

# Jane Finch Initiative

## Planning Report

January 2024



## **Land Acknowledgement**

We acknowledge that land within the Jane and Finch area is the traditional territory of many nations including the Mississaugas of the Credit, the Anishnabeg, the Chippewa, the Haudenosaunee and the Wendat peoples and is today home to many diverse First Nations, Inuit, and Métis peoples. We also acknowledge that Toronto is covered by Treaty 13 with the Mississaugas of the Credit and is within the Dish With One Spoon territory. Indigenous peoples have protected and preserved this land since time immemorial. Land provides sustenance for current and future generations and traditional knowledge tells us that the choices we make today should be considered on a horizon of seven generations into the future. As we develop a new community plan for Jane and Finch, let us be informed and inspired by Indigenous traditional knowledge, and think deliberately about colonial injustices and what changes can be made to advance reconciliation.

## **African Ancestral Acknowledgement**

We are all Treaty peoples, including those of us who came here as settlers – as migrants either in this generation or in generations past – and those of us who came here involuntarily, particularly those brought to these lands through enslavement. We pay tribute to those ancestors of African origin and descent. The City of Toronto is applying the Confronting Anti-Black Racism Unit's Growing in Place lens to this work. The Growing in Place Initiative aims to centre how the character of the area has been shaped by Black leaders, culture, and informal placemaking rituals as a way to guide policymaking and planning. Through this guidance, the project aims to explore ways to use the holistic application of City policy, programming, and investment to ensure that existing Black residents are able to remain in community and benefit from new investments. These efforts aim to have a positive impact on the ability of equity deserving groups to continue to live and prosper in Jane and Finch.

## **Community Acknowledgement**

The City of Toronto recognizes and honours all the past and current work that has been done by local community agencies and groups around Jane and Finch. The work of the Jane Finch Initiative and the resulting Community Development Plan and land use planning framework are informed by and aim to build on and amplify the work of local community agencies and groups who have been working for many years to make Jane and Finch thrive. The City of Toronto also acknowledges that communities of the Jane and Finch area are diverse, complex and ever-changing. The research went into the development of the community development plan and the land use planning framework, respecting community members' perspectives, knowledge and values and was informed by the Principles for Conducting Researching in the Jane Finch Community published by the Jane Finch Community Research Partnership.





