

## Jane Finch Secondary Plan and Urban Design Guidelines – Final Report

**Date:** February 7, 2024

**To:** Etobicoke York Community Council

**From:** Director, Community Planning, Etobicoke York District

**Wards:** 7 – Humber River-Black Creek

**File No.:** 19 125312 WPS 00 OZ

### SUMMARY

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This report recommends that City Council adopt the recommended Jane Finch Secondary Plan and associated Urban Design Guidelines, to provide a comprehensive planning framework for the area around the intersection of Jane Street and Finch Avenue West.

This Official Plan Amendment (OPA) would leverage the significant public investment in new transit infrastructure through the Finch West Light Rail Transit (LRT) by directing development to appropriate locations, transforming the area to support walking, cycling and transit use, and identifying public realm improvements and community facilities necessary to meet the needs of existing and future residents and workers. It advances the vision of an inclusive, transit-supportive and climate-resilient complete community, with a strong mixed-use core where local-serving retail and service uses would continue to thrive. The Secondary Plan would facilitate the development of significant new housing, with policies that encourage a diversity of housing types, forms, tenures and affordability. The Secondary Plan centres equity with a focus on outcomes for Indigenous, Black and equity-deserving groups, including implementation policies that would minimize displacement of residents and businesses.

This report also recommends amendments to other Official Plan policies. These include extending the *Avenues* along the Finch West LRT route, adjusting right-of-way widths for Jane Street and Finch Avenue West to support objectives for a complete street with a generous public realm, transit-priority measure and planned higher-order transit, redesignating certain lands close to LRT stops to *Mixed Use Areas* and in one location to *Apartment Neighbourhoods*, and establishing locations for new streets to create developable blocks within the large mall, plaza and mixed-use sites in the study area. Two Site and Area Specific Policies are recommended for deletion to align plans for those sites with this updated policy context.

The Jane Finch Secondary Plan and Urban Design Guidelines are an outcome of the Jane Finch Initiative, which is an interdivisional three-phased project that began in 2020.

A companion plan, the Jane Finch Community Development Plan, stewarded by Social Development Finance and Administration (SDFA) and Economic Development and Culture (EDC), is proceeding through Economic and Community Development Committee in the same City Council cycle. The Jane Finch Initiative was informed by a thorough public consultation process facilitated by the Jane/Finch Centre, concurrent review of development applications, and input of staff from various City Divisions, commenting agencies and key stakeholder organizations. Two previous reports to City Council presented various milestones of the planning study, the most recent being the adoption of the Ideas Report by City Council in May 2022. This staff report presents the results of the public consultation process for Phase 2 (on the Ideas Report) and for Phase 3 (on the proposed Secondary Plan and Urban Design Guidelines).

This recommended Official Plan Amendment is consistent with the Provincial Policy Statement (2020) and conforms to A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020) and the Greenbelt Plan (2017).

## **RECOMMENDATIONS**

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The Director, Community Planning, Etobicoke York District recommends that:

1. City Council adopt the Official Plan Amendment, Jane Finch Secondary Plan, included as Attachment 1.
2. City Council adopt the Jane Finch Urban Design Guidelines, included as Attachment 2.
3. City Council authorize the City Solicitor to make such stylistic and technical changes to the Official Plan Amendment and Urban Design Guidelines as may be required.
4. City Council direct the Chief Planner and Executive Director, City Planning to use the Jane Finch Secondary Plan and Jane Finch Urban Design Guidelines in the evaluation of all current and new development applications within the Secondary Plan area.
5. City Council adopt the Jane Finch Parks and Public Realm Strategy, included as Attachment 3, and direct the General Manager, Parks, Forestry and Recreation, the General Manager, Transportation Services, and the Chief Planner and Executive Director, City Planning, to use the strategy to advance parks and public realm initiatives within the Jane Finch Initiative study area.
6. City Council adopt the Jane Finch Mobility and Transit Integration Strategy, included as Attachment 4, and direct the General Manager, Transportation Services, and the Chief Planner and Executive Director, City Planning, to use the strategy to advance mobility initiatives in the Jane Finch Initiative study area.

7. City Council adopt the Jane Finch Community Service Facilities Strategy, included as Attachment 5, and direct the Executive Director, Social Development, Finance and Administration, the General Manager, Economic Development and Culture, the General Manager, Parks, Forestry and Recreation, the General Manager, Children's Services, and the City Librarian, Toronto Public Library Board, in consultation with the Toronto District School Board and the Toronto Catholic District School Board, to use the strategy to inform future capital planning.

8. City Council adopt the Jane Finch Secondary Plan Servicing Capacity Assessment included as Attachment 7, and direct the General Manager, Toronto Water and the Chief Engineer & Executive Director, Engineering and Construction Services to use the study in the review of development applications.

9. City Council request the Chief Planner and Executive Director, City Planning to bring forward amendments to Zoning By-law 569-2013 containing regulatory and performance standards to implement the land uses for the Jane Finch Secondary Plan.

## **FINANCIAL IMPACT**

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The recommendations in this report have no financial impact. Much of the infrastructure required to support the growth expected in the Jane Finch Area will be secured through the development review process. Beyond that, infrastructure timing and funding will need to be prioritized against other city-wide capital projects and operating impacts, both funded and unfunded, through the capital budget plan and operating budget processes.

The Chief Financial Officer and Treasurer has reviewed this report and agrees with the information as presented in the Financial Impact Section.

## **DECISION HISTORY**

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### **Direction to initiate planning studies related to Finch West LRT (2015):**

At its meeting of December 9, 2015, City Council adopted Item PG8.9, the Finch Avenue West and Sheppard Avenue East Corridors – Planning Study Approach, which requested the Chief Planner and Executive Director, City Planning to initiate a planning study focused on the area around Keele Street and Finch Avenue West in recognition of planned rapid transit investments – the TTC Line 1 Subway Extension to Vaughan Metropolitan Centre and the Finch West LRT. Through Item PG8.9, City Council prioritized other focus areas for future planning studies along the Finch West LRT route, including the area around the Jane Street-Finch Avenue West intersection.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2015.PG8.9>

### **Direction to initiate the Jane Finch Initiative (2020):**

At its meeting of June 29, 2020, City Council adopted Item EC12.1, Jane Finch Initiative – Community Development Plan and Updated Land Use Planning Framework, and requested that three divisions – City Planning, Social Development, Finance & Administration and Economic Development & Culture – begin the first phase of community engagement for the Jane Finch Initiative and report back with a Proposals Report recommending policy directions and a summary of community input.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2020.EC12.1>

### **Adoption of Jane Finch Ideas Report (2022):**

At its meeting of May 11 and 12, 2022, City Council adopted Item EY31.1, Jane Finch Initiative – Ideas Report and Phase 2 Directions. It summarized the first round of community engagement and proposed a series of land use directions to guide a new planning framework for the area. City Council requested the Chief Planner and Executive Director, City Planning to report back with a proposed Jane Finch Secondary Plan and draft Urban Design Guidelines, informed by comprehensive community engagement and coordinated with City divisions involved in the parallel Community Development Plan process.

<https://secure.toronto.ca/council/agenda-item.do?item=2022.EY31.1>

At its meeting of May 11 and 12, 2022, City Council adopted Item EC29.1, Jane Finch Initiative – Ideas Report and Community Development Plan Phase 2, and requested that the Executive Director, Social Development, Finance and Administration (SDFA) and the General Manager, Economic Development and Culture (EDC) report back with a proposed Jane Finch Community Development Plan and associated resource requirements, informed by input from ongoing community consultation and coordinated with the City Planning's work on developing a Jane Finch Secondary Plan.

<https://secure.toronto.ca/council/agenda-item.do?item=2022.EC29.1>

### **Adoption of City-wide Protected Major Transit Station Area Delineations (2022):**

At its meeting of July 19 to 22, 2022, City Council adopted four OPAs – 540, 544, 570 and 575 – to delineate Protected Major Transit Station Areas (PMTSAs) that would enable the Council-approved Inclusionary Zoning (IZ) policy framework to be implemented. PMTSAs around three of the four Finch West LRT stops within the Secondary Plan area – Norfinch/Oakdale, Jane and Finch, and Driftwood – are included in OPA 570. Tobermory PMTSA has significant overlap with the city's green space system and is, therefore, included among the PMTSAs for which the City has requested a lower density target through OPA 544. The use of Inclusionary Zoning to secure affordable housing within the Jane Finch Secondary Plan Area, although approved by City Council, is awaiting Ministerial approval.

<https://secure.toronto.ca/council/agenda-item.do?item=2022.PH35.16>

## **EQUITY IMPACT STATEMENT**

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Consultations throughout the project have highlighted long-standing concerns from residents about the potential impacts of gentrification and the threat of displacement – particularly for Indigenous and Black residents and other equity-deserving groups – as a consequence of the development that the Finch West LRT transit investment is likely to

stimulate. Community members have expressed a strong desire to be able to grow in place.

The recommended Jane Finch Secondary Plan would shape future growth and development in the area in ways that can improve the quality of life for current and future residents, as the Plan is informed by an understanding of the area's heritage and sense of place. It can leverage affordable housing as well as improvements to community facilities such as child care, recreation facilities and space for human service agencies as well as arts and cultural groups. It would serve to balance residential, commercial and employment uses that enable growth in local jobs. Implementation of the Secondary Plan would transform the existing car-oriented environment to one that supports walking, cycling and transit, thereby promoting better health outcomes. It would support improvements to public parks and community gathering spaces and focus on community safety.

The companion Jane Finch Community Development Plan offers the potential to recognize and enhance what residents value in their community today, to address existing economic and social disparities between the Jane Finch area and the rest of the city through impactful programs and services, to respond to issues facing equity-deserving groups, and to advance inclusive economic opportunities. It can also draw on the City's Community Benefits Framework and social procurement policies to encourage local hiring and create employment, training and apprenticeship opportunities.

Through its interdivisional and participatory approach, the Jane Finch Initiative is advancing a number of the City of Toronto's equity strategies and commitments including the Reconciliation Action Plan, the Toronto Poverty Reduction Strategy, the Toronto Strong Neighbourhoods Strategy, the HousingTO 2020-2030 Action Plan, the Toronto Action Plan to Confront Anti-Black Racism, Resilience Strategy, Seniors Strategy, Tower Renewal, and Economic Development & Culture Division's Strategic Directions.

## **BACKGROUND**

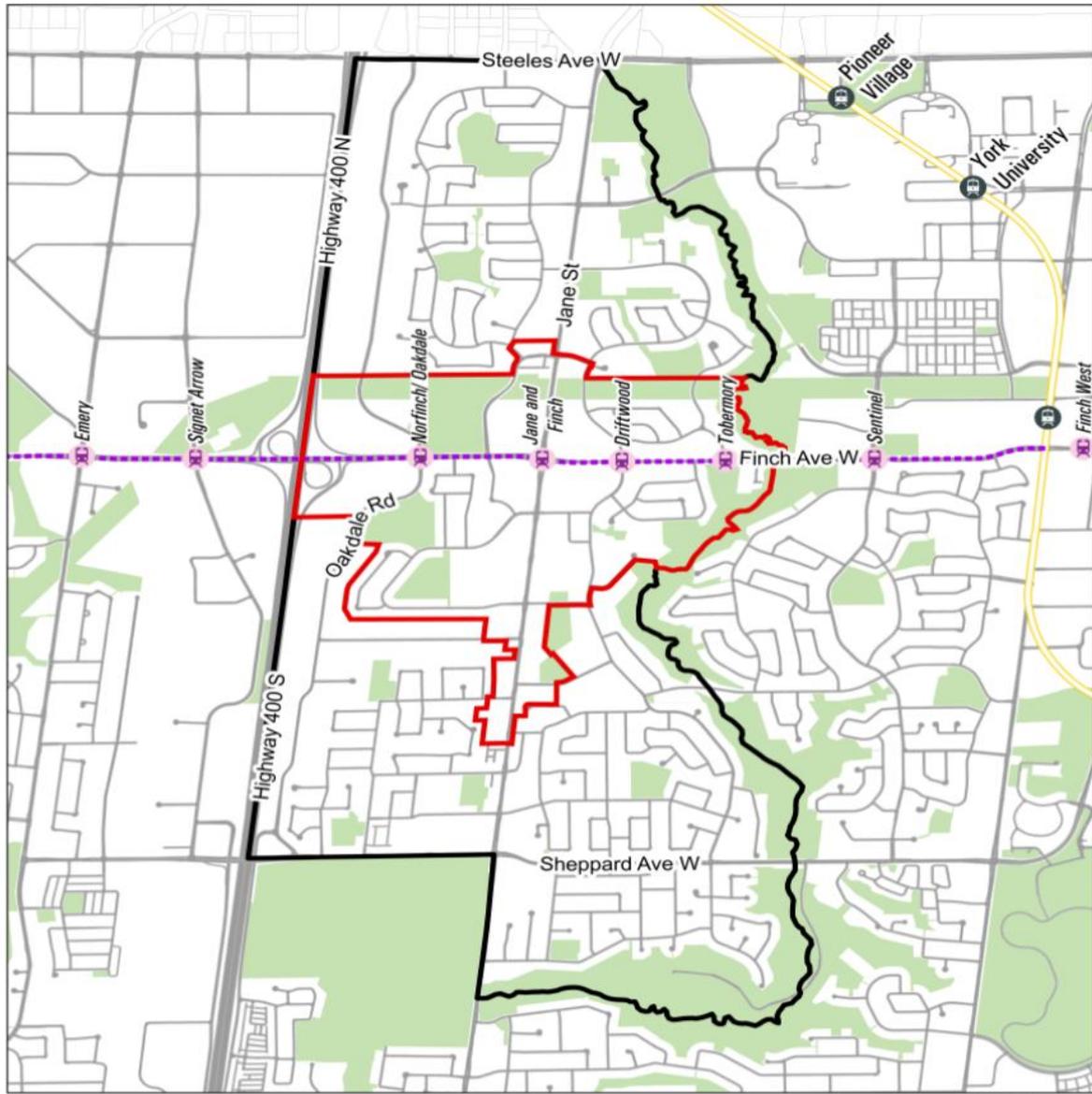
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### **Secondary Plan Area and Study Boundary**

The Secondary Plan area and the study boundary are shown in Figure 1. The Secondary Plan area, shown by the dotted black line, comprises lands closest to the four Finch West LRT stops and along the Jane Street spine. This boundary is based on criteria for developing a complete community including walkability (500- to 800-metre walking radius from LRT stops), land use (areas where growth would be desirable and warranted), lot sizes and ownership patterns (parcels where development potential and infill is greater).

The study boundary, shown by the solid black line in Figure 1, aligns with two City-designated social planning neighbourhoods: Black Creek (Neighbourhood 24) and Glenfield-Jane Heights (Neighbourhood 25). The Urban Design Guidelines, the Parks and Public Realm Strategy, the Mobility Strategy, the Cultural Heritage Resource

Assessment and Community Service Facilities Strategy, as well as the Community Development Plan apply to the lands within the study boundary. The study boundary also defined the area of focus for community consultation.



**Jane Finch Initiative**  
Draft Secondary Plan Area

- ▮ Draft Secondary Plan Area
- Study Area
- Parks & Open Spaces
- Finch West LRT Stations
- Finch West LRT Line
- Subway Stations
- Subway Line

Draft map



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Figure 1: Jane Finch Secondary Plan Area and Study Boundary

## Process

The Jane Finch Initiative has been an interdivisional study to plan for the future of the Jane and Finch area. It was informed by a community engagement process shared by multiple Divisions and facilitated by the [Jane/Finch Centre](#), a multi-service community-based organization located within the study area. City Planning, in collaboration with Parks, Forestry and Recreation, Transportation Services, Toronto Water, Children's Services, Environment and Climate, Engineering and Construction Services and Economic Development and Culture, developed a recommended Jane Finch Secondary Plan and Urban Design Guidelines. Through a parallel process, SDFRA and EDC developed a recommended Jane Finch Community Development Plan. Once adopted, these two plans would advance social equity and economic inclusion while guiding the growth and development in the area that is accelerated by the opening of the Finch West LRT.

The study was undertaken in three phases, each with a comprehensive round of public engagement (summarized in the next section):

**Phase 1 - Taking Stock (2021):** This first phase involved building an understanding of existing conditions and valued community assets, developing a vision and guiding principles, and identifying emerging issues, opportunities and priorities. A key deliverable was the Jane Finch Initiative Existing Conditions Background Report, with further detail elaborated in a series of thematic background memos.

**Phase 2 - Exploring Options (2022-23):** The study's second phase kicked off with City Council's adoption and public release of the Jane Finch Ideas Report, which identified policy directions for public consultation. Work in this phase was supported by a consultant team that generated options related to parks and the public realm, mobility and urban design/built form.

**Phase 3 - Final Plans (2023-24):** The final phase of work began with the release of the draft Secondary Plan and Urban Design Guidelines for public, stakeholder and agency comment. The recommended Secondary Plan, Urban Design Guidelines and related strategies attached to this report comprise the new planning framework for Jane Finch and represent the conclusion of the third phase of the Jane Finch Initiative.

## Phase 2 and 3 Community Engagement and Stakeholder Consultation

The partnership with the Jane/Finch Centre allowed for comprehensive engagement in each of the three phases of the study. Engagement happened through different methods, including regular meetings with the Community Advisory Committee, public meetings, focus groups, specialized youth engagement events, pop-up events in busy public spaces, use of asynchronous online engagement tools, and targeted stakeholder consultation for both the land use planning framework and the community development plan.

The Jane/Finch Centre has produced a summary of Phase 2 engagement activities detailing the input received on draft policies and actions. Staff produced an addendum to the engagement report to summarize the public and stakeholder input received on

the public circulation of the draft Secondary Plan and Urban Design Guidelines during Phase 3. The report, with its addendum, is found in Attachment 8. A summary report on Phase 1 community engagement is posted on the study website at [www.toronto.ca/janefinch](http://www.toronto.ca/janefinch).

The City retained Innovation Seven – an Indigenous-owned firm specializing in engagement and advisory services related to reconciliation – during 2022 and 2023 to engage the city's urban Indigenous communities, as well as Treaty Holders and traditional caretakers of the lands in Jane Finch. This allowed for staff to receive input on the study's engagement practices as well as work toward reflecting the priorities of Indigenous communities in the final policy documents. Innovation Seven's summary report is included in Attachment 9.

Public engagement ran through all three phases of the Jane Finch Initiative and used a mix of synchronous and asynchronous methods, including virtual and in-person meetings and web-based mapping and survey tools, to reach a comprehensive cross-section of the community.

Due to the COVID-19 public health restrictions, Phase 1 engagement activities took place virtually and reached 450 people. In Phase 2, in-person and virtual engagement reached 1000 participants. In Phase 3, 450 participants engaged in the project.

Engagement activities for all phases of the Jane Finch Initiative included:

- Establishing a Community Advisory Committee through a civic lottery. Invitations to participate were sent to all 18,000 addresses in the study area and 21 members were selected to reflect the demographics of the diverse communities of Jane Finch;
- Connecting with Treaty Holders and traditional caretakers of the area, Indigenous residents and Indigenous-serving organizations through a series of letters, phone calls, emails and four virtual meetings;
- Attending Indigenous arts and culture events in the area;
- Engaging the Aboriginal Affairs Advisory Committee and the Confronting Anti-Black Racism Partnership and Accountability Circle on the study's community engagement strategies;
- 30 monthly meetings with the Community Advisory Committee;
- Five public meetings, with both in-person and virtual components;
- 16 community pop-ups;
- Four 'deep dialogues' events on Community Development Plan themes;
- 15 one-on-one interviews with community members;
- Providing "Planner Office Hours" at convenient times to speak with the project team and conducting nine phone calls with community members;
- Stakeholder meetings with landowners, youth, the Jane Finch Hub Organizing Committee, the Black Creek Humber Summit agency cluster, the Inclusive Economic Opportunities Round Table, arts and culture organizations, Firgrove tenant leaders group, the heritage focus group, a cluster of grassroots groups and local businesses;
- Meetings and correspondence with the Province and external agencies, boards and commissions including:
  - Enbridge Pipelines Inc.;

- Hydro One Networks Inc.;
- Metrolinx;
- Ministry of Transportation;
- Toronto & Region Conservation Authority;
- Toronto Catholic District School Board;
- Toronto District School Board;
- Toronto Community Housing Corporation;
- Toronto Public Library;
- Toronto Transit Commission; and
- Toronto Parking Authority and Bike Share Toronto.
- Web-based tools including:
  - project website hosting study materials, engagement summaries and a virtual open house platform;
  - three surveys;
  - geographically targeted ads on social media and the Downsview Advocate website to promote the project and engagement tools online, garnering over 50,000 impressions;
  - 27 e-updates to 375 subscribers;
  - 49 email threads from residents and stakeholders; and
  - community-produced video entitled 'Valuing the Present, Imagining the Future' in which residents reflect on Jane Finch.

## **Development Applications in the Secondary Plan Area**

Secondary Plan policy development and the review of the major applications in the area were undertaken concurrently to ensure that appropriate city-building outcomes would be secured through a real-time decision-making process. The following are brief descriptions of applications active during the time frame of the study:

- 1911 Finch Avenue West (Jane Finch Mall): This application (file number: 23 184369 WET 07 OZ and 23 238316 WET 07 OZ) is a proposal for a phased redevelopment of the Jane Finch Mall that includes multiple mixed-use towers ranging from 27 to 50 storeys in height and includes parks, public spaces and community facilities.
- 1 York Gate Boulevard (Yorkgate Mall): This application (file number: 22 116509 WET 07 OZ) is a proposal for a 22-storey purpose-built rental residential tower in the Yorkgate Mall parking lot. This application has been appealed to the Ontario Land Tribunal.
- Firgrove-Grassways: The application from Toronto Community Housing at 3 Firgrove-Grassway (file number: 20 122745 WET 07 OZ) is a proposal for townhouses and residential towers ranging from four to 25 storeys in height, with a mix of social and market-rate housing and new community service facilities. Properties include 3 and 36 Marsh Grassway; 7 and 11 Blue Grassway; 4 and 17 Cane Grassway; 5, 10, and 40 Turf Grassway; and 1, 2, and 8 Dune Grassway. The Zoning By-law application and Draft Plan of Subdivision was approved by City Council in July 2022.

- 2801 Jane Street: This application is a proposal for an 11-storey residential tower infill development that retains and improves the existing building (file number 21 199452 WET 07 OZ). The application was approved by City Council in July 2023.
- 2111 Finch Avenue West (Long Term Care facility, MZO): This application (file number: 20 233385 WET 07 SA) is a proposal for a 6-storey Long Term Care Facility that retains the existing Humber River Hospital Finch Site. This property is subject to a Ministerial Zoning Order (MZO).
- 2839 Jane Street: This application is a proposal for a 13-storey mixed use building with nine commercial units on the ground floor and 190 residential units. The Rezoning Application (file number: 17 208607 NNY 08 OZ) was Council approved in March 2021 and the Site Plan Application (file number: 15 109987 NNY 08 SA) was approved in August 2023.

## **Growth Analysis**

According to the 2021 Census, around 50,000 people live within the Jane Finch study area boundary, within roughly 17,000 households. The growth analysis for Jane Finch was undertaken as part of the Land Needs Assessment, a component of the Municipal Comprehensive Review of the Official Plan. That analysis identified the potential for up to 30,000 more people living in the study area, across a further 17,000 households, over the next 30 years.

Employment projections were created as part of the growth analysis of the Land Needs Assessment. The employment projection boundaries represent a larger geographic area for infrastructure planning purposes, and are not fully aligned with either the Jane Finch Study Area or the Jane Finch Secondary Plan Area. As of 2022 (the most recent year available), there were 15,590 jobs in the general Jane Finch area that most closely aligns with the employment projections boundaries. The Land Needs Assessment identified the potential for up to 20,800 jobs in the same area by 2051, an increase of 4,210 jobs.

## **COMMENTS**

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This section summarizes community and stakeholder consultation on the draft Jane Finch Secondary Plan and Urban Design Guidelines, and summarizes refinements to the two planning framework documents. It further summarizes the Official Plan Amendment being recommended to City Council and related guidelines, strategies and supporting documents. This section is organized as follows:

1. Refinements to the Secondary Plan
2. Overview of the Jane Finch Secondary Plan
3. Overview of the Urban Design Guidelines
4. Parks and Public Realm Strategy
5. Mobility and Transit Integration Strategy

6. Community Service Facilities Strategy
7. Cultural Heritage Resource Assessment
8. Servicing Analysis
9. Conformity with Provincial Policy Statement and Growth Plan
10. Aligned Initiatives

## **1. Refinements to the Secondary Plan**

A draft of the Jane Finch Secondary Plan was released on the City website for public and stakeholder comment in November 2023. It was the subject of a public meeting held in four parts: on November 25, 29 and 30, 2023 (in-person) and on November 28, 2023 (virtual). A public survey on the secondary plan policies was open for input from December 15, 2023 to January 15, 2024.

Based on input received during public and stakeholder consultation and final technical review by staff, the following refinements were made to the recommended Official Plan Amendment:

- A recommendation that City Council delete two Site and Area Specific Policies (66 and 222) that are outdated, to ensure there are no conflicts with recommended policies in the Secondary Plan.
- Adjusted the recommended right-of-way width for Finch Avenue West to '45 metres and over' to reflect existing conditions along the LRT corridor and to provide sufficient space in the public right-of-way to secure components of complete streets including wide sidewalks with clearways meeting accessibility standards and pedestrian amenities including street trees.
- Re-organized the Secondary Plan to move retail policies to Section 5, Land Use and to consolidate district-specific policies related to the malls and large sites within Section 8, Built Form and Development by District.
- Refined Section 6, Public Realm by:
  - Adding a policy on privately-owned publicly accessible spaces (POPS)
  - Adding a policy to encourage secondary uses, such as active and passive recreation, agriculture, community gardens on hydro corridor lands
  - Removing a policy on securing access for Green Pedestrian Connections through easements, as delivery mechanisms for Green Pedestrian Connections may include other means
  - Clarifying, through policy refinements, that the 5.0-metre Green Spines along Jane Street and Finch Avenue West (outside of the Intersection district) may be achieved through a combination of the public right-of-way and setbacks on private land secured through development approval.
- Refined Section 7, Mobility to add a policy that protects for planned transit priority measures and planned higher order transit.
- Re-named Section 8, Built Form to Built Form and Development by District and adjusted it to:
  - Include a map to show the general height limit in storeys for each district and directions to transition down in height/scale.
  - Refine the tower separation policy to require that pavilion buildings and the tower portions of tall buildings have separation distances of generally 30 metres where

- a building exceeds 20 storeys in height. This aligns with the maximum height of pavilion buildings and aligns with policy in development for Update Downsview.
- Add a policy to support the placement of additional bike share stations, including e-stations.
- Added a policy within Section 9, Community Development relating to shared-use agreements between the City and school boards.
- Strengthened the policy language in Section 11, Housing that speaks to the prioritization of new affordable housing as the area grows.
- Clarified the requirements for a complete application in the Secondary Plan Area, including specific requirements for the Block Context Plan, the Public Consultation Strategy Report and the Public Art Strategy.
- Clarified that development in proximity to the Black Creek and its tributaries may require implementation of flood remedial works.
- Refined the Secondary Plan maps, as follows:
  - Addition of Map 50-6 Heights and Transitions
  - Removal of the Land Use Plan map that was included for ease of legibility in the draft, as it is a duplication of proposed amendments to Maps 13 and 16 of the Official Plan.
  - Refinements to the Districts Plan map to align district boundaries with recommended land use designation changes.
  - Refinements to the Parks and Public Realm Plan map to add clarity to the conceptual locations of some Green Pedestrian Connections and parkland priority areas and to update the legend for improved legibility.
  - Refinements to the Mobility Plan map to correct an error in the new road network on the Firgrove-Grassways site and refine locations for intersection improvements, ravine access points and improvements to ravine access points (including the ravine connections from Derry Down Road to Yorkwoods Library and the Tobermory LRT stop).
  - Refinements to Priority Retail Streets and Active Frontages map, including re-naming the map, to clarify where retail uses are required and where they are permitted and encouraged.
  - Map 50-7 Pipelines and Easements is removed, with a strengthening of policy language to reflect the requirements of the pipeline utility.
  - Map 50-8: Properties with Potential for Inclusion on the Heritage Register and Map 50-9: Places of Importance to the History of Community Organization and Activism are moved into the Appendix of Urban Design Guidelines and removed from the Secondary Plan.

## 2. Overview of the Jane Finch Secondary Plan

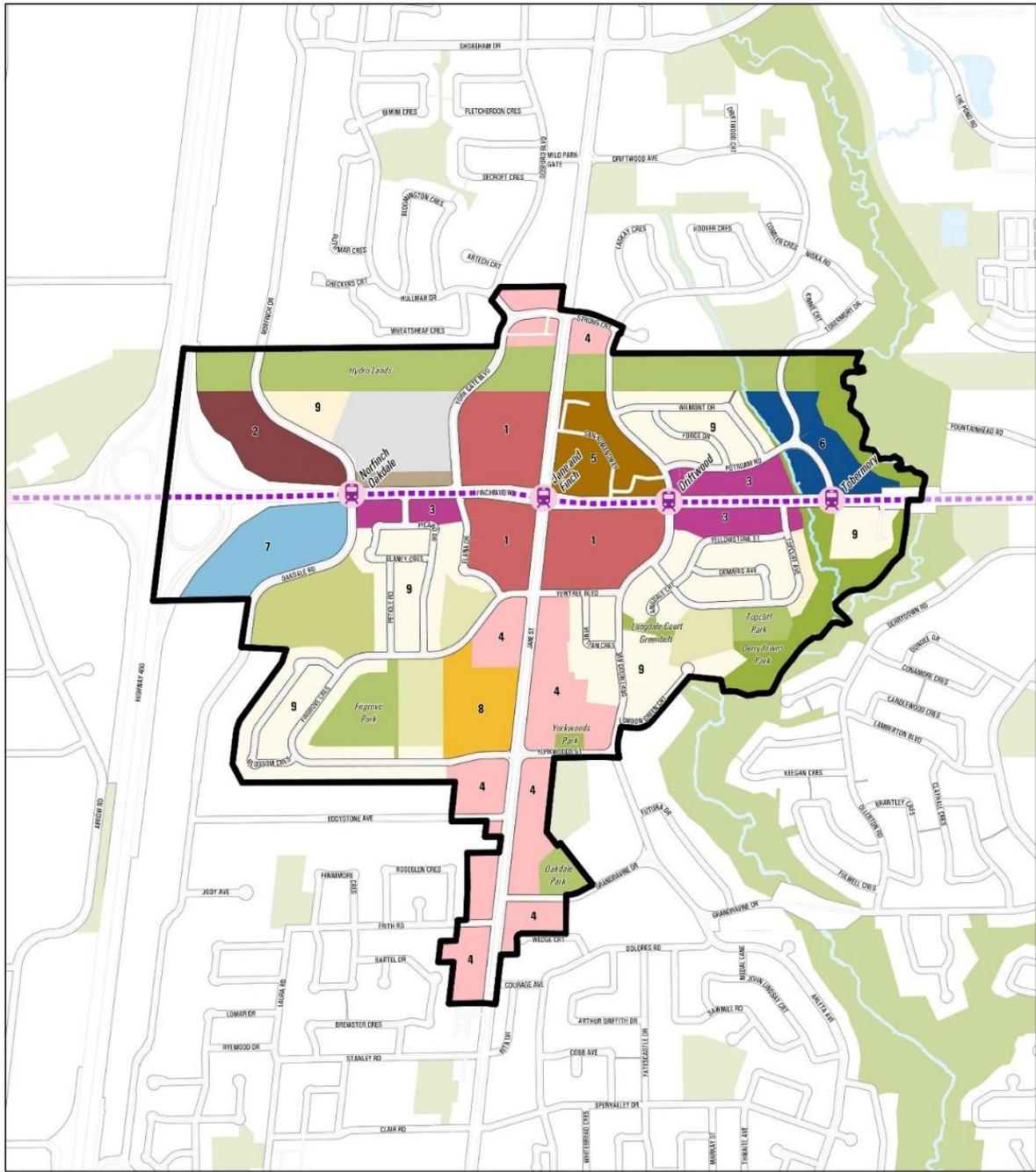
The recommended Secondary Plan is organized as follows:

**Vision and Goals** sets out the high-level vision for the Secondary Plan area as it grows over time and sets the goals that will guide city-building on both public and private lands. These include:

- Supporting the development of an inclusive, transit-supportive, climate-resilient, complete community, with a strong commercial core containing local-serving retail;
- Minimizing displacement as the area grows by supporting existing residents and businesses to grow in place;
- Honouring, understanding and commemorating the area's cultural heritage, including Indigenous cultures and histories, by conserving buildings and landscapes with cultural heritage value, and by interpreting valued stories in creative and compelling ways;
- Improving and expanding the public realm, with new streetscapes, parks and public squares on large sites and improving access to, while protecting, the Black Creek ravine;
- Transforming the area to support walking, cycling and transit use;
- Including a diversity of housing forms, types and tenures and prioritizing new affordable housing; and
- Improving and expanding community service facilities as growth proceeds and building space for the local arts and culture scene to thrive.

**Area Structure** organizes the Secondary Plan area into nine districts (see Figure 2). Growth is primarily anticipated in the following five of the nine districts:

- **The Intersection District** will develop as the commercial and social heart of the community. The district will permit a range of heights, densities and building types that will accommodate most of the new growth in the plan area including new affordable housing supported by new parks and new public squares that honour the legacy of the intersection as a community meeting place.
- **The Norfinch District** will develop as a mixed-use node with a new, centrally located park with both mid-rise and tall buildings framing the western gateway to Jane Finch. It will continue to have significant non-residential uses such as hotels, retail and offices including medical office uses integrated within new development.
- **The Finch Avenue District** will intensify to include new mixed-use buildings along the LRT line with enhanced public realm along Finch Avenue West to support walkability to the Intersection District, medical office uses, the Black Creek Ravine and improved connections into surrounding neighbourhoods.
- **The Jane Street District** will intensify to include new or infill buildings compatible with the area's existing 'tower in the park' character. A north-south Green Spine, allowing space for increased tree planting and landscaping, will be reinforced along Jane Street through generous curb-to-building-face distances. Buildings will be encouraged to include small-scale retail, service and community-serving uses that are highly visible and accessible from the Green Spine.
- **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. Sensitive infill development will support the area's green and open space character and include small-scale retail, service and community-serving uses.



## Jane Finch Secondary Plan Map 50-2: Districts Plan



Not to Scale

Figure 2: Districts Plan

**Land Use** policies in the Secondary Plan aim to support a diverse mix of uses that serve the daily needs of all residents of the community, with transit-supportive densities, a balance of commercial uses and workplaces within walking distance of transit, and allocation of land for a robust and high-quality public realm with sufficient community service facilities. Key policy directions in this Secondary Plan are:

- A broad range of non-residential uses within *Mixed Use Areas* to support the development of Jane Finch as a complete community with local job opportunities;
- Replacement of non-residential gross floor area through redevelopment;
- Creation of a strong and diverse commercial core centred on the intersection of Jane Street and Finch Avenue West; and
- Identifying Priority Retail Streets where retail uses are required in a compact, walkable, fine-grained form, and defining other locations where retail is required or permitted.

**Public Realm** policies identify locations for new public realm elements including new parks, public squares, priority areas for parkland expansion, and new and enhanced pedestrian connections. Key public realm directions in this Plan are:

- Public squares at the northwest and southeast quadrants of the Intersection District to recognize its historic importance as a space for public life and to support strongly expressed community aspirations for gathering space in public ownership programmable by the community;
- New parks in areas with low parkland provision rates and walkability gaps, including on larger development sites within the Intersection District;
- Green Spines along Jane Street and Finch Avenue West outside the Intersection District, where development curb-to-building face distances will be protected for to achieve generous soft landscaped areas, spaces to sit and gather, and room to achieve a double row of trees on either side of each sidewalk;
- Green Pedestrian Connections to improve walkability and connectivity in the area;
- The Finch Hydro corridor reinforced, through partnerships, as a significant open space for the community, supporting recreation, habitat creation, active transportation and urban agriculture; and
- The Black Creek Ravine protected through conservation and restoration efforts balanced with its open space and recreational functions.

**Mobility** policies recognize that streets are important public spaces that support community life and economic activity, while accommodating a variety of modes of transportation in a way that is safe and comfortable for people of all ages and abilities. Policies identify locations for new streets, cycling routes, streetscape and intersection improvements, school safety improvements, trail extensions and new and improved ravine connections. Key mobility directions in this Plan are:

- Improving connectivity between key community destinations and to transit stops;
- Securing components of complete streets including wide sidewalks with clearways meeting accessibility standards and pedestrian amenities including

street trees, through right-of-way widening and sufficient setbacks from curb to building face;

- Building a cycling network that is safe, convenient and comfortable with amenities for cyclists;
- Creating development blocks on large sites that are scaled to encourage walkability, with new streets in the Intersection District designed as Mixed Use Shared Streets, as described in the Complete Streets Guidelines;
- Making transit stops welcoming, safe and comfortable; and
- Incorporating Green Street initiatives to improve sustainability and resilience.

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

**Built Form** policies outline performance standards to ensure buildings appropriately define and support liveability and thermal comfort in the public realm and a strong sense of place. Key features of this Plan include:

- Directing the greatest heights and densities to the Intersection District;
- Addressing infill opportunities in *Apartment Neighbourhood* sites through the introduction of Jane Finch Pavilion buildings, defined as 12- to 20-storey buildings that are surrounded by landscaped open space;
- Establishing indoor and outdoor amenity space requirements for multi-unit residential buildings; and
- Providing built-form policies tailored to the contexts of each district with respect to building typologies; scale and height limits; transition; building location, massing and orientation; and phasing.

The **Community Development** section of the Secondary Plan aims to address gentrification and displacement, maximize local economic opportunities, improve access to community spaces and facilities, enhance arts and culture, improve community safety and wellbeing, and support local food access initiatives. Detailed actions to implement community priorities are outlined in the Jane Finch Community Development Plan. Key Secondary Plan policies include:

- Requiring that development applications demonstrate, through a Planning Rationale or Site Plan Control application, how the proposed development responds to the Community Development Plan, including addressing its anti-displacement strategy;
- Requesting that landowners engage with community and equity-deserving groups identified in the Jane Finch Community Development Plan prior to submitting an application; and
- Encouraging development to support inclusive economic development through local and social hiring pathways, training and apprenticeship opportunities, social procurement and provision of space for business incubation and social enterprises.

**Heritage** policies include the identification of attributes that have design and physical value, historical and associative value and contextual value for the community ranging from time immemorial to the present day. The policies also include provision for additional design solutions which may be required to address the unique characteristics of heritage buildings included in development sites. They also point to the Urban Design Guidelines where properties of heritage interest with potential for inclusion on the Heritage Register are identified. Places of importance to the history of community organization and activism are also identified in the Urban Design Guidelines. Policy requires that development on such parcels demonstrate, through a required Planning Rationale or Site Plan Control application, how it will consider the historical or cultural value of the site in the proposed redevelopment plans, including how the applicant plans to work with the local community to develop an interpretation and/or commemoration response.

**Housing** policies of the Secondary Plan build on the suite of in-force Official Plan policies to encourage a diversity of housing types, forms, tenures and affordability, and prioritize the provision of affordable housing. Key policies include:

- Protecting rental housing;
- Prioritizing affordable housing, including on publicly owned land;
- Requiring a mix of unit sizes and tenures, with an emphasis on providing 40% two- and three-bedroom units in new development; and
- Encouraging community land trusts and cooperative models to secure new affordable housing.

**Climate Action** policies encourage building and design practices that reduce local greenhouse gas emissions and achieve the highest performance level of the Toronto Green Standard. Development is encouraged to support low-carbon thermal energy technologies, active transportation, tree canopy expansion and enhanced biodiversity. New or reconstructed streets would be designed using a green streets approach.

**Implementation** policies encourage the public sector and private sector to work collaboratively and actively with the communities of Jane Finch to implement the Secondary Plan and to achieve the city-building goals it outlines. It also sets out policies to ensure appropriate servicing, transportation and community service facilities are available to service development and that development does not exceed existing capacity in the plan area.

### **3. Overview of the Jane Finch Urban Design Guidelines**

The recommended Urban Design Guidelines, included as Attachment 2, are the product of a years-long process informed by extensive community consultation. They include comprehensive built form guidelines organized by district, identify streetscaping and other public realm improvements, and illustrate detailed cross-sections for different street types. The guidelines establish design criteria for the provision and appropriate locations of new parks, open spaces, public squares and pedestrian connections throughout the Secondary Plan area as well as informing new building design. Together

with the Secondary Plan, they 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.

#### **4. Parks and Public Realm Strategy**

This strategy, included as Attachment 3, highlights opportunities to build on existing community assets and provides a tailored set of recommendations, strategies and approaches to improving the parks and open space network in the broader Jane Finch study area. The priorities and strategies emerged from in-depth background analysis and consultation with the community. The strategy is organized around five topic areas to support the parks and public realm vision for the area contained in the Secondary Plan:

- **Open Spaces:** includes an analysis of existing parks and open space provision and recommendations for new parks and public squares including development criteria.
- **Stitching it Together:** includes an analysis of walkability gaps and recommendations for new and improved pedestrian connections and streetscape improvements.
- **Safe and Inclusive Spaces:** includes recommendations for design responses, collaborations and investments to improve equity in access and enjoyment of parks and public spaces.
- **Joyful and Active Spaces:** explores options for growing food, enhancing public art, and identifies priority areas for improvements to existing parks and open spaces.
- **Placekeeping:** identifies opportunities for education, collaboration and partnerships to honour Indigenous cultures and histories.

The Parks and Public Realm Strategy will support decision-making, development review, partnerships and capital budgeting.

#### **5. Mobility and Transit Integration Strategy**

This strategy is included as Attachment 4. Many residents and workers in the community walk, bike or use transit, despite the car-centric design of the area that is the result of mid-century planning practices. This strategy aims to improve safety on existing active transportation routes, building new opportunities to promote walking, cycling and transit use. It highlights improvements needed to better connect residents to transit and neighbourhood destinations. This strategy was developed through in-depth analysis of needs and consultation with the community. It will support decision-making, development review, partnerships, capital project identification and budgeting.

#### **6. Community Service Facilities Strategy**

This strategy, included as Attachment 5, provides guidance on securing space for community service facilities as the area changes and grows. It identifies the need for the following community service facilities to meet existing populations and future growth over the next 30 years:

- **Child Care:** A need for an additional 1,285 spaces, or between 13 and 21 child care centres, to meet the current deficit and future demand. At least 50% of spaces should be eligible for a Fee Subsidy Agreement.
- **Community Recreation Centres:** The study area is served by four community recreation centres; all are small- to mid-sized and none provide an indoor pool. Driftwood and Oakdale Community Recreation Centres are highlighted for consideration through the upcoming 5-year review of the City's Parks and Recreation Facilities Master Plan, including opportunities for upgrades, expansion and/or revitalization. Utilization data suggest that there is strong demand for youth drop-in activities, especially sport and swimming programs for all ages. Several facilities within parks are identified as strong candidates for upgrades.
- **Community Agency Space:** 69% of agencies responding to a survey indicated their agency does not have sufficient space to accommodate the anticipated increase in demand for programs and service as the area grows. There is a strong need for non-profit community-based agency space through the City's community space tenancy program.
- **Public Libraries:** No further branch renovations, relocations or expansions are planned to meet future needs over the time frame of the Secondary Plan. The York Woods district branch recently reopened following a major renovation. The Jane/Sheppard neighbourhood branch is a relatively new neighbourhood branch in good condition.
- **Public Schools:** The Toronto District School Board (TDSB) anticipates being able to use existing school sites to accommodate student capacity through replacement schools and/or additions to existing schools. One new TDSB elementary school site may be required should existing school sites not be able to accommodate the increase in student capacity. The Toronto Catholic District School Board anticipates the growth in students can be accommodated in existing facilities through expansion, reconstruction or the placement of portables.

## 7. Cultural Heritage Resource Assessment

The Jane Finch initiative included a Cultural Heritage Resource Assessment (CHRA) to enhance understanding of the area's historical development, and to identify cultural heritage resources. As part of the CHRA, a Historic Context Statement, included as Attachment 6, was produced to provide an understanding of key themes and building typologies which shaped the development of the area, and to relate properties to those themes. Building on the Historic Context Statement, a heritage survey identified the Driftwood Community Centre (4401 Jane Street), York Woods Branch, Toronto Public Library (1785 Finch Avenue West), and 20 Yorkwoods Gate (former Yorkwoods Community Centre) as having potential for inclusion on the Heritage Register. The Historic Context Statement includes an appendix, written by local historian and activist, Wanda MacNevin, which identifies places associated with the important history of community activism in Jane Finch. Appendices in the Urban Design Guidelines document the properties identified through the CHRA.

## 8. Servicing Capacity Assessment

Toronto Water has analyzed the sanitary sewer and water distribution system capacity in the Secondary Plan area, accounting for proposed population density. The analysis of the sanitary sewer system for future growth scenario (2051) indicates that dry weather flow conditions will exceed existing sanitary sewer capacity in multiple locations. During wet weather flow conditions, existing capacity constraints will be exacerbated with increased density proposed in the future scenario. The water distribution system analysis indicates the existing system has adequate capacity to accommodate the maximum day water demand during the future growth scenario, but there are multiple locations where the system cannot provide adequate fire flow. Additional details of the Servicing Capacity Assessment can be found in Attachment 7.

The assessment looks at broad population growth which is distributed uniformly across the Jane Finch area and represents one development scenario. It cannot account for the impact of individual development applications and built-out scenarios. As such, developers will need to confirm adequate capacity exists to service the development, and if required, identify upgrades through the application process. As individual development applications are submitted, the analysis in Attachment 7 will be available to the applicants. Any infrastructure upgrades required to provide adequate capacity to meet the demands due to development application will have to be assessed by the developer and implemented prior to the development proceeding to building permit.

## 9. Conformity with Provincial Policy Statement and Growth Plan

The recommended Jane Finch Secondary Plan is consistent with the Provincial Policy Statement (2020) as required by the *Planning Act*. The Jane Finch Secondary Plan conforms with A Place to Grow: the Growth Plan for the Greater Golden Horseshoe (2020). Further detail on the area's policy context is found in Attachment 10: Policy Context.

## 10. Aligned Initiatives

The following initiatives were aligned with policy development for the Jane Finch Secondary Plan:

- [Our Plan Toronto](#): The study team worked with the five-year Official Plan review process, to support the planning for Protected Major Transit Station Areas (PMTSAs) around four stops on the Finch West LRT within the Secondary Plan area. PMTSAs, which are awaiting Provincial approval, are linked to the future implementation of Inclusionary Zoning.
- [Action Plan to Confront Anti-Black Racism](#) (CABR): Through its Growing in Place initiative, the City's CABR unit was integrated within the study team to address the destabilizing impacts of gentrification on Black communities and businesses, and to develop policies and strategies for addressing displacement.
- Jane Finch Community Hub and Centre for the Arts: In May 2021, City Council authorized staff ([GL22.10](#)) to enter into an agreement of purchase and sale with Metrolinx for acquisition of a portion of the Finch West LRT Maintenance and

Storage Facility (MSF) site – a 32-metre setback at 2050 Finch Avenue West – for use as a proposed community facility.

- [RapidTO](#): The City is working with the Toronto Transit Commission to introduce surface transit priority measures on select routes. RapidTO is examining a proposed Jane Street route between Eglinton Avenue West and Steeles Avenue West/Pioneer Village TTC subway station.
- Bike Share Toronto: Managed by the Toronto Parking Authority, [Bike Share](#) Toronto is implementing its 2022-2025 growth plan that has included the introduction of the first bike share stations in the Jane Finch area as an early action under the study.
- Toronto Community Housing's revitalization of [Firgrove-Grassways](#) includes replacement of 236 RGI units, up to 600 market units and 107 net new affordable units.
- The City's [Tower Renewal](#) program is helping owners of older apartment towers, including those in Jane and Finch, to make building improvements and revitalize the surrounding community.
- Trail initiatives including building and improving segments of the 65 km Loop Trail and the Northwest Cultural Trail.
- The [Finch West Goods Movement Plan](#) will define ways to improve commercial shipping and freight transportation in the Finch West area while considering safety and efficiency of travel for commuters, transit users, cyclists and pedestrians.

## **CONCLUSION AND NEXT STEPS**

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Much of the Jane Finch area was developed in a car-centric era. With the arrival of the Finch West LRT, the area is poised to transform into a denser, more walkable, more transit-supportive community with new housing including affordable housing. On a foundation of strong public realm policies that support the building of new and improved parks, new public squares, and new and improved streetscapes and pedestrian connections, the Jane Finch Secondary Plan builds on the public investment in transit infrastructure to guide growth and change in ways that respect and honour the area's diversity and vitality. Adoption of the recommended Secondary Plan and Urban Design Guidelines and advancing their vision through the area's development applications would be an important step in shaping an inclusive, beautiful and complete community well into the future.

Next steps will include a Zoning By-law amendment to support implementation of the Secondary Plan, and ongoing collaboration between City Planning, Social Development Finance & Administration and Economic Development & Culture to align development approval and capital budgeting with the new Jane Finch Community Development Plan goals and actions.

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## **SIGNATURE**

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## **ATTACHMENTS**

Attachment 1: Jane Finch Secondary Plan  
Attachment 2: Jane Finch Urban Design Guidelines  
Attachment 3: Parks and Public Realm Strategy  
Attachment 4: Mobility and Transit Integration Strategy  
Attachment 5: Community Service Facilities Strategy  
Attachment 6: Historic Context Statement  
Attachment 7: Jane Finch Servicing Capacity Assessment  
Attachment 8: Community Engagement Summary Report for Phase 2 (Jane/Finch Centre) and Phase 3 Report Addendum  
Attachment 9: Indigenous Engagement Summary Report (Innovation Seven)  
Attachment 10: Policy Context

## Attachment 10: Policy Context

### The Planning Act

The *Planning Act* (1990) provides for a land use planning system for Ontario led by provincial policy. It identifies matters of provincial interest for which municipal councils shall have regard when carrying out their responsibilities (2). These matters include but are not limited to: the orderly development of safe and healthy communities; protecting ecological systems; providing a full range of housing including affordable housing; providing employment opportunities; appropriately locating growth and development; promoting sustainable, transit-supportive and pedestrian-oriented development; promoting well-designed built form that encourages a sense of place, and provides high-quality, safe, accessible, attractive and vibrant public spaces; and mitigating greenhouse gas emissions and adapting to a changing climate.

The *Planning Act* sets out an open and accessible framework for municipalities to establish policies and by-laws that guide physical, social and economic change within their boundaries. This framework includes but is not limited to:

- Requiring decisions of municipal council to be consistent with the *Provincial Policy Statement* (3) and conform or not conflict with provincial plans, which provide further direction on matters of provincial interest (3).
- Use of an Official Plan (16), and land use controls including zoning by-laws (34), holding provisions (36), plans of subdivision (51) and site plan control (41) to describe and implement a vision for the future that conforms with applicable provincial plans.
- Permitting municipal councils to pass by-laws supporting the establishment and maintenance of public spaces and community facilities through community benefits charges and parkland dedication (37, 42, 51.1).
- Providing for the inclusion of affordable housing units in buildings or projects (16.4, 35.2).

These matters of provincial interest are relevant to the Jane Finch Secondary Plan and are discussed throughout this report, including relevant sections of the Ontario Heritage Act, Provincial Policy Statement and Provincial plans discussed below.

### Ontario Heritage Act

The *Ontario Heritage Act* (OHA) is the key provincial legislation for conserving cultural heritage resources in Ontario. It regulates, among other things, how municipal councils can identify and protect heritage resources, including archaeology, within municipal boundaries. This is largely achieved through listing on the City's Heritage Register, designating individual properties under Part IV of the OHA, or designating districts under Part V of the OHA. Ontario Regulation 9/06 sets out the criteria for evaluating properties to be designated under Part IV, Section 29 of the Ontario Heritage Act. The criteria are based on an evaluation of design/physical value, historical and associative value and contextual value.

## **The Provincial Policy Statement**

The *Provincial Policy Statement (PPS) (2020)* provides province-wide policy direction on land use planning and development matters to promote strong, sustainable and resilient communities for people of all ages, a clean and healthy environment, and a strong and competitive economy. The PPS states that municipal official plans are the most important vehicle for the implementation of the PPS and for achieving comprehensive, integrated and long-term planning.

The PPS includes policies on key land use matters that have shaped the Jane Finch Secondary Plan:

- Managing and directing land uses to achieve efficient and resilient development and land use patterns;
- Promoting economic development and competitiveness by providing for an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs;
- Providing for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents;
- Promoting healthy, active communities by planning streets, parkland, open spaces and trails to be safe, meet the needs of pedestrians, foster social interaction, and facilitate active transportation and community connectivity;
- Providing infrastructure (including green infrastructure) and public service facilities to accommodate projected needs and prepare for the impacts of a changing climate;
- Planning for water, sewer and stormwater servicing to accommodate forecasted growth and optimize existing systems;
- Guiding land use patterns, density and mix of uses to minimize vehicle use and support use of transit and active transportation;
- Planning for and protecting corridors and rights-of-way for infrastructure, including transit and transmission systems to meet current and projected needs;
- Supporting economic prosperity by encouraging a sense of place, promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources and cultural heritage landscapes;
- Encouraging transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion; and
- Adopting designs that maximize energy efficiency and conservation, and consider the mitigating effects of vegetation and green infrastructure.

The recommended Jane Finch Secondary Plan is consistent with the PPS.

## **A Place to Grow: Growth Plan for the Greater Golden Horseshoe**

*A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020)* (the “Growth Plan”) provides a strategic framework to plan for growth and development in the Greater Golden Horseshoe (GGH) in a way that supports economic prosperity, protects the

environment, and helps *communities achieve a high quality of life*. In accordance with Section 3 of the Planning Act, all decisions of City Council with respect to the exercise of any authority that affects a planning matter shall conform with the Growth Plan. Comments, submissions, or advice affecting a planning matter that are provided by Council shall also conform with the Growth Plan. In the opinion of City staff, the Jane Finch Secondary Plan conforms with the Growth Plan and implements its policies and vision.

One of the key Growth Plan policies that has shaped the Jane Finch Secondary Plan is 2.2.1 (4), which supports the achievement of complete communities that include:

- A diverse mix of land uses, including residential and employment uses;
- Access to local stores, services, and public service facilities;
- Social equity for people of all ages, abilities, and incomes;
- A diverse range and mix of housing options, including affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;
- Access to a range of transportation options, including infrastructure for active transportation;
- Community service facilities;
- Parks, open spaces, trails, and recreational facilities;
- Healthy, local, and affordable food options, including through urban agriculture;
- A compact built form and a vibrant public realm;
- Features to mitigate and adapt to the impacts of a changing climate, improve resilience, and reduce greenhouse gas emissions, and contribute to environmental sustainability; and
- Green infrastructure and appropriate low impact development.

Section 2.2.4 of the Growth Plan sets out planning policies for Major Transit Station Areas (MTSAs) and priority transit corridors. Key policies from section 2.2.4 that have shaped the Jane Finch Secondary Plan include:

- Planning for minimum density targets in MTSAs and priority transit corridors;
- Planning and design to be transit-supportive and to achieve multi-modal access to nearby major trip generators;
- Planning for a diverse mix of uses, including additional residential units and affordable housing, to support existing and planned transit service levels;
- Fostering collaboration between public and private sectors;
- Providing alternative development standards; and
- Protecting lands that may be needed for future enhancement or expansion of transit infrastructure.

## **The Greenbelt Plan**

The *Greenbelt Plan* (2017) is a provincial plan identifying where urbanization should not occur to permanently protect the agricultural land base and the ecological and hydrological features, areas and functions within the landscape of the GGH. Black Creek is identified as an Urban River Valley in the *Greenbelt Plan*. This designation protects natural and open space lands along river valleys in urban areas to ecologically

connect the rest of the Greenbelt Area to Lake Ontario (1.2.3). The Act encourages stewardship, remediation and appropriate park and trail initiatives to protect and enhance the ecological and hydrological features and functions of Urban River Valleys (3.2.6.2) on publicly owned lands (6.2.1). The recommended Jane Finch Secondary Plan conforms with the Greenbelt Plan.

## **Official Plan Alignment**

The Toronto Official Plan (the “OP”) manages the city’s physical, social and economic growth towards a vision 20-30 years in the future (Chapter 1). This is achieved by directing where and how the city will grow, ensuring land use compatibility and the provision of municipal services and facilities. OP policies can be found here:

<https://www.toronto.ca/city-government/planning-development/official-planguidelines/official-plan/>.

## **Chapter 2 – Shaping the City**

Growth is to be focused into a pattern of compact centres, mobility hubs, and corridors that can best accommodate growth, including near higher-order transit stations/stops and along the *Avenues* (2.1.1a, Map 2). *Avenues* are important corridors along major streets where reurbanization is anticipated and encouraged to create new housing and job opportunities, while improving the pedestrian environment, the look of the street, shopping opportunities and transit service for community residents (2.2.3). Public streets should support a generous public realm, safe and comfortable active transportation and necessary hard infrastructure (2.2.5f). Right-of-way widths identified on Map 3 can be widened for public realm enhancements, transit priority measures and to protect for future higher order transit (2.2.5b, Map 4, Map 5). The OP provides policies (2.4) to increase opportunities for walking, cycling, and transit use and to support the goal of reducing car dependency throughout the city.

## **Chapter 3 – Building a Successful City**

The public realm is the fundamental organizing element of the city and its neighbourhoods (3.1.1). The OP promotes beautiful, comfortable, safe and accessible complete streets, parks and open spaces, and public buildings as a key shared asset.

Section 3.1.3 of the OP speaks to built form, recognizing that most of the city’s future development will be built on infill and redevelopment sites. Built form will need to fit with its existing and/or planned context, respecting and improving an area’s character. The built form policies provide principles for the location and organization of development, its massing and appropriate amenity. Policies also speak to identifying and conserving cultural heritage resources. Policy 3.1.6.14 directs that potential and existing properties of cultural heritage value or interest will be identified and included in area planning studies and plans with recommendations for further study, evaluation and conservation.

A full range of housing, in terms of form, tenure and affordability will be provided and maintained to meet the current and future needs of residents (3.2.1.1). This will be achieved by maintaining, improving and replenishing the existing housing stock and encouraging new supply through intensification and infill (3.2.1.2). Large sites and new

residential development in Inclusionary Zoning Market Area 3 (Map 37) will provide significant affordable ownership and/or affordable rental opportunities, including units suitable for families (3.2.1.9).

The Plan prioritizes providing community amenities as key components to enhanced quality of life. Community services strategies and implementation mechanisms will be required for large residential or mixed-use sites, and all new neighbourhoods (3.2.2.6). Maintaining, enhancing and expanding the city's system of parks and open spaces continues to be integral to city-building (3.2.3.1). The Official Plan gives direction for parkland to be conveyed to the City (3.2.3.8).

Policies in Section 3.3 call for a comprehensive planning framework to guide the building of new neighbourhoods, to identify required infrastructure, streets, parks and local services to support new development, to connect them with the surrounding fabric of the city, and to ensure they function as complete communities.

Providing a broad range of shopping opportunities for residents and workers in a form that promotes pedestrian and transit use is important (3.5.3.1). Street-related retail, including on large sites, will have fine-grained entrances and/or articulated storefronts to frame streets adjacent to higher order transit, on *Avenues*, and on important pedestrian streets (3.5.3.3). The Plan also prioritizes replacing retail uses serving the daily needs of the local community, including access to fresh food and convenience needs (3.5.3.6). This may require:

- adding new streets and pedestrian connections to create appropriately scaled development blocks with easy, comfortable and safe access to retail, transit, parking and adjacent sidewalks and sites;
- locating and designing development to frame and support the public realm; and
- facilitating the continuation of existing retail and service uses, such as through phased redevelopment, where appropriate.

## Chapter 4 – Land Use Designations

Chapter 4 contains land use designations that apply across the City, which together with the land use maps implement the strategy for managing change set out in Chapters 2 and 3. Land use designations are the primary tool for facilitating the development of transit-supportive, complete communities. *Mixed Use Areas* will absorb most of the anticipated increase in retail, office and service employment in Toronto, as well as much of the new housing. The proportion of commercial and residential uses will vary among *Mixed Use Areas* (4.5). Although significant growth is not intended in existing *Apartment Neighbourhoods*, compatible infill development which improves site conditions may be permitted (4.2.3.). Much of the new development in *Mixed Use Areas* along the *Avenues* will provide for new jobs and homes for Toronto's growing population (4.5).

To address the city's immense and growing housing needs, *Neighbourhoods* will support gentle increases in density compatible with the area's existing physical character. To facilitate this, Official Plan Amendment 649 expands housing options in *Neighbourhoods* to include multiplexes; Official Plan Amendment 612 facilitates the establishment and retention of small-scale retail, service and office uses within

*Neighbourhoods*; and, Official Plan Amendment 554 allows garden suites to be permitted on properties in most residential zones.

## **Chapter 5 – Implementation**

There are instances where the intended use and zoning is known for lands but development should not take place until specific facilities or infrastructure are in place or conditions are met. Under the Planning Act, City Council can pass a “holding” zoning by-law that places an “H” symbol over the zoning and spells out the conditions that must be met before the “H” symbol is removed and the lands can be developed (5.1.2).

Policies in Section 5.1.3 establish Site Plan Control, which will be used to implement the policies of the OP and to achieve attractive, well-designed, functional, safe, environmentally sustainable and universally accessible development that fits with its existing and/or planned context.

Inclusionary zoning (IZ) is a tool that allows the City to require affordable housing units to be provided in new developments. Policies for inclusionary zoning (5.1.8) are required to ensure the provision of affordable housing keeps pace with the growth of new market housing, supporting neighbourhoods across the city to provide housing options for a full range of incomes and households. Inclusionary zoning applies to developments located in both a Protected Major Transit Station Area (PMTSA) and an Inclusionary Market Area, shown on OP Map 37. City Council adopted four PMTSA delineations that apply to the Jane Finch Secondary Plan area, through Official Plan Amendments 570 and 544, which await Ministerial approval.

The policies guiding the development of Secondary Plans are set out in Section 5.2.1. Secondary Plans establish local development policies to guide growth and change in a defined area of the city. Secondary Plans guide the creation of new neighbourhoods while ensuring adequate public infrastructure and environmental protection.

## **Chapter 7 – Site and Area Specific Policies**

Throughout the city are sites and areas that require policies that vary from one or more of the provisions of the OP. These policies generally reflect unique historic conditions for approval that must be recognized for specific development sites or provide a further layer of local policy direction for an area. In most cases, the site and area specific policies (SASPs) provide direction on land use. The OP policies apply to these lands except where the site and area specific policies vary from the Plan.

OP Chapter 7 contains all SASPs across the city, two of which, SASPs 66 and 222, concern sites in the Secondary Plan area. The Official Plan Amendment to implement the Jane Finch Secondary Plan requests that City Council delete both Site and Area Specific Policies:

- SASP 66 applies to lands northwest of Finch Avenue West and York Gate Boulevard, permitting up to 999 dwelling units. Metrolinx has built its Maintenance and Storage Facility on this site and, at its meeting of June 15-16,

2022, City Council authorized the City to enter into an agreement of purchase and sale with Metrolinx for the acquisition by the City of a portion of the lands for the development of the Jane Finch Community Hub and Centre for the Arts. No residential uses would be envisioned for these lands under the Jane Finch Secondary Plan.

- SASP 222, regarding 1 York Gate Boulevard, permits additional commercial/retail gross floor area in return for community space through a Section 37 agreement. Under the Jane Finch Secondary Plan, the property would retain its *Mixed Use Area* designation which permits commercial and retail gross floor area. Policy references to Section 37 agreements are outdated as they are no longer permitted under the Planning Act.