

JANE FINCH INITIATIVE

PUBLIC REALM & BUILT FORM DIRECTIONS

URBAN DESIGN | CITY PLANNING

JUNE 2022

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Introduction

In anticipation of investment in higher order transit in the Jane Finch Initiative study area, significant change and development are expected along Finch Avenue West together with transit-supportive growth in the surrounding areas. This new transit infrastructure is anticipated to encourage redevelopment with a range of building types and pedestrian-oriented public realm improvements.

Urban Design Guidelines will be developed in Phase 2 of the study that will set out a design framework for the public realm and the relationship of buildings and private spaces to the public realm. Consultations and engagement thus far with the Jane and Finch community, outlined in this memo, have provided feedback about addressing the challenges related to area built form that is disconnected from public spaces through inadequate design and configuration of the existing public realm. Streets, parks and open spaces should be accessible and provide amenity to residents, encourage public activity, and contribute to a high quality of life for the neighbourhood. Built form should come in a variety of scales and typologies to provide housing, community amenity and commercial and business spaces that will serve existing populations and support incremental growth in the area over time.

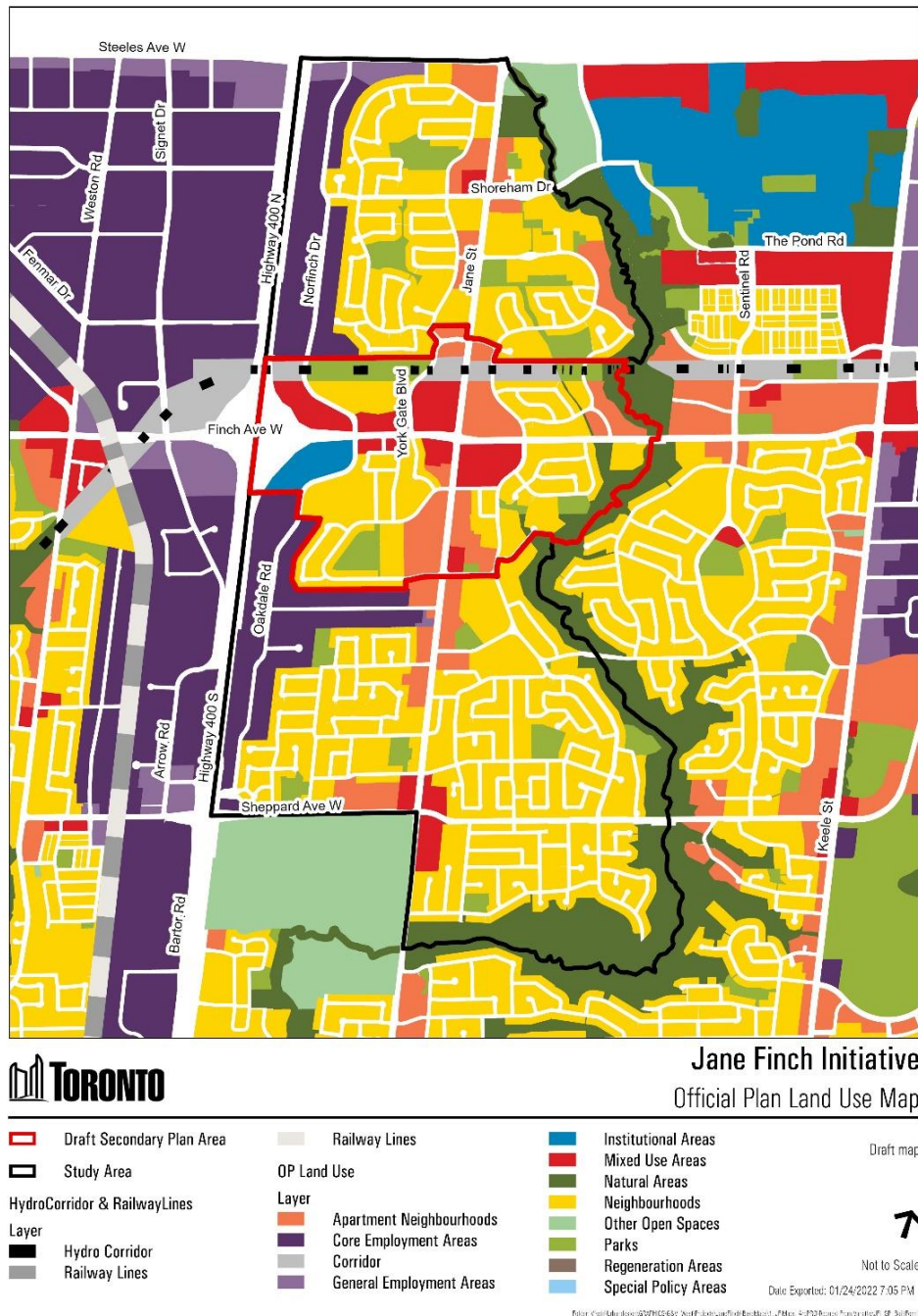
This memo provides an overview, information and analysis of land use, public realm and built form considerations that will guide emerging policy directions for development of buildings and their surrounding public spaces in the Jane Finch Initiative study area.

Land Use

The City of Toronto's Official Plan employs land use designations as a key implementation tool for achieving the City's growth strategy – by directing major growth to some parts of the city that are well-served by infrastructure to support growth. Each land use designation establishes the general uses that are provided for in each designation. Together they describe where housing can be built, where stores, offices and industry can locate and where a mix of uses is desired.

The lands within the Jane Finch Initiative study area are designated as *Mixed Use Areas*, *Apartment Neighbourhoods*, *Neighbourhoods*, *Natural Areas*, *Parks*, *Institutional Areas*, *Core Employment Areas*, and *Utility Corridors* in the Official Plan.

Figure 1: Official Plan Land Use Map



Although there are a diversity of land uses and built forms in the Jane Finch Initiative study area the predominant land use designations are *Neighbourhoods*, *Apartment Neighbourhoods*, *Mixed Use Areas* and *Core Employment Areas*.

The *Neighbourhoods* and *Apartment Neighbourhoods* in Jane and Finch are composed of low-scale residential neighbourhoods and larger-scale apartment building areas with a "tower in the park" character. These areas can support some infill intensification with the provision of better amenities and greater environmental sustainability.

The *Mixed Use Areas* encourage a broad range of commercial, residential, institutional and open space uses, and greater flexibility is provided for future redevelopment in these areas to accommodate increases in population and jobs along transit lines.

The west side of the study area also has a significant amount of *Core Employment Areas* that will be retained as places of business and for developing and intensifying job growth, particularly since they are located in close proximity to new transit investment.

In the Jane Finch Initiative study area, policy directives include land use and transit integration, and creating complete communities. These land use designations and policy directives make this area an important location for transit-supportive development and incremental intensification that will accommodate population growth over time.

Public Realm

The public realm will be the fundamental organizing element of the Jane Finch Initiative study area and its neighbourhoods and will play an important role in supporting population and employment growth, health, liveability, social equity and overall quality of life. The public realm is comprised of spaces that support public life and are accessible to people of all ages and abilities, including streets, parks, plazas, parkettes, and other public areas. These spaces are a part of the daily lives of those who live in the community, allowing individuals to move from one place to another, meet other people and enjoy their surrounding environment. These public spaces, when well-designed, contribute to physical and mental health and well-being.

Through ongoing engagement and public consultation with the Jane Finch community, it is understood that the public realm in the Jane and Finch area needs to be a shared asset that draws people together and creates strong social bonds at the neighbourhood and city level. The public realm and the buildings that frame it convey the public image of the Jane and Finch community, contributing to its cultural heritage while defining its urban form and character. The public realm sets the stage for gathering and civic life as well as for daily social interaction. Quality design of public spaces in the Jane and Finch area should enhance people's sense of community identity.

The urban design guidelines to be developed in phase 2 will look for opportunities to extend, connect and improve the public realm to make its use more efficient, comfortable and enjoyable. These opportunities are not only possible on public property, but can also extend to private property when developments contribute spaces as privately owned publicly accessible spaces (POPS) such as courtyards, entry plazas or mid-block connections.

Public realm improvements may encompass a large variety of recommendations, including creating additional pedestrian connections, widening sidewalks and trails, improving access to ravines and natural heritage areas, adding programming and amenities to existing parks and open spaces, creating parkettes beside community buildings, enhancing the pavement in retail areas, adding street trees along pedestrian zones, requiring additional setbacks from future

development to create more space for public and pedestrian amenity, creating POPS, and identifying potential locations for public art. Interventions in the public realm can be used for storytelling about local history, culture and heritage and offer a valuable opportunity for community place-making efforts that highlight the current vibrant culture in the area. When designed together, these elements will form a well-connected, walkable, inclusive, attractive, safe, functional and accessible network to support the Jane and Finch community.

Built Form

Buildings define and support the edges of streets, parks and open spaces. The scale and massing of buildings frame and give shape to the public realm, and play an important role in the quality of sunlight access and pedestrian level wind comfort – the microclimate – within those shared spaces. Any new buildings in the Jane Finch Initiative study area should play a role in shaping the pedestrian realm while respecting existing and planned land uses. New buildings should incorporate the most recent advances in sustainability, and the principles of complete community development should apply such as improving housing, providing safe and accessible pedestrian, cycling and transit connections to residential and employment areas, and creating more job opportunities by providing space for business and commercial uses in and around buildings.

In the Jane Finch Initiative study area future development and redevelopment can occur on smaller infill sites, larger existing mall and parking lot sites, on and near transit nodes, and within the *Employment Areas* on the western edge of the study area. The majority of built form growth will take place where intensification is planned, and in the Jane Finch area, the majority of new development will happen along the *Avenues*, as identified in Map 2 - Urban Structure of the Official Plan.

While the *Avenues* can support greater intensification and density, the variety of land use designations found in the Jane and Finch area means buildings of varied types and sizes can be accommodated at different locations. Development will be required to provide good transition in scale between areas of different building heights and intensity of use in consideration of both the existing and planned contexts of neighbouring properties and the public realm.

In general, three scales of building types – townhouses and low-rise apartments, mid-rise buildings and tall buildings – will comprise the new developments that can occur in the Jane and Finch area. These building types are defined by their scale and physical characteristics including site and building organization, relationship to the public street, and building massing and height. Where larger sites in Jane and Finch can accommodate more than one building, a mix of building types will be encouraged to ensure appropriate fit and transition to surrounding areas. Good transition in scale will provide comfortable conditions to those within the new developments by ensuring privacy and access to daylight, and to those in the public realm by ensuring access to direct sunlight, sky-views and comfortable wind conditions.

Townhouse and low-rise apartment buildings provide desirable, grade-related housing in a form that is more intensive than single and semi-detached houses. They assist in providing a mix of housing options, defining and supporting streets, parks and open spaces, at a lower scale – generally no taller than four storeys in height – and can be designed to be compatible with and provide transition to existing streetscapes of lower-scaled areas. In the Jane and Finch area, these low-rise types may be designed as infill buildings on small sites or included as part of large sites to increase the range of building types and housing choices.

Mid-rise buildings are a transit-supportive form of development that provides a level of intensification at a scale between low-rise and tall building forms. Mid-rise building heights are contextual and are informed by the width of the right-of-way onto which they front. In Toronto, where streets vary in width from 16.5 metres to over 40 metres, mid-rise buildings may vary in height between four and 11 storeys for residential uses, or fewer for office uses, dependent on the adjacent right-of-way width. Mid-rise buildings help establish and reinforce an urban environment through a development form that is repeatable, moderate in scale, has good, predictable street proportion, allows for access to midday sunlight in the spring, summer and autumn, has open views to the sky from the street, and that can support high-quality, accessible open spaces in the block. Mid-rise developments also provide grade-related uses, such as retail, that will animate the pedestrian environment and provide connections between public and private spaces. Mid-rise buildings provide good transition in scale that has predictable impacts on adjacent low-scale uses. In the Jane and Finch area, mid-rise buildings would be appropriate along the *Avenues* where they can provide transit-supportive density while ensuring good access to sunlight and sky view from the public realm.

Tall buildings are the most intensive form of growth that come with both opportunities and challenges. When the quality of architecture and site design is emphasized, tall buildings can become important landmarks, help to make the city's structure visible, and contribute positively to the skyline. By concentrating development on a small part of the site, they can also provide high quality publicly accessible open spaces and areas for community services and amenity. However, not every site is appropriate for a tall building. Tall buildings should only be considered where they can fit into the existing or planned context, and where the site's size, configuration and context allows for the appropriate design criteria and performance standards to be met. In the Jane and Finch area, tall buildings may be appropriate as part of large mall redevelopment sites, to punctuate major intersections, to provide focal points to major transit nodes, and as part of a comprehensive Apartment infill plan on large sites that can accommodate multiple buildings. These areas will become destinations for area residents and workers with increased employment and retail opportunities, and as such, major public realm enhancements and community infrastructure should accompany any taller building elements.



Figure 2: Example of a 3-storey low-rise stacked townhouse typology at 250 Manning Avenue, Toronto



Figure 3: Example of a 4-storey low-rise apartment building 66 Kippendavie Avenue, Toronto



Figure 4: Example of a 10-storey midrise building at the corner of Jarvis Street and King Street East, Toronto



Figure 5: Example of a 32-storey tall building at the corner of Bloor Street West and Bedford Road, Toronto



Figure 6: Example of tall buildings in Kip District of Etobicoke - 5365 & 5415 Dundas Street West - with base buildings scaled to street and a midrise component (Photo credit: Urban Toronto member bangkok)

Public Realm and Built Form Guiding Principles

(From Draft Jane Finch Vision Statements & Guiding Principles)

- Everyone feels welcome in the area's parks and open spaces. The design and placement of these spaces encourages people to stay and enjoy them.
- Public realm and open spaces feature places to gather, places to stay and linger, places for active play, places for dogs, and places to connect with nature.
- Pathways are fully accessible, easy to navigate in all seasons, well-lit at night, and feel safe for all users.
- Trails and paths connect destinations within the neighbourhood and beyond with clear connections to the wider city.
- Trees are everywhere and more are planted wherever possible.
- Existing residents can stay and enjoy the area as it grows and changes.
- Existing spaces and new spaces and facilities are designed to serve existing residents and businesses as well as new arrivals.
- There is a mixture of uses with housing, shops, restaurants and services as part of complete communities.
- Retail uses are thriving and there are shops of all sizes that are easy to get to on foot, by bike and on transit.
- There are lots of restaurants and cafes with healthy, affordable food options that reflect the diversity of the local communities.
- Jane and Finch is a place with easy access to a full range of well-maintained public infrastructure and services.
- The area has community centres and facilities with well-maintained, up-to-date equipment.
- Community services, spaces and facilities are in prominent locations that are easy to get to.
- Community centres offer a range of activities including skating, swimming, and indoor and outdoor places to exercise.
- Public wifi is reliable and available in convenient locations.
- There are accessible and free/affordable spaces for grassroots and community groups to meet.
- There are safe and accessible spaces for students to gather and study.
- There are spaces to hold concerts and large community gatherings such as festivals.
- There are community garden programs with associated jobs, learning opportunities, programs for youth and supports.

- There are community spaces where people can explore art and creativity and collaborate on projects and initiatives.
- The Jane Finch Community Hub and Centre for the Arts is flourishing with programming and spaces that meet the community's needs and desires.
- Housing options include different types of buildings and unit types such as townhouses, and mid-rise buildings as well as towers.
- As change occurs, privately-owned apartments and buildings also are refurbished to meet current codes and standards.
- Children and youth have safe, accessible, affordable places to gather, play and learn. Childcare spaces are plentiful and affordable.
- Existing tenants are well-informed about upcoming changes in the area and their input is integrated into the plans.
- The history and present circumstances around housing issues are understood. People researching these issues are supported and policy-makers and the public understand the issues.
- New housing is built sustainably, using energy-efficient, up-to-date and innovative materials, methods and technology.

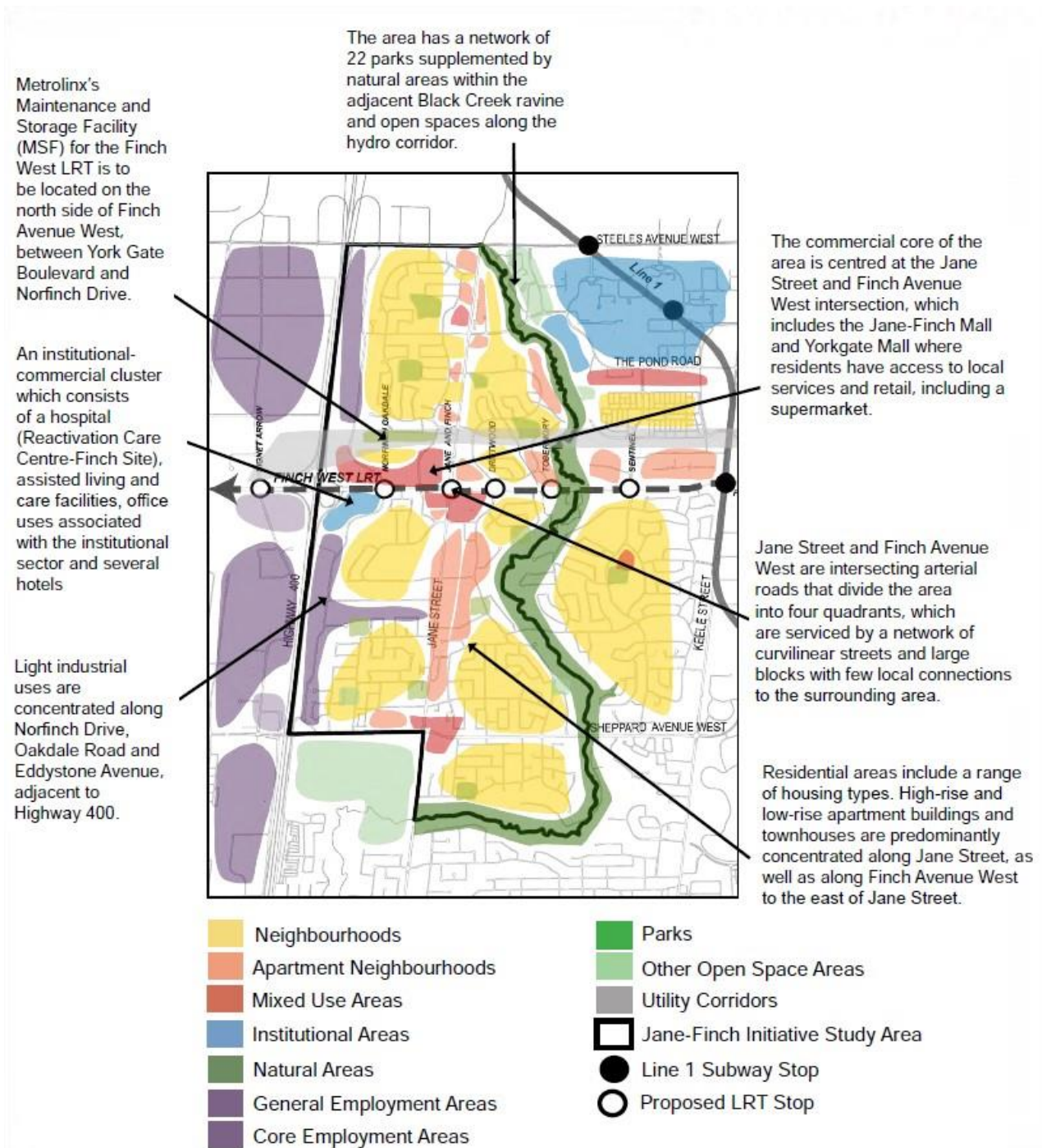
Existing and Planned Conditions

Existing Physical Context

The existing physical context of the area can be described as follows:

- 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 a 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.
- 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, both of which contain multi-use recreational trails. Schools and community facilities are fairly evenly distributed across the four quadrants.
- 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 to the east of Jane Street. The local streets within residential areas 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 – a No Frills at Yorkgate Mall and a FreshCo at Jane Finch Mall.
- 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 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. The facility is set back 32 metres from Finch Avenue to allow for future community facilities, with the entrance to the MSF for LRT vehicles off York Gate Boulevard.