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# **1. Executive Summary**

# 1.1. Overview

## 1.1.1. About the Study

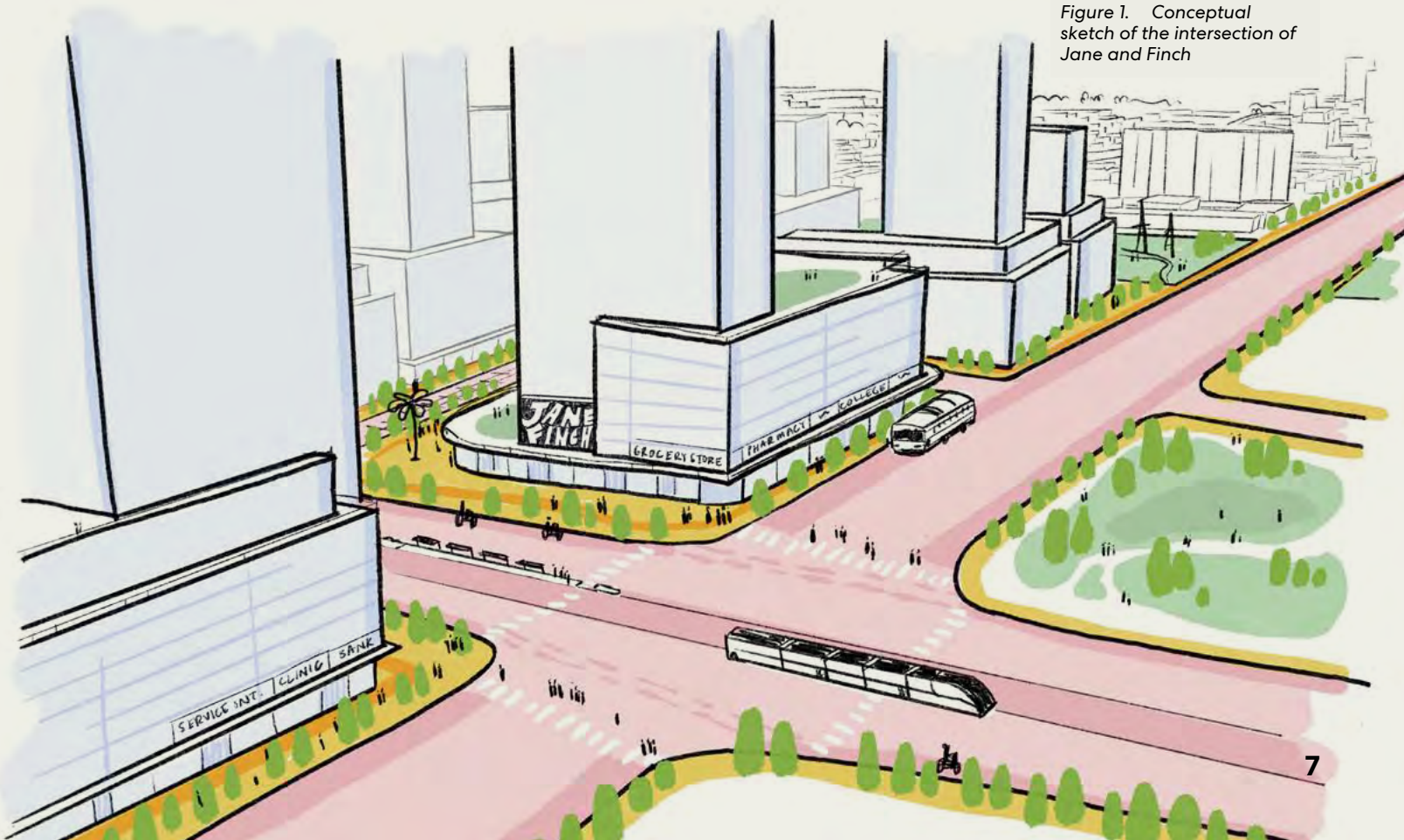
The City of Toronto's Jane Finch Initiative ("the study") is a resident-informed project to plan for the future of the Jane and Finch area. We are developing a community development plan and a land use plan so that residents and businesses are supported as the area changes over time with the opening of the Finch West LRT. The aim of these plans is to advance social equity and economic inclusion for current and future residents, encourage the appropriate kinds of growth and development in the area, and guide investment in community improvements.

Finch Avenue West is anticipated to undergo change and development in the coming years. An 11-kilometre, 18-stop light rail transit line (LRT), along the avenue from TTC's Finch West Station to Humber College, will provide convenient and reliable rapid transit to area

residents, businesses and institutions, bringing improved connections to the city's higher-order transit network for a part of Toronto that has been underserved.

In anticipation of this connectivity and resulting development interest in the area, the City of Toronto intends to amend the Official Plan to add a Jane Finch Secondary Plan and to develop associated urban design guidelines. Informed by a comprehensive community engagement process, this new planning framework will establish a vision for the future of the area, shape the development of an inclusive, transit-supportive complete community, and identify improvements to community facilities and other infrastructure. This report is an important input to the study process, addressing policy considerations and recommending strategies related to land use, parks and public realm, mobility and transit integration, built form and urban design for the Jane Finch area.

Figure 1. Conceptual sketch of the intersection of Jane and Finch



### 1.1.2. Co-Creation: Engagement Process

A key component of this study is the community engagement process. We are not starting from scratch – we acknowledge and aim to build on decades of community activism, consultation and academic research that have occurred with and within the Jane Finch community. The City partnered with the Jane/ Finch Centre, the local United Way anchor agency, to facilitate community engagement for the study. This enabled a local organization that is actively promoting community vitality to help residents participate in civic engagement. A Community Advisory Committee was formed in mid-2021 to facilitate the involvement of interested residents in the plan development process. Input received through the community engagement process is summarized in separate engagement summary reports.

