

JANE FINCH INITIATIVE: DRAFT OFFICIAL PLAN AMENDMENT

Proposed Policies for Consultation – November 2023

The City of Toronto is seeking feedback on this draft Official Plan Amendment for Jane Finch. Please see www.toronto.ca/janefinch for more information.

Email: janefinch@toronto.ca

Phone: 416 338-0775

AMENDMENT 633 TO THE OFFICIAL PLAN OF THE CITY OF TORONTO

LANDS GENERALLY BOUNDED BY JANE STREET, FIRGROVE CRESCENT, BLOSSOM CRESCENT, OAKDALE ROAD, HIGHWAY 400, FINCH HYDRO CORRIDOR, YORKGATE BOULEVARD, HULLMAR DRIVE, GOSFORD BOULEVARD, JANE STREET, STONG COURT, FINCH HYDRO CORRIDOR, BLACK CREEK, LONDON GREEN COURT, DRIFTWOOD AVENUE, YORKWOODS GATE, JANE STREET, GRANDRAVINE DRIVE AND WEDGE COURT

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

1. Map 2 – Urban Structure, is amended by extending the Avenues overlay along Finch Avenue West from the north-bound on-ramp of Highway 400 in the west to the tributary of Black Creek in the east as shown on the attached Schedule 1.
2. Map 3 of the Official Plan, Right-of-Way Widths Associated with Existing Major Streets, is amended by designating the planned right-of-way of:
 - 2.1. Finch Avenue West, from the north-bound on-ramp of Highway 400 to the Black Creek Valley to 40 metres, including the addition of "40 metres" within the map legend.
 - 2.2. Jane Street for the length of the Secondary Plan Area, to 40 metres, including the addition of "40 metres" within the map legend.

Explanatory Note: The public right-of-way describes the space between property lines across a public street and includes the roadway, spaces for people walking and cycling, landscaped boulevards, and space for utilities both above and below ground. The Official Plan allows for the City to acquire lands beyond the right-of-way widths shown on Map 3 and Schedule 1 of the Official Plan to accommodate necessary features such as embankments, grade separations, additional pavement or sidewalk widths at intersections, transit and cycling facilities, transit priority measures or to provide for necessary improvements in safety, accessibility or visibility in certain locations.

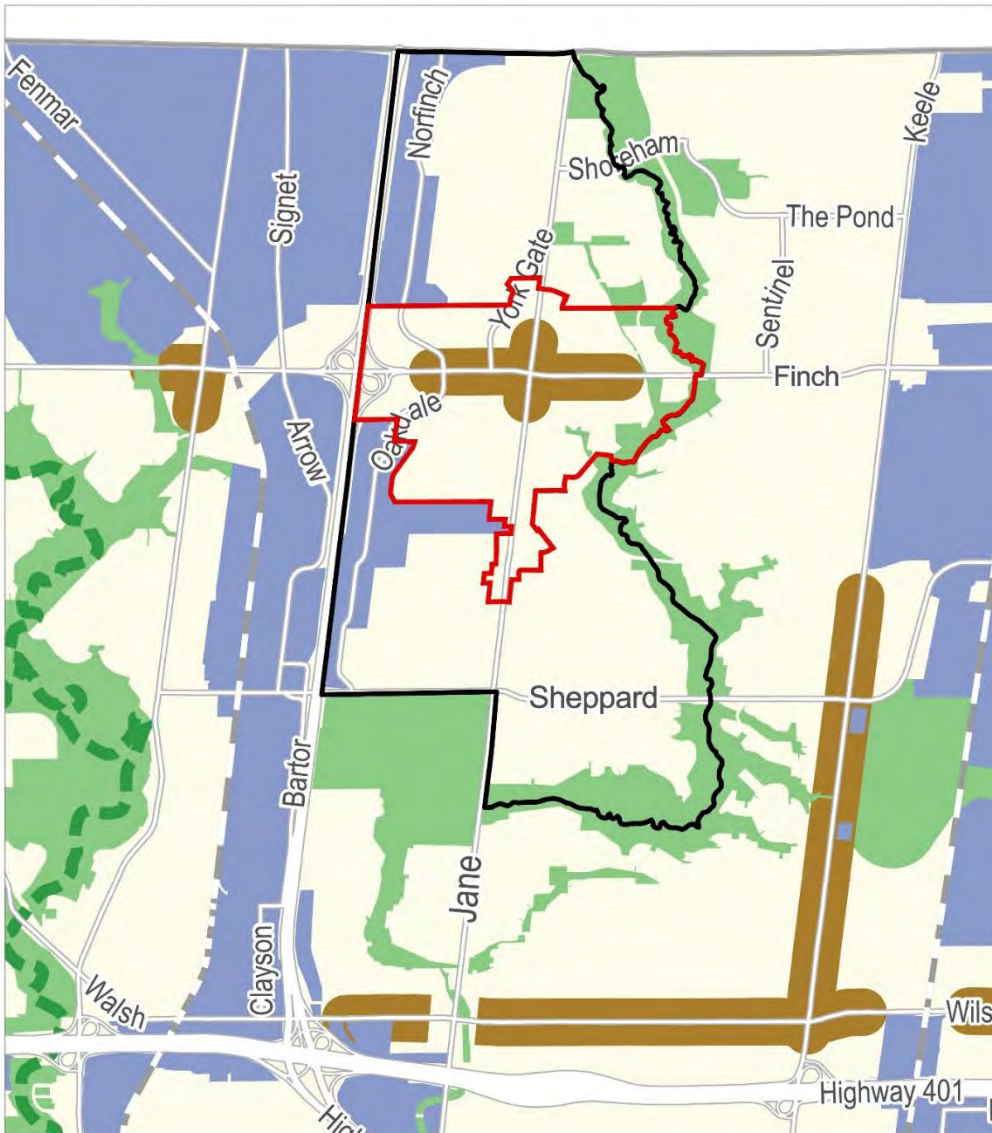
3. Map 13 – Land Use Plan, is amended by redesignating the lands to the north and the east of Elana Drive between Finch Avenue West and Firgrove Crescent from *Neighbourhoods* to *Mixed Use Areas* as shown on the attached Schedule 2.

4. Map 13 – Land Use Plan, is amended by redesignating 64, 66, 68, 70, 72 and 74 Elana Drive from *Neighbourhoods* to *Mixed Use Areas* as shown on the attached Schedule 2.
5. Map 13 – Land Use Plan, is amended by redesignating the lands at 2970 Jane Street from *Apartment Neighbourhoods* to *Mixed Use Areas* as shown on the attached Schedule 2.
6. Map 16 – Land Use Plan, is amended by re-designating lands north of Finch Avenue West generally bounded by Driftwood Avenue, Potsdam Road and the tributary of Black Creek from *Neighbourhoods* to *Mixed Use Areas* as shown on the attached Schedule 3.
7. Map 16 – Land Use Plan, is amended by re-designating 1825 Finch Avenue West from *Neighbourhoods* to *Apartment Neighbourhoods* as shown on the attached Schedule 3.
8. Map 16 – Land Use Plan, is amended by re-designating 20 Yellowstone Street from *Neighbourhoods* to *Mixed Use Areas* as shown on the attached Schedule 3.
9. Map 16 – Land Use Plan, is amended by re-designating the lands from 1, 3, 5, 7, 9 and 11 Topcliff Avenue from *Neighbourhoods* to *Mixed Use Areas* as shown on the attached Schedule 3.
10. Schedule 2, The Designation of Planned but Unbuilt Roads, is amended by adding new planned but unbuilt roads:

Street Name	From	To
Explanatory Note: These are the proposed new streets in the southeast quadrant of the Intersection District, as shown on Map 50-5: Mobility Plan.		
New Link 1	Jane Street	Driftwood Avenue
New Link 2	Jane Street	Finch Avenue West
New Link 3	Yewtree Boulevard	New Link 2
Explanatory Note: These are the proposed new streets in the southwest quadrant of the Intersection District, as shown on Map 50-5: Mobility Plan.		
New Link 4	Jane Street	Finch Avenue West
Explanatory Note: These are the proposed new streets in the northwest quadrant of the Intersection District, as shown on Map 50-5: Mobility Plan.		
New Link 5	Finch Avenue West	Jane Street
New Link 6	Yorkgate Boulevard	Jane Street
Explanatory Note: These are the proposed new streets in the Norfinch District, as shown on Map 50-5: Mobility Plan.		
New Link 7	Norfinch Drive	Norfinch Drive
Explanatory Note: This is a proposed new link across the Black Creek, as shown on Map 50-5: Mobility Plan.		
Niska Road Extension	Niska Road terminus	Murray Ross Parkway terminus

11. Chapter 6, SECONDARY PLANS, is amended by adding Section 50, Jane Finch Secondary Plan, as shown in the attached Schedule 4; and Map 35, Secondary Plan Key Map is amended to include Section 50: Jane Finch Secondary Plan.

Schedule 1 to Amendment 633



Jane Finch Secondary Plan
Schedule 1: Urban Structure Map

Draft

- ▬ Jane Finch Secondary Plan Boundary
- Study Area
- Avenues
- Employment Areas
- Green Space System
- ▬▬▬▬ Greenbelt River Valley Connections



Not to Scale

Schedule 2 to Amendment 633



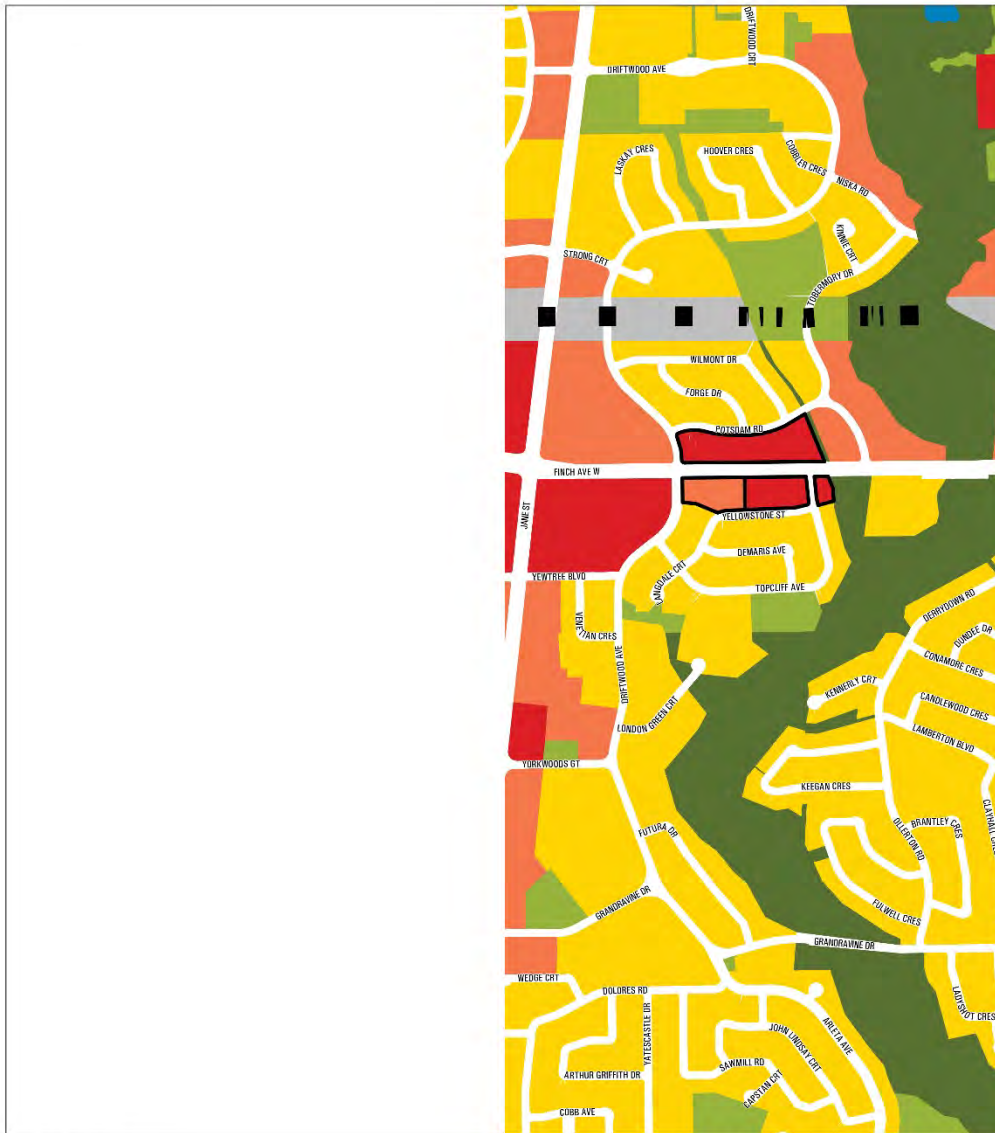
Jane Finch Secondary Plan
Revisions to Map 13 - Land Use Plan

Draft

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



Schedule 3 to Amendment 633



Jane Finch Secondary Plan
Revisions to Map 16 - Land Use Plan

Draft



Schedule 4 to Amendment 633

50. JANE FINCH SECONDARY PLAN

1. HOW TO READ THIS PLAN

- 1.1. The policies of the Jane Finch Secondary Plan (the “Secondary Plan” or the “Plan”) apply to the area shown on Map 50-1: Secondary Plan Area, which is referred to as the “Plan Area” in this Plan.
- 1.2. The policies of the Secondary Plan will be read together. For any individual policy to be properly understood, the Plan must be read in its entirety. The order of the policies does not indicate the priority of one policy over another.
- 1.3. The policies of the Official Plan apply to the Jane Finch Secondary Plan Area, except in the event of a conflict where the policies of the Secondary Plan shall prevail.
- 1.4. Numbered paragraphs contain the policies of this Plan. Unnumbered text provides the context and intent of the policies.

2. HISTORIC CONTEXT

Tkaronto including the Jane Finch area has been inhabited by Indigenous peoples since time immemorial. Agricultural settlements were common near watercourses, a vital source of fresh water and nourishment. In the mid to late 15th century, an ancestral Wendat village surrounded by agricultural fields was located on a promontory overlooking the Black Creek just north of Finch Avenue West.

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

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

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

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

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

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

The development of new housing was accompanied by investment in schools and community facilities evenly distributed across the area. Community facilities built in the late 1970s and into the 1980s include the Driftwood Community Recreation Centre, York Woods Public Library, Norfinch Cricket Ground, the Oakdale Community Centre, Monsignor Fraser College's Norfinch Campus, and the Huron-Wendat Trail. The 1990s saw the arrival of the Jane/Sheppard Public Library, Yorkgate Mall and a cluster of uses at the south end of Norfinch, including hotels, an assisted living facility, a medical laboratory and a police station. 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.

3. VISION AND GOALS

Vision

This Plan is guided by a future vision for Jane Finch – identified through engagement with residents, businesses and local groups – that builds on the area's extensive community assets.

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

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

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

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

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

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

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

Goals

- 3.1. To achieve the future vision for Jane Finch, development on both public and private lands in the Plan Area will be guided by the following goals:
 - a. support the development of an inclusive, transit-supportive, climate-resilient, complete community with high-quality urban design that supports liveability in the public realm;
 - b. minimize displacement as the area grows by supporting existing residents and businesses to grow in place;
 - c. honour, understand and celebrate the area's cultural heritage, including a heritage of community organization and activism;
 - d. conserve buildings and landscapes with cultural heritage value, and interpret the valued stories of communities in creative and compelling ways;
 - e. recognize, celebrate and commemorate Indigenous cultures and histories in public spaces;
 - f. provide for a range of spaces that support diverse, inclusive economic activities and opportunities, including by reinforcing the existing commercial core at the intersection of Jane and Finch where local-serving retail and service uses thrive;
 - g. build new, improved and expanded parks and public spaces that are inclusive, welcoming, accessible, safe, and fun year-round, including by securing new parks and public squares on large sites near the intersection of Jane and Finch;
 - h. transform the Plan Area to support walking, cycling and transit use, with complete streets that function as community gathering spaces;

- i. protect, restore and enhance the natural heritage value of the Black Creek Ravine while providing opportunities for people to access and experience this vital green space, focusing on improvements to trail systems as well as physical connections that support wildlife corridors that link to the city's wider natural heritage system;
- j. include a diversity of housing types, forms, tenures and affordability and prioritize the provision of affordable housing;
- k. accompany growth in the Plan area with new and/or improved community service facilities that meet residents' needs;
- l. build space for the local arts and culture scene to thrive, including developing the Jane Finch Community Hub and Centre for the Arts; and
- m. advance climate action by encouraging development to reduce greenhouse gas emissions and by designing streets, parks and other public spaces to include green infrastructure that promotes biodiversity and expands the tree canopy.

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

4. AREA STRUCTURE

- 4.1. Map 50-3: Districts Plan, identifies nine policy areas, reflecting existing and planned context, to shape where and how development will occur:
 - a. The Intersection District will develop as the commercial and social heart of the community with a focus on new housing and local community-serving retail and services within a public realm network that supports people to gather and to walk, cycle and use transit. As the focal point of Jane Finch, the district will permit a range of heights, densities and building typologies that will accommodate most of the 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, street trees, green infrastructure and community service facilities.
 - b. 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 connections 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.

- c. The Finch Avenue District will intensify to include new mixed-use buildings with space for new businesses along Finch West Avenue. Development will preserve and expand the existing pattern of setbacks through an east-west Green Spine that will support walkability to the Intersection District. Connections into surrounding neighbourhoods will be enhanced through north-south publicly accessible Green Pedestrian Connections. New parks will provide community gathering spaces. On the western end of the district, office-related uses supporting health sciences in proximity to the Health District will be encouraged. On the eastern end of the district, development will support the ecological integrity of the Natural Heritage System and be designed to extend the Green Spine westward toward the Black Creek Ravine.
- d. The Jane Street District will intensify to include new or infill buildings – with predominantly mid-rise and Pavilion typologies – compatible with the area’s existing ‘tower in the park’ character. Infill development will preserve and expand soft landscaped areas and the 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.
- e. The San Romanoway and Palisades District will be maintained as a cluster of ‘tower in the park’ apartment buildings that is recognized for its ample green space and community assets such as gardens and recreational facilities. Infill development will support the area’s green and open space character and include small-scale retail, service and community-serving uses. Development will prioritize public realm improvements and access for residents to the hydro corridor, to Jane Street bus stops and to the Finch West LRT. The green space fronting onto both Jane Street and Finch Avenue West at the south-west corner of the district will be prioritized for parkland dedication.
- f. The Tobermory District, with proximity to the Black Creek ravine, will continue to celebrate and honour the natural heritage system. The existing ‘tower in the park’ built form may be complemented, where appropriate, by infill development, which should support new connections into the ravine system, and improved connections to the hydro corridor and the Tobermory stop on the Finch West LRT.
- g. The Health District is an important community anchor with an accessible cluster of institutional and health sciences-related uses. Expansion of these institutional and health sciences-related uses will be supported. Public realm improvements will ensure that pedestrians and cyclists can safely access facilities, especially to and from transit, while maintaining essential motor vehicle access.
- h. The Firgrove-Grassways District will develop as a mixed-income, mixed-use community with significant affordable housing in the form of mid-rise and tall buildings, supported by a network of walkable streets, community service facilities, and expanded parkland.

- i. The Low-Rise Neighbourhood District will undergo gentle intensification through the addition of new low-rise building types such as garden suites and multiplexes. Development will be encouraged to expand low-rise housing options, together with small-scale retail, service and office uses primarily serving area residents.
- 4.2. Map 50-4: Parks and Public Realm Plan, spatially guides the provision of new parks and improvements to existing parks, coordinated with enhancements to other elements of the public realm such as public squares, Green Pedestrian Connections, Green Spines, the ravine and the hydro corridor, to create a connected and cohesive green network serving Jane Finch.
- 4.3. Map 50-5: Mobility Plan, guides investment in new and improved pedestrian, cycling and transit infrastructure throughout the Plan Area as well as connections to larger city-wide networks, and identifies locations for new public streets on large sites as they redevelop.

Sidebar: **Tower in the park** is a form of mid- or high-rise apartment building, typically modernist in style, where the buildings are placed on large sites with generous setbacks and landscaping. These buildings are an important asset to the City as they are often rental in tenure, and often have larger and more affordable units. They also provide on-site open space amenity and landscaping. Opportunities to improve existing tower-in-the-park developments can be achieved through appropriate infill development.

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

5. Land Use

Jane Finch will have a diverse mix of land uses that serve the daily needs of all residents in the community. The Plan will support the development of a diverse, climate-friendly and liveable complete community with transit-supportive densities and clusters of commercial uses and workplaces within walking distance of light rail transit (LRT) stops (a radius of approximately 500-800 metres or about a 10-minute walk). Creating more housing and a diverse range and mix of housing options, including significant new affordable housing, will be balanced with creating a diversity of spaces for retailers, businesses, institutions and community agencies. Residents will have access to an appropriate range of community services and facilities connected through a network of streets, parks and open spaces that support active transportation and transit use.

- 5.1. The land use policies and development criteria for land use designations found in Chapter 4 of the Official Plan will apply. The following policies also apply and, in the case of any conflict, the policies in the Secondary Plan will prevail.

- 5.2. The land use designations on Maps 13 and 16 of the Official Plan, as amended, apply to lands within the Secondary Plan area and are shown for reference on Map 50-2: Land Use Plan.
- 5.3. A broad range of non-residential uses including office, institutional, creative industries, retail and other commercial uses are encouraged within *Mixed Use Areas* to support the development of Jane Finch as a complete community with local job opportunities.
- 5.4. Development in *Mixed Use Areas* resulting in the displacement of businesses and services will provide for the replacement of non-residential gross floor area through redevelopment.
- 5.5. Development within *Mixed Use Areas* is encouraged to provide a net gain of non-residential gross floor area.
- 5.6. Development will support the creation of a strong and diverse commercial core centred on the intersection of Jane and Finch.

Malls and Large sites

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

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

- 5.7. The policies for building new neighbourhoods found in Chapter 3 of the Official Plan will apply. The following policies also apply and in the case of any conflict, the policies in the Secondary Plan will prevail.
- 5.8. The large mall and plaza sites that comprise the Intersection District, as shown on Map 50-3: Districts Plan, will be planned comprehensively to:
 - a. maximize opportunities for the provision of affordable housing;
 - b. provide public squares as part of the parks and public realm network; and
 - c. contribute to climate resilience and a comfortable pedestrian experience through an increase in the urban tree canopy throughout the development site.

5.9. Development on the large mall and plaza sites that comprise the Intersection District, as shown on Map 50-3: Districts Plan, will be phased to:

- a. direct development to surface parking lots in the first phases, ensuring that pedestrian and cycling connections are established and maintained throughout the phases of development;
- b. generally include required parks and on-site community service facilities as part of the first phase of development;
- c. ensure that the expanded and upgraded public realm network is built over time and in each phase of development; and
- d. support the continuity of existing community-serving businesses and other retail, service and community uses.

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

6. PUBLIC REALM

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

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

GENERAL POLICIES

- 6.1. The public realm of Jane Finch will be designed to accommodate, welcome and be safe for all people, supported through a participatory, community-based planning and design process.
- 6.2. The public realm network in the Plan Area will be improved, expanded and connected over time through development application review processes, capital projects, City-led acquisitions, jurisdictional transfers and state-of-good repair investments.

- 6.3. Locations for new public realm elements including new parks and open spaces are conceptually shown on Map 50-4: Parks and Public Realm Plan. The precise size, location and configuration of new public realm elements, including additional elements not shown on Map 50-4, will be identified and secured through development application review processes, and as other opportunities arise. Refinements to new public realm elements including new parkland and open spaces will not require an amendment to this Plan provided refinements are in accordance with the policies of this Plan and the Official Plan.
- 6.4. Where a Priority Parkland Area is marked on an existing park in Map 50-4, it indicates an intention to look for opportunities to expand the park. Where the star is on a property that is not an existing park, it indicates an intention to secure parkland dedication through development.
- 6.5. Priorities for the public realm include, but are not limited to:
- a. recognizing the importance of the Intersection District as a community gathering space for Jane Finch by securing and designing new public squares, as shown on Map 50-4, that provide flexible open spaces supporting community-programmed events;
 - b. delivering new parks with a focus on areas with lower parkland provision rates, walkability gaps, and areas of high growth including through on-site parkland dedication on larger development sites within the Intersection District;
 - c. reinforcing Finch Avenue West and Jane Street as central Green Spines with pedestrian-friendly promenades framed by a dual row of street trees and generous green setbacks from curb to building face, where possible;
 - d. expanding the parks and public realm network through parkland dedications and City-led initiatives with a focus on creating new access points and connections to existing parks;
 - e. pursuing partnerships to support the multi-functional role of the Finch Hydro Corridor as a significant open space offering recreational amenities, active transportation routes, opportunities for urban agriculture, and diverse habitats that link to the broader Natural Heritage System, while protecting for core utility functions;
 - f. preserving and enhancing the existing sports fields within the hydro corridor that provide valuable recreation amenity, where possible through ongoing agreements with the Province of Ontario and/or Hydro One.
 - g. balancing and enhancing the recreational and ecological functions of Black Creek by improving trails, wayfinding, access points and crossings, where appropriate, and by investing in conservation and restoration efforts;
 - h. creating an integrated parks and public realm network across the Plan Area that provides continuous active transportation and habitat linkages to adjacent parks, privately-owned publicly accessible spaces, *Natural Areas*, *Utility Corridors*, and other open spaces such as schoolyards and golf courses;

- i. improving the function of parks and public realm spaces by providing amenities and facilities that reflect community needs and interests, informed through community consultation, including active recreational facilities suitable for different ages and abilities;
- j. recognizing, respecting, celebrating and commemorating the distinct and diverse cultural heritage of the Plan Area through place naming, public art, wayfinding and interpretive features; and
- k. realizing the potential for the parks and public realm network to provide affordable and equitable ways to move around, support physical and mental health, foster local economic development, mitigate cultural displacement and strengthen communities.