Figure 7: Conceptual Map Illustrating Existing Physical Context of Study Area



Future built form development in the Jane and Finch area will be based on: a) land use and the urban structure plan – areas where growth and change are encouraged and/or may be desirable and warranted; b) walkability – 500-metre to 800-metre walking radius from planned LRT stops; c) lot sizes and ownership patterns – larger parcels may signal sites where development potential is greater; d) contextual fit and scale of new development – examining the existing height context and determining appropriate transition to existing lower-scale areas including *Neighbourhoods*.

Changes to land use designations within the study area, such as converting an *Apartment Neighbourhood* or *Neighbourhood* to a *Mixed Use Area* may be up for further review based on future analysis done by consultants, as well as reconsidering the urban structure plan, such as extending the *Avenues*.

Urban Structure

The Official Plan emphasizes the importance of directing growth towards the Downtown and Central Waterfront, Centres, Employment Areas, and Avenues. The latter is of key consideration given that the Jane and Finch intersection falls within the *Avenues* category as per the City's Urban Structure map, and the northwest quadrant of the study area along Norfinch Drive and the southwest quadrant around Oakdale Road are comprised of *Employment Areas*.

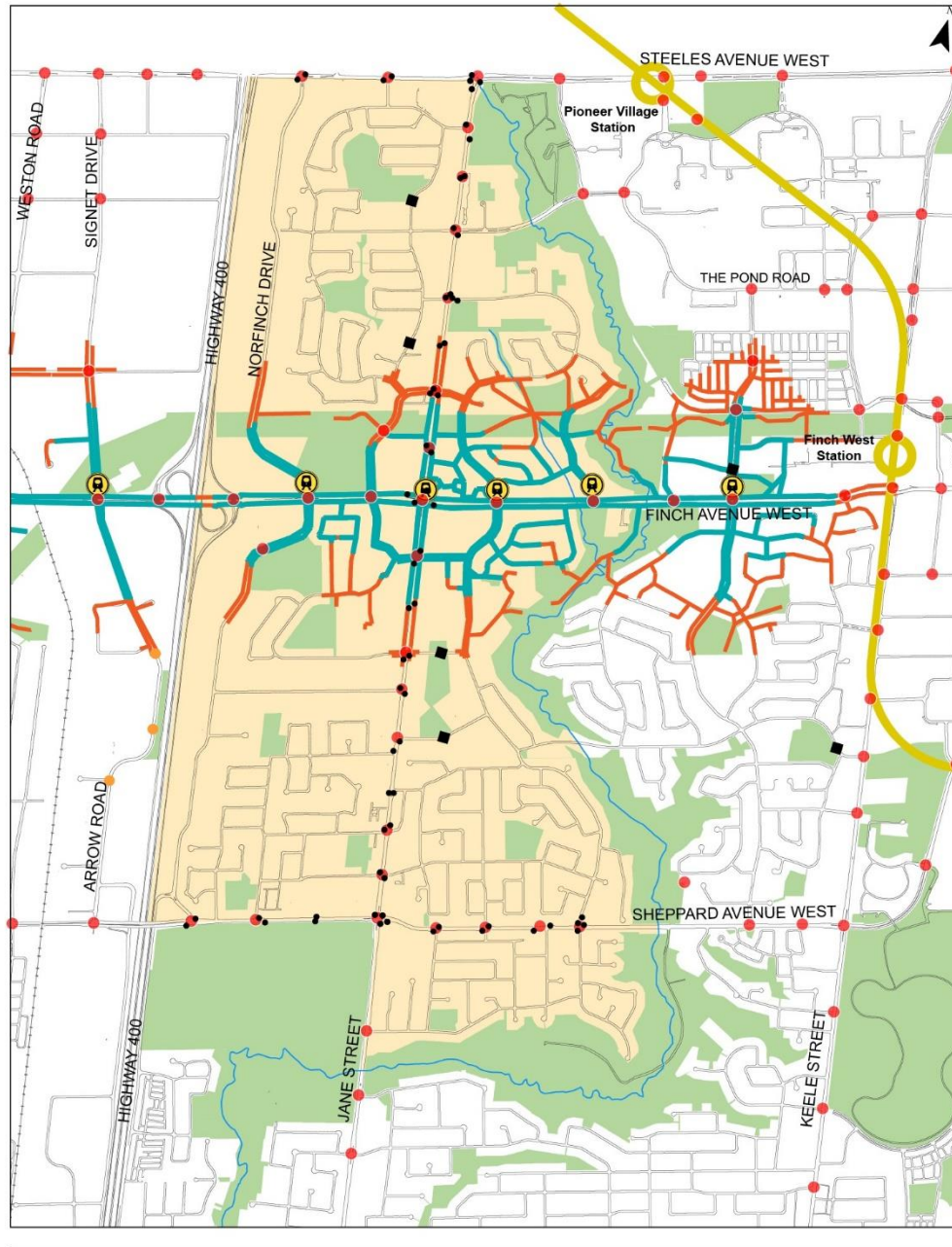
Avenues are important corridors along major streets where urbanization is anticipated and encouraged to create new housing and employment opportunities while improving the pedestrian environment, the look of the street, shopping opportunities and transit service for community residents. Any development along the *Avenues* must consider how the streetscape and pedestrian environment can be improved, where public open space can be created and existing parks improved, where trees should be planted, and how the use of the road allowance can be optimized and transit service enhanced.

Employment Areas are to be used exclusively for business and economic activities since they are finite and geographically bounded. Given relative land values, residential lands are rarely converted to employment uses and there is little opportunity to create new employment lands - as such they must be protected and retained. In the Jane Finch Initiative study area, it is important to provide better transit-oriented, cycling and pedestrian connections to these valuable employment areas, to support economic growth, promote and attract local businesses, and allow existing and future residents of the Jane Finch communities the ability to live, work, and support business and economic activities in close proximity to their neighbourhood.

Walkability

The Walkability Map highlights in turquoise lines, a 500-metre pedestrian network radius (a 10 minute walk) located around the Finch West LRT stops that may be supportive of additional development based on their proximity to transit.

Figure 9: Walkability Map illustrating 10 and 15 minute walksheds to LRT stops in the Study area



Jane Finch Initiative

Walkshed Maps:

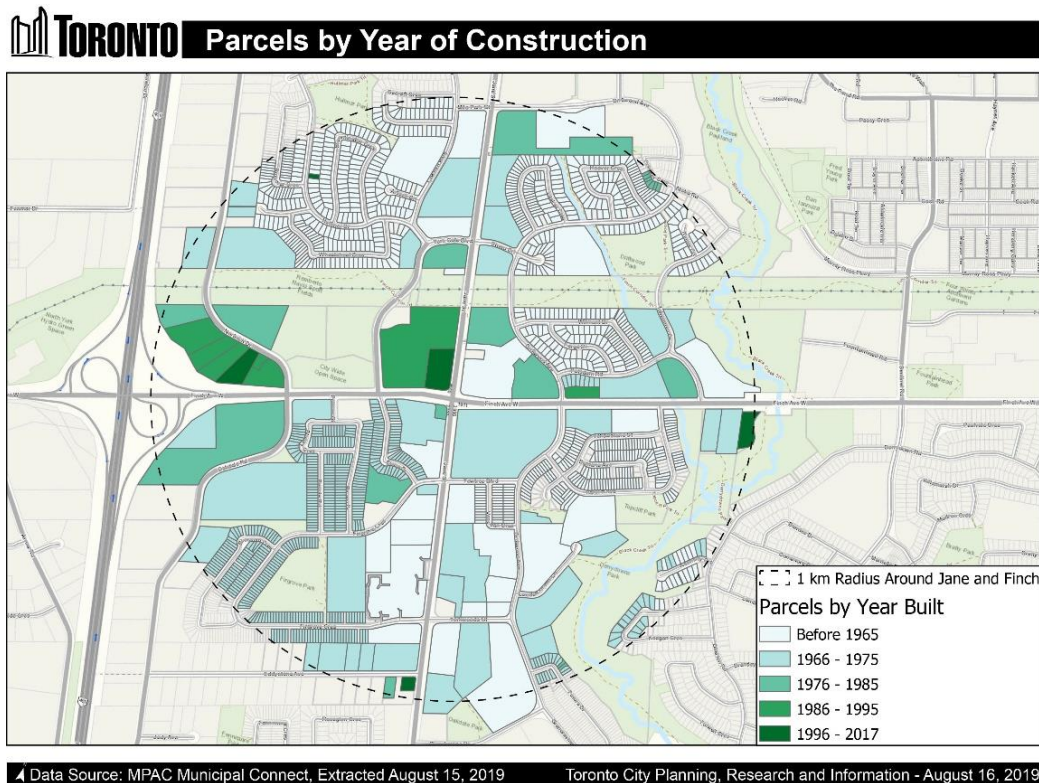
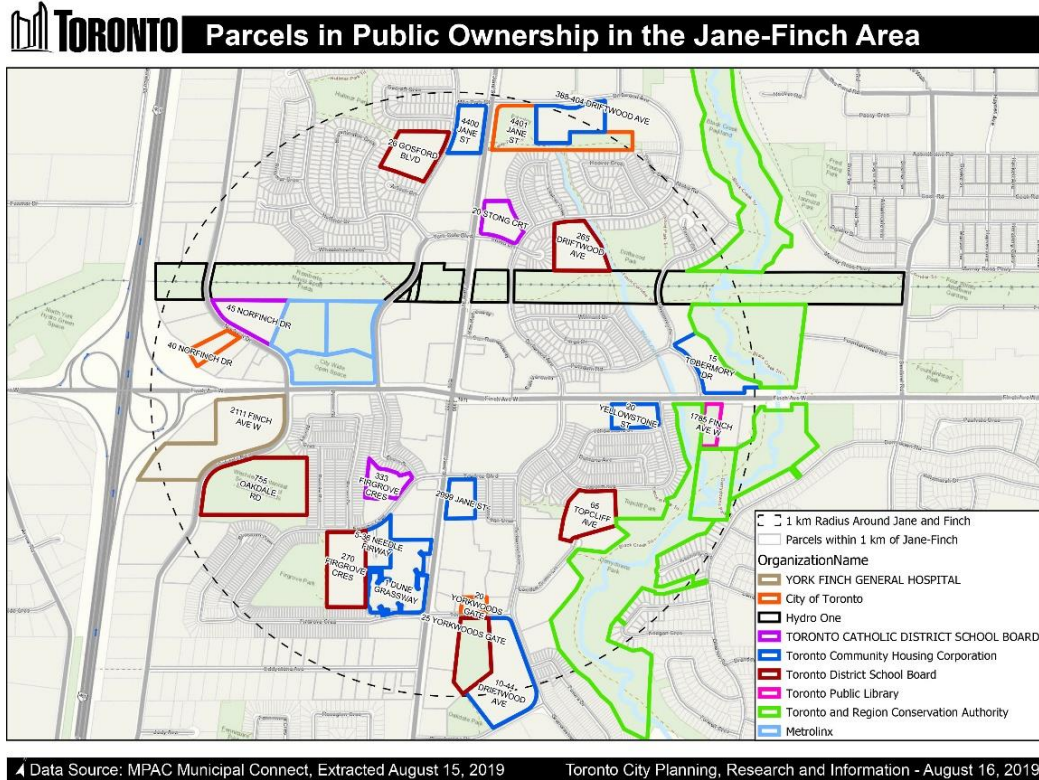
Walkability to Proposed Finch West LRT Stops



The walksheds are calculated based on Pedestrian Network.

Ownership and Year of Construction

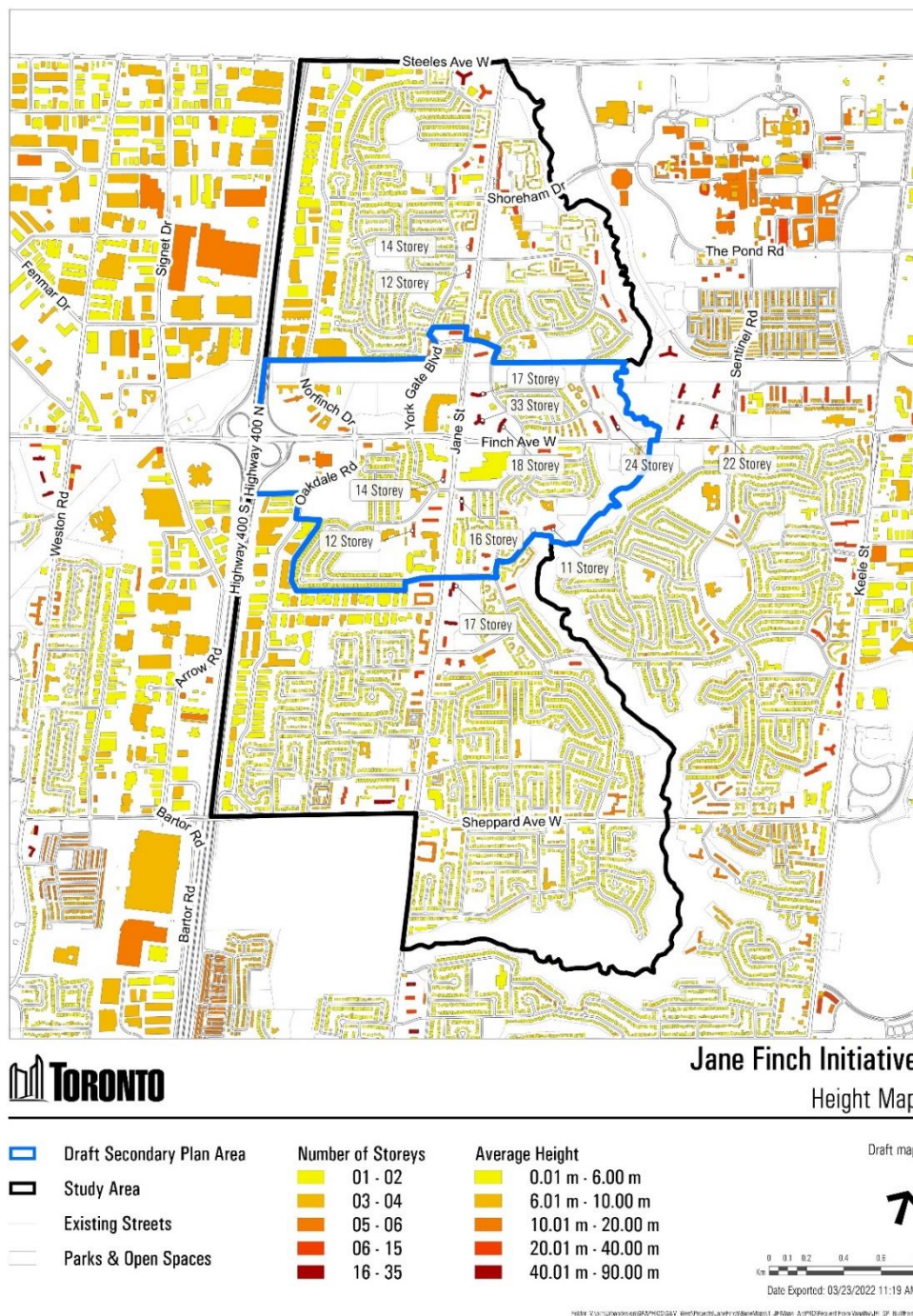
The Parcels in Public Ownership Map (2019) and Parcels by Year of Construction Map (2019) provide an indication of public and private sites that may be considered for development based on accommodating housing needs in the community, as well as bringing further densification to sites that have not seen investment and development in decades.



Scale of Buildings

The Height Map indicates the existing scale and built form context of the study area. The spine created by the Jane and Finch arterials generally supports mid-rise buildings, apartment buildings and taller building development. Currently, midrise-scale apartment buildings ranging from 5-11 storeys can be found along Jane Street, and taller slab apartment buildings and towers ranging from 12 storeys to a height peak of 33 storeys at the intersection of Jane Street and Finch Avenue West can be found along these arterials. The orientation, size and location of individual buildings on lots provides an indication of where infill development may fit, as well as opportunities for expanding open space and pedestrian connections.

Figure 13: Map illustrating the average height and number of storeys of buildings within the study area

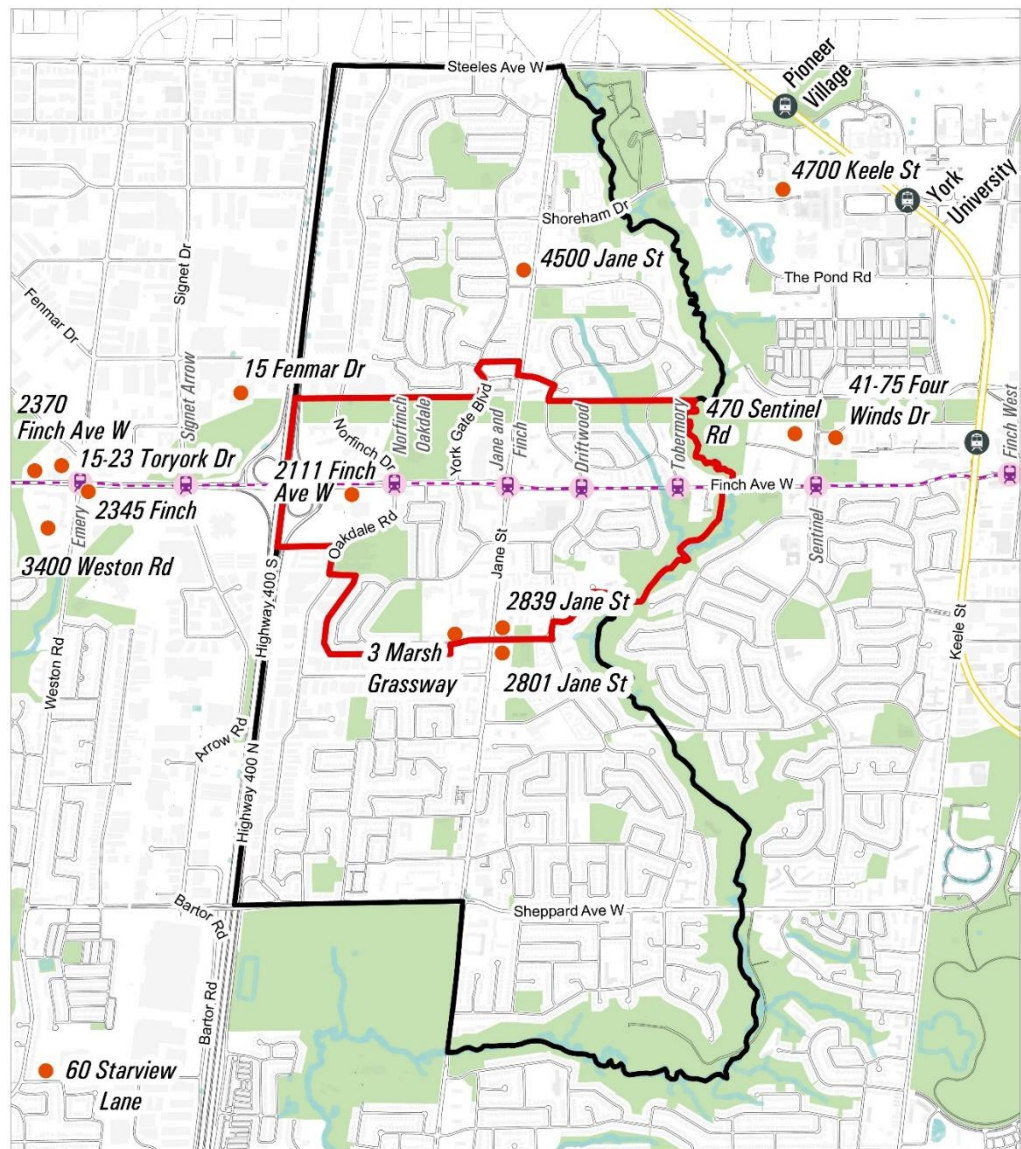


Current and Future Planned Conditions

Active Applications (As of April 2022)

Development proposals submitted within the last two years along the Finch LRT corridor are predominately tall buildings, ranging from 20 to 50 storeys. Please refer to the "Active Applications" chart in the Appendix of this document for further details on development applications within and adjacent to the study area boundaries.

Figure 14: Major Active Applications in Study Area and Surrounds



Jane Finch Initiative Major Active Applications

- | | | |
|---------------------------|---------------------|-------------------------|
| Draft Secondary Plan Area | Parks & Open Spaces | Finch West LRT Stations |
| Study Area | Existing Built Form | Subway Stations |
| Active Applications | Watercourse | Subway Line |
| Existing Streets | | Finch West LRT Line |

Draft map



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Issues and Opportunities: What We Heard From the Community

The Jane Finch Initiative is a resident-informed study to plan for the future of the Jane and Finch study area. Community consultation and engagement is at the core of informing built form and public realm considerations. Community consultation for the Jane Finch Initiative began in late 2020 and will carry on throughout all phases of the work. The City has partnered with the *Jane Finch Community and Family Centre* to design and deliver a comprehensive community engagement program that includes public meetings, targeted stakeholder meetings, and an active Community Advisory Committee composed of local residents. Below is a summary of feedback from engagement events to date relating to land use, built form, and the public realm:

Jane Finch Initiative – Public Meeting #1 (November 23, 2020)

Discussion and Community Concerns	
Built Form	Ensuring new development includes deeply affordable housing and current residents aren't displaced (<i>related to Housing policy</i>)
Public Realm	Determine where there is need for new or improved seating, trees, places for gathering and connections to ensure new development and public realm investment fit with the existing context
Safety	Creation of safe areas that provide security for residents from drug-related gang activities

Jane Finch Initiative – Virtual Visioning Workshop (May 11, 2021)

Discussion and Community Concerns	
Built Form	More mixed, mid-high density dwellings with living space, employment and shops
	Increased density building in the form of town-homes and low-rise buildings
	Fill up spaces between towers with housing/small businesses
	Include shared/communal commercial spaces
	Buildings with walls for murals, places to market/showcase local art
	Add Missing Middle housing to area to expand housing options
	Unit sizes and mixes that can support families (not just one-bedroom condos)
	Support food security and accessibility through adjacent retail and support locations
	Provide interesting architecture for the community

	<p>Highly visible/centralized community spaces/places to access help/services that are not tucked away and difficult to find</p> <p>Preserve affordable housing and co-op housing options, rent-control, pathways to home ownership (<i>related to Housing policy</i>)</p> <p>Create affordable spaces that artists can use to create art; spaces that encourage live art and performances, community theatre, community centres, cinemas, concert halls, start-up incubators</p> <p>Street retail that supports more local businesses as part of new building developments</p> <ul style="list-style-type: none"> ○ Create a streetscape with stores facing streets not just malls ○ Space for local businesses like hardware stores and restaurants
Public Realm	<p>Access to green spaces and ravines, access to nature</p> <p>Access to public space and gathering places for seniors and youth, as well as outdoor gyms, skate parks, well-maintained dog parks</p> <p>Make the community more walkable through improved trail systems</p> <p>Create better connections between sections of the ravine by adding pedestrian tunnels</p> <p>Parks should be clean and well-maintained (<i>related to Parks policy</i>)</p> <p>Beautification through plants, flowers, trees</p> <p>Include parkettes with furniture at intersections</p> <p>Create a centralized community space, a square for community to gather at Jane & Finch, a place for a speaker's corner, a fair or festival ground</p> <p>Street and park furniture so people can sit down in public spaces</p>
Streetscape	<p>Bike lanes and reduced lanes for vehicles (concerns over car-centric nature of community) (<i>related to Mobility policies</i>)</p> <p>Provide measures to slow down cars (<i>related to Mobility policies</i>)</p> <p>Create better connections to the employment areas</p> <p>Streetscape improvements that support vibrant art scene in community through collaborations with streetART Toronto</p> <p>Beautified streetscapes that speak to pride of place such as floral baskets hanging from lights</p>

Jane Finch Initiative – Youth Consultation #1 & 2 (May 19 and 28, 2021)

Discussion and Community Concerns	
Built Form	Spaces like Driftwood Community Centre and the library are important because they are walkable, provide space for informal gathering and programming for youth throughout their lives (places to meet friends, learn new skills, play sports)
	Would like more spaces that exposed them to a greater variety of activities (yoga, robotics, coding, creative writing, mental health workshops, financial literacy, mentorship)
	Malls hold special memories for youth due to their location in the community, access to affordable food, clothing and other services, as well as providing a space to hang out
	Create and preserve space for small businesses such as local convenience stores and restaurants that support local business owners and shoppers
	Would like to see study cafes with access to high speed internet for students
	More study spaces and meeting centres with access to wifi
	Spaces for entrepreneurship incubation
Public Realm	Communal/commercial kitchen spaces with access to healthier food options
	Green spaces in the community that should be well-maintained
	Firgrove Park, Hullmar Park, and Black Creek Pioneer Village hold special importance in the community
	Green, public spaces should be made more welcoming/inviting with addition of more benches, fountains, garbage bins and better lighting
	Better maintained and more accessible basketball courts and spaces for outdoor physical activity
	Spaces for more outdoor sport activities (soccer, beach volleyball, basketball courts specifically for youth) should be created
	Improved green spaces such as more gardens (ie; High Park gardens) gazebos, shelter from weather, cleaner and better maintained
	Infrastructure improvements are needed as well as beautification of the community to improve its image

Mobility	Bike Share services, more designated bike lanes, and more bike parking stations
	Better maintenance of walking and biking paths
	Wider walking trails, that are well maintained and lit properly for safety

Jane Finch Initiative – Inclusive Economic Opportunity Stakeholder Consultation (June 23, 2021)

Discussion and Community Concerns	
Built Form	Keep resident-owned and local businesses there and avoid them being pushed out by big-box/chain retailers especially through redevelopment of the mall sites <i>(related to Economic policy)</i>
	Economic hub/incubation spaces that are pre-equipped with resources and technology needed by local start-ups
	Create spaces to network with employers, get training, provide job skills development and upgrading

Jane Finch Initiative – Community Advisory Committee (CAC) First Meeting (June 24, 2021)

Discussion and Community Concerns	
Built Form	Mitigate gentrification for low-income residents through development of private properties in the area <i>(related to Housing policy)</i>
	Concerns that existing social and affordable housing is being taken away and being replaced by privatized and market housing when there is already a housing shortage <i>(related to Housing policy)</i>

Jane Finch Initiative – Landowners Meeting (June 28, 2021)

Discussion and Community Concerns	
Built Form	Provide more information about the setbacks, provisions for power lines for properties/ developments adjacent to hydro corridor (spaces near pipelines), such as Yorkgate Mall
	Toronto Water and Engineering & Construction Services – basement flooding program will inform infrastructure review work and determine necessary additional work

Streetscape	Provide more details about the streetscaping and landscaping plans along the Finch street frontage (adjacent to the Smart-Centres)
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Jane Finch Initiative – Jane Finch Hub Organizing Committee Consultation (July 13, 2021)

Discussion and Community Concerns	
Built Form	<p>Growth without displacement in terms of upcoming development projects, especially condominiums (high maintenance and purchase/rent prices a concern) <i>(related to Housing policy)</i></p> <p>Beautify built and public spaces and highlight community's and residents' history, diverse culture and heritage</p> <p>Plans for The Jane Finch Hub and Centre for the Arts should be community-led and prioritize needs and goals of current residents</p>
Public Realm	<p>Community should be more inclusive and accessible and needs to be transformed into a more walkable area, but also can't neglect the needs of vulnerable groups such as seniors with mobility issues, residents with disabilities, immigrants, homeless and single parents</p> <p>Safe and accessible mobility infrastructure needed such as wider sidewalks, safer and higher quality bike lanes (not vulnerable to vehicular traffic)</p> <p>Add accessible short-cuts for residents</p>

Jane Finch Initiative – Inclusive Economic Opportunity Stakeholder Consultation (July 14, 2021)

Discussion and Community Concerns	
Built Form	<p>Expand and maintain retail options at Jane Finch – utilize empty spaces for more local businesses and entrepreneurs, use empty storefronts for support services <i>(related to Economic policy)</i></p> <p>Need for locally-accessible grocery stores (address food insecurity)</p> <p>More grocery stores to increase competition and reduce food prices</p> <p>Create a Chamber of Commerce building to receive information about transportation, availability of local jobs, housing, economic and community development opportunities, support for immigrants with international credentials <i>(related to Economic policy)</i></p> <p>Ensure physical visibility of these support service buildings and easy accessibility</p>

	<p>Get rid of PayDay loan businesses popping up on every corner (contributing to people's poverty) (<i>related to Economic policy</i>)</p> <p>Need for more daycare spaces</p>
Mobility	<p>Create nicer parks that are safe to walk through at all times of day</p> <p>Provide walkability to grocery stores, banks and other retail</p>

Jane Finch Initiative – Agency Cluster Consultation (July 15, 2021)

Discussion and Community Concerns	
Built Form	<p>Important locations were community spaces that are easily accessible and inclusive</p> <ul style="list-style-type: none"> • Community centres and organizations for social connections • Libraries, schools, colleges & universities • Health centres and community health services • Gyms, indoor swimming pools and ice rinks • Mall spaces <p>These spaces should be close to transit for those without cars, or with accessibility issues, provide areas with more parking spaces</p> <p>Accessibility to technology, affordable food and housing, health care services, child care supports, and settlement services and language supports for newcomers</p> <p>More spaces for non-profit organizations to deliver programs, larger spaces for growing needs and populations</p> <p>Community owned/run space to avoid expensive rental fees (located in different neighbourhoods), large spaces for events</p> <p>Improved air conditioning and air circulation in all spaces</p> <p>Provide street-level accessibility of services</p> <p>Spaces dedicated to making and showcasing art, dedicated work spaces for artists</p> <p>Spaces that are bright, beautiful, welcoming, and well-maintained</p>
Public Realm	<p>Important locations were community spaces that are easily accessible and inclusive</p> <ul style="list-style-type: none"> • Community gardens and farms (ie; Black Creek Community Farm), access to healthy, fresh food, particularly fruits and vegetables <p>Public spaces such as piazzas, splash pads, and pools</p>

	<p>More green spaces like park trails and kid-friendly spaces, and youth-friendly spaces (playgrounds, gyms, swimming pools, ice rinks, play areas, etc.)</p> <p>Spaces for community markets</p> <p>Plant more trees throughout community</p>
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Jane Finch Initiative – CAC Visioning Workshop (August 17, 2021)

Discussion and Community Concerns	
Built Form	<p>Unique architecture that resonates with Jane Finch community</p> <p>Eco-friendly, sustainable buildings (ie; solar panels, windows)</p> <p>Accessibility through ramps in retail, commercial areas</p> <p>Accessibility to healthier food options, not just fast food</p> <p>Provide more bike repair shops</p> <p>Places and spaces should be accessible and welcoming to people of all ages and mobility levels</p> <p>Spaces need to be child-friendly, offer places for learning and hands-on exploration, in relative safety from cars</p> <p>Sustainable housing solutions centred on environmental viability and using new technology</p> <p>Updated community centres and recreation equipment</p> <p>Arts centre for all ages, 2SLGBTQ+ centre for all ages, more gym facilities and community centres, spaces for grassroots groups to use</p> <p>More options for study spaces and spaces with technology (smart tech) that helps with accessibility</p> <p>Business incubation spaces and programs</p> <p>Spaces for pop-up shops that can help promote new business owners or upcoming artists/musicians in the area</p>
Public Realm	<p>Create landmarks that build attraction to the area</p> <p>Create multiple uses/adaptability for public spaces</p> <p>Animating public spaces – concerns over limits to access in privately-owned spaces</p>

	<p>Minimize barriers to public space (POPS should be clearly public and not behind closed doors or fences)</p> <p>More lighting for better security, access to emergency buttons/phones</p> <p>More trees, more community gardens</p> <p>Indoor and outdoor swimming spaces with equipment, splash pads for children</p> <p>Off-leash dog parks with on-site waste solutions</p> <p>Decorative lighting around the neighbourhood</p> <p>Better maintenance and clean-up of public spaces, parks, ponds, so they can be used for water activities and sports</p> <p>Skateboard park and mural walls</p> <p>Create a place to hold outdoor concerts</p>
Mobility	<p>Better accessibility to trails that are kept maintained</p> <p>Wider sidewalks that are better maintained</p> <p>Ramps for better access to bike lanes for scooter/mobility devices, reduce abrupt grade changes and stairs</p> <p>More walkable, less car-oriented within residential and retail areas</p> <p>More direct access between destinations – not needing to walk around in big circle</p> <p>More bike lanes, bike repair shops and bike rental stations</p> <p>More bike lanes that are connected to the city and parks</p> <p>Well-spaced auto/manual crosswalks</p> <p>Comfortable sitting areas at bus stops</p> <p>Provide alternate routes to take at nighttime when it is not safe to walk through neighbourhoods</p> <p>Charging stations for electric vehicles</p>

Jane Finch Initiative – Arts & Culture Consultation (July 13, 2021)

Discussion and Community Concerns	
Built Form	<p>Access to spaces for artists is key</p> <ul style="list-style-type: none"> Concern with local artists being asked to beautify parts of the neighbourhood yet they often do not have access to the building and services they are helping to beautify, thus being exploited for their talents <p>An Artscape type building in Jane Finch that has responsive sustainable programming tailored to the needs of residents</p> <p>Creation of/access to physical studio spaces</p>
Public Realm	<p>Permanent art fixtures that highlight the history, legacy, struggles and resilience of the community</p>

Defining Policy and Character Subareas (Initial Analysis)

An initial analysis of the Jane Finch Initiative study area shows subareas within that have similar characteristics and conditions. These character subareas are informed by their prominent uses and activity, their prevailing built form patterns and their relationship to the public realm. The different subareas will generally require different approaches to future built form and public realm interventions based on a comprehensive analysis of each subarea's unique characteristics, existing and planned context, land use designations and area character.

In the following section are some initially-identified character subareas that describe what exists there currently, how this type of character subarea can transform over time, and examples of areas with similar characteristics in Toronto that have undergone or are going through similar types of transformation.

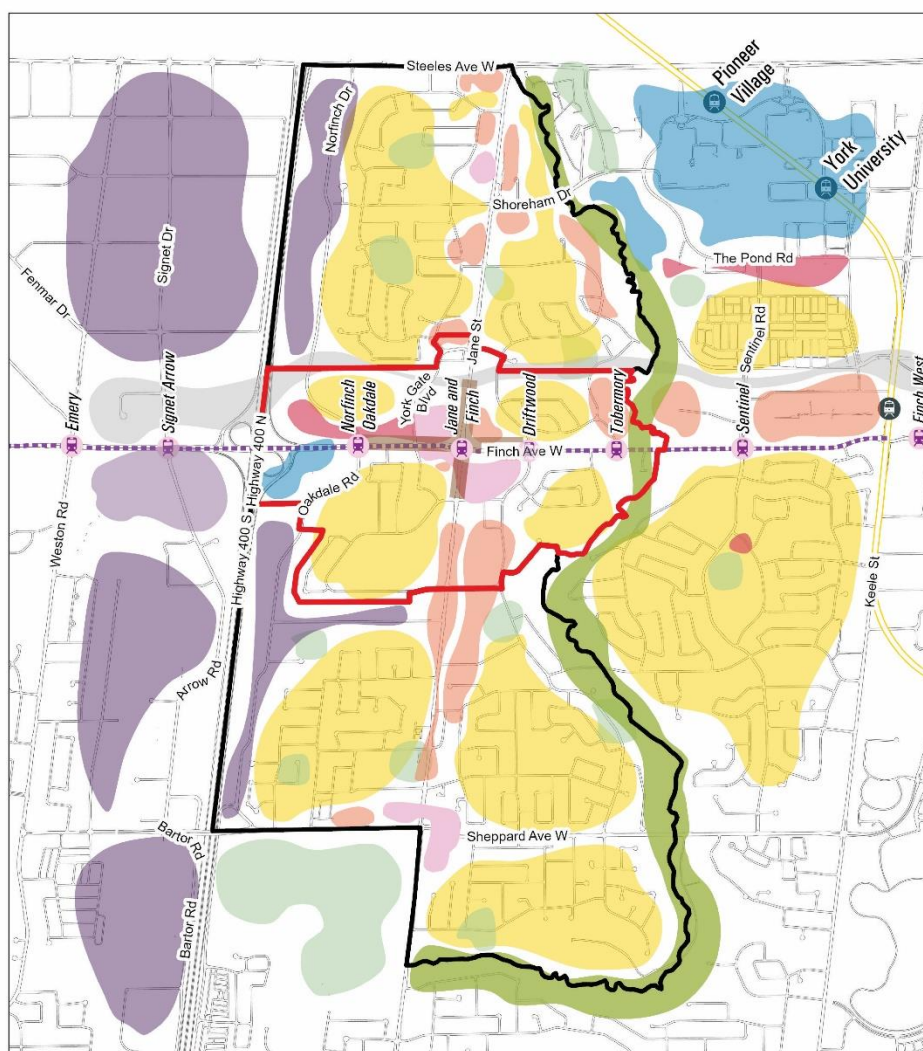
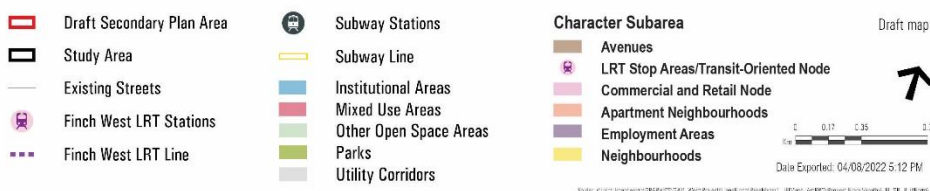


Figure 15: Map of Character Subareas



Jane Finch Initiative
Character Subareas



Character Subarea – Avenues

What exists in the study area Avenues now:



Figure 16: Finch Ave W, west of Jane St, has Yorkgate Mall at intersection and a street-facing large green open space adjacent - the current site of Metrolinx's Maintenance and Storage Facility for Finch West LRT



Figure 17: Finch Avenue West, east of Jane Street, contains slab apartment buildings, townhouses, detached and semi-detached homes set back generously from Finch Avenue West



Figure 18: Jane Street south of Finch Avenue West contains a variety of built form, including slab apartment towers, low-rise buildings and townhouses surrounded by large open spaces and extensive surface parking



Figure 19: Jane Street north of Finch Avenue West contains single-family homes, semi-detached homes, townhouses and low-rise buildings with a few slab apartment buildings sprinkled throughout

A portion of Jane Street and a significant portion of Finch Avenue West radiating from the intersection of Jane and Finch are designated as *Avenues* in the Official Plan.

