



Jane Finch Initiative Building

Land Use Plan and Urban Design Approach





City of Toronto

City Planning
Parks, Forestry & Recreation
Transportation Services
Environment & Climate
Economic Development & Culture
Toronto Children's Services
Toronto Water

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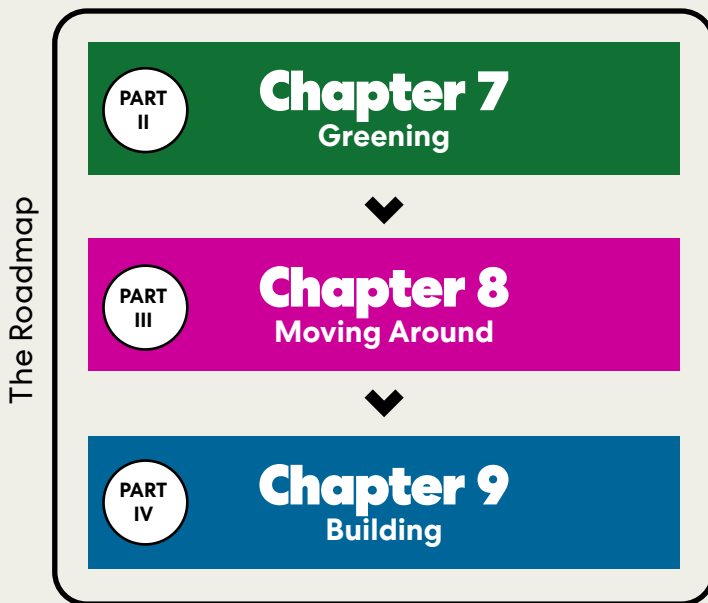
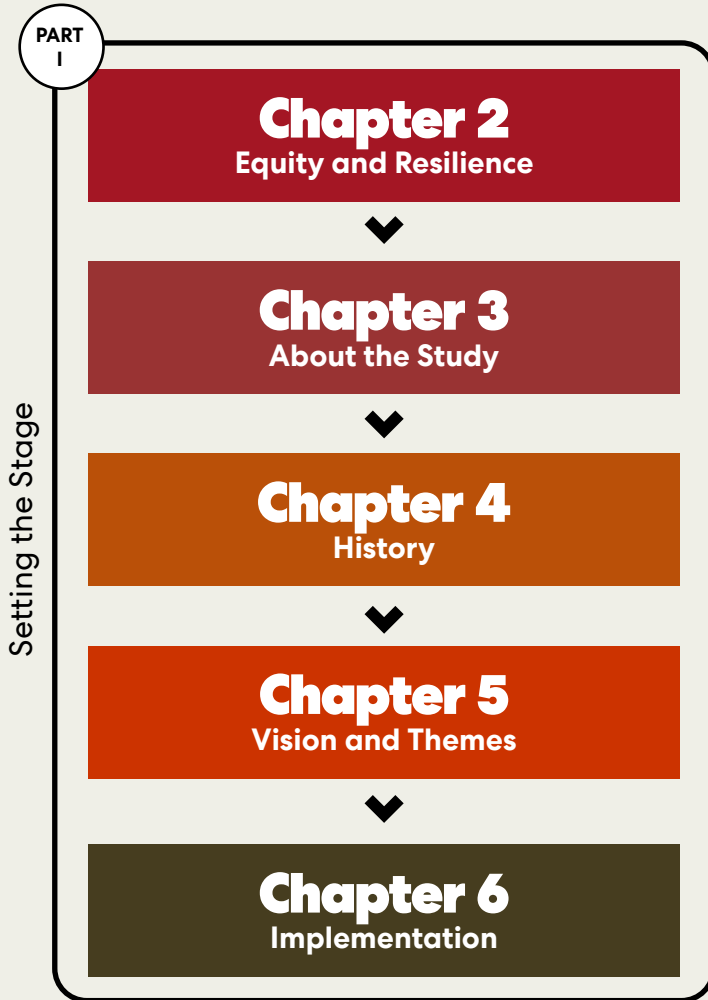
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How to Read this Report



WHAT?

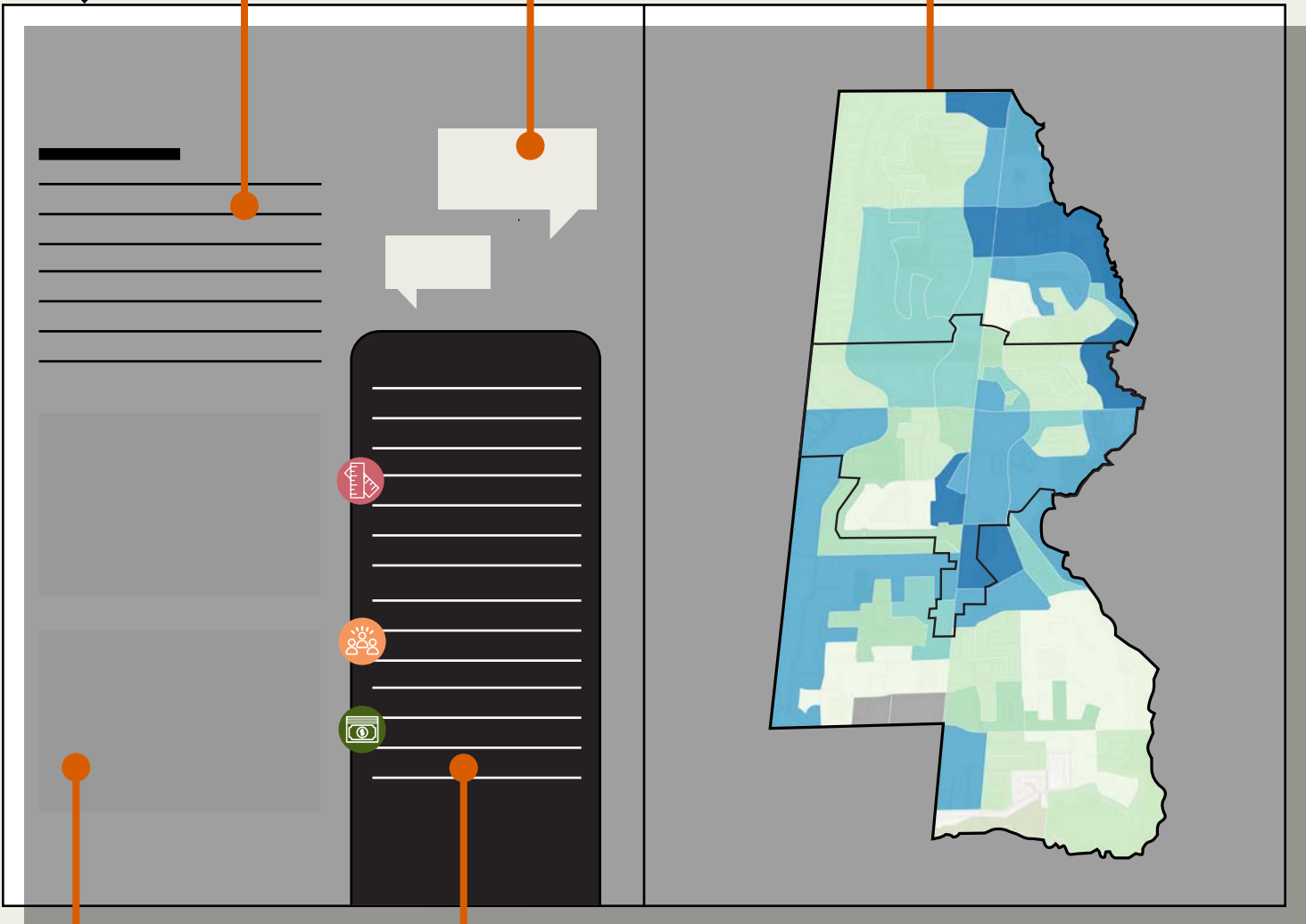
Explanatory text and introduction

WHY?

Feedback from engagement or findings from analysis

WHERE?

Map or diagrams demonstrating rationale or where this can be implemented



Photos of the existing condition or precedent photos (examples from other places)

HOW? WHO?

Recommendations, strategies, and guidelines with 'tags' to demonstrate path of implementation



Planning Policy



Collaborative Effort



Design Guidelines



Capital Project



Community Development Plan



Follow Up Study



9. Building

9.1. What is the Land Use Plan and Urban Design Approach?

This section of the report is focused on the “Building” theme of the study. It sets out a roadmap for future land uses within the Jane Finch area using a mix of planning polices and design guidelines. It also includes a series of conceptual demonstration plans that show how new developments could be shaped, to create an inclusive, transit-supportive complete community.

This section of the report was developed with community input that helped shape a shared understanding of the public realm needs of the neighbourhood. This understanding is based on an in-depth background analysis and consultation (refer to the Appendix) as well as earlier efforts summarized in the Ideas Report.



9.2. Outcomes and Topic Areas

The Land Use Plan and Urban Design Approach includes a tailored set of recommendations and guidelines to create space for new homes, jobs, and community service facilities in the neighbourhood, while supporting liveability. It will support the City in decision-making, development review, partnerships, and budget-allocation.



- *Guide Jane and Finch to grow over time as an inclusive, transit-supportive complete community.*
- *Require high quality urban design that supports liveability.*
- *Strengthen the commercial core of Jane and Finch and encourage opportunities for local-serving retail and service uses to thrive.*
- *Preserve existing workplaces and create space for the growth of local jobs.*

What are we trying to achieve? This approach includes 4 big moves and recommendations for built form standards in 9 districts.



BIG MOVE – Create Complete, Mixed-Use Communities

The development of a complete and mixed-use community in Jane Finch involves the integration of diverse land uses, amenities, and services to foster a vibrant and inclusive neighbourhood that meets the needs of its residents. The objective is to provide a range of housing including affordable housing options, employment opportunities, robust retail options and nodes, cultural facilities, and essential services – all within close proximity.



BIG MOVE – Maintain the Retail, Commercial, and Cultural Heart of Jane and Finch

Some of the most loved community destinations in the neighbourhood are the malls and strip plazas, such as those at the intersection of Jane Street and Finch Avenue. With future growth – new housing, employment, and cultural or education facilities – it is important that affordable space for these businesses and community facilities allows them to be replicated in new developments. The appropriately sized space should be made available to support the continuity of locally-owned and local-serving retail. This objective prioritizes growth without displacement.



BIG MOVE – Evolve from a Car-Centric Past into a more Walkable, Bikeable, and Transit-Accessible Jane and Finch

Jane Finch was first developed as a suburb in the 1960s, with infrastructure that prioritized the movement of cars and trucks. This resulted in wide roadways, and a network of streets and blocks that makes it difficult to get around by foot, bike, or transit. Construction of the Finch West LRT and as well as planned redevelopments offer the opportunity to create a neighbourhood that reduces its reliance on cars to get around. This includes creating new streets and blocks that will support walkability, bikeability, and accessibility to transit. This shift will provide numerous benefits to the community, including: improved air quality; reduced traffic and congestion; increased physical activity and well-being; vibrancy in the public realm; and enhanced opportunities for social connections.



BIG MOVE – Support Incremental Growth through Phasing

Strategically planning the phasing of redevelopment at the large mall and plaza sites and between Norfinch Drive and the highway will allow for the continuation of existing non-residential uses located there as long as possible. The objective is to encourage block planning that prioritizes the provision of new streets and parks first, while preserving existing retail and community services on-site. Interim conditions should be carefully considered in the phasing of these sites, to ensure that an expanded and upgraded public realm is developed over time.



BIG MOVE – Prioritize Liveability for All in Jane Finch

The liveability and enjoyment of our public spaces depends in part on the buildings that frame and support the edges of our streets, parks and open spaces. This keeps these principles at the forefront of built form decision making: comfort; vibrancy in the public realm; diversity; safety; sense of place; beauty; and resilience.

This section of the report includes recommendations for built form standards for 9 districts within the plan area:

1. The Intersection
2. Norfinch District
3. Finch Avenue District
4. Jane Street District
5. San Romanoway and Palisades
6. Tobermory District
7. Health District
8. Firgrove/Grassways
9. Low-Rise Neighbourhood District



Figure 198. Summer block party by Jane Finch Mall - public spaces as part of new developments should foster events like this (Jane Finch Mall, Instagram)



Figure 199. Paving, landscaping, and canopies provide comfortable spaces at-grade - Albion Library, Toronto (Google Maps)



Figure 200. Tower in the Park typology in Jane and Finch (Perkins&Will)

9.3. Structure Plan

9.3.1. Land Use

The following changes to the Official Plan land use map are proposed to support the implementation of a complete community. A *Mixed Use Area* designation is proposed for the majority of the Finch frontage, replacing some areas that are currently designated *Neighbourhoods* and *Apartment Neighbourhoods*. This *Mixed Use Area* designation will allow for infill development along Finch Avenue West that will bring homes and amenities close to the LRT.

At the southwest corner of Jane and Finch the *Mixed Use Area* designation is proposed to extend to Elana Drive, allowing for potential consolidation of current single-family parcels to create a transition between high-density development at the intersection and the *Neighbourhoods* to the southwest.

There are a number of sites within the *Apartment Neighbourhood* land use designation, particularly along Jane Street, that are zoned *Residential Apartment Commercial* (RAC). This includes a re-designation of 1825 Finch Avenue West from *Neighbourhoods* to *Apartment Neighbourhoods*.

The RAC zone allows a portion of the ground floor to be used for non-residential purposes such as retail or services. Applicants for infill developments should be encouraged to take advantage of these permissions to provide convenient access to amenities for residents. When the Jane Street BRT/LRT is implemented it may be desirable to allow more flexibility for the inclusion of non-residential uses in new development by redesignating properties fronting Jane to *Mixed Use Area*.

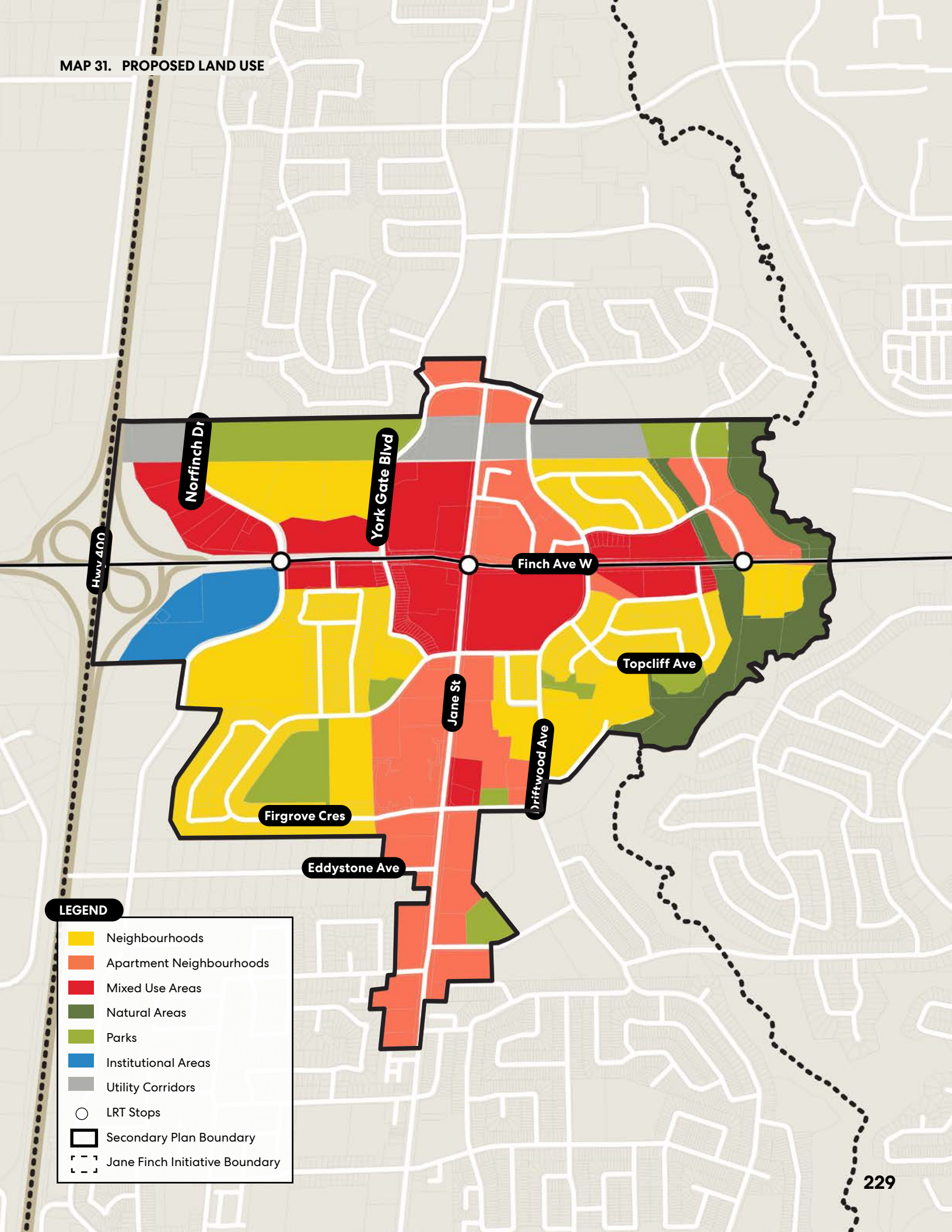


Figure 202. Non-residential uses like hotels along Norfinch can be integrated into future development under the *Mixed Use Area* designation (Google Maps)

Land Use Recommendations

193. Amend the Official Plan Land Use Map in accordance with Map 31.
194. Encourage use of non-residential permissions in infill developments on sites zoned *Residential Apartment Commercial* (RAC).
195. Consider whether the RAC zone is appropriate on more sites within the *Apartment Neighbourhoods* designation when undertaking the subsequent review of zoning in the study area.

MAP 31. PROPOSED LAND USE



LEGEND

-  Neighbourhoods
-  Apartment Neighbourhoods
-  Mixed Use Areas
-  Natural Areas
-  Parks
-  Institutional Areas
-  Utility Corridors
-  LRT Stops
-  Secondary Plan Boundary
-  Jane Finch Initiative Boundary

9.4. Building Types and Heights

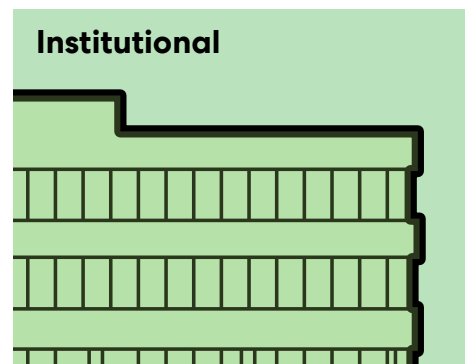
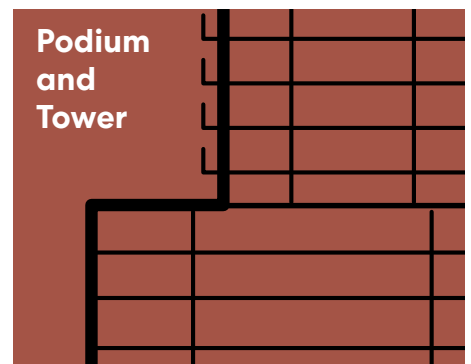
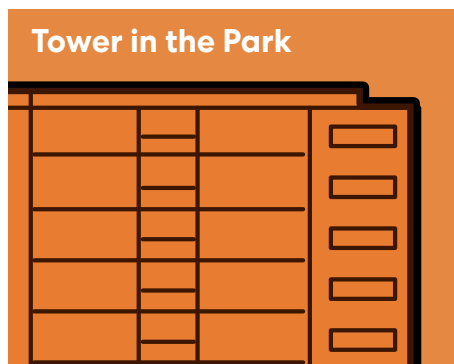
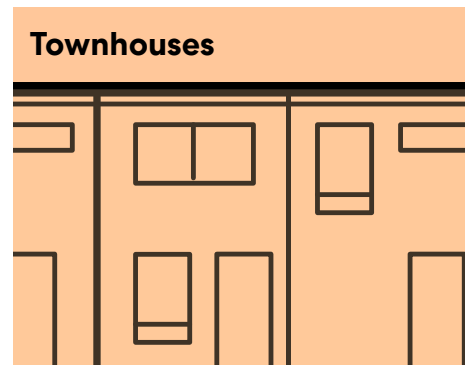
9.4.1. A Mix of Types, Scales, Densities, and Heights

There is a distinct mix of building types, architectural styles, building ages, and building heights within Jane Finch that each contribute to the unique character of the neighbourhood.

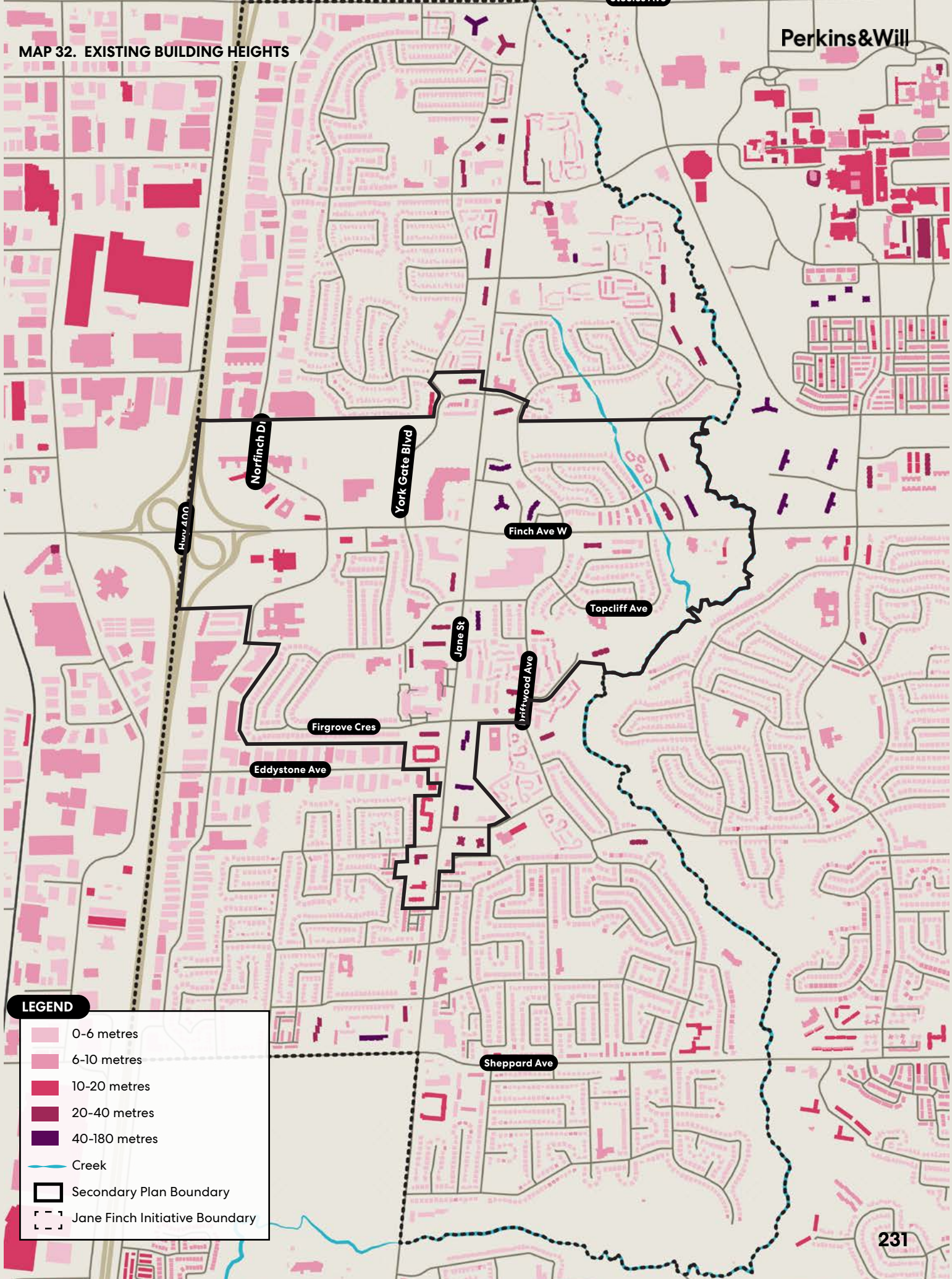
This mix also includes a range of densities, from low-rise detached homes that are usually 1 to 2 storeys tall,

all the way to high-rises that are starting to appear in applications for development in and around the area, typically designed as podium-and-tower buildings. Existing taller buildings are clustered along Jane Street and typically are designed as towers-in-the-park, which are characterized by large open spaces surrounding the building.

The next pages outline this range and mix found in Jane Finch today.



MAP 32. EXISTING BUILDING HEIGHTS



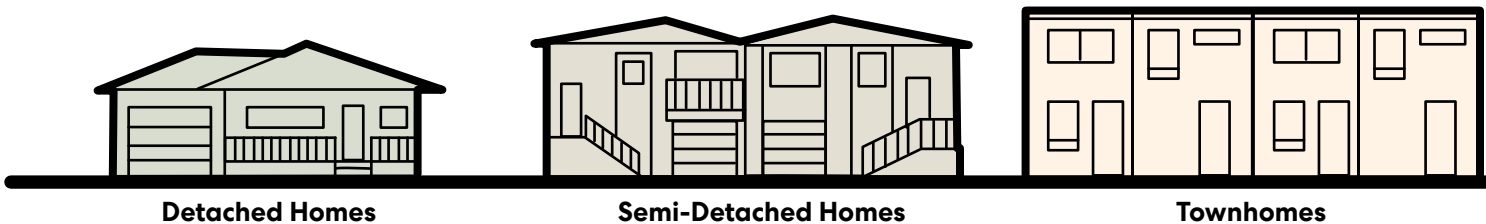
LEGEND

- 0-6 metres
- 6-10 metres
- 10-20 metres
- 20-40 metres
- 40-180 metres

Creek

Secondary Plan Boundary

Jane Finch Initiative Boundary



Detached Homes

Semi-Detached Homes

Townhomes



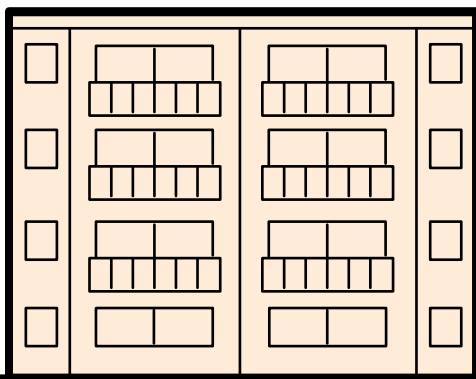
Within the *Neighbourhoods* of Jane Finch, these detached homes typically sit on deeper (upto 50m), wider (upto 20m), lots along local roads or cul-de-sacs. One storey or split-level houses often include attached garages and wide verandas that offer direct connections to the streetscape.



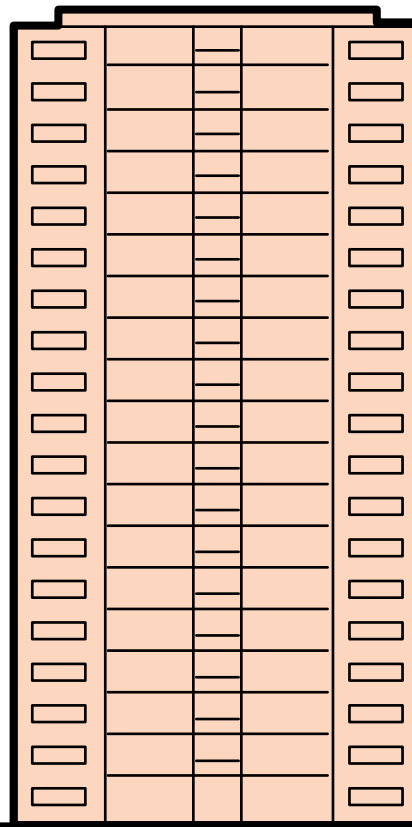
Also found within the *Neighbourhoods* of Jane Finch, these two-storey, semi-detached homes, typically sit on deep but narrower (15m - 20m) lots along local roads. These homes often include a split-level condition where common living spaces are located above integrated garages with entrances in between.



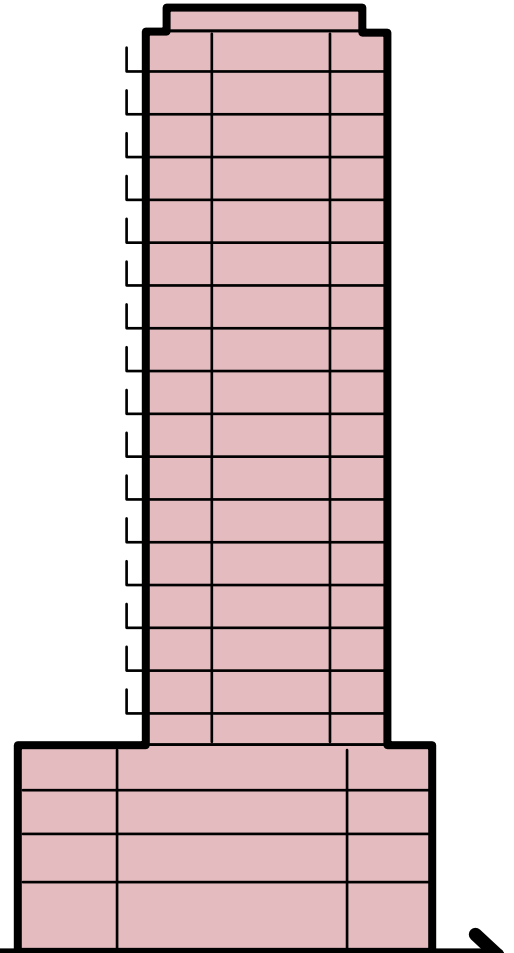
Typically found along the periphery of *Neighbourhoods* in Jane Finch, these two-storey townhouses are typically arranged around a master-planned community open space.



Low-Rise Apartments



Towers in the Park



Podium and Towers



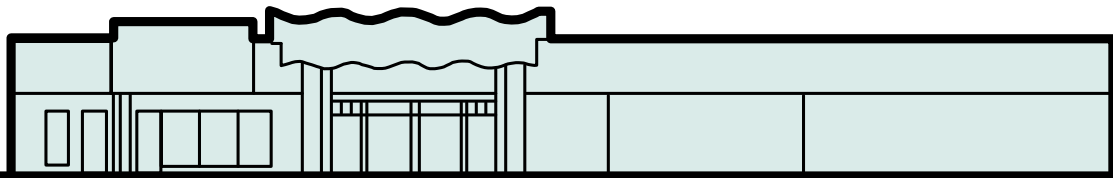
Low-rise apartments range from 4 to 6 storeys typically, and provide a mix of housing options and offer transition to lower-scaled areas.



As a signature typology of mid-century tower apartments, these building types are often set back from the street and benefit from a high open-space ratio.



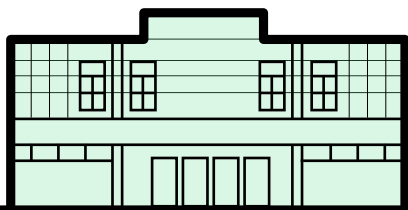
As an emerging building type, these higher-density towers tend to be slightly more slender (smaller floorplates), and “sit” on podiums that house amenity spaces.



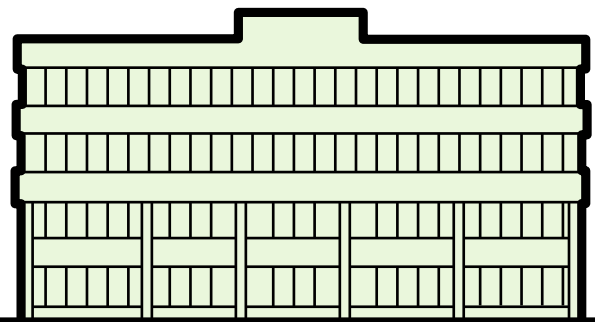
Retail Plazas and Malls



The Jane Finch area has multiple retail plazas, typically 1-2 storeys tall, on large sites with surface parking. These plazas are important destinations for essentials – groceries, retail, restaurants – but are also gathering places for social functions.



**Schools
Community Facilities**



**Other non-residential
(Hotel, Office, etc.)**



Schools and other community facilities (recreation centres, libraries, etc.) are also important social spaces. They are typically single-storey buildings.



A number of other non-residential uses are scattered throughout the area, including hotels. Many of them are located on Norfinch Drive, which brings people to and from the employment areas in the periphery of the study area.

9.5. Districts

9.5.1. Scales of Change

Some areas in Jane Finch will experience low and slow change at a smaller scale, whereas others may experience more immediate and larger scales of change (see Map 33). These areas of change, determined by factors such as: age of building; infill potential, proximity to transit; and recent development activity. These scales of change informed the definition of emerging districts.

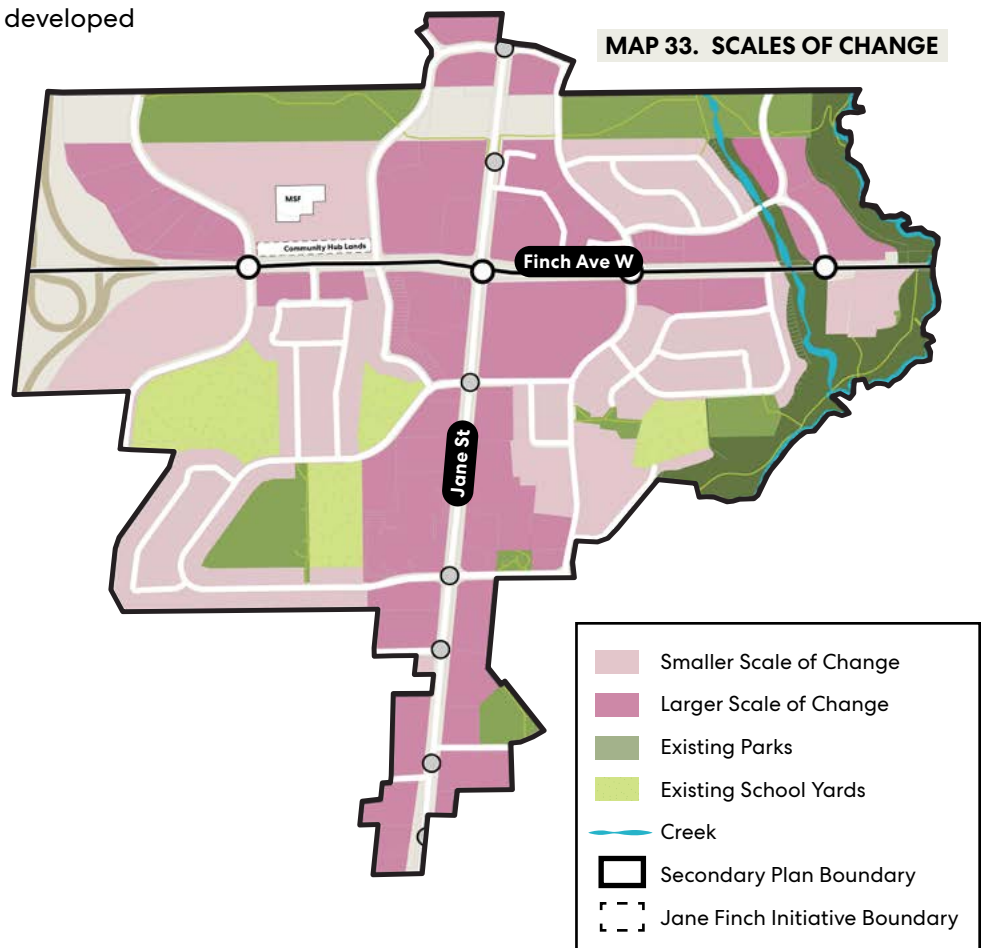
Nine distinct districts (see Map 34) make up the overall structure and are defined by characteristics such as their physical context, building type and height, lot sizes, proximity to transit, and areas where growth is already anticipated or encouraged.

9.5.2. Districts and Focus Areas

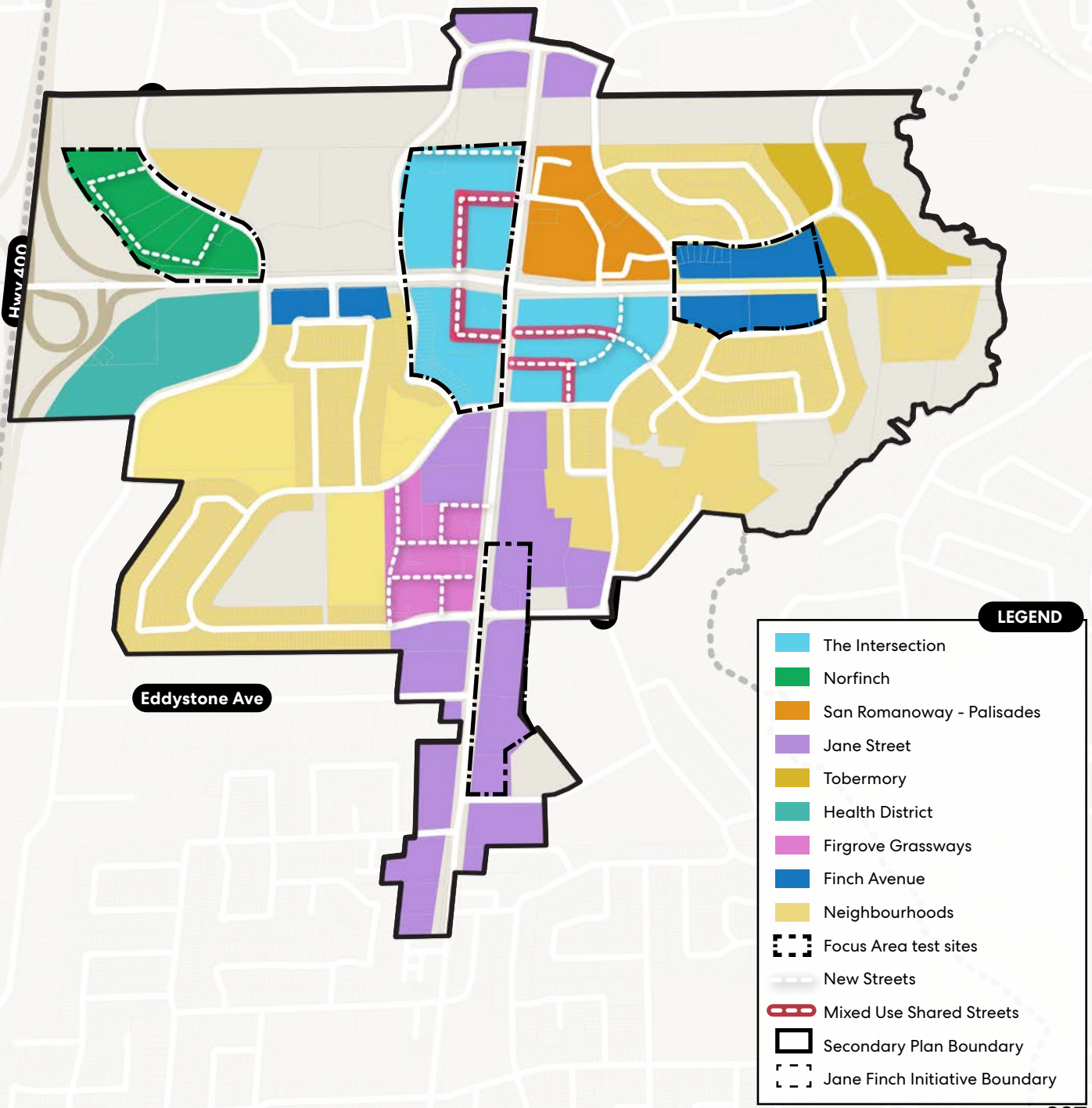
Conceptual plans and massings were developed for Focus Area sites within four districts (Norfinch District, The Intersection, Jane Street District, and Finch Avenue District). These were done to test for contextual fit and to understand what scales of development are appropriate. **They are included only as conceptual demonstrations of the policy recommendations found within this section of the report.**

These Focus Area test sites were chosen based on their ability to answer these priority questions:

- How might Mixed Use Areas support and encourage job growth and community-serving uses while transforming into inclusive, walkable, transit-supportive places?
- How could the core of the study area transform over time into an inclusive, walkable, transit-supportive complete community with local-serving shops, employment opportunities, and services?
- How should we manage change in *Neighbourhoods* close to transit and potentially accommodate a mix of uses?
- How might existing tower-in-the-park sites intensify while remaining liveable?
- How could we support the urbanization of Jane Street and Finch Avenue West into more inclusive, walkable, transit-supportive mixed-use streets?



MAP 34. DISTRICTS AND FOCUS AREAS



9.6. General Built Form Guidance

9.6.1. Views, Vistas, and Gateways

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

Views, Vistas, and Gateways

Create and enhance views, vistas, and gateways to these unique Jane Finch landmarks and landscapes that either exist today or will emerge as the neighbourhood evolves:



197. **Ravine Views:** The Black Creek Ravine is an iconic natural landscape that should be celebrated and enjoyed. There are multiple views into the ravine from the neighbourhood that are important to protect and enhance. For example, as people travel along Finch Avenue over the ravine, whether by walking, cycling, or on the Finch West LRT, there are opportunities to take in views of the ravine from above. Strategies to preserve and improve views to the ravine can include:

- a. Installing interpretive signage that provides information about the ravine's history, ecology, and significance;
- b. Ensuring development does not obscure key views of the ravine, but creates additional opportunities for residents to enjoy ravine views and vistas through elements such as new trail entrances, connections and look-out platforms; and
- c. Establishing the Green Spine along Finch Avenue West, to extend the green character of the ravine into the community.



198. **Hydro Corridor Views:** In addition to its role as a utility corridor, the Finch Hydro Corridor is an important open space, providing active transportation routes, recreational space, sky-view, and informal gathering spaces. To promote usage and activation of the hydro corridor it should be a visible and accessible open space. Development should be designed so people can easily locate, identify, and access the hydro corridor. Views of the hydro corridor should be accessible to people traveling on all intersecting streets and pathways.



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

MAP 35. VIEWS AND GATEWAYS IN JANE FINCH

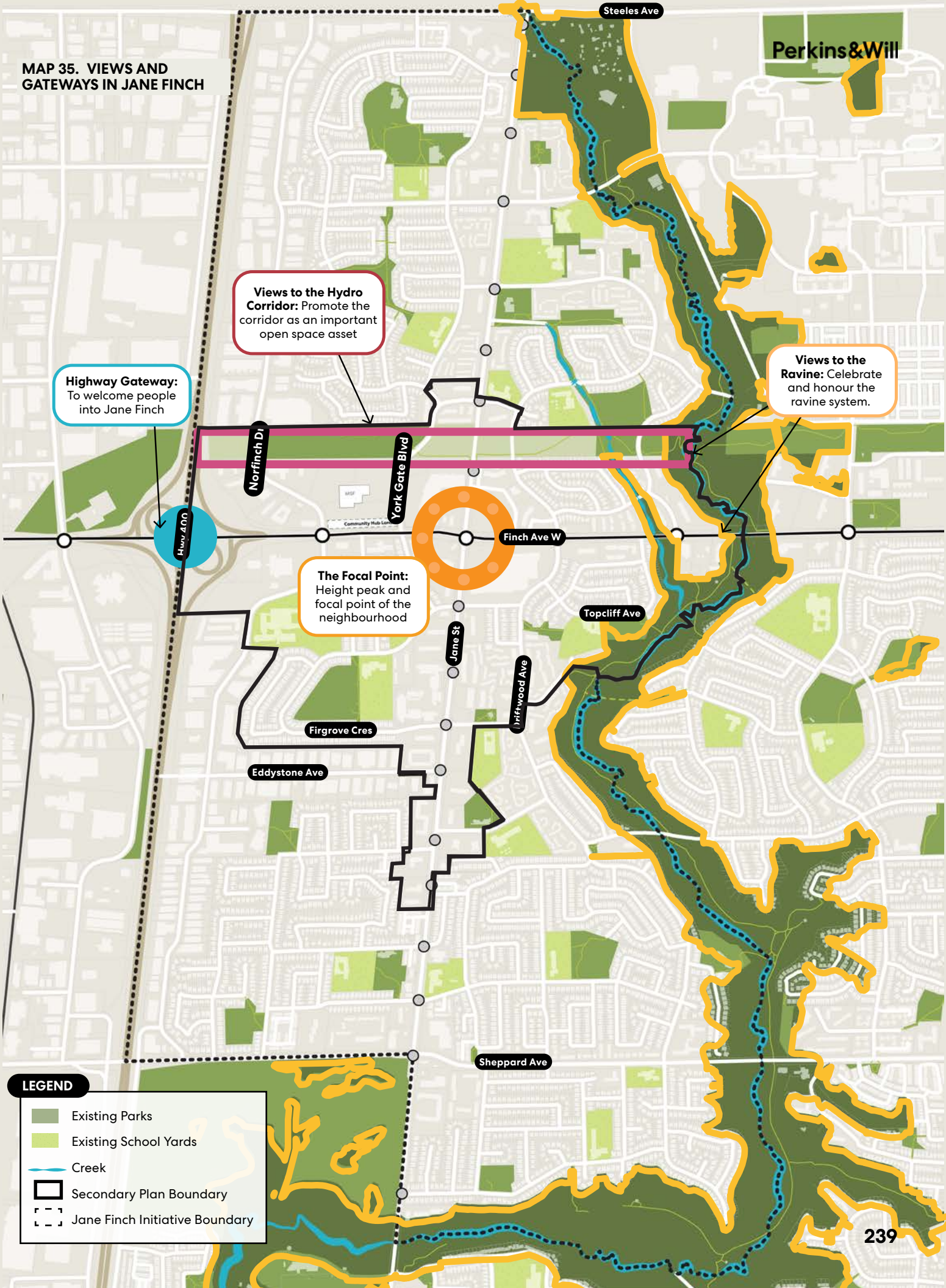
Perkins & Will

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

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

Highway Gateway: To welcome people into Jane Finch

The Focal Point: Height peak and focal point of the neighbourhood

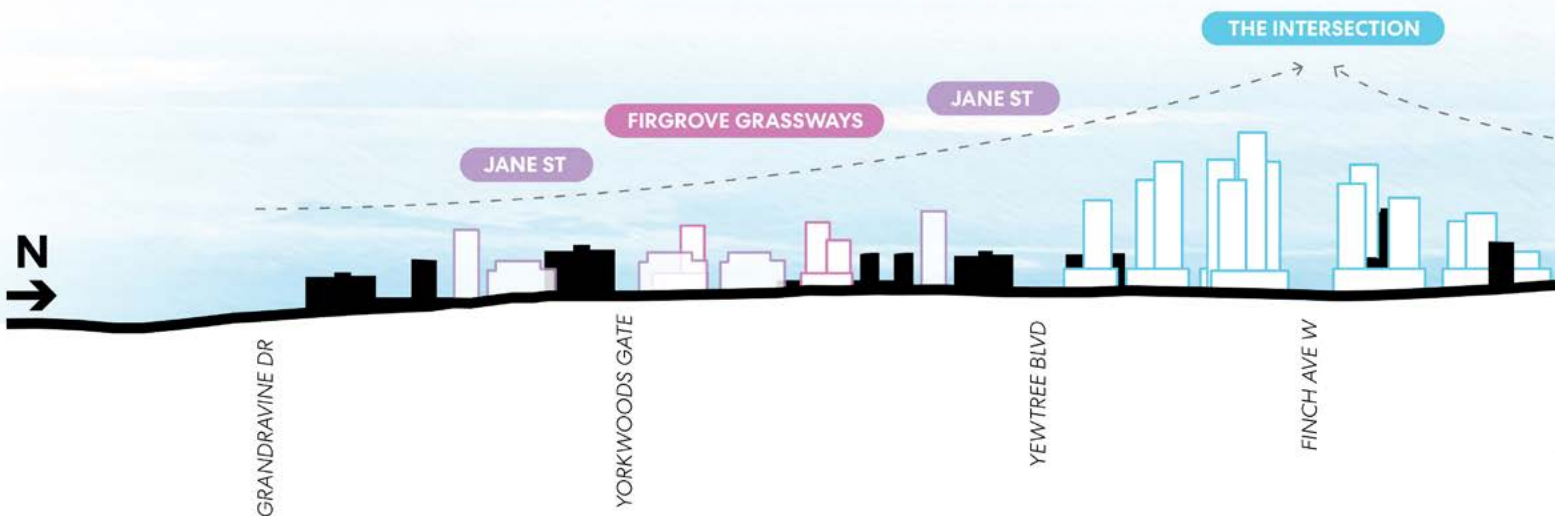


LEGEND

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



Figure 203. Above: Conceptual illustration of heights along Finch Avenue, looking north. Below: Conceptual illustration of heights along Jane Street, looking west



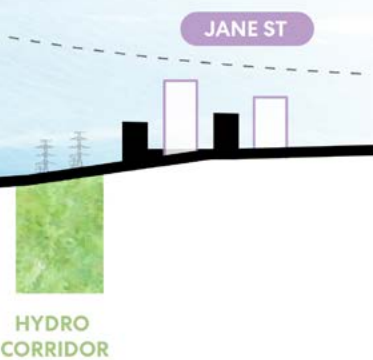
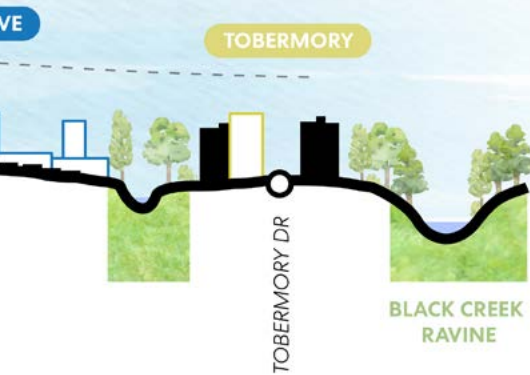
199. Highway Gateway: Highways – under/overpasses, exits and entries – often create first impressions of a neighbourhood. As people exit the highway and travel east along Finch Avenue, this threshold can be an opportunity to celebrate and signify the entrance into Jane Finch. Enhancing a highway underpass can improve the aesthetic appeal, safety, and functionality of the area surrounding it. Improvements can include signage, public art, signifiers of community identity, and lighting.


General Massing

200. The Jane Finch Secondary Plan area will include the following building types:


- a. Tall Buildings, as defined and in conformity with the Tall Building Design Guidelines, unless specified below by District;
- b. Mid-Rise Buildings, as defined and in conformity with the Performance Standards for Mid-Rise Buildings, unless specified below by District;
- c. Jane Finch Pavilion Buildings, which are 12-20 storey buildings with compact floorplates of generally no larger than 750 square metres; and
- d. Low-Rise Buildings.

201. The tallest buildings should be located at the intersection of Jane Street and Finch Avenue West, with transit-supportive densities that align with the planned context (e.g. around transit station areas).





- 

202. Tower portions of tall buildings should:


 - a. Include floor plates no larger than 750 square metres for residential buildings;
 - b. Be separated generally 25 metres to the nearest adjacent existing or planned tall or Pavilion building and 12.5 metres to the nearest lot line; and
 - c. Have greater and more generous separation distance for buildings exceeding 20 storeys in height.
- 


203. Orient new buildings to improve energy performance, natural ventilation and daylighting, while maintaining light and privacy between buildings and good sunlight, wind and sky view conditions at grade.


- 

204. Create transition within blocks, through a range of building types, heights, and scales.
- 

205. Buildings should be designed to mitigate the negative impacts of wind (through strategies such as projections, recesses, overhangs, and canopies) to ensure:

 - a. Public sidewalks and walkways are comfortable for walking throughout all times of the year;
 - b. Outdoor amenity spaces, parks, squares and open spaces are comfortable for sitting in the spring, fall and summer months;
 - c. Building entrances are comfortable for standing during all times of the year; and
 - d. Uncomfortable or severe pedestrian wind conditions do not result from the proposed development/ redevelopment.
- 

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

207. Massing should avoid extensively terraced buildings or other forms of building design and articulation that overtly express the required setbacks and angular planes for transition.
- 

208. Particular attention should be given to public squares to support a comfortable pedestrian environment that simultaneously protects from negative impacts of winds while welcoming sunlight onto key public spaces.

Site Design

209. Consider the location of ground floor uses (outdoor patios) in relation to solar access compared to other retail uses that may prefer shadow.

210. Consolidate parking and loading accesses to reduce disruptions on the public realm and pedestrian and cyclist network. These accesses should be prioritized in areas away from high-traffic pedestrian areas, such as parks, squares, and commercial street frontages.

211. Loading areas should be provided within the interior of the block and integrated into the building.

212. Parking access should be located to reduce or eliminate internal driveways, leaving as much space as possible for landscaping and public realm.

213. Parking should be located underground. The only exception is for short-term street parking at select locations along Mixed Use Shared Streets where greater setbacks allow for the maintenance of continuous street trees and pedestrian clearways.

Design Excellence

214. Specifically, new roads and connections should to create comfortable and convenient access to the LRT, to open spaces, and key anchor destinations such as the proposed Jane Finch Community Hub and Centre for the Arts.

215. Intersections should be safe, well-marked, and located at least every 100m, approximately. They should help provide convenient and intuitive access between key destinations (parks, squares, anchor

Implementation Tools



Planning Policy



Community Development Plan



Capital Project



Design Guidelines



Collaborative Effort



Follow Up Study

uses), preventing the need to jaywalk across traffic.

216. Promote design excellence through creative and innovative building, landscape and public art design that supports the broader vision of the Plan through a varied, yet coherent approach that avoids monotonous and repetitive design.

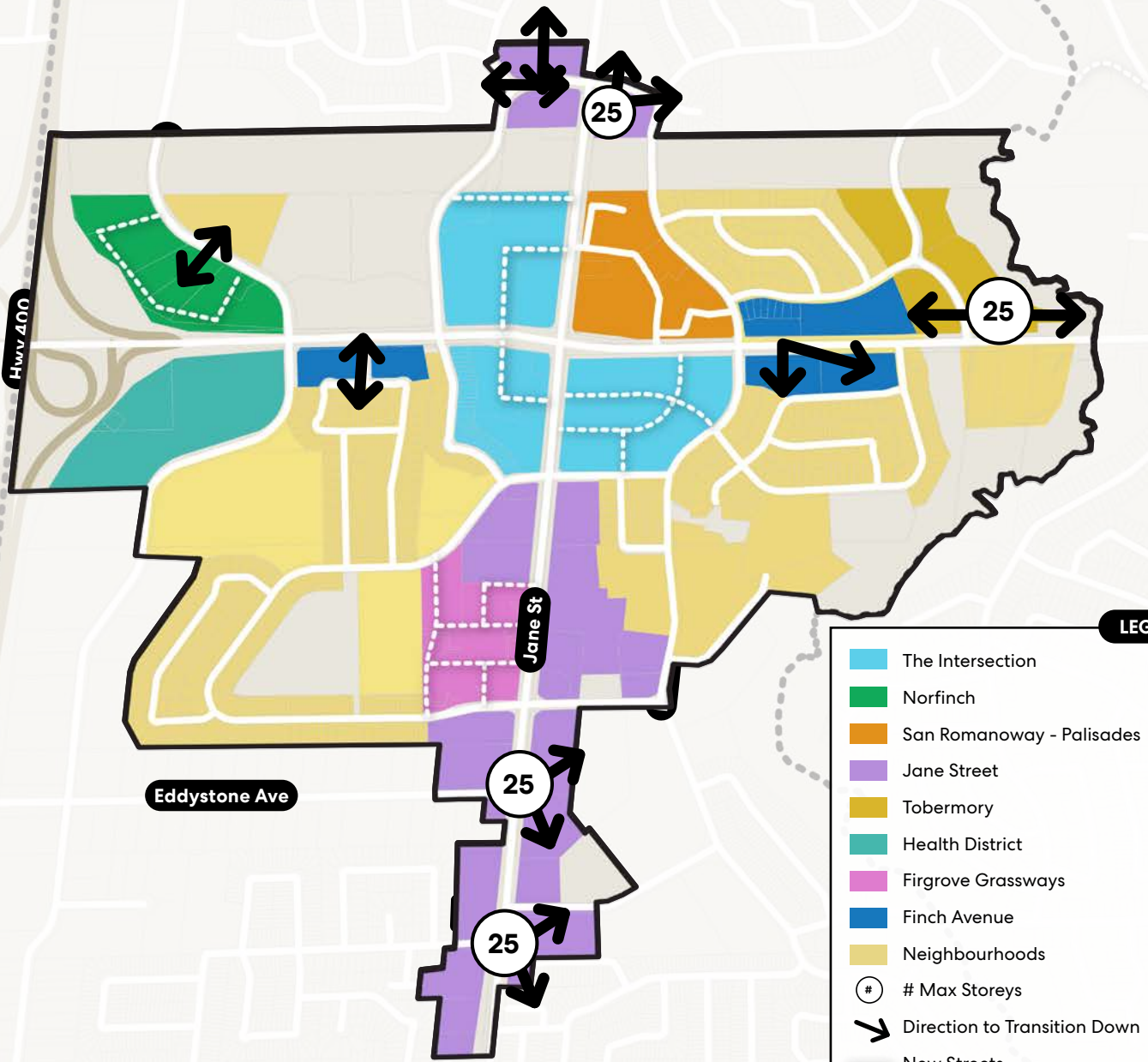
217. Promote high-quality and contextually appropriate façade designs and materiality, respecting architectural qualities of the area.

218. The design of podiums of tall and pavilion buildings should exhibit the greatest amount of articulation with particular attention towards complementing a human-scaled public realm, complete with finer-grained materials that express a human-scale texture and pattern, such as masonry or similar natural materials.

219. High-quality exterior materials such as wood, and brick, stone or concrete masonry are encouraged, while less durable materials should be avoided. Prioritize materials that promote sustainability, durability, longevity and safety.

220. Materials should be true to their nature and not aim to mimic other materials (such as stucco or EIFS attempting to look like masonry).

MAP 36. MAXIMUM HEIGHT AND TRANSITION



LEGEND

- The Intersection
- Norfinch
- San Romanoway - Palisades
- Jane Street
- Tobermory
- Health District
- Firgrove Grassways
- Finch Avenue
- Neighbourhoods
- # Max Stores
- Direction to Transition Down
- New Streets
- Priority Retail Streets
- Mixed Use Streets
- Creek
- Secondary Plan Boundary

9.7 The Intersection

The Intersection district is at the centre of the Jane Finch Secondary Plan area and consists of three of the four quadrants at the intersection of Jane Street and Finch Avenue West.

9.7.1. What's There Today?

Large Sites: These commercial and retail nodes are some of the largest blocks in the area today. They are less intensely used and in need of maintenance, making them subject of new investment. The green space at the north-east corner, while not part of this district, complements the three large commercial mall sites.

Retail and Community Uses: Jane Finch Mall, Yorkgate Mall, and Norfinch Shopping Centre are clustered in this intersection and provide community and culturally-specific retail needs, jobs for local residents, and space for the community to gather both indoors and outdoors. Government, institutional and human-service agency tenants – such as Toronto Employment and Social Services, Seneca College, York University and Black Creek Community Health Centre – also occupy these spaces.

FOCUS AREA
See Focus Area option testing and evaluation

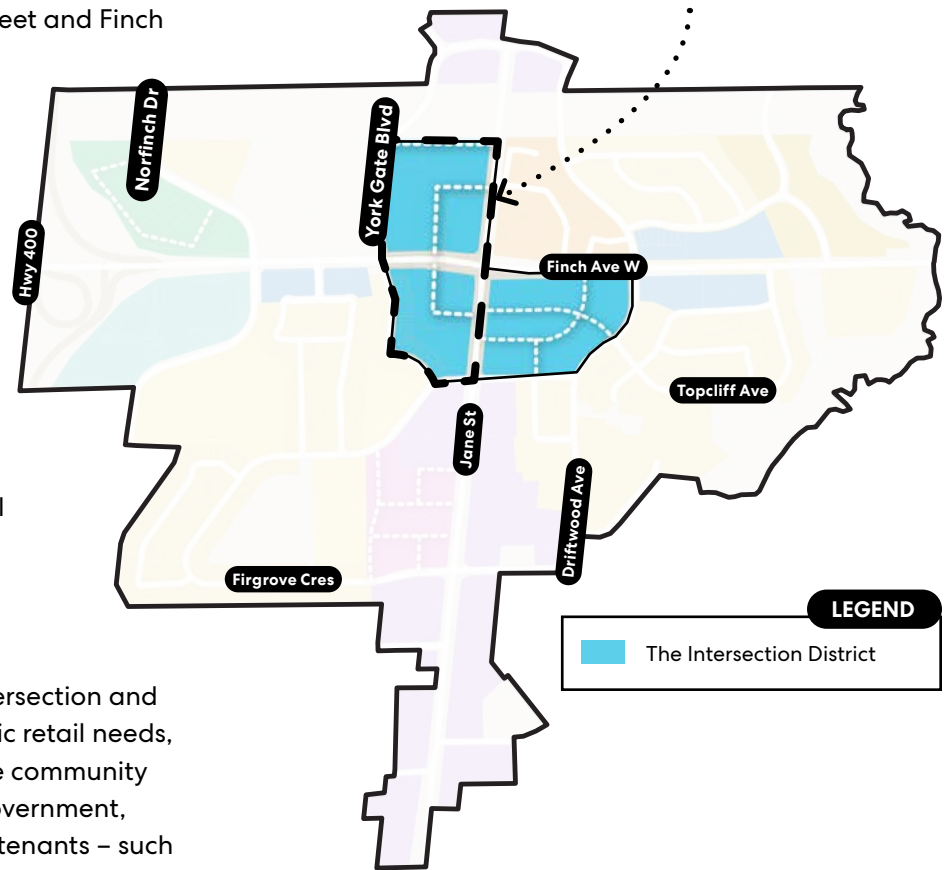


Figure 206. Jane Finch Mall



Figure 207. Yorkgate Mall

Corner Commons: Through a free lease agreement from the Jane Finch Mall and years of deep engagement with community, Corner Commons is a pop-up public space designed and built by the Jane/Finch Centre. It sits on the northwest corner of the parking lot of the mall. Every summer for the last few years, asphalt painting, a stage for events, and passive shade structures and seating provide both informal and formal spaces for the community to gather. It has served as an important social space for Jane Finch.



Figure 208. Corner Commons at the Jane Finch Mall parking lot. It has served as an important space for community gathering, arts, culture and live music for Jane Finch (Perkins&Will)

Parking: The malls are surrounded by parking, which accommodates and provides space for people in cars, but can also be unsafe for people walking, getting to transit stops, or biking. There are multiple curb cuts and access points for cars along all the edges of the sites. Most of the sites are currently used for surface parking, with little pedestrian or cyclist infrastructure. These surface lots also have minimal green landscaping or urban tree canopy and contribute to the urban heat island effect, creating an uncomfortable experience for non-vehicular users. Hard surface lots also increase runoff and prevent natural absorption. This creates a health and equity challenge for many people, especially heat-vulnerable groups such as older adults.



Figure 209. Gas station at southwest corner of Jane and Finch (Perkins&Will)



Figure 210. Intersection of Jane and Finch, looking east (Perkins&Will)



Figure 211. Norfinch Shopping Centre (Perkins&Will)

9.7.2. What's Possible Tomorrow?

Complete communities, including affordable housing:

These large mall and plaza sites need to be planned comprehensively, given their size and significant city-building opportunities they present through intensification. This includes the development of new housing, including affordable housing. The scale of these large sites can also contribute positively to climate resilience, through an increase to the tree canopy and measures to reduce surface runoff.

Transit: When the LRT is open, it will provide rapid transit along Finch Avenue. Jane Street is planned to have better transit infrastructure such as transit priority for buses as part of RapidTO in the short term, and bus rapid transit or an LRT in the longer term.

Development Activity: At this time, there are active development applications for the Yorkgate Mall site and Jane Finch Mall. Due to the proximity of the Finch West LRT, it is anticipated that the scale of change for these sites will be large; they presents an opportunity to develop a significant number of new homes and additional affordable housing, open spaces and parks, safe new street, and a diverse mix of retail and other commercial and office uses.

Integration with the broader community and through a network of new public streets: As the heart of the entire neighbourhood, there are opportunities to better link and connect these sites to the broader neighbourhood. Currently, the surrounding “ring” of York Gate Boulevard, Yewtree Boulevard, and Driftwood Avenue does not have many crosswalks where people can safely cross from the neighbourhood to the malls. New public streets can provide additional porosity through these large sites.

Mix of Uses: Understanding the current function of the malls, plazas, and community facilities today, it will be important that local retail and community services

that are significant to the community are kept or replicated in future development. Development within the intersection district resulting in the displacement of businesses and services should be encouraged to provide replacement of commercial gross-floor area through the redevelopment process.

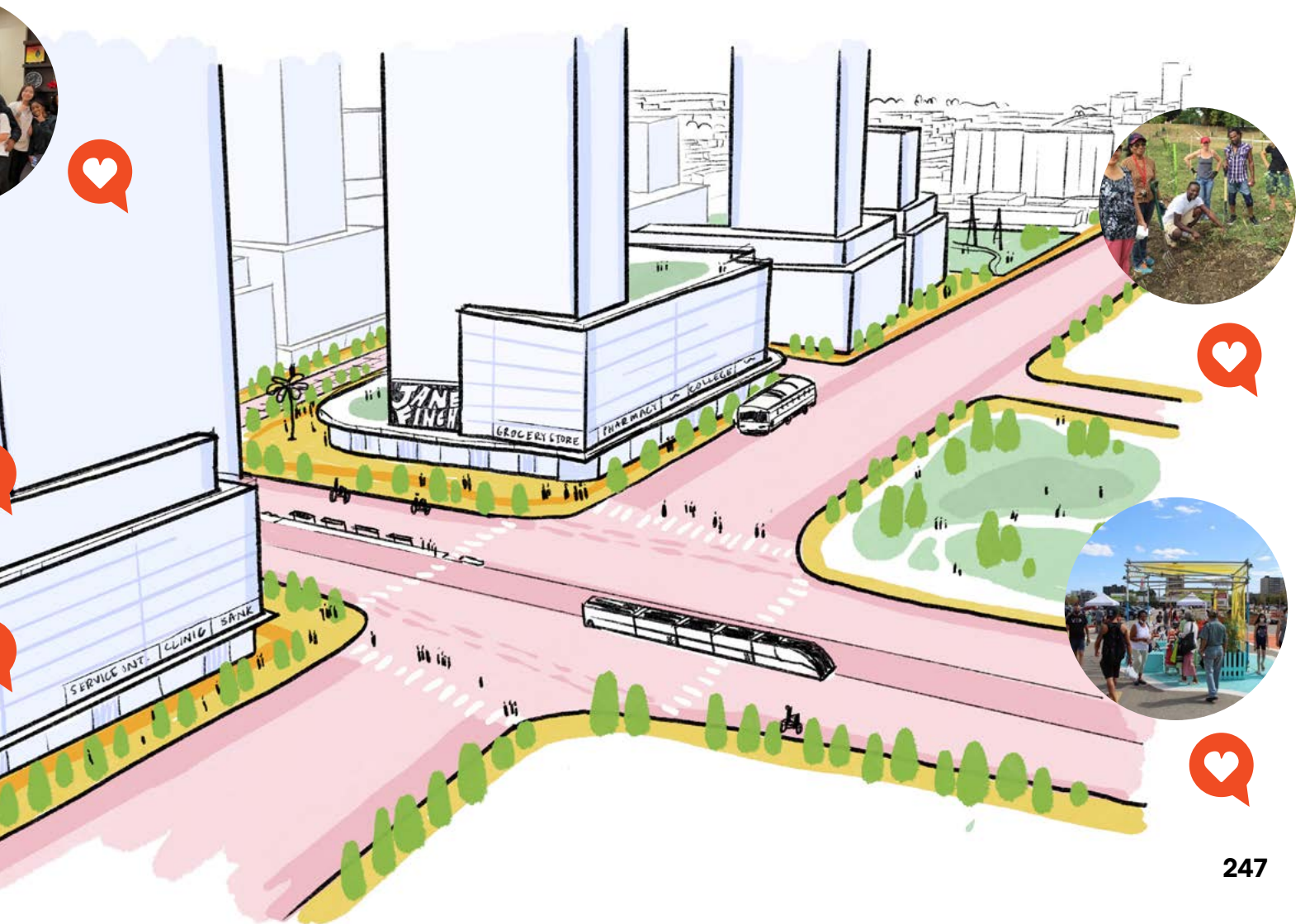
Diverse Open Spaces: New parks and open spaces will provide refuge in extreme weather, and offer places to gather, rest, and celebrate, can include a range of open space types, from public parks to private courtyard spaces. This includes new public squares, a unique public space typology that will support the continuity of the mall sites as community gathering spaces inspired by Corner Commons.

Ensuring that the community and social heart of Jane Finch continues to beat strongly: It is important to celebrate the existing assets that make Jane and Finch unique through preserving existing or creating new spaces that nurture the sense of togetherness and community in the neighbourhood today. This can be in the form of preserving or replicating local-serving commercial uses, parks and open spaces that promote cultural exchange and diversity, or through accessible community uses that anchor this intersection.



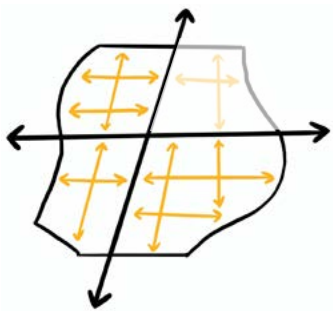
Vision:

The Intersection is the community and social heart of Jane Finch and it should continue to beat strongly. The existing assets that make Jane Finch unique should be preserved or replicated, to continue to nurture the sense of togetherness and community in the neighbourhood today. These three large mall and plaza sites are anticipated to experience the largest scale of change, with redevelopment phased over time and direct access to the Finch West LRT. New streets, parks, and blocks would create a **more walkable network for pedestrians and cyclists**, with **new mixed-use density** in the form of mid-rise and tall buildings – with a focus on new housing, including affordable housing. New **retail main streets** would allow the intersection to maintain its role as the **commercial and social heart of the community**.



9.7.3. Design Priorities

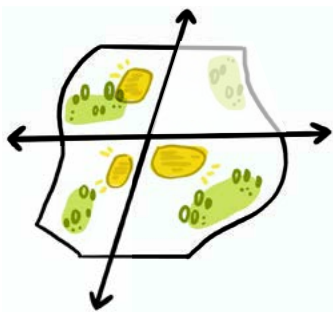
Developing design priorities will help create a framework that responds to the local and future context while providing a roadmap for how development should occur. These design priorities and considerations are unique to this District; development should refer to existing City guidelines, policies, and standards in tandem with these suggestions.



- 1 Fine Grained Grid:** Create a fine-grained grid of streets and blocks, promoting walkability. Small blocks, broken up by roads or pedestrian linkages can help bring people to where they need to go – home, work, school, transit, or retail.

Design Considerations

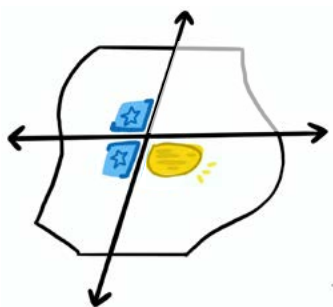
- Creates a fine-grained network of streets and blocks with pedestrian connections at least every 100 metres
- Links to existing or planned connections, such as the bike lanes along Finch Avenue West and Finch Hydro Corridor Trail through the hydro corridor
- Formalizes existing desire lines



- 2 Community Open Spaces:** Include open spaces in each quadrant that are publicly-accessible and comfortable year-round. Parks and open spaces can support a wide range of functions, and be framed by active uses. Spaces should replicate or preserve existing spaces, or residential courtyards.

Design Considerations

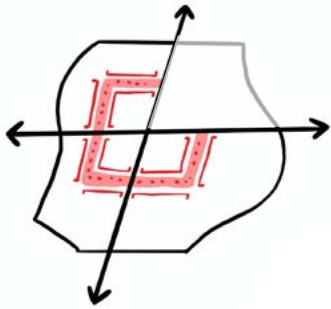
- The southeast corner provides a publicly-accessible open space that replicates the existing function of Corner Commons, in collaboration with the community
- Provides a park in every quadrant
- Provides a public square on the south-east and north-west quadrants
- Mitigates shadow impacts on parks and public squares to encourage year-round use
- Open spaces are linked to street networks and other open spaces (such as the hydro corridor), to create an accessible public realm network
- Easements over major Toronto Water infrastructure are incorporated as publicly-accessible open space



- 3 Anchoring the Intersection:** 'Anchors' should frame the arterials of Jane and Finch. These can include strong and prominent building frontages along these edges, important uses such as grocery stores, or signature public spaces.

Design Considerations

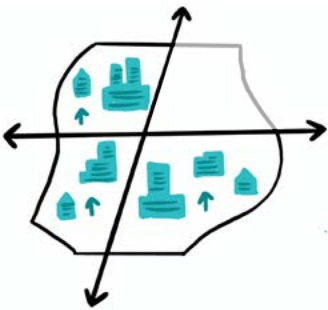
- Includes active ground floor uses along Jane and Finch, with clear glazing that encourages use of the surrounding public realm
- Creates generous boulevards
- Non-residential uses are concentrated at the intersection
- Building entrances are oriented to the main intersection or to public space



4 Mixed Use Shared Streets: Create commercial priority streets for fine-grained, local-serving retail and other non-residential uses. Prioritize establishing a new commercial core. These streets should be intimate, pedestrian-priority streets with inviting streetscapes, beautiful landscaping, and amenities like seating and lighting.

Design Considerations

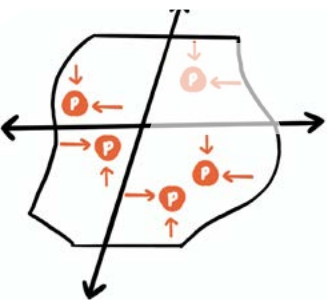
- ❑ Support and enhance the existing commercial heart of the intersection through retaining and replacing non-residential uses
- ❑ Mixed Use Shared Streets are pedestrian-scaled (18.5m ROW with 0m building setbacks), framed by active building edges and connecting to Jane and Finch
- ❑ Promotes well-designed landscapes and streetscapes, such as through pedestrian amenities (lighting, tree canopy, furniture, wayfinding, surface treatments, etc.)
- ❑ Connects to the broader street and Green Connections network



5 Transition in Scale: Creating blocks of developable land to support increase in density will provide new housing and services for new and existing residents. Development will be compatible with the surrounding planned context, considering heights, transitions, and phasing.

Design Considerations

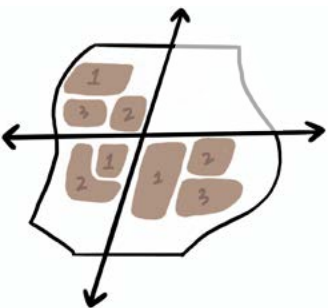
- ❑ Locates and organizes tall buildings to mitigate impacts on the public realm, and transitions down in height from 'peak' at the intersection of Jane and Finch



6 Access and Servicing: Facilitate efficient access and servicing requirements for vehicles, and create safe pedestrian and cyclist environments.

Design Considerations

- ❑ Consolidates vehicular access points (curb cuts) and reduces risk of conflicts between vehicles and pedestrians or cyclists
- ❑ Pedestrian connections align across arterial streets, such as connecting across Jane Street



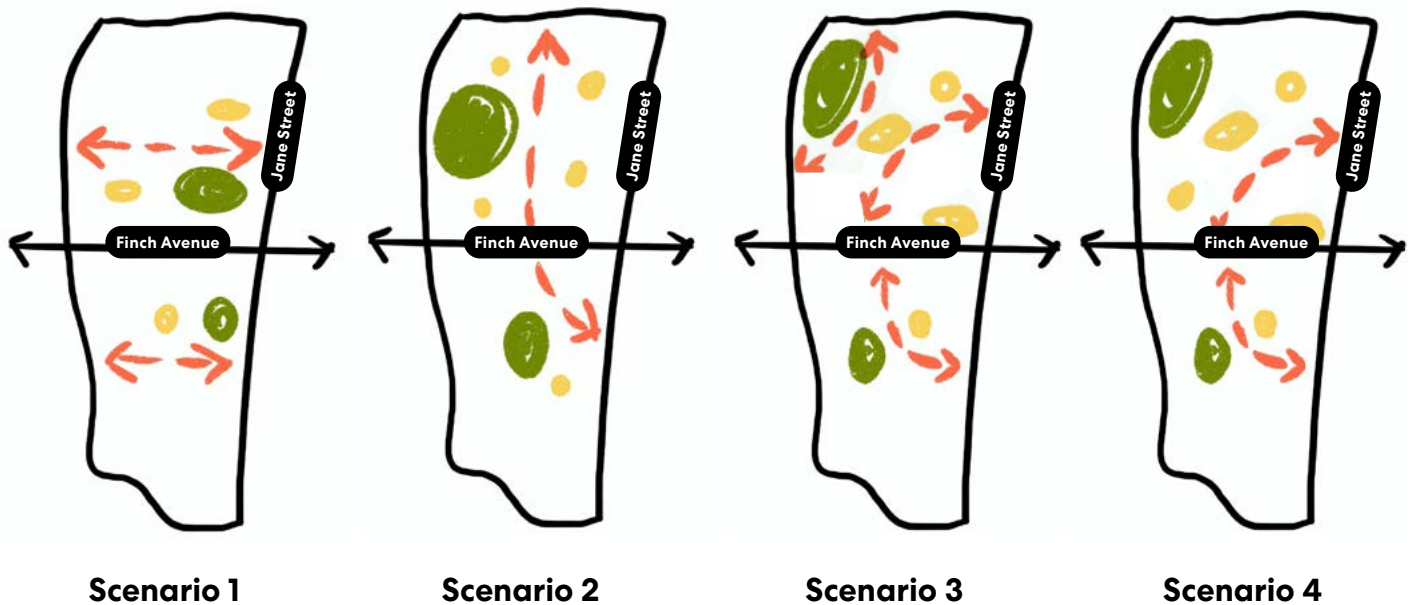
7 Ease of Implementation: Consider the long-term build out of the large sites, based on existing ownership, land assemblies, and retention of existing buildings. Minimizes disruptions to public realm and access. This requires exploration of a scenario where the mall is retained or partially retained, and another with a complete redevelopment.

Design Considerations

- ❑ Supports ease of implementation, considering interim conditions, particularly for pedestrian access and safety
- ❑ In scenarios where malls or plaza buildings are retained during development, staging and phasing considers pedestrian access to key amenities
- ❑ Phasing should support the continuity of existing community-serving businesses and other service and community uses

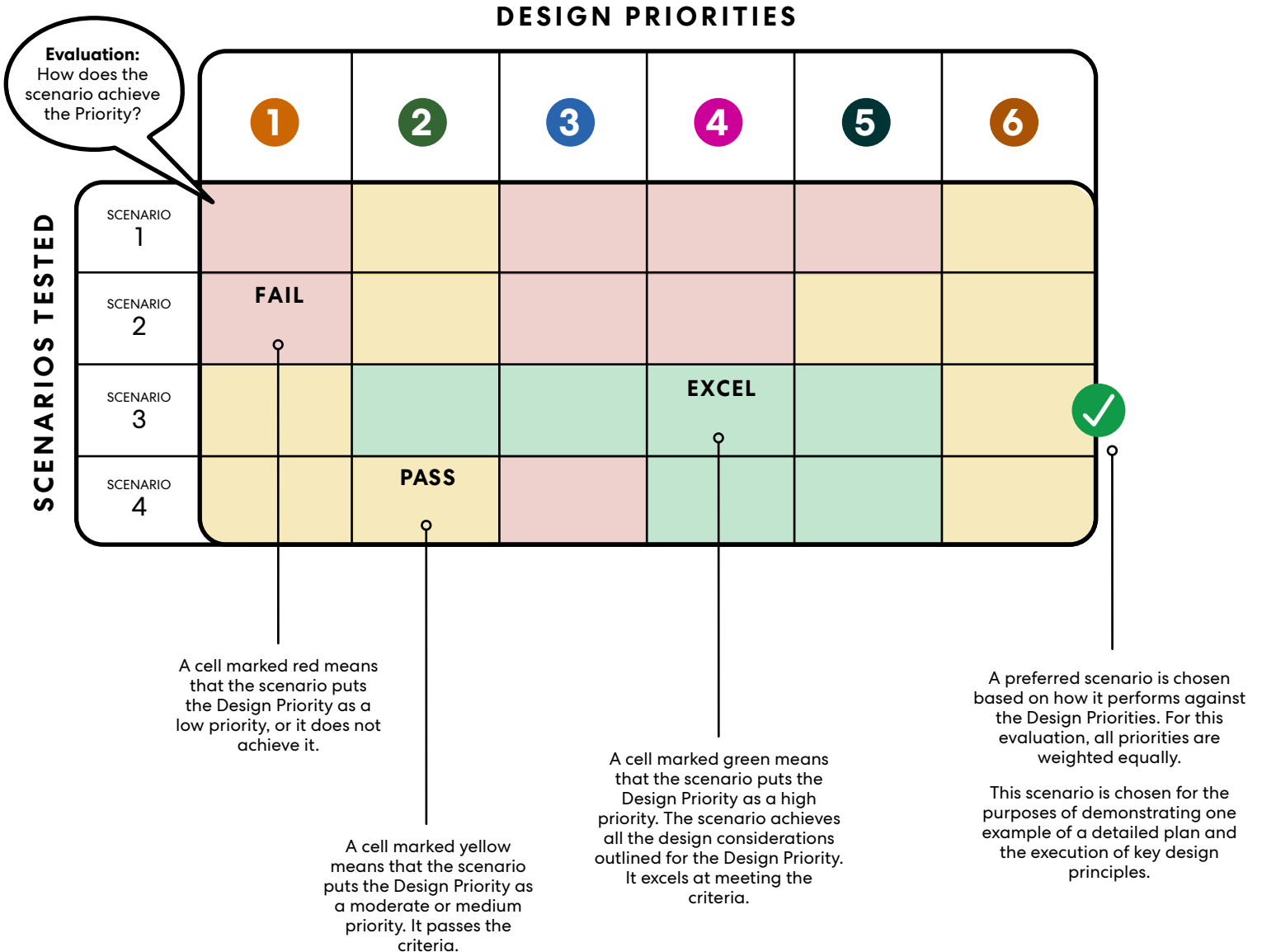
9.7.4. Focus Area Scenarios

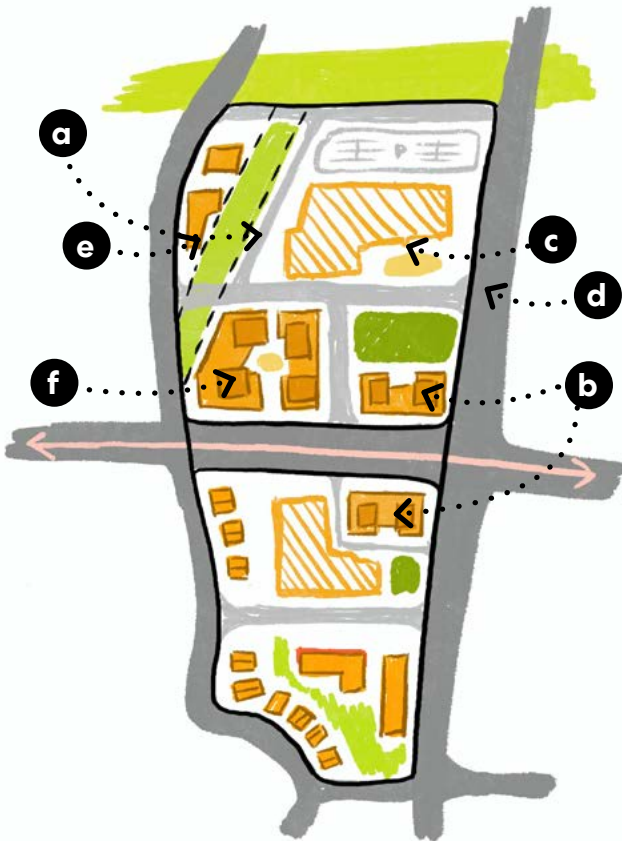
A series of conceptual scenarios were developed for The Intersection Focus Area (the two parcels on the west side of Jane Street), to test various configurations of blocks, streets and open spaces. The conceptual sketches below explore different ways to organize three main organizing elements: Parks, Open Spaces, and a central mixed use shared street that links the mixed uses together. Some elements are consistent across all scenarios because they reflect existing Official Plan policy or best practices (for example, standard tower separation distances, tall building and mid-rise design, a mix of uses, no new surface parking, complete streets, safe crossings, sustainable design) and should be evaluated at a more detailed phase.



9.7.5. Evaluating Scenarios against our Design Priorities

Each scenario was assessed for its alignment with each of the design priorities and assigned a rating from the three-point scale (Fail, Pass, Excel). This process resulted in one preferred scenario. This scenario is detailed from page 176 onwards as a demonstration plan, meant only to serve as one example of how the design priorities can be achieved in this focus area. The following pages walk through what each scenario is testing for, a matrix summary of the evaluation, the preferred demonstration plan, and the policy and urban design guideline recommendations.

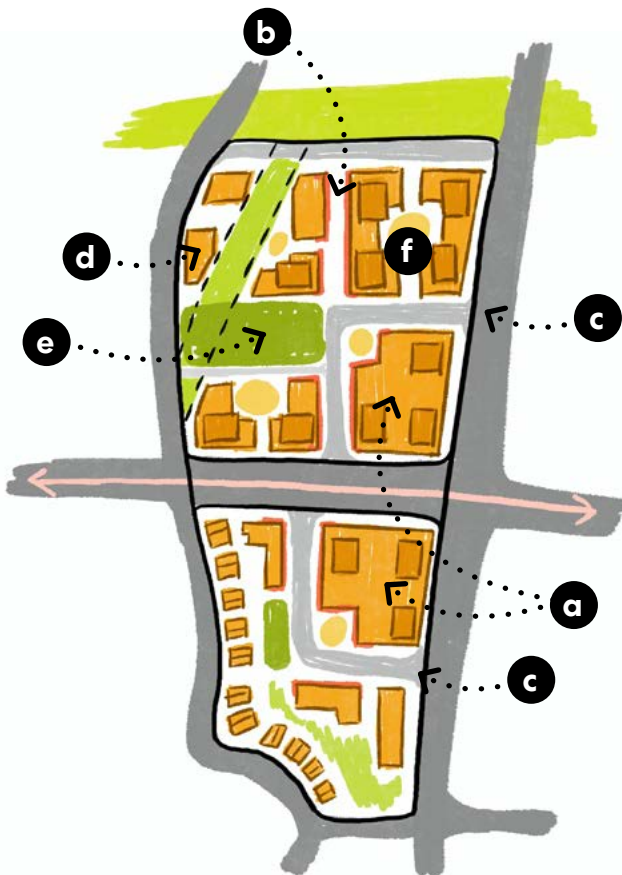




Scenario 1 Keeping Part of the Mall

This scenario explores partial but long-term retention of the mall and plaza buildings. Streets, blocks, and open spaces respond to the configuration of the mall and plaza buildings today.

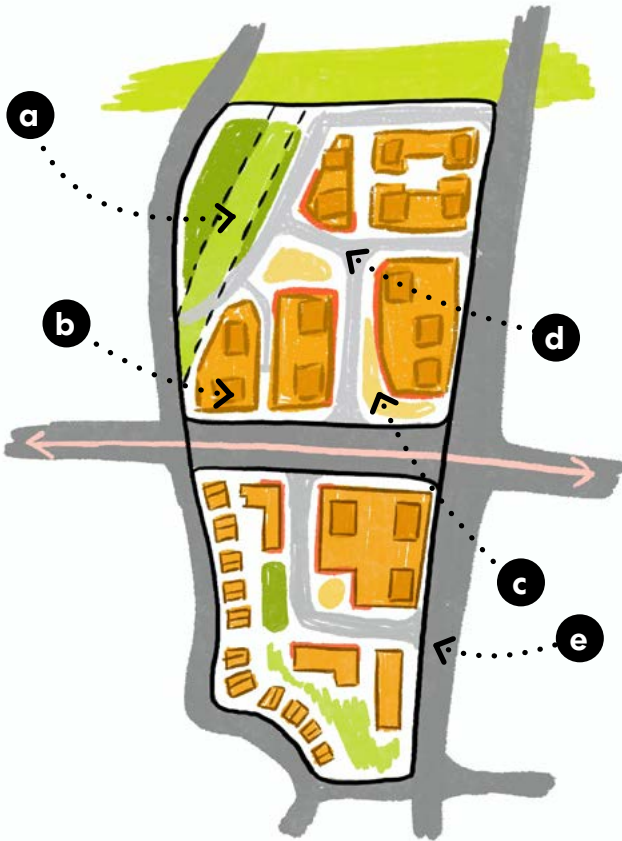
- a. Irregular resulting street pattern, creating awkward developable blocks that are constrained
- b. Smaller resulting blocks make it difficult to include standard 750m² towers
- c. Will be difficult to create active or vibrant frontages along new potential ROWs that face dull or blank walls or or 'back-of-house' (servicing, parking, loading) areas
- d. Opportunities to create new east-west signalized crossing along Jane Street
- e. Inefficient size of developable parcel west of the eastment; isolated from rest of site
- f. Medium density condition (approximately eight 750m² towers can fit on site)



Scenario 2 Framing Jane and Finch

This scenario explores a central park, north-south mixed use shared street, and a more 'standard' (rectilinear) block pattern. It prioritizes the anchoring blocks fronting Jane Street and Finch Avenue.

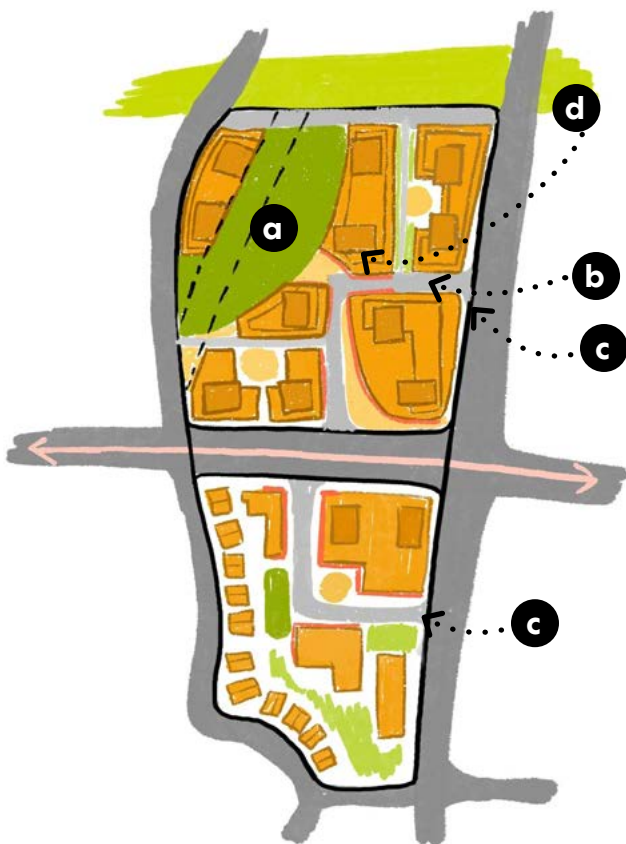
- a. Larger podiums (approximately 100m by 100m) help facilitate internal loading and servicing and support anchor uses at the intersection of Jane and Finch
- b. North-south commercial priority street, composed of a new public right-of-way to the south and a pedestrian-priority connection to the north towards the hydro corridor
- c. Does not connect across Jane to existing or planned roads
- d. Inefficient size of developable parcel west of the eastment; isolated from rest of site
- e. Medium sized park (approximately 5,500 sm) on northern quadrant
- f. Dense urban condition (approximately thirteen 750m² towers can fit on site)



Scenario 3 Park in the Corner

This scenario explores a park on the northwest corner that encapsulates the easement as one open space and a road network that 'radiates' from that open space. Visibility from arterial roads and large communal spaces framed by retail are prioritized.

- a. Medium sized park on northern quadrant (approximately 5,000 sm), as extension of hydro corridor open space, with two key edges framing public streets, with high solar access
- b. Dense urban condition (approximately fourteen 750m² towers can fit on site)
- c. Visibility and access to open spaces from both Jane Street and Finch Avenue, lined by active frontages
- d. Road network follows the natural movement and linkage between park space and transit corridors (Jane Street and Finch Avenue)
- e. Does not connect across Jane to existing or planned roads



Scenario 4 Central Open Spaces

This scenario explores centralizing the open spaces – park and squares, creating a direct physical and visual connection to the intersection, and framing these open spaces with non-residential frontages.

- a. Large sized park on northern quadrant (approximately 9,000 sm), as extension of hydro corridor open space, with frontages on public roads or spaces
- b. Minimal roadways, prioritizing pedestrian movements throughout the site, especially between the Park and the intersection
- c. Two opportunities to create new east-west signalized crossings along Jane Street
- d. Visibility and access to open spaces from both Jane Street and Finch Avenue, lined by active frontages

1

2

3

	FINE GRAINED GRID: Creates a fine-grained grid of streets and blocks that promote walkability	COMMUNITY GATHERING SPACES: Creates publicly-accessible community open spaces that connect and expand the public realm network	ANCHORING THE INTERSECTION: Development anchors and frames the intersection of Jane and Finch
SCENARIO 1: Keeping Part of the Mall	An irregular street and block pattern around the mall retention results in awkward developable blocks. Mid-block connections are provided where possible to create options for pedestrians.	Park is of sufficient size (5,000sm [*]). Park fronts onto 3 public streets. Road network, parking, and existing building prevents porosity and connections to hydro corridor.	Does not anchor the intersection. Building footprints are small and limit flexibility to fit larger uses like a grocery store. Tight parcel sizes, especially on the southern site.
SCENARIO 2: Framing Jane and Finch	Rectilinear street grid with multiple options for pedestrian connections creates a walkable environment. Minimal roadways.	Park of sufficient size (5,500sm [*]). Park fronts on 2 public streets. Park is natural extension of hydro corridor and easement. Other open spaces are framed by buildings, either as active edges and spillover spaces, or as residential courtyards.	Anchors the intersection with retail uses. Larger footprints can provide flexibility for non-residential uses to be concentrated at the intersection. Lack of open spaces or generous boulevard off of Jane and Finch restricts visibility/convenient access into the block.
SCENARIO 3: Park in the Corner	High permeability with multiple pedestrian connections. Multiple north-south pathways off of Finch.	Park is of sufficient size (5,000sm [*]). Park has large frontage on public streets and as natural usage of the easement. May create uncomfortable conditions due to facing the streetcar movements in and out of the MSF grounds.	Anchors the intersection with retail and public spaces. Larger footprints provide flexibility for non-residential uses to be concentrated at the intersection, in the podium.
SCENARIO 4: Central Open Spaces	High permeability with multiple pedestrian connections. Minimal roadways, prioritizing the pedestrian condition internal to the block.	Park is of generous size (9000sm [*]) with public frontages (roadways, hydro corridor, and squares) and framed with non-residential uses/grade-level residential. Park is natural extension of hydro corridor and easement.	Anchors the intersection with retail and public spaces. Larger footprints provide flexibility for non-residential uses to be concentrated at the intersection, in the podium. Building massing frames streets and creates generous boulevard with public space.

**including easement*

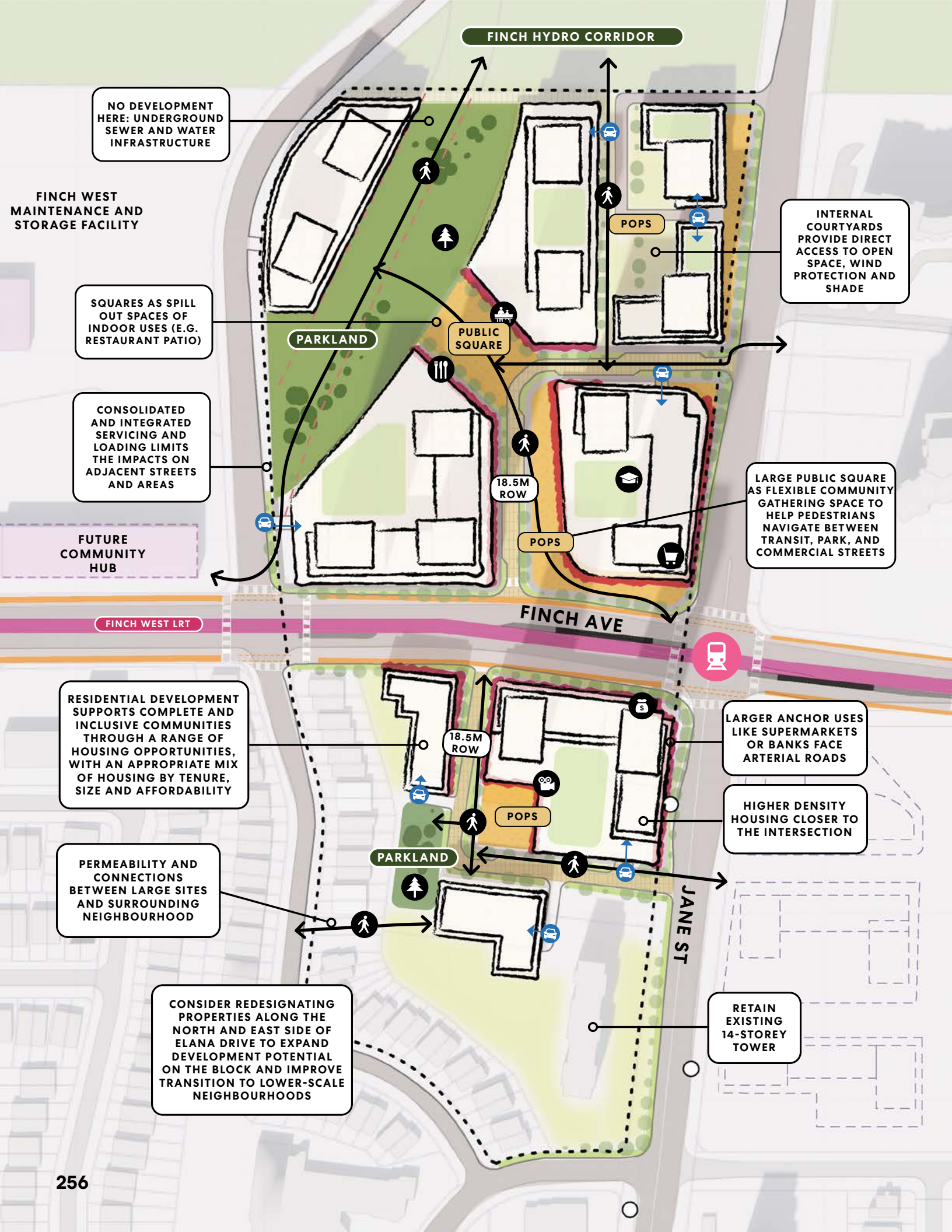
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MIXED USE SHARED STREETS: Creates Mixed Use Shared Streets for pedestrians and cyclists, framed by active building edges	TRANSITION IN SCALE: Establishes supportive transit-oriented densities and shapes tall buildings to mitigate impacts on the public realm.	ACCESS AND SERVICING: Facilitates efficient access and servicing without impacting safety, accessibility, and the pedestrian experience	EASE OF IMPLEMENTATION: Supports staging and phasing efforts
The retention of the mall may create hostile or blank frontages for the main east-west street. This scenario lacks a consistent retail street that prioritizes pedestrian comfort.	Conceptual density calculations: 8 new towers if part of the mall never gets redeveloped. Tall buildings are clustered along Jane, and if mall is retained, provides transition to the north. Due to small parcel sizes on the northern site, towers are likely to shadow the park for most of the day. Constricted block sizes result in tight tower spacing.	Loading and servicing occurs off of internal streets, but does not connect to the existing San Romanoway roadway.	Road network follows existing lot lines for easier phasing and potential long-term retention of the mall. However, many interim and long-term strategies for the facades of the mall will need to be employed to ensure a safe and comfortable public realm.
A consistent mixed use shared street is established, connecting pedestrians to both the LRT along Finch and the bus service along Jane.	Conceptual density calculations: 13 new towers can be accommodated in this scenario. Block sizing allows for adequate tower separation and transition down to the Park, mitigating shadow impact. Overall site sizing allows for adequate transition and mix of building types.	Loading and servicing occurs off of internal streets, but does not connect to the existing San Romanoway roadway or the Jane Finch mall site.	Road network follows existing lot lines for easier phasing and implementation.
A consistent mixed use shared street is established, connecting pedestrians to both the LRT along Finch and the bus service along Jane.	Conceptual density calculations: 16 new towers can be accommodated in this scenario. Block sizing allows for adequate tower separation and transition down to the Park, mitigating shadow impact. Overall site sizing allows for adequate transition and mix of building types.	Loading and servicing occurs off of Jane St. or Finch Ave., and connects to San Romanoway, but not the Jane Finch mall site. Road network radiates from main destinations and open spaces (Park, plaza off of Finch).	Road network does not follow existing lot lines. Phasing and implementation may be difficult.
A consistent mixed use shared street is established, connecting pedestrians to both the LRT along Finch and the bus service along Jane.	Conceptual density calculations: 13 new towers can be accommodated in this scenario. Block sizing allows for adequate tower separation and transition down to the Park, mitigating shadow impact. Overall site sizing allows for adequate transition and mix of building types.	Loading and servicing occurs off of internal streets. Road network can provide pedestrian connections to San Romanoway and the Jane Finch mall site (based on current active under-review application).	Road network follows existing lot lines for easier phasing and implementation.



FINCH HYDRO CORRIDOR

NO DEVELOPMENT
HERE: UNDERGROUND
SEWER AND WATER
INFRASTRUCTURE

FINCH WEST
MAINTENANCE AND
STORAGE FACILITY

INTERNAL
COURTYARDS
PROVIDE DIRECT
ACCESS TO OPEN
SPACE, WIND
PROTECTION AND
SHADE

SQUARES AS SPILL
OUT SPACES OF
INDOOR USES (E.G.
RESTAURANT PATIO)

PARKLAND

PUBLIC SQUARE

POPS

CONSOLIDATED
AND INTEGRATED
SERVICING AND
LOADING LIMITS
THE IMPACTS ON
ADJACENT STREETS
AND AREAS

18.5M
ROW

POPS

LARGE PUBLIC SQUARE
AS FLEXIBLE COMMUNITY
GATHERING SPACE TO
HELP PEDESTRIANS
NAVIGATE BETWEEN
TRANSIT, PARK, AND
COMMERCIAL STREETS

FUTURE
COMMUNITY
HUB

FINCH WEST LRT

FINCH AVE

RESIDENTIAL DEVELOPMENT
SUPPORTS COMPLETE AND
INCLUSIVE COMMUNITIES
THROUGH A RANGE OF
HOUSING OPPORTUNITIES,
WITH AN APPROPRIATE MIX
OF HOUSING BY TENURE,
SIZE AND AFFORDABILITY

18.5M
ROW

LARGER ANCHOR USES
LIKE SUPERMARKETS
OR BANKS FACE
ARTERIAL ROADS

HIGHER DENSITY
HOUSING CLOSER TO
THE INTERSECTION

POPS

PERMEABILITY AND
CONNECTIONS
BETWEEN LARGE SITES
AND SURROUNDING
NEIGHBOURHOOD

PARKLAND

JANE ST

CONSIDER REDESIGNATING
PROPERTIES ALONG THE
NORTH AND EAST SIDE OF
ELANA DRIVE TO EXPAND
DEVELOPMENT POTENTIAL
ON THE BLOCK AND IMPROVE
TRANSITION TO LOWER-SCALE
NEIGHBOURHOODS

RETAIN
EXISTING
14-STOREY
TOWER

Demonstration Plan

Through evaluation of the scenarios, this demonstration plan was created as a more detailed example of how development in this Focus Area can be executed. The following strategies and design guidelines will help shape future development in this District to achieve the design priorities.



Figure 212. Through consultation, many youth wanted to see a movie theatre in the neighbourhood. This example is from Markham - anchor uses like a Cineplex and York University are integrated into development (Downtown Markham)



Figure 213. Existing large format uses such as a supermarket should be preserved and integrated into new development. This example is from Parliament and Dundas, Toronto (Canada 247)





Fine Grained Grid

- 221. Podiums, public squares and new streets should be arranged to provide direct visual connections between the intersection/ Finch West LRT stops and the new parks within the redeveloped blocks.
- 222. The street network should prioritize the needs and safety of pedestrians and cyclists. Specifically, new roads and connections should to create comfortable and convenient access to the LRT, to open spaces, and key anchor destinations such as the future Community Hub.




Community Open Spaces

- 223. Provide at least one large, public park in each quadrant of the Intersection District. It should be accessible, multi-functional, connected by public accesses, and have elements that reflect the cultural and historical significance of the local area. The location of the park should encourage easy movement and integration.

- 224. Community uses and grade-related residential units should line park frontages.
- 225. Building placement and massing (such as tower orientation) should limit shadow and wind impacts on parks and squares.
- 226. Organize internal layouts and vary the design and articulation of each building elevation to respond to solar orientation and differences in facing conditions.

-  227. Include two public squares within the Intersection District. These public squares should be publicly accessible and be framed by active uses.
-  228. Create courtyards for areas between residential buildings and away from main commercial streets. These areas should be scaled accordingly to the framing buildings.
-  229. Provide above-grade outdoor amenity spaces such as rooftop open spaces.
-  230. Treat the existing easement over Toronto Water underground infrastructure in the north-west quadrant of the Intersection as an important contribution to the open space of the District. It should be well-utilized and incorporated into the block plan rather than left as a vacant open space. Consider pedestrian connections or programming in this corridor.

Anchoring the Intersection

-  231. Buildings should be oriented around Mixed Use Shared Streets and open spaces, which form “heart” of The Intersection.
-  232. Residential lobbies should be located on public streets, off of Jane Street and Finch Avenue.
-  233. Anchor uses (prioritizing replicating existing uses such as: commercial uses like grocery stores, community and youth services like The Spot, service uses like Service Ontario, or education uses like Seneca College) should be located in the

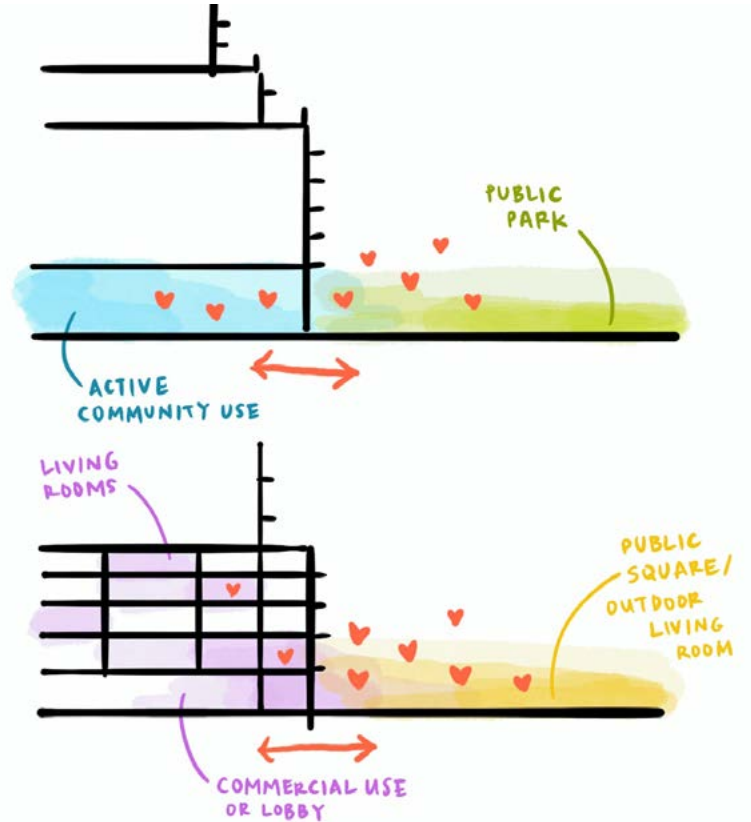


Figure 214. Sketches to demonstrate the positive relationship between ground floor uses (residential or non-residential) and open spaces



Figure 215. Open spaces that directly face active ground-floor uses should be flexible, publicly-accessible, and well furnished

base building of the buildings at the corner of the intersection, facing the arterials of Jane Street and/or Finch Avenue. These should be in prime locations that are highly visible from the arterials.



234. Add new uses to complement the existing mix of uses. For example: youth hubs; office; entrepreneurial spaces such as maker or flexible incubator spaces; museums; or movie theatres. Explore partnerships with local organizations, build on findings from the Community Development Plan, and consult the community on what new uses would benefit the area in this central and accessible location.



235. Anchor uses should frame adjacent open spaces, with high visibility, transparency, and direct access. For example, a ground-level daycare could directly abut a public park, to activate the open space as an extension of the interior use. Reference existing documents such as the POPS Guidelines and the Retail Design Manual for best practices of the design these compatible spaces.



Mixed Use Shared Streets

236. Create Mixed Use Shared Street(s) with 0m setbacks, in each of the large sites at the Intersection that are human-scaled and have narrower widths (18.5m ROW) to reduce vehicle speeds and provide a more intimate pedestrian environment. Buildings along these key commercial streets should contain a mix of uses, rather than back-of-house loading areas or blank walls. Floor to ceiling height on ground floors should be at least 4.5 metres. Refer to the City of Toronto Retail Design Manual.



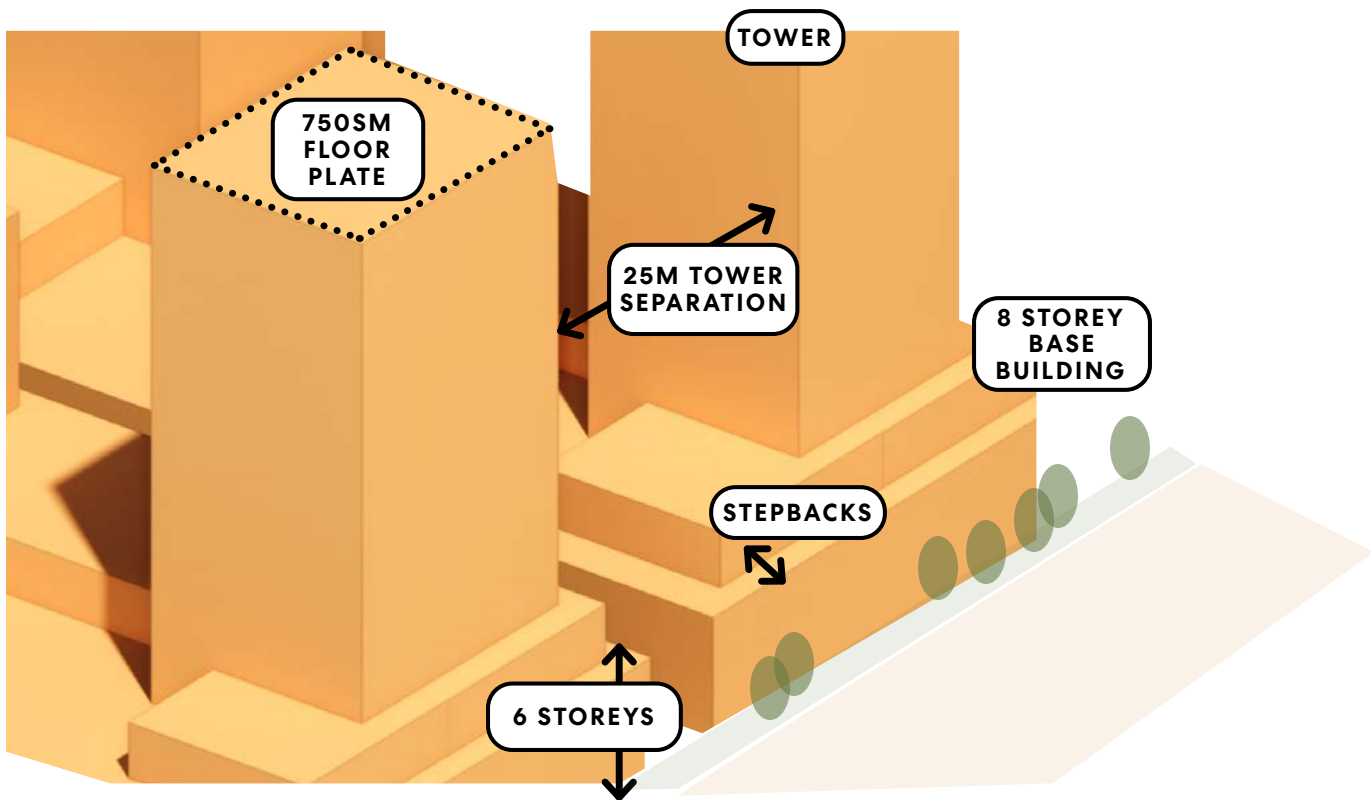
Figure 216. Yonge-Sheppard Centre features taller storey heights to accommodate non-residential uses such as supermarkets, restaurants, gyms, and retail (Archilovers)



Figure 217. Signage, pedestrian amenities, high-quality pavement materials, and lighting all contribute positively to a mixed use shared street - Suter Brook Village, Port Moody (Connect Landscape Architecture)



Figure 218. Ground floors - lobbies, retail shops, restaurants, should promote visibility and transparency - Yonge Eglinton Centre, Toronto



237. Fine-grained, active uses with small footprints and a high density of individual entrances should be concentrated along the Mixed Use Shared Streets and public squares. Non-residential uses should be prioritized, however shared residential lobbies, grade-related live-work units are permitted.



238. Explore shared streets (i.e. woonerfs) that prioritize pedestrians and cyclists instead of vehicles.



239. Provide weather protection along these Mixed Use Shared Streets (canopies, awnings, overhangs).



Transition in Scale

240. Development at The Intersection is permitted in a form consistent with one of the following building types:

- Mid-rise buildings
- Tall buildings.



241. The tallest buildings will be closest to the intersection, progressively transitioning down in height and scale:

- For the northwest corner, transition down in height and scale towards the hydro corridor to the north.
- For the southwest corner, transition down in height and scale towards the west to Elana Drive.
- For the southeast corner transition down towards the *Neighbourhoods* to the east (east of Driftwood) and south (south of Yewtree Boulevard).



242. Create transition within blocks, through a range of building types, heights, and scales.



243. Base buildings of tall buildings should:

- Be set back 3 metres from the arterials of Jane Street and Finch Avenue West, to provide additional pedestrian space and an enhanced public realm.

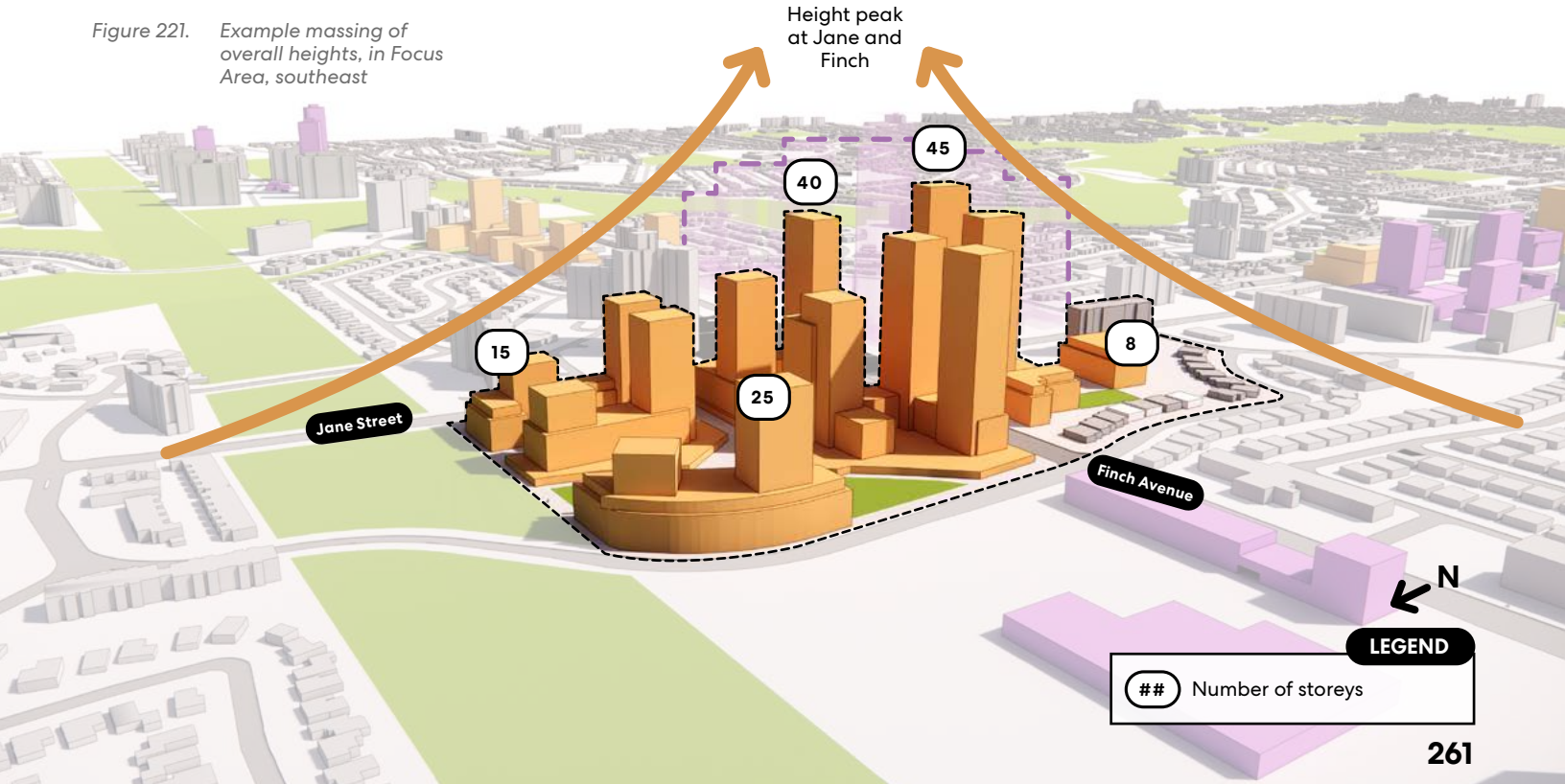


Figure 219. Regent Park demonstrates a range of heights, housing types (high, mid, and low-rise), and outdoor amenity spaces, on the same block (Spacing Magazine)



Figure 220. Towers and base buildings should be shaped, located, and oriented to preserve comfortable conditions for pedestrians, with consideration for microclimate (wind and sun) – Forest Manor Road, Toronto

Figure 221. Example massing of overall heights, in Focus Area, southeast



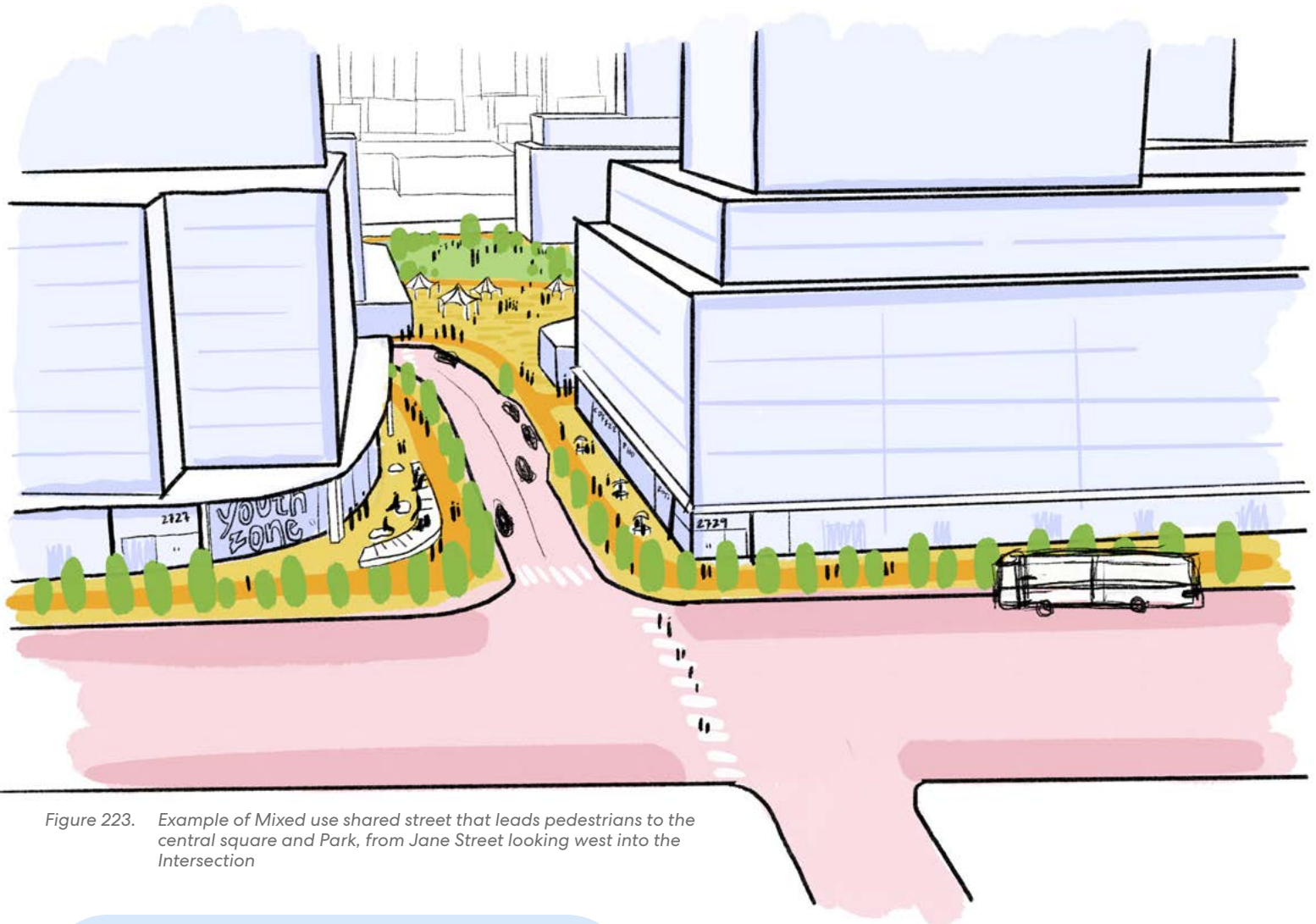


Figure 223. Example of Mixed use shared street that leads pedestrians to the central square and Park, from Jane Street looking west into the Intersection

- b. Be set back a minimum of 0 metres along the Mixed Use Shared Streets and Squares to provide a sense of enclosure that opens up with varied moments of deeper setbacks. This will ensure space for continuous street trees, provide spill out space at major entrances, pedestrian waiting areas at cross-walks and allow an appropriate response to micro-climatic conditions.
- c. Be set back a minimum of 6 metres along all park frontages and the hydro corridor to provide a space for servicing, public access and landscaping.



244. If properties along Elana Drive houses are consolidated with the properties at the intersection, the Elana frontage should be used to provide transition from taller buildings in the *Mixed Use Areas* down to the lower-rise lots in the *Neighbourhoods*.

Access and Servicing



245. Avoid service lanes off of Jane Street or Finch Avenue.



246. Loading and servicing entrances should be consolidated on large blocks with turning facilities internalized into podiums in an effort to prioritize activity on Mixed Use Shared Streets.



247. Short term street parking should be provided at select locations along Mixed Use Shared Streets.

9.8. Norfinch District

9.8.1. What's There Today?

Diverse Uses: Today, there are a mix of building types and primarily non-residential uses along both sides of Norfinch Drive. This includes a police station, low- to mid-rise hotels, a community nursing home, a medical facility, and standalone or integrated commercial (restaurants and shops).

Deep Lots: The lots here today are deep (as high as 180m deep) with narrow frontages on Norfinch (as narrow as 40m). Buildings are set back a large distance from Norfinch. In those setback areas are drop-off and pick-up zones, surface parking, some landscaping and signage (particularly at hotel sites).

Parking: These sites have large surface parking lots and drop-off areas throughout, with many access points for cars from Norfinch. This results in multiple curb cuts that interrupt the current pedestrian network.

Proximity to Highway: The western edge of the district is Highway 400, which the current buildings back onto. The sites will be constrained by setback requirements from the Ministry of Transportation. Development should also address other adverse impacts such as particulate matter and noise.



Figure 225. View from Finch Ave West towards Norfinch District

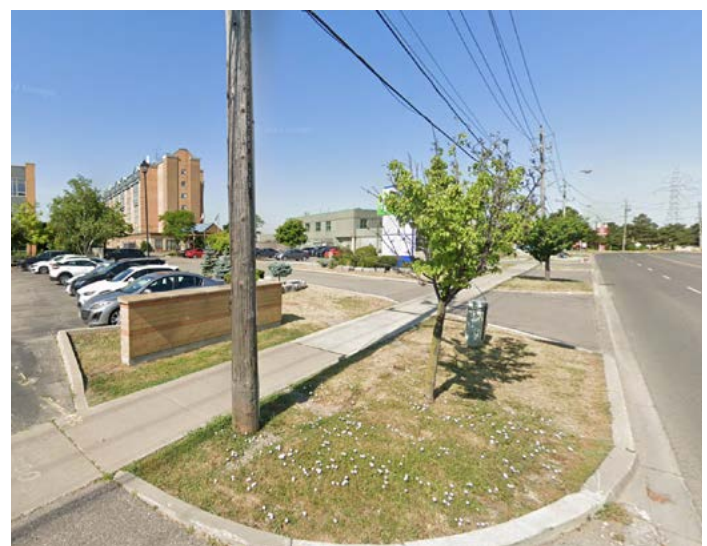
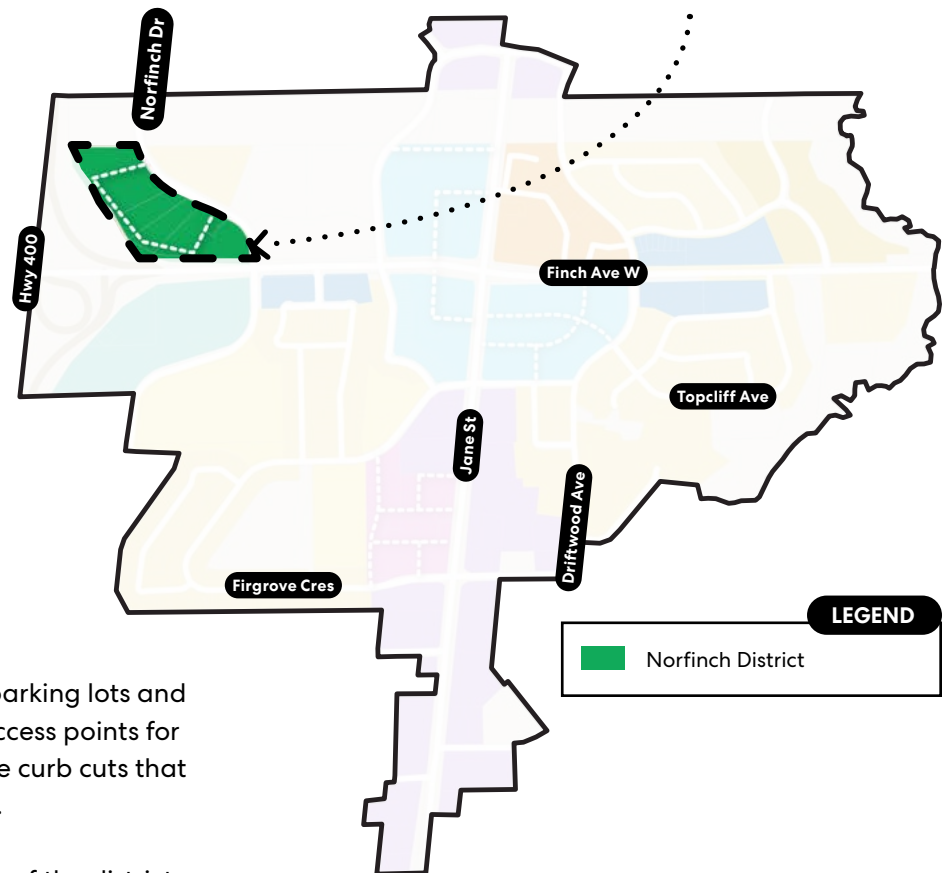


Figure 224. View along Norfinch, looking towards Norfinch Care Community Nursing Home and Holiday Express Toronto

FOCUS AREA
See Focus Area option testing and evaluation



LEGEND

■ Norfinch District

9.8.2. What's Possible Tomorrow?

Block Planning: Due to the long and deep geometry of the sites, some comprehensive block planning will be required. A coordinated approach will enable a more cohesive and integrated set of developments. It will ensure that sites complement each other in terms of land use, building design, and infrastructure, all maximizing the potential of the entire block. It will also facilitate the creation of a well-integrated public realm and network of blocks, new public streets, and a large block. This will rely on collaboration between landowners in the district, which should be encouraged by the City.

Transit: This area is also well connected to the future Finch West LRT stop at the intersection of Finch and Norfinch. This location and transit-oriented development will provide convenient and efficient transportation to future residents, workers, and visitors.

Creating a Buffer: This location offers a unique challenge for future growth and density, due to its proximity to the highway. Development can be shaped in a way to protect new occupants from adverse effects (noise and particulate matter) from the highway.

Enhanced Public Realm: To respond to the car-centric nature of Norfinch, a more comfortable, safe, and enjoyable public realm could encourage more pedestrians, cyclists, and transit users in this area. Better connections to the east side of Norfinch (to the school, hydro corridor, or the community hub at the MSF site) will promote walkability.

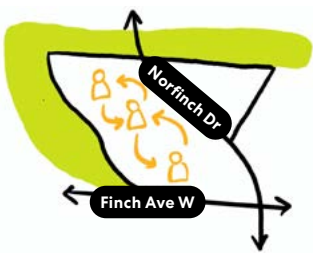
Adjacency to Hydro Corridor: The proximity of the hydro corridor offers an opportunity to create access to these sites. This offers a direct connection to the Loop Trail (as part of the Finch hydro corridor or the connection to the Finch West cycle tracks along Norfinch).

Vision:

Bounded by the highway, the hydro corridor, and direct access to the LRT stop, this institutional-commercial area would see new redevelopment in tall, mid-rise, and low-rise buildings. The tallest buildings would frame the highway edge, serving as the western gateway of the neighbourhood. As a mixed-use node, this area would continue to have significant non-residential uses such as hotel, retail, offices, and medical facilities integrated in new development.

9.8.3. Design Priorities

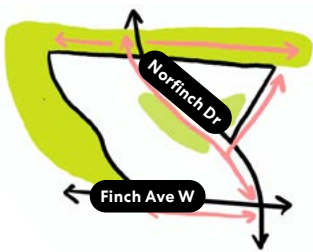
Developing design priorities will help create a framework that responds to the local and future context while providing a roadmap for how development should occur. These design priorities and considerations are unique to this District; development should refer to existing City guidelines, policies, and standards in tandem with these suggestions.



1 Coordinated Block Planning: Coordinate and collaborate between separate land owners to deliver more efficient, attractive, sustainable and connected blocks.

Design Considerations

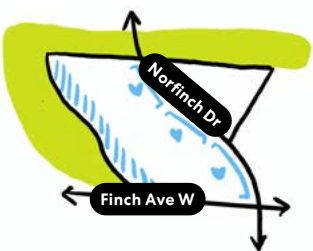
- ❑ Enhances connectivity and permeability through well-planned streets, sidewalks and pathways
- ❑ Considers how development fits into future planned context (e.g. developing a block context plan)
- ❑ Collaborates on shared infrastructure (roads, parks, public realm) to establish District vision
- ❑ Heights and building types are arranged to optimize light and privacy



2 Open Spaces and Connectivity: Link to the surrounding context and future multi-modal connections in an intuitive way, prioritizing the pedestrian experience.

Design Considerations

- ❑ Provides a park that is visible, accessible, and lined with active edges to create a sense of enclosure
- ❑ Connects to the Loop Trail, the Finch West LRT platform and bike lanes along Finch
- ❑ Creates both large (e.g. Park) and smaller publicly-accessible spaces (e.g. courtyards) to provide a variety of open spaces



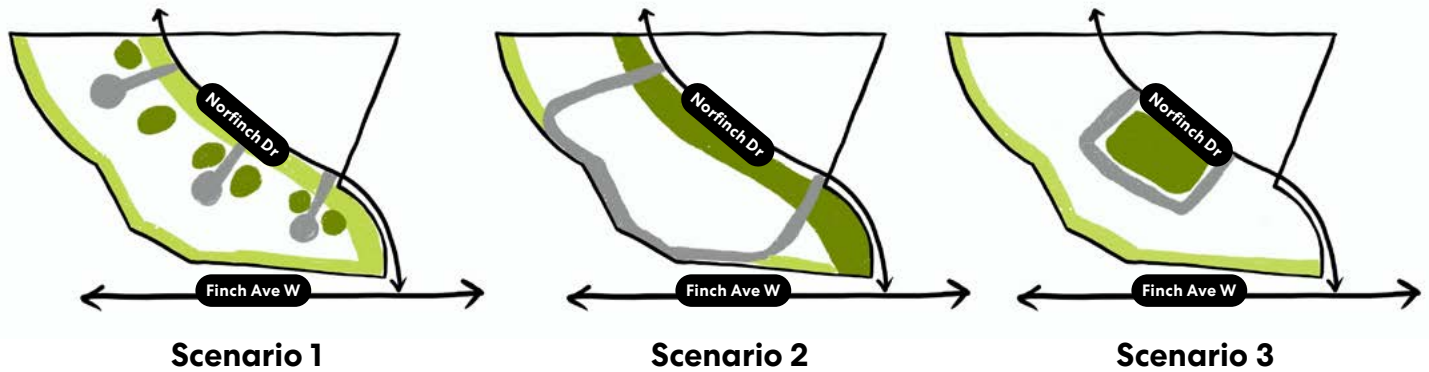
3 Pleasant and Equitable Streetscapes: Create an enjoyable experience for all modes.

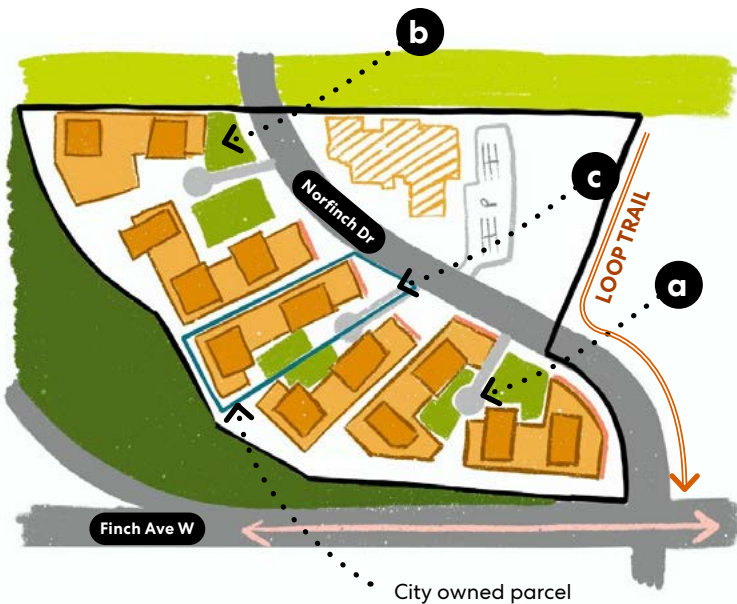
Design Considerations

- ❑ Buffers from the highway using landscape, built form, and other urban design strategies
- ❑ Improves the frontage and streetscapes along Norfinch, so people travelling to/from the *Employment Areas* to the north feel safe and comfortable

9.8.4. Focus Area Scenarios

A series of conceptual scenarios were developed for the Norfinch Focus Area (the parcels on the west side of Norfinch Drive), to test various configurations of blocks, streets and open spaces. The conceptual sketches below explore different ways to organize two main structural elements: a park and new street(s) that link the mixed uses together. Some elements are consistent across all scenarios because they reflect existing Official Plan policy or best practices (for example, standard tower separation distances, tall building and mid-rise design, a mix of uses, no new surface parking, complete streets, safe crossings, sustainable design) and should be evaluated at a more detailed phase.

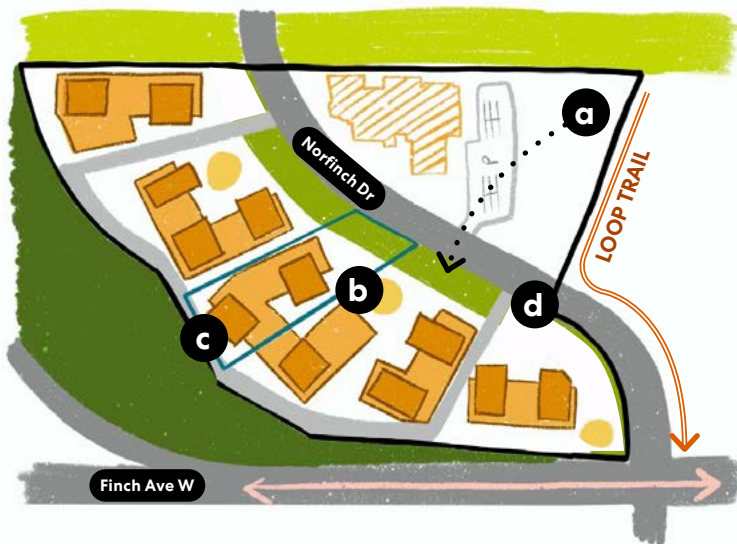




Scenario 1 No Coordination

This scenario explores the possibility of no coordination amongst the various landowners along Norfinch.

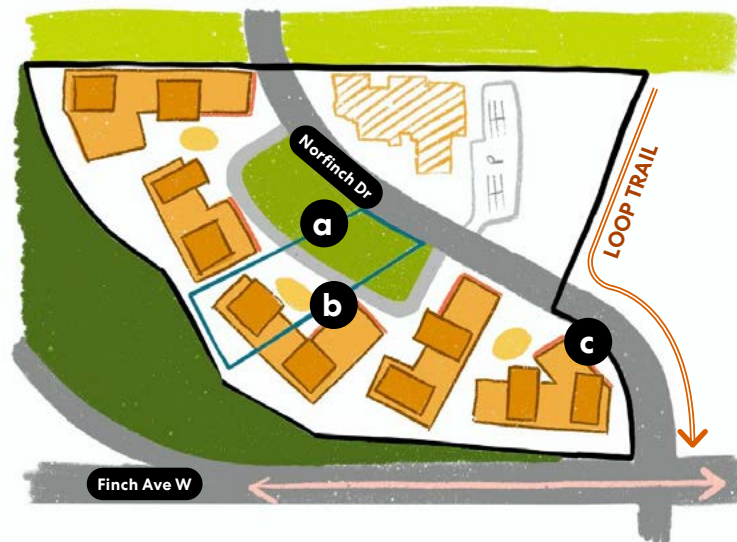
- a. No shared roadway amongst landowners, creates an unpleasant and more car-dominant edge along Norfinch
- b. Independent, smaller parks
- c. Lack of coordinated pedestrian infrastructure



Scenario 2 Park along Norfinch, External Loop

This scenario explores creating a park along Norfinch, with a public roadway following property lines and the edge along the highway setback.

- a. Shared park along Norfinch creates a more pedestrian-friendly edge
- b. Some coordination between landowners
- c. Roadway to the rear provides buffer from highway and coordinated access away from Norfinch
- d. Roadway aligns with Loop trail extension, can create new intersection



Scenario 3 Park along Norfinch, Internal Loop

This scenario explores creating a park along Norfinch, with a public roadway circling the park.

- a. Shared park along Norfinch creates a more pedestrian-friendly edge
- b. Some coordination between landowners
- c. Some blocks require curb cuts off of Norfinch as roadway does not service them

1

2

3

	COORDINATED BLOCK PLANNING: Coordinates and collaborates between separate land owners.	OPEN SPACES AND CONNECTIVITY: Links to the surrounding context and future multi-modal connections.	PLEASANT AND EQUITABLE STREETSCAPES: Creates an enjoyable experience for all modes of travel.
SCENARIO 1: No Coordination	Lack of comprehensive and coordinated block planning. Little to no collaboration between landowners with the exception of some shared driveways.	Individual open spaces create a series of smaller Parks rather than one large park, which helps distribute open space amongst the various parcels.	Multiple curb cuts and vehicular access points off of Norfinch do not create a pedestrian-friendly environment along the roadway.
SCENARIO 2: Park along Norfinch, External Loop	Coordination between landowners to create better consistent building frontages and more efficient buildings. Roadway is shared amongst various parcels to create an efficient transportation through the entire Focus Area site.	One large anchoring park off of Norfinch creates a more positive edge. Buildings can directly front onto the Park and create a sense of enclosure. Roadway can connect to the Loop Trail and provide access across Norfinch.	Roadway along the highway edge and landscaping can provide a buffer between the buildings and the highway, as well as a link to the Loop Trail, hydro corridor grounds, and the Employment Areas beyond.
SCENARIO 3: Park along Norfinch, Internal Loop	Coordination between landowners to create better consistent building frontages and more efficient buildings. Roadway is only shared amongst a few parcels and does not service all of the blocks.	One large anchoring park off of Norfinch creates a more positive edge.	Park contributes to the streetscape along Norfinch and offers a pleasant pedestrian journey along Norfinch to the hydro corridor and Employment Areas beyond.

Demonstration Plan

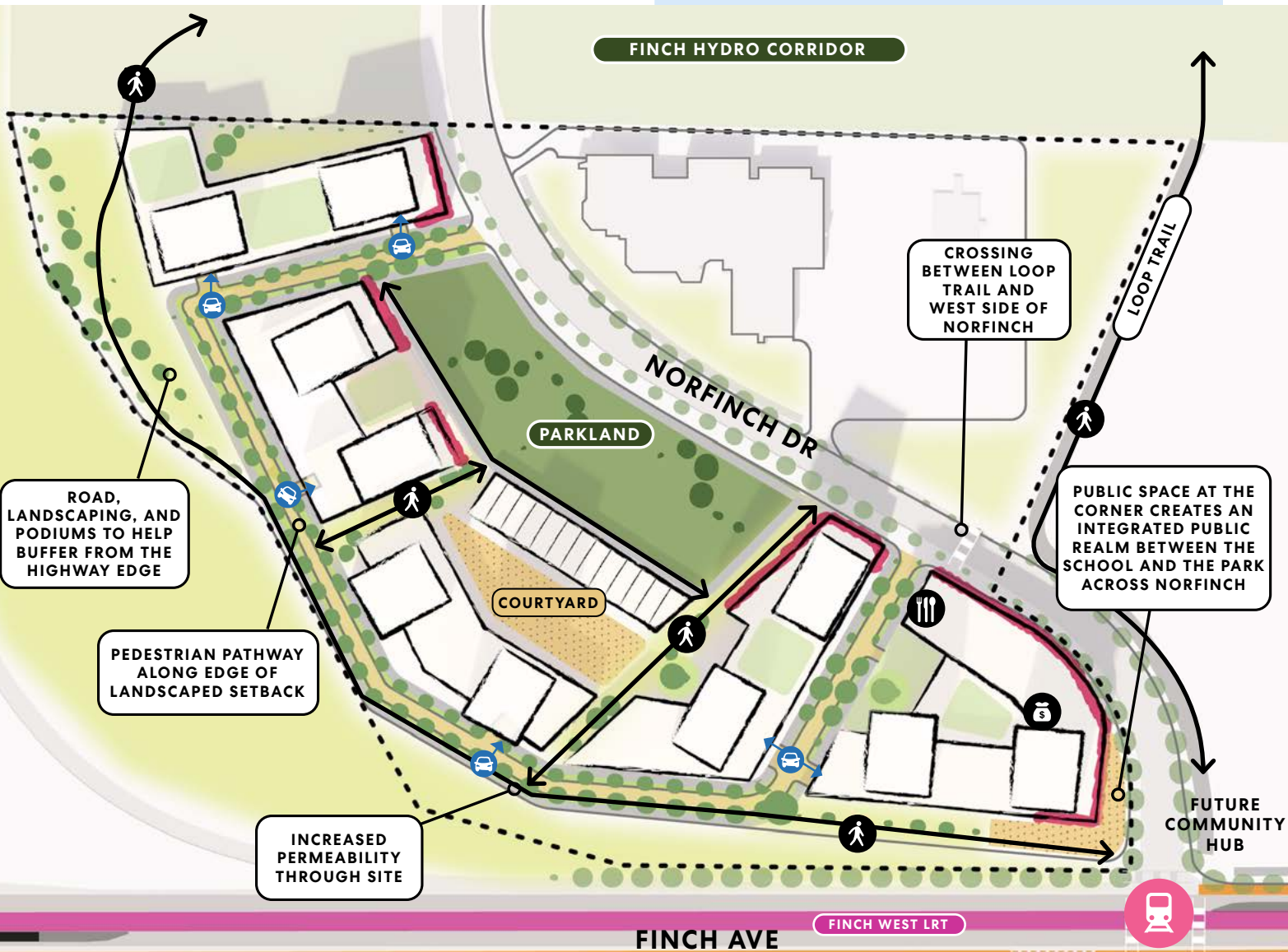
Through evaluation of the scenarios, this demonstration plan was created as a more detailed example of how development in this Focus Area can be executed. The following strategies and design guidelines will help shape future development in this District to achieve the design priorities.





Building Types and Heights for Norfinch


248. Development on Norfinch is permitted in a form consistent with one of the following building types:


- a. Mid-rise buildings.
- b. Tall buildings.
- c. Low-rise forms like townhouses may also be appropriate to facilitate transition towards open spaces.





 249. Building heights and orientation should be organized in a manner that serves to mitigate the impacts of the adjacent highway (such as particulate matter and noise).

 250. In general the massing should avoid extensively terraced buildings or other forms of building design and articulation that overtly express the required setbacks and angular planes for transition.


 251. Building placement and massing (such as tower orientation) should limit shadow impacts on existing and new parks.


 252. Building orientation should be prioritized to provide a continuous sense of enclosure around the proposed new park, with a consistent, parallel street wall.

 253. Development should be setback from the highway according to Ministry of Transportation requirements, with discussion to explore its use for establishing a landscape network with parks and trails.


 254. Consult the appropriate utilities for any development within 220 metres of pipelines under the hydro corridor.


Coordinated Block Planning

 255. Encourage coordinated block planning and cooperation between landowners, leveraging the opportunity to develop the City owned property first as a catalyst.


 256. Encourage replacement of non-residential gross-floor area within new developments, through incremental phasing.


Open Spaces and Connectivity


 257. Provide two new safe pedestrian crossings across Norfinch Drive where new streets intersect, to improve connectivity to community facilities and trails.

 258. Provide a central park on the west side of Norfinch Drive, framed by ground-floor uses (such as cafes or restaurants with 'spill-out' open space like patios) and public street


Pleasant and Equitable Streetscapes


 259. Development will be oriented and set back from the property line along Norfinch Drive (3-5 metres typical) to protect clear sightlines for pedestrians and people cycling along Norfinch, in consideration of the curve of the street, which can also provide opportunities for expanded landscaping, tree planting and forecourts.


 260. Organize internal layouts and vary the design and articulation of each building elevation to respond to solar orientation and differences in facing conditions.


 261. Base buildings of tall buildings should:

- Be set back 1 metre along new streets, to provide space for maintenance and servicing; and
- Be set back a minimum of 6 metres along all park frontages and the hydro corridor to provide a space for servicing, public access and landscaping.

 262. Permit retail in the ground floor of buildings to serve local residents of the district as well as the broader community, such as workers along Norfinch Drive or Oakdale Road.

 263. Active, non-residential ground floor uses (including lobbies to above-grade non-residential uses) should be located along the Finch Avenue frontage in a way that supports active uses next to the LRT stop.

 264. Residential lobbies should be located on public streets, off of Finch Avenue.

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

9.9. San Romanoway and Palisades

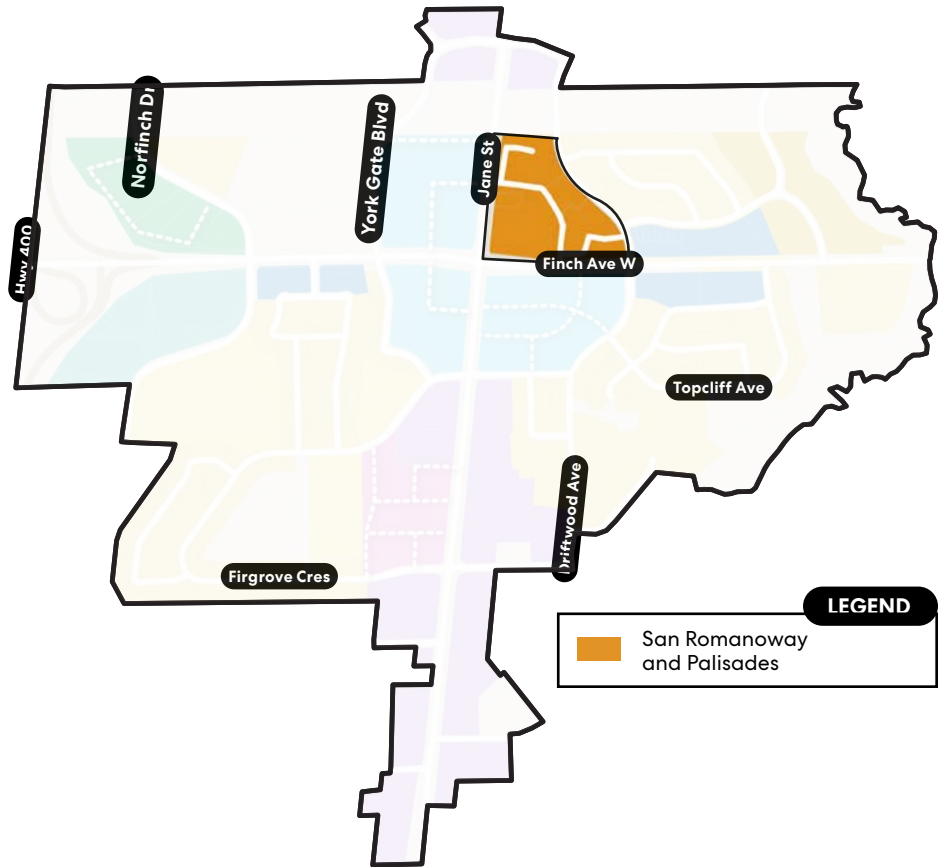
9.9.1. What's There Today?

Mix of building types: The San Romanoway and Palisades area is generally characterized by “tower in the park” tall buildings set within a landscaped open space and an internal network of private driveways.

High open space ratio with community assets: This focus area is known for its ample green space, community assets such as community gardens, community gardens, and recreational facilities. These open spaces also present future opportunities for infill development.

9.9.2. What's Possible Tomorrow?

Open Space Improvements: The open spaces in this area could be better connected to the surrounding community. A stronger open space network can be formed through expanding community amenities, enhancing connections to the hydro corridor, and other public realm improvements such as wider sidewalks, new bike paths and additional tree canopy.



Vision:

The cluster of ‘tower in the park’ buildings 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. 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.

San Romanoway and Palisades District

266. Development within the San Romanoway and Palisades district is permitted in a form consistent with one of the following building types:

- a. Mid-rise buildings;
- b. Tall buildings; and
- c. Jane Finch Pavilion buildings.

267. Public realm improvements can include:

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

268. Explore additional opportunities for applying Toronto and Region Conservation Authority's SNAP model in these apartment neighbourhoods.

269. New infill development or or redevelopment should:

- a. Include a comprehensive block plan;
- b. Have frontage on either Finch Avenue West or Jane Street;
- c. Accommodate a park on the south west corner of the district, preserving the existing community garden and other amenities;



Figure 229. Infill development at High Park (IBI Architects)



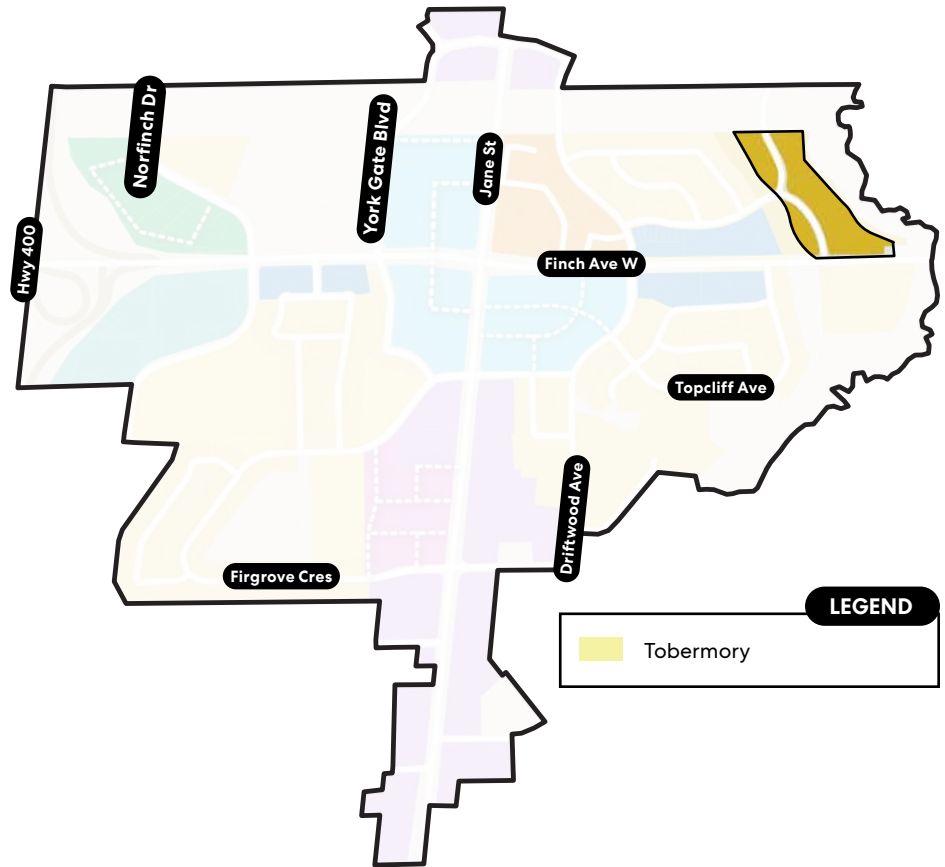
Figure 230. Parkway Forest Re-Urbanization (WZMH)

- d. Integrate existing community uses – day cares, offices and spaces for non-profit organizations, and recreational facilities;
- e. Consolidate vehicular access points, parking facilities, and drop-off zones to minimize disruptions to the pedestrian network and limit hardscape surfaces.
- f. Provide clear and accessible bike parking; and
- g. Provide streetscape improvements to the private streets and pathways throughout the District.

9.10. Tobermory District

9.10.1. What's There Today?

Embedded in nature: This apartment neighbourhood is sandwiched between two natural heritage system corridors with ample open space. It is part of a larger network of taller buildings along Tobermory-Niska-Driftwood that line the west side of Black Creek. The neighbourhood also includes a unique group of two storey courtyard townhomes north of Potsdam Road. In spite of the abundance of green spaces, the neighbourhood contains several impermeable surface parking spaces and would benefit from improved public realm connections to the ravine and the Finch West LRT stop.



Vision:

With direct proximity to the Black Creek ravine – the green ‘lungs’ of the neighbourhood – this area would celebrate and honour the natural heritage system. The existing ‘tower in the park’ built form would be complemented by new infill development, new connections into the ravine system and hydro corridor, and improved access to the Finch West LRT.

9.10.2. What's Possible Tomorrow?

Infill: The neighbourhood can be optimized with Transit Oriented Development (TOD) and it can potentially support some infill intensification with the provision of better amenities and introduction of some non-residential uses.

Transit: The neighbourhood has proximity to the future Finch West LRT stops as it falls within the 500m walkshed from the Tobermory stop. This creates better connections to east west destinations and makes it a suitable area for additional development.

Ravine and Hydro Corridor Connections: Improvements to existing multi use trails and planned multi-use trails within the ravine, parks, and the hydro corridor will encourage use of sustainable transportation options. Public realm connections to nearby ravine access points will enhance the use of these transportation networks too. While the ravine has a social and recreational function for the residents of Jane Finch, it is also important to consider the ecology of the ravine to create a resilient environment.

Implementation Tools



Planning Policy



Community Development Plan



Capital Project



Design Guidelines



Collaborative Effort



Follow Up Study

Tobermory District

270. Development within the Tobermory District is permitted in a form consistent with one of the following building types:

- a. Mid-rise buildings;
- b. Jane Finch Pavilion buildings; and
- c. Tall buildings.

271. Public realm improvements can include:

- a. Direct, visible, and accessible pathways into the hydro corridor and the approaches into the ravine network;
- b. Integration of more green infrastructure, such as tree canopy, bioswales for stormwater management, and permeable pavement.

272. Explore additional opportunities for applying Toronto and Region Conservation Authority's SNAP model in these apartment neighbourhoods

273. New infill development should:

- a. Consolidate vehicular access points, parking facilities, and drop-off zones to minimize disruptions to the pedestrian network
- b. Provide clear and accessible bike parking.
- c. Avoid infringing into the ravine area – work with the City's Parks, Forestry & Recreation department to apply the appropriate buffers and setbacks.
- d. Explore orienting development to face onto the natural ravine corridors on both sides in addition to providing a positive frontage on public streets.

9.11. Health District

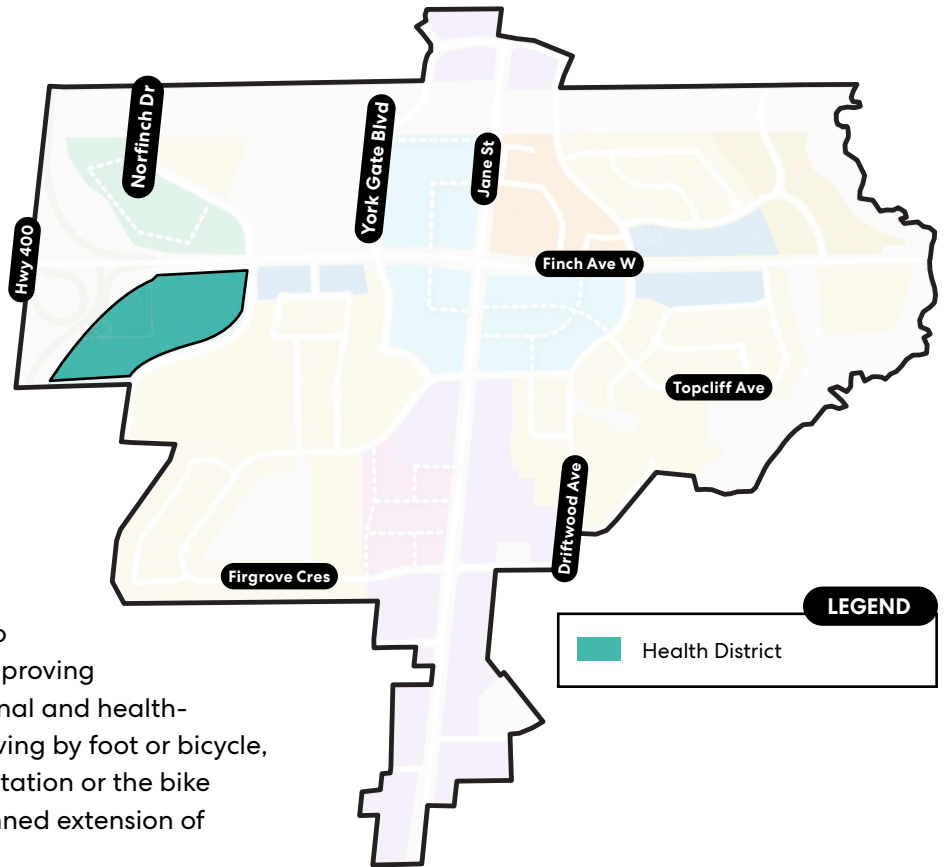
9.11.1. What's There Today?

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

9.11.2. What's Possible Tomorrow?

Intensification: With the introduction of greater transit accessibility with the Finch West LRT there may be opportunities for intensification of institutional and health-related uses by developing on the surface parking lots in the long term.

Public realm improvements: Upgrades to the public realm should be focused on improving the experience of accessing the institutional and health-related uses in the district for people arriving by foot or bicycle, particularly from Oakdale-Norfinch LRT station or the bike lanes on Finch Avenue West and the planned extension of the Loop Trail to the north.



Health District

- 274. Public realm enhancements should include:
 - a. Safe, generous, accessible, and pleasant paths of travel, especially between the building entries and the Finch West LRT platforms.
 - b. Ample landscaping, such as tree canopy, to address the urban heat island effect and provide shade throughout the site.
 - c. Green infrastructure such as bioswales, gardens, and permeable paving.
- 275. Any future intensification with frontage on Oakdale Road should create a positive frontage which addresses Oakdale Road.

Vision:

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

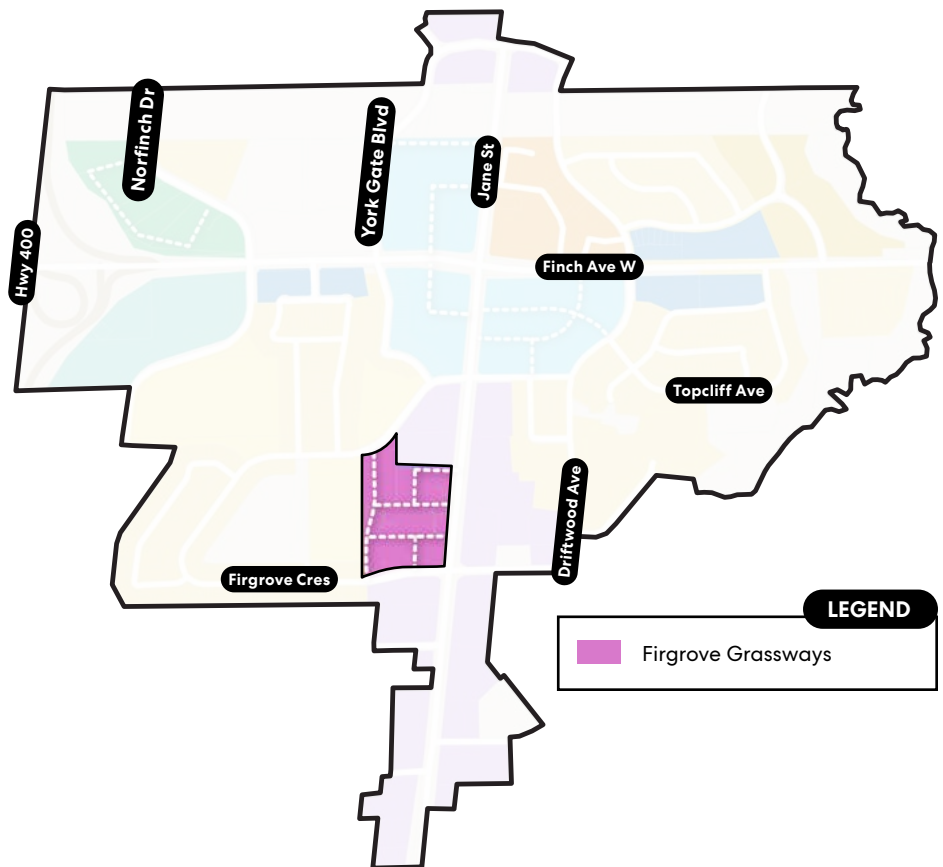
9.12. Firgrove Grassways

9.12.1. What's There Today?

Firgrove Grassways Revitalization:

In 2018, Toronto Community Housing (TCHC) developed a master plan to revitalize Firgrove-Grassways. Before revitalization (pre-2019), there were RGI (rent geared to income) units in 2-4 storey townhouses and a 12-storey rental building, along with a swimming pool, community space, and a City run daycare.

A draft plan of subdivision and rezoning application were approved in 2020 to create eight new blocks with: two TCHC buildings; a community centre; a new park; four new streets; and four mixed-use buildings. Development in the Firgrove-Grassways District will be guided by the master planning process being led by TCHC.”



9.12.2. What's Possible Tomorrow?

Public Realm Improvements: It is important as detailed plans come forward that there is an active edge along Jane Street with ample landscaping and permeability through the district to the *Neighbourhoods* to the rear.

Firgrove-Grassways District

276. Ensure an active Jane Street interface with commercial, retail and community uses at grade and enhanced setbacks to accommodate street trees, awnings and other features that promote pedestrian comfort.



277. Public realm enhancements should include:
- A corner plaza at the southeast corner of the redevelopment facing Jane Street.
 - An increased setback/plaza on Jane Street in front of the new community centre.
 - Ample landscaping, such as tree canopy, to address the urban heat island effect and provide shade throughout the site.
 - At least one direct pedestrian connection from Jane Street to Firgrove Public School.

9.13. Jane Street District

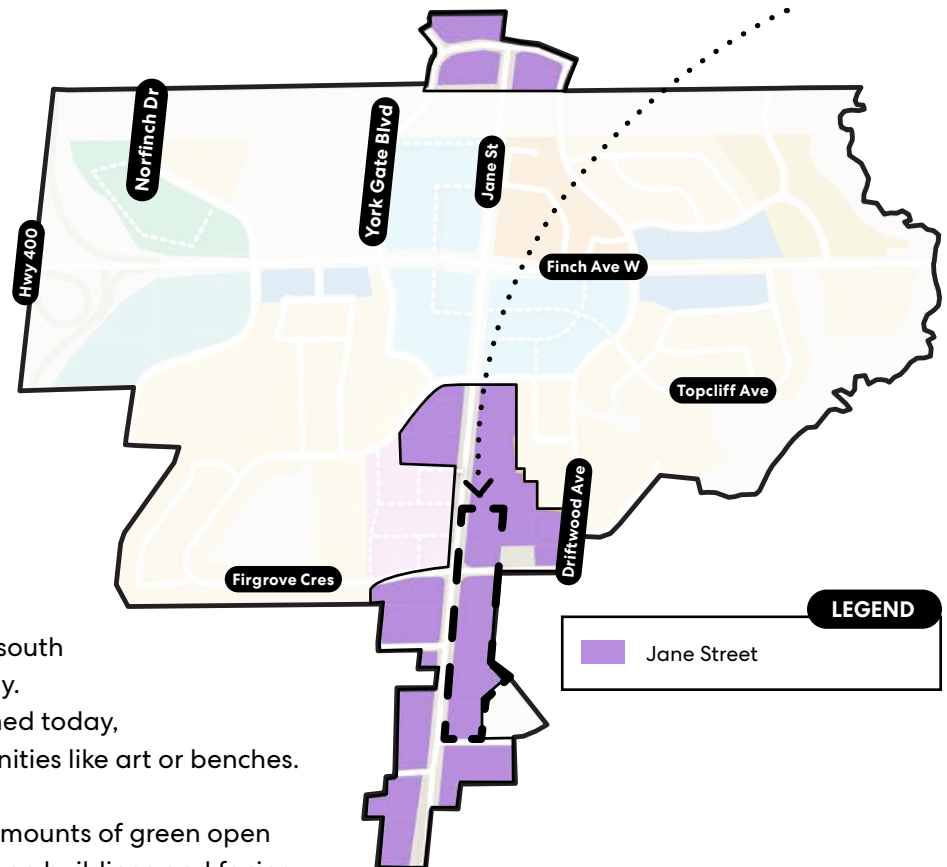
9.13.1. What's There Today?

Mix of Building Types: Jane Street is predominantly lined with postwar tower in the park neighbourhoods interspersed by low rise townhomes and apartment complexes, alongside other commercial uses like strip plazas with parking lots facing Jane Street. These tower in the park neighbourhoods are set far back from the arterial roads with private roads and drive aisles servicing individual buildings. The apartment buildings are further separated from one another and from the neighbourhood at large by barriers such as fencing.

Bus Network: The TTC bus service along Jane is well utilized, and provides north-south connectivity for the neighbourhood today. Areas around the bus stops are constrained today, with narrow sidewalks and minimal amenities like art or benches.

Landscaped Setbacks: There are large amounts of green open space in this focus area, especially between buildings and facing Jane Street. These open spaces are often large swaths of grass and turf that lack variety in planting and programming and resulting in uninviting and severely underused green spaces. These landscaped areas also include some east-west pedestrian connections.

FOCUS AREA
See Focus Area option testing and evaluation



Vision:

Predominantly 'tower in the park', this area along Jane Street would evolve to include new or infill mid-rise and tall buildings. The soft landscaping and generous setbacks would be preserved with new developments, creating a north-south Green Spine through the neighbourhood. East-west green connections and new public realm spaces would connect pedestrians from Jane Street into the neighbourhoods. This area could include ground-floor retail in buildings along Jane Street.

9.13.3. What's Possible Tomorrow?

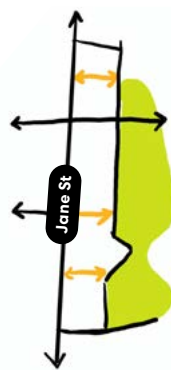
Introduction of new uses: The existing single use apartment neighbourhoods can be enhanced with ground floor uses such as grocery, retail, office space and community services in addition to residential intensification. These mixed uses can create a more mixed use shared street frontage along Jane Street.

Green Spine: The large landscaped areas along Jane Street can be preserved and improved through the implementation of a “Green Spine”, with lush landscaped areas including drought resistant, native planting along the side of the road, combined with adequate seating, lighting and wayfinding signages. These improvements will improve equitable access to green spaces, create a sense of place for residents and help tie the fragments of the neighbourhood together. This green spine can further be expanded to other open spaces in the neighbourhood, establishing a network of green nodes and corridors.

Mobility: Planning of RapidTO priority bus lanes along Jane Street is already underway and it will help strengthen connections along the corridor, making Jane Finch a major transit node. The public realm in this focus area and in the neighbourhood at large will prioritize the integration of transit while safely accommodating active transportation modes to achieve last mile connectivity and also encourage active and healthy lifestyles. This can be achieved through wide sidewalks, dedicated cycle tracks and a continuous canopy of trees.

9.13.4. Design Priorities

Developing design priorities will help create a framework that responds to the local and future context while providing a roadmap for how development should occur. These design priorities and considerations are unique to this District; development should refer to existing City guidelines, policies, and standards in tandem with these suggestions.

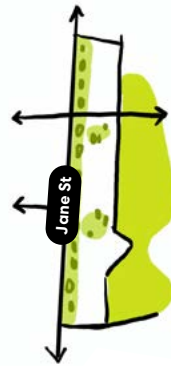


1

Permeability: Creates direct, safe, and accessible connections (Green Connections) to the *Neighbourhoods* and Park spaces to the rear.

Design Considerations

- ❑ Enhances connectivity and permeability through direct east-west pathways that prioritize the pedestrian

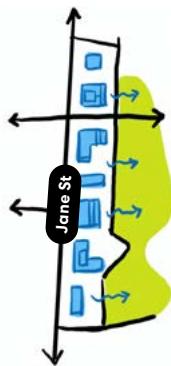


2

Reinforces Green Assets: Establishes a Green Spine and landscaped open spaces that reinforce the existing greenness of Jane.

Design Considerations

- ❑ Buildings are set back from the curb
- ❑ Setbacks have landscape and pedestrian amenities to reinforce a safe and comfortable experience for pedestrians and cyclists
- ❑ Provides publicly-accessible green spaces around buildings



3

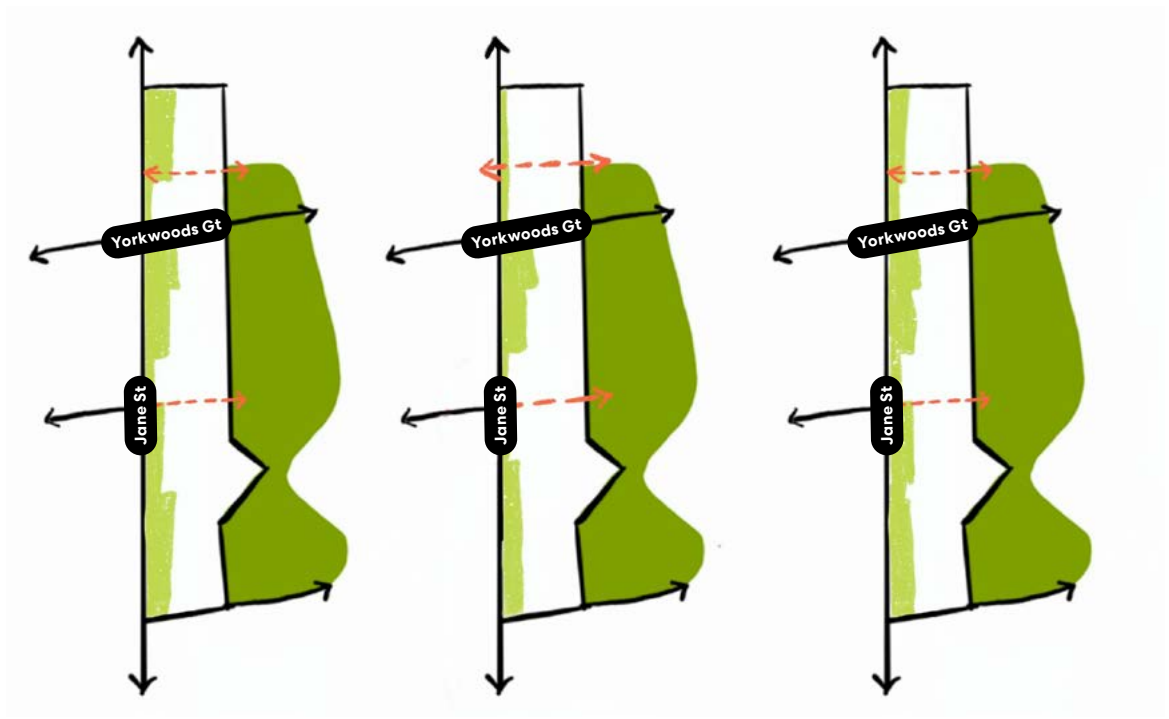
Heterogeneous Built Form with Transitions: Maintains the existing mix of building types found along Jane Street, while facilitating transitions to open spaces.

Design Considerations

- ❑ Different building types fit into the context appropriately
- ❑ Facilitates transition to the rear, mitigating shadows

9.13.5. Focus Area Scenarios

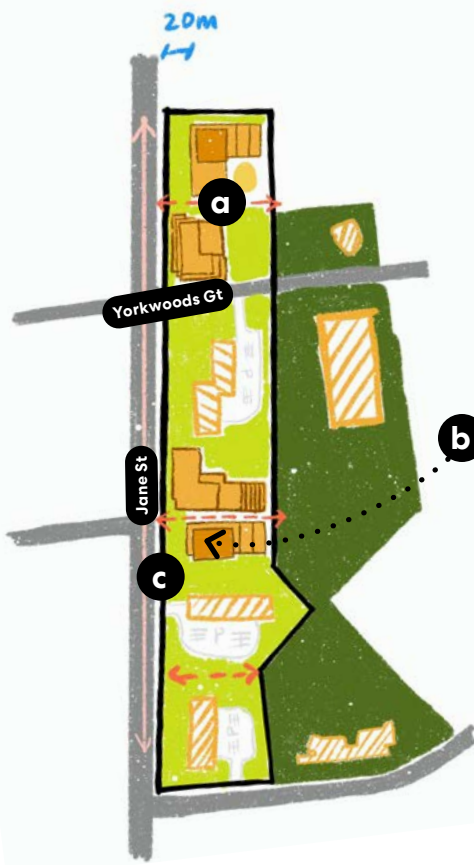
A series of conceptual scenarios were developed for Jane Street Focus Area (the parcels on east side of Jane Street), to test various configurations of blocks, streets and open spaces. The conceptual sketches below explore different ways to organize two main organizing elements: East-West connections to the open spaces; and a Green Spine (landscaped setbacks). Some elements are consistent across all scenarios because they reflect existing Official Plan policy or best practices (for example, standard tower separation distances, tall building and mid-rise design, a mix of uses, no new surface parking, complete streets, safe crossings, sustainable design) and should be evaluated at a more detailed phase.



**Scenario 1
(Deep setbacks)**

**Scenario 2
(Modest setbacks)**

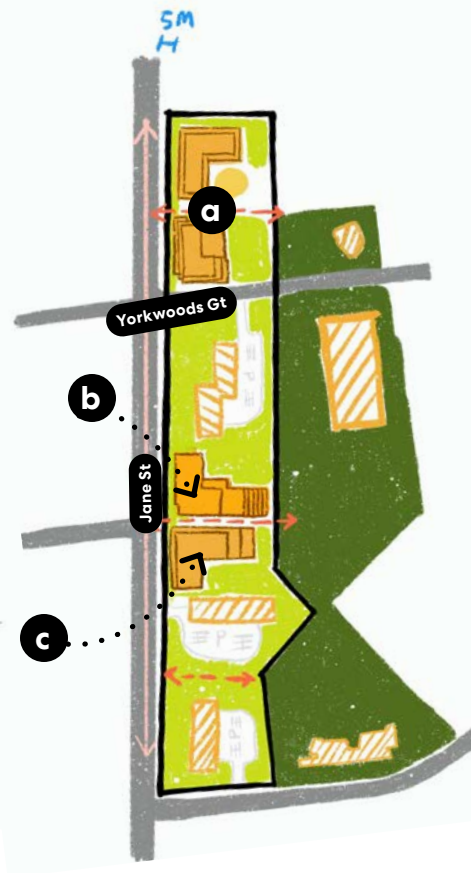
**Scenario 3
(Hybrid setbacks)**



Scenario 1 20m Setbacks, Tall Buildings

This scenario explores deep setbacks that generally match the setbacks of the existing tower-in-the-park buildings (~20m) with podium and tower buildings.

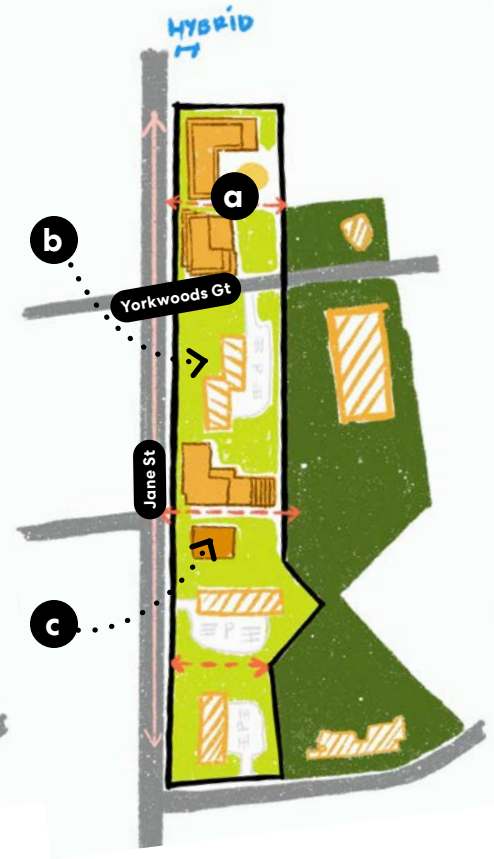
- a. Direct east-west connections
- b. Tall buildings are set back from the street, creating shadows on the Park and school yard
- c. Generous open spaces (20m) will need to be programmed well or will create a disconnect between the building and sidewalk



Scenario 2 5m Setbacks, Mid Rise Buildings

This scenario explores setbacks that generally match the setbacks of the recently approved mid-rise buildings within this focus area (~5m) with standard mid-rise buildings that terrace down to the east.

- a. Direct east-west connections
- b. Buildings are close to the street, which can contribute to the success of any non-residential uses at the ground floor
- c. Building setbacks match the recently approved developments in this area, creating consistency for portions of the street edge



Scenario 3 Hybrid Setbacks, Mix of Building Types

This scenario explores a “made-in-Jane-Finch” solution, with an averaged setback (i.e. setbacks are determined by the adjacent neighbours). It also explores both mid-rise and a “Pavilion” building type (tower with no podium) that can be unique to Jane Street.

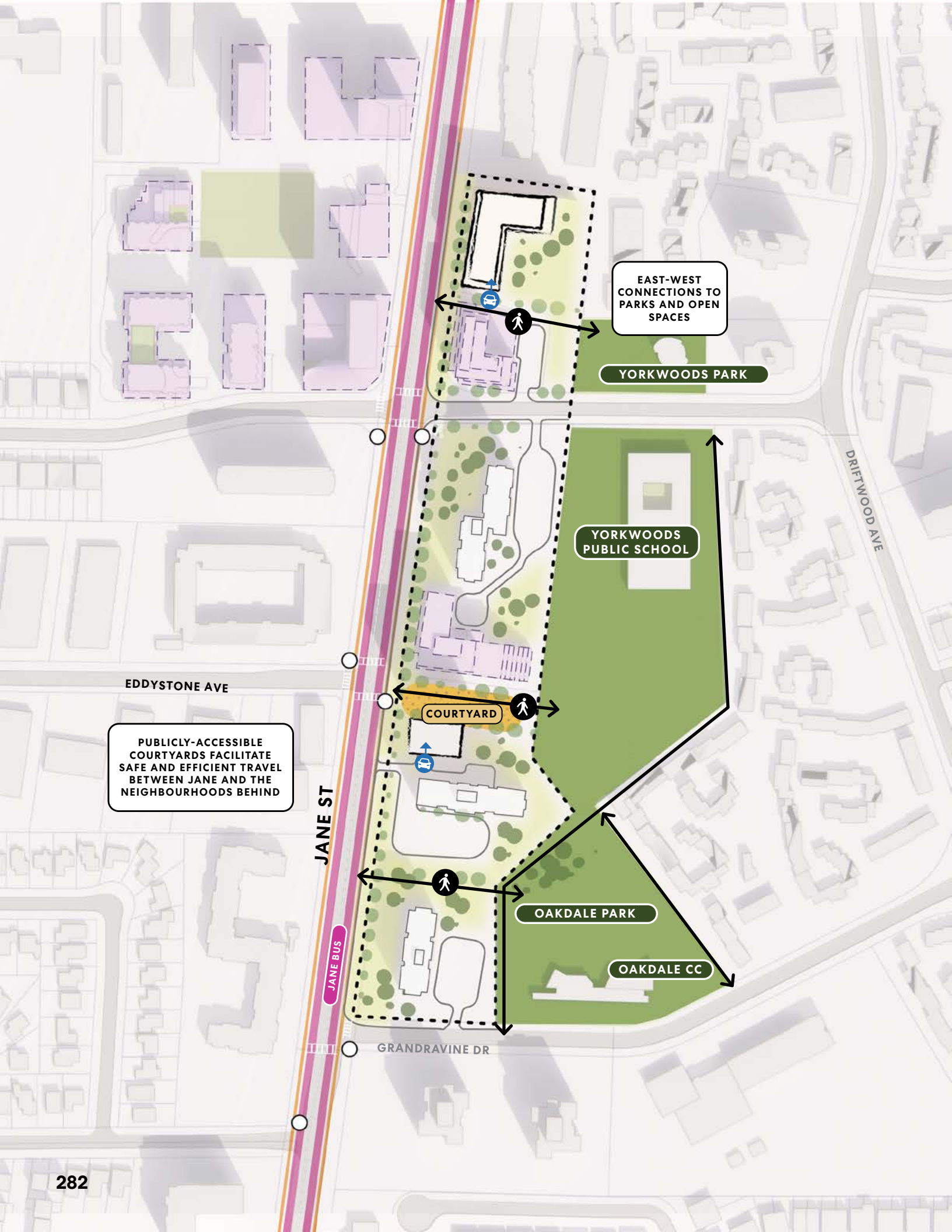
- a. Direct east-west connections
- b. A ‘sawtoothed’ approach to setbacks creates variety along the street
- c. Pavilion type buildings have a high open space ratio and flexibility to mitigate shadows on the Park

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	PERMEABILITY: Direct, safe, and accessible connections to the rear.	REINFORCES GREEN ASSETS: Establishes Green Spine and landscaped open spaces.	HETEROGENEOUS WITH TRANSITIONS: Mix of building types with transitions to open spaces behind.
SCENARIO 1: 20m Setbacks, Tall Buildings	East-west connections that prioritize the pedestrian offer permeability (breaking up the block) and access to the open spaces on the east side such as Oakdale Park, Yorkwoods Park, and the public school.	The generous 20m setback from the property line offers almost 30m of distance between the curb and the building face. This creates plenty of room that can be mostly green space. Buildings may be slightly 'disconnected' from the street due to the deep setbacks.	Tall buildings (tower and podium) do not currently exist within the district, but are an emerging typology (e.g. across the street in the Firgrove Grassways plan). The towers may create difficulty in providing transition to the open spaces on the east side.
SCENARIO 2: 5m Setbacks, Mid-Rise Buildings	East-west connections that prioritize the pedestrian offer permeability (breaking up the block) and access to the open spaces on the east side such as Oakdale Park, Yorkwoods Park, and the public school.	The 5m setbacks allow limited space for the Green Spine, deviating from this characteristic feature of Jane Finch and applying a standard approach used elsewhere in the city.	Mid-rise buildings are consistent with the recently approved buildings in this district. However, the extensive terracing and stepping down required to provide transition and mitigate shadows on the open spaces creates energy-inefficient buildings.
SCENARIO 3: Hybrid Setbacks, Mix of Building Types	East-west connections that prioritize the pedestrian offer permeability (breaking up the block) and access to the open spaces on the east side such as Oakdale Park, Yorkwoods Park, and the public school.	The changing pattern of setbacks creates diversity and interest along the street, as it widens and narrows. There are opportunities for a variety of amenities and programming that fit these differently sized spaces.	A mix of building types helps celebrate the diversity of built forms that exist in Jane Finch today. It allows for flexibility to choose the most appropriate building type based on the lot size and ability to provide transition. The introduction of a "Pavilion" type building creates the opportunity to maintain the green character of the district and mitigate/prevent any shadows on the important open spaces on the east side.



EAST-WEST CONNECTIONS TO PARKS AND OPEN SPACES

YORKWOODS PARK

YORKWOODS PUBLIC SCHOOL

COURTYARD

PUBLICLY-ACCESSIBLE COURTYARDS FACILITATE SAFE AND EFFICIENT TRAVEL BETWEEN JANE AND THE NEIGHBOURHOODS BEHIND

OAKDALE PARK

OAKDALE CC

EDDYSTONE AVE

JANE ST

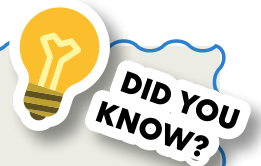
JANE BUS

GRANDRAVINE DR

DRIFTWOOD AVE

Demonstration Plan

Through evaluation of the scenarios, this demonstration plan was created as a more detailed example of how development in this Focus Area can be executed. The following strategies and design guidelines will help shape future development in this District to achieve the design priorities.



What is a Jane Finch Pavilion building?

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

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

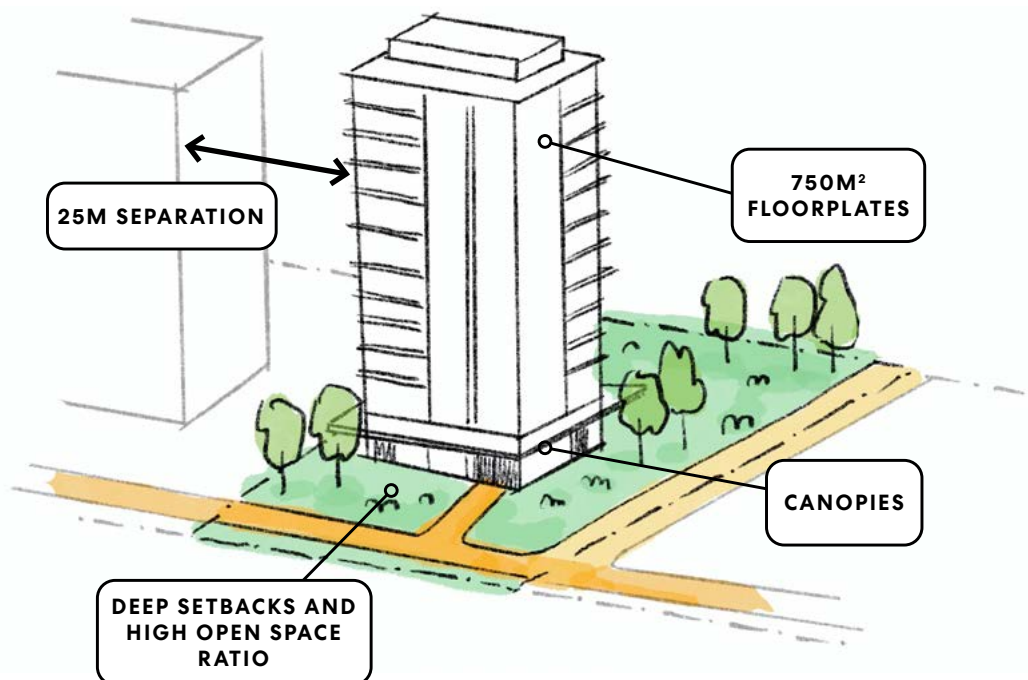


Figure 232. Sketch of a Jane Finch Pavilion building

Heterogenous with Transitions

278. Development within the Jane Street district is permitted in a form consistent with one of the following building types:

- a. Mid-rise buildings;
- b. Tall buildings; and
- c. Jane Finch Pavilion buildings.

279. Buildings should taper down, away from Jane Street, towards the *Neighbourhoods* and open spaces, such as Oakdale Park, the school yard of Yorkwoods Public School, and surrounding *Neighbourhoods*.

280. Create transition within blocks, through a range of building types, heights, and scales.

281. Base buildings of tall buildings should not exceed 6 storeys in height, to ensure that they are human-scaled and frame the street frontage of Jane Street and open spaces between the buildings.

282. Tower portions of Jane Finch Pavilion buildings and tall buildings should generally have floorplate sizes of up to 750 square metres.

Reinforces Green Assets

283. Buildings should be sited and oriented to minimize shadow impacts on the Green Spine and adjacent parks and open spaces, such as Oakdale Park and the school yard at Yorkwoods Public School.

284. Avoid creating physical barriers between adjacent properties, such as fences, to prevent disruptions or fragmentation of the larger open space network.

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

- a. The average of the setbacks of the adjacent existing buildings; or
- b. A minimum of 1 metre, whichever is greater.

286. Development will achieve below-grade setbacks to support water infiltration and the growth of mature, healthy trees in unencumbered soil areas

Permeability

287. Buildings should be oriented to:

- a. Face Jane Street; and
- b. Include mid-block connections that provide direct pedestrian access between Jane Street and the open spaces, such as Oakdale Park, the school yard of Yorkwoods Public School, and surrounding *Neighbourhoods*.

288. Consolidate vehicular access points on blocks to minimize curb cuts and disruptions to the pedestrian and cyclist networks along Jane Street.

289. Residential lobbies should be located facing Jane Street.

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



9.14. Finch Avenue

FOCUS AREA
See Focus Area option testing and evaluation

9.14.1. What's There Today?

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

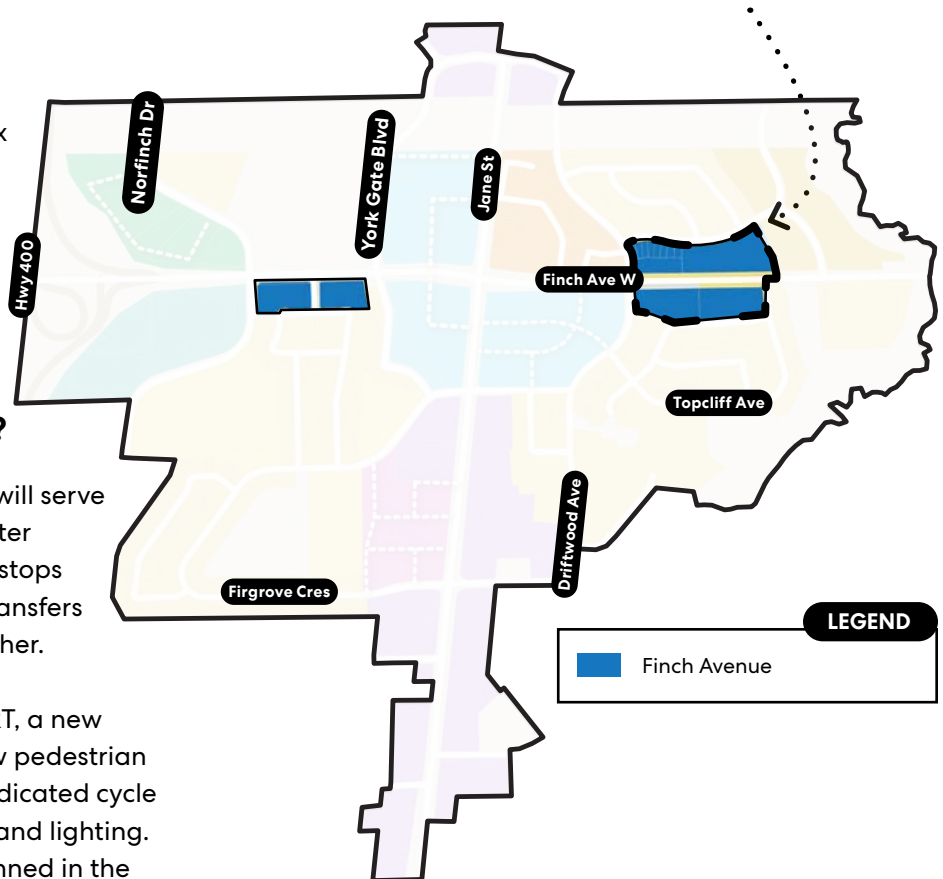
9.14.2. What's Possible Tomorrow?

Transit: The Finch West Light Rail Transit will serve Finch Avenue, providing the residents faster transit options for getting around. These stops will provide ease and efficiency during transfers from one mode of transportation to another.

Streetscape: As part of the Finch West LRT, a new streetscape will be implemented with new pedestrian infrastructure such as wide sidewalks, dedicated cycle tracks, some street trees, street furniture and lighting. However, there are not enough trees planned in the streetscape to provide a consistent tree canopy on both sides of the street. Opportunities to contribute to this tree canopy through development (within landscaped setback zones along the Green Spines, for example) will help provide additional comfort for pedestrians.

Gateways: As structural organizing features, the Highway to the west and the ravine to the east help signify the entry into the neighbourhood. Interventions such as art and lighting will help promote sense of place, but also provide enhanced feelings of safety and comfort. These 'bookends' of Finch Avenue can be supported with an improved public realm.

Mixed Use: Redesignations from *Neighbourhoods* to *Mixed Use Area* and *Apartment Neighbourhoods* will ensure that a mix of uses appropriate for a higher order transit corridor can be integrated into development along with additional residential units.



Vision:

New or infill development along Finch Avenue would bring homes and amenities close to the Finch West LRT. Development would preserve the existing pattern of setbacks, through an east-west green spine, and support walkability and easier connections into the surrounding neighbourhood. A new series of parks and open spaces would provide areas for people to sit, rest, wait for the bus, seek shade, or congregate.

9.14.3. Design Priorities

Developing design priorities will help create a framework that responds to the local and future context while providing a roadmap for how development should occur. These design priorities and considerations are unique to this District; development should refer to existing City guidelines, policies, and standards in tandem with these suggestions.



- 1 Consistent Streetwall:** Buildings that frame or address the street can make Finch more walkable and enjoyable to travel along.

Design Considerations

- Buildings should frame Finch Avenue and any north-south connections, and not have blank frontages
- Lobbies and entrances front Finch Avenue



- 2 Established Green Spine:** A Green Spine through the setbacks along Finch Avenue will infuse more soft and green landscape into the streetscape.

Design Considerations

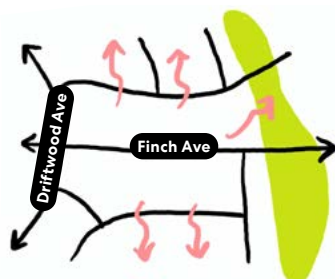
- Buildings are set back and create lush landscaping and tree canopy along Finch
- The Green Spine connects to other open spaces within the District, such as the ravine, and forms part of the broader public realm network



- 3 Connectivity to Neighbourhoods:** North-south connectivity breaks up the large blocks along Finch (e.g. Driftwood Avenue to Tobermory Drive is 450m apart) and creates porosity.

Design Considerations

- North-south Green Pedestrian Connections bring people from Finch to the *Neighbourhoods* and aligning with street grid (e.g. Potsdam Road, Yellowstone Street)
- Connections are framed by building edges that are inviting



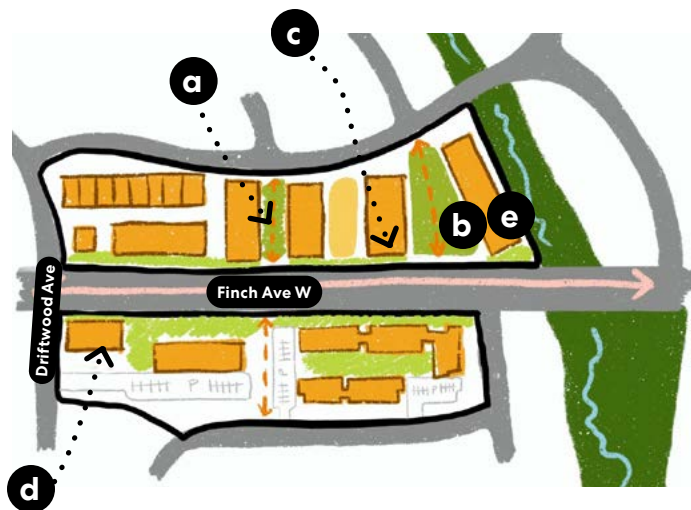
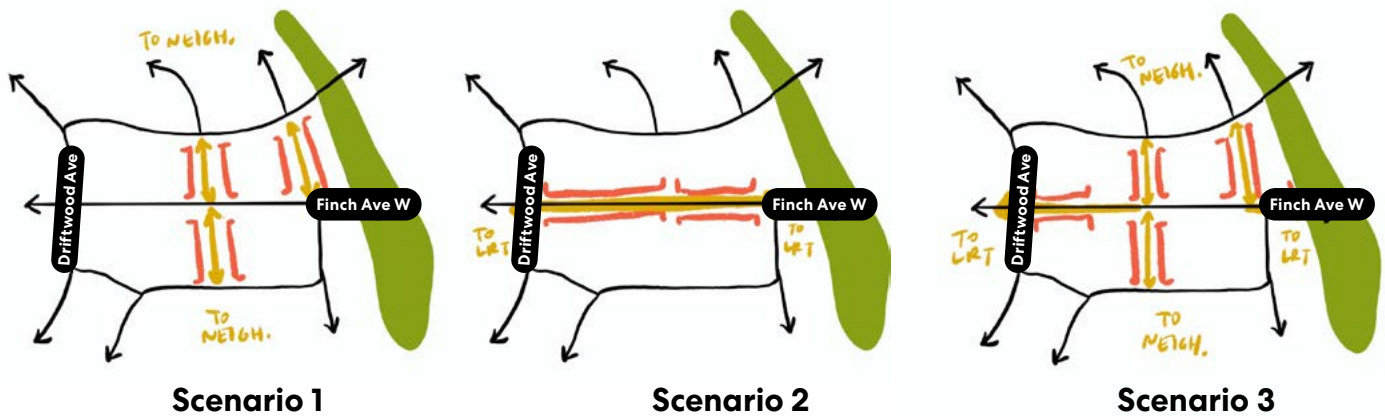
- 4 Transition to Ravine and Neighbourhoods:** The adjacency to the ravine should be celebrated and respected. Buildings should have transit-supportive densities while mitigating impacts on the surrounding context.

Design Considerations

- Sites are optimized for higher, transit-supportive densities
- Building heights taper down from the LRT stop to the ravine
- Buildings mitigate impact on the ravine and *Neighbourhoods* to the rear

9.14.4. Focus Area Scenarios

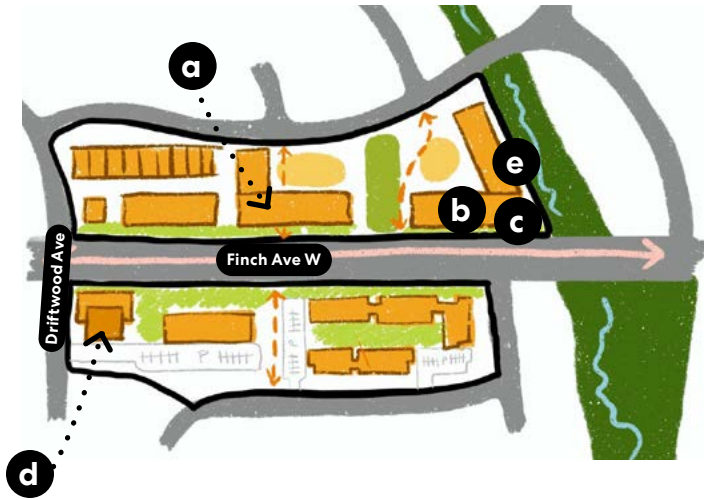
A series of conceptual scenarios were developed for the Finch Focus Area, to test various configurations of blocks, streets and open spaces. The conceptual sketches below explore different ways to organize two main structuring elements: Pedestrian connections (to the LRT stations and/or the *Neighbourhoods*) and the active building frontages. Some elements are consistent across all scenarios because they reflect existing Official Plan policy or best practices (for example, standard tower separation distances, tall building and mid-rise design, a mix of uses, no new surface parking, complete streets, safe crossings, sustainable design) and should be evaluated at a more detailed phase.



Scenario 1 North-South

This scenario explores prioritizing mid-rise buildings that are oriented north-south, framing the north-south connections into the *Neighbourhoods* behind.

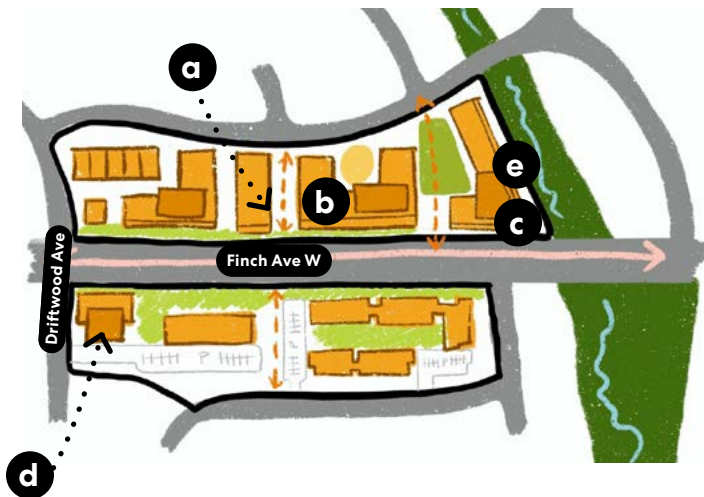
- a. Direct north-south connections through open spaces between buildings, as natural extensions of Forge Drive and Wilmont Drive.
- b. Consistent setbacks along Finch to establish the Green Spine, connected to Park spaces
- c. North-south oriented buildings may create inactive frontages facing Finch
- d. Anchoring building by the LRT
- e. Building edge to frame the ravine edge



Scenario 2 East-West

This scenario explores prioritizing mid-rise buildings that are oriented east-west primarily, privileging the frontages along Finch. Connections to the *Neighbourhoods* are provided via winding roads or breezeways.

- a. Indirect north-south connections to connect Forge Drive and Wilmont Drive to Finch Avenue, via breezeways or winding pathways
- b. Consistent setbacks along Finch to establish the Green Spine, connected to Park spaces
- c. East-west oriented buildings help address Finch, with opportunity for active non-residential edges at ground-level
- d. Anchoring building by the LRT, with taller heights to encourage density by the stop
- e. Building edge to frame the ravine edge



Scenario 3 Hybrid

This scenario explores a hybrid between Scenario 1 and 2, aiming to prioritize both the frontages along Finch and framing the north-south connections, while testing the fit of tall buildings.

- a. Direct north-south connections through open spaces between buildings, as natural extensions of Forge Drive and Wilmont Drive
- b. Buildings are organized to frame both Finch and the north-south connections
- c. Additions of towers that taper down from the LRT stop at Driftwood to the ravine edge
- d. Anchoring building by the LRT, with taller heights to encourage density by the stop
- e. Building edge to frame the ravine edge

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	CONSISTENT STREETWALL: Framing and addressing Finch	ESTABLISHED GREEN SPINE: Establishes Green Spine and landscaped open spaces.	CONNECTIVITY TO NEIGHBOURHOODS: Direct connections to the <i>Neighbourhoods</i> , breaking up large blocks
SCENARIO 1: North-South	North-south buildings do not address Finch directly, but rather frame the north-south connections. However, this mimics the existing pattern of development, which are north-south rows of townhouse units that frame the internal parking lots.	Buildings are set back from Finch in a consistent fashion that creates additional boulevard space for tree canopy, pedestrian amenities, and lush landscaping. Smaller parks and squares become natural extensions of the Green Spine to expand the public realm network.	Direct north-south connections through open spaces between buildings, as natural extensions of Forge Drive and Wilmont Drive.
SCENARIO 2: East-West	Buildings create a strong and consistent streetwall along Finch.	Buildings are set back from Finch in a consistent fashion that creates additional boulevard space for tree canopy, pedestrian amenities, and lush landscaping. Smaller parks and squares become natural extensions of the Green Spine to expand the public realm network.	Indirect north-south connections to connect Forge Drive and Wilmont Drive to Finch Avenue, via breezeways or winding pathways. Indirect pathways are unintuitive and can create uncomfortable conditions. These pathways may be shared with vehicular access points.
SCENARIO 3: Hybrid	Buildings have “L” and “U” shaped podiums that create both a strong and consistent streetwall along Finch and frame the pedestrian connections.	Buildings are set back from Finch in a consistent fashion that creates additional boulevard space for tree canopy, pedestrian amenities, and lush landscaping. Smaller parks and squares become natural extensions of the Green Spine to expand the public realm network.	Direct north-south connections through open spaces between buildings, as natural extensions of Forge Drive and Wilmont Drive.

4

TRANSITION TO RAVINE AND NEIGHBOURHOODS:

Heights taper down to the ravine and mitigate adverse impacts on the *Neighbourhoods*, while providing transit-supportive densities

Minimal increase of density compared to the existing condition. Mid-rise buildings will have to be extensively terraced to provide transition to the rear. Building along the ravine creates an opportunity for direct access to enjoy the natural heritage of the ravine system.

Minimal increase of density compared to the existing condition. Mid-rise buildings will have to be extensively terraced to provide transition to the rear. Building along the ravine creates an opportunity for direct access to enjoy the natural heritage of the ravine system.

Tall buildings fit into the context and support higher densities along an LRT transit corridor. Towers are located and oriented to mitigate impacts on the surrounding context. Building along the ravine creates an opportunity for direct access to enjoy the natural heritage of the ravine system.

Consistent Streetwall



291. Base buildings of tall buildings should not exceed 8 storeys in height, with a setback at the 6th storey, to ensure that they are human-scaled and frame the street frontage.



292. Buildings should be oriented to maintain a continuous streetwall along Finch Avenue, with at least one main building entrance fronting Finch Avenue.



293. Base buildings of tall buildings should:

- Be set back 4 metres to support generous, green landscaping and an improved public realm.
- Be set back a minimum of 1 metres along all other streets, to provide space for maintenance and servicing.
- Be set back a minimum of 6 metres along all park frontages to provide a space for servicing, public access and landscaping.



Established Green Spine

294. Provide additional tree canopy along Finch Avenue.

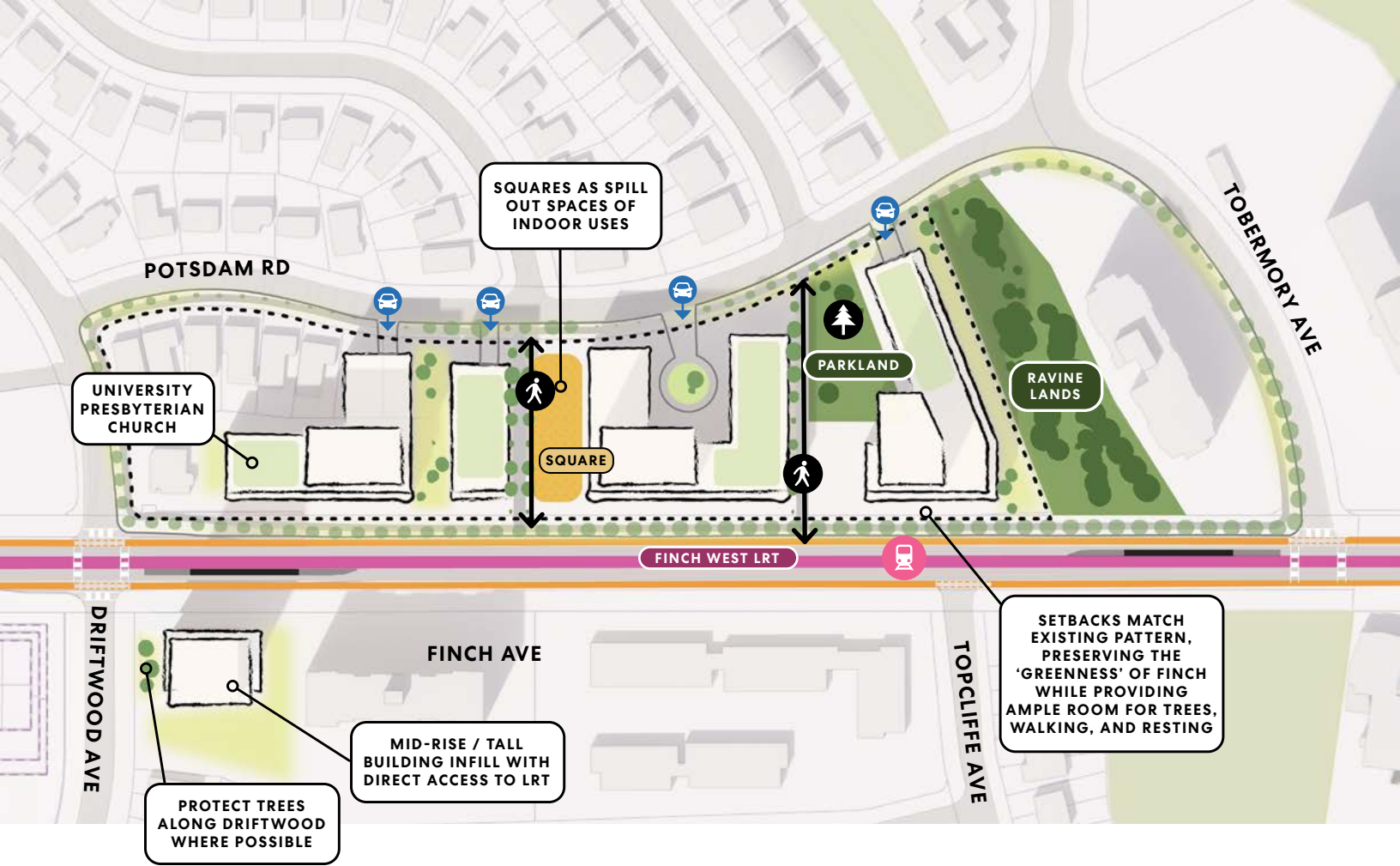


295. Building placement and massing (such as tower orientation) should limit shadow and wind impacts on parks and the neighbourhood to the north.



296. Provide open spaces between development. These spaces should:

- Create areas for community to gather and rest
- Be connected to the public sidewalks to expand the existing public realm network



Demonstration Plan

Through an evaluation of the scenarios, this demonstration plan was created as a more detailed example of how development in this Focus Area can be executed. The following strategies and design guidelines will help shape future development in this District to achieve the design priorities.

Implementation Tools



Planning Policy



Community Development Plan



Capital Project



Design Guidelines



Collaborative Effort



Follow Up Study

- c. Be well-lit, landscaped, visible from Finch Avenue, and include pedestrian furniture such as seating.

Connectivity to Neighbourhoods

297. Buildings should be oriented to include mid-block connections that provide direct pedestrian access between PotSDam Road, Yellowstone Street and Blaney Crescent; and Finch Avenue.

298. Community uses and grade-related residential units should line park frontages.

Transition to Ravine and Neighbourhoods

299. Development within the Finch Avenue district is permitted in a form consistent with one of the following building types:
 - a. Low-rise buildings;
 - b. Mid-rise buildings; and
 - c. Tall buildings.

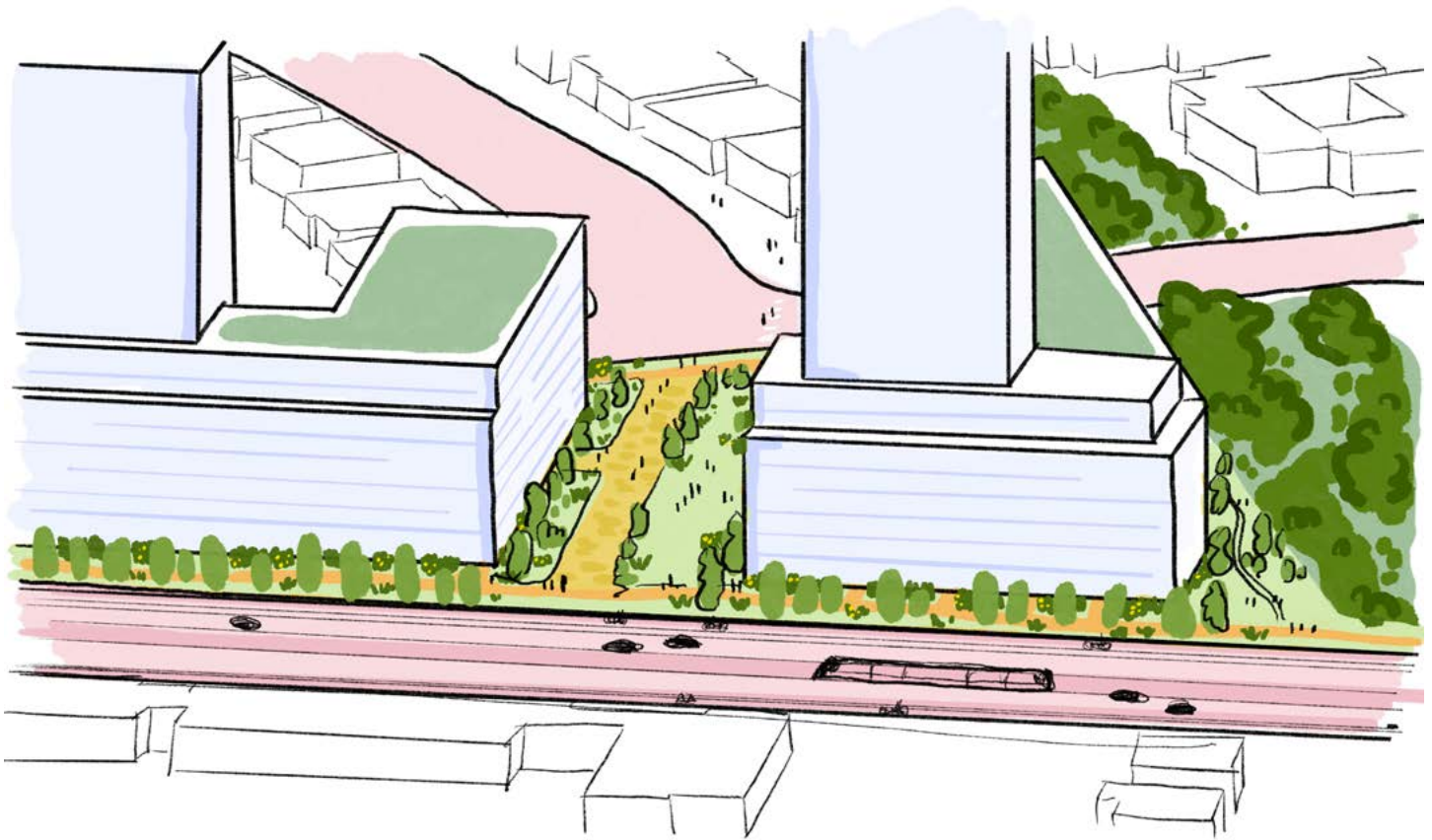







Figure 234. Conceptual sketch of Green Connection links to bring you from Finch to the Neighbourhoods to the rear (looking north from Finch)


- 

300. Organizing features such as Highway 400 to the west, and the ravine network to the east of Finch Avenue should be treated as thresholds or gateways that signify the entrance into the Jane and Finch neighbourhood.
- 

301. The tallest buildings should be closest to the Driftwood LRT stop and taper down in height and scale towards the ravine to the west and the neighbourhood to the north.
- 

302. In general the massing should avoid extensively terraced buildings or other forms of building design and articulation that overtly express the required setbacks and angular planes for transition.
- 

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

304. Replicate existing uses (medical uses, offices, places of worship, long term care) within new developments.
- 

305. Loading and servicing entrances should be located on smaller streets such as Potsdam Road and Driftwood Avenue, not Finch Avenue.

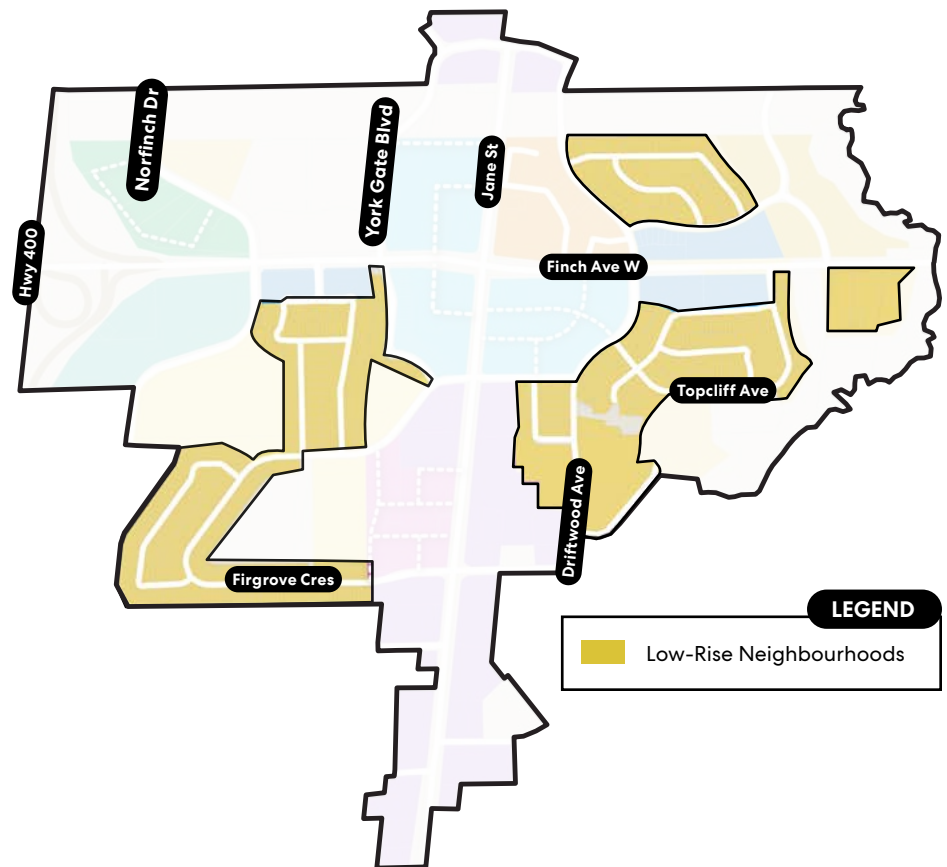
9.15. Low-Rise Neighbourhood

9.15.1. What's There Today?

Low scale residential areas in Jane and Finch provide a variety of low-density housing types, including detached, semi-detached/duplexes and townhomes. Many of these homes accommodate multi-generational households. Streets typically include a landscaped boulevard between the sidewalk and road.

9.15.2. What's Possible Tomorrow?

Gentle density: Low scale residential areas will change incrementally over time to provide more homes and more housing options while maintaining a similar scale. The City's Expanding Housing Options in Neighbourhoods initiative will permit multiplexes of up to four units in low scale residential areas where they were previously not permitted and Garden Suites on lots that meet requirements. This will provide households with more options to accommodate extended family in self-contained units or to rent out units for additional income.



Vision:

A range of housing types exist today in these neighbourhoods. 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.

Connectivity: New streets and green connections will provide better connectivity from low scale residential areas to transit, services and amenities on Jane Street and Finch Avenue West.

Public realm improvements: There are opportunities to improve the public realm in low scale residential areas by increasing the tree canopy on streets and providing improved access to community-serving open spaces such as parks and school yards. The proximity of some areas to the ravine offer a unique connection to nature and should be enhanced and celebrated.

Strategies and Recommendations



306. Permit gentle density in low scale residential areas in Jane Finch through City-wide initiatives undertaken as part of the Expanding Housing Options in Neighbourhoods project.



307. As development of adjacent areas takes place, improve connectivity between low scale residential areas and Jane Street and Finch Avenue West with new streets and green connections. Improve connectivity into and across the ravines, where applicable.



308. Improve tree canopy in low scale residential areas by planting additional street trees in boulevards.

9.16. Phasing

Developing a phasing strategy is crucial for new development projects to ensure effective and efficient implementation that respects the existing context. This is especially important in large site redevelopments, such as the mall sites in the Intersection District. These are complex, long-term projects that require careful coordination, an organized sequencing of activities, and staging management to ensure as much of the existing uses and access can be preserved during phased construction and community benefits such as new park space are achieved early in the redevelopment process.

This will be important for future proofing large blocks, preserving spaces for elements to be added over time, and creating incremental landscapes while prioritizing key organizing features.

Sequencing



309. Phasing strategies should always include opportunities for stakeholder engagement and community involvement throughout the redevelopment process. A participatory approach with each phase should foster a sense of transparency, ownership, and inclusivity.



310. Preserve and facilitate the continuation of existing community uses – community facilities, malls, retail shops – as long as possible.



311. Any retail demolished as part of a phase should be integrated and replicated into the new development plan, within the same phase. In other words, there should be no net loss of the same type and size of retail within each phase.



312. Prioritize necessary infrastructure and parks. Roads, utilities, and public amenities should be within the first phase of development.



313. Key public realm elements such as tree canopy and sidewalks should be integrated into each phase of development.

Interim Conditions



314. Minimize disruptions to the existing urban fabric and residents' quality of life. Disruptions such as construction noise, traffic changes, and temporary displacement should be localized and mitigated.

- a. Pay special attention to pedestrian and cyclist safety. Provide clear signage, safe and accessible pathways, well-marked detours, lighting, and traffic calming measures to minimize risks to pedestrians and cyclists.



315. Explore temporary use and activation strategies. For example, activate vacant or underutilized spaces during the interim period. This can help maintain vibrancy throughout the long-term construction period, attract visitors, and support local businesses. This could include:

- a. Pop-up shops, temporary parks, community gardens, art installations, or cultural events.
- b. Temporary hub-related uses on the site of the future Jane Finch Community Hub and Centre for the Arts for the purposes of activating the land for the community use, prior to the development of the permanent facility and following active use of the lands for Finch West LRT construction.



316. Identify requirements for phasing of development and/or construction mitigation that prioritizes maintaining community service spaces for as long as possible with easy access for residents. Apply this lens as soon as possible to any new development applications, even prior to the finalization of the Jane Finch Secondary Plan.





 **TORONTO**

Perkins&Will