PARKLAND

- 6.6. Development is required to prioritize the dedication of land to the City to satisfy parkland dedication requirements. As part of development application review processes, parkland provision will be prioritized in the following order:
- a. on-site parkland dedication;
 - b. off-site parkland dedication;
 - c. cash-in-lieu of parkland.
- 6.7. The location of new parks should consider opportunities for possible park expansion if adjacent sites redevelop. Consolidation of parkland dedication from more than one development to create a larger park is encouraged.
- 6.8. Parks in the Plan Area will be planned, designed and developed to achieve the following objectives:
- a. support a community-based planning and design process;
 - b. have a functional size, configuration, location and topography that can accommodate a variety of facilities and programming in all four seasons;
 - c. be distributed so that everyone in the Plan Area has equitable and convenient access, generally within a five-minute walk from their home or workplace;
 - d. have sufficient frontage on a public street to maximize visibility, public accessibility, ease of navigation, and to be clearly identifiable as a public space;
 - e. encourage public life through placemaking and pedestrian amenities that foster social interaction, including but not limited to seating, shade trees, picnic areas, public washrooms, drinking water stations, way-finding, public art and landscaping;
 - f. have flexible spaces that can accommodate community events and gatherings;
 - g. create a seamless relationship between streets, parks and other elements of the public realm;

- h. be connected to, and form part of, pedestrian and cycling networks to facilitate connectivity to the public realm network within and beyond the Plan Area;
 - i. deliver high-quality and durable features that support intensity of use for a growing population and facilitate maintenance through all seasons;
 - j. provide opportunities for the integration of sustainable features and green infrastructure that support climate resilience;
 - k. provide opportunities for naturalized wildlife spaces, habitat creation and plantings; and where adjacent to ravine lands, explore ways to extend the naturalized character into table lands, improving physical and ecological connectivity;
 - l. interpret local cultural heritage through public art, wayfinding, interpretive features, landscaping, and/or cultural expression; and
 - m. provide opportunities for the integration of arts and culture infrastructure that can be used by the local community for programming and activities.
- 6.9. Development adjacent to parks and open spaces will:
- a. be oriented to maximize public access and views to parks and open spaces;
 - b. be designed to have animated uses at grade;
 - c. provide for casual overlook, increasing the safety of parks and open spaces;
 - d. be located and designed to ensure wind conditions in parks are suitable for comfortable sitting and standing;
 - e. be located and designed to maximize sunlight and minimize shadowing on parks;
 - f. provide an appropriate interface between public and private lands;
 - g. avoid locating loading and servicing areas, and mechanical equipment, including venting, abutting parks; and
 - h. achieve setbacks related to fire separation to allow the building and any of its exterior amenities to be provided and maintained on the development site.
- 6.10. Development adjacent to parks, open spaces and natural areas within the Black Creek ravine is encouraged where appropriate, in coordination with Toronto and Region Conservation Authority, to:
- a. improve physical and visual access to the ravine using elements such as stairs, ramps, bridges, signage, viewpoints, interpretation elements and other means, as appropriate; and
 - b. include landscape elements designed to promote biodiversity, prioritize native plants and improve habitat connections to the ravine.
- 6.11. Indigenous cultures and histories, including places of Indigenous presence previously unacknowledged, will be celebrated in parks and the public realm network through:

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

CONNECTIONS TO THE NATURAL HERITAGE SYSTEM

- 6.12. Improvements, expansions and connections to the public realm network will be encouraged to contribute to a broader network of green spaces connecting the Plan Area to the Natural Heritage System, including the Black Creek ravine, the Humber Valley, the Don Valley and Downsview Park.
- 6.13. Access to and enjoyment of natural features, such as the Black Creek Ravine, will be enhanced and protected by minimizing shadow impact and maximizing sunlight as necessary to preserve their utility and ecological health.
- 6.14. The Plan Area will be connected to the Natural Heritage System through a network of existing and planned connections as shown on Maps 50-4: Parks and Public Realm Plan and 50-5: Mobility Plan, to be planned and implemented in partnership with the Toronto Region Conservation Authority to support regeneration of the Natural Heritage System. These connections may include, but are not limited to:
 - a. a trail extension north of Shoreham Drive to Steeles Avenue West to provide a continuous route to Downsview Park and a connection to the planned Northwest Cultural Trail;
 - b. new and improved access points into the ravine system;
 - c. interpretive signage, commemoration, and/or stewardship projects, in partnership with Indigenous communities, that increase public awareness of the Valley's natural and cultural importance and contributes to enhancing the ecology of the Valley and supporting regeneration efforts; and
 - d. improvements to the Huron-Wendat Trail to have it form a segment of the Loop Trail, a planned multi-use trail that will form a continuous pedestrian and cycle ring route connecting neighbourhoods along the Finch hydro corridor to the Humber River and Don River ravine systems and to the waterfront.

URBAN FOREST

- 6.15. Development and City initiatives will retain and expand the urban forest and increase the tree canopy by:
 - a. protecting mature and native trees, wherever possible;

- b. planting trees throughout the development site and in the public realm, wherever possible;
- c. providing a suitable volume of soil for every tree to support large-growing shade trees in the public realm; and
- d. relocating utilities, where feasible, to ensure required soil volumes for street trees.

PUBLIC SQUARES, GREEN PEDESTRIAN CONNECTIONS AND GREEN SPINES

Sidebar: A **public square** as an open space primarily defined at its edges by streets and/or civic buildings. Its prominence, high visibility and easy access allows it to be a social and civic gathering space that provides opportunities for social interaction, entertainment, cultural events and flexible programming that enhances the daily lives of residents and workers. Public squares in the Plan Area will build on the community's experience with the Corner Commons pilot project at the south-east corner of Jane and Finch.

Public Squares

- 6.16. Planned locations for new public squares are conceptually shown on Map 50-4: Parks and Public Realm Plan.
- 6.17. The policies for public squares found in Chapter 3 of the Official Plan will apply. The following policies also apply and in the case of any conflict, the policies in the Secondary Plan will prevail.
- 6.18. Public squares will:
 - a. be located in prominent areas; and
 - b. support year-round public life for the enjoyment of all users.
- 6.19. Public squares will be secured through development to augment the provision of parkland, open spaces, streets and lanes.
- 6.20. The design of public squares is encouraged to include:
 - a. access to public wifi;
 - b. electrical outlets; and
 - c. other features to support community events.

Green Pedestrian Connections

- 6.21. Development will incorporate Green Pedestrian Connections at locations identified on Map 50-4: Parks and Public Realm Plan to formalize existing connections, improve walkability, enhance connectivity and support active transportation, or replace an existing pedestrian connection removed as a result of development.
- 6.22. Green Pedestrian Connections will be located and designed to:
 - a. have clear and direct sight lines for the entire route;
 - b. be well lit, safe, universally accessible and free of obstructions;

- c. be publicly accessible;
- d. be at least 10 metres in width, where possible; and
- e. be open-air or at least 6 metres in height.

6.23. Green Pedestrian Connections within the Intersection District should be lined with active ground-level uses in adjacent buildings such as residential entrances or amenity spaces, active office uses, retail, restaurant, and community spaces and may include outdoor seating and gathering spaces within the public realm.

6.24. Opportunities for new Green Pedestrian Connections not identified in this Secondary Plan may also emerge as development proceeds. These opportunities will connect active uses in the area and support mobility options.

6.25. Public accessibility of Green Pedestrian Connections will be secured through easements.

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

Green Spines

6.26. Green Spines are shown on Map 50-4: Parks and Public Realm Plan and apply to the Finch Avenue District, the Jane Street District, the Norfinch District, the Firgrove/Grassways District and the Tobermory District.

6.27. Development fronting on to Green Spines will be set back from the property line to achieve:

- a. a double row of trees planted on either side of the sidewalk to provide shade, with adequate soil volumes to promote health and mature tree growth;
- b. generous soft landscaped areas that provide opportunities for water infiltration;
- c. places to sit, rest and gather; particularly near transit stops; and
- d. pedestrian-scale lighting.

6.28. Development along Green Spines should have front-yard setbacks of generally 4 metres on both Finch Avenue West and Jane Street.

Sidebar: a **Green Spine** is landscaped open space along a major street, created by setting buildings back from the property line. The Green Spine will include, but is not limited to, the provision of a double row of trees framing the public sidewalk, opportunities for green infrastructure and water infiltration, street furniture and other appropriate amenities and features.

7. MOBILITY

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

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

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

MOBILITY NETWORK

- 7.1. The mobility network in the Plan Area will provide a variety of safe, integrated and sustainable travel choices with an emphasis on the use of walking, cycling, mobility aids and transit, to improve mobility and accessibility for all people in all seasons, and provide for the movement of goods and services and emergency vehicles.
- 7.2. Planned locations for new public streets, cycling routes, Green Pedestrian Connections, intersection improvements, trail extensions, new and improved ravine access points, new trail crossings, and areas for school safety improvements are shown on Map 50-5: Mobility Plan.
- 7.3. Priorities for the mobility network include, but are not limited to:
 - a. improving connectivity between key community destinations, including transit routes and stops, schools, community centres, libraries, childcare centres, shopping areas, places of employment, and parks and open spaces;
 - b. enhancing comfort, accessibility, convenience and safety through the provision of sidewalks and clearways that meet accessibility standards, and sufficient setbacks from curb to building face that will provide room for streetscape enhancements and pedestrian amenities such as street

trees, street furniture, pedestrian-level lighting, green infrastructure, bicycle parking and strategic opportunities for placemaking;

- c. investing in cycling routes to achieve a well-connected cycling network that is safe, convenient and comfortable;
- d. designing development blocks on large sites that are scaled to encourage walkability with a network of streets, Green Pedestrian Connections and open spaces;
- e. making new and existing transit stops welcoming, safe and comfortable for all to use; and
- f. implementing measures to divert heavy truck traffic off Finch Avenue West so it can function as a street oriented to higher-order transit and supportive of walking and cycling to and from LRT stops.

7.4. A new street crossing from Murray Ross Parkway to Niska Road will be introduced to provide improved connectivity and mobility between the neighbourhoods east and west of the Black Creek Valley. The new street will be designed with naturalized features to contribute to the revitalization of the valley with impacts appropriately mitigated.

7.5. Refinements to the mobility network will not require an amendment to this Plan provided refinements are in accordance with the policies of this Plan and the Official Plan. New connections may be identified through the development application review process.

7.6. New streets shown on Map 50-5: Mobility Plan in the Intersection District and the Norfinch District will have planned right-of-way width of 18.5 metres.

7.7. New streets within the Intersection District will be designed as Mixed Use Shared Streets.

Sidebar: **Mixed Use Shared Streets** must maintain a delineated pedestrian clearway zone to ensure the street is universally accessible. The remaining street space is shared between several different modes or users, but pedestrians typically have the highest priority and the space includes amenities such as large-growing shade trees, landscaping and street furniture. Mixed Use Shared Streets can have a flexible design to accommodate different uses and seasons. All modes of travel may be permitted, but motor vehicle volumes and speeds are extremely low. Mixed Use Shared Streets can support a variety of uses, including shopping, entertainment, cafés, dining, and residences.

7.8. Intersection improvements, as shown on Map 50-5: Mobility Plan, may be achieved through the implementation of additional crossings, street furniture, such as benches or bus shelters, wider sidewalks, radius reductions, curb extensions, and other design considerations that improve safety and priority for all non-vehicular users.

7.9. School safety improvements, as shown on Map 50-5, may be achieved through the repair of crosswalks, implementation of traffic calming and other design considerations that improve safety and priority for all non-vehicular users.

7.10. A Green Streets approach will be applied to the design and construction of new public streets and, where feasible, to the reconstruction of existing streets.

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

SHARED MOBILITY

- 7.11. The Bike Share network will be expanded, through a planning process led by the Toronto Parking Authority, to areas around transit stops, community facilities, places of employment, shops and other major destinations to facilitate connectivity to and from these locations.
- 7.12. Development is encouraged to support the expansion of the Bike Share network through means such as on-site placement of Bike Share stations.

PARKING AND CURBSIDE MANAGEMENT

- 7.13. Vehicle parking, when provided, will be generally located below grade to promote active uses above grade and limit the impact of surface and above-grade parking on the public realm.
- 7.14. Bicycle parking infrastructure should be provided in an accessible location that is conveniently connected to the existing or future local active transportation network.
- 7.15. Above-grade integral garages for low-rise residential buildings are discouraged. Where provided, they will be located at the back of the buildings and will be designed to allow for entrances and ground floor living spaces at the front of the buildings, to support and animate the adjacent public realm.

UNIVERSAL BASIC MOBILITY

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

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

8. BUILT FORM

Future development in the Plan Area may be through infill development, within an urban fabric of buildings largely constructed during the 1960s and 1970s. Growth may also occur through redevelopment and intensification of the large mall and plaza sites – where new planning contexts, shaped by this Plan, will guide an expanded public realm and ensure that buildings work together to enhance liveability for existing and new residents, workers and visitors.

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

GENERAL

- 8.1. This Secondary Plan is organized into Districts with common existing and/or planned built form contexts, identified on Map 50-3: Districts Plan.
- 8.2. Development will provide a mix of building types and variation of building heights in the form of tall buildings, midrise buildings, Jane Finch Pavilion (“Pavilion”) buildings, and low-rise buildings.
- 8.3. Development in the Intersection District will accommodate the greatest heights and densities in the Plan Area.
- 8.4. Development is strongly encouraged to achieve design excellence by using high-quality, low-carbon building materials that contribute to sustainability, durability, longevity and resilience of buildings.
- 8.5. Development is encouraged to use simple building forms and massing and limit the number and extent of building step-backs to maximize building performance and efficiency.
- 8.6. Development is encouraged to be sited away from unencumbered soil areas, which should be preserved and maintained to provide for water infiltration and to sustain the growth of mature, healthy trees over the long term.
- 8.7. Base buildings of tall buildings should not exceed eight storeys in height, with a stepback above the sixth storey.
- 8.8. Pavilion buildings and the tower portions of tall buildings will have compact floor plates and will provide generous separation distances to the nearest lot line and to the building face of adjacent existing and/or planned Pavilion buildings and tower portions of tall buildings, and should include:
 - a. tower floorplates of generally 750 square metres;
 - b. separation distances of generally 25 metres to the nearest adjacent existing or planned tall or Pavilion building, and generally 12.5 metres to the nearest lot line;
 - c. separation distances of generally 30 metres to the nearest adjacent existing or planned tall or Pavilion building, and generally 15 metres to the nearest lot line, where a building exceeds 35 storeys in height; and

- d. separation distances of generally 30 metres to the nearest adjacent existing or planned tall or Pavilion building, and generally 15 metres to the nearest lot line in the San Romanoway and Palisades District.
- 8.9. Development on new streets on Map 50-5: Mobility Plan in the Intersection District and the Norfinch District will set back from the front property line a minimum of 1 metre.
- 8.10. Development that includes basement structures or underground garages that extend beyond the footprint of a proposed building will achieve a sufficient downward clearance between the established grade and the upper limit of any portion of an underground structure to allow for soil volumes supporting the growth and longevity of large, healthy, mature shade trees. This downward clearance should generally be a minimum of 1.2 metres.