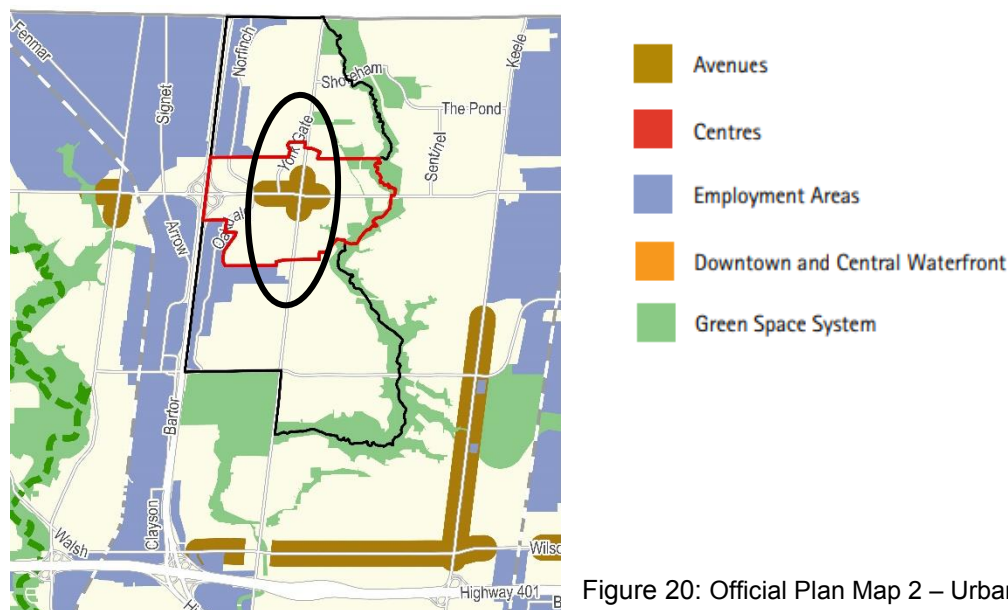


Figure 20: Official Plan Map 2 – Urban Structure

Jane Street and Finch Avenue West both have a right-of-way width of 36 metres. Currently, both of these arterial roads have large landscaped setbacks facing the road with apartment buildings, low-rise buildings, townhouses, and detached and semi-detached homes set further back in the landscape.

There are large areas where surface parking lots face these arterials, particularly at street corners and intersections. The areas surrounding the intersection of Jane and Finch are primarily paved with parking lots for malls, commercial and retail uses, and the paved surfaces of gas stations, with little green space except in the northeast quadrant, where a 'Tower in the Park' development is located. There are also many curb cuts that face these arterial roads, providing vehicular driveway entrances and exits to the buildings located deeper within the sites, as well as pick-up and drop-off driveway loops that sit in front of the apartment buildings, low-rise and townhouse developments. Due to the large number of driveways that exit directly onto

the avenues instead of being consolidated off of smaller local streets or at the rear of the existing buildings, there are many wide breaks in the sidewalk that can pose unsafe conditions for pedestrians as they must navigate around vehicular traffic.

Sidewalks along Jane Street and Finch Avenue West are generally set back generously from the street curb, with large landscape planting zones separating pedestrians from vehicular traffic. There are trees planted in the landscape setbacks adjacent to these major roadways, however they are generally widely spaced and often only a single row of trees is planted on one side of the sidewalk, limiting the amount of shade available to pedestrians who are using the sidewalk. There is also very limited bench seating and pedestrian amenities located along both Jane Street and Finch Avenue West.

The character of the *Avenues* for Jane Street and Finch Avenue West is different than what is typically found along more urban *Avenues* where mixed-use main street type buildings with active and animated ground-floor uses are located closer to the street edge, and a more consistent and uninterrupted street-wall condition frames the street and public realm. Due to the large separation distances that exist between the existing buildings facing Jane Street and Finch Avenue West, and the large setbacks between the existing buildings and the arterial roads, an area-specific infill development approach must be created to establish a new building-to-street relationship along the *Avenues*.

How this type of Avenue can transform over time:

The Official Plan considers *Avenues* to be important corridors along major streets where re-urbanization is anticipated and encouraged to create new housing and job opportunities while improving the pedestrian environment. However, the Urban Structure map also indicates that the study area is not part of a Centre or Growth Area where the most significant intensification should be directed. As such, along Jane Street and Finch Avenue West, predominantly mid-rise infill development, with the potential for some strategically located taller buildings may be considered the most appropriate form of intensification. Any new infill buildings proposed must prioritize creating an enhanced public realm and improving the pedestrian experience first and foremost, creating streets and open spaces where people feel comfortable and safe.

As the study work progresses, further consideration may be given to extending the *Avenues* shown on the Urban Structure map further north and particularly south of Jane Street to support midrise and infill development that will create a more animated street and public realm.

Where appropriate separation distances between existing and proposed buildings can be achieved, the addition of mid-rise infill located in front of or between apartment towers along the *Avenues* can introduce a missing frontage to the main street, while being sensitive to the existing buildings on site.

Jane Street can typically support infill development in the form of mid-rise buildings (from 5 to 11 storeys as defined in the City's Mid-rise policies and guidelines) along its frontage. Along Finch Avenue West, in addition to mid-rise infill, some additional height may be possible, particularly around the new LRT transit nodes, which will be discussed in the Station Areas character subarea section.

Tall building development along the *Avenues* will most likely occur at the intersection of Jane Street and Finch Avenue West where there exist large parcels of land currently occupied by malls and retail that may undergo redevelopment over time. These parcels of land are unique

due to their size, their *Avenues* identification on the Official Plan Structure Map as well as their *Mixed Use Areas* or *Apartment Neighbourhoods* designation on the Land Use map which allows for some additional intensification. Taller buildings at the Jane and Finch intersection can provide opportunities for creating landmark buildings that provide a view terminus and signal a major transit-node in the area.

The large site bounded by Jane Street, Firgrove Crescent and Marsh Grassway, located south of the Jane and Finch intersection is also slated to undergo a major redevelopment led by Toronto Community Housing Corporation, including a mix of built-form typologies ranging from 6-storey midrise buildings to 15 and 25-storey tall building towers. The Firgrove Grassways development along Jane Street is unique because it is a comprehensive redevelopment plan that utilizes the large scale of the development parcel to provide a significant number of affordable housing units. The redevelopment plans ensure appropriate distances between proposed buildings are maintained to support sunlight access and privacy for residents and create comfortable public realm conditions, provide a large park and a large community space, and make significant streetscape improvements.

As with infill development in the *Apartment Neighbourhoods* described further below, infill development along the *Avenues* may first be directed to street frontages, including the large surface parking areas found along them. Current parking requirements have resulted in large tracts of land being used for surface parking lots, contributing to the visually unappealing and disconnected appearance of large portions of these streets. New development may provide reduced parking in light of improved transit services and may require underground parking, or sharing underground parking with existing buildings on site.

In addition to minimizing surface parking lots along these major arterials, it will also be important to reduce the large number of driveways and curb cuts intersecting with Jane Street and Finch Avenue West that allow access to the residential and retail buildings, but disrupt pedestrian movement and create safety issues for those using the sidewalks. Over time, a more pedestrian-friendly environment can be created by creating new local streets, consolidating driveways wherever possible, locating driveways and vehicular access away from the main streets to the rear of properties or off of local streets, and securing agreements from abutting property owners to share common access to their individual sites.

Infill development along both of these major streets will push built form closer to the public sidewalks than at present, and as Jane Street and Finch Avenue West transform over time, the priority for existing and new development along the *Avenues* will be to improve pedestrian connections to buildings deeper within the sites, provide "short-cuts" into the neighbourhoods as desired by the community, and enhance the condition of public sidewalks and boulevards, making them safer, more attractive, interesting, and comfortable for users of all ages and abilities.

This could mean that infill development along both Jane Street and Finch Avenue promotes active and street-related uses facing the public sidewalk with a priority for grade-related retail or community services. Public consultation indicates that the Jane and Finch community desire more local retail, local businesses and community services to be located on the ground floor level of buildings where they are in walking distance to homes, clearly visible from the street and directly and easily accessible from the sidewalk. Whether it is commercial or community space or other shared active uses providing ground floor activity, clear windows and entrances will help animate the pedestrian realm and provide passive overlook of sidewalks and streets to improve safety for pedestrians and residents.

Creating a comfortable experience for pedestrians along Jane Street and Finch Avenue West may also be achieved through pedestrian-scaled, street-related base buildings with good proportion and taller elements generously stepped back from the street wall to allow for minimizing wind impacts along the public realm on both streets and adjacent open spaces, while maximizing opportunities for sunlight exposure on sidewalks and the public realm. Typically, the *Avenues* should achieve a minimum of 5 hours of sunlight access onto the sidewalks from March 21st to September 21st.

The streetscape improvements recommended by the Keele-Finch Plus study to the east of the Jane and Finch Initiative study area may also be continued along Finch Avenue West including the provision of generous public boulevards, supported by a minimum 2.1 to 3.0 metre pedestrian clearway, pedestrian amenities including seating and lighting, and street trees planted with sufficient high quality, un-compacted soil volume to grow to maturity. Typically along Jane Street, the City has been achieving a minimum of 6 metre unencumbered setbacks that can accommodate a double row of trees along the right-of-way. These generous landscaped and tree-lined setbacks along Jane Street and Finch Avenue West also ensure that pedestrians are not pushed towards the busy arterial roads, but are protected from vehicular traffic in a shaded and comfortable environment.



Figure 21: An illustration of a midrise building located along an Avenue with a wide landscaped setback and tree planting, and scaled to create a transition to the low-rise development adjacent.

Examples of other Avenues in Toronto that have gone through or are undergoing similar types of transformation:

- The Lawrence Avenue East area located in Scarborough
This area is characterized by low to mid-rise 1950s era apartment buildings and low-rise retail and industrial buildings that support diverse and multi-ethnic businesses. The public realm is lacking with minimum tree planting, limited pedestrian amenity, numerous driveways interrupting the sidewalks and large areas devoted to surface parking along the avenue, contributing to an auto-oriented character to the street. The area is currently contemplating the transformation of the corridor into a mixed-use, transit-oriented community with mid-rise, street-related buildings at mid-block and higher buildings at key locations. Over time, Lawrence Avenue should transform from its current condition to a more pedestrian-friendly one by promoting active, street-related uses, creating a beautiful streetscape with narrowed traffic lanes, wider sidewalks and added cycling lanes, improving connections between the residential neighbourhoods to the north and south of Lawrence Avenue, and encouraging tree planting across the

private and public realm. For more information on the Area Study and Urban Design Guidelines please look [here](#).



Figure 22 and Figure 23: (above): A photo of the existing streetscape condition along Lawrence Avenue East, and an illustration of the planned streetscape condition with wider sidewalks, a double row of trees, and pedestrian amenity including benches.

Figure 24: (left): A demonstration plan with midrise buildings located along the avenue and a wide setback to accommodate an improved pedestrian environment and streetscape.



Figure 25 and

Figure 26: (above): The proposed development at 2180 Lawrence Avenue East and Birchmount Road provides a mix of building typologies on site with a 7-storey midrise building along the *Avenue*, a 21-storey tall building punctuating the intersection and 3-storey townhouse units located behind, transitioning down to the residential *Neighbourhood* designated homes to the north.

Character Subarea – LRT Stop Areas/Transit-Oriented Nodes

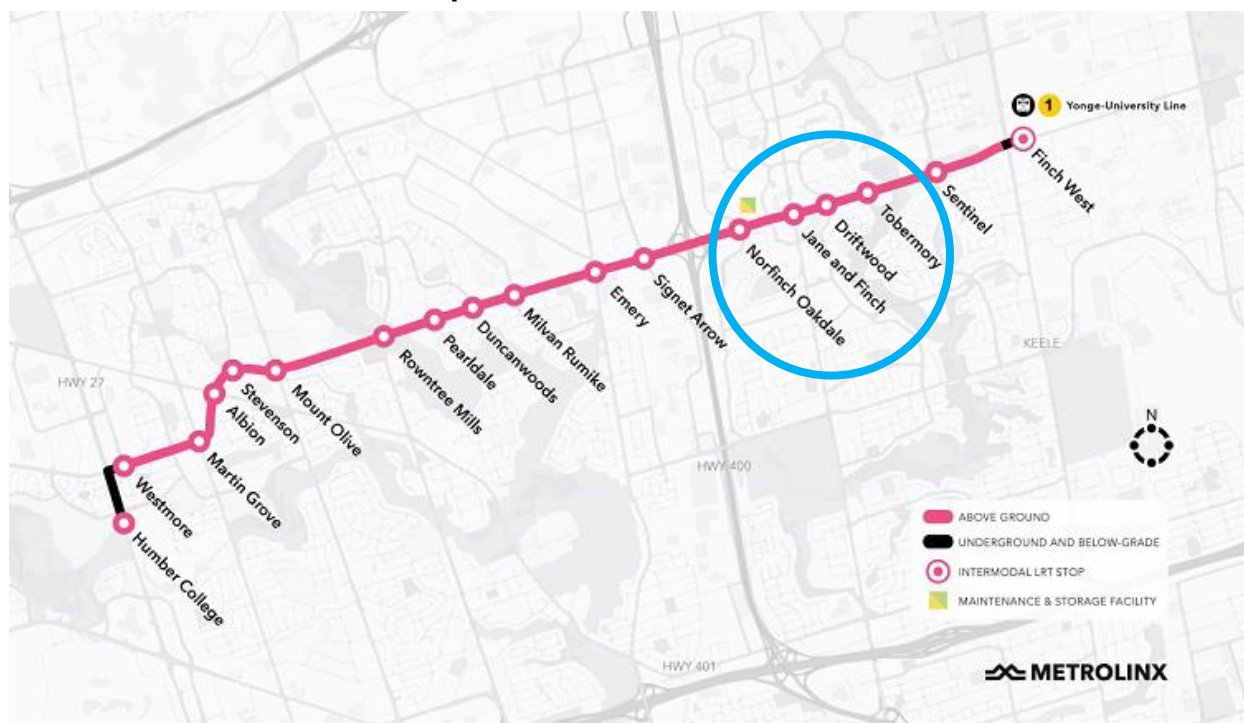


Figure 27: Map showing the Finch West LRT stops, four of which, circled in blue, are in the Jane Finch Initiative study area

There are four light rail transit (LRT) stops located within the Jane Finch Initiative study area which are a part of Metrolinx's Finch West LRT Project, slated for completion in 2023. This light rail transit line will mainly serve passengers from an exclusive lane located in the centre of Finch Avenue West and also includes the building of a maintenance and storage facility for the light rail vehicles and other transit-related elements on the north side of Finch Avenue West, between York Gate Boulevard and Norfinch Drive. Since the new LRT line and stops will give more people in the vicinity the opportunity to use transit as opposed to single-occupancy vehicles, it will be important to encourage transit-supportive intensification in the areas around the LRT stops, generally within a 500 metre radius, or 10-minute walking distance to the stops.

What exists in the study area LRT Nodes now:

Norfinch Oakdale LRT stop area

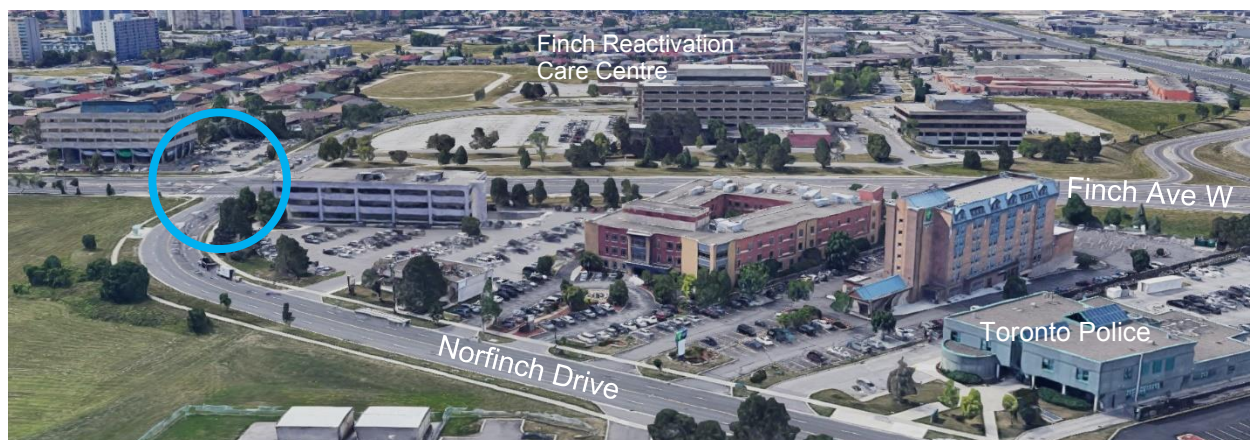


Figure 28: The area around the future Norfinch/Oakdale LRT stop

The Norfinch/Oakdale LRT stop area is unique due to the mix of land uses that surround it. Immediately north of Finch Avenue West is a *Mixed Use* designation which currently houses hotels, a police station, a community nursing home, a medical centre and various retail stores fronting onto Norfinch Drive. Immediately south of Finch Avenue West is an *Institutional Areas* designation which currently is home to healthcare uses including the Finch Reactivation Care Centre on the west side of Oakdale Road, and a Lifelabs Medical services building on the east side of Oakdale Road within a *Mixed Use* designation. Further northwest of Norfinch Drive and southwest of Oakdale Road are significant core *Employment Areas* with a variety of businesses that serve the local and city-wide community. The Norfinch Oakdale LRT stop will serve this significant institutional-commercial cluster as well as the surrounding residential uses.

Jane and Finch LRT stop area

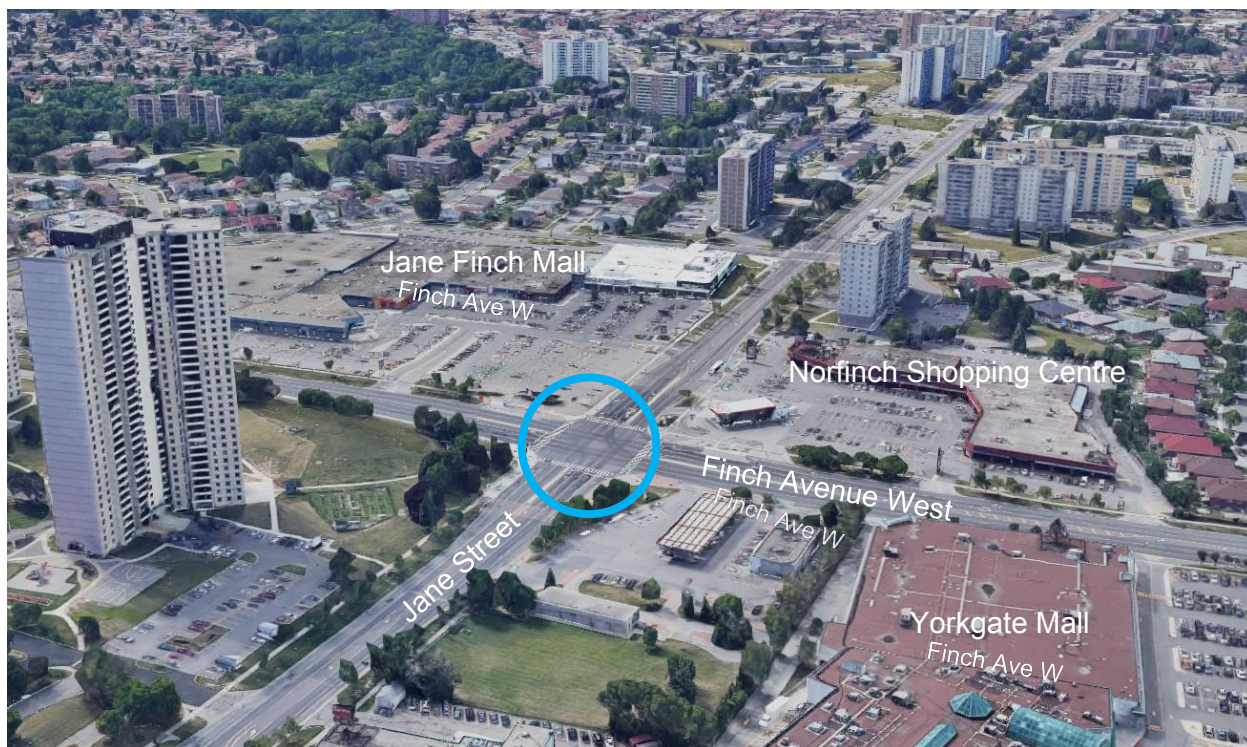


Figure 29: The area around the future Jane and Finch LRT stop

The Jane and Finch LRT stop area will likely encounter the largest number of passengers entering and exiting the transit vehicles as this stop is adjacent to two significant area malls, the Jane Finch Mall in the southeast quadrant and Yorkgate Mall in the northwest quadrant. There is also significant retail and the Norfinch Shopping Centre in the southwest quadrant, and apartment towers in the northeast quadrant. The intersection of Jane and Finch is surrounded by a *Mixed Use* designation in three of its four quadrants which allows for a greater scale of buildings and intensification, combining retail and service uses, offices, institutional uses, culture, recreation and entertainment uses with higher residential densities. The stop will also be adjacent to the *Apartment Neighbourhoods* designation in the northeast quadrant which already supports a greater scale of buildings in the form of apartment towers, including a 33-storey tower – the current height peak for the area. This particular stop area is also where future growth will be primarily directed due to its *Avenues* identification on the Official Plan Urban Structure map. The Jane and Finch LRT stop will connect local residents as well as visitors to a destination where increased retail, office and residential intensification is anticipated.

Driftwood LRT stop area

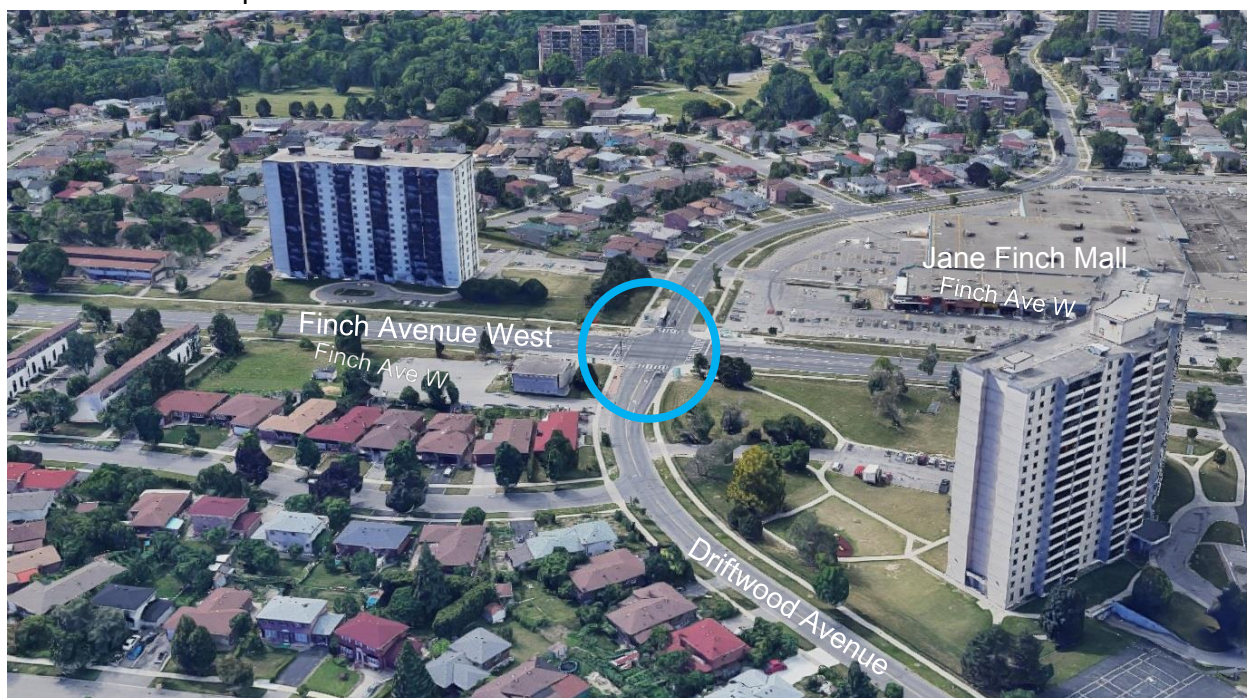


Figure 30: The area around the future Driftwood LRT stop

The Driftwood LRT stop is surrounded by significant residential communities to the north, east and south, living within the *Neighbourhood* and *Apartment Neighbourhood* designations. These areas are characterized by large expanses of low-rise single family homes, townhouses, a slab apartment building and 'tower in the park' apartment towers to the northwest. The LRT stop will also be adjacent to the *Mixed Use Areas* designation at the southwest corner where the Jane Finch Mall is located and is anticipated to intensify over time. The portion of Finch Avenue West that includes the Driftwood LRT stop is also identified as an *Avenue* on the Official Plan Urban Structure map, and as such, this arterial may see midrise intensification that will serve a greater number of residential users as well as those accessing the Jane Finch Mall site.

Tobermory LRT stop area



Figure 31: The area around the future Tobermory LRT stop

The Tobermory LRT stop area has a very unique character compared to the other LRT stops along Finch Avenue West due to its proximity to significant natural features and park assets. This LRT stop is surrounded by the low-rise *Neighbourhoods* and the slab apartment towers of the *Apartment Neighbourhoods*, but it is significantly located adjacent to a *Natural Areas* designation and in close proximity to a *Parks* designation. This LRT stop area is surrounded by Driftwood Park to the north, the Black Creek Parkland area and ravine system to the north and east, the Derrydowns Park area and ravine to the south, and Topcliffe Park and the Langdale Court Greenbelt to the west. These *Parks* and *Natural Areas* require conservation and much of these areas are protected by the Ravines and Natural Feature Protection By-law.

The Tobermory LRT stop will serve the surrounding residential community, but it will also provide an important connection for people to enjoy the natural areas, trail systems, trees and park amenities that will be accessible from this stop. Generally, any significant intensification and growth is directed away from these types of natural areas in order to protect, conserve and enhance them as they are a limited resource within the city. In addition to these significant natural assets, the Tobermory LRT stop will also provide access to important community amenities including Toronto Public Library York Woods Branch, the York Woods Library Theatre and the Northminster Baptist Church which are located on the south side of Finch Avenue West.

How these type of LRT stop areas/transit nodes can transform over time:

The LRT stop areas along Finch Avenue West can transform to include a predominantly midrise built-form along the *Avenues*, punctuated by taller buildings within the *Mixed Use Areas*. Midrise buildings provide a transit-supportive density with an appropriate street proportion and massing that ensures good sunlight on sidewalks and the public realm through spring, summer and fall, while ensuring open views to the sky from the street.

Along Finch Avenue West, midrise buildings would be appropriate around the Norfinch/Oakdale, Driftwood and Tobermory LRT stops because they can frame Finch Avenue West and create a vibrant streetscape that transitions to both the stable residential areas as well as the natural areas around them. At their lower levels, facing the public street and with excellent access to transit, mid-rise buildings around these transit nodes can offer places to shop and work, and can be used to provide spaces for local business incubation, training, education and community space which are important to the community. At their upper levels, midrise buildings can provide comfortable residential living units with good access to daylight and sunlight at a moderate scale.

Tall buildings would be appropriate around the Jane and Finch LRT stop area due to the area's ability to support a greater mix of uses. As the larger mall sites are re-developed, they can also support the provision of on-site open space and public amenity. Tall buildings with podium or base buildings that provide grocery, retail, office space and community services, would make this LRT stop into a major destination for the community, serving a large number of residents and visitors, while its position at an intersection would ensure a greater and steadier stream of pedestrian traffic to the grade-related active uses. A height peak around the Jane and Finch LRT stop would also signal the location of a major transit stop, emphasize this as a prominent location within the urban structure, and provide the residential and commercial density that would help support the public investment in the Finch West LRT.

Some taller building heights may also be appropriate around the Norfinch/Oakdale LRT stop to provide more housing opportunities for people in close proximity to the *Employment* and *Institutional Areas* around this stop. This would allow people to live closer to jobs, health

services and other community services and amenities. Any tall buildings located around this LRT node should still transition down from the taller building heights that would be located at the height peak around the Jane and Finch LRT stop.

Any taller building elements should be located within the immediate LRT stop area and be designed to minimize shadowing and wind impacts, transitioning down to midrise development which will in turn transition down to the low-rise residential areas. A mix of building typologies on the site will help achieve this transition and allow for the provision of comfortable outdoor amenity and open spaces with access to sunlight and sky views. Buildings on these large development sites should have shared parking infrastructure, located underground and with minimal disruption to the streetscape and public realm. An iconic or unique building to signal a transit stop is encouraged and should have materials and articulation that are of the highest quality to mark these highly visible and frequented areas.

Any built form intensification that occurs around the LRT stops must be combined with a robust plan for improving the surrounding environment and creating an exceptional public realm. This includes streetscape improvements along Finch Avenue West such as providing wider sidewalks with shade trees to accommodate the increased pedestrian volume from the LRT stop and to encourage walking and other forms of active transportation to the transit stops. Boulevard amenities such as seating, garbage/recycling receptacles to keep the surrounding environment clean, planters and other street beautification elements such as streetlamps with planting baskets and other Jane and Finch-specific markers of heritage and history should also be included.

Public transit-oriented plazas and POPS (Privately-Owned Publicly Accessible Spaces) located at and around the LRT nodes will also help achieve a vibrant public realm. These spaces should include secure bicycle storage areas to support cycling accessibility and public seating areas as part of the boulevard and new private development to provide comfort and amenity. Public and semi-public open spaces surrounding the LRT stops should also have public art and other community-driven place-making features.

There should be strong and direct physical and visual connections provided between the LRT stop and the public streets, sidewalks and public and semi-public open spaces that lead to the transit stops. This requires that clear and direct sightlines and walking paths unimpeded by vehicular traffic are provided within the public realm. The wider tree-lined sidewalks should be designed to safely direct pedestrian movement to the LRT stops without pinch-points or other obstructions. In areas such as the Tobermory LRT stop, it will be important to maintain and enhance connections with the natural environment even as the areas to the west of it transform into more urban conditions over time.

The public realm will be a crucial part of providing green infrastructure in efforts to respond to the climate emergency. For example, parts of the study area have low tree equity scores and increased tree planting will support community resilience to extreme heat. Other green infrastructure, also known as Low Impact Development (LID) such as rain gardens, bioswales, permeable paving, and green roofs will help manage stormwater, filter pollutants from water, reduce flooding and erosion risks and protect diverse wildlife and habitats.

In these LRT stop areas where more density and intensification will occur over time, it is also important to find opportunities to connect with District Energy solutions that will support greater sustainability. This infrastructure requires planning and investment and needs to be built into the stop area at the early stages of development but will help buildings become more climate-friendly, resilient and sustainable in the long run.

Examples of other similar transit-oriented areas in Toronto that have gone through or are undergoing similar types of transformation:

- The Keele-Finch Plus Study area

The Study Area is centered around the intersection of Keele Street and Finch Avenue West where a new subway station is located and is a transfer point between the proposed Finch West LRT and Line 1 subway. Another LRT stop is proposed to be located to the west at Finch Avenue West and Sentinel Road. Through consultation and engagement with the community, the vision for Keele Finch Plus is to leverage investment in higher order transit to encourage redevelopment with a compact built form, predominantly midrise in scale punctuated by tall buildings at the intersection, a range of building types, and pedestrian supportive public realm improvements, with the two main corridors serving as the primary focus for public life and place-making. This includes wide, walkable streets, context sensitive building design, supporting distinctive neighbourhoods, new parks and open spaces, and an overall enhanced green character. For more information on the Study please look [here](#).



Figure 32: A conceptual rendering of the potential future Keele Street with generous pedestrian boulevards, grade separated cycle tracks, 3.0 metre pedestrian clearways, and broad open planters that provide the opportunity to grow large street trees with shrub plantings

- Kennedy Station Mobility Hub in Scarborough

Kennedy Station is planned to be the eighth busiest mobility hub in terms of boarding and alighting in the GTHA and by 2031, be the nexus of five transit networks: the extension of the Bloor-Danforth subway line north to Sheppard East Station to replace the existing Scarborough Rapid Transit (SRT) line; the eastern terminus of the Eglinton Crosstown Light Rail Transit line (The Crosstown); an upgraded stop along the GO Transit Stouffville rail line providing all day two-way service; a renovated maximum 10 bay TTC bus terminal; and the western terminus of the Scarborough Malvern LRT line. This mixed-use hub seeks to create a balanced mobility mix, provide strong visual and physical connections between Kennedy Station and the surrounding community, build walkable and inviting public streets and open spaces, integrate transit accessibility within new development, develop appropriate scale, form and density for built form, and incorporate retail, commercial, residential and amenity to create complete communities.



Figure 33: An aerial view of the vision for the Kennedy Station lands illustrating the provision of a transit plaza along Eglinton Avenue East with retail uses; pedestrian and cycling connections to Kennedy Station; a new concourse; parks, plazas and open spaces; as well as proposed built form heights, densities and massing to support the transit investment

Character Subarea – Commercial and Retail Nodes

What exists in the study area commercial and retail nodes now:

There are several enclosed shopping centres (malls) and strip malls located in the Jane and Finch study Area. The intersection of Jane Street and Finch Avenue West has the largest grouping of malls and strip malls with the Jane Finch Mall located on the southeast side, Yorkgate Mall on the northwest side, and the Norfinch Shopping Centre retail strip mall on the southwest side. Further north of Jane and Finch is the Jane Shoreham Shopping Centre at the northwest corner of Shoreham Drive and Jane Street. Further south, at the intersection of Jane Street and Sheppard Avenue West is Jane Sheppard Mall in the northeast quadrant and retail strip malls located in the northwest and southeast quadrants.

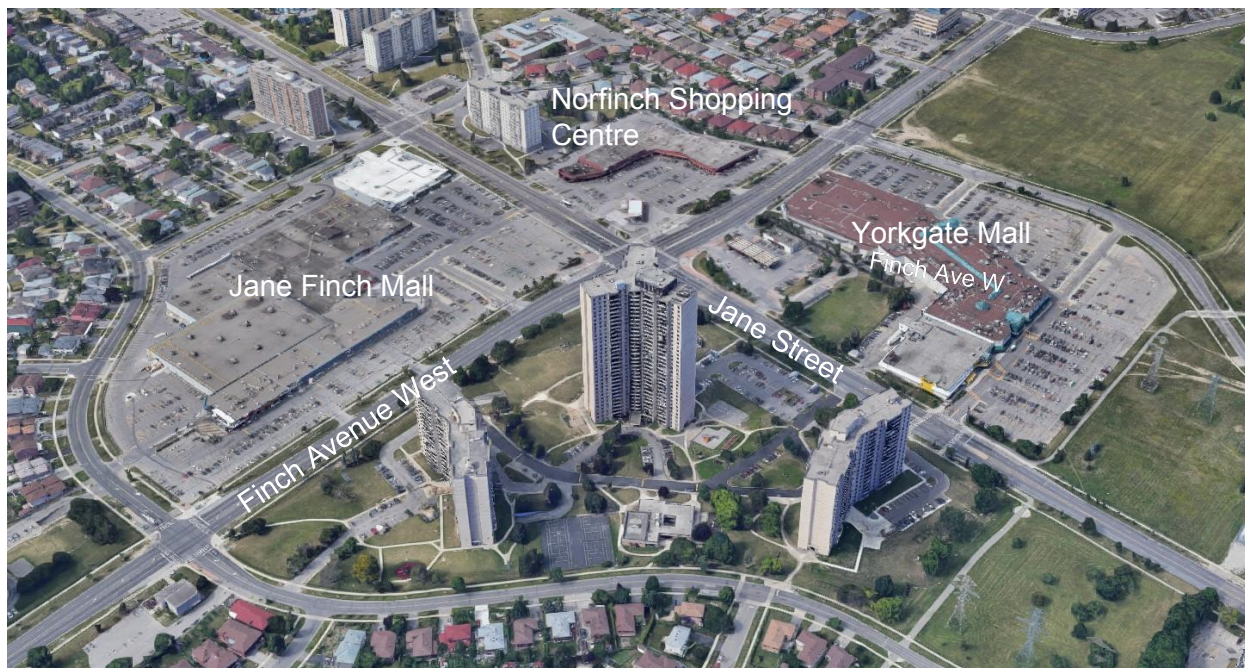


Figure 34: The intersection of Jane Street and Finch Avenue West is a significant retail node with two large enclosed shopping malls, the Jane Finch Mall and Yorkgate Mall, and the retail strip mall Norfinch Shopping Centre located within three of its four quadrants.



Figure 35: The southwest corner of the Jane Street and Finch Avenue intersection with an existing bus stop in front of a gas station and Norfinch Shopping Centre



Figure 36: The intersection of Jane Street and Finch Avenue West and many of the other retail nodes identified have large surface parking lots and gas stations facing the streets, with many vehicular access points interrupting pedestrian pathways, limited tree planting and pedestrian amenity.

These existing retail and commercial nodes are generally characterized by low-scale, often only one storey high spans of buildings located on very large sites, coupled with large expanses of surface parking lots surrounding the retail buildings. The malls and shopping centres at the intersection of Jane Street and Finch Avenue West are anchored by grocery stores and supermarkets, including a FreshCo., a No Frills, and the Kien Hung and Jian Hing Asian supermarkets. Similarly, the shopping centre at Jane Street and Shoreham Drive has the Pacific Fresh Food Market and the shopping mall at Jane Street and Sheppard Avenue has the Price Chopper grocery store as focal points of the site. These grocery stores at all the major retail and commercial nodes in the study area provide area residents with much needed access to affordable food options in visible, high-traffic areas supported by bus routes.

The layout of these shopping mall and retail sites provide many vehicular access points into their expansive surface parking lots, and as such, there are many curb cuts that disrupt the pedestrian environment and sidewalks, bringing pedestrians in close proximity to vehicular traffic from those accessing retail services and truck traffic from vehicles servicing the stores. The retail and commercial nodes within the study area are important spaces for residents because many of the stores are operated by local business owners and provide access to community and culturally-specific retail needs, as well as jobs for local residents. These mall sites are also significant for local residents because in addition to shopping opportunities they also provide areas for community gathering and connection.

How these types of commercial and retail nodes can transform over time:

It is anticipated that the large mall sites at the intersection of Jane and Finch will experience the greatest level of redevelopment and intensification over time, as well as being among the first sites within the study area to be developed. Due to the overlay of having a *Mixed Use Areas* land use designation and an Avenues urban structure identification in the Official Plan, along with transit investment in the area, these sites remain high in the hierarchy of growth for the study area. Yorkgate Mall and Jane and Finch Mall have applications for development anticipated in the immediate future and it will be important to incorporate the services of the

existing malls and retail into these redevelopment plans at an early stage, particularly as they relate to the inclusion of grocery and food stores that support access to healthy and affordable food options and ensure food stability in the area.

As the mall sites are redeveloped over time, it will be important to ensure the full integration of the sites with their surrounding communities through the creation of a connected, safe and comfortable public realm network including public streets, parks and open spaces, pedestrian streets internal to the mall sites, and transit connections. The whole mall site will need to be thought of comprehensively and be developed through a phased plan to ensure piece-meal and haphazard infill of these large sites does not occur. A plan for phasing development of these large mall sites will allow for the continuation of existing retail and other commercial and service uses, as well as incremental improvements to the public realm. It will be important to develop a block context plan that ensures that an expanded and upgraded public realm network is built over time.

In general, because the mall sites are large and expansive and in proximity to high-traffic LRT stops such as at the intersection of Jane and Finch, greater intensification and buildings heights can be supported. This can include the provision of a diverse range of building typologies and tenures, in a range of forms including tall and mid-rise buildings. The sites are large enough to provide appropriate separation distances between towers, midrise buildings and other buildings on the site, limiting adverse shadow, wind and overlook on neighbourhoods, existing surrounding buildings, parks and open spaces, and public streets and sidewalks.

In addition to providing variety in built form typology and scale, buildings on large mall redevelopment sites should support a mix of uses beyond residential. Engagement with the local community has indicated strong support for preserving the function of many of the mall and shopping centre sites because they provide essential goods and services. Redevelopment of the sites should preserve access to the types of goods and service providers significant to the community, while also expanding to include other community services, local retail and businesses, and office uses that are located to define and support the mall use over time. Office and other employment uses are encouraged in close proximity to the LRT stops to promote complete communities where people can live, work, and enjoy entertainment and recreational amenities supported by active transit.

The mall sites are currently surrounded by large surface parking lots, and any development on these sites should seek to minimize these areas, consolidate driveways, and locate areas for servicing activities such as loading, utilities and vehicular parking underground or within the building so they are kept away from the public realm and screened from public view.

When redeveloping any mall site, it will be essential to provide a high quality public realm that can accommodate the needs of users of all ages and abilities and create a welcoming sense of place within Jane and Finch to support current and future residents and visitors. Expanding and enhancing the public realm network with new streets and other forms of pedestrian and cycling connections and encouraging walkability will play a key role as these sites transform. This will also include providing active uses at grade that are accessible from public streets, with glazing and views into retail, employment and community services to animate the public realm and provide passive overlook of shared public spaces.

Developing a high quality public realm as part of mall sites will necessarily include expanding parkland and providing more public and semi-public outdoor spaces, such as plazas, courtyards, community gardens, and pedestrian connections. Corner lots facing onto two major streets such as Jane Street and Finch Avenue West for example may incorporate public plazas

that serve those using transit, allowing people space for respite with shade and seating during their travels, and visible open areas for formal and informal gatherings and community-led events such as local festivals, music, art and food markets. Increasing tree cover and the urban canopy will also help create a more comfortable and sustainable environment as these sites develop.

As the mall sites are so large, it will be necessary to plan for a network of internal public streets and access areas to service the existing retail uses and any new retail, residential, community and office uses that will develop over time. The new public road networks should be accessible and comfortable for various modes of active transportation including cycling and walking and should provide direct connections to adjacent communities. It will also be important to create permeability and improve connections to existing and planned transit, such as bus and LRT stops at the intersection of Jane and Finch, by providing direct access through the sites for cyclists and pedestrians. This includes providing infrastructure such as cycling lanes and bicycle racks to facilitate connections to the transit investment in the area.

As the mall sites within the Jane and Finch study area transform over time to accommodate the needs of a diverse population, the City's [Mall Redevelopment Guide and Retail Design Manual](#) can also provide further direction to guide development on these sites.

Example of other similar commercial and retail nodes in Toronto that are undergoing similar types of transformation:

- The Agincourt Mall redevelopment in Scarborough
In 2017 the City received an application to permit the redevelopment of the Agincourt Mall lands. A Planning Framework Review was launched to establish a vision for the development site and the surrounding area supported by strategies to guide land use, building heights and densities, affordable housing, parks and open spaces, streets and blocks, improvements to existing transportation systems, servicing infrastructure and community services and facilities. A Site and Area Specific Policy (SASP) allows for the transformation of the current suburban model of Agincourt Mall to a more compact form with a variety of uses, building types, parks and open spaces that will integrate with the existing and planned context of the surrounding area. The SASP ensures adjacent existing and future higher order transit are supported and addresses connectivity challenges in the current environment by providing for a new public street network. This network ensures a full range of mobility options are available and easily accessible with an emphasis on transit and enhancement of pedestrian and cycling infrastructure. For more information on the Agincourt Mall redevelopment please look [here](#).



Figure 37 and Figure 38: renderings showing the Agincourt Mall redevelopment with proposed midrise and tall buildings up to 40 storeys high, surrounding a centralized park, with residential, office and retail uses located at the northwest corner of Sheppard Avenue and Kennedy Road.

Character Subarea – Apartment Neighbourhoods

What exists in the study area Apartment Neighbourhoods now:

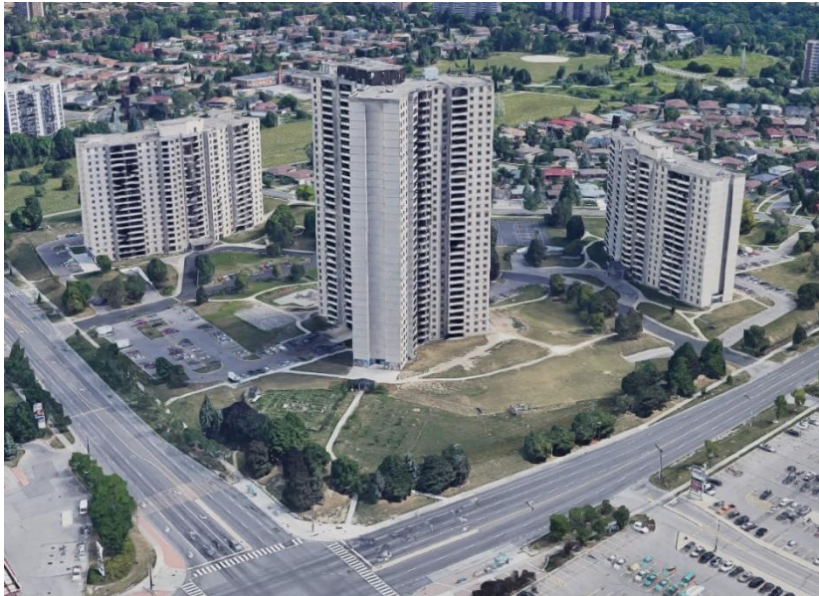


Figure 39: The San Romanoway Apartments at the corner of Jane Street and Finch Avenue West, an example of an existing "tower in the park" site in an Apartment Neighbourhood



Figure 40: The Firgrove Grassways community on Jane Street and Firgrove Crescent has a mix of apartment and low-rise buildings. This is the site of future redevelopment by Toronto Community Housing



Figure 41: Two large slab apartment buildings along Jane Street that are separated by the large green open space provided by the Finch Hydro Corridor



Figure 42: 'Tower in the park' apartment buildings at the corner of Jane Street and Finch Avenue West are an example of isolated tower sites surrounded by large arterial roads and ample surface parking lots



Figure 43: Slab apartment buildings along Jane Street have large setbacks from the primary road, are separated by large open spaces, and have pedestrian routes located primarily along the road network

The existing apartments in many of the Apartment Neighbourhoods in the study area are characteristic of 'towers in the park,' with extensive open space, mature trees and surface parking surrounding the apartment buildings. These 'tower in the park' sites are set far back from arterial roads with private roads and drive aisles servicing individual buildings. These apartment sites are often separated from one another and from the neighbourhood at large by fencing and other barriers, and operate as isolated sites.

Often, there is not a cohesive landscape plan which connects sites to one another and to amenities in the neighbourhood interior. There is a large amount of green open space in these areas, however the open space of many of the sites struggle with a lack of programming, poor quality and/or inadequate shared community outdoor amenity spaces (such as pools, basketball courts, playgrounds), and a high percentage of surface parking, roadways and surrounding impermeable surfaces. This can result in a great deal of unutilized or underutilized space in the Apartment Neighbourhoods.

The 'tower in the park' landscapes are often not well-used by the local community and residents because they lack accessible pedestrian connections into them as well as any programming that invites people to gather, such as areas to sit, trees that provide shade, and they sometimes pose a safety concern for residents because they are not well-lit. The large and often slab-like floorplates of the 'tower in the park' buildings can cast long shadows, limiting sunlight access, and create windy conditions at grade resulting in uncomfortable micro-climate conditions for residents and visitors to the area.

The current layout and design of these apartment neighbourhoods favours vehicular use, with areas that remain most accessible by car due to pedestrian paths that are located at the edges of blocks, often creating only indirect connections from buildings to local businesses and amenities, and making it more difficult to support active transit use. This leads to walkability issues for the community because any pedestrian and cycling connections to the apartment buildings are mainly dependant on and served by the road network.

How this type of Apartment Neighbourhood can transform over time:

Due to the extensive amount of open space located in front of and between the "tower in the park" buildings in the Jane Finch Initiative study area, sensitive infill development that frames and animates public and private open space, respects the existing context of the neighbourhoods and provides opportunities for intensifying the range of housing opportunities available may be appropriate. On smaller sites, infill opportunities can be as simple as making an addition to an existing building or adding a new building on an unused or underutilized part of the lot. On larger sites, infill opportunities may require planning new public streets and pedestrian connections, consolidating access, preserving the existing landscape and extending the public realm to include new parks and public spaces such as plazas and POPS. In general, some of the considerations for infill development in these Apartment Neighbourhoods include the following:

- Design new infill to work together with existing buildings to frame streets and outdoor amenity spaces
- Infill should help link adjacent sites to one another and provide access to broader neighbourhood amenity including parks, schools, community and commercial amenity, neighbourhood assets, and transit
- Introduce physical and visual connections to create a safer and more permeable site
- Design infill to define both public frontages and site interior
- Enhance open space through programming and articulation of uses
- Design open space and boulevards to ensure favourable micro-climate conditions that increase comfort, community use and safety
- Program site with commercial and social amenity at public frontage and site interior
- Eliminate, minimize or consolidate under-utilized driveways and on-site surface parking areas
- Enhance existing buildings and towers

As infill projects often result in a net loss of open space, site plan design must ensure open space is of the highest quality and meets performance standards for usability and comfort. One of the key objectives for any tower infill development and site renewal in this character subarea will be enhancing the remaining open space to create cohesive and well-designed spaces for a range of uses and users. On sites where infill is not contemplated (ie; the existing apartment buildings on site) mechanisms for encouraging open space improvements to the existing buildings must be incorporated into proposals. Well-programmed open spaces that are

designed with meaningful community input can transform currently unutilized or underutilized space into spaces at the centre of community life.

In these areas, there is also a need to establish a clear hierarchy of space - from public, semi-public and private space - and enhance each type of space's use, legibility and safety. In spaces that are public and semi-public it is important to promote accessibility, maintain good overlook and animation within adjacent buildings and create a welcoming environment for all users. Through the public engagement and consultation events done to date, the community has expressed their desire to have access to more public parks, plazas and shared community open spaces, rather than POPS (Privately-Owned Publicly Accessible Spaces). POPS spaces which are a part of proposed developments, although public in intent, could be more restrictive to the breadth of community and area resident use, functioning as more private controlled space through the use of fencing, programming limitations, security and other real or perceived barriers to entry.

The 'tower in the park' character of the Apartment Neighbourhoods in the study area pose challenges to development while also providing opportunities. Due to many of these buildings standing distinctly on their own surrounded by landscaping and surface parking, there is a great deal of green and open space available, however not all of the space is meaningfully programmed, and worse, not all of it is accessible by the community. When planning for infill development of these sites, it is important to maintain an appropriate ratio of green/open space to the built areas and achieve appropriate separation distances between buildings to increase access to sunlight within the public realm and ensure privacy for residents while limiting overlook into neighbouring buildings. Typically, infill in the Apartment Neighbourhoods in Etobicoke include tower separation distances between 30 and 35 metres.

A first approach to infill development in the Apartment Neighbourhoods could include creating finer grained block patterns of streets, parks and open spaces, focussing on opportunities to build over surface parking lots and locate parking underground wherever possible. This would allow for enhancing and maintaining some of the large green open spaces currently found between buildings and making them more accessible to the community by connecting them to the larger street grid and transforming them into well-defined spaces such as public parks, plazas, courtyards and truly accessible POPS. There may also be opportunities to consolidate smaller or adjacent outdoor spaces to create larger parkland spaces with more tree planting, appropriate seating, and lighting, as well as shared outdoor amenity such as outdoor gyms, skate-parks, playgrounds and basketball courts.

When considering additional infill built form in these areas, the location of existing and proposed underground parking garages should be carefully considered. To create appropriate public parkland opportunities it is important to have unencumbered spaces to support tree planting, large tree canopy growth and water infiltration. Unencumbered spaces are those areas not covered by buildings or structures both above and below grade. Any infill development should first be directed to the encumbered areas (ie; over existing underground parking facilities), leaving the unencumbered areas for trees, parks and open spaces. On the encumbered lands, in addition to some built form infill, there can also be plazas, courtyards, basketball courts, and POPS, as these uses are primarily supported by hardscaping.

Depending on the size of the existing apartment building site or parcel, some mid-rise and low-rise infill development may be possible in front of apartment buildings and facing the main arterial roads, or located between the existing buildings. However, building address, access and visibility from public streets should be prioritized for all new and existing buildings and

appropriate separation distances must be achieved between buildings to maximize access to sunlight and privacy for residents of the existing and proposed buildings. The addition of infill buildings can also produce new private and semi-private open space, such as courtyard landscapes in the interior of sites, protected from street activity and used by smaller local communities.

Throughout the Apartment Neighbourhood character subareas, one of the biggest challenges to address is the lack of permeability and pedestrian connectivity between the distinct apartment tower sites and to transit and surrounding commercial and retail uses. Sidewalks are mainly located directly adjacent to the main arterial roads, leading residents and pedestrians to traverse long distances, often circling the edges of entire blocks to reach transit or shopping locations. These long, indirect routes favour using automobiles rather than other modes of active transportation such as cycling or walking.

As this character subarea transforms, it will be important to introduce other public realm improvements such as securing easements for pedestrian access through the apartment tower clusters to create connectivity through the blocks, and provide direct access to transit and other amenities. This could be done by introducing new public streets where feasible, consolidating parking and drive-aisles within the apartment sites and providing pedestrian-friendly right-of-way access through the interior of the sites from the street and neighbouring properties.

Solutions for providing public access across more of these Apartment Neighbourhood areas could be complicated by fragmented private ownership of sites, however a plan that provides direction on where pedestrian connections would most favorably be located needs to be put in place early and before any additional infill development occurs. This would include providing pedestrian pathways that are legible and well-lit adjacent to existing and new development, creating direct connections and sight lines to public transit, retail, parks and open space destinations.

As the Apartment Neighbourhood areas within the Jane Finch Initiative study area change over time to include better pedestrian connections, more public realm improvements and open space enhancements, improving the existing building stock and amenities in the neighbourhood will be an integral part of any development. Related initiatives such as the City of Toronto's Tower Renewal program seek to transition postwar tower neighbourhoods to meet current needs and ensure the city's rental housing stock is maintained as a sustainable and vital housing resource, while creating more resilient, healthy, secure and complete communities. Comprehensive Tower Renewal represents a coordinated investment that will result in three primary outcomes: 1) deep energy retrofit of existing towers to transform housing stock into comfortable and high-quality low-carbon housing; 2) leveraging existing neighbourhood assets and creating alignment with broader city-building goals of growth and transit planning; and 3) promoting social and economic investment toward community resilience, through a community-led approach towards healthy and complete communities.

Examples of other Apartment Neighbourhoods in Toronto that have gone through or are undergoing similar types of transformation:

- The High Park Apartment Neighbourhood located in Toronto & East York
This area is an established, stable residential apartment neighbourhood with strong visual and physical connections to the natural environment and amenity of High Park. The area features a collection of residential towers, generously spaced apart within large areas of mature, tree-covered, soft-landscaped open space, and is another example of the 'Tower in the Park' planning concept set within a walkable, transit-oriented neighbourhood. The Council-adopted Site and Area Specific Policy contemplates where compatible infill development may be appropriate on sites containing existing apartment buildings, and if sites have sufficient underutilized space to accommodate one or more new buildings while providing good quality of life for existing and new residents. For more information on the Area Character Study and Urban Design Guidelines look [here](#).
- Parkway Forest located in North York
This neighbourhood was originally developed as a "planned garden neighbourhood" in the late 1960s and early 1970s, with a curvilinear road system defining large development blocks focused around a central park and school. The sites were developed with many slab type apartment buildings up to 17 storeys set in the middle of the large blocks with landscaped open space, parking and drop-off and loading located around them. Townhouses were developed on some blocks with private pedestrian lanes and development was focused internally and away from the surrounding streets. As the area has transformed over time, key issues that have been addressed include providing more direct pedestrian paths through sites, creating more connections between the subway and the neighbourhood, better defining open spaces, relocating existing at-grade parking lots below grade, and locating new buildings in a manner that defines the edge of streets while maintaining generous landscaped setbacks. For more information please see Section 4.2.8 of the Sheppard East Subway Corridor Secondary Plan and associated Urban Design Principles [here](#).



Figure 44: Lowrise infill development in Parkway Forest that respects the existing slab apartment buildings on site, while creating a better relationship to the street, providing more pedestrian connections from the sidewalk to buildings deeper within the site, and improving the public realm through tree planting along public streets.



Figure 45: Midrise infill development in Parkway Forest that enhanced the open spaces surrounding the existing slab apartment buildings through the provision of public amenity and playgrounds internal to sites as part of new development.



Figure 46: Development in Parkway Forest also included the provision of tall buildings at key locations such as fronting the Don Mills and Sheppard Avenue East intersection and across from the Don Mills subway station and Fairview Mall. (Image courtesy of WZMH Architects)

Character Subarea – Employment Areas

What exists in the study area Employment Areas now:

The western edge of the study area along Norfinch Drive and Oakdale Road, and Eddystone Avenue extending eastwards from Oakdale Road, have a significant *Core Employment Area* designation that will be retained for the businesses located along these streets. This area of employment uses is important for developing and intensifying job growth within Jane and Finch, especially located in such close proximity to the new Finch LRT transit investment.

Norfinch Drive, Oakdale Road and Eddystone Avenue have light manufacturing, processing, warehousing, wholesaling, distribution, storage, vehicle repair and services, facilities for religious worship, food stores, restaurants and office uses located along both sides of the street. East of Norfinch Drive and Oakdale Road, and north and south of Eddystone Avenue are *Neighbourhoods* with mainly single-family homes, duplexes, triplexes and townhouses.



Figure 47: The typical character of Norfinch Drive includes low-rise employment-use buildings on either side of the street with *Neighbourhoods* to the east and a 400-series highway to the west

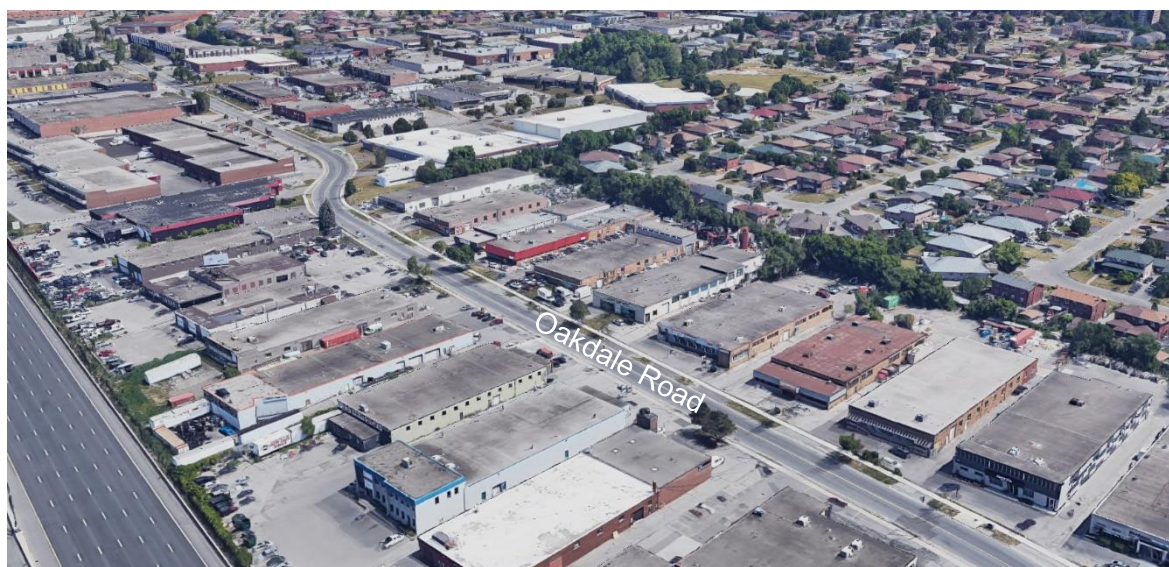


Figure 48: Oakdale Road has a very similar character to Norfinch Drive with surface parking lots and servicing access located between public sidewalks and the building storefronts and entrances



Figure 49: A typical view along Oakdale Road with large curb cuts along public street allowing large trucks and servicing vehicles into the site, with trees planted intermittently along the street adjacent to sidewalks



Figure 50: A typical view along Eddystone Avenue with buildings setback at great distance from sidewalks, without trees or adequate pedestrian paths leading directly to the businesses and offices from the street

Although many *Employment Areas* within the city have a more industrial character that supports heavier manufacturing processes, the *Employment Areas* within the Jane and Finch study area have a character more akin to industrial-commercial strip malls, with many businesses having glazed store frontages that face the main streets, with large areas of surface parking and servicing access located between the sidewalk and the business entrances. Due to the types of employment uses located here, large portions of each site are paved with asphalt to accommodate large trucks and their loading and servicing movements.

The location of the employment areas adjacent to the highway and lacking adequate cycling infrastructure and pedestrian connections from Jane Street and Finch Avenue West, reinforce the dependency on vehicles to access these areas. Sidewalks with landscape buffer zones on either side generally exist on both sides of the street, however large portions of the street lack trees planted in the landscape setbacks to provide shade and create a more comfortable environment for pedestrians.

The built form in these employment areas is low-rise, generally no higher than one or two storeys, and generally occupying 50% or more of each lot's area. Often, in addition to primary entrances and glazed storefronts, many of the buildings also have servicing and loading

entrances along their front facades, bringing "back of house" attributes like garage doors and utilities to face the street.

How these types of Employment Areas can transform over time:

It is not anticipated that any significant built-form development will occur in these established *Employment Areas*, however additions and enhancements to improve business operations and access to the sites may occur over time. With the new transit investment in the Jane and Finch area, however, it will be important to provide better transit-oriented, cycling and pedestrian connections into these areas to support economic growth and help employees and visitors more easily access these local businesses. This will provide existing and future residents of the Jane and Finch community the ability to live, work, and support business and economic activities in close proximity to their own neighbourhoods.

One of the key ways the area may transform over time is by strengthening pedestrian and cycling connections from the new LRT stops to these *Employment Areas*. This may include providing cycling lanes along Norfinch Drive, Oakdale Road and Eddystone Avenue, as well as wider sidewalks to support pedestrian traffic. Over time, traffic calming measures and reducing vehicular speeds along these streets may encourage more people to cycle and walk from the new Norfinch/Oakdale LRT stop to these *Employments Areas*. It will also be important to improve permeability through the *Neighbourhoods* on the east to the employment uses on the west by creating more formal pedestrian pathways and midblock connections where possible.

As enhancements are made to individual sites over time, it will be important to have an area plan for improving the pedestrian environment. This includes providing better amenities along the streets to make them safer and more comfortable, such as wider sidewalks, pedestrian-scaled lighting, landscaping, tree planting, and seating. Vehicular entrances should be consolidated to serve multiple buildings, minimizing the number of interruptions along the street edge and sidewalks, and reducing the number of potential conflicts with pedestrians and cyclists. Landscape screening of parking and servicing activities from the main street can also improve the pedestrian experience by shielding people further from vehicles.

Streetscape greening measures such as planting trees on both sides of all streets and retaining existing mature trees can improve the pedestrian experience by providing large canopy shade when walking along the long stretches of sidewalk found in these areas. Public realm greening measures may include finding opportunities on sites to create new parks, green open spaces, and more landscaped areas that can provide greater amenity to the working population such as places to sit and take breaks or enjoy eating lunch. This may require coordinating efforts among business owners to create shared outdoor spaces for employees to use. Where there are food stores and restaurants, greening some of the areas in front of businesses may also encourage the provision of patios and other areas for outdoor eating and enjoyment.

Providing more bicycle racks and safe bicycle storage will also encourage workers and visitors travelling to the area to use more active modes of transportation. With the new Jane and Finch and Norfinch/Oakdale LRT stops it will be possible to provide more initiatives and infrastructure to shift mobility behavior away from single occupant vehicles. This can include connecting people heading to the *Employment Areas* to car-sharing, ride-sharing and bike sharing options from the LRT stops, particularly around Jane and Finch where greater built form intensification can support providers of these services at grade through the creation of a mobility hub.

The *Employment Areas* have large areas of surface parking used to service and support businesses. As the City moves towards meeting higher sustainability objectives through

updates to the Toronto Green Standard and other climate action goals, it will be important to introduce more greening measures to these large asphalt areas. Over time, sites will be encouraged to design and improve surface parking areas in accordance with the City's [Design Guidelines for Greening Surface Parking Lots](#). This may include incorporating elements to reduce their urban heat island effect such as bioswales, permeable paving materials, light-coloured paving materials, landscape strips and increased tree canopy coverage. Clearly defined green and permeable pedestrian paths to business entrances can also help reduce paving in surface parking lots and create better connections from the public sidewalk, through parking lots and to the entrances of buildings. Over time, providing charging stations for fuel-efficient, hybrid and electric vehicles should be incorporated into parking areas within the employment lands.

Further sustainability measures should also be considered throughout the wider *Employment Areas* such as incorporating LIDS (low-impact development systems) for storm water management into parking lots and landscaped setbacks. There may be opportunities over time to increase sodded areas for outdoor social activities, create community gardens, natural habitat for birds and bees, and increase stormwater retention areas and green roofs. The extensive surface rooftop spaces may also provide an advantage for harvesting solar energy resources for businesses and the community, and extensive green roofs may even provide opportunities to support "vertical agriculture" on the rooftops.

The *Employment Areas* are a significant asset to Jane and Finch and their unique use and character should be celebrated. Providing public art can help support the distinct character of the Jane and Finch employment areas by highlighting its heritage and history and that of the unique businesses. Public art may be especially appropriate on both sides of the intersection along Finch Avenue West at the corners of Norfinch Drive and Oakdale Road, and at the corner of Jane Street and Eddystone Avenue, to mark the entryway into these distinct employment areas for workers, residents and visitors.

Example of other Employment Areas in Toronto that have gone through or are undergoing similar types of transformation

- ConsumerNext (Sheppard Avenue East and Victoria Park Avenue – Consumers Road)

The ConsumersNext Planning Study aims to provide a roadmap for managing anticipated residential intensification, supporting continued employment investment in the Consumers Road Business Park, and directing strategic investments into broader neighbourhood improvements, including community services and facilities. The once auto-oriented business park is planned to become a major office node, with an enhanced public realm, improved amenities for local residents and working populations and complementary mixed-use intensification on revitalized urban Avenues. Planned transit investment is anticipated to catalyse future residential and employment growth. For more information on this study, please look [here](#).

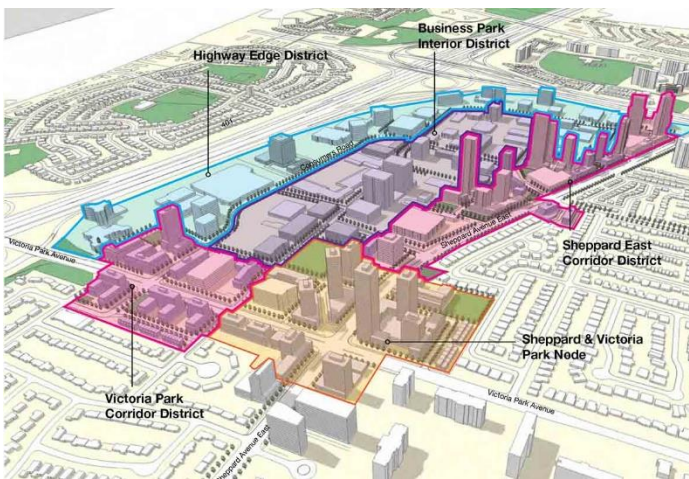


Figure 51: A Demonstration Plan of the Study Area

Character Subarea – Neighbourhoods

What exists in the study area Neighbourhoods now:

The *Neighbourhoods* designated areas in Jane and Finch comprise a large portion of the study area. These areas are generally composed of low-scale residential neighbourhoods with single-family homes, duplexes, triplexes and townhouses. These areas also contain parks, schools, and places of worship.

How these types of Neighbourhoods can transform over time:

It is not anticipated that any significant built-form development will occur in the established *Neighbourhoods* within the Jane Finch Initiative study area. Individual home-owners may make changes or enhancements to their own properties, or consolidation of lots may lead to some intensification in the form of providing more "missing middle" housing.

A new City-led initiative, EHON (Expanding Housing Options in Neighbourhoods) can provide direction for how the *Neighbourhoods* in Jane and Finch may experience some incremental growth over time. EHON seeks to facilitate more low-rise housing in residential neighbourhoods, working to expand opportunities and permissions for more "missing middle" housing forms, ranging from duplexes, triplexes, townhouses and low-rise walk-up apartments to be built as-of-right. Within the Jane Finch Initiative study area this type of "missing middle" development may provide an approach for adding incremental density to these residential areas, often within the same building footprint as larger existing single-family homes. The initiative does not represent significant change deep within the neighbourhoods, but does anticipate some intensification along major streets and where larger lot sizes can accommodate the provision of more housing, while continuing to maintain access to ample green space and tree canopy. More information about the EHON initiative can be found [here](#).

Emerging Policy Directions

Urban design outcomes should reflect the ideas and needs of the local community.

Create a vibrant public realm

Development in the Jane and Finch area should incorporate and support well-defined open spaces that are valuable and useful to current and future residents. Built form should frame public streets, parks and open spaces, fostering street animation through visible ground floor activity and grade-related uses. Built form should also support an enhanced and pedestrian-friendly public realm that accommodates trees, planters, landscaping, public art and pedestrian amenities such as seating and lighting.

New development should respond to the local context

Spaces to live, work and play should be provided through a mix of built form types and scales. These include townhouses, low-rise apartment buildings and midrise buildings along the street edges, and carefully placed point towers at key locations near transit. Development should respond to the needs of the community and be sympathetic to the character and scale of the surrounding neighbourhoods in Jane and Finch.

Building design should contribute to a comfortable environment

Buildings should be located and designed to ensure comfortable conditions for the residents living within them and for those using the surrounding streets and public spaces. Comfortable environments are created by protecting access to sun and daylight, reducing and mitigating wind impacts, providing privacy, creating pedestrian-scaled streetscapes, and creating safe connections to parks and open spaces.

Create safe and accessible spaces and places

A safe and comfortable pedestrian network should be developed for the Jane and Finch area that connects housing, transit, parks and open spaces, local business and community amenities. Development should contribute to spaces that are inclusive and accessible to a wide variety of users of different ages and abilities, by being easily legible, well-lit and safe, promoting community overlook and being truly inviting and open to the community by discouraging barriers to entry such as gates and fences.

Create beautiful spaces and places

Architecture and public spaces should be unique and attractive, highlighting the Jane and Finch community's distinct history and cultural diversity. Pride of place should be created through high standards of design excellence, including careful attention to building articulation and materiality, sustainability, contribution to views and skyline, heritage conservation, and spaces to showcase the talents of local artists.

In addition to the above emerging urban design policy directions for the Jane Finch Initiative, it is important that public realm and built form decisions take an asset-based approach, where areas, spaces, places and things that the community values and wants to preserve play a role in determining the outcomes for new development. This includes examining what the community has identified as being the successful elements of Jane and Finch and finding opportunities to expand, protect and improve these elements, including those things that make Jane and Finch unique, such as the natural and cultural heritage in the area.

Through consultation and engagement, the Jane Finch community has also indicated that the following lenses are important to apply to all new development as well as improvements to existing buildings and public realm within their community:

Sustainability

- The public realm and built form should be designed to reduce local greenhouse gas emissions, create more comfortable micro-climate conditions within and outside of buildings, identify opportunities to integrate local and district-level energy solutions, support more options for active and public transportation and reduce automobile dependency, and ensure green infrastructure options are identified and incorporated within the initial planning stages of projects.

Public Health and Resiliency

- Work on strategies to improve the well-being and mental health of the community through improvements to the public realm including: increasing the number of parks and open spaces and accessibility to these spaces, increasing greening and landscaping features along streets, increasing community spaces for socialization and gathering, increasing access to sunlit spaces, and addressing tree equity issues by working to increase the urban tree canopy throughout the area.

Planning for Children and Families

- Development should better accommodate the needs of households with children, supporting social interaction and safety, at the scale of the neighbourhood, the building and the unit. This includes ensuring the provision of safe streets to support children's independent mobility, access to parks, schools, community facilities, retail and amenities, and the provision of a diversity of housing types and unit sizes to accommodate larger households, including those with children and multi-generational households with seniors.

Black and Indigenous Place-making and Place-keeping

- The communities of Jane and Finch are diverse and it will be important to apply the Confronting Anti-Black Racism Unit's Growing in Place lens to any work in the area to recognize how the character of the area has been shaped by Black leaders, culture and informal place-making rituals. Similarly, recognizing the Indigenous connections, past and present to the area, is a step towards reconciliation and restoring Indigenous identity within the landscape, built form and public realm. Applying a Black and Indigenous place-making and place-keeping lens to Jane and Finch will support these equity-deserving groups continuing to live, benefit from new investment, and prosper in their community.

Next Steps for Public Realm and Built Form Work

Phase 2 of the Jane Finch Initiative as it relates to the public realm and built form portions includes the City Planning division, in collaboration with other City divisions, working with a qualified team of consultants, selected through a competitive RFP (request for proposals) process, to develop urban design, public realm and mobility design options for sites within the Jane Finch Initiative study area in support of a new land use planning framework for the area.

The consultant's Scope of Work includes the following:

1. Structure Plan

The Structure Plan will identify key character areas or precincts (including commercial and retail nodes) and a parks, public realm and open space network and will include an overall framework for heights and densities.

2. Public Realm Strategy

The consultant's will review existing parks, open spaces and streetscapes within the Secondary Plan area and the broader study area, and provide direction on potential new public parkland, Privately-Owned Publicly Accessible Spaces (POPS), and other public realm opportunities, including improved streetscapes, pedestrian networks and active transportation infrastructure, enhanced street tree planting, public art and other place-making initiatives.

The development of the Public Realm Strategy will be coordinated closely with City guidelines including the Complete Streets guidelines, the Green Streets Initiative, Accessibility Design guidelines, and the Vision Zero Road Safety Plan, among others.

3. Mobility and Transit Integration Strategy

The consultant's will work with the project Team to prepare innovative multi-modal transportation options that address existing populations and future growth, and manage present and future mobility needs. This includes making recommendations about how to achieve seamless, high-quality pedestrian and cycling connections to LRT stops, existing and planned surface transit routes, major destination (e.g. community facilities, employers, retail) and to existing and planned multi-use trails within parks, ravines and the hydro corridor to encourage and maximize use of sustainable transportation options in the Secondary Plan area and broader study area.

The development of the Mobility and Transit Integration Strategy should be coordinated closely with City guidelines including the Complete Streets guideline, the Green Streets Initiative, Accessibility Design guidelines, and the Vision Zero Road Safety plan, among others.

4. Built Form Design Approaches for up to 5 Focus Areas

For selected focus areas within the Secondary Plan Area, Preferred Built Form Design Approaches will be explored by the consultant that provide direction on the placement, organization and massing of buildings to support the Public Realm Strategy, the liveability of public spaces and transit investment in the area.

5. Urban Design Guidelines

Consultants will be producing detailed area-specific Urban Design Guidelines for the Secondary Plan Area. The guidelines will synthesize and coordinate the findings and recommendations from the study. They will give consideration to existing city-wide Urban Design Guidelines while providing area-wide design direction for the Secondary Plan area, particularly for the focus areas.

Referenced City-wide Guidelines

- City-wide Tall Building Design Guidelines
- Avenues and Mid-Rise Buildings Study and Performance Standards
- Townhouse and Low-Rise Apartment Guidelines
- Mall Redevelopment Guide
- Retail Design Manual
- Toronto Green Standard Tiers 1-4
- Growing Up: Planning for Children in New Vertical Communities Draft Urban Design Guidelines
- Privately-Owned Publicly Accessible Spaces (POPS) Guidelines
- Streetscape Manual
- Toronto Complete Streets Guidelines
- Green Streets Technical Manual
- Greening Surface Parking Lots
- Best Practices for Effective Lighting
- Pet Friendly Design Guidelines for High Density Communities

Appendix

Active Applications (As of April 2022 – From Community Planning)

Development proposals submitted within the last two years along the Finch LRT corridor are predominately tall buildings, ranging from 20 to 50 storeys. The chart below provides a summary of recent active applications in the area, with applications that are either abutting or adjacent to the new Finch LRT corridor highlighted in orange.

Address	Application Type	File	Description
555 Rexdale Boulevard (Woodbine Racetrack)	Plan of Subdivision 3 Site Plans Rezoning	17 158705 WET 02 SB 18 119828 WET 02 SA 18 117779 WET 02 SA 20 185079 WET 01 OZ 20 205173 WET 01 SA	Redevelopment of the Woodbine Racetrack as part of the 2015 Woodbine Live proposal. Plan of Subdivision created the new roads and blocks. Site Plan applications are for the casino, hotels and Woodbine Square retail developments. A separate rezoning and Site Plan application is to allow a transportation use (GO station) at the south of the site. Building Typology: Low-rise, Mid-rise
801 Dixon Road	Site Plan	20 145731 WET 01 SA	Four 8-storey hotel expansions to the existing Sheraton Hotel. Building Typology: Mid-rise
2839 Jane Street	Rezoning Site Plan	17 208607 NNY 08 OZ 15 109987 NNY 08 SA	12-storey mixed use building with 190 dwelling units. Building Typology: Mid-rise
50-60 Marmora Street	Site Plan	18 224884 WET 07 SA	Conversion of basement and addition to existing industrial building. Building Typology: Low-rise
407 Rexdale Boulevard	Site Plan	17 225944 WET 02 SA	The application proposes two buildings on the subject property, comprising a 7-storey hotel and a 1-storey restaurant. Building Typology: Mid-rise
50 Humberwood Boulevard	Site Plan	16 133600 WET 02 SA 16 192495 WET 02 OZ 16 133591 WET 02 SB	Ten blocks of townhouses containing a total of 126 residential units. Building Typology: Low-rise
2111 Finch Avenue West	Site Plan (MZO)	20 233385 WET 07 SA	Associated with the MZO to allow the construction of a 6-storey LTC facility. Building Typology: Mid-rise

3400 Weston Road	OPA/ Rezoning	20 183834 WET 07 OZ	36-storey building containing 480 rental dwelling units and a 565 square metre daycare centre. Within the Emery Village Secondary Plan. Building Typology: Tall
325 Humber College Boulevard	Site Plan	19 243338 WET 01 SA	New Purolator Hub. Building Typology: Low-rise
160-200 Chalkfarm Drive	Rezoning Site Plan	16 269918 WET 07 OZ 19 262757 WET 07 SA	36-storey building contain 539 dwelling units and 330 square metres of retail space. Building Typology: Tall
2370 Finch Avenue West	Rezoning	17 262422 WET 07 OZ	11-storey seniors' residence and condo building containing 192 dwelling units and 210 square metres of retail space. Within Emery Village Secondary Plan. Building Typology: Mid-rise
2345 Finch Avenue West	OPA Rezoning	20 230600 WET 07 OZ	5 towers from 20 to 55-storeys containing 2,237 dwelling units and 1,203 square metres of retail uses. Within the Emery Village Secondary Plan Building Typology: Tall
750 Queens Plate Drive	Rezoning	17 278424 WET 02 OZ	13-storey building containing 125 dwelling units. Building Typology: Tall
3 Marsh Grassway et al (Firgrove Grassways)	Rezoning/ Subdivision	20 122745 WET 07 OZ	Redevelopment of the Firgrove-Grassways community. Building Typology: Low-rise, Mid-rise, Tall
41-75 Four Winds Drive	Rezoning	20 226957 WET 07 OZ	3 buildings of 9, 11 and 32 storeys containing 560 dwelling units and 1,422 square metres of retail uses. Building Typology: Mid-rise, Tall
15-23 Toryork Drive	OPA/ Rezoning/ Subdivision	21 211444 WET 07 OZ 21 211446 WET 07 SB	4 buildings of 27, 29, 36 and 38 storeys containing 1,177 dwelling units and 870 square metres of retail uses. Within the Emery Village Secondary Plan Building Typology: Tall

2801 Jane Street	Rezoning	21 199452 WET 07 OZ	11-storey apartment building infill with 222 dwelling units. Building Typology: Mid-rise
4500 Jane Street	Rezoning	21 188070 WET 07 OZ	2 apartment building infill of 6-storeys with 142 dwelling units. Building Typology: Mid-rise
60 Starview Lane	Site Plan	21 165017 WET 07 SA	2-storey community centre of 7,460 square metres Building Typology: Low-rise
15 Fenmar Drive	Site Plan	21 210103 WET 07 SA	2-storey data centre of 14,050 square metres Building Typology: Low-rise
20 Wallasey Avenue	Rezoning/ Subdivision	19 263252 WET 07 OZ 19 263255 WET 07 SB	Single detached development resulting in 18 dwelling units. Building Typology: Low-rise
4700 Keele Street (York University)	Site Plan	20 102537 WET 07 SA	2 student housing buildings resulting in 435 units and 1,283 square metres of retail Building Typology: Mid-rise
4700 Keele Street (York University)	Site Plan	19 264466 WET 07 SA	2-storey laboratory and research facility of 4,963 square metres Building Typology: Low-rise
4700 Keele Street (York University)	Site Plan	21 173802 WET 07 SA	3-storey Goldfarb Art gallery Building Typology: Low-rise
470 Sentinel Road and 1-40 Fountainhead Road	OPA/ Rezoning/ Subdivision	21 251925 WET 07 OZ 21 251918 WET 07 SB	5 mixed-use, recreational and residential buildings of 2, 14, 30, 36, 40 storeys. Building Typology: Low-rise, Tall
1 York Gate Boulevard	Rezoning Site Plan	22 116509 WET 07 OZ 22 124982 WET 07 SA	22-storey residential tower Building Typology: Tall

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. Grand entrance lobbies, private indoor amenity space, guest suites, and large-format retail or commercial facilities are typically not considered active uses.

Address: The front door of a building or unit that faces the public street or mews.

Above-grade: over the level of the ground, not sunken or below ground.

At-grade: at the level of the ground.

Amenity: a space or element which provides additional practical and/or leisure functions to any users

Angular Plane: a geometric measure applied to control the size and shape of the building envelope or portion thereof for such purposes as promoting transition in scale between buildings of different intensity, protecting access to sunlight and sky view for streets, parks, public and private open space, and/or limiting shadow and overlook on neighbouring properties.

Articulation: the layout or pattern, expression and material character of building elements, including walls, doors, roofs, windows and decorative elements such as cornices and belt courses.

Back of House Activities: activities, essential to the efficient function of the development, that are commonly situated at the rear of the buildings (eg. garbage storage and vehicle access).

Balcony: an outdoor elevated platform projected from or integrated into a building, enclosed by a parapet or railing.

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.

Bay: in architecture, any division of a building between vertical lines or planes, especially the entire space included between two adjacent supports.

Below-grade: lower or beneath the level of the ground.

CPTED (Crime Prevention Through Environmental Design): a pro-active crime prevention strategy which advocates that proper design and effective use of the built environment can lead to a reduction in the incidence and fear of crime and improve the quality of life. The four underlying concepts of CPTED are Natural Surveillance, Natural Access Control, Territorial Reinforcement, and Maintenance. www.cptedontario.ca/

Context (Existing and Planned): the existing context of any given area refers to what is there now. The planned context refers to what is intended by City policies in the future.

Context Analysis: the study of how new development will fit with and respond to existing and planned patterns, opportunities, and challenges identified within the surrounding area.

Courtyard: a landscaped open space, located in the centre of a single or consolidated block with no direct street frontage.

Daylighting: access to natural light – direct or diffuse sunlight – within the building interior.

Development Infrastructure Policy and Standards (DIPS): a City of Toronto policy with established directions for the layout and design of new public residential local streets and private streets or mews.

Driveway: a paved vehicular access that typically leads from the street to a private or shared garage or service area.

Façade: the exterior wall of a building visible from the public realm.

Floor Plate: see Tower Floor Plate

Forecourt: a landscaped open space between the public sidewalk and the main entrance of a building.

Frontage: the portion of a development parcel or lot facing a street, park or other publicly accessible open space.

Galleria: a glazed and enclosed public or publicly accessible walkway.

Galleria: a glazed and enclosed public or publicly accessible walkway.

Green roof: an extension of an above grade roof, built on top of a human-made structure, that allows vegetation to grow in a growing medium and which is designed, constructed and maintained in accordance with the Toronto Green Roof Construction Standard.

Heritage Conservation District (HCD): an area of the city that is protected by policies and guidelines to ensure its conservation and careful management. HCDs are designated based on their historic or cultural significance.

Heritage Impact Statement: a document that provides relevant information on the nature and significance of a heritage property. It outlines the policy framework in which such properties can be conserved and identifies practical options to inform decisions and directions for the development of a conservation plan for the heritage resource.

High-rise Building: see Tall Building

Human Scale: the quality of the physical environment which reflect a sympathetic proportional relationship to human dimensions and which contributes to the citizen's perception and comprehension of buildings or other features of the built environment.

Landscaped Open Space: outdoor area characterized by hard and/or soft landscape treatment, but excluding driveways and vehicular parking areas. On-site landscaped open space may be publicly accessible or privately shared common outdoor space at-grade or above-grade on rooftops of base buildings or towers.

Landscaped Setback: the space between the public sidewalk and building face characterized by hard or soft landscape treatment.

Low-Rise Building: a building that is generally up to four storeys in height.

Massing: the size and shape of a building above grade.

Main Building Face: the predominant exterior vertical wall face of a building.

Master Plan: a planning and design framework to guide the incremental development of a large or complex area with multiple buildings, new streets, and/or parks.

Mews Street: typically a privately owned and maintained street which provides for the full range of roles of a public street. A mews provides access and address at all times.

Mid-Rise Building: a building generally taller than four storeys, but no taller than the width of the adjacent street right-of-way. On a 20 metre wide street, the tallest mid-rise building would be 5 to 6 storeys, whereas on a 36 metre wide street, the tallest mid-rise building would be 9 to 11 storeys. Refer to the City of Toronto Performance Standards for Mid-Rise Buildings.

Middle (Tower): the portion of a tall building above the Base Building, designed to fit with and achieve an appropriate relationship with the Base Building, the public realm, and neighbouring properties.

Natural Heritage Impact Study: a study that identifies natural features and areas including, wetlands, woodlands, valley lands and significant wildlife areas, highlighting a proposed development's potential impact on the natural heritage system (Map 9, City of Toronto Official Plan). The study will also provide ways to mitigate negative impacts on and/or improve the natural heritage system.

Overlook Condition: condition in which above-grade apartments or balconies have a view of private or public outdoor amenity spaces below them.

Pattern of Alignment: the repeated location of the front face of buildings in relationship to the property line.

Pattern of Building: the repeated physical characteristics of buildings within an area, on a street or block, including the building footprint, organization and massing.

Pavilion: the opposite of a streetwall building, a building that stands distinctly on its own surrounded by landscaping.

Primary Street: a street with high pedestrian priority, determined by the street and sidewalk widths, character of uses at grade, level of transit service, traffic volumes, number of vehicular and cycling lanes, and the overall level of civic importance within the structure of the city. A site can have more than one primary street frontage.

Pedestrian Amenity: architectural and landscape elements, including lighting, trees, four season landscaping, decorative paving, seating, public art, water features, etc., that promote the safe and comfortable use of streets and open spaces.

Pedestrian Level Wind Study: a document that provides a model, written description and evaluation of projected pedestrian level wind patterns observed at various times throughout the year, resulting from a proposed development. The evaluation takes into account effects on the development site, adjacent streets, parks and open spaces in an effort to determine pedestrian comfort and safety.

Pedestrian Mews: a privately owned and maintained pedestrian street which provides access and address to individual buildings and units within a larger development site. A mews is open to the public and accessible at all times.

Pedestrian Scale: the quality of the physical environment which reflects a sympathetic proportional relationship to human dimensions and which contributes to a person's perception and comprehension of buildings or other features in the built environment.

Permeable Paving: pavement that allows water movement through its surface.

Plaza: an animated gathering place with predominantly hard surfaced landscape features flanking a public street.

Podium: a podium is a type of base building. For the purposes of evaluating tall buildings, the term 'podium' should be replaced by the term Base Building with the associated definition and guideline requirements.

Point Tower: a compact and slender tall building form with a typical residential tower floor plate of 750 square metres or less.

POPS (Privately-owned Publicly Accessible Spaces): City of Toronto, Urban Design Guidelines, available online: www.toronto.ca/planning/POPS.htm.

Private Shared Amenity Space: common spaces or facilities that are owned, maintained, and accessed privately by building occupants.

Private Outdoor Amenity: an outdoor space associated with an individual unit that is available for use by the occupants.

Public Art: site specific artwork created to enhance publicly accessible space through artistic interpretations that range from independent sculpture to integrated architectural treatment and landscape design.

Public Realm: streets and lanes, parks and other open spaces and the accessible parts of public buildings.

Public Street: a public way or thoroughfare in a City or town, usually with sidewalks.

Publicly Accessible Open Space: privately owned and maintained outdoor space that is designed to promote public access and use.

Secondary Street: a flanking street with a more local scale and pedestrian priority, determined by the street and sidewalk widths, character of uses at grade, the level of transit service, traffic volumes, number of vehicular and cycling lanes, and the overall level of civic importance within the structure of the city.

Separation Distance: the horizontal distance between buildings or building components, such as tall building towers, measured from the exterior wall of the building or building component, but excluding balconies.

Setback: a horizontal distance measured at a right angle from any lot line to the nearest part of the main wall of a building or structure.

Shared Indoor Amenity: an indoor space in a building that is communal and for use by the occupants of the building for recreational and social activities.

Shared Outdoor Amenity: an outdoor space on a lot that is communal and available for use by the occupants of a building for recreational or social activities.

Sidewalk Zone: the space between the roadway curb and property line. The sidewalk zone may be expanded when a building is setback from the property line.

Siting / Building Orientation: the location, positioning and orientation of a building on its site, generally taking into account its relationship to adjoining properties, building and street boundaries

Sky View: the measurable amount of sky seen from a street, park, or other open space above and in between building masses.

Soft Landscaping: vegetation such as grass, trees, shrubs, flowers or other plants growing in an open unobstructed area that permits water infiltration into the ground.

Stepback: the setting back of the upper storeys of a base building or of a tower from the face of a base building.

Street: a significant part of the City's open space system. In their role as connective linear open spaces, streets provide vehicular, pedestrian and utility access, address and light to individual lots and blocks within the urban fabric. In addition they are landscaped and lit in the evening and provide a setting for social interaction and neighbourhood activities.

Streetscape: the distinguishing elements and character of a particular street as created by its width, degree of curvature, paving materials, design and placement of street furniture, trees, landscaping, lighting and other pedestrian amenities, as well as the setback and form of surrounding buildings.

Streetwall: the condition of enclosure along a street whereby the fronts of buildings align and the façades visually and physically join together to create a continuous defining edge for the street.

Street Proportion: the ratio of the height of buildings along the edges of a street and the width of the space between the building faces on each side of the street (includes setbacks).

Sun/Shadow Study: a technical document that utilizes computer generated models to illustrate the shadow cast impact a proposed development may have on adjacent streets, parks and other properties at various times through the year.

Tall Building: (also referred to as a High-rise Building) a building that is generally taller than the width of the adjacent street right-of-way, or the wider of two streets if located at an intersection.

Tall Building Form: generally a three-part building composition, consisting of a Base Building, Middle (Tower) and Top.

Top: the uppermost portion of a tall building, designed to contribute to the skyline character and integrate any roof-top mechanical or telecommunications equipment, signage, and amenity space.

Tower Floor Plate: the total built area within a tall building tower above the base building, measured from the exterior of the main walls at each floor, but excluding balconies.

Universal Access: refers to built environments, buildings, facilities, accommodation, services and products that are inherently accessible to all people regardless of their abilities. Incorporating universal access and accessible facilities into the design and site layout of new development contributes to making Toronto's built environment "barrier free," enabling people of all abilities to move about freely and safely, participate fully in society and experience a better quality of life.

Urban Design: the analysis and design of the city's physical form.

Urban Design Guidelines: a set of guiding principles that facilitate the coordination of various elements that form the built environment. Specifically, these guidelines describe how streets, parks, buildings, open space, built form and landscape elements of a new development will

work in conjunction, to create a new neighbourhood that supports the overall goals and objectives defined in the Official Plan and Zoning By-laws.

Urban Garden: a landscaped space, usually of intimate scale, open to a public street, located and oriented to provide maximum sunlight during midday.

Urban Tree Canopy: the layer of leaves, branches, and stems of trees that cover the ground when viewed from above.

Walkability: the extent to which the built environment promotes safe, comfortable and convenient conditions for pedestrian travel. Generally measured and evaluated within a 500 metre radius (10 minute walk) of a site.

Walkway: an exterior public pedestrian route at street level, usually providing connection through the block.

Weather Protection Systems: continuous canopies, overhangs, or other permanent building features which are sized and positioned to effectively shield pedestrians from inclement weather at-grade. Such systems are a priority: on streets with active retail or commercial uses at grade, along Avenues, within the Downtown Financial District, at locations adjacent to transit stops, in all other areas with significant pedestrian flow.