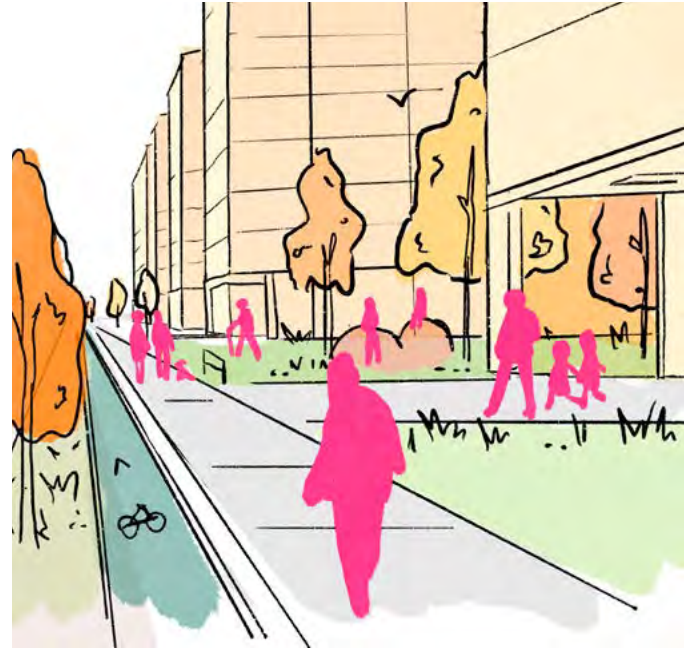


Illustration for the Finch Avenue West streetscape

Building Entrances & Grade-Related Uses

5. Loading and servicing entrances should be kept off of Finch Avenue West, which should be prioritized for active uses and building entrances. The frontages along Potsdam Road, Driftwood Avenue, Pelican Gate, Picaro Drive, Blaney Crescent and Yellowstone Street should also be attractive and well-maintained. Any back-of-house and servicing activities located along these frontages should be internalized or appropriately screened.
6. Community uses and grade-related residential units should line park frontages.
7. Avoid blank walls facing the lower-scaled neighbourhoods.
8. Entrances to grade-related residential units may provide integrated transitional elements, such as stoops, porches and gardens that support residential uses.



Towers and base buildings should be shaped, located, and oriented to preserve comfortable conditions for pedestrians, with consideration for microclimate (wind mitigation and sunlight access) – Forest Manor Road, Toronto (Google Maps)

5.2.4 Jane Street District

Jane Street is predominantly lined with postwar ‘tower in the park’ developments interspersed with low-rise townhomes and apartment complexes, alongside other commercial uses like strip plazas with parking lots facing Jane Street. These ‘tower in the park’ developments are set far back from the arterial road with private roads and drive aisles servicing individual buildings.

There are large amounts of green open space in this District, especially from building face to curb along Jane Street. These open spaces are often large swaths of grass and turf that lack variety in landscaping and programming, resulting in underused green spaces.

As development occurs over time, the Jane Finch Secondary Plan defines the Jane Street District as consisting of mid-rise, pavilion and tall buildings. A north-south Green Spine will be implemented along Jane Street that preserves the green character of the area, while making better use of this generous distance between curb and building-face with tree planting, landscaping, pedestrian-oriented entrance forecourts, seating and sustainable features that aid in water infiltration.

East-west Green Pedestrian Connections and new public realm spaces will connect pedestrians traveling along Jane Street to nearby community destinations and neighbourhoods.

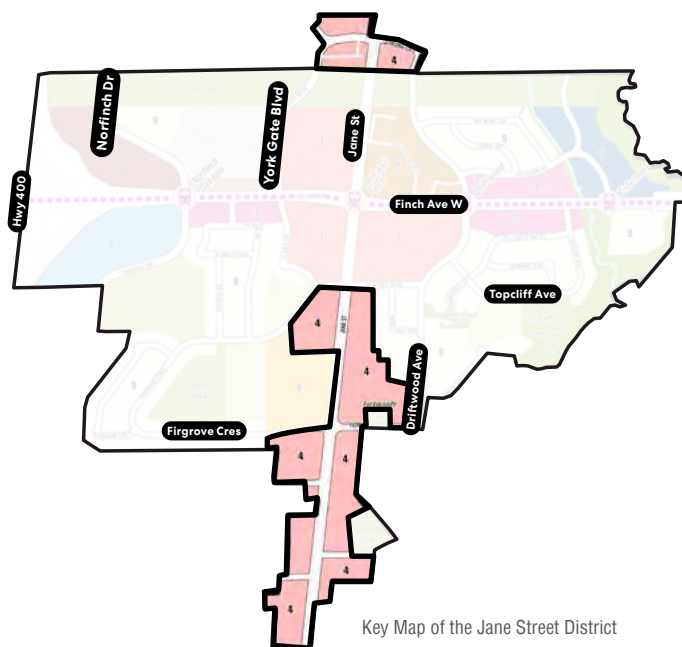
There are also opportunities to provide small-scale retail units, live-work units, community-serving uses and active amenity areas at grade to support active street frontages and create a more animated Green Spine.