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

Pedestrian comfort

- 8.11. Development will contribute to comfortable microclimatic conditions for pedestrians and cyclists on streets, parks, public squares, and open spaces through measures such as:
- a. limiting and articulating the overall height and massing of buildings;
 - b. limiting tall building floorplates above the base building;
 - c. implementing setbacks within base buildings;
 - d. increasing the space between tall building elements;
 - e. increasing the public realm by setting back the base of buildings;
 - f. providing pedestrian weather protection along new streets in the form of canopies, awnings or overhangs; and
 - g. locating and designing buildings to maximize access to sunlight to support thermal comfort and the growth of mature trees and vegetation.

Retail

- 8.12. Priority Retail Streets and Active Frontages are shown on Map 50-5: Priority Retail Streets.
- 8.13. Small-scale community-serving retail and services are encouraged throughout the Plan Area where retail uses and services are permitted.
- 8.14. To support access to local shops and services, small-scale retail is encouraged in *Apartment Neighbourhoods*.
- 8.15. Where development fronts onto one or more street frontages identified as Priority Retail Streets, the ground floor frontage will include retail and service commercial space with

exceptions for: accessible and programmable office and other lobbies; and publicly accessible institutional, arts and entertainment, community, studio and/or recreational uses that animate the space at grade.

- 8.16. At-grade commercial units on Priority Retail Streets will have a maximum frontage of 15 metres with main entrances accessed directly from the street.
- 8.17. Development on Priority Retail Streets is required to provide commercial units at grade that:
 - a. contribute to a fine-grained pattern of narrow building frontages with multiple entrances;
 - b. are of a high-quality design with flexible space that allows for adaptability over time;
 - c. generally include small-scale units of approximately 100 square metres;
 - d. contribute to breaking up the massing of long buildings by accommodating multiple entrances to support multiple businesses; and
 - e. have 4.5 metre floor-to-ceiling height.
- 8.18. Parking and loading entrances will generally not be located along building frontages facing Priority Retail Streets.
- 8.19. Zoning and Site Plan Control will be used to ensure that frontages on Priority Retail Streets and streets with Active Frontages have a high degree of window transparency and a consistent rhythm of entrances.
- 8.20. Large format retail space with a gross floor area of 3,500 square metres or more is permitted only in the Intersection District, where the development has frontage on Jane Street or Finch Avenue West. Large format retail will be located and designed to support active ground floor uses by:
 - a. locating larger stores on the second level or above or below grade, with appropriately scaled and visible lobby areas;
 - b. wrapping larger stores with smaller retail units around the perimeter of the building to support a fine-grain rhythm of the street;
 - c. designing the retail unit to include multiple entrances; and
 - d. ensuring direct access to entrances from the public sidewalk and keeping views into and out of the retail space open and clear.
- 8.21. Development is encouraged to include space for small-scale retail and service uses, such as newcomer businesses, entrepreneurial start-up businesses and incubator uses.

Residential Ground-Floor Uses

- 8.22. Active at-grade residential uses will be designed to have:
 - a. entrances that are at or slightly above the grade of the adjacent sidewalk, with below-grade entrances and sunken patios not permitted; and

- b. main entrances fronting directly onto streets with prominent entrance features such as canopies and entry plazas with enhanced landscaping.

Amenity Spaces

- 8.23. New development on a site with one or more existing apartment building(s) will improve the quality of landscaped open space and indoor and outdoor amenity spaces.
- 8.24. Where new development on a site with one or more existing residential building(s) includes new outdoor amenities and ground floor indoor amenities, this new amenity space will be accessible to both new and existing residents.
- 8.25. Indoor amenity space provided as part of multi-unit residential developments will be:
 - a. located at or above grade;
 - b. located in visible and accessible locations for the building's inhabitants;
 - c. designed and built with high-quality and durable materials;
 - d. provided in appropriately-scaled rooms, one of which will be directly adjacent and connected to the outdoor amenity space;
 - e. designed to function, when necessary, as a resilience hub to support community-building and disaster-response initiatives;
 - f. designed to provide spaces, elements and programming that respond to a variety of users of all ages and abilities, including areas and features for children to play and study; and
 - g. encouraged to be located to have direct access to sunlight and sky-views, and include glazing.
- 8.26. Outdoor amenity space will be provided as part of multi-unit residential developments and is encouraged to include:
 - a. opportunities for urban agriculture and green rooftops or terraces;
 - b. areas that are welcoming to children, with easy accessibility from indoor amenities and allowing for easy overlook and supervision; and
 - c. areas for pet amenities including a pet relief area and facilities for the disposal of pet waste, and, where feasible, an off-leash dog run.

BUILT FORM BY DISTRICT

The Intersection District

- 8.27. Policies in this section apply to the area shown as The Intersection on Map 50-3: Districts Plan.
- 8.28. Development in the Intersection District will consist of tall buildings and midrise buildings.

- 8.29. Development applications in the Intersection District will require a comprehensive block plan, including demonstrating how the proposal contributes to this Plan's vision for the District as a whole.
- 8.30. The tallest buildings, generally not exceeding 45 storeys, will be located closest to the intersection of Jane and Finch with development progressively transitioning down in height and scale:
- a. for the north-west quadrant: transition down in height and scale toward the hydro corridor in the north;
 - b. for the south-west quadrant: transition down in height and scale toward the southwest to Elana Drive; and
 - c. for the south-east quadrant: transition down in height and scale toward the *Neighbourhoods* to the east of Driftwood and to the south of Yewtree Boulevard.
- 8.31. Development will be sited towards new and existing streets to collectively provide a consistent and continuous streetwall.
- 8.32. Phased development is encouraged to retain the malls and plazas as the sites redevelop over time by:
- a. directing development to surface parking lots in the early phases; and
 - b. prioritizing safe pedestrian connections and accessibility to the malls, transit stops, and area amenities throughout all phases by including measures such as landscape strips and marked pedestrian paths.
- 8.33. Built form, open spaces and new streets should be arranged to provide visual and physical connections to Finch West LRT stops and new parks and public squares within the redeveloped blocks.
- 8.34. Development will be set back a minimum of 3 metres from Jane Street and Finch Avenue West.
- 8.35. Each of the quadrants at the north-west, south-west, and the south-east of the intersection of Jane and Finch will be developed to include at least one park with appropriate size and shape to serve anticipated growth and provide opportunities for active and passive recreation.
- 8.36. At least one public square with frontage on both Jane Street and Finch Avenue West will be provided within the quadrant at the south-east of the intersection of Jane Street and Finch Avenue West.
- 8.37. At least one public square will be provided within the quadrant at the north-west of the intersection of Jane Street and Finch Avenue West.
- 8.38. Development will protect for an easement of 12 metres in width atop Toronto Water linear sub-surface infrastructure, as shown on Map 50-7: Pipelines and Easements, to be free and clear from sea to sky, and not to include any permanent structures, including trees, buildings or other obstructions, to allow for the creation of publicly accessible open space.

Norfinch District

- 8.39. Policies in this section apply to the area shown as Norfinch District on Map 50-3: Districts Plan.
- 8.40. Development in the Norfinch District will consist of tall buildings, midrise buildings and low-rise buildings.
- 8.41. Development applications in the Norfinch District will require a comprehensive block plan that demonstrates how the proposal contributes to this Plan's vision for the District as a whole.
- 8.42. Development is encouraged to coordinate with other landowners in the District to deliver new public streets and parks.
- 8.43. The tallest buildings will be located closest to the highway. Midrise and lower-scaled buildings should facilitate transition to streets, parks, and open spaces.
- 8.44. Development will be set back from Highway 400 in accordance with the Ontario Ministry of Transportation easement.
- 8.45. Development in the District will:
- be planned to accommodate a central park serving the District, fronting onto Norfinch Drive, as shown conceptually on Map 50-4: Parks and Public Realm Plan;
 - include a publicly accessible open space at the intersection of Norfinch Avenue and Finch Avenue West; and
 - be oriented to facilitate connection to the Jane Finch Hub and Centre for the Arts, the Norfinch/Oakdale Finch West LRT stop and the Loop Trail.
- 8.46. Development will be oriented to frame the planned park with a consistent, parallel streetwall and active ground-floor uses.
- 8.47. Development is strongly encouraged to provide retail and service uses in the ground floor of buildings.
- 8.48. Base buildings of tall buildings should not exceed six storeys in height, with a setback above the fourth storey.
- 8.49. Development will consider sightlines and the safety of pedestrians and cyclists when planning curb cuts and vehicular access points along the curve of Norfinch Drive.
- 8.50. Development will be massed and oriented to mitigate the impacts of the adjacent highway on residents, workers and visitors.
- 8.51. Development is encouraged to locate and orient non-residential spaces that are less sensitive to noise adjacent to the highway edge.
- 8.52. Development adjacent to the highway edge is encouraged to use the setback space between the highway and building face to:

- a. provide additional trees, soft landscaping and green infrastructure to mitigate stormwater run-off; and
- b. provide a pathway connecting to the broader public realm network that can be used by pedestrians and cyclists, in coordination with adjacent landowners.

Finch Avenue District

- 8.53. Policies in this section apply to the area shown as Finch Avenue District on Map 50-3: Districts Plan
- 8.54. Development in the Finch Avenue District will consist of tall buildings and midrise buildings.
- 8.55. Development will be planned to accommodate a park, accessible from Finch Avenue West and from Potsdam Road, as shown conceptually on Map 50-4: Parks and Public Realm Plan.
- 8.56. Development will be oriented to frame the planned park with a consistent, parallel streetwall and active ground-floor uses.
- 8.57. Development will be located, massed and oriented to minimize shadows on the Natural Heritage System.
- 8.58. Development with frontage on Finch Avenue West will include at least one main building entrance on Finch Avenue West with the entrance being clearly visible and directly accessible from the public street and sidewalk.

Jane Street District

- 8.59. Policies in this section apply to the area shown as Jane Street District on Map 50-3: Districts Plan.
- 8.60. Development in the Jane Street District will be in the form of tall buildings, Jane Finch Pavilion buildings and midrise buildings.
- 8.61. Development in the Jane Street District will support and enhance the existing rhythm of built form with buildings, trees, open spaces and landscape features working together to frame the street edge, with generous open space breaks between buildings at ground level.
- 8.62. Development will be set back from Jane Street the greater of 4 metres or the average of the setbacks of the adjacent existing buildings to accommodate tree planting and protection, maintain unencumbered soil areas, achieve pedestrian-oriented entrance forecourts, and generally reinforce and enhance the area's green character.
- 8.63. Development will achieve below-grade setbacks to support water infiltration and the growth of mature, healthy trees in unencumbered soil areas. These below-grade setbacks should be:
 - a. generally a minimum of 4 metres from any property line adjacent to a public street; and
 - b. generally a minimum of 3 metres from any other property line.

8.64. Jane Finch Pavilion Buildings will:

- a. be between 12 to 20 storeys in height;
- b. generally have floorplate sizes of up to 750 square metres;
- c. be sited and oriented to minimize shadow impacts on the Green Spine and adjacent parks and open spaces;
- d. be sited to provide at least 20 metres of space between buildings at grade;
- e. include a prominent pedestrian entrance that is easily visible and accessible from the street; and
- f. integrate wind mitigation measures in the form of architectural features such as articulation, canopies and overhangs.

8.65. Development will include at least one main building entrance located on Jane Street so that the entrance is clearly visible and directly and easily accessible from the public street and sidewalk.

8.66. Development fronting on Jane Street is encouraged to include uses at-grade that support active street frontages such as small-scale retail units, work-live units, community-serving uses, or active amenity areas.

San Romanoway and Palisades

8.67. Policies in this section apply to the area shown as San Romanoway and Palisades on Map 50-3: Districts Plan.

8.68. Development in the San Romanoway and Palisades District will be in the form of tall buildings, Jane Finch Pavilion buildings and midrise buildings.

8.69. Development applications in the San Romanoway and Palisades District will require a comprehensive block plan that demonstrates how the proposal contributes to this Plan's vision for the District as a whole.

8.70. Development will have frontage on either Finch Avenue West or Jane Street.

8.71. Development will be planned to accommodate a park on the unencumbered portion at the south-west corner of the District, fronting onto both Jane Street and Finch Avenue West, as shown conceptually on Map 50-4: Parks and Public Realm Plan, to preserve the existing community garden and other amenities.

8.72. Development is encouraged to provide streetscape improvements to the private streets and pedestrian pathways internal to the District through measures such as tree planting, widening of pathways, bicycle parking, improved street lighting, and places to rest and gather.

Tobermory District

8.73. Policies in this section apply to the area shown as Tobermory District on Map 50-3: Districts Plan.

- 8.74. Development in the Tobermory District will be in the form of tall buildings, Jane Finch Pavilion buildings and midrise buildings.
- 8.75. Development is encouraged to contribute to improved pedestrian connections to the Black Creek ravine, the Finch Hydro Corridor, publicly accessible open spaces and the Finch West LRT.

Health District

- 8.76. Policies in this section apply to the area shown as Health District on Map 50-3: Districts Plan
- 8.77. Development in the Health District will be in the form of tall buildings, midrise buildings and low-rise buildings.
- 8.78. Development is encouraged to:
- a. provide safe, generous, accessible and pleasant paths of travel for people walking and cycling; especially between building entrances and the Finch West LRT stops; and,
 - b. be sited and oriented to feature a strong relationship with the street, providing primary façades and entrances fronting directly onto the street.

Firgrove-Grassways

- 8.79. Policies in this section apply to the area shown as Firgrove/Grassways on Map 50-3: Districts Plan.
- 8.80. Development in the Firgrove-Grassways District will be guided by the Toronto Community Housing Corporation's master planning process.

9. COMMUNITY DEVELOPMENT

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

The Community Development Plan is guided by three core principles -- Indigenous reconciliation; equity for Black and other deserving groups; and resources, partnerships and engagement. It provides a framework for building on the wealth of community assets and resilience by using social and economic investment tools, together with Official Plan policies and supporting implementation measures, to address historically rooted inequities.

The policies below aim to inform development in such a way that addresses gentrification and displacement, maximizes local economic opportunities, improves access to community spaces and

facilities, enhances arts and culture, improves community safety and wellbeing, and supports local food access initiatives.

9.1. The Council-adopted Jane Finch Community Development Plan will inform development review and the allocation of capital funding to support implementation of the vision, goals and policies of this Secondary Plan. The Jane Finch Community Development Plan identifies social and economic development strategies to support communities as they evolve through new development and:

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

9.2. Landowners considering redevelopment are requested to engage with community and equity-deserving groups identified in the Jane Finch Community Development Plan prior to submitting an application.

GROWING IN PLACE

Growing in Place is a Black-focused anti-displacement concept that, through targeted universalism, will benefit Black, Indigenous, equity-deserving, and vulnerable groups. Implementation of this Plan will focus on maintaining a community for everyone and addressing displacement, to ensure that community members are able to grow in place and thrive.

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

9.3. Jane Finch will continue to be a diverse community in terms of income levels, ethnic and cultural backgrounds, and family types.

- 9.4. Applicants will be required to demonstrate, through a required planning rationale or Site Plan Control application, how the proposed development responds to the City Council-adopted Jane Finch Community Development Plan, including addressing its anti-displacement strategy.

INCLUSIVE ECONOMIC DEVELOPMENT

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

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

SUPPORTING ARTS AND CULTURE

The Jane Finch Community Hub and Centre for the Arts

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

- 9.10. Municipally-owned lands at 2050 Finch Avenue West , as shown on Map 50-3: Districts Plan, will be used for the development of the Jane Finch Community Hub and Centre for the Arts, which will include a range of uses including a community hub, centre for the arts, parkland, and other community or ancillary uses.

- 9.11. The City will work in partnership with the Jane Finch community, including its organizing committee, to advance development of the Hub, building on and amplifying the work that local community groups and resident movements have advanced over many years.
- 9.12. Development in the Plan Area is encouraged to contribute to the realization of the Hub.
- 9.13. The Hub will be connected to the Loop Trail and may serve as a stop-over space for trail users.
- 9.14. Prior to development of the permanent facility and following the active use of the lands for construction of the Finch West LRT, temporary Hub-related uses may be introduced at the Hub site for the purposes of activating the lands for the community. A Zoning By-law for Interim Uses, to be informed through consultation with the community, will establish permitted interim uses.

Public Art

Public art can encompass a broad range of artistic practices including sculpture, murals, graffiti and street art, video and digital art. Public art can be produced as a long-term or permanent installation, built to last for the foreseeable future, or as a shorter-term temporary work designed to be experienced over a period of days, weeks, months, or several years.

- 9.15. The policies on public art found in Chapter 3 of the Official Plan will apply. The following policies also apply and in the case of any conflict, the policies in the Secondary Plan will prevail.
- 9.16. Public art should be diverse and reflect the history and vibrancy of Jane and Finch. Public art will facilitate expression of community heritage, community identity, cultural diversity, and community values of pride, sustainability and connectivity, and other themes that will contribute to a sense of place.
- 9.17. Opportunities for the local arts community and local artists to participate in the provision of public art will be encouraged. Artists commissions for permanent public art secured through the City's Percent for Public Art program are encouraged to work with the local community to implement public art in the area and to offer mentorship, training and enrichment opportunities to local community members.
- 9.18. Development in the Intersection District will provide, as part of the first portion of a phased application, a Public Art Strategy.
- 9.19. The Jane Finch Urban Design Guidelines will identify opportunity locations for public art. Public art in these locations may be secured through development approval.

Creative Spaces

- 9.20. To support and promote a thriving arts, culture and live music scene in Jane Finch, the City will encourage cultural events, street festivals, permanent destinations, venues for performing arts, and cultural attractions.

- 9.21. Development is encouraged to foster a thriving arts and cultural scene through the retention, expansion and inclusion of spaces for culture sector employment and businesses that support creative artistic activity.
- 9.22. Building attributes that support the spatial requirements of creative industries and the culture sector and allow for flexible use of space will be encouraged in *Mixed Use Areas*.

ENHANCING SAFETY

- 9.23. Development is encouraged to provide pedestrian-scale lighting, particularly in areas adjacent to the public realm, to enhance safety.
- 9.24. Pedestrian-level lighting is encouraged around transit waiting areas to improve safety for transit users.
- 9.25. Development will be designed and sited to avoid entrapment areas, and the placement of building supports, columns, walls, barriers or obstructions in any publicly accessible area of a site, including applicable setbacks.
- 9.26. Development is encouraged to design its indoor and outdoor amenity spaces to serve as neighbourhood resilience hubs to support community building and responses to shocks and stresses.

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

ACCESS TO FOOD

Food justice exists when all people have consistent access to enough food to meet their daily needs and preferences for an active and healthy lifestyle. Food sovereignty emphasizes local food production and availability, centering access to healthy, affordable and culturally appropriate food, including for Indigenous and Black and other equity-deserving communities. Community conversations in Jane Finch highlighted a strong desire among residents for more opportunities to grow local food and advance local food sovereignty by encouraging uses that support urban farming, food production, food processing and distribution, food waste recovery and food education. The community also expressed interest in the economic and employment-related benefits of food-based entrepreneurship. The Black Creek Community Farm is an existing community asset supporting access to healthy food and providing leadership in food justice.

- 9.27. Stores selling fresh, affordable and/or culturally appropriate food are encouraged throughout the Plan Area where retail uses are permitted.

- 9.28. The design and programming of parks, open spaces and utility corridors will support, where feasible, community gardening and edible landscaping linked to community-based food justice efforts.
- 9.29. Community service facilities are encouraged to include:
- a. landscaping and outdoor spaces that support community food production;
 - b. food preparation spaces including community kitchens and spaces for food processing and distribution;
 - c. spaces to support educational programming and entrepreneurship; and
 - d. spaces for large community gatherings.
- 9.30. Development is encouraged to incorporate edible landscapes and provide amenities that support a diversified food system, such as green roofs, gardens for food growing, and food entrepreneurship spaces.
- 9.31. Open space on public lands should prioritize inclusion of edible plantings, including traditional foods and medicines. Partnerships with Indigenous communities and local community groups to support sustainable stewardship and harvesting are encouraged.
- 9.32. Opportunities to establish a hub for food-based entrepreneurship that builds upon existing community food justice efforts will be encouraged.

COMMUNITY SERVICE FACILITIES

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

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

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

- 9.33. Investment in community service facilities will be guided by the Jane Finch Community Services and Facilities Strategy, the Jane Finch Community Development Plan and the development application review process.

- 9.34. Existing community service facilities will be renewed through redevelopment, wherever possible. Development on parcels involving the demolition of existing on-site community service facilities will replace the total gross floor area of the community service facility(ies) on-site. Off-site replacement of community service facilities will be at the City's discretion.
- 9.35. New community service facilities, to support population growth and complete communities, are encouraged to be:
- a. geographically well-distributed to provide broad access to new and existing residents and workers in the area;
 - b. supported by a well-designed public realm and located in highly visible and accessible locations with strong pedestrian, cycling and transit connections;
 - c. designed to provide flexible, multi-purpose space that can be used throughout the year to deliver diverse programming and adapt over time to meet varied needs;
 - d. incorporated at grade or within the lower storeys of mixed-use buildings containing other uses, co-located, and integrated with other community programming and institutional uses; and
 - e. designed with an equity lens and through consultation with local communities to create spaces that are safe, accessible and inviting for all, including by identifying and removing barriers for the most marginalized and vulnerable communities.
- 9.36. Co-location of community facilities in the Plan Area is encouraged.
- 9.37. Community service facilities are encouraged to provide free, publicly accessible WiFi, including within adjacent outdoor open spaces, to provide equitable access to the internet and technology.

10. HERITAGE

Buildings and spaces within Jane Finch are rich in their cultural heritage value. The area's history and diversity can be recognized both through the conservation of properties on the City's Heritage Register and through the interpretation of the valued stories of communities. Through community consultation and engagement, this Plan identifies spaces where important events took place, sites of community gathering, activism and organization, and other spaces that contain within them a story about the communities of Jane Finch. Further information on the specific heritage value of places that appear on Maps 50-8: Properties with Potential for Inclusion on the Heritage Register and 50-9: Places of Importance to the History of Community Organization and Activism is contained in the Jane Finch Historic Context Statement.

- 10.1. The policies on heritage conservation found in Chapter 3 of the Official Plan will apply. The following policies also apply and in the case of any conflict, the policies in the Secondary Plan will prevail.

- 10.2. The Jane Finch Historic Context Statement provides important information on cultural heritage and the community's unique sense of place that will inform how the community evolves into the future.
- 10.3. Properties with potential for inclusion on the Heritage Register are identified on Map 50-8: Properties with Potential for Inclusion on the Heritage Register.
- 10.4. A site-specific approach with additional consideration and design solutions, including setbacks and stepbacks may be required to address the unique characteristics of on-site heritage buildings, as determined by a Heritage Impact Assessment.

PLACES OF IMPORTANCE TO THE HISTORY OF COMMUNITY ORGANIZATION AND ACTIVISM

- 10.5. Places of importance to the history of community organization and activism are identified on Map 50-9: Places of Importance to the History of Community Organization and Activism.
- 10.6. Development on parcels with places of importance identified on Map 50-9 will be required to demonstrate, through a required planning rationale or Site Plan Control application, how it will consider the historical or cultural value of the site in the proposed redevelopment plans. Applicants will be required to demonstrate how they plan to work with the local community to develop an interpretation and/or commemoration response.

11. HOUSING

PROTECTING RENTAL HOUSING

Preserving the existing stock of rental housing in Jane and Finch as the area undergoes change is a key objective of this Secondary Plan. Toronto's Official Plan calls for the maintenance, improvement and replenishment of the city's existing housing stock through the renovation and retrofit of older residential apartment buildings. The availability of affordable rental housing is a critical component to creating complete communities. In the Jane Finch area, the preservation of existing rental housing is an important aspect of addressing displacement and ensuring that there is sufficient housing available that meets the needs of all community members. When new development would result in the removal of six or more rental housing units, the City requires that those units be replaced at similar rents and that existing tenants are supported through the transition and have a right to return to replacement housing. Official Plan policy also requires the replacement of any dwelling rooms removed through redevelopment along with measures to lessen hardship for existing tenants.

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

DIVERSITY OF HOUSING

11.2. A mix of housing by tenure, size and affordability will be achieved to offer housing options for a wide variety of households. Residential development will support complete and inclusive communities through a range of housing opportunities across the housing spectrum.

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

PRIORITIZATION OF AFFORDABLE HOUSING

11.4. On publicly owned land where residential uses is permitted, development will prioritize the provision of new affordable housing.

RESIDENTIAL UNITS

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

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

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

11.7. The City may reduce the minimum requirements identified in Policy 11.6 above where development is providing social housing or other publicly funded housing; or specialized housing such as residences owned or operated by a post-secondary institution or a health care institution or other entities to house students, patients or employees, or people with special needs.

12. CLIMATE ACTION

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

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

SUSTAINABLE DESIGN

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

GREEN STREETS

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

13. IMPLEMENTATION

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

PARTNERSHIP AND COLLABORATION

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

AVENUE STUDIES

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

URBAN DESIGN GUIDELINES

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

INFRASTRUCTURE

- 13.4. Development shall be sequenced to ensure appropriate servicing, transportation and community service facilities are available to service development.
- 13.5. Development will not exceed the capacity of existing servicing infrastructure supporting the plan area. Where improvements and/or upgrades to existing servicing infrastructure, or new servicing infrastructure, is planned for implementation, timing and/or phasing of development will be required to coordinate with such planned new, improved and/or upgraded infrastructure to coordinate land use planning, infrastructure planning and infrastructure investment.
- 13.6. New and/or expanded infrastructure will be planned and provided in a timely manner, where possible, in accordance with the objectives and policies of this Secondary Plan. Infrastructure includes, but is not limited to:
 - a. physical infrastructure which includes water, sewage and stormwater management systems; thermal energy networks; electrical and communications systems; waste management systems; streets, transit and other mobility corridors, including pedestrian and cycling facilities;
 - b. community service facilities; and

- c. green infrastructure which consists of natural and human made elements that provide ecological and hydrological functions and processes and associated benefits to people. Green infrastructure includes natural heritage features and systems, public parks, stormwater management systems, the urban forest inclusive of street trees, natural channels, bioswales and other green street initiatives, permeable surfaces and green roofs.

13.7. Where the required infrastructure to support the use or intensity of a proposed development is not available, the development may not be permitted, or a Holding (H) symbol, pursuant to the *Planning Act*, may be applied until such time as the required infrastructure is available.

13.8. Landowner agreements may be required to be entered into to the City's satisfaction where infrastructure required to support one or more developments is proposed to be provided in a consolidated manner on a specific site or sites that will benefit other development within the gross development block.

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

DEVELOPMENT IN PROXIMITY TO PIPELINES

13.9. The Enbridge (Liquid) Pipeline Assessment Area is shown on Map 50-7: Pipelines and Easements. Development within 220 metres of a liquid pipeline centreline shall provide the pipeline company with notification of development.

13.10. Development within 30 metres of a pipeline shall require written consent from pipeline companies and is the responsibility of the applicant to obtain prior to development approval.

COMPLETE APPLICATION REQUIREMENTS

13.11. In addition to the Complete Application requirements of the Official Plan, the following information and material may be required by the City as part of a Complete Application:

- a. a Public Consultation Strategy Report that includes a record of community consultation conducted prior to the submission of a formal planning application.
- b. a Public Art Strategy for new development in The Intersection District, the Finch Avenue District, and the Norfinch District.

14. MAPS

Map 50-1: Secondary Plan Area

Map 50-2: Land Use Plan

Map 50-3: Districts Plan

Map 50-4: Parks and Public Realm Plan

Map 50-5: Mobility Plan

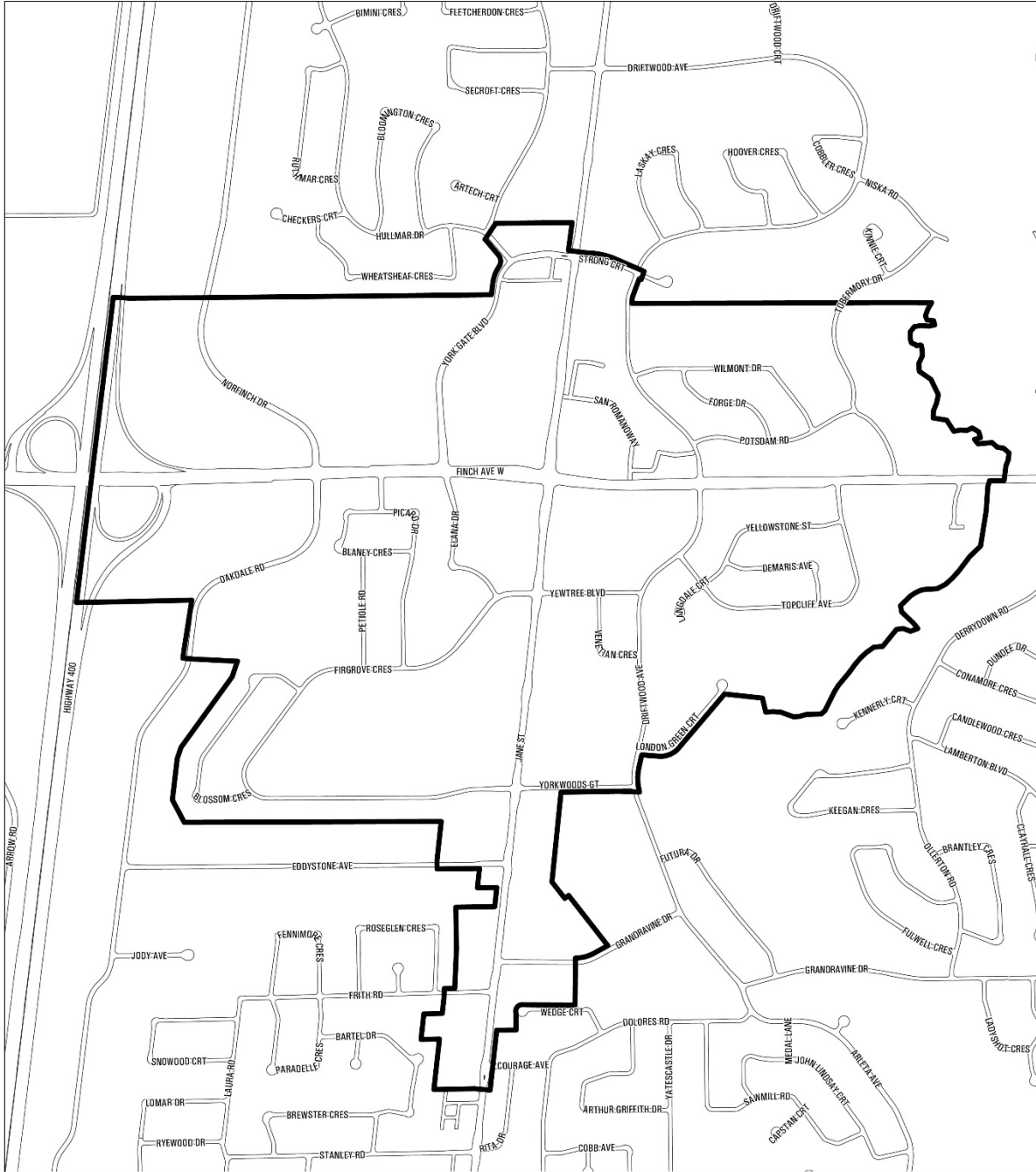
Map 50-6: Priority Retail Streets and Active Frontages

Map 50-7: Pipelines and Easements

Map 50-8: Properties with Potential for Inclusion on the Heritage Register

Map 50-9: Places of Importance to the History of Community Organization and Activism

DRAFT



Jane Finch Secondary Plan

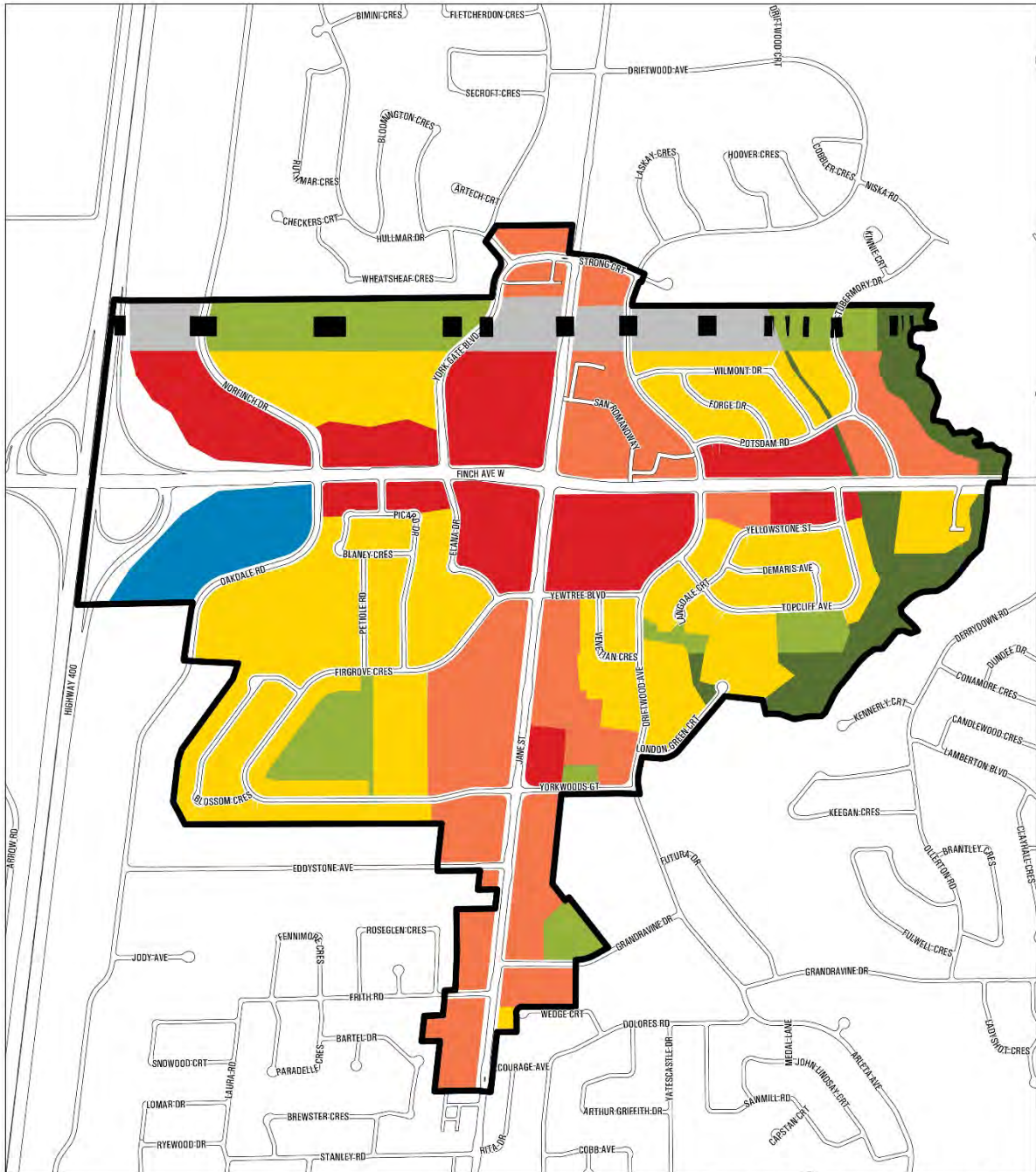
Map 50-1: Secondary Plan Area

 Jane Finch Secondary Plan Boundary

Draft



Not to Scale



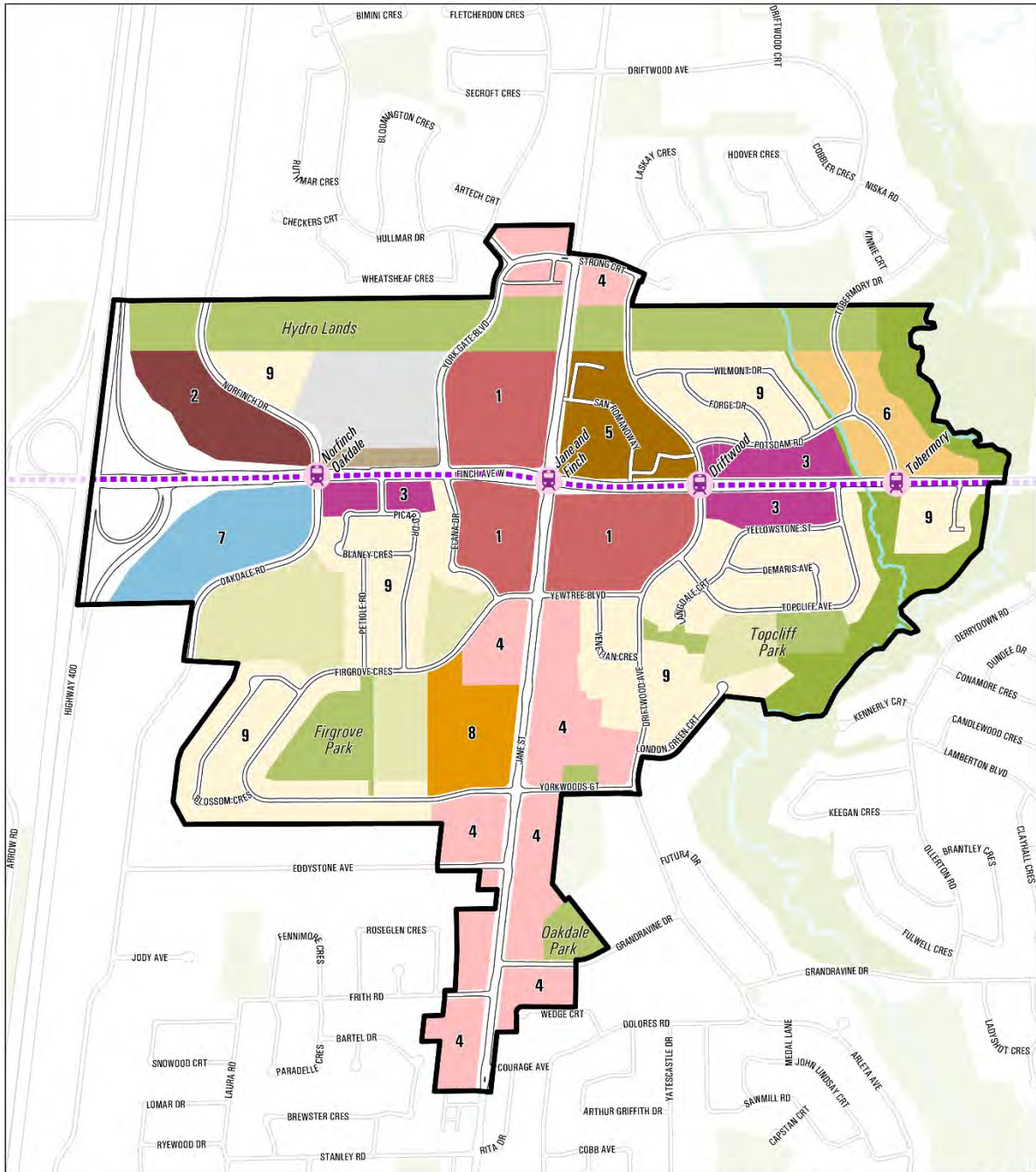
Jane Finch Secondary Plan Map 50-2: Land Use Plan

- | | | | | | |
|--|------------------------------------|--|---------------------|--|--------------------------|
| | Jane Finch Secondary Plan Boundary | | Hydro Corridor | | Apartment Neighbourhoods |
| | Utility Corridor | | Institutional Areas | | Mixed Use Areas |
| | | | Neighbourhoods | | Natural Areas |
| | | | Parks | | |

Draft



Not to Scale



Jane Finch Secondary Plan

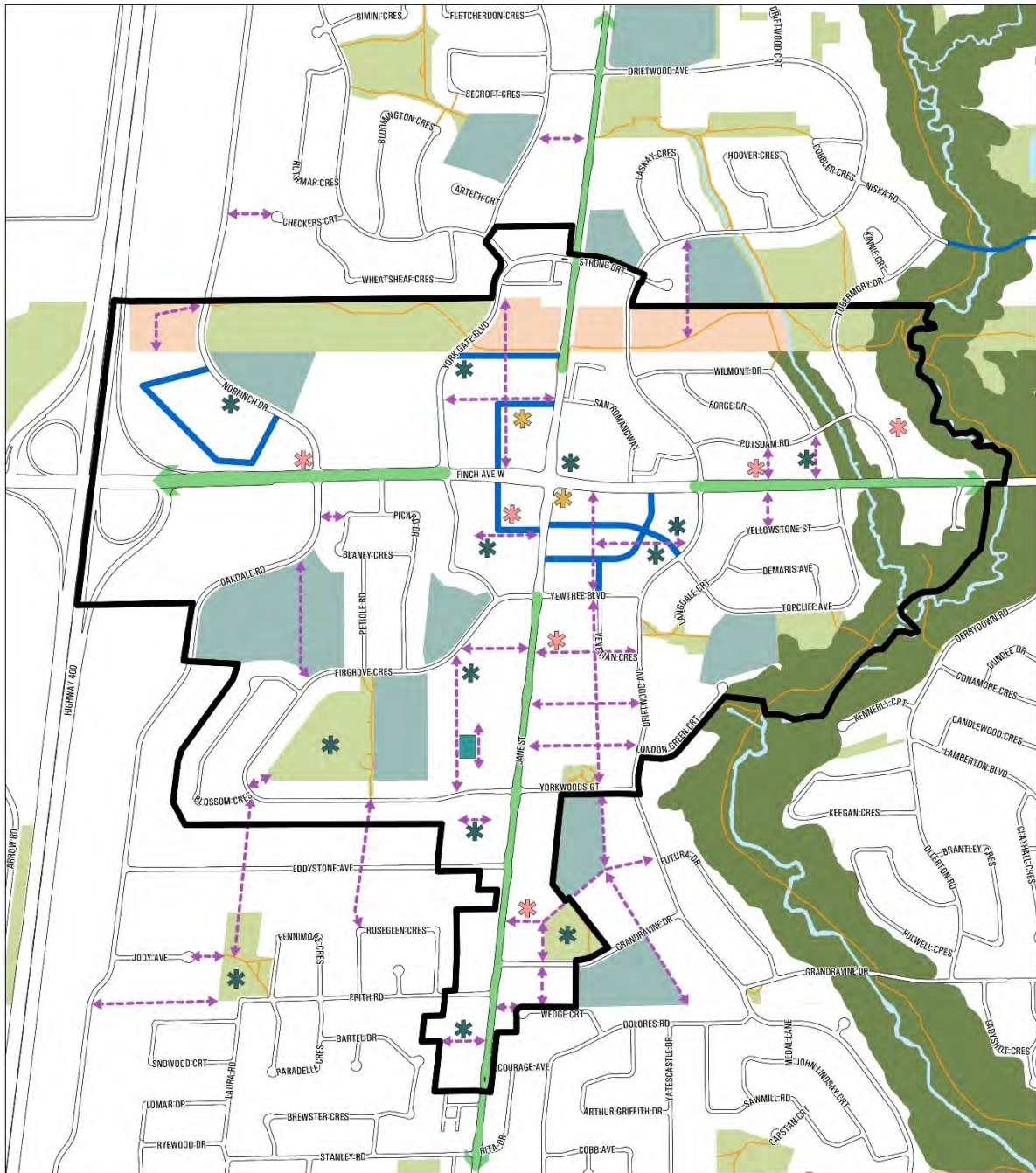
Map 50-3: Districts Plan

Draft

- | | | | | | |
|--|------------------------------------|--|------------------------------------|------------------|-------------------------|
| | Jane Finch Secondary Plan Boundary | | Finch West LRT Stations | Districts | |
| | Finch West LRT Line | | 1. The Intersection | | 6. Tobermory District |
| | 2. Norfinch District | | 7. Health District | | 8. Firgrove / Grassways |
| | 3. Finch Avenue District | | 9. Low-Rise Neighbourhood District | | |
| | 4. Jane Street District | | | | |
| | 5. San Romano Way and Palisades | | | | |
| | 6. Tobermory District | | | | |
| | 7. Health District | | | | |
| | 8. Firgrove / Grassways | | | | |
| | 9. Low-Rise Neighbourhood District | | | | |

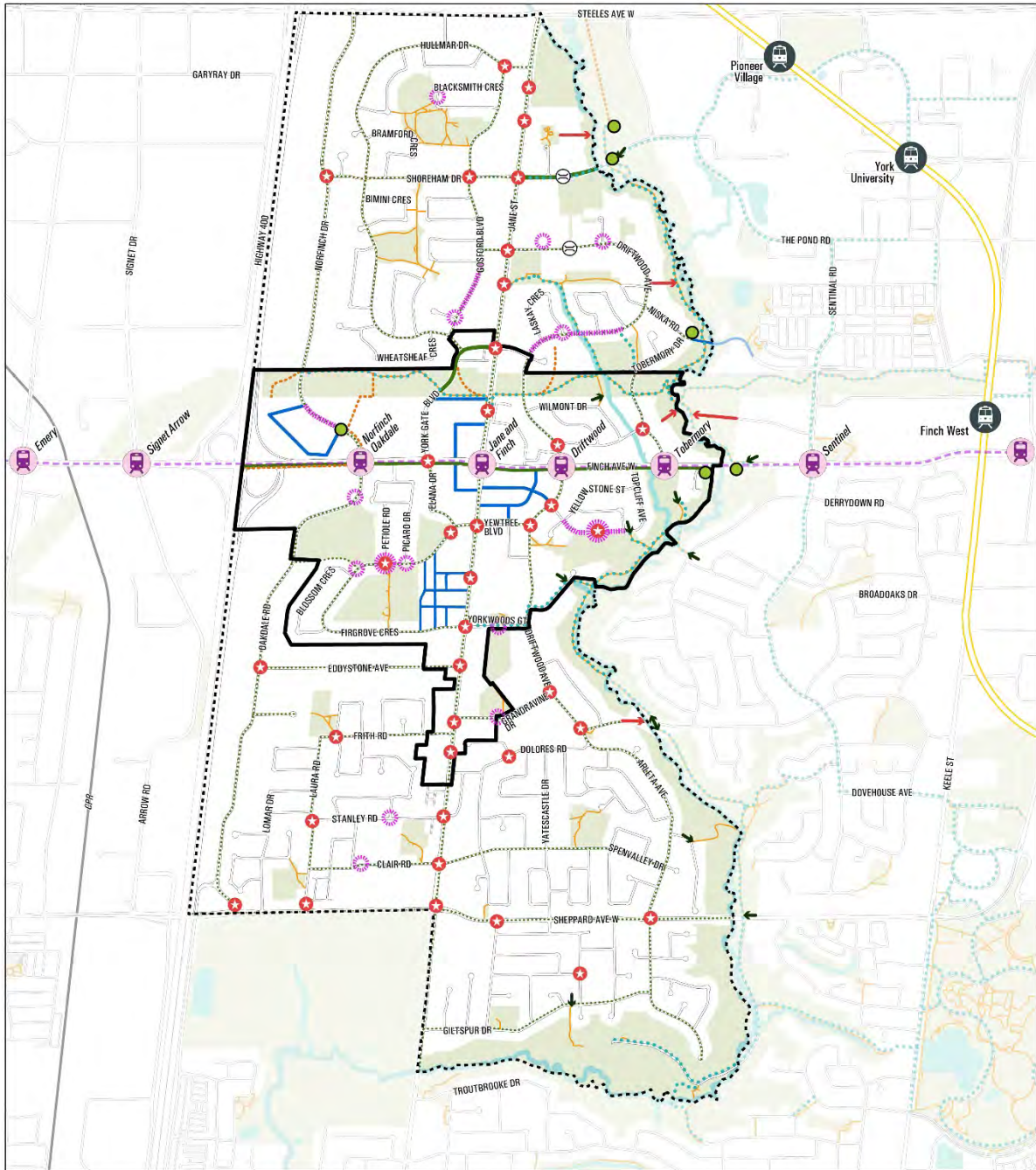


Not to Scale



Jane Finch Secondary Plan Map 50-4: Parks and Public Realm Plan

- | | | | |
|------------------------------------|--|--|--------------|
| Jane Finch Secondary Plan Boundary | Parks | Priority Parkland Area (Conceptual Location) | Draft |
| Watercourse | Planned Parks (Conceptual Size and Location) | Priority Public Square (Conceptual Location) | |
| New Public Streets | School Properties | Priority POPs Site (Conceptual Location) | |
| | Other Open Spaces | Green Pedestrian Connections | |
| | Ravines | Green Spine | |
| | | Existing Trails | |
| | | | Not to Scale |



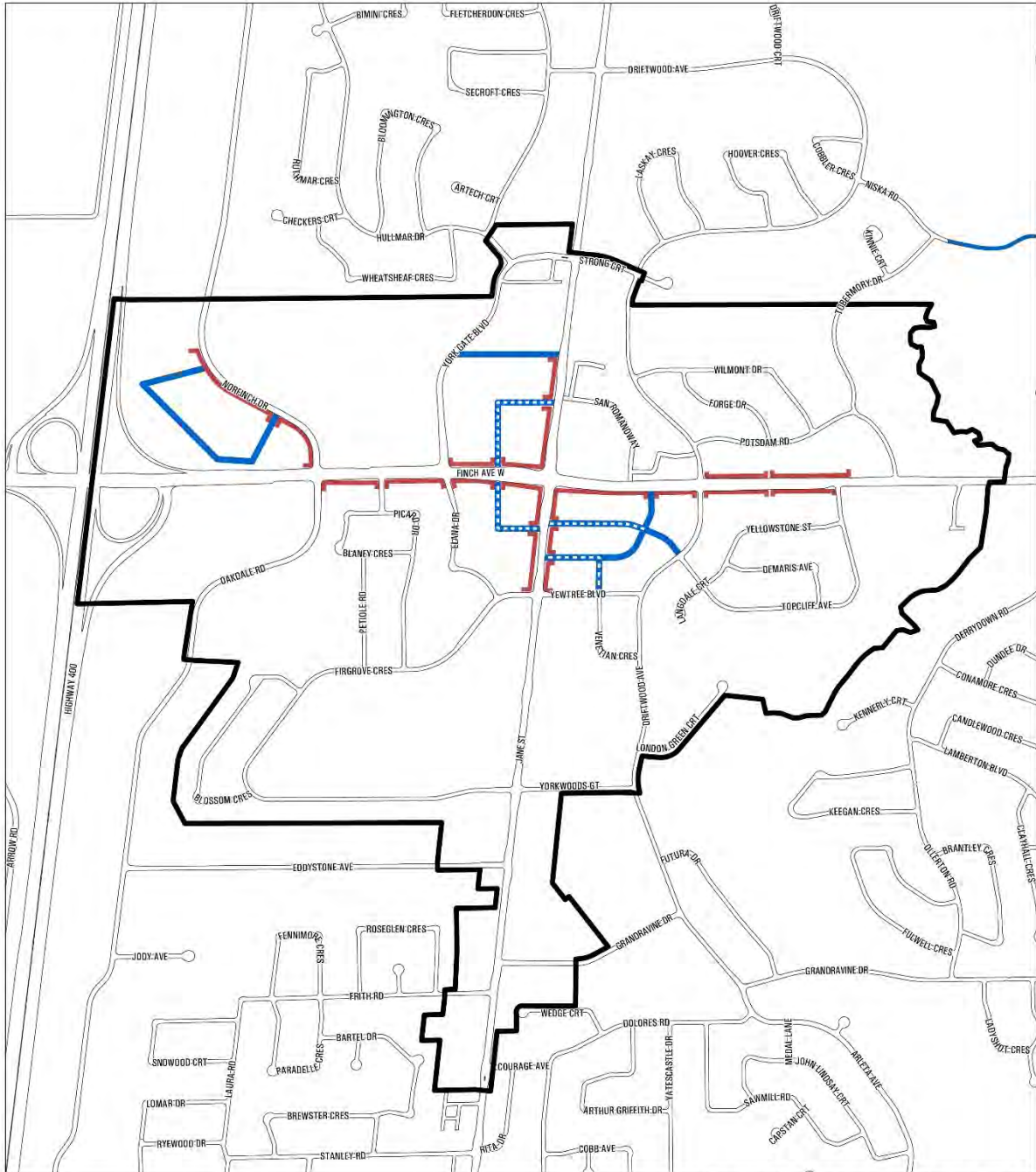
Jane Finch Secondary Plan

Map 50-5: Mobility Plan

		Transit		Trails / Pedestrian		Cycling		Draft
	Jane Finch Secondary Plan Boundary		Line 6 Finch West LRT Stations		Existing Trails		Existing Cycling Routes	
	Study Area		Line 6 Finch West LRT Line		Existing Pedestrian Bridges		Cycling In Development	
	Existing Parks & Open Spaces		Line 2 Stations		Future Trail Extensions		Cycling Proposed	
	Watercourse		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



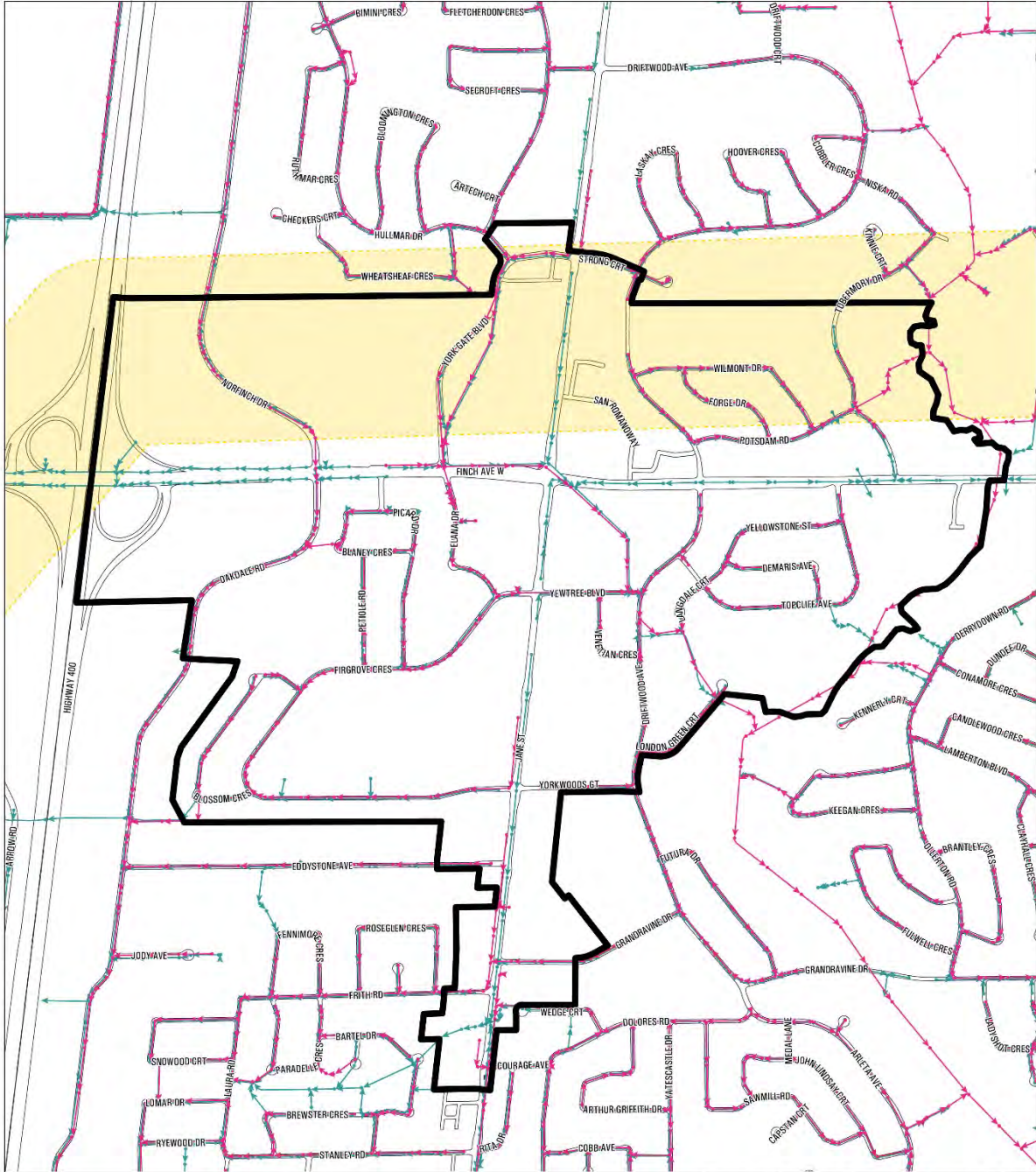
Jane Finch Secondary Plan Map 50-6: Priority Retail Streets and Active Frontages

-  Jane Finch Secondary Plan Boundary
-  New Streets
-  Priority Retail Streets
-  Active Frontages

Draft









Not to Scale



Jane Finch Secondary Plan Map 50-7: Pipelines and Easements

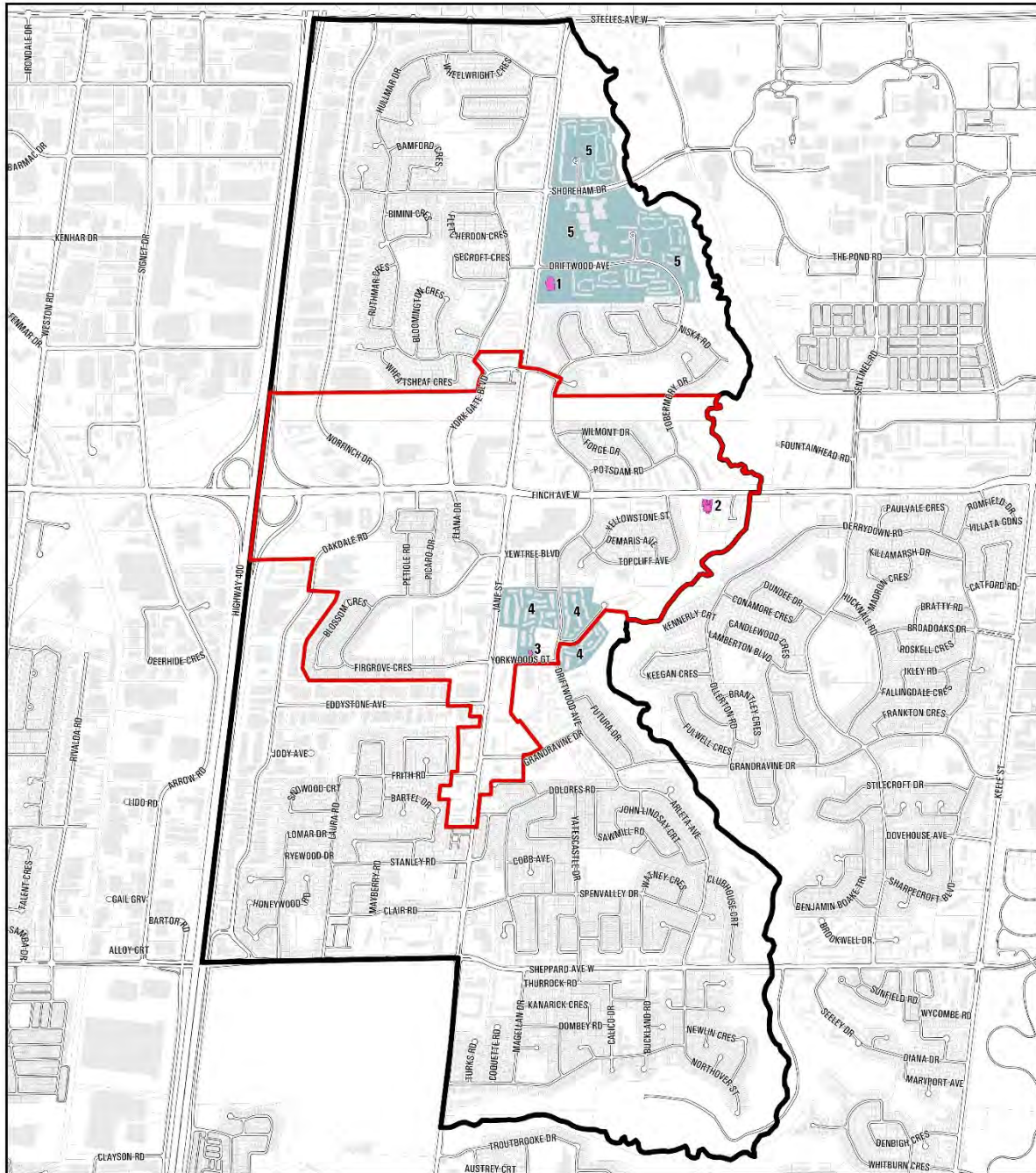
Draft

-  Jane Finch Secondary Plan Boundary
-  Toronto Water Sewer Main - Storm
-  Toronto Water Sewer Maintenance Hole - Storm
-  Toronto Water Sewer Main - Sanitary
-  Toronto Water Sewer Maintenance Hole - Sanitary

 Enbridge (Liquid) Pipeline Assessment Area



Not to Scale



Jane Finch Secondary Plan
 Map 50-8: Properties with Potential for
 Inclusion on the Heritage Register

Draft

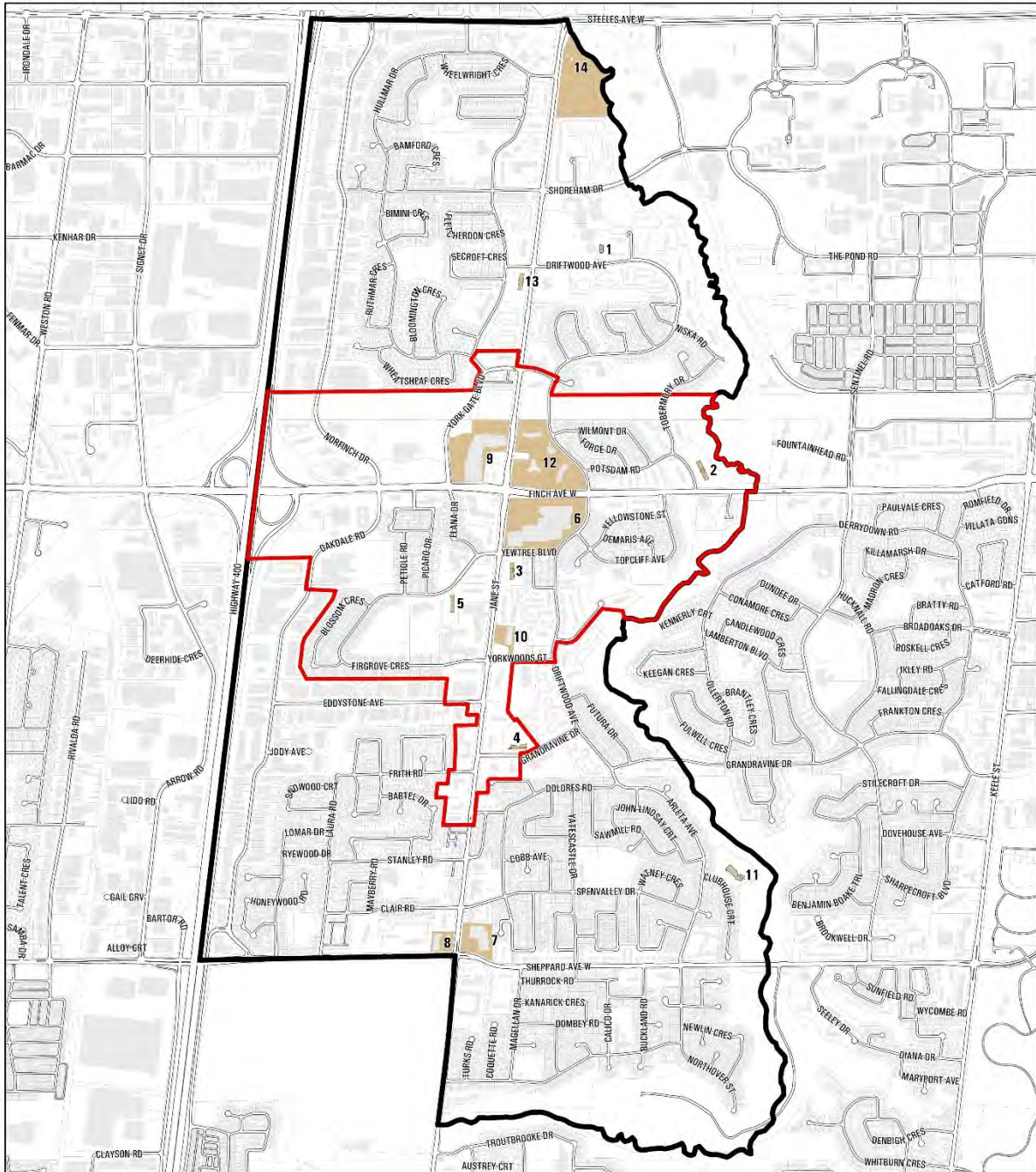


- Jane Finch Secondary Plan Boundary
- Study Area
- Existing Built Form

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



Not to Scale



Jane Finch Secondary Plan
 Map 50-9: Places of Importance to the
 History of Community Organization and Activism

Draft



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

- Places of importance to the history of
Community Organization and Activism

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



Not to Scale