### 1.1.3. Implementation and Process

Each strategy or recommendation in this Jane Finch Initiative Planning Report is categorized, or ‘tagged’ with one of the below icons, for ease of implementation. It is categorized based on the actions the City will need to take to implement it:

	<b>Planning Policy</b>		<b>Collaborative Effort</b>
	<b>Design Guidelines</b>		<b>Capital Project</b>
	<b>Community Development Plan</b>		<b>Follow Up Study</b>

### 1.1.4. Vision and Key Themes

#### Vision Statement

Jane Finch will be an inclusive, transit-supportive, complete community with a diverse range of housing, jobs, shops, restaurants, parks, and community facilities and services that meet the needs of local residents. It is a place where the process of neighbourhood change is transparent, collaborative and responsive. Jane and Finch residents and businesses are able to remain and thrive in the area even as it undergoes change. People are proud to live here as the area has a sense of dignity and beauty that reflects its history, diversity, culture and heritage.



Figure 2. Right: Photo from youth engagement activity held in Driftwood Public School (Credit: Urban Minds)



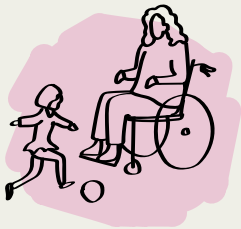
Three key themes emerged through this study, as a tool to understand the different existing conditions as well as the future potential for a diverse study area like Jane Finch. These three themes are:



## Greening Jane Finch

### The Parks and Public Realm Strategy

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



## Moving Around Jane Finch

### The Mobility and Transit Integration Strategy

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



## Building a Complete Community in Jane Finch

### The Land Use Plan and Urban Design Approach

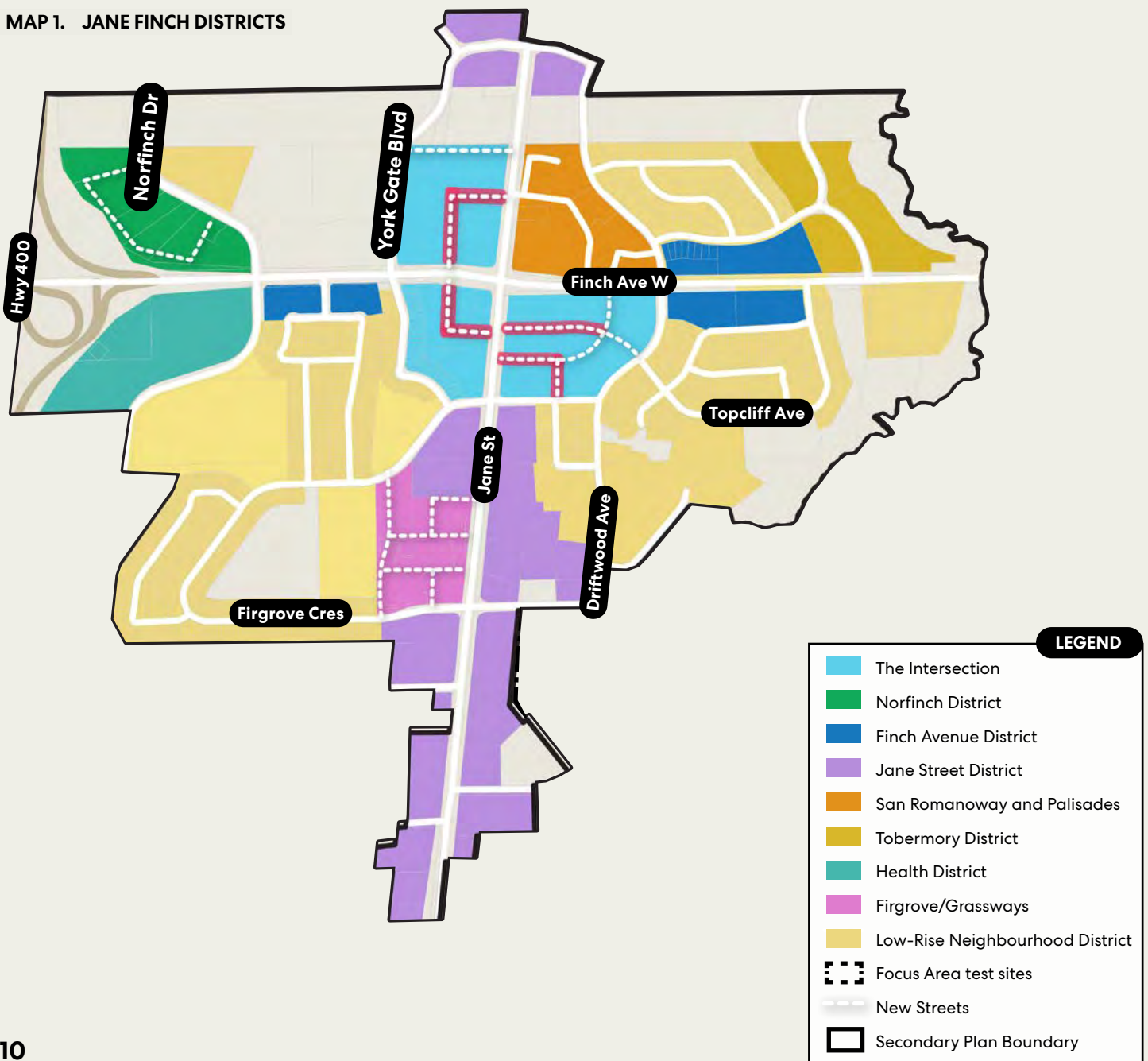
The Jane Finch area today was largely developed as a product of the 1950s to 1970s, with a range of building types, from single family homes to high-rise apartment buildings. As Jane Finch continues to grow, especially with and around new transit, it is important that the built form and land uses support the diverse needs and aspirations of its residents. The buildings, especially the lower storeys, play a key role in framing and supporting the edges of our streets, parks, and open spaces. The overall liveability and enjoyment of our public realm depend on how the built form responds to its context. Above all, this plan and design approach will facilitate and support the building of new housing, an urgent and necessary priority. In addition, both residential and non-residential amenities – schools, commercial and retail spaces, community centres, recreational opportunities – need to be accommodated while preserving and enhancing the area's unique cultural identity.

# 1.2. Towards an Urban Structure

The Jane Finch Secondary Plan defines the broad structuring elements of the area, including an expanded public street grid that creates smaller development blocks; land use; preferred locations for new public parks, squares, trails and ravine connections, Green Connections, and Priority Retail Streets. Nine distinct districts make up the overall structure of Jane Finch and are defined by characteristics such as their physical context, building type and height, lot sizes, proximity to transit, and areas where growth is already anticipated or encouraged.

The below map includes the extents of each District, the focus area test sites, and proposed new streets within the Secondary Plan boundary.

MAP 1. JANE FINCH DISTRICTS



### The Intersection

The Intersection District is the commercial 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. New pedestrian-oriented retail streets would allow the Intersection to maintain its role as the vibrant centre of the community.

### Norfinch District

Bounded by the highway, the hydro corridor, and direct access to the LRT stop, this institutional-commercial area would see new redevelopment in a range of building types, including tall and mid-rise. The taller 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 non-residential uses integrated in new development.

### Finch Avenue District

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 adjacent neighbourhoods. A new series of parks and open spaces would provide areas for people to sit, rest, wait for transit, seek shade, or congregate.

### Jane Street District

Predominantly 'tower in the park', Jane Street would evolve to include new or infill mid-rise, pavilion, or 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 pedestrian connections and new public realm spaces would connect pedestrians from Jane Street into the neighbourhoods. This area could include non-residential uses at the ground level along Jane Street.

### San Romanoway and Palisades

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

### Tobermory

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.

### Health District

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 to and from the Finch West LRT.

### Firgrove / Grassways

Led by the vision of the Firgrove-Grassways master plan developed by Toronto Community Housing, new public realm improvements and built form details through future site plan applications will prioritize safety, comfort and vibrancy, while building affordable housing.

### Low-Rise Neighbourhood District

A range of housing types exist today in these neighbourhoods. These would be complemented by gentle density built slowly over time, which would allow for low-rise building types such as garden suites, and multiplexes.

# 1.3. Greening Jane Finch

## The Parks and Public Realm Strategy

The Greening theme will ensure that the Jane Finch area remains a green and diverse community with many accessible opportunities for residents to connect with nature. This theme also focuses on creating a vibrant public realm, including streets and public spaces that function as community gathering spaces.

### 1.3.1. Big Moves

A set of “Big Moves” anchor each of the themes and their associated strategies or approach. These support the City in prioritizing capital funding, informing the Secondary Plan, and addressing gaps in infrastructure.



#### BIG MOVES

- Create new accessible, welcoming, and vibrant parks in the Intersection and Norfinch districts
- Anchor and honour the intersection of Jane and Finch with new public squares that are places of community gathering, with flexible space supporting community-programmed events
- Support the multi-function role of the Finch Hydro Corridor as a significant open space with recreational amenities, multi-use trails and urban agriculture
- Establish Green Spines to preserve the “greenness” of Jane Street and Finch Avenue and Green Pedestrian Connections to add porosity into the adjacent neighbourhoods
- Celebrate and commemorate Indigenous cultures and histories in public spaces
- Improve and expand existing parks and open spaces
- Celebrate and enhance the Loop Trail and Black Creek Ravine
- Create conditions for the planting and growth of healthy trees, such as along the network of pedestrian-oriented retail streets



**The Greening: Parks and Public Realm Strategy is organized by 6 Topic Areas that speak to delivering these big moves:**

1. Open Spaces
2. Stitching it Together (Greening Streets)
3. Safe and Inclusive Spaces
4. Joyful and Active Spaces
5. Placekeeping
6. Ongoing Collaboration

The below summarizes the key elements of the Parks and Public Realm Strategy. Refer to the full Greening chapter for additional details including analysis, mapping, and key recommendations or strategies.

### 1.3.2. Open Spaces

Open spaces in Jane Finch – today and tomorrow – come in all shapes, sizes, functions, landscapes, and contexts. They are all critical in creating a network of vibrant, inclusive, and publicly-accessible spaces, including:

**New Parks:** This strategy identifies opportunities to implement new parks, as the community grows and evolves. These new parks would meet the needs of everyone, be universally accessible, and support future population growth. New parks would be located in areas where they would address a walkability gap and park provision gap, ensuring that new parks are located where park supply today is currently low, or difficult to get to.

**Parks near the corner of Jane and Finch:** The new parks within the intersection district would be significant due to a number of factors: the area's visibility and proximity to the Finch West LRT, its function as a core gathering place today, and this area being parkland deficient, especially as a potential site for new development. New parks in the intersection quadrants would help mitigate the urban heat island effect, contributing to the city's climate resilience.

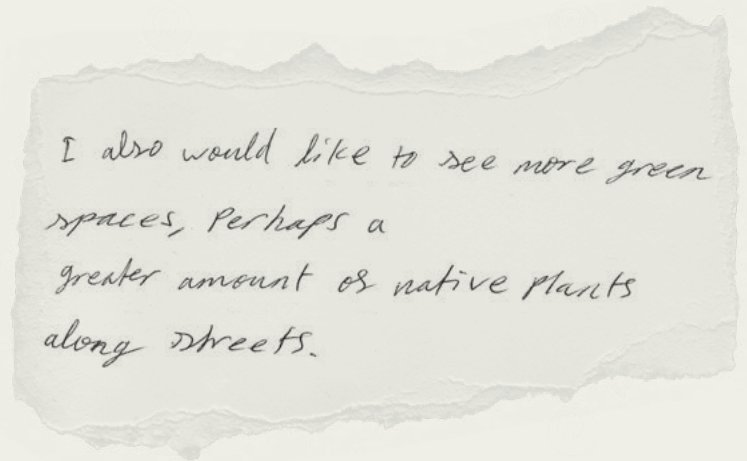


Figure 3. Survey comment from local youth

**Parks as part of a broader open space network:** Parks are only one part of a larger open space network, and can be used to address areas where there may be low access to green spaces, or lack of pedestrian-friendly infrastructure. This strategy aims to develop an interconnected open space network.

**New public squares:** Public squares are also important elements of the larger public realm network. These hardscaped areas can create inviting, multi-functional, and visually appealing places at the crossroads of everyday life to foster sense of belonging, community gathering and a third place. New public square locations considered factors such as: density, proximity to transit, adjacency to ground-floor uses and entries like retail, and micro-climate conditions.

One of the primary priorities of this strategy is to implement public squares as civic gathering spaces at the intersection of Jane and Finch, as it has always been a place for community to meet and hold events.



Figure 4. Oakdale Park (Perkins&Will)



Figure 5. Corner Commons, at the intersection of Jane and Finch (Perkins&Will)

Corner Commons is a pilot initiative of the community to demonstrate how a public square would function at the corner of Jane and Finch.

**Hydro corridor as public space:** The Finch West hydro corridor is a publicly-accessible, significant open green space, spanning east-west through the area. Today, residents use the space for both recreation and leisure, on top of it being a transportation corridor. To promote use and safe, continued enjoyment of the hydro corridor, strategies include ecological restoration, new pedestrian and cyclist connections, and community gardens, recognizing the land's primary function as a utility corridor.

**Celebrating the Black Creek Ravine:** The city's ravine systems connect people with nature, with history, and with Indigenous heritage. Conversations with Jane Finch community members indicated that they value the ravine network, both as an area of retreat to nature, and as a recreational asset. Development should limit its impacts on the ravine network, while providing an enhanced public realm and safe and controlled access points for all.

**Ecology and Sustainability:** This strategy emphasizes the importance of preserving and protecting ecosystems, promoting sustainable practices, and ensuring the responsible use of resources to meet both present and future needs. This includes mitigating extreme weather conditions, such as heat (through



Figure 6. Black Creek community Farm (Earth to Tables)

increasing mature tree canopy, shading devices, and integrating green infrastructure into all development and streetscapes) or cold and snowy conditions (through windbreaks, snow storage areas, and winterizing surface treatments).

**Expanding and improving existing parks:** Park expansions not only increase the overall amount of green space in urban areas, but also create new access points for pedestrians in Jane Finch, especially in areas with walkability gaps or lower park provision rates. Based on this, select parks are identified for potential park expansions or access improvements.

### 1.3.3. Stitching it Together (Greening Streets)

Individual parks, public squares, and other open spaces are not enough to create a robust and complete public realm. Park destinations should be well-connected and stitched together by streets, pathways, trails, and sidewalks. This section of the strategy aims to 'connect-the-dots' and create a complete public realm network.

**Green Spines:** The deep, green setbacks, tree canopy, and landscaping along Jane Street and Finch Avenue West are a defining character of the area. This character should be preserved and enhanced as the area evolves. Green Spines will be established through setbacks, lush landscaping, amenities, tree canopies, and native plantings.

**Green Pedestrian Connections:** The historically auto-centric nature of the area can make it difficult

for pedestrians and cyclists to move around easily, conveniently and safely – due to large block sizes, wide roadways, and indirect paths. Green Pedestrian Connections would break up large blocks, prioritize pedestrian and cyclists, provide shorter distances and improved access to transit stops, workplaces, shopping, and community facilities.

### 1.3.4. Safe and Inclusive Spaces

Residents workers, and visitors of Jane Finch should feel safe, empowered, and free to move around and linger.

**Removing Barriers:** A number of barriers could prevent residents from accessing, using, or participating in the network of parks and public realm in Jane Finch. Safety audits, improvements to park facilities, and community engagement can identify opportunities where physical or psychological barriers can be removed so the public realm can be comfortably enjoyed by everyone.

### 1.3.5. Joyful and Active Spaces

Spaces that invite joy, culture-sharing, recreation, and social activity are important to Jane Finch, as they contribute to the overall well-being, community cohesion, and positive development of the area.

**Growing Food:** Supporting Indigenous communities (including preserving traditional knowledge, access to foods and medicines) and enhancing local food sovereignty is an important part of this Parks and Public



Figure 7. Example of a visible and clear access point in Jane Finch (Perkins&Will)

Realm Strategy. This can include a range of new or enhanced gardens or food landscapes, from allotment gardens, to community gardens, urban agricultural centers, rain gardens, and biodiverse landscapes.

**Appropriate and upgraded programming:** It is important that parks and their facilities and programming are also inclusive, enjoyable, and well-maintained. In addition to upgrades and potential new facilities in existing or new future parks, inclusive programming opportunities can be identified through community consultation or collaboration with school boards.

**Public art:** Public art has a profound impact on a neighbourhood, influencing its aesthetics, sense of identity and, social dynamics. Through collaboration, there are many opportunities for the integration of public art throughout Jane Finch, in a variety of scales. Signature art opportunities are identified for unique areas, such as at large sites, by the ravine and trailheads, at community hubs, or at thresholds like the Highway 400 gateway. Prioritizing local artists for art commissions and grants is recommended.

### 1.3.6. Placekeeping

Placekeeping, a re-imagining of urban planning’s “placemaking” term, is a key focus within this Parks and Public Realm strategy, acknowledging that ‘place’ is defined by the ecological, historical, and cultural relationships that have always existed in what is called Jane Finch today.

**Indigenous placekeeping:** Indigenous placekeeping in Jane Finch involves providing access to lands and waters for ceremony, stewardship, and cultural activities – essential for honouring Indigenous cultures and histories. This includes increasing access, identifying spaces for ceremony and cultural activities, potential Indigenous community garden, and reducing barriers to accessing land and water, specifically in the Black Creek Ravine.

# 1.4. Moving Around Jane Finch

## The Mobility and Transit Integration Strategy

The Moving theme will ensure that transportation options – primarily a focus on walking, cycling, or taking transit – are accessible, affordable, comfortable, and empowering for everyone.

### 1.4.1. Big Moves

A set of “Big Moves” anchor each of the themes and their associated strategies or approach. These support the City in prioritizing capital funding, informing the Secondary Plan, and addressing gaps in infrastructure.



#### BIG MOVES

- Evolve from a car-centric past into a more walkable, bikeable, and transit-accessible Jane Finch
- Recognize and legitimize existing movement patterns to enhance safety
- Create appropriately scaled development blocks on large sites that encourage walkability
- Facilitate traffic calming
- Integrate and connect Finch West LRT stops and streetscape into the broader parks and public realm network to make getting to transit easier and safer
- Improve the experience of getting to and waiting for transit, making it easier, safer, and more comfortable
- Make accessing and travelling within the ravine a more comfortable and pleasant experience
- Prioritize connectivity between key community destinations including community facilities, parks, places of employment and shops
- Building a well-connected cycling network that is safe, convenient, and comfortable





**The Moving Around: Mobility and Transit Integration Strategy in the following pages is organized by 2 Topic Areas that speak to delivering these big moves. Accessibility is embedded as a lens throughout the strategy:**

1. Safety
2. Connectivity
3. Street Types
4. Complete Streets

The below summarizes the key elements of the Mobility and Transit Integration Strategy. Refer to the full Moving chapter for additional details including analysis, mapping, and key recommendations or strategies.

**Enhancing Safety and Comfort when Walking and Cycