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City of Toronto

Jane Finch Urban Design Guidelines

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

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Mandate

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

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

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

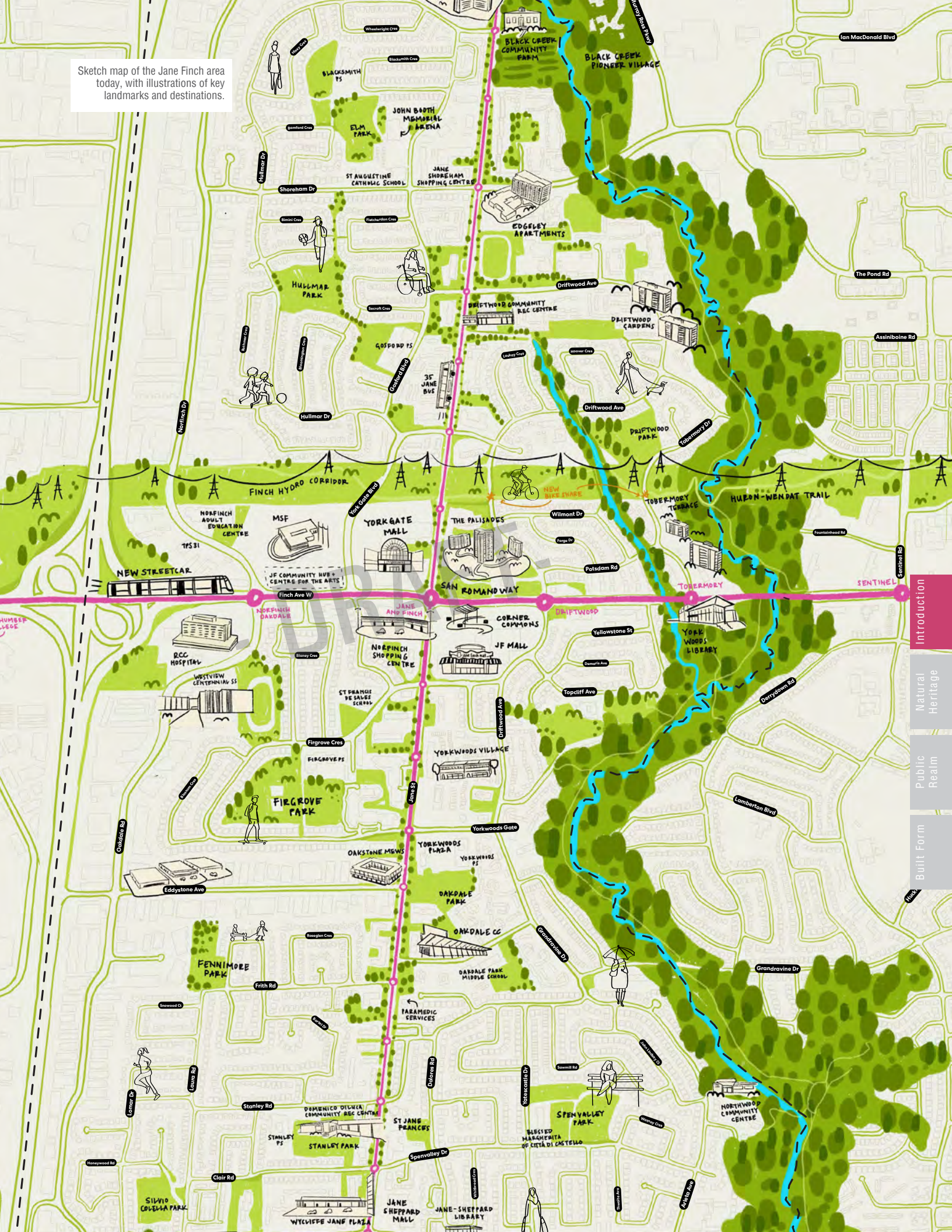


Corner Commons pop-up public space at the intersection of Jane and Finch, a community-led initiative with the Jane Finch Centre.

1.0 Introduction

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

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



Introduction

Natural Heritage

Public Realm

Built Form

Image

1.1 BACKGROUND AND ROLE

The aim of the Jane Finch Initiative was to develop an integrated plan that advances social equity and economic inclusion for current and future residents, encourages appropriate kinds of growth and development, and guides investment in community improvements.

The Jane Finch Initiative included a **Community Development Plan** and updates to the land use planning framework for the area, through the **Secondary Plan** and these **Urban Design Guidelines**.

The Jane Finch Urban Design Guidelines are to be read in conjunction with the Jane Finch Secondary Plan, and are established to outline design criteria for the provision and appropriate locations of new parks, open spaces, public squares, and pedestrian connections throughout the Secondary Plan area as well as inform new building design. They will be used to evaluate all current and new development applications within the Secondary Plan area to advance the vision, objectives, and policies of the Official Plan.

These guidelines are the product of a years-long and resident-informed process, and more information on this background engagement and analysis can be found in: The Jane Finch Initiative Ideas Report, Phase 1, Phase 2, and Phase 3 Engagement Summary Reports prepared by the Jane/Finch Centre, Existing Conditions Background Report, and the consultant-led planning framework report, which is organized by three themes: Greening, Moving, and Building.

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



Conceptual collage of a potential future condition along Jane Street

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

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

Comfort: Creating public spaces that ensure comfortable microclimatic conditions by protecting access to sunlight and reducing and mitigating wind as well as creating sunny streets and public spaces, considering privacy, offering openness between buildings and creating human-scaled streetscapes.

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

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

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

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

Beauty: Encouraging the highest standard of design excellence and beauty through building design, articulation and materiality, contributing to the quality of the built environment and to local views and view corridors as well as to the area skyline, improvements to the public realm and heritage conservation. Resilience Encouraging new buildings that mitigate and adapt to climate change impacts, build resilience, reduce greenhouse gas emissions, contribute towards the achievement of low-carbon communities; and integrate green infrastructure.

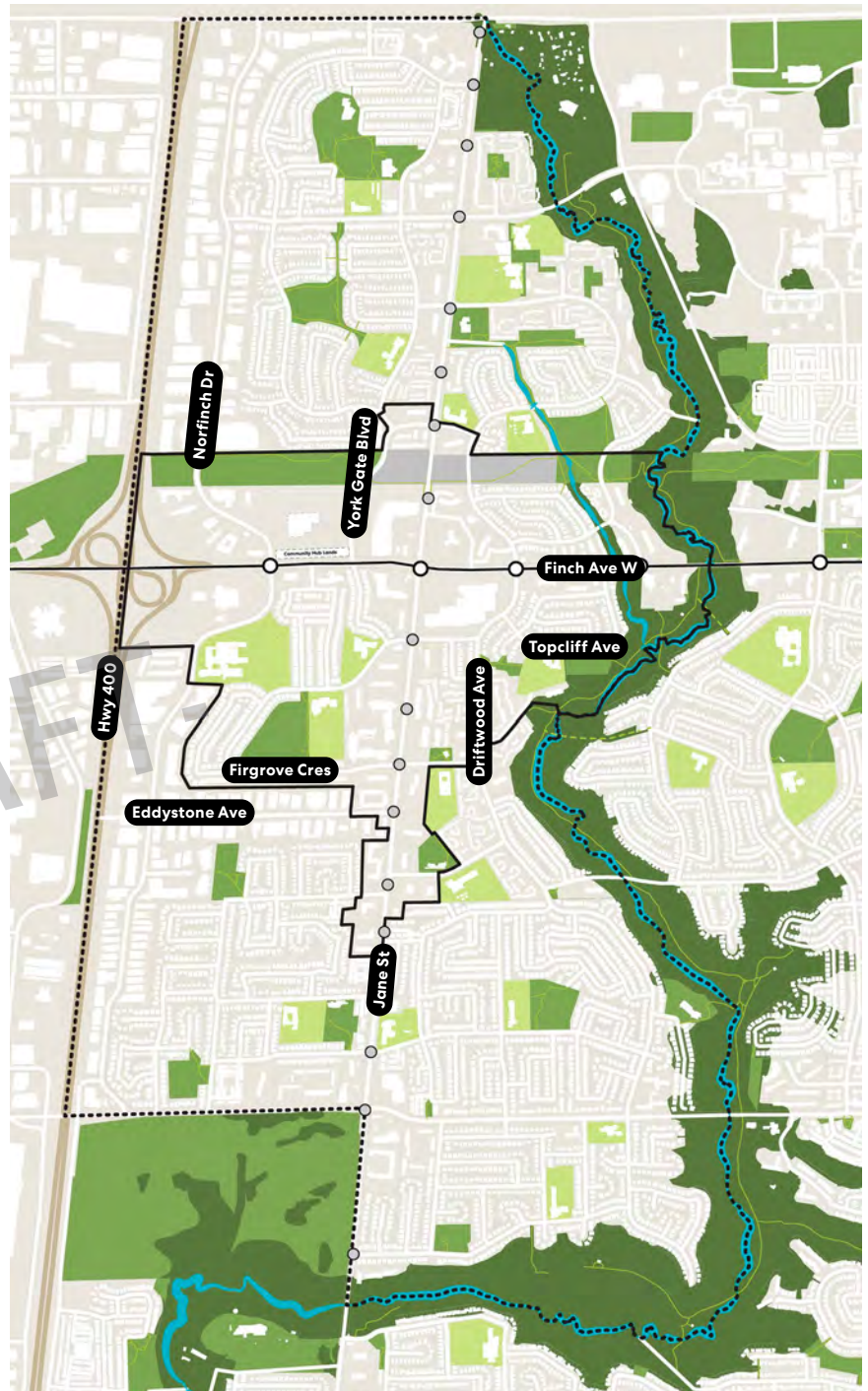


"Be Inspire, Love Yourself, Educate Others" mural at 25 San Romanoway (Photo by Errol Young)

1.2 STUDY AREA, SETTLEMENT HISTORY AND AREA CHARACTER

1.2.1 Study Area

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



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

1.2.2 Settlement History

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

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

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

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

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

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

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

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

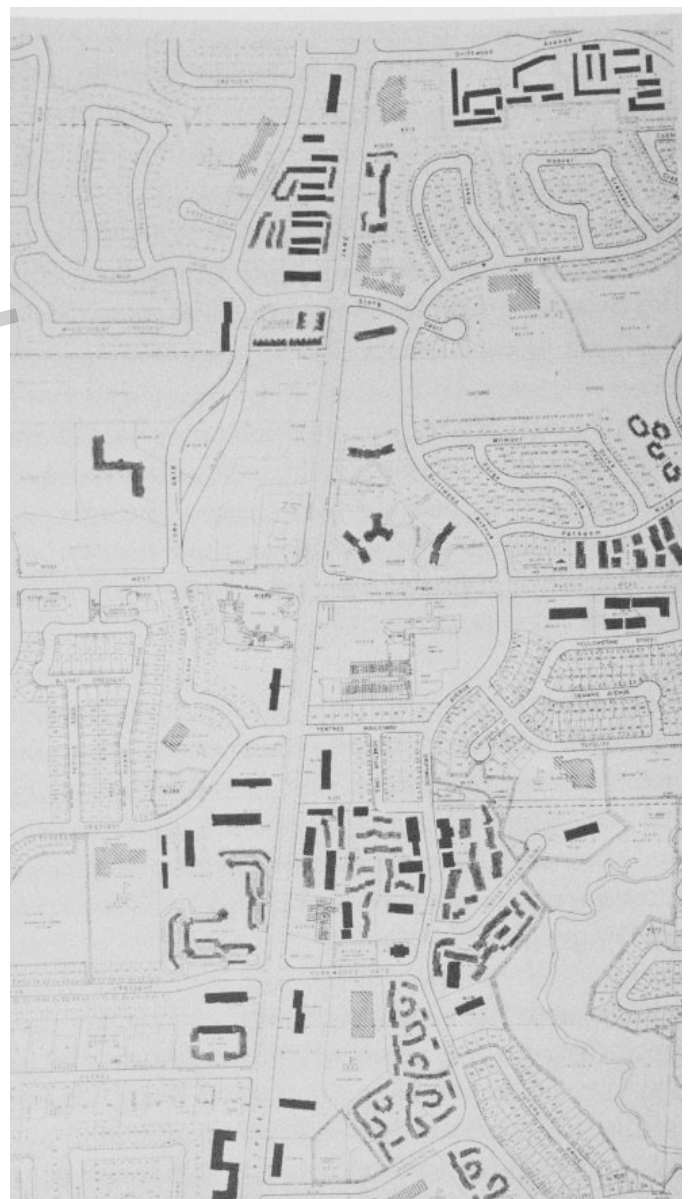
of Jane and north of Finch, on lands originally acquired for the construction of what would become York University, a master-planned community known as Edgeley Village was designed to provide a mix of both publicly-supported and private housing, parkland, a school, and a plaza and a community centre.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

The construction of the Finch West LRT and its maintenance and storage facility, a major renovation of the York Woods Library, the expansion of the health services complex with the addition of a long-term care home, and the revitalization of Toronto Community Housing's Firgrove-Grassways community are the major public investments into the 2010s and 2020s.

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



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



Jane Finch area in 1990 (City of Toronto Archives)



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

1.2.3 Statement of Area Character

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

Streets and Blocks

The street network in the area, developed from the District 10 master plan, includes two major arterial roads: Jane Street and Finch Avenue West, both of which have 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. Much of this was a result of the suburban vision for the areas from plans developed in the 1950s and 1960s that encouraged auto-centric development.

Parks and Public Realm

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

Jane Finch has close proximity to various transportation routes, including the highway on the western boundary, the Black Creek trail within the ravine, and the recreational trail along the Finch West Hydro Corridor, which is named the Huron-Wendat Trail through a portion of the study area. The construction of the future Finch West Light Rail will offer new east-west connectivity within the neighbourhood augmented by local bus routes. With new transit infrastructure, there are opportunities to strengthen connectivity and accessibility throughout the neighbourhood.



Finch Hydro Corridor trail



Spenvalley Park



Jane Finch Mall



Corner Commons



Driftwood Community Centre



San Romanoway

Land Uses and Built Form

Residential areas include a range of housing types. High-rise and low-rise apartment buildings and townhouses are predominantly concentrated along Jane Street, as well as along Finch Avenue West to the east of Jane Street. High-rises, mostly built between 1969 and the mid 1970s were generally located along Jane Street and on streets hugging the Black Creek Valley such as Tobermory Drive and Driftwood Avenue. The scale of structures built during this period increased, with the introduction of Y-shaped plans and sites with multiple towers surrounded by soft landscaping, representative of the tower in the park concept. 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 a supermarket. 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 to be located on the north side of Finch Avenue West, between York Gate Boulevard and Norfinch Drive.

Social and Cultural Context

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

Communities within the rapidly growing area began to raise concerns in the early 1970s that the area was growing too fast, without the necessary investment in community services and facilities to support the large number of low-income families seeking affordable housing in the area - many of them new immigrants - let alone the entire new population. In 1975, the Downsview West Action Committee became the first community-wide and community-based organization to seek to improve the quality of life of residents in District 10. From its work emerged the Jane/Finch Centre, and many other important organizations and movements would follow. Community-based advocacy and support for one another became a fundamental and powerful characteristic of communities in the area, continuing to this day, as residents and their supporters sought to respond to the implications and impact of poverty, newcomer settlement, racism and discrimination, isolation, large numbers of children and youth, and more.

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

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

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

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

1.3 STRUCTURE AND DISTRICTS

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

Some areas in the Jane Finch neighbourhood will experience low and slow change at a smaller scale, whereas others may experience more immediate and larger scales of change. Nine distinct districts (refer to map on the right) make up the overall structure of Jane Finch and are defined by characteristics such as their physical context, building type and height, lot sizes, proximity to transit, and areas where growth is already anticipated or encouraged.

1. The Intersection District

The Intersection District will develop as the commercial and social heart of the community with a focus on new housing and local community-serving retail and services within a public realm network that supports people to gather and to walk, roll, cycle and use transit. As the focal point of Jane Finch, the district will permit a range of heights, densities and building typologies that will accommodate the majority of new growth in the Plan Area. This shall include significant new affordable housing, supported by new parkland, new public squares that honour the legacy of the intersection as a community meeting place, green infrastructure and community service facilities.

2. Norfinch District

The Norfinch District will develop as a mixed-use node with both mid-rise and tall buildings framing the western gateway to Jane Finch. A new, centrally located park will serve residents and workers and will have strong public realm connectivity to the Jane Finch Community Hub and Centre for the Arts to the east, the Health District to the south and employment lands to the north. This District will continue to have significant non-residential uses such as hotels, retail, office and medical facilities integrated within new development.



Sketch of the Intersection District

3. Finch Avenue District

The Finch Avenue District will intensify over time to include new mixed-use buildings with at-grade space for new businesses along the Finch West frontage. Development will preserve and expand the existing pattern of setbacks through an east-west Green Spine and will support walkability to the Intersection District and easy connections into surrounding neighbourhoods through north-south publicly accessible mid-block connections. New parks will provide community gathering spaces. On the western end of the district, office-related uses supporting health sciences in proximity to the Health District will be encouraged. On the eastern end of the district, development will support the ecological integrity of the Natural Heritage System and be designed to extend the Green Spine westward toward the Black Creek Ravine.

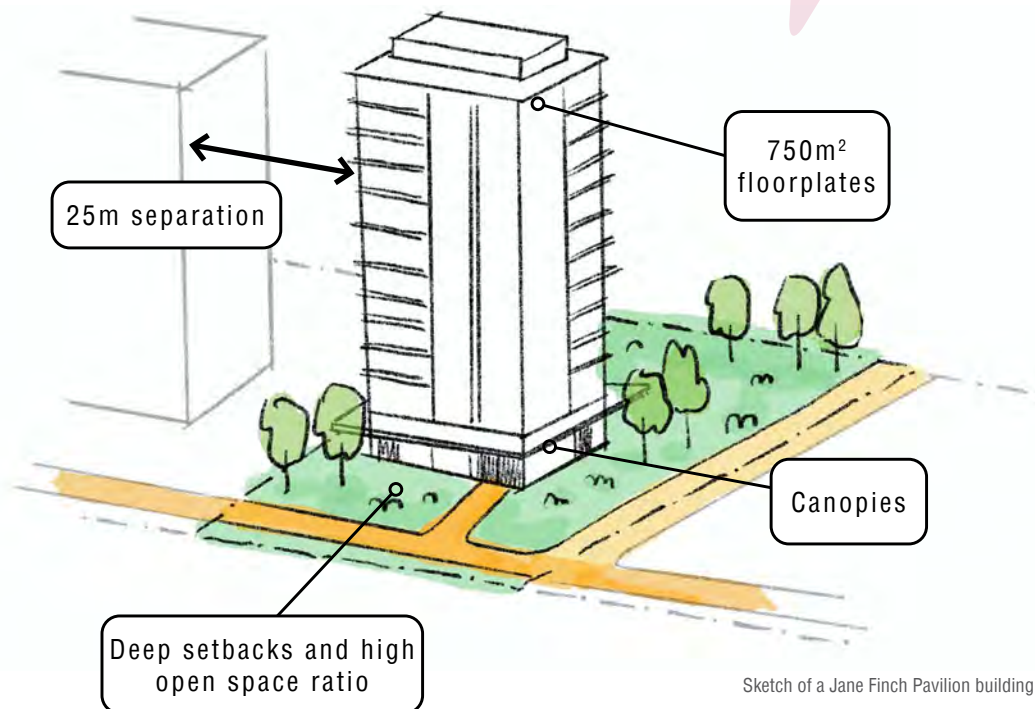
4. Jane Street District

The Jane Street District will intensify to include new or infill buildings – with predominantly mid-rise and pavilion typologies – compatible with the area’s existing ‘tower in the park’ character. Infill development will preserve and expand soft landscaped areas, unencumbered soil areas and mature tree canopy. A north-south Green Spine will be reinforced along Jane Street through a generous curb-to-building-

face setback. Development along Jane Street will improve and enhance pedestrian access and movement by creating safe and direct connections from the public sidewalk to building entrances, publicly accessible open spaces, and adjacent neighbourhoods. Buildings along Jane Street will be encouraged to include small-scale retail, service and community-serving uses at grade that are highly visible and accessible from the Green Spine.

What is a Jane Finch Pavilion building?

A Jane Finch Pavilion building is a tall building that stands distinctly on its own surrounded by landscaping. It is a Tall Building, as defined by the [Tall Building Guidelines](#), without an extensive streetwall and Base Building. Design criteria such as street animation, first floor heights, façade articulation and transparency, and public-private transition still apply. Compact tower floorplates, typically 750 square metres, and generous separation distances from other towers of 25 metres or greater. Additionally, in lieu of an extensive Base Building, other measures, such as canopies, will be necessary to mitigate wind at grade.



Sketch of a Jane Finch Pavilion building

5. San Romanoway and Palisades District

The San Romanoway and Palisades District will be maintained as a cluster of ‘tower in the park’ apartment buildings that is recognized for its ample green space and community assets such as gardens and recreational facilities. Infill development will maintain the area’s green and open space character and include small-scale retail, service and community-serving uses. Development will prioritize improved access for residents to the hydro corridor, to Jane Street bus stops and to the Finch West LRT.

6. Tobermory District

The Tobermory District – with proximity to the Black Creek ravine, the green ‘lungs’ of the neighbourhood – will continue to celebrate and honour the natural heritage system. The existing ‘tower in the park’ built form may be complemented by new infill development where appropriate, new connections into the ravine system, and improved connections to the hydro corridor and the Tobermory stop on the Finch West LRT.

7. Health District

The Health District is a critical community anchor with an accessible cluster of institutional and health sciences-related uses. Expansion of these institutional and health sciences-

related uses will be supported. Public realm improvements will ensure that pedestrians and people cycling can safely access facilities, especially to and from transit, while maintaining essential motor vehicle access.

8. Firgrove-Grassways

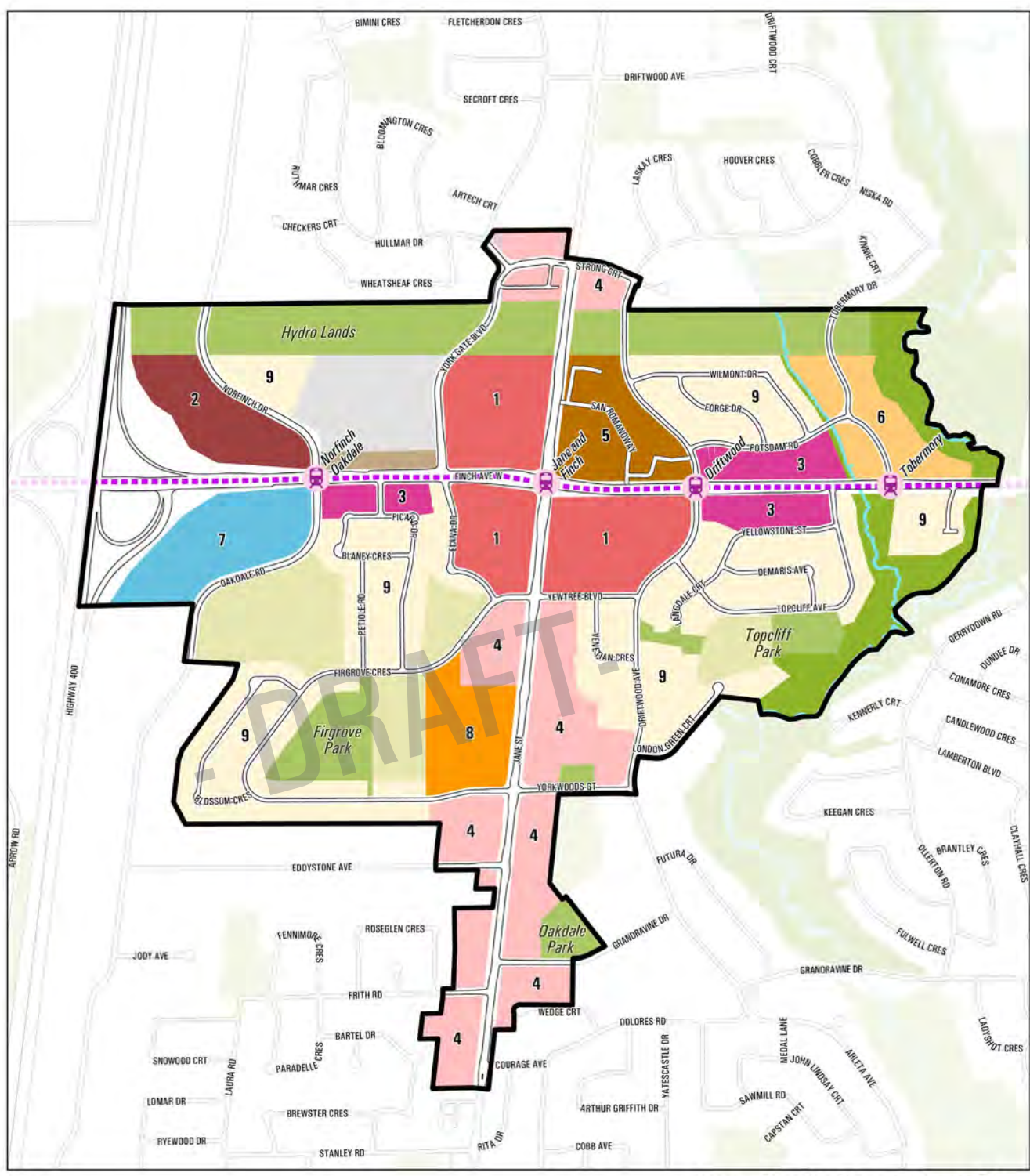
The Firgrove-Grassways District will be revitalized in accordance with the Toronto Community Housing Corporation’s master plan to create a mixed-income, mixed-use community with significant affordability of housing supply in the form of mid-rise and tall buildings, supported by a network of walkable streets, community amenities, and expanded parkland. New public realm improvements through future site plan applications will prioritize providing a comfortable, attractive, safe, and accessible environment for the residents and community.

9. Low-Rise Neighbourhood District

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



Conceptual drawing of the Norfinch District



Jane Finch Secondary Plan Map 50-3: Districts Plan

Draft

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

- Finch West LRT Stations
- Finch West LRT Line

- Districts**
- 1. The Intersection
 - 2. Norfinch District
 - 3. Finch Avenue District
 - 4. Jane Street District
 - 5. San Romanoway and Palisades

- 6. Tobermory District
- 7. Health District
- 8. Firgrove / Grassways
- 9. Low-Rise Neighbourhood District



Not to Scale

1.4 VISION

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

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

Jane Finch is a beautiful, inclusive, vibrant and unique place to live, work and visit. The area has a vibrant core, beautiful, connected, welcoming parks and open spaces, and access to nature through the nearby Black Creek Ravine. It is easy and affordable to get around in all seasons by walking, rolling, cycling and taking transit. Diverse communities remember, honour and share their histories, including their stories of working together to better their neighbourhoods, that contribute to the unique sense of place. Special buildings and landscapes are conserved for existing and future residents to enjoy.

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

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

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



Youth engagement activities at Westview Centennial Secondary School



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

1.5 GUIDING THEMES

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

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

Greening Jane Finch

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

Throughout history up to present day, many spaces within this network are ones that people don't feel safe in. It is critical that parks and the public realm respond to these inequities, through more diverse programming, new supportive amenities, and designs that ensure spaces are legible and safe. New or enhanced Green Pedestrian Connections that are safe and comfortable will also help connect these treasured assets – from parks to the ravine – together, creating a meaningful network of green spaces for all to feel welcome in.

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

Moving Around Jane Finch

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

The Moving theme will ensure that transportation options – whether walk, bike, transit, or drive – are accessible, affordable, comfortable, and empowering for everyone.

Building a Complete Community in Jane Finch

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

Built form plays a critical role in delivering on our principles (as outlined earlier on page 9). The existing and future buildings in Jane Finch are important for framing the public realm, ensuring spaces feel human-scaled, reinforcing feelings of safety and comfort, creating vibrant public spaces for all to enjoy, and promoting a high quality of design and aesthetics.

The Building theme will ensure that a mix of uses that support the needs of residents, building and integrating places to live, work, play, and thrive in Jane and Finch.

2.0 Natural Heritage and Sustainable Neighbourhoods

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

2.1 NATURAL HERITAGE SYSTEM AND WATER

For Jane Finch, as a neighbourhood situated next to the Black Creek ravine and has a high supply of open space, this strategy emphasizes the importance of preserving and protecting ecosystems, promoting sustainable practices, and ensuring the responsible use of resources to meet both present and future needs.

2.1.1 Black Creek Ravine

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

As the Toronto Ravine Strategy states, these ravines are the "heart and soul of a remarkable natural environment system" of the city, so it is important that these areas are protected and enhanced. The Ravine Strategy sets a great foundation for the long-term sustainability of the ravines and watersheds, and should be a reference as the landscapes of Jane Finch continue to evolve.

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

GUIDELINES:

1. Limit impacts on the Black Creek Ravine thorough strategies such as: setbacks (with opportunity to use the space for additional access points, walking trails, pedestrian amenities), transition in heights to limit shadow impacts on the ecological function of the ravine, and reducing impervious surfaces to limit runoff into ravines.
2. Preserve the mature trees and other natural features adjacent to the ravine and within the broader natural

heritage areas along it.

3. Development adjacent to Black Creek should explore providing safe and controlled portals into the ravine, as well as activity 'hubs' within the ravine for residents and visitors to enjoy the ravine, while minimizing disruptions to the natural environment.
4. Implement the Toronto parks and Trails Wayfinding Strategy, which will increase visibility and navigation to, and within the ravine system.
5. Expand the Community Stewardship Program to include the Black Creek Ravine area, as recommended in the Toronto Ravine Strategy.
6. Any Park design or landscaping within the adjacent table lands should aim to create better connectivity into the ravine for both people and habitats. This can extend the green qualities of the ravine lands further into the rest of the Jane Finch neighbourhood.

2.1.2 Biodiversity and Landscape

The built environment of Jane and Finch is deeply intertwined with its natural surroundings – from large scale ravine networks to smaller scaled gardens or lawns. As a community embedded and committed to the natural

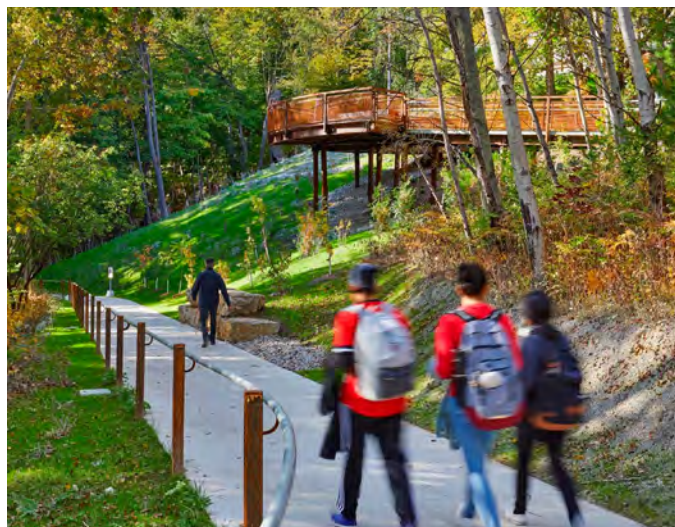


Edible landscapes along Jane Street today

environment, we have to ensure that nature is visible, accessible, and vibrant.

GUIDELINES:

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



University of Toronto Scarborough Valley Land Trail (Landezine)

2.2 SUSTAINABLE NEIGHBOURHOODS

Understanding that equity-deserving groups face greater challenges preparing for, responding to, and recovering from shocks and stresses is foundational to this project.

2.2.1 Indigenous Placekeeping

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

With the Black Creek Ravine and the Parsons Site adjacent to the Jane Finch neighbourhood, there are opportunities to both acknowledge the territory and improve education for the non-Indigenous population of the area. There are also critical opportunities to restore Indigenous identity within the ravine. This planning framework looks to advance opportunities identified through engagement and the City of Toronto's Reconciliation Action Plan. It will be important to continue conducting engagement with Indigenous communities, such as to identify specific locations for ceremony or cultural activities.

GUIDELINES:

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

4. Improve visibility and integration of Indigenous art at all scales.
5. Collaborate with the Indigenous Affairs Office to develop an approach to signage and wayfinding, such as integrating local Indigenous languages.

2.2.2 Climate Responsive Design

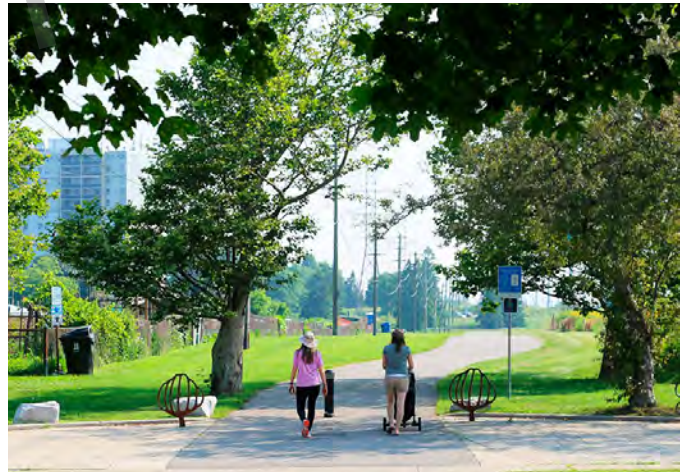
To combat extreme heat and urban heat island impacts, specifically for those sensitive to hotter weather (older adults, children), strategies can be employed through development – new streets, parks, squares, buildings, tree canopies – or capital projects.

The changing climate and weather conditions have historically resulted in basement flooding in Jane Finch, so green infrastructure or low-impact development strategies should be focused on managing stormwater runoff.

On top of managing stormwater, green infrastructure strategies also create a cooling effect, reduce temperatures, enhance aesthetics, and improve the quality of air.

GUIDELINES:

1. Maximize pervious surfaces to promote water balance and infiltration. Strategies can include: new trees, green roofs, permeable paving, stormwater ponds and rain gardens.
2. Increase mature tree canopy throughout the neighbourhood to provide shade and relief from high temperatures, improve air quality, enhance aesthetics, and improve overall health and wellbeing. These should be prioritized in:
 - a. Areas with low tree canopy, such as along major roadways (particularly Finch Avenue, Jane Street, Norfinch Drive, Firgrove Crescent, Driftwood Avenue, Oakdale Road and York Gate Boulevard)
 - b. Areas around transit stops.
3. Preserve existing trees, especially mature trees.
 - a. Replace any trees that will be removed through development at a 2:1 ratio.
4. All new streets and connections should provide a double row of trees where possible.
5. Establish adaptable community spaces that can shift to meet community needs, especially those that allow for comfort during periods of extreme heat or extreme cold. Examples can include cooling centres.
6. Provide shading devices such as awnings, canopies, and stand-alone shade structures for relief from heat, especially at high-traffic areas like transit stops, patios, and streets with high levels of commercial activity and community services.
7. Integrate water features such as drinking water stations or splash pads, as well as public washrooms, in parks or public squares.
8. Integrate green infrastructure such as bioswales, green roofs, permeable paving, rain gardens, or community gardens into all new development and streetscapes to enhance the ecological functions of the public realm (refer to Green Streets Guidelines).



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



Gardens at San Romanoway as part of SNAP (TRCA)

9. Mitigate extreme cold and snowy conditions through strategies such as:
 - a. Windbreaks such as trees, vegetation, and hedges to reduce snow drifts and absorb snow melt;
 - b. Surface treatments on high-traffic areas such as key intersections, bus stops (particularly along Jane Street), and sidewalks along major roadways, to help with melting snow, de-icing, and increasing visibility;
 - c. Incorporating snow storage areas to prevent snow piles getting in the way of pedestrian or cyclist movements.

2.3 COMMUNITY GARDENING

Supporting Indigenous communities (including preserving traditional knowledge, access to foods and medicines) and enhancing local food security is an important part of Jane Finch. Community members have also vocalized the benefits of growing and tending to plants in the neighbourhood, noting that it enhances both mental and physical health. Food justice requires an intersectional approach that considers race, sexual orientation, ethno-cultural background, income, gender identity, age, ability and other identities.

Gardens and food landscapes come in many different shapes and sizes, including allotment gardens, community gardens, large-scale urban agricultural centres with a focus on education like Black Creek Community Farm, rain gardens and biodiverse landscapes embedded in streetscapes, and other resident-led gardens like Rudy's Garden in Black Creek. All are important in promoting well-being, stewardship,

education, and beauty within the neighbourhood today.

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

GUIDELINES:

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



Sky Garden, Toronto (University of Toronto)



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

3.0 Public Realm

- 3.1 Gateways and Views
- 3.2 parks and Open Spaces
- 3.3 Public Art
- 3.4 Streets and Streetscapes

DRAFT.

3.1 GATEWAYS AND VIEWS

3.1.1 Creating and Enhancing Views

The natural and built landscapes of Jane Finch result in views and vistas to, from, and within the neighbourhood, contributing to the character and identity of the area. Well-designed gateways with attractive landscaping, signage, and architectural features can leave a positive impression on visitors, and also signify the boundaries of where a neighbourhood starts or stops. Gateways can provide orientation and wayfinding cues, helping people navigate and understand the city.

GUIDELINES:

1. Create and enhance views, vistas, and gateways to these unique Jane Finch landmarks and landscapes that either exist today or will emerge as the neighbourhood evolves:
 - a. The Intersection Focal Point. The intersection has always been a focal point and landmark in many ways for the community. The important community gathering spaces at this node – historically and with future development – draw people to this gateway. As it evolves over the coming years into a mixed-use complete community, it will reinforce itself as a gateway. The significant presence of buildings on the skyline draw people in, create a visual focal point, and aid in navigation.
 - b. Ravine Views. The Black Creek Ravine is an iconic natural landscape that should be celebrated and
 - i. Installing interpretive signage that provides information about the ravine’s history, ecology, and significance;
 - ii. Ensuring development does not obscure key views of the ravine, but creates additional opportunities for residents to enjoy the views and vistas (e.g. new trail entrances or connections, look out platforms, etc.)
 - iii. Establishing the Green Spine along Jane and Finch, to extend the greenness of the ravine into the community.
 - c. Hydro Corridor Views. In addition to its role as a utility corridor, the Finch Hydro Corridor is an important open space, providing active transportation routes, recreational space, sky-view, and informal gathering spaces. To promote usage and activation of the hydro corridor it should be a visible and accessible open space. Development should be designed so that people can easily locate, identify, and access the hydro corridor. Views of the hydro corridor should be accessible to people traveling on all intersecting streets and pathways.
 - d. Highway Gateway. Highways – under/overpasses, exits and entries – often create first impressions of a neighbourhood. As people exit the highway, or are travelling eastbound along Finch, this threshold can be an opportunity to celebrate and signify the entrance into Jane Finch. Enhancing a highway underpass can improve the aesthetic appeal, safety, and functionality of the area surrounding it. Improvements can include: signage, public art, signifiers of community identity, or lighting.



Underpass art, lighting, and landscaping (Curbed)

Gateways and Views



Views to the Hydro Corridor: Promote the corridor as an important open space asset

Views to the Ravine: Celebrate and honour the ravine system.

Highway Gateway: To welcome people into Jane Finch

The Intersection: Height peak and focal point of the neighbourhood

LEGEND

- Existing parks
- Existing School Yards
- Creek
- Secondary Plan Boundary
- Jane Finch Initiative Boundary

3.2 PARKS AND OPEN SPACES

Today, the Jane Finch neighbourhood has a diverse network of 22 parks, ranging in function from passive open space to programmed recreation fields. However, although most of the neighbourhood has a good supply of parkland and open space, there are still areas that need higher access to green space, better access and walkability to open spaces, and to support areas of anticipated high growth.

There are gaps in the overall public realm network that can be filled with new diverse parks or squares, expansions to our parks today, new green pedestrian connections, and a fine-grained and vibrant network of streets.

3.2.1 Public parks

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

GUIDELINES:

1. New parks in Jane Finch will meet the needs of everyone, with specific attention given to vulnerable and equity-deserving groups such as older adults, children, women, racialized folks, and those with accessibility needs. New parks should be universally accessible.
2. New parks within the three quadrants of the Jane and Finch neighbourhood (in the Intersection District) will become signature green spaces within the Jane and Finch Secondary Plan area and support a wide range of both active and passive programming.
3. parks should be designed with all seasons in mind, such as through the use of high quality and durable features.
4. These parks should include intuitive and accessible connections to and from the Finch West LRT and other area transit stops.

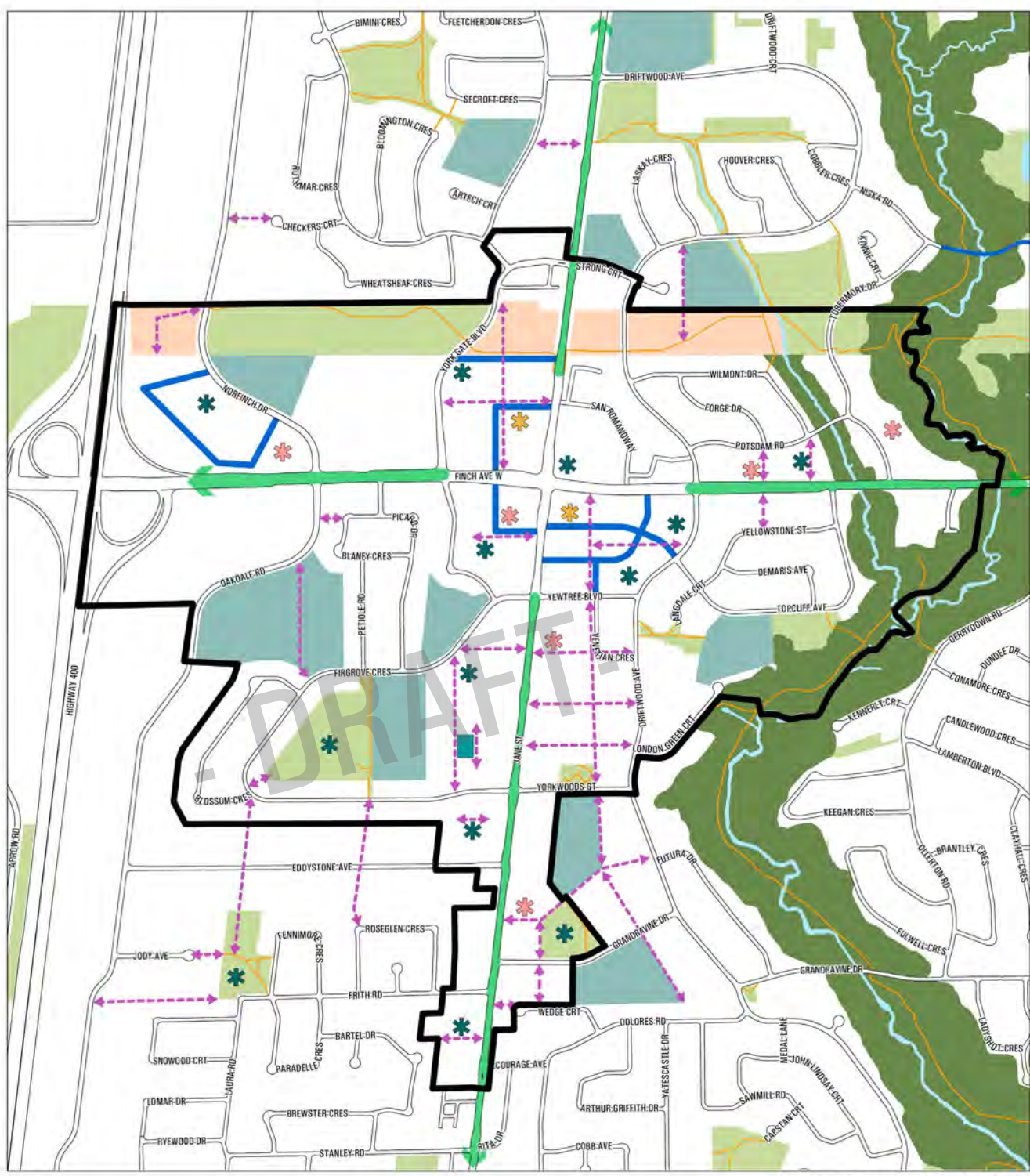
5. New parks within the north west, south west and south east quadrants of the Jane and Finch intersection will become signature green spaces within the area and support a wide range of both active and passive programming.
6. parks should be tree lined, well-furnished with amenities like seating, washrooms, garbage receptacles, and drinking water fountains.
7. New parks in Jane and Finch will contribute to and connect to the existing open space network through:
 - a. Abutting at least 2 public frontages;
 - b. Seamless connections to the pedestrian network;
 - c. Visibility from key destinations and public roadways.



Oakdale Park, Jane Finch



Existing green open spaces around apartment towers in Jane Finch



Jane Finch Initiative

Map 50-4: Parks and Public Realm Plan

Draft

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



Not to Scale

3.2.2 Green Spines

The landscapes of Jane and Finch stands out as a defining characteristic of the area. It is particularly evident along the streets of Jane Street and Finch Avenue West through features such as: deep setbacks, a sense of openness, respite from concrete, skyview, consistent tree canopy, and lush landscaping. Many of the buildings along these streets leave ample room in the setbacks from the roadway for trees and green landscaping.

This character along Jane Street and Finch Avenue West offers a range of benefits, such as beauty, buffers, and aid to curb the urban heat island effect. New or enhanced tree canopy will improve air quality, reduce noise levels, and provide a buffer between pedestrians and roadway traffic. Overall exposure to nature and greenery have been shown to have a positive impact on physical health, mental health and wellbeing, such as reducing stress and improving mood¹. This defining character of these streets should be preserved and enhanced as the area evolves.

GUIDELINES:

1. The Green Spine will help to link together disconnected pedestrian walkways from private development to the Jane Street and Finch Avenue street network. Pedestrian connections to the Green Spine reflect a transit-supportive public realm by creating access from private developments to a comfortable streetscape leading to convenient access

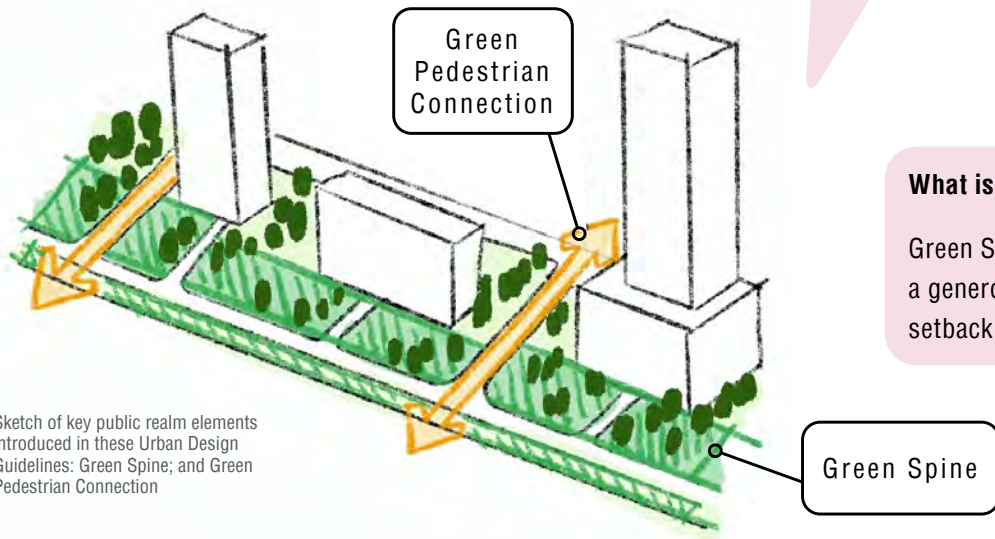
to a variety of transit options, reducing dependency on vehicular trips.

2. In order to reinforce Green Spines, development on Jane Street and Finch Avenue West should:
 - a. Be set back from the street (at least 5 metres);
 - b. The setback area and private open spaces should include:
 - i. Lush landscaping;
 - ii. Amenities such as benches, lighting, public art and wayfinding;
 - iii. Tree canopy (double row of trees where possible), with ample space for new mature trees; and
 - iv. Stormwater management measures, such as rain gardens, green cutters, or bioswales (Refer to Green Streets Technical Guidelines).
 - c. Ensure that the pedestrian experience is enhanced along Green Spines, considering: sight-lines to building entrances, lighting, and the legibility of semi-private spaces.

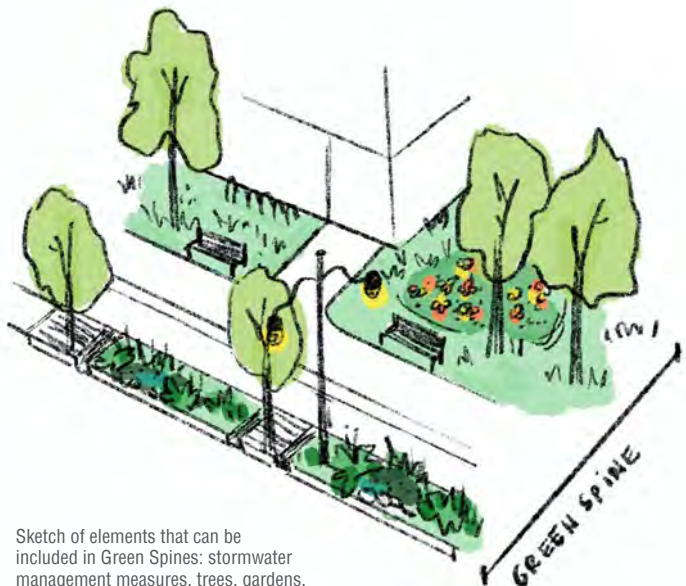
¹ City of Toronto Public Health, "Green City: Why Nature Matters to Health - An Evidence Review, 2015

What is a Green Pedestrian Connection?
 Green Pedestrian Connection means a 10-15 metre path providing porosity through a block which prioritizes pedestrians.

What is a Green Spine?
 Green Spine means a street with a generous green landscaped setback as a defining feature.



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



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

- d. Buildings located facing the green spine should feature prominent entrances and visibility into the ground floor to support a safe and comfortable environment for pedestrians.
- e. Consider landscape transition areas where architectural elements such as low screening can help distinguish between the uses (public or private) that may face the Green Spine. Where private outdoor spaces are visible from the Green Spines, they will provide high-quality design to enrich the pedestrian experience.

3.2.3 Hydro Corridor

The Finch West hydro corridor is a publicly-accessible, significant open green space, spanning east-west across the top of the Secondary Plan boundary. The entire stretch of the corridor spans from Dufferin Street to the Humber River, with the majority of it including the Finch Hydro Corridor Recreational Trail. Today, many residents use the corridor for recreation as well as transportation. As part of the implementation of the Ravine Strategy, the establishment of the Loop Trail (a continuous 65-kilometre pedestrian and cycling route around Toronto) will also provide additional connections between the Jane Finch area to the network of trails in the Humber and Don River ravines. It is being planned through a partnership between the City of Toronto, Evergreen, and Toronto and Region Conservation Authority (TRCA).



Finch Hydro Corridor Recreational Trail, from Jane Street



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

DRAFT

Some parts of the corridor are formalized sports fields – Remberto Navia Sport Fields and Norfinch Cricket Ground – whereas the rest are mowed grasses. As an important asset to the community, this open space should be protected while maintaining the core utility function of the corridor.

GUIDELINES:

1. Enhance the hydro corridor to be a connection route and space that is safe and accessible. Strategies and ideas should be co-created with the community. All new structures within the hydro corridor lands will need to be planned and designed in accordance with hydro requirements, including consultation with the Province.
 - a. Ecological restoration or new native plantings, such as meadow landscapes that promote biodiversity;
 - b. Urban agriculture, which contributes to local food security and sovereignty;
 - c. Shade and seating, where possible, to create a more inviting and comfortable environment to sit, rest, and gather, especially around active programming (such as around sport fields);
 - d. Lighting to create a safe and accessible space, particularly in the evenings and at night;
 - e. Public art installations or educational plaques;
 - f. Identity - through art, wayfinding, plaques, signage, or asphalt paint, to create a unique and memorable identity for the corridor while also engaging and inspiring visitors;
 - g. Areas to support local education, such as outdoor learning spaces with seating, or informative plaques about plantings, habitats, flora and fauna species, and Indigenous histories.
2. Formalize existing desire paths and create new paths, to add more north-south connectivity from the hydro corridor



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



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



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

to the surrounding neighbourhoods. These north-south connections are important for creating connections to LRT stops and the commercial heart of the area.

3. Align any improvements to the existing trail with the planning of the Loop Trail. The connections between the existing trail to the Loop Trail are critical, as this will strengthen the connectivity between the Jane Finch area and both the Humber and Don ravines and to the waterfront.
 - a. Create and maintain the new Loop Trail Connection between the hydro corridor and the cycling route on Finch Avenue West.

3.2.4 Public Squares

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

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

One of the primary priorities of this strategy is to implement public squares and civic gathering spaces at the intersection through development. This will allow for social interaction, entertainment, cultural events and flexible programming.

GUIDELINES:

1. Squares within the Jane and Finch study area should:
 - a. Have at least one significant street frontage and be directly accessible from public sidewalks;
 - b. Be framed and enclosed by buildings on at least two sides, to offer a sense of privacy and enclosure without limiting public access;
 - c. Be clearly interpreted as publicly-accessible (e.g. no fences, inviting signage) and part of the larger public realm network;
 - d. Be fronted by an active use and/or a high degree of transparency;



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



Place Émilie-Gamelin is a public space in Montreal that features patios, seating, planters, and temporary installations (Sday.Design)

- e. Promote all types of use, including walking, sitting, and gathering;
- f. Be designed with a mix of hardscape and softscape landscaping, with consideration for stormwater management (e.g. permeable paving);
- g. Have ample seating and tree canopy.

3.2.5 The Design of Public Squares at the intersection of Jane and Finch

1. Provide new squares at the intersection of Jane and Finch. These squares should:
 - a. Be marked as a primary entryway to transit, retail and business;
 - b. Recognize and preserve existing spaces and functions at the intersection;
 - c. Include wayfinding elements that help orient visitors to additional access points, connecting to key pedestrian paths and the interior of the large sites;
 - d. Be large enough to ensure that high volumes of pedestrians can be comfortably and safely accommodated;
 - e. Where feasible, integrate a buffer from the roadways with a row of trees, to offer shelter from sun and wind, offer a sense of enclosure from vehicular traffic, but still provide multiple access points and visibility to the LRT;
 - f. Be framed by an active frontage;
 - g. Have high quality landscaping (such as unique pavers) and street furniture;
 - h. Include public realm features or public art that emphasize the importance of the intersection;
 - i. Be welcoming to community activation (such as public markets), identified through a consultation process.

3.3 PUBLIC ART

Public art has a profound impact on a neighbourhood, influencing its aesthetics, sense of identity, social dynamics, and activating its public spaces. It can enliven space across all scales in Jane Finch, from large-scale sculptures to murals on building facades. It creates a more inclusive, vibrant, and visually engaging neighbourhood that reflects the values, aspirations, and diversity of its residents.

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

3.3.1 Integrating Public Art

GUIDELINES:

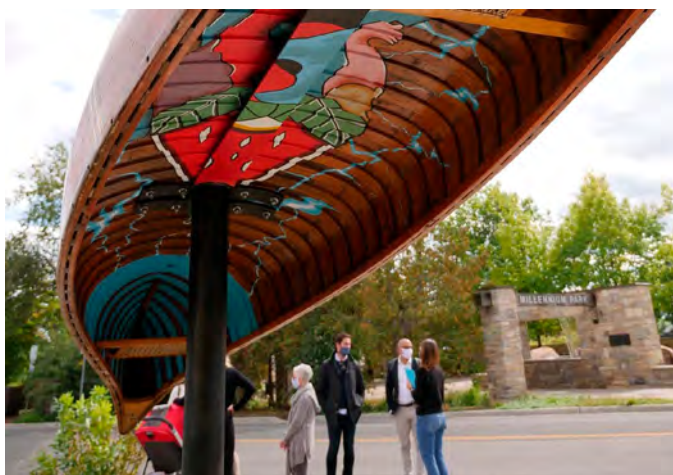
1. Integrate public art, especially on larger sites and redevelopment projects. This could occur at many scales:
 - a. Small scale: Signage, painted mailboxes or traffic signal boxes, environmental art;
 - b. Medium scale: Murals or paintings on walls, jersey barriers, transit shelters, or parking lots;
 - c. Large scale: Sculptures, photo or light installations;
 - d. Interactive scale: Community-based or participatory art that requires interaction.
2. Consider providing public art in the public realm such as in Boulevard Spaces or publicly visible areas of private developments.
3. Consider providing public art or other art installations and engage with City programs such as the Percent for Public Art, StreetARToronto, and Arts and Culture Services in the Economic Development & Culture division.
4. Artwork should respond directly to the specific site and surrounding context. Public art is encouraged to consider:
 - a. Scale and proportion;
 - b. Material selection, durability, and maintenance;
 - c. The history of Jane Finch and its communities,



First Nations Pavilion - Awen' Gathering Place, Collingwood. Source: Brook McIlroy



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



Jiimaan'ndewemgadnong (The Place Where the Heart of the Canoe Beats) Pocket Park, Peterborough (Ben Hargreaves)

as described in the Jane Finch Historic Context Statement, as inspiration for public art that further supports Jane Finch's distinctive sense of place;

- d. Views from important angles, to aid with navigation; and
 - e. The local history of the site and of the surrounding Jane Finch communities.
5. Public art should be designed collaboratively and through consultation with Indigenous communities, as well as local artists, community members, historians, and organizations.
 6. There are areas within the neighbourhood that offer unique opportunities for 'signature' art and should be priority areas for art implementation. These include:
 - a. Gateway by Highway 400: Unique lighting and painting can celebrate this entry into the neighbourhood, while providing a more comfortable and lively sense of place.
 - b. At large sites (Jane-Finch Mall, Yorkgate Mall, and Jane Sheppard Mall): Art at these corners can celebrate the cultural significance of this intersection.
 - c. By ravine and trailheads: Acknowledge the Huron-Wendat Trail and celebrate the natural heritage of the ravine system.
 - d. At community hubs such as the future Hub south of the MSF, potential community centre as part of the Firgrove Plan, or at the Toronto Public Library and Theatre.
 - e. Black Creek Community Farm

3.3.2 Murals

GUIDELINES:

1. Provide attractive treatments and articulation on visible side wall(s) on buildings.
2. Consider murals for the exterior walls of new developments where visible from the public realm. Through consultation, ensure that artwork accurately supports Jane Finch's distinct sense of place, history, and culture.

3.4 STREETS AND STREETSCAPES

Jane Finch includes a number of different right-of-way widths, with distinct characters for each type and context. Streetscape designs have emerged that considers the City's Complete Streets work, including generous pedestrian clearways, patio spaces to support local businesses in the area, zones that can accommodate street furniture and street art.

New developments will be required to provide additional public realm improvements that contribute to a lively and attractive street character. These design guidelines should be applied in tandem with the City's Streetscape Manual.

3.4.1 General

GUIDELINES:

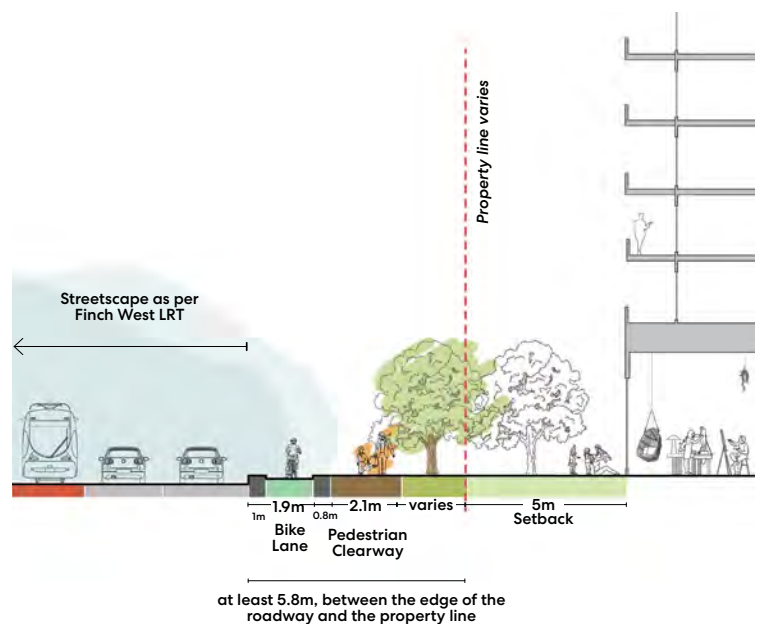
- Specifically, new roads and connections should create comfortable and convenient access to the LRT stops, open spaces, and key anchor destinations such as the future Community Hub.
- Intersections should be safe, well-marked, and located at least every 100m, approximately. They should help provide convenient and intuitive access between key destinations (parks, public squares, anchor uses), preventing the need to jaywalk across traffic.
- Loading and servicing entrances should be consolidated on large blocks with turning facilities internalized into base buildings in an effort to prioritize activity on Mixed Use Shared Streets.

3.4.2 Finch Avenue West

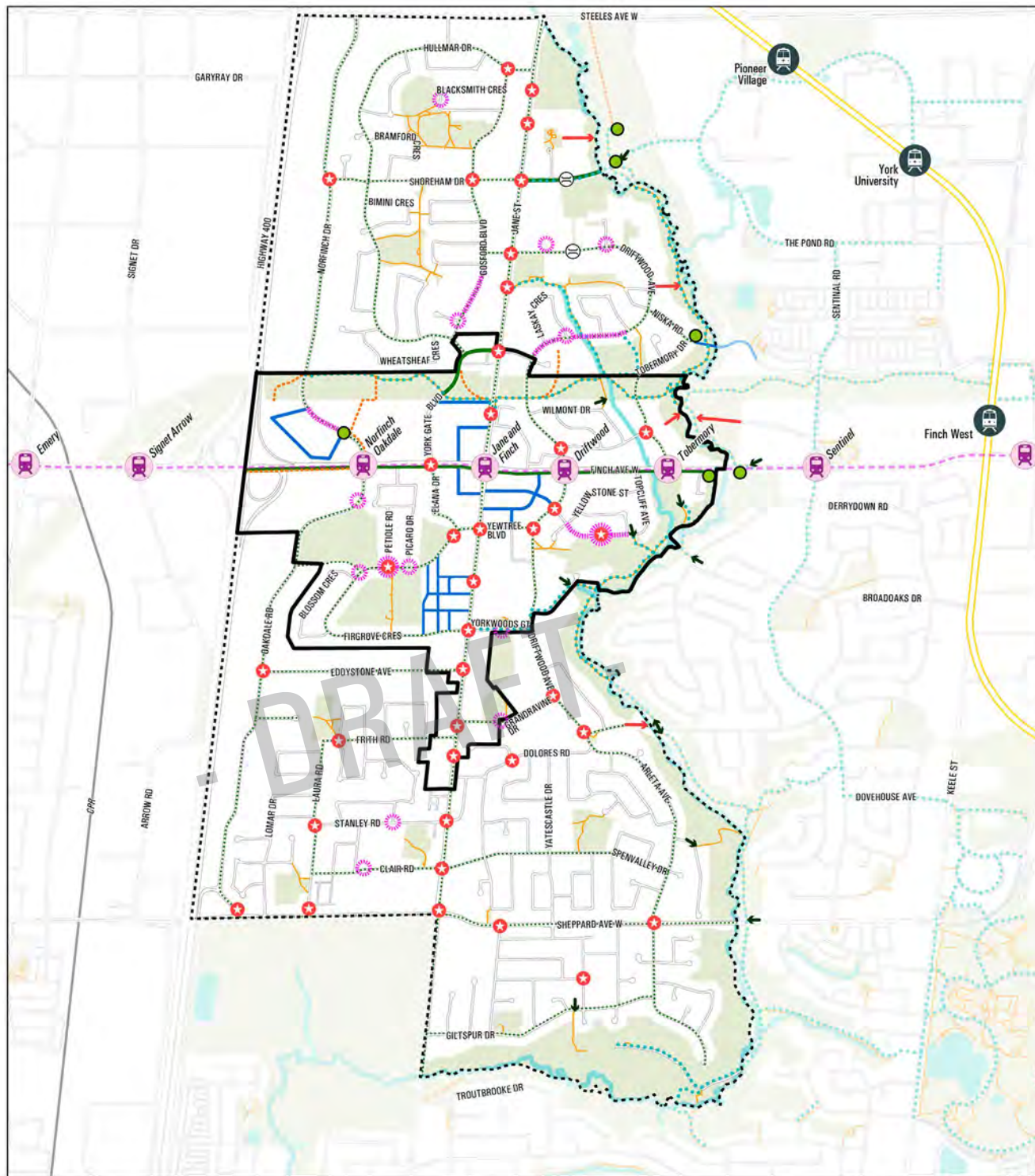
Finch Avenue West forms the central axis of Jane Finch. The Finch West LRT provides residents and workers of Jane Finch a more reliable, faster and comfortable transit option for getting around, with improved connectivity to the city's higher-order transit network. Finch Avenue West has transit priority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

GUIDELINES:

- Protect for at least 5.8m between the edge of the roadway and the property line, expanding the ROW in constrained areas if required to fit:
 - A 1 metre buffer between the cyclist infrastructure and the roadway;
 - A 0.8m furnishing zone (or as noted in the Finch West LRT streetscape plans); and
 - A 2.1m pedestrian clearway within the public ROW.
- The setback space within the private ROW can be utilized to;
 - Improve retail spill out and patio space at active retail frontages;
 - Create additional sidewalk space to accommodate large pedestrian volumes, especially near transit stops.
 - Add to the street canopy where an additional row of trees may be provided within the private setback to create a pleasant public realm.
- Protected intersection design where pedestrians and people cycling are separated from cars with the help of buffers is encouraged in this location.



Finch Avenue West, with 8.5m set aside to ensure adequate buffer between cyclist and roadway, and a generous pedestrian clearway



Jane Finch Initiative Map 50-5: Mobility Plan

	Jane Finch Initiative Secondary Plan Boundary		Transit		Trails / Pedestrian		Cycling	Draft
	Study Area		Line 6 Finch West LRT Stations		Existing Trails		Existing Cycling Routes	
	Existing Parks & Open Spaces		Line 6 Finch West LRT Line		Existing Pedestrian Bridges		Cycling In Development	
	Watercourse		Line 2 Stations		Future Trail Extensions		Cycling Proposed	
			Line 2 YUS		Existing Ravine Access			
			Improvement / Streets		Proposed Trail Access Point			
			New Streets		Proposed Improvements to Existing Access Point			
			Intersection Improvements					
			School Safety Improvements					

↑
Not to Scale

3.4.3 Jane Street

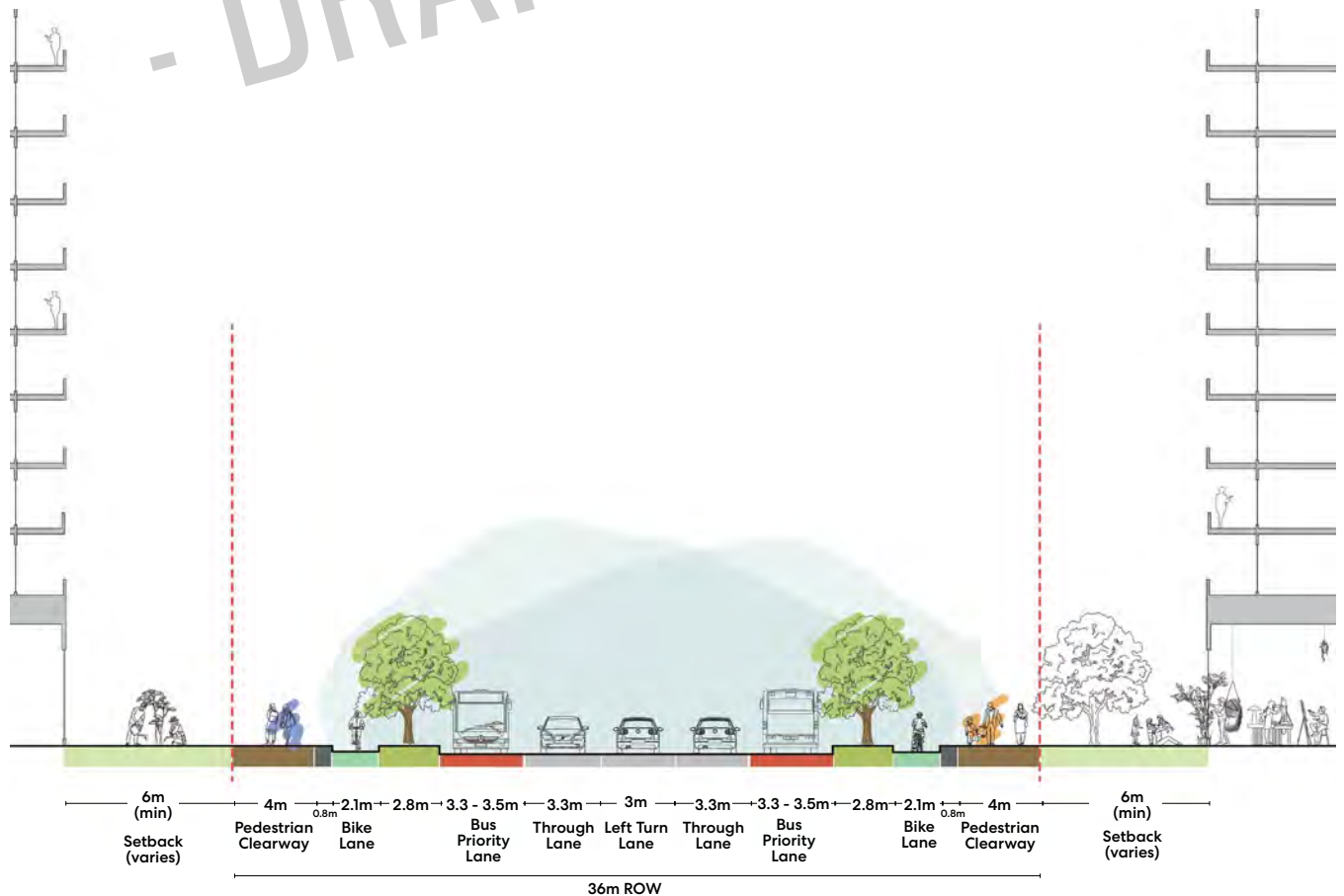
As a north south axis to the study area, the current TTC bus route and pedestrian network along Jane Street is well used by Jane Finch residents. Potential transit improvements, such as bus priority solutions are being planned for Jane Street through the RapidTO program, which will further serve the residents of the area. Jane Street is currently characterized by deeper setbacks on either side with apartment neighbourhoods that offers opportunities for a broader public realm, potentially allowing for the creation of wider sidewalks, more street trees, green spaces, or other amenities. Jane Street will also support the future Finch LRT by bringing residents to this higher order transit.

GUIDELINES:

1. Jane Street will have a consistent 36m public right-of-way, as per the Official Plan.
2. Boulevards on Jane St will have wide boulevards accommodating a pedestrian clearway and a dedicated

cycle track with a wide landscape/amenity zone.

3. A wide pedestrian clearway of 4m must be provided to accommodate high pedestrian traffic all along the corridor.
4. Dedicated bike infrastructure of min 2.1m width. Bike racks and bike sharing stations are encouraged along cyclist routes to promote multi-modal transportation options.
5. A wide landscape/amenity zone of at least 2.8m on either side of the street with a continuous tree canopy is encouraged on both sides.
6. A protected intersection design where pedestrians and people cycling are separated from cars is encouraged.
7. An additional row of trees may be provided within the private setback to create a comfortable public realm.



3.4.4 Norfinch Drive

Norfinch Drive plays a crucial role in connecting Employment Areas to the north to the future LRT on Finch Avenue.

Due to its proximity to the Finch LRT, the streetscape along Norfinch Drive will support future transit-oriented developments and infill developments along its length, where residents and workers will have convenient access to higher order transit.

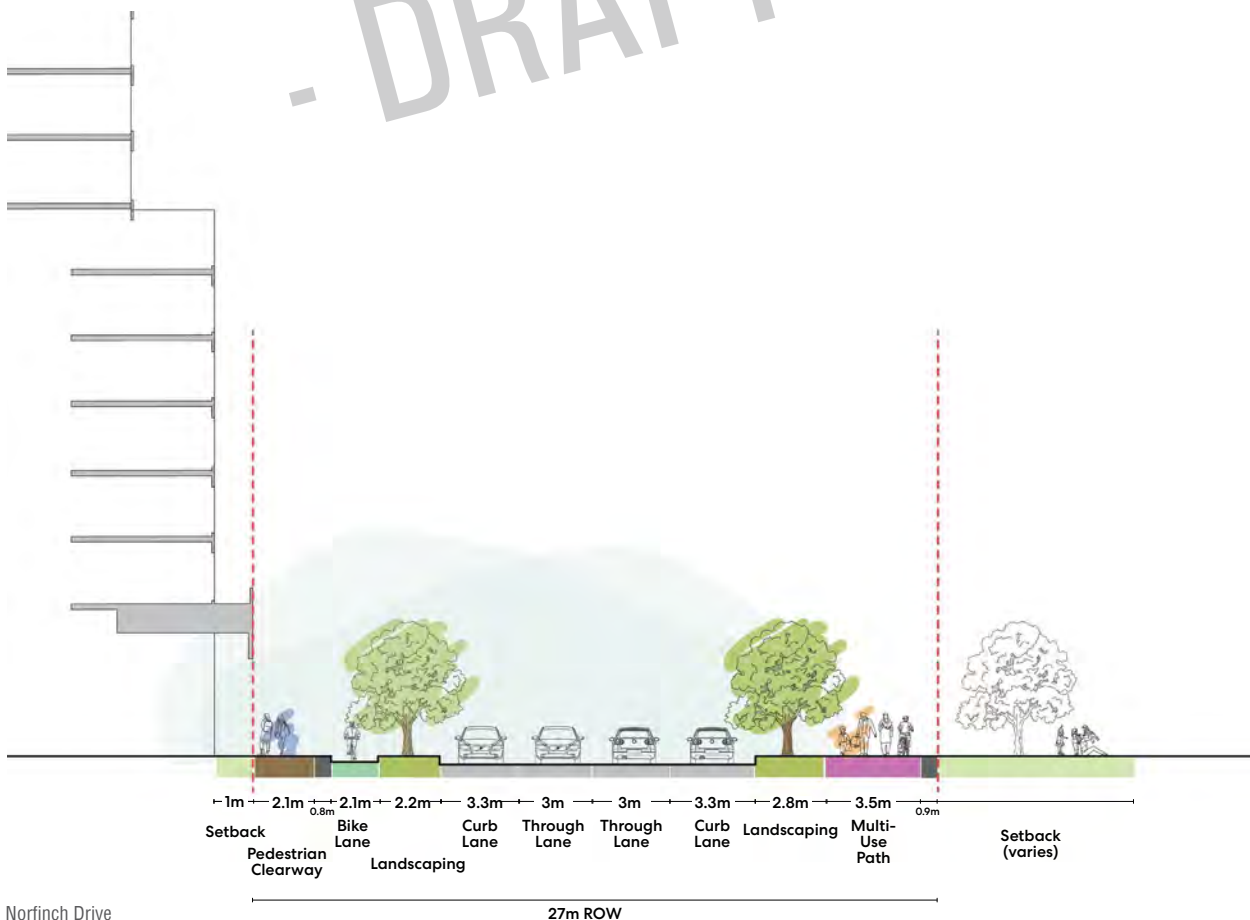
GUIDELINES:

1. Norfinch Drive will have a consistent 27 metre public right-of-way, as per the Official Plan.
2. Norfinch Drive will have boulevards accommodating a pedestrian clearway, a dedicated cycle track on the west side with a wide landscape/amenity zone.
3. Norfinch Drive will have a 3.5m multi-use pathway on the

east side, connecting to the Loop Trail (between the Finch West bike lanes and the Finch hydro corridor trail) along the western edge of the MSF site.

4. A wide pedestrian clearway of minimum 2.1m must be provided to accommodate pedestrian traffic.
5. Dedicated bike infrastructure of minimum 2.1m with bike share stations closer to the LRT stops and Employment Areas must be provided to encourage active transportation.
6. A minimum 1m buffer between the bike infrastructure and the roadway is encouraged to ensure the safety of people cycling.
7. A wide landscape/amenity zone of at least 2.2m on either side of the street with a continuous tree canopy is encouraged on both sides.

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3.4.5 Mixed Use Shared Streets

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

GUIDELINES:

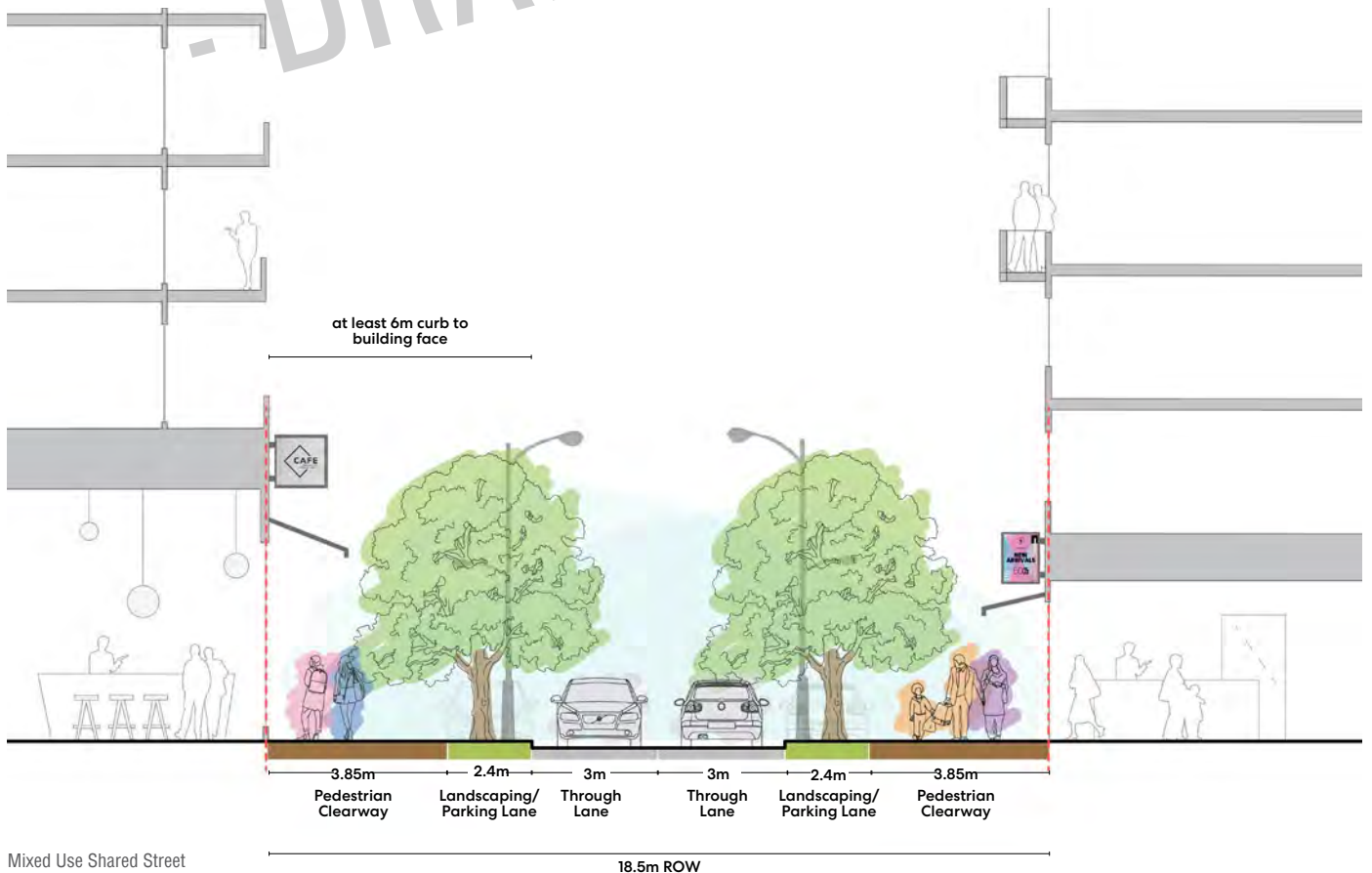
1. Design Mixed Use Shared Streets to be narrow, active transportation priority streets with a maximum right-of-way of 18.5 metres.
2. Avoid loading and servicing off of Mixed Use Shared Streets where possible.
3. Protect for a 6m sidewalk zone between the curb to building face, including a generous pedestrian clearway.
4. All Mixed Use Shared Streets will be designed to accommodate one lane of traffic in each section with 2.4m wide parking lane that is shared with a landscape amenity

zone (for furniture, bike racks, etc.) and a generous 3.85m wide sidewalk.

5. Mixed Use Shared Streets will have active frontages with high proportion of transparent glazing at the ground level to create a visual connection between indoors and outdoors.



Two sided retail street, Calgary



Mixed Use Shared Street

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6. A continuous canopy of trees and street furniture must be provided within the Landscape Zone that encourages community interaction and gathering.
7. Ample lighting and wayfinding must be prioritized within Mixed Use Shared Streets for improved safety and accessibility at all times.

3.4.6 Green Pedestrian Connections

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

GUIDELINES:

1. Green Pedestrian Connections should be 10-15 metres in width, to provide accessible paths of travel that prioritize the wellbeing and safety of pedestrians and people cycling. They should also include design features such as:
 - a. Lighting, to ensure visibility and comfort during both the day and night;
 - b. Landscaping and greenery, such as trees, shrubs, and flowers;
 - c. High-quality paving materials that are durable, require minimal maintenance, and have patterns that help differentiate pedestrian areas from vehicular zones;
 - d. Accessible ramps and tactile paving to respond to grade changes, instead of stairs;
 - e. Signage and wayfinding, to guide pedestrians to/from important destinations in the neighbourhood (e.g. to transit, schools, ravine, community centres, etc.);
 - f. Cycling amenities such as bike racks.

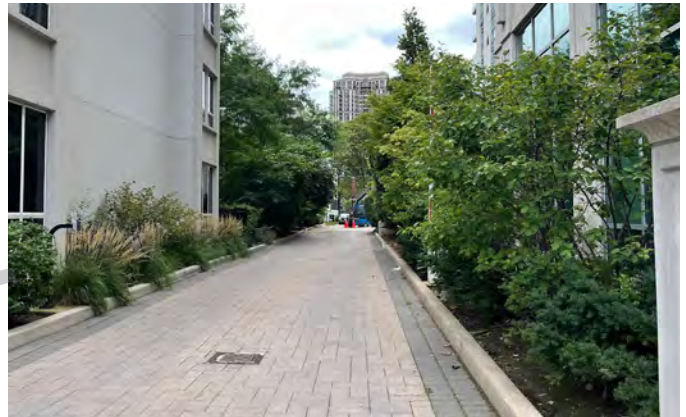


Green Pedestrian Connection – Pedestrian Only

2. Limit barriers such as fences by encouraging collaboration between landowners, emphasizing the importance of open spaces that encourage inclusivity.
3. Green Pedestrian Connections should be direct paths of travel. Avoid winding paths that reduce visibility.
4. Green Pedestrian Connections should be linked to the broader pedestrian network. Green Pedestrian Connections should also help in formalizing existing desire paths, recognizing the convenient routes people take today. This can improve the usability and accessibility of the pedestrian network.
5. All Green Pedestrian Connections will be designed to limit vehicular movement and accommodate a dedicated multi-use path or shared pedestrian and vehicular path with generous boulevard space on either side.
6. Green Pedestrian Connections that are shared between vehicles, pedestrians and people cycling will have a minimum shared path of 6m width.
7. The landscaping/boulevard zone will be separated from the shared pedestrian and vehicular pathway with the help of



Planting and landscaping on shared pedestrian connection, Vancouver



Paving and landscaping help slow down traffic, North York



Green Pedestrian Connection – Pedestrian Priority (Cars Permitted)

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bollards or planters to improve pedestrian safety.

8. Street elements and furniture such as light poles, curbs, planters, bollards and benches should be used to differentiate between the different zones of the Green Pedestrian Connections.

3.4.7 Materiality and Paving

GUIDELINES

1. Streetscape materials must be of high quality, durable and able to withstand heavy foot traffic and extreme weather conditions, especially around transit priority areas such as Finch Avenue West and Jane Street.
2. Streetscape materials must have the appropriate texture and slip resistance so they are safe for pedestrians and people cycling.
3. Sustainable environmentally friendly materials that are permeable and help with reducing runoff while filtering pollutants are encouraged in the boulevard.
4. Streetscape materials must be aesthetically-pleasing, adding to the character of the neighbourhoods.
5. All paving details will refer to the City of Toronto Streetscape Manual and standards.

3.4.8 Lighting

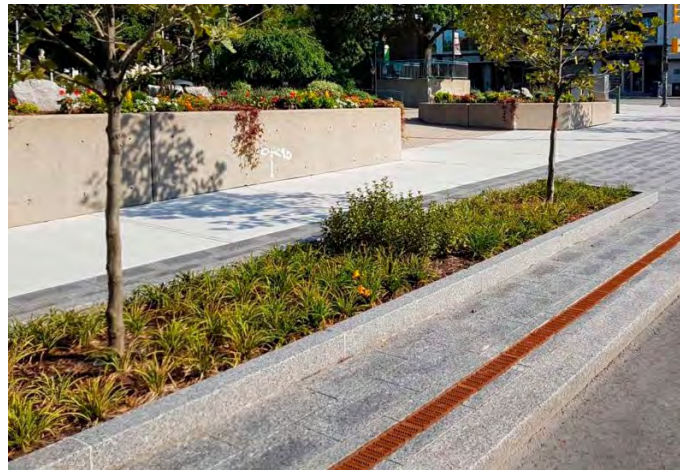
GUIDELINES

1. Ample street lighting will be provided on all streets and pedestrian routes for safety
2. Lighting used in Jane Finch must be energy efficient LED lighting that are controlled by sensors, timers and remote control capabilities.
3. Solar powered lights are encouraged in place of decorative lighting along streetscape and parks
4. Regular maintenance of lighting is required to ensure that lighting system operates at optimal efficiency

3.4.9 Planting

GUIDELINES

1. Native, drought-resistant and low maintenance trees must be chosen in order to conserve water and ensure longevity of tree health. Additionally, use of salt-tolerant planting near vehicular and pedestrian areas.
2. A continuous row of street trees are encouraged along all streets providing a comfortable public realm.
3. A minimum soil volume of 30 cubic meters is provided per tree when planted individually and 20 cubic meters if planted in a row.
4. A minimum of 8m centre to centre tree spacing is required between each tree. To ensure sufficient soil volume and space for the healthy growth of tree canopies, arrange the double rows of trees in a staggered formation.
5. Adequate clearance from movements of pedestrians or people cycling must be provided with the help of a raised 200mm curb.
6. Consider remote controlled drip irrigation system for planters and other landscaped areas along the street to ensure maximum water efficiency.



Integration of rain gardens into streetscape

4.0 Built Form

- 4.1 General Built Form and Design
- 4.2 Built Form Guidelines by District

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4.1 GENERAL BUILT FORM AND DESIGN

The following guidelines for built form in Jane Finch are intended to support implementation of the Secondary Plan and other Official Plan policies. The following apply to all development within the Secondary Plan area. There is a distinct mix of building types, architectural styles, building ages, and building heights within Jane Finch that each contribute to the unique character of the neighbourhood.

4.1.1 Building Types, Height, and Floor Plates

GUIDELINES:

1. The Jane Finch Secondary Plan area will include the following building types:
 - a. Tall Buildings, as defined and in conformity with the Tall Building Design Guidelines, unless specified below by District;
 - b. Mid-Rise Buildings, as defined and in conformity with the Performance Standards for Mid-Rise Buildings, unless specified below by District;
 - c. Jane Finch Pavilion Buildings, and
 - d. Low-Rise Buildings.
2. The tallest buildings should be located at the intersection of Jane Street and Finch Avenue West, with supportive densities that align with the planned context (e.g. around transit station areas).



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



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



Existing low rise buildings in Jane Finch (townhouses)



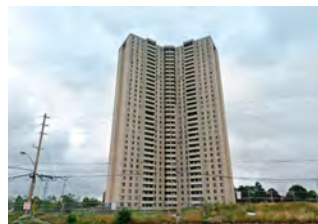
Existing low rise apartments that are typically 'slab' type buildings

3. Tower portions of tall buildings should:
 - a. Include floor plates no larger than 750 square metres for residential buildings; and
 - b. Be separated at least 25 metres for light, privacy and views.
4. In general the massing should avoid extensively terraced buildings or other forms of building design and articulation that overtly express the required setbacks and angular planes for transition. This allows for more regular floorplate sizes, improve constructability, and allow for development on more shallow sites. Avoiding excessively terraced buildings will also open opportunities for mass timber construction.

4.1.2 Building Placement and Orientation

GUIDELINES:

1. Orient new buildings to improve energy performance, natural ventilation and daylighting, while maintaining light and privacy between buildings and good sunlight, wind, sky view conditions at grade, and thermal comfort for both exterior and interior spaces.
2. Development directly adjacent to parks should have active uses and frontages facing the park.
3. Development should be shaped and designed to respond to micro-climate conditions such as wind and sun access in parks.



Existing "tower in the park" buildings



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



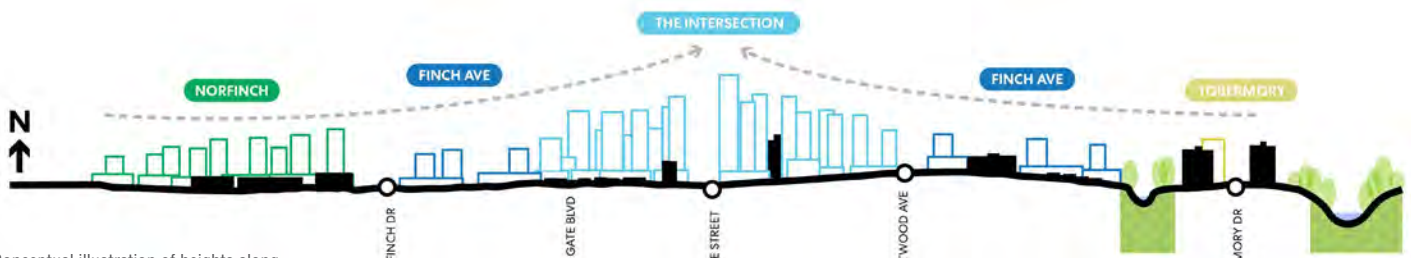
Example of a tall building (High Park Avenue)

4. Individual developments should demonstrate their connections to the overall public realm network (including sidewalks, parks, natural heritage assets such as the ravine, public squares and courtyards). Private open space can be included in that overall network, as long as it is publicly-accessible (e.g. no fences; shared use agreements; etc).
5. Base buildings, public squares and new streets should be arranged to provide direct visual and physical connections between the intersection/Finch West LRT stops and the new parks within the redeveloped blocks. Building placement and massing (such as tower orientation) should limit shadow and wind impacts on parks and public squares.
6. Orient new buildings to improve energy performance, natural ventilation and daylighting, while maintaining light and privacy between buildings and good sunlight, wind and sky view conditions at grade.
7. Organize internal layouts and vary the design and articulation of each building elevation to respond to solar orientation and differences in facing conditions.
8. Prioritize development on surface parking lots or areas that have underground parking infrastructure in place.

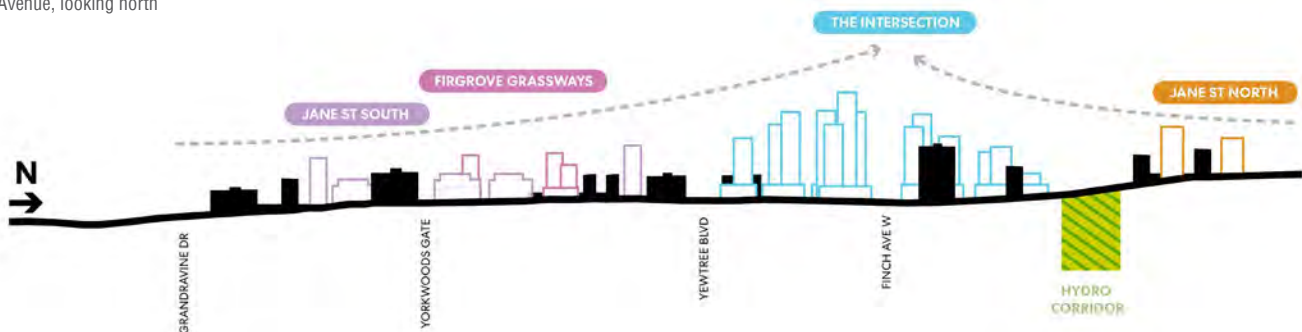
4.1.3 Thermal Comfort

GUIDELINES:

1. Buildings should be designed to mitigate the negative impacts of wind to ensure:
 - a. Public sidewalks and walkways are comfortable for walking throughout all times of the year;
 - b. Public and private outdoor amenity spaces, parks, public squares and open spaces, and transit stops where benches are located are comfortable for sitting in the spring, fall and summer months;
 - c. Building entrances are comfortable for standing during all times of the year; and
 - d. Uncomfortable or severe pedestrian wind conditions do not result from the proposed development/redevelopment.
2. Mitigate wind impacts through modifications to building massing and with the addition of building features, such as projections and recesses, overhangs and canopies.
3. Particular attention should be given to Mixed Use Shared Streets and public squares to support a comfortable pedestrian environment that simultaneously protects from



Conceptual illustration of heights along Finch Avenue, looking north



Conceptual illustration of heights along Jane Street, looking west

negative impacts of winds while welcoming sunlight onto key public spaces.

4. Consider the location of ground floor uses (outdoor patios) in relation to solar access vs other retail uses that may prefer shade.

4.1.4 Site Servicing

GUIDELINES:

1. Consolidate parking and loading accesses to reduce disruptions on the public realm and pedestrian and cyclist network. These accesses should be prioritized in areas away from high-traffic pedestrian areas, such as parks, public squares, and commercial street frontages.
2. Consider shared parking facilities between buildings and preferential parking for fuel efficient vehicles.
3. Loading areas should be provided interior to a block and integrated within the building to achieve more active elevations at grade.
4. Parking access should be located to reduce or eliminate internal driveways on a site, leaving as much space as possible for landscaping and public realm improvements.
5. Parking should be located underground. The only exception is for short-term street parking at select locations along Mixed Use Shared Streets, where greater setbacks allow for the maintenance of continuous street trees and pedestrian clearways. The short-term street parking along the Mixed Use Shared Streets will enhance accessibility, especially for local-serving businesses.

4.1.5 Sustainability and Resiliency

GUIDELINES:

1. Promote design excellence through creative and innovative building, landscape and public art design that supports the broader vision of the Plan through a varied, yet coherent approach that avoids monotonous and repetitive design.
2. Promote high-quality and contextually appropriate façade designs and materiality, respecting architectural qualities of the area.

3. Provide a high degree of articulation and high-quality, durable materials that promote sustainability and longevity for the base building of towers and pavilion buildings. Finer-grained materials that relate to the surrounding context and express a human-scaled texture and pattern such as stone, brick, precast concrete, and metal are encouraged, particularly for portions of the building experienced at-grade such as entrances and between street level and street wall.
4. High-quality exterior materials such as masonry, wood, stone and concrete are encouraged, while less durable materials should be avoided. Prioritize materials that promote sustainability, durability and longevity, affordability, and safety.
5. Materials should be true to their nature and not aim to mimic other materials (such as stucco or EIFS attempting to look like masonry).
6. Promote active transportation by locating active transportation supportive infrastructure such as bike parking, in convenient locations that are easily accessible from the existing or planned cycling networks in the area.
7. Development proposals should be reviewed by the Design Review Panel in support of high-quality design.

4.1.6 Safety and Accessibility

GUIDELINES:

1. Provide appropriate levels of lighting both above- and below-grade, such as within underground parking garages.
2. Include fully-glazed walls for underground elevator lobbies, and fully-glazed exit doors from stair cores and all bicycle parking rooms to improve safety of below-grade parking areas.
3. Balance between achieving levels of lighting around a site that discourage undesirable activities (such as consistently well-lit walkways and paths) and reducing light pollution that affects biodiversity.
4. Buildings should be sited and organized to increase pedestrian visibility and sightlines, and safe circulation through a site, as well as increasing passive overlook of open spaces, amenities, pathways.

5. Provide clear and visible way-finding signage above and below grade.
6. If development includes publicly-accessible spaces, these should be welcoming to local residents and be free from fences (including locked doors/fences) opaque screening. Buildings framing these spaces should provide passive overlook into these publicly-accessible spaces.

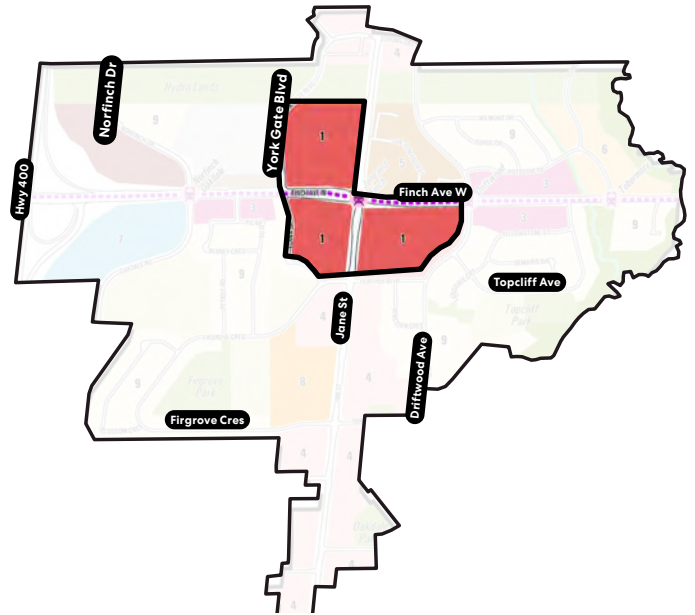
4.2 BUILT FORM GUIDELINES BY DISTRICT

This section should be read in conjunction with Official Plan and Secondary Plan policy, the general urban design guidelines above in 4.1 *General Massing and Built Form* and the descriptions of each of the districts in 2.1 *Structure and Districts*, and other applicable City guidelines and standards.

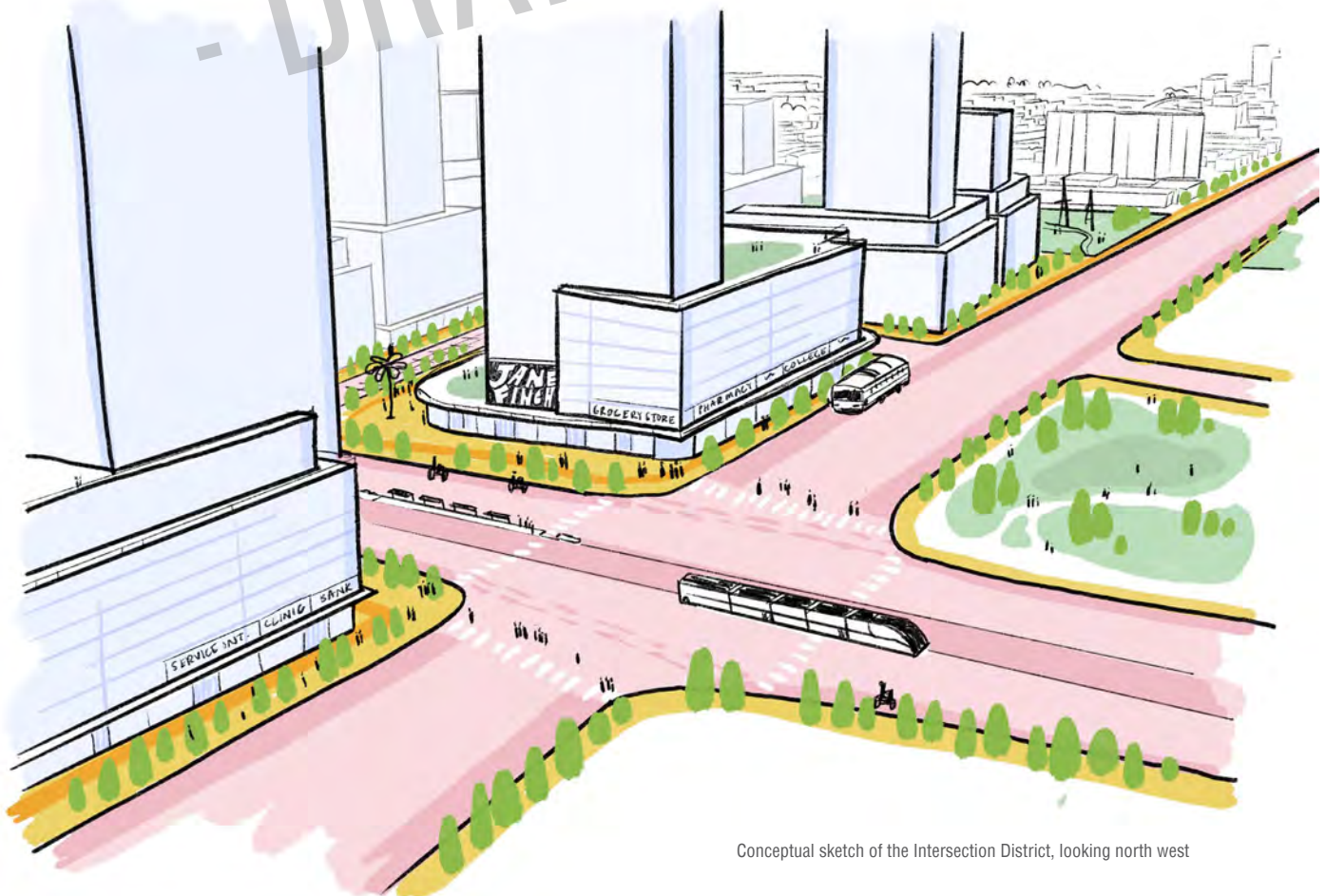
4.2.1 The Intersection District

These commercial and retail nodes are some of the largest blocks in the neighbourhood today. They are less intensely used and in need of maintenance, making them subject of

new investment. These sites will go through phased development, including the retention or replacement of the businesses that serve the community today.



Key Map of the Intersection District



Conceptual sketch of the Intersection District, looking north west



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



Example of retail frontage and pedestrian clearway with tree canopy

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

GUIDELINES:

Building Types, Height, Floor Plates and Transition

1. As per the Jane Finch Secondary Plan, development at The Intersection is permitted in a form consistent with one of the following building types:
 - a. Mid-rise buildings
 - b. Tall buildings.
2. The tallest buildings will be closest to the intersection, progressively transitioning down in height and scale:
 - a. For the northwest quadrant transition down in height and scale towards the hydro corridor to the north.
 - b. For the southwest quadrant transition down in height and scale towards the west to Elana Drive.
 - c. For the southeast quadrant, transition down towards the Neighbourhoods to the east (east of Driftwood) and south (south of Yewtree Boulevard).
3. Taller buildings have the opportunity to become landmark buildings that provide a view terminus and signal a major transit node in the area.
4. Create transition within blocks, through a range of building types, heights, and scales.
5. Base buildings of tall buildings should:
 - a. Not exceed 8 storeys in height, with a setback at the 6th storey along all streets that are not Mixed Use Shared Streets, to ensure that they are human-scaled and frame the street frontage.
 - b. Not exceed 6 storeys in height, with a setback at the 4th storey along Mixed Use Shared Streets.
 - c. Tower portions of tall buildings should include

floor plates no larger than 750 square metres for residential buildings.

Building Placement and Orientation

6. Buildings should be oriented to define Mixed Use Shared Streets and open spaces, which form the central organizing elements of The Intersection.
7. Development should frame the parks and public squares in the intersection, mitigating shadow impacts to encourage year-round use. These open spaces should be linked to street networks to create an accessible public real network.
8. Organize internal layouts and vary the design and articulation of each building elevation to respond to solar orientation and differences in facing conditions.
9. Development adjacent to the highway should:

- a. Provide spaces facing the highway that are not as noise sensitive such as gyms, studios, maker spaces, but that can still provide some passive overlook to green setback space between building and highway to ensure this is not an area for undesirable activities;

- b. Provide visual interest for individuals traveling at various speeds (vehicular, cycling, pedestrians);

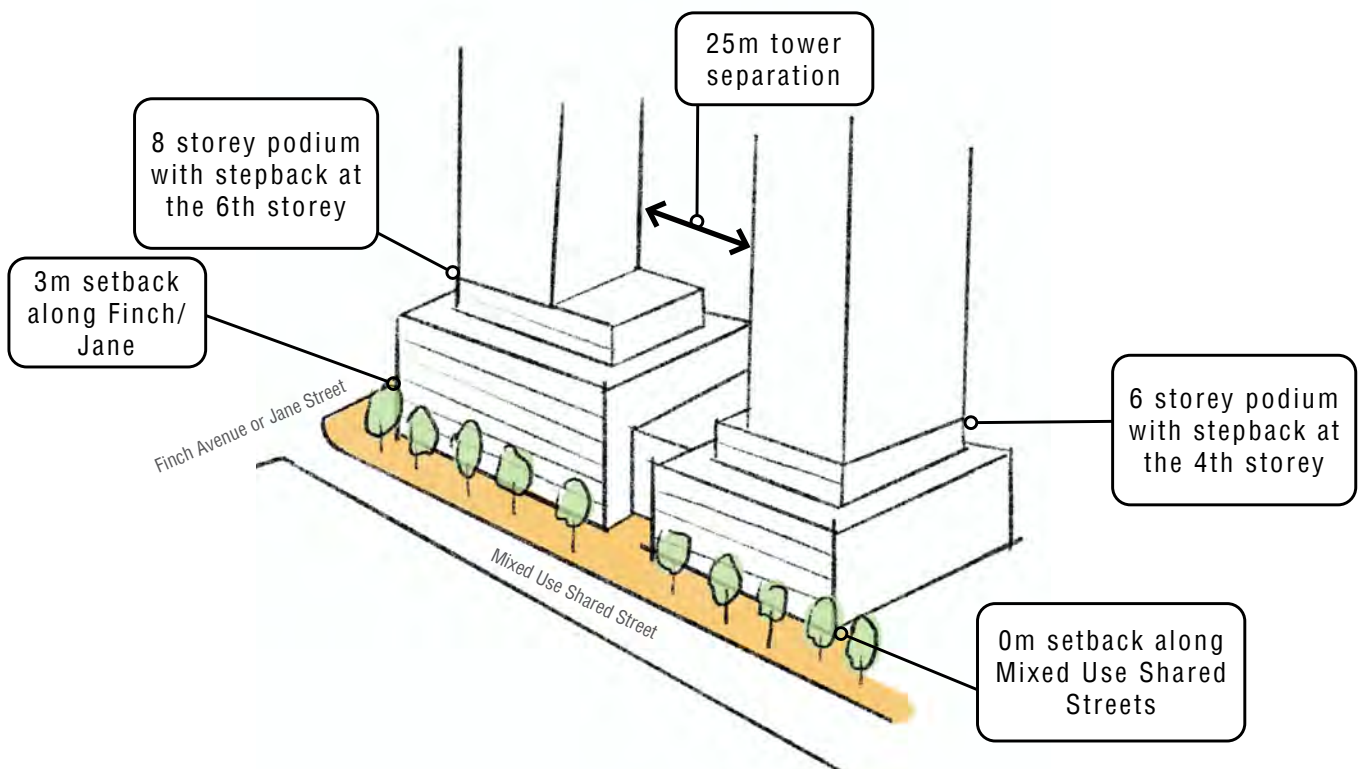
10. In certain instances, development can integrate above-grade parking as a noise buffer adjacent to the highway, given it is designed with:

- a. Active uses where it faces public streets, parks or open spaces;
- b. A well-articulated elevation with no blank walls;
- c. A floor slab that is flat and convertible to residential or commercial uses in the future;
- d. Outdoor amenities between highway and adjacent to above-grade parking façade such as dog-runs, pedestrian and cycling paths or trails that provide spaces for transient activities.

Setbacks and Separation Distances

11. Base buildings of tall buildings should:

- a. Be setback 3 metres from the arterials of Jane Street and Finch Avenue West, to provide additional pedestrian space and an enhanced public realm.
- b. Be setback a minimum of 0 metres along the Mixed

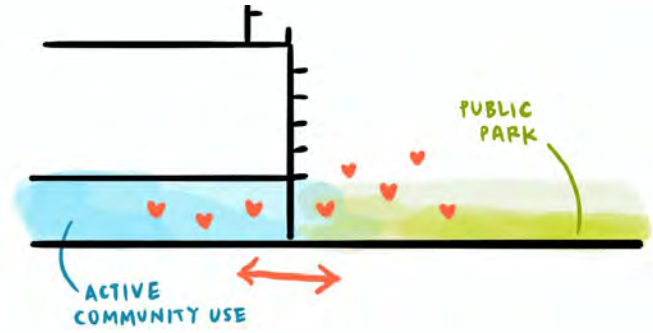


Use Shared Streets and public squares to provide a sense of enclosure but opening up with varied moments of deeper setbacks to ensure space for continuous street trees, provide spill out space at major entrances, pedestrian waiting areas at crosswalks and in response to micro-climatic conditions.

- Achieve appropriate setbacks between building face and adjacent parks and open spaces to allow the building and any of its exterior features to be provided and maintained on the development site without impact to adjacent parks and open spaces.

Entrances & Grade-Related Uses

- Retail is permitted everywhere, but prioritize retail uses along the Mixed Use Shared Streets and along public squares. These should be fine-grained, active uses with small footprints and a high density of individual entrances.
- Prioritize community uses (e.g. daycare) along park frontages.
- Grade-related live-work units, which help address newer forms of work and can support community economic development, are permitted along park frontages or along streets that are not Mixed Use Shared Streets, Jane Street, or Finch Avenue.
- Residential lobbies should be located on public streets, off of Jane Street and Finch Avenue.
- Other active uses should be located along the Jane Street and Finch Avenue frontages in a way that supports the vibrancy of The Intersection. Active uses should be visible and inviting. This is achieved by establishing a clear presence for retail and commercial services that increase visibility. To support viability of these uses, the ground floor of development should maintain high levels of visibility and accessibility.
- For entrances to grade-related residential units, provide integrated transitional elements, such as stoops, porches and gardens that support the residential uses. This should be prioritized along edges that face lower-scaled residential areas.

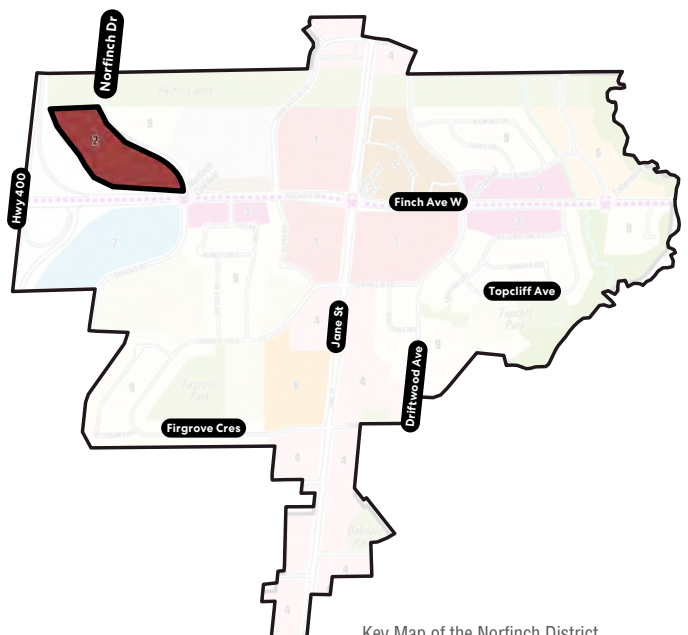


Sketch to demonstrate the positive relationship between ground floor uses (residential or non-residential) and open spaces

- The ground floors should be at least 4.5m high. Refer to Page 31 for guidance on Mixed Use Shared Streets. Refer to the City of Toronto Retail Design Manual.
- Avoid private roadways or laneways off of Jane Street or Finch Avenue.

4.2.2 Norfinch District

Today, there are a mix of building types and primarily non-residential uses along both sides of Norfinch Drive. The lots here today are deep (as high as 180m deep) with narrow frontages on Norfinch (as narrow as 40m). Buildings are set back a large distance from Norfinch. The western edge of the district is Highway 400, which the current buildings back onto. The sites will be constrained by setback requirements from the Ministry of Transportation. Development should also address other adverse impacts such as particulate matter and noise.



Key Map of the Norfinch District

As a mixed-use node, this area would continue to have non-residential uses such as hotel, retail, offices, and medical facilities integrated in new development.

GUIDELINES:

Building Types, Height, Floor Plates and Transition

1. As per the Jane Finch Secondary Plan, development in Norfinch is permitted in a form consistent with one of the following building types:
 - a. Low-rise forms like townhouses may also be appropriate to facilitate transition towards open spaces.
 - b. Mid-rise buildings.
 - c. Tall buildings.
2. Building heights and orientation should be organized in a manner that serves to mitigate the impacts of the adjacent highway (such as particulate matter and noise).
3. Base buildings of tall buildings should:
 - a. Not exceed 8 storeys in height, with a setback at the 6th storey, to ensure that they are human-scaled and frame the street frontage.



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

Building Placement and Orientation

4. Taller buildings should be located closer to the highway edge to limit tall building impacts on Norfinch Drive sidewalks, public realm, and parks.
5. Building orientation should be prioritized to provide a continuous sense of enclosure around the proposed new park, with a consistent, parallel street wall.
6. A new publicly-accessible space at the northwest corner of Norfinch Drive and Finch Avenue West should be a safe and comfortable gathering area, with buffers from vehicular (especially truck) traffic. It should include seating, pedestrian connections to the Hub across the street.
7. Development should be setback from the highway according to the Ontario Ministry of Transportation.
8. Provide new pedestrian crossings across Norfinch, and to the employment areas to the north and south, to increase pedestrian and cyclist connectivity. These crossings will benefit both future residents within this district, but also for Monsignor Fraser College, the multi-use pathway connecting between the Loop Trail and Finch Avenue, users of the hydro corridor, and the surrounding neighbourhood. Crossings should be provided at:
 - a. The Loop Trail extension, where it connects with Norfinch Drive; and
 - b. The parking lot entrance to the school site.
9. New pedestrian crossings should consider safety and sightlines, especially along the curve of Norfinch Drive.
10. Vehicular entrances along Norfinch Drive should be consolidated to serve multiple buildings, wrapping around to the rear edge of the site to minimize the number of interruptions along the Norfinch street edge and sidewalks.

Setbacks and Separation Distances

11. Base buildings of tall buildings should:
 - a. Be setback 1 metres along all streets, to provide space for maintenance and servicing.

- b. Be set back additionally along Norfinch Drive on the current city-owned police station site. The expanded public realm should support sustainable modes of transportation, such as the inclusion of bike parking or charging stations.

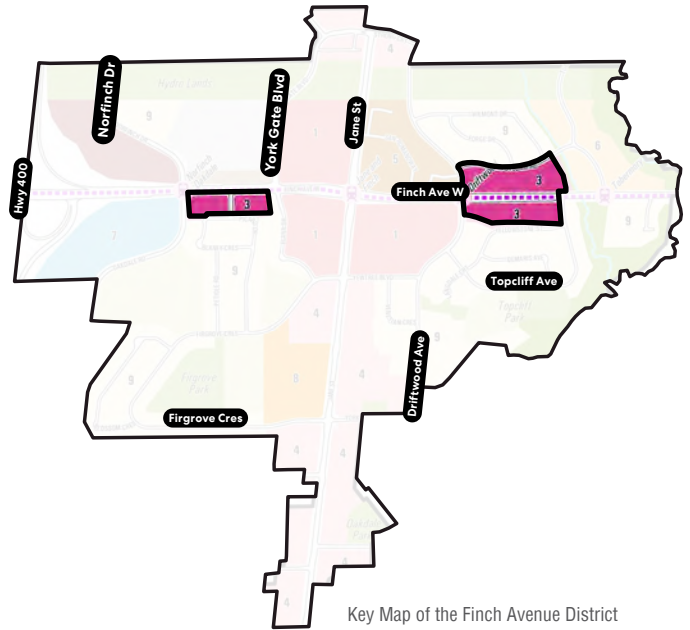
12. Achieve appropriate setbacks between building face and adjacent parks and open spaces to allow the building and any of its exterior features to be provide and maintained on the development site without impact to adjacent parks and open spaces.

Entrances & Grade-Related Uses

- 13. Active, non-residential ground floor uses (including lobbies to above-grade non-residential uses) should be located along the Finch Avenue frontage in a way that supports active uses next to the LRT stop.
- 14. Residential lobbies should be located on public streets, off of Finch Avenue.
- 15. Community uses and grade-related residential units should line park frontages.
- 16. For entrances to grade-related residential units provide integrated transitional elements, such as stoops, porches and gardens that support the residential uses.



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



Key Map of the Finch Avenue District

4.2.3 Finch Avenue District

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

The Finch West Light Rail Transit will provide the residents additional transit options for getting around. New or infill development along Finch Avenue would bring homes and amenities close to the Finch West LRT.

GUIDELINES:

Building Types, Height, Floor Plates and Transition

- 1. As per the Jane Finch Secondary Plan, development within the Finch Avenue district is permitted in a form consistent with one of the following building types:
 - a. Low-rise buildings;
 - b. Mid-rise buildings; and
 - c. Tall buildings.
- 2. The tallest buildings should be closest to the nearest LRT stop and tapering down in height and scale towards the ravine to the east and/or the Neighbourhood to the north.

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3. Create transition within blocks, through a range of building types, heights, and scales.
4. Base buildings of tall buildings should:
 - a. Not exceed 8 storeys in height, with a setback at the 6th storey, to ensure that they are human-scaled and frame the street frontage
6. Building placement and massing (such as tower orientation) should limit shadow and wind impacts on parks and the Neighbourhood to the north.

Building Placement and Orientation

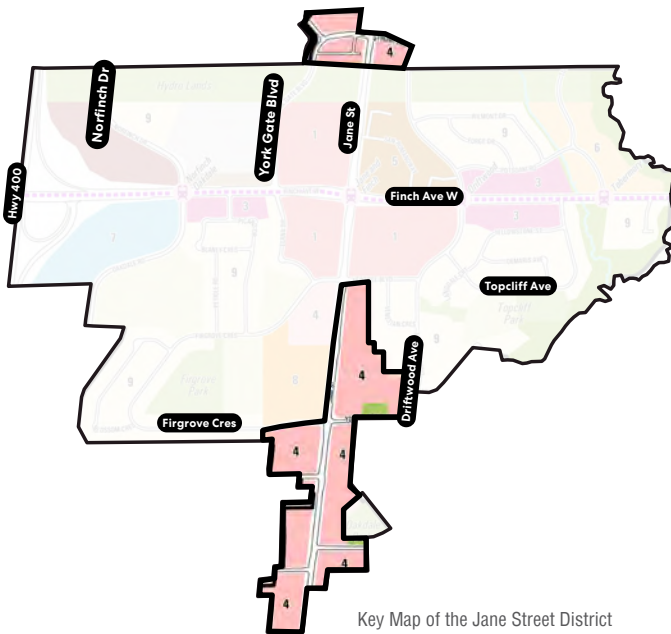
5. Buildings should be oriented to:
 - a. Maintain a continuous streetwall along Finch Avenue; and
 - b. Include north-south Green Pedestrian Connections that provide direct pedestrian access between Potsdam Road, Yellowstone Street and Blaney Crescent to Finch Avenue, especially to/from the LRT stops. These Green Pedestrian Connections should be aligned north-south to Forge Drive and Wilmot Drive if possible.



Illustration for the Finch Street streetscape



Sketch of the potential built form along Finch Avenue



Key Map of the Jane Street District

7. Consolidate vehicular access points on blocks to minimize curb cuts and disruptions to the pedestrian and cyclist networks along Finch Avenue.

Setbacks and Separation Distances

8. Base buildings of tall buildings should:
 - a. Be setback 5 metres from Finch Avenue to support generous, green landscaping and an improved public realm.
 - b. Be setback a minimum of 1 metres along all other streets, to provide space for maintenance and servicing.
9. Achieve appropriate setbacks between building face and adjacent parks and open spaces to allow the building and any of its exterior features to be provided and maintained on the development site without impact to adjacent parks and open spaces.

Entrances & Grade-Related Uses

10. Although primary entrances face Finch Avenue, the frontage along Potsdam Road, Blaney Crescent and

Yellowstone Street should be attractive. Any back-of-house and servicing activities should be internalized or screened.

11. Community uses and grade-related residential units should line park frontages.
12. Avoid blank walls facing the lower-scaled neighbourhoods.
13. For entrances to grade-related residential units provide integrated transitional elements, such as stoops, porches and gardens that support the residential uses.
14. Loading and servicing entrances should be located off of Finch Avenue.

4.2.4 Jane Street District

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

There are large amounts of green open space in this District, especially between buildings and facing Jane Street. These open spaces are often large swaths of grass and turf that lack variety in planting and programming and resulting in underused green spaces.

The soft landscaping and generous setbacks would be preserved with new developments, creating a north-south green 'spine' through the neighbourhood. East-west green connections and new public realm spaces would connect pedestrians from Jane Street into the neighbourhoods. This area could include ground-floor retail in buildings along Jane Street.

GUIDELINES:

Building Types, Height, Floor Plates and Transition

1. As per the Jane Finch Secondary Plan, development within the Jane Street South district is permitted in a form consistent with one of the following building types:
 - a. Mid-rise buildings; and

- b. Jane Pavilion buildings.
2. As per the Jane Finch Secondary Plan, buildings should generate no net-new shadows on Oakdale Park and the school yard at Yorkwoods Public School for 6 consecutive hours, as measured on September 21st.
 3. Towers and pavilion buildings should be located facing Jane Street with their taller portions stepped back from the landscape setbacks required by the Green Spine. These buildings should taper down in height towards Neighbourhoods, parks and open spaces.
 4. Create transition within blocks, through a range of building types, heights, and scales.
 5. Base buildings of tall buildings should:
 - a. Not exceed 6 storeys in height, to ensure that they are human-scaled and frame the street frontage of Jane Street and open spaces between the buildings.
 6. The floor plate size of pavilion buildings and the tower portion of tall buildings should be compact and no larger than 750 square metres.

Building Placement and Orientation

7. Buildings should be oriented to:
 - a. Face Jane Street; and
 - b. Include mid-block connections that provide direct pedestrian access between Jane Street and the open spaces, such as Oakdale Park, the school yard of Yorkwoods Public School, and surrounding Neighbourhoods.
8. Opportunities for infill development may be found at the corner of Finch Avenue West and Driftwood Avenue, and along underutilized frontages facing Finch Avenue West and Jane Street.
9. Building placement and massing (such as tower orientation) should limit shadow and wind impacts on parks and the Neighbourhood to the north.

10. Consolidate vehicular access points on blocks to minimize curb cuts and disruptions to the pedestrian and cyclist networks along Jane Street.
11. Orient new buildings to improve energy performance, natural ventilation and daylighting, while maintaining light and privacy between buildings and good sunlight, wind and sky view conditions at grade.
12. Organize internal layouts and vary the design and articulation of each building elevation to respond to solar orientation and differences in facing conditions.
13. Public realm improvements can include:
 - a. Direct, visible, and accessible pathways into the hydro corridor, with clear signage and wayfinding to help users navigate the Loop Trail, Bike Share stations, and ravine access points;
 - b. Accessible stairs and ramps, especially in steep grade changes;
 - c. New or expanded community gardens;
 - d. Additional amenities and furniture, such as benches, shade structures;
 - e. Integration of more green infrastructure, such as tree canopy, bioswales for stormwater management, and permeable pavement.
14. New infill development should:
 - a. Integrate existing community uses – day cares, offices and spaces for non-profit organizations, and recreational facilities;
 - b. Consolidate vehicular access points, parking facilities, and drop-off zones to minimize disruptions to the pedestrian network;
 - c. Provide clear and accessible bike parking.
 - d. Maintain and enhance the unique landscaped and treed character central to and framing the site.
 - e. Consider ways to share below-grade parking with existing buildings on site. Opportunities to internalize existing above-grade parking ramps and access points within new buildings should be explored to

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reduce their visibility from the public realm.

- f. Improve the interface of the existing built form with Driftwood Avenue and the low-scale neighbourhoods to the north and northeast, by internalizing back-of-house activities such as garbage and servicing areas. Increase landscaping and tree planting along the Driftwood Avenue sidewalk to improve pedestrian comfort.

Setbacks and Separation Distances

15. To accommodate tree planting and protection, unencumbered soil areas, pedestrian-oriented entrance forecourts, publicly accessible open spaces and connections and other positive site design features which reinforce and enhance the area character, all buildings should be setback from the Jane Street frontage:

- a. The average of the setbacks of the adjacent existing buildings; or
- b. A minimum of 6 metres, whichever is greater.

16. To accommodate Green Pedestrian Connections, all buildings should be:

- a. Separated a minimum of 10 metres from neighbouring buildings on the side lot line; and
- b. Be setback a minimum of 5 metres from the side lot line.

17. Tower portions of Jane Finch Pavilion and tall buildings should be separated at least 25 metres, for light, privacy, and views.

Entrances & Grade-Related Uses

18. Pavilion buildings should provide a prominent pedestrian entrance that is easily visible and accessible from the street, since they will lack the traditional base building of the tall tower that serves this function.

19. Where private outdoor spaces are visible from the Green Spine, they will provide high-quality design to enrich the

pedestrian experience.

20. The Green Spine will help to link together disconnected pedestrian walkways from private development with direct pedestrian connections to the public sidewalk along Jane Street.

21. Residential lobbies should be located facing Jane Street.

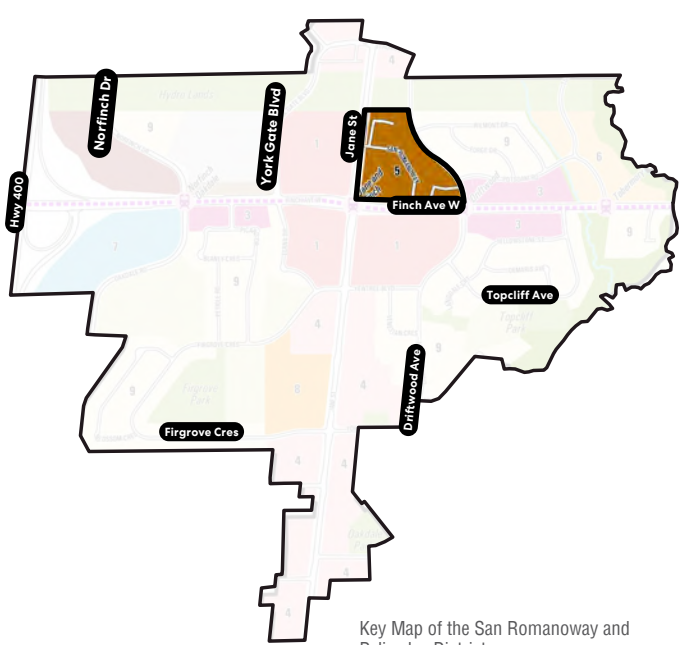
22. For entrances to grade-related residential units provide integrated transitional elements, such as stoops, porches and gardens that support the residential uses.

23. Loading and servicing entrances should be located off of private driveways off of Jane Street.

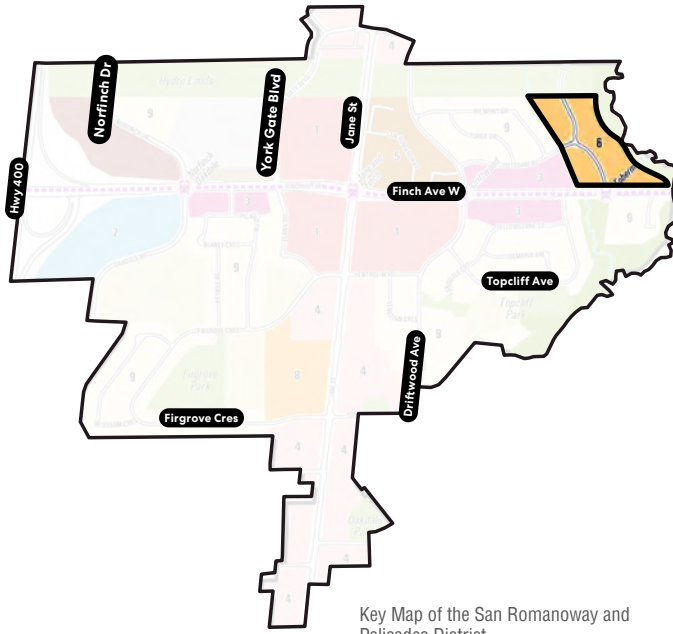
Below-Grade Uses

24. Explore opportunities through new infill development to share underground parking between new and existing buildings in order to reduce encumbered soil areas and provide better areas for planting and mature trees

25. Eliminate underutilized, large underground parking garages that are vast and unsafe spaces for users, or to make significant improvements to these aging structures.



Key Map of the San Romanoway and Palisades District



Key Map of the San Romanoway and Palisades District

4.2.5 San Romanoway and Palisades District

GUIDELINES:

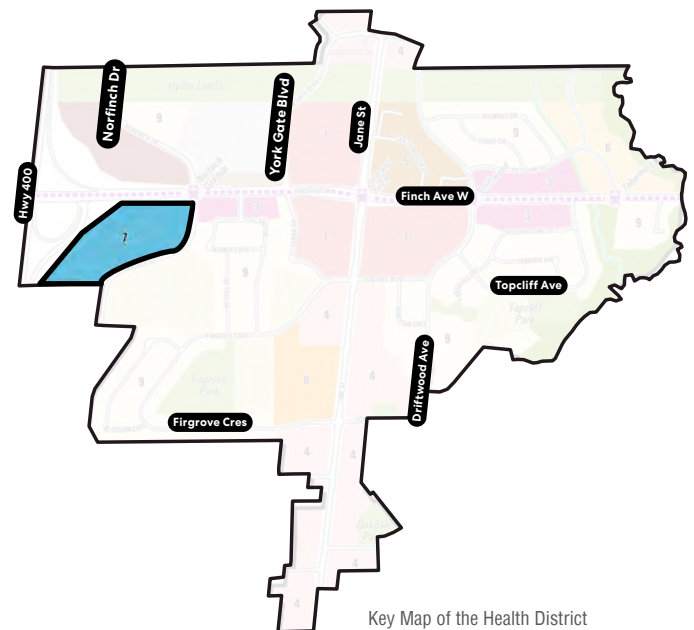
1. Public realm improvements can include:
 - a. Safe and comfortable connections between this district and Neighbourhoods off of Driftwood Avenue and York Gate Boulevard to the rear of these sites, via new crossings or wider pathways.
 - b. Direct, visible, and accessible pathways into the hydro corridor, with clear signage and wayfinding to help users navigate the Loop Trail, Bike Share stations, and ravine access points.
 - c. Accessible stairs and ramps, especially in steep grade changes
 - d. New or expanded community gardens
 - e. Additional amenities and furniture, such as benches, shade structures
 - f. Integration of more green infrastructure, such as tree canopy, bioswales for stormwater management, and permeable pavement

4.2.6 Tobermory District

This apartment neighbourhood is sandwiched between two natural corridors with ample open space. It is part of a larger network of taller buildings along Tobermory-Niska-Driftwood that line the west side of Black Creek. The existing ‘tower in the park’ built form would be complemented by new infill development, new connections into the ravine system and hydro corridor, and improved access to the Finch West LRT.

GUIDELINES:

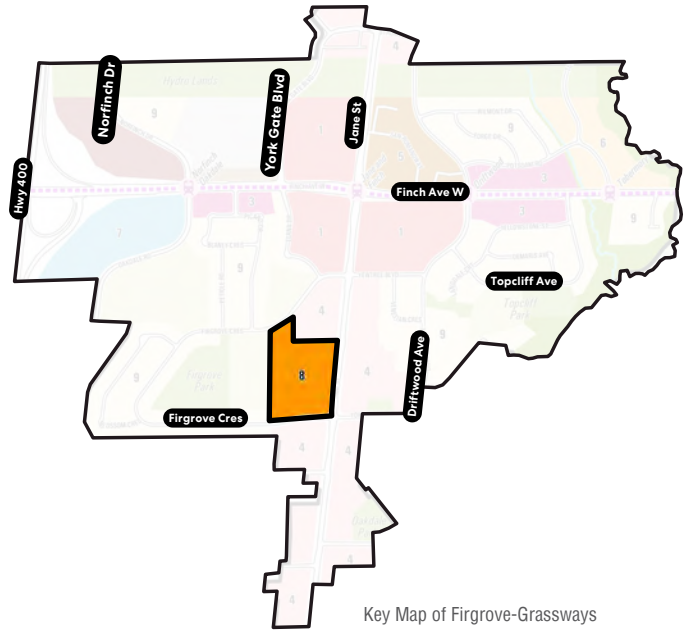
1. As per the Jane Finch Secondary Plan, development within the Tobermory District is permitted in a form consistent with one of the following building types:
 - a. Mid-rise buildings; and
 - b. Tall buildings.
2. Public realm improvements can include:
 - a. Direct, visible, and accessible pathways into the hydro corridor and the approaches into the ravine network.
 - b. Integration of more green infrastructure, such as tree canopy, bioswales for stormwater management, and permeable pavement. This should be prioritized



Key Map of the Health District

on internal streets like Tobermory Drive or Potsdam Road, so the natural environment of the ravine continues to expand into this District.

3. New infill development should:
 - a. Consolidate vehicular access points, parking facilities, and drop-off zones to minimize disruptions to the pedestrian network
 - b. Provide clear and accessible bike parking.
 - c. Avoid infringing into the ravine area – work with the City’s Forestry department to apply the appropriate buffers and setbacks.
 - d. Explore orienting development to face onto the natural ravine corridors on both sides.



4.2.7 Health District

The new multi-use trail along the south side of Finch Avenue West will provide connections across Highway 400 for people on foot, bike and other mobility devices.

This area would continue to be an accessible cluster of institutional and health-related uses, as a critical community anchor. Public realm improvements would ensure that all pedestrians and cyclists can safely access the facilities, especially when moving to and from the Finch West LRT.

GUIDELINES:

1. Public realm enhancements and new pedestrian amenities should be tailored to workers, patients, and visitors. They should include:
 - a. Safe, generous, accessible, and pleasant paths of travel, especially between the building entries and the Finch West LRT platforms.
 - b. Ample landscaping, such as tree canopy, to address the urban heat island effect and provide shade throughout the site.
 - c. Green infrastructure such as bioswales, gardens, and permeable paving.
 - d. High-quality landscape features such as tactile paving surfaces, bollards separating pedestrians

from vehicles, seating walls around planting, comfortable benches, rain gardens and public art that evoke a variety of senses could increase comfort of vulnerable users.

2. Any future intensification with frontage on Oakdale Road should create a positive frontage which addresses Oakdale Road.
3. Appropriate physical connections between institutional buildings that contribute to the District’s ability to share resources, facilities and technology will be encouraged.

4.2.8 Firgrove-Grassways

GUIDELINES:

1. Ensure an active Jane Street interface with commercial, retail and community uses at grade and enhanced setbacks to accommodate street trees, awnings and other features that promote pedestrian comfort.
2. Public realm enhancements should include:
 - a. A corner plaza at the southeast corner of the redevelopment facing Jane Street.
 - b. An increased setback/plaza on Jane Street in front of the new community centre.

- c. Ample landscaping, such as tree canopy, to address the urban heat island effect and provide shade throughout the site.
- d. At least one direct pedestrian connection from Jane Street to Firgrove Public School.
- e. A seamless public realm with coordinated paving and landscaping materials between the community centre and central park.

3. Ensure an active frontage on all four sides of the central park:

- a. Buildings should be oriented to provide doors, windows and articulation fronting the park.
- b. Blank walls facing the park are not permitted.
- c. Parking, loading and other “back of house” activities on blocks adjacent to the park should not face the park.
- d. The design of the community centre should promote visual and physical access between the it and the park.

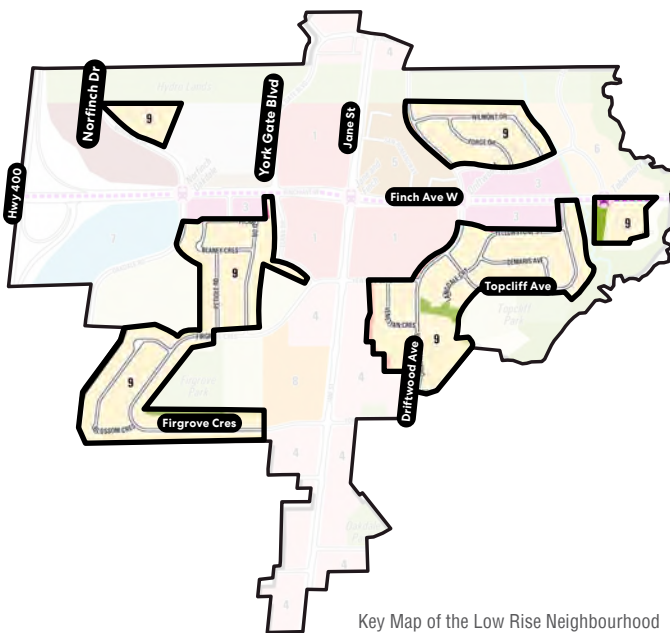
This district will undergo gentle intensification through the addition of new low-rise building types such as garden suites and multiplexes. Development in the Low Rise Neighbourhoods District is focused on expanding low-rise housing options to meet the needs of a growing city.

GUIDELINES:

1. As development of adjacent areas takes place, improve connectivity between low scale residential areas and Jane Street and Finch Avenue West with new streets and Green Pedestrian Connections.
2. Improve tree canopy in low scale residential areas by planting additional street trees in boulevards.

4.2.9 Low Rise Neighbourhood District

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



Key Map of the Low Rise Neighbourhood District

Glossary

Active use means a use that animates the public realm around it with opportunities for visual or physical interaction between inside and outside and frequent comings and goings. Active uses include retail, community uses, institutional uses, non-residential lobbies and cultural/civic uses. Active uses may include residential lobbies and live-work uses if these are designed appropriately to promote indoor-outdoor interaction.

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

Base building means the lower storeys of a tall building, also known as a podium. The base building frames the public realm and defines the streetwall and has a larger floorplate than the tower above which is typically set back from one or more sides.

Green Pedestrian Connection means a 10-15 metre path providing porosity through a block which prioritizes pedestrians.

Green Spine means a street with a generous green landscaped setback as a defining feature.

Jane Finch Pavilion building means a tall building that stands distinctly on its own surrounded by landscaping. It is a tall building without an extensive streetwall and base building. Design criteria from the Tall Building Design Guidelines such as street animation, first floor heights, façade articulation and transparency, and public-private transition still apply. Compact tower floorplates, typically 750 square metres, and generous separation distances from other towers of 25 metres or greater also still apply. In lieu of an extensive base building, other measures, such as canopies, will be necessary to mitigate wind at grade.

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

Midrise building means a building with a maximum height of the width of the adjacent right-of-way and a minimum height of four storeys.

Mixed-use Shared Street means an intimate, two-sided pedestrian priority street in a mixed-use, high activity area where different modes share the space. Mixed-use Shared Streets are expected to follow the design objectives of section 2.3.13 of the Toronto Complete Streets Guidelines. In Jane Finch Mixed-use Shared Streets have a maximum right-of-way of 18.5 metres.

Pedestrian Clearway is an unobstructed portion of the sidewalk intended for the use of pedestrians. The minimum width of this zone is 2.1 metres.

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

Tall building means a building greater in height than the width of the adjacent right-of-way. Tall buildings are expected to follow the design criteria in the Tall Building Design Guidelines.

Tower means the portion of a tall building above the base building

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

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