To advance the Secondary Plan vision and policies for the Jane Street District, the following guidelines apply:

GUIDELINES:

Built Form & Public Realm

1. Towers and pavilion buildings should be located facing Jane Street with their taller portions stepped back from the landscaped setbacks required by the Green Spine. These buildings should taper down in height towards *Neighbourhoods*, parks and open spaces.



Key Map of the Jane Street District

2. Development will be located and designed to maximize sunlight and minimize additional shadowing on Oakdale Park and the schoolyard at Yorkwoods Public School measured from March 21st to September 21st from 10:18 a.m. - 4:18 p.m.
3. Green Pedestrian Connections should provide pedestrian access between Jane Street and open spaces, such as Oakdale Park, the schoolyard of Yorkwoods Public School, and surrounding *Neighbourhoods*.
4. Public realm improvements can include:
 - a. Provision of additional pedestrian amenities along the Green Spine and Green Pedestrian Connections such as benches and pedestrian-scale lighting to improve comfort and safety; and
 - b. Integration of more green infrastructure improvements into the Green Spine and pedestrian forecourts facing Jane Street. These may include bioswales and rain gardens for stormwater management, permeable pavers for water infiltration, more tree planting and landscaping to provide shade and encourage habitats for native species. Private development must address required infrastructure needs to service new development wholly on-site.

5. Development will be sited to achieve a 5.0 metre Green Spine and to accommodate tree planting and protection, maintain unencumbered soil areas, achieve pedestrian-oriented entrance forecourts and connections, incorporate sustainable green infrastructure, and generally reinforce the area's green character.
6. To accommodate generous open space breaks between buildings at ground level and Green Pedestrian Connections to neighbourhoods, parks and open spaces, as well as achieve ample sunlight access on the public realm, the following should be provided:
 - a. A minimum of 20 metres separation at grade between mid-rise, pavilion and tall buildings; and
 - b. A minimum of 15 metres separation at grade between low-rise buildings.

12. Development fronting onto Jane Street is encouraged to include small-scale retail units, live-work units, community-serving uses or active amenity uses at-grade that support an active and animated Jane Street and Green Spine.
13. Entrances to grade-related residential units may provide integrated transitional elements, such as stoops, porches and gardens that support residential uses.
14. Loading and servicing entrances should generally be kept off of Jane Street, and consolidated with access driveways of existing buildings, directing these activities to the rear of sites. The Jane Street frontage should be prioritized for active uses and building entrances that animate the Green Spine.

Below-Grade Uses

Building Entrances & Grade-Related Uses

7. Pavilion buildings should provide a prominent pedestrian entrance that is easily visible and accessible from the street, since they will generally lack the traditional base building of the tall tower that serves this function.
8. Where private outdoor spaces are visible from the Green Spine, they will provide high-quality design to enrich the pedestrian experience.
9. The Green Spine will link disconnected pedestrian walkways from private development with direct pedestrian connections to the public sidewalk along Jane Street.
10. Providing clear sightlines, direct and legible paths of travel, and lighting from the public Jane Street sidewalk to building entrances should be prioritized to increase the comfort, safety and accessibility of the Green Spine during all seasons.
11. Residential lobbies should be located facing Jane Street, with visibility into these ground floor spaces from the street to support a safe and comfortable environment for pedestrians.

15. Existing underground parking garages are often vast and unsafe environments for users. Eliminate or reduce the size of large, underutilized parking garages, or make significant upgrades and improvements to these aging structures.
16. Explore opportunities through new infill development to share underground parking between new and existing buildings, to reduce encumbered soil areas and provide better areas for planting and mature tree growth.
17. Opportunities to internalize existing above-grade parking ramps and access points within new buildings should be explored to reduce their visibility from the public realm.

5.2.5 San Romanoway and Palisades District

The San Romanoway and Palisades District’s unique cluster of ‘tower in the park’ buildings, generous green space, mature tree canopy, and community assets would be further enhanced by creating better connections to the surrounding community and transit investment in the area.

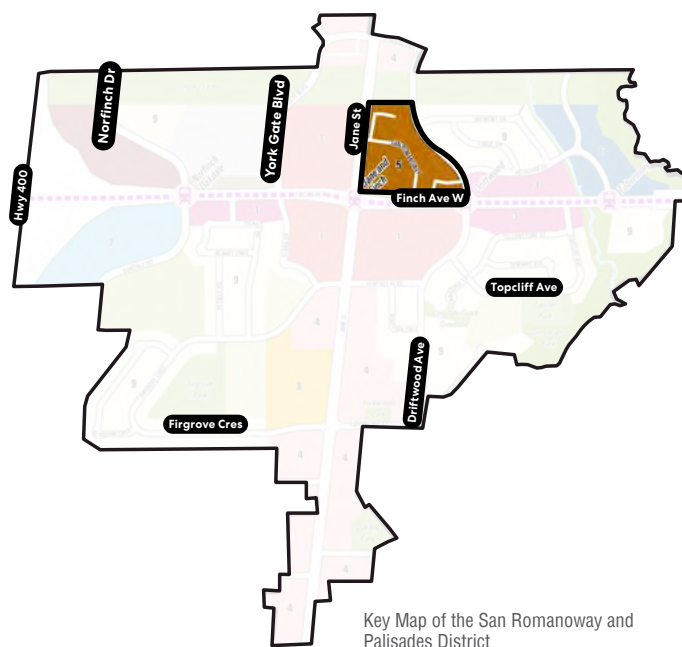
The Jane Finch Secondary Plan defines infill development in the San Romanoway and Palisades District as consisting of mid-rise, pavilion and tall buildings. Development should respect the unique existing built form context, integrating with the scale and character of the neighbouring properties to achieve fit and transition.

To advance the Secondary Plan vision and policies for the San Romanoway and Palisades District, the following guidelines apply:

GUIDELINES:

1. Infill development should:

- a. Integrate existing community uses – day cares, offices and spaces for non-profit organizations, and recreational facilities;
- b. Provide clear and accessible bike parking;
- c. Conserve and enhance the unique landscaped and treed character central to and framing the site;
- d. Preserve the existing unencumbered green space at the southwest corner of the district, fronting onto both Jane Street and Finch Avenue West;
- e. Consider ways to share below-grade parking with existing buildings on site. Opportunities to internalize existing above-grade parking ramps and access points within new buildings should be explored to reduce their visibility from the public realm; and
- f. Improve the interface of the existing built form with Driftwood Avenue and the low-scale neighbourhoods to the north and northeast, by internalizing back-of-house activities such as garbage and servicing areas. Increase landscaping and tree planting along the Driftwood Avenue sidewalk to improve pedestrian comfort.



Key Map of the San Romanoway and Palisades District

2. Public realm improvements may include:

- a. Safe and comfortable connections between this District and the *Neighbourhoods* located along Driftwood Avenue via new crossings;
- b. The provision of more direct, visible and accessible pedestrian and cycling pathways to the hydro corridor;
- c. Accessible stairs and ramps, especially where steep grade changes are found;
- d. Maintaining and expanding the existing community garden on site;
- e. The provision of additional pedestrian amenities such as benches for sitting and shade structures to increase comfort; and
- f. The integration of more green infrastructure. These may include bioswales and rain gardens for stormwater management, permeable pavers for water infiltration, and more tree planting and landscaping to provide shade and encourage habitats for native species. Private development must address required infrastructure needs to service new development wholly on-site.

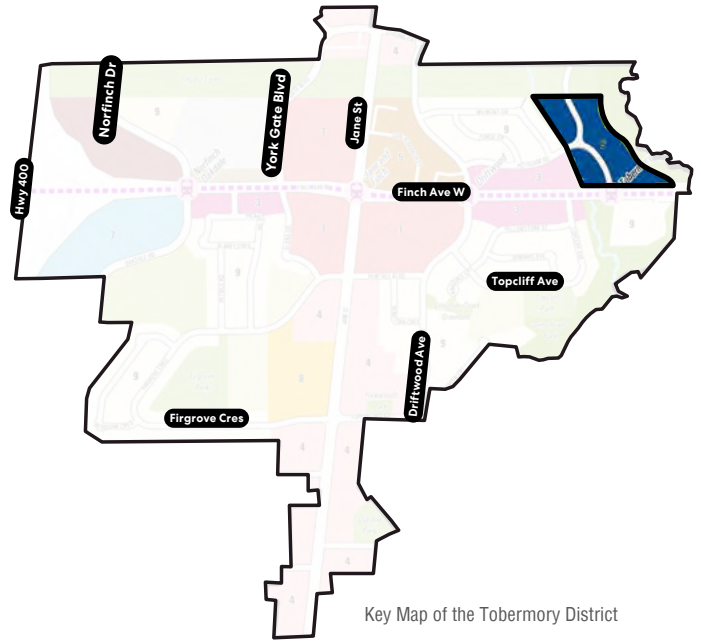
5.2.6 Tobermory District

This Apartment Neighbourhood is surrounded by ample natural areas, located adjacent to the Black Creek ravine system and the hydro corridor. It is part of a larger network of taller buildings along Tobermory Drive, Niska Road, and Driftwood Avenue that line the west side of Black Creek ravine. The Jane Finch Secondary Plan defines the Tobermory District as consisting of mid-rise, pavilion and tall buildings to complement the existing 'tower in the park' built form, new connections into the ravine system and hydro corridor, and improved access to the Finch West LRT.

To advance the Secondary Plan vision and policies for the Tobermory District, the following guidelines apply:

GUIDELINES:

1. New infill development should:
 - a. Be directed to the large areas of impermeable surface parking facing Tobermory Drive;
 - b. Be massed, scaled and oriented to accommodate the unique topography of the district, including changes in grade and clusters of mature tree canopy, to support natural habitats and area biodiversity;
 - c. Provide clear and accessible bike parking;
 - d. Not infringe into the ravine area and disrupt this important habitat. Work with the Urban Forestry unit of Parks, Forestry and Recreation division and the Toronto Region Conservation Authority to apply the required built form setbacks and buffering strategies; and
 - e. In addition to development facing public streets, explore building orientation opportunities that create better facing conditions and views of the natural ravine system.
2. Public realm improvements may include:
 - a. Integration of more green infrastructure, such as bioswales and rain gardens for stormwater management, permeable pavers for water infiltration, and more tree planting and landscaping to encourage habitats for native species. This should be prioritized on internal streets like Tobermory Drive or Potsdam Road so that the natural environment of the ravine system continues to expand into this District.



Key Map of the Tobermory District

5.2.7 Health District

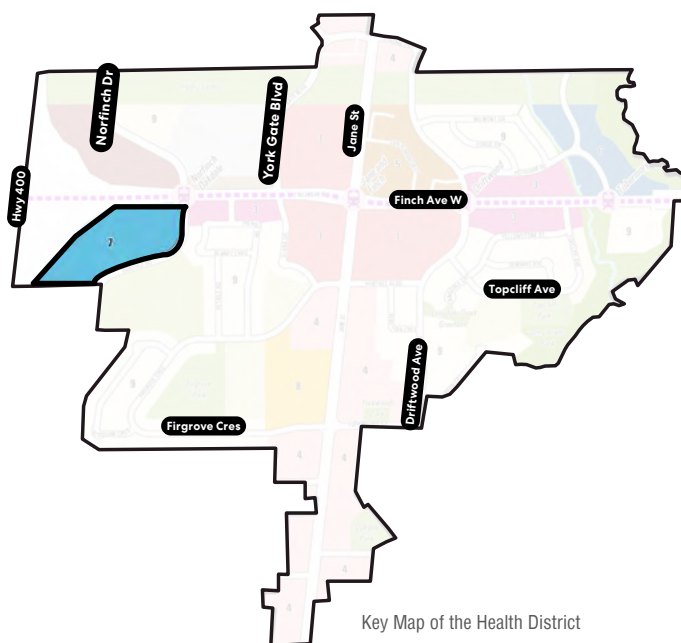
The Health District will continue to be an important destination for the community with its institutional and health-related uses. The Jane Finch Secondary Plan encourages development in the district to create appropriate physical connections between institutional buildings to share resources and technologies. It also seeks to enhance accessibility to the critical facilities in this district with public realm improvements that ensure pedestrians and cyclists can navigate safely, especially when moving to and from the Finch West LRT. The new multi-use trail along the south side of Finch Avenue West will also provide connections across Highway 400 for people walking, cycling and using mobility devices.

To advance the Secondary Plan vision and policies for the Health District, the following guidelines apply:

GUIDELINES:

Built Form & Public Realm

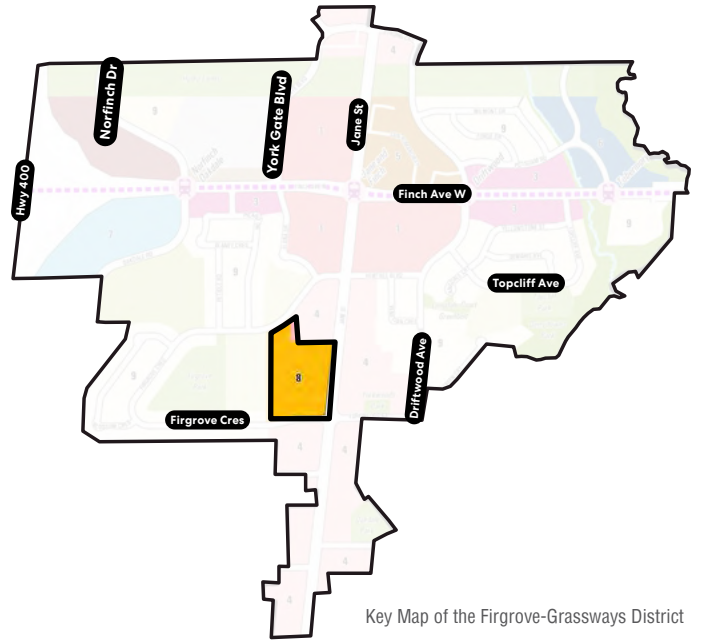
1. Development will create transition within the district by carefully considering how building type, height and scale will impact the neighbourhoods to the east and southeast, and Westview Centennial Secondary School and associated schoolyards to the south and east.
2. Development should be sited and oriented with clearly visible primary facades and building entrances directly accessible from public sidewalks.
3. Any future development facing Oakdale Road should create an attractive and positive frontage which addresses Oakdale Road.



4. Public realm enhancements and new pedestrian amenities should be tailored to workers, patients, and visitors. They should include:
 - a. Ample landscaping and tree canopy to address the urban heat island effect and to provide shade throughout the site;
 - b. Green infrastructure such as bioswales and rain gardens for stormwater management, and permeable pavers for water infiltration; and
 - c. High-quality landscape features such as tactile paving surfaces, bollards separating pedestrians from vehicles, seating walls around planting, comfortable benches, gardens and public art that evoke a variety of senses and increase the comfort of vulnerable users.

5.2.8 Firgrove-Grassways District

In 2018, Toronto Community Housing developed a master plan to revitalize Firgrove-Grassways. A draft plan of subdivision and rezoning application were approved in 2022 to create eight new blocks with affordable housing, mixed-use buildings, a new community centre, new park and new streets. The implementation of the approved Master Plan will ensure active edges along all streets and park frontages, and permeability through the area to enhance connections to transit, parks and open spaces, and to the surrounding neighbourhoods.



Key Map of the Firgrove-Grassways District

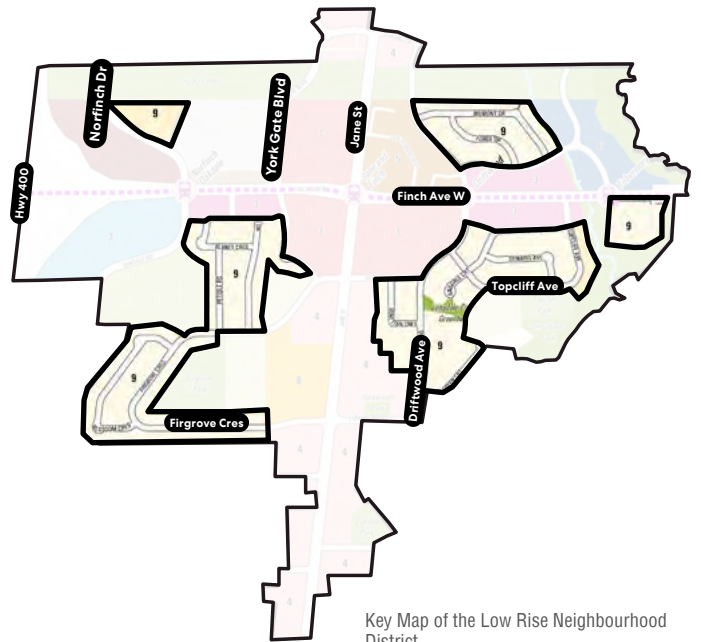
5.2.9 Low Rise Neighbourhood District

Low-scale residential areas in Jane Finch provide a variety of low-density housing types, including detached and semi-detached houses, duplexes, townhomes and multiplexes.

The Low-Rise Neighbourhoods District will undergo gentle intensification focused on expanding low-rise housing options to meet the needs of a growing city. This incremental growth will provide the community with more options to accommodate aging-in-place, multi-generational households and other diverse living arrangements.

GUIDELINES:

1. Low-rise building types such as detached, semi-detached, multiplexes, townhomes, apartments and garden suites that respect the existing and planned context will add additional housing to the community.
2. As development of adjacent areas takes place, improve connectivity between low-scale residential areas and Jane Street and Finch Avenue West with Green Pedestrian Connections.
3. Improve tree canopy in low-scale residential areas by planting additional street trees in boulevards.



Key Map of the Low Rise Neighbourhood District

Glossary

Active uses: at-grade uses within a building that support pedestrian activity and promote a high degree of visual and physical interaction between the building interior and adjacent public realm. Active uses include fine-grain retail, community uses, institutional uses, and cultural and civic uses. Grand entrance lobbies, private indoor amenity space, and large-format retail or commercial facilities are typically not considered active uses. In the Jane Finch area, active uses may include residential lobbies and live-work spaces if these are located along the Green Spine and are designed appropriately to promote indoor-outdoor interaction.

Frontage and Marketing Zone: is a portion of the sidewalk zone where local retail activities such as temporary retail sign placement, outdoor patio benches and chairs, retail spill-out such as fruit stands, may encroach onto the public right-of-way.

Base building: the lower portion of a tall building, designed to define and support adjacent streets, parks, and open space at an appropriate scale, integrate with adjacent buildings, assist to achieve transition down to lower-scale buildings and minimize the impact of parking and servicing on the public realm. Base buildings help form a streetwall and have a larger floorplate than the tower above, which typically steps back from all sides of the base building.

Green Pedestrian Connection: a pedestrian-oriented path with unobstructed sightlines providing porosity through a block.

Green Spine: a street with a generous green landscaped curb-to-building-face distance as a defining feature.

Jane Finch Pavilion building: is a tall building that stands distinctly on its own surrounded by landscaping. It is a tall building without an extensive base building. Design criteria from the Tall Building Design Guidelines such as street animation, first floor heights, façade articulation and transparency, and public-private transition still apply.

Jane Finch Pavilion Buildings are between 12-20 storeys in height, have compact tower floorplates, typically 750 square metres, and generous separation distances from other towers of 25 metres or greater. Larger setbacks on all sides of the pavilion building allow for windows on all sides to admit ample daylight and natural light into the building and the units themselves, as well as onto the landscape open spaces between buildings, the Green Spine, and Green Pedestrian Connections. In lieu of an extensive base building, other measures, such as canopies and overhangs, will be necessary to mitigate wind at grade.

Low-rise building: a building no greater in height than four storeys.

Mid-rise building: is a building that is no taller than the width of the adjacent street right-of-way, or typically between 5 and 11 storeys.

Mixed Use Shared Street: is an intimate, two-sided pedestrian priority street in a mixed-use, high-activity area where different modes share the space. Pedestrians have the highest priority and shared streets maintain a delineated pedestrian clearway zone to ensure the street is universally accessible. Mixed Use Shared Streets are expected to follow the design objectives of section 2.3.13 of the Toronto Complete Streets Guidelines. In the Jane Finch area, Mixed Use Shared Streets have a maximum right-of-way width of generally 18.5 metres.

Pedestrian Clearway: is a clear, unobstructed, continuous linear path of sidewalk to serve pedestrian flow. The minimum width of the pedestrian clearway is 2.1 metres.

Public Square: is a special open space typology primarily defined at its edges by streets and/or civic buildings. Its unique urban form with high visibility and access allows it to be a social and civic gathering space that provides opportunities for social interaction, entertainment, cultural events and flexible programming that enhance the daily lives of residents and workers.

Tall building: a building that is generally taller than the width of the adjacent street right-of way.

Tall buildings are expected to follow the design criteria in the Tall Building Design Guidelines.

Tower: is the portion of a tall building above the base building.

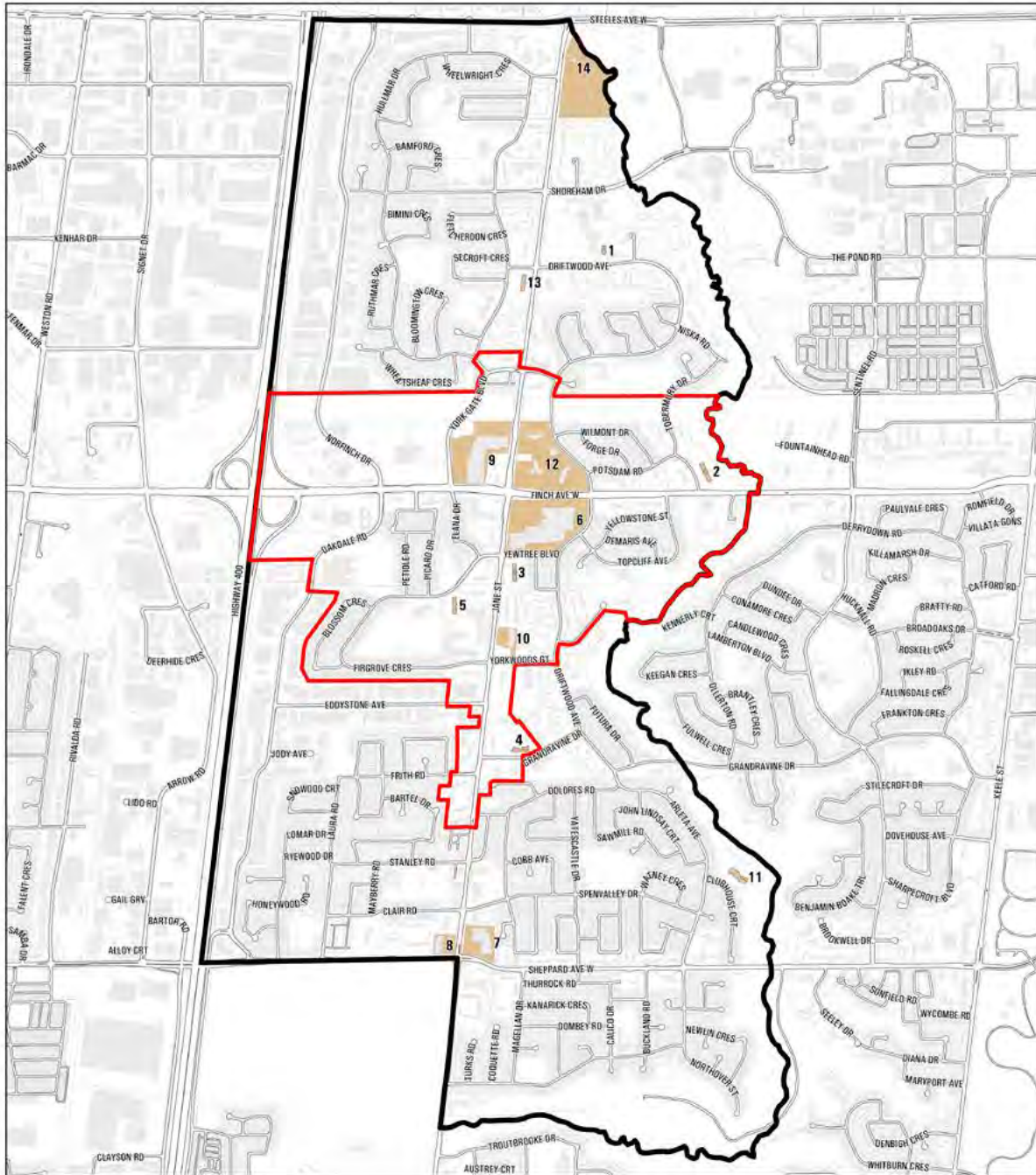
‘Tower in the Park’: is a style of development typical of the 1960s and 1970s consisting of a tall residential building set back significantly from the street and surrounded by landscaping and surface parking.

Tree Planting/Furniture Zone: is an area where street trees and various street furniture elements such as planters, waste receptacles, and/or benches can be placed.

Unencumbered soil areas: areas not covered by buildings or structures both above and below-grade.

Appendices

APPENDIX A: PLACES OF IMPORTANCE TO THE HISTORY OF COMMUNITY ORGANIZATION AND ACTIVISM



Places of Importance to the History of Community Organization and Activism

- Jane Finch Secondary Plan Boundary
- Study Area
- Existing Built Form

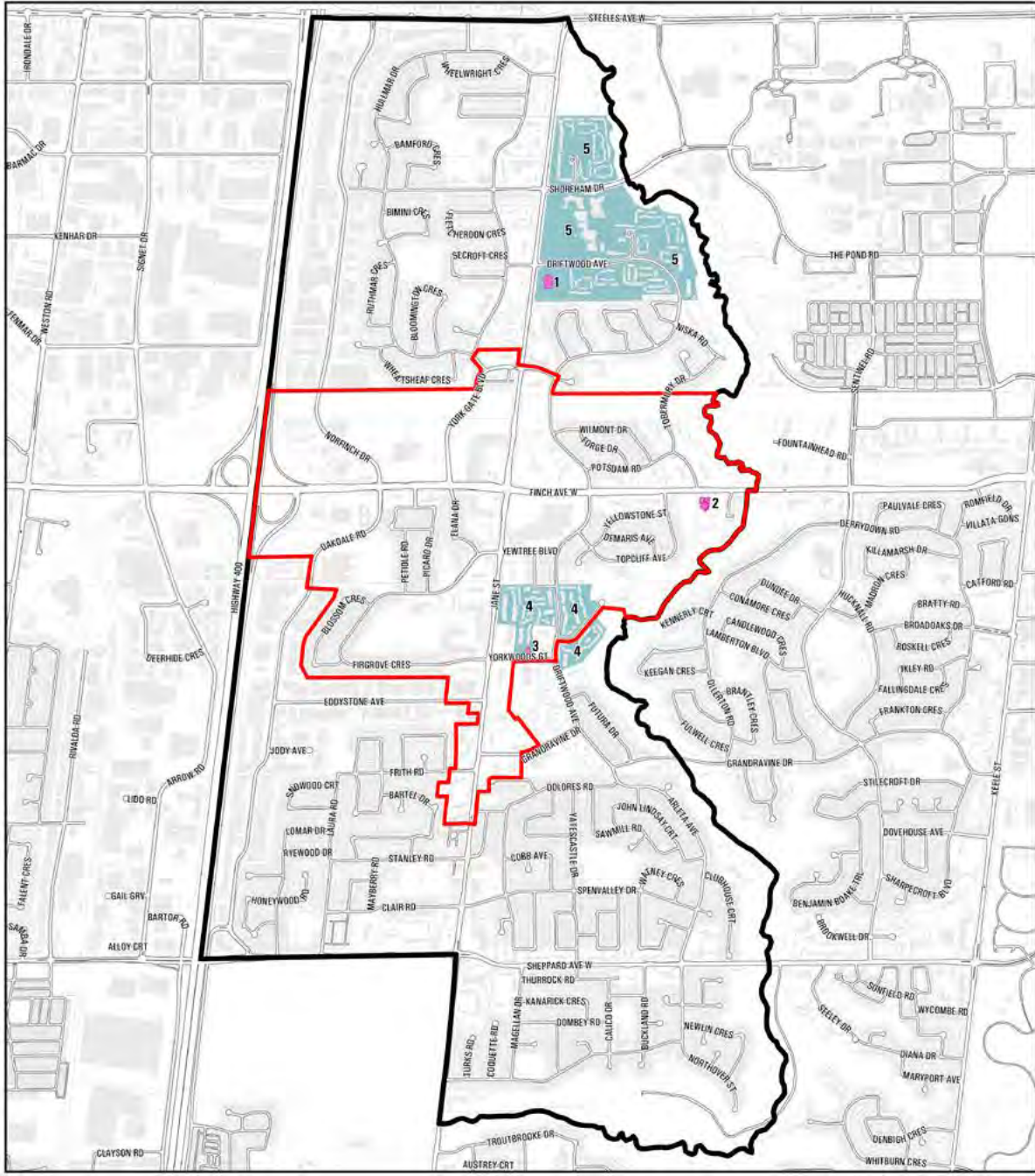
Places of importance to the history of Community Organization and Activism

- | | |
|------------------------|---------------------------------|
| 1 - 415 Driftwood Ave | 8 - 2512 2546 Jane St |
| 2 - 15 Tobermory Dr | 9 - 1 York Gate Blvd |
| 3 - 2999 Jane St | 10 - 2845 Jane St |
| 4 - 350 Grandravine Dr | 11 - 15 Clubhouse Crt |
| 5 - 5 Needle Firway | 12 - San Romanoway |
| 6 - 1911 Finch Ave W | 13 - 4400 Jane St |
| 7 - 2699 Jane St | 14 - Black Creek Community Farm |



Not to Scale

APPENDIX B: PROPERTIES WITH POTENTIAL FOR INCLUSION ON THE HERITAGE REGISTER



Properties with Potential for Inclusion on the Heritage Register

- Jane Finch Secondary Plan Boundary
- Study Area
- Existing Built Form
- Properties that merit inclusion on the Heritage Register
 - 1- Driftwood Community Centre (4401 Jane St)
 - 2- York Woods Public Library (1785 Finch Ave W)
 - 3- 20 Yorkwoods Gate (former Yorkwoods Community Centre)
- Planned communities for future study
 - 4- Yorkwoods Village
 - 5- Edgeley Village



Not to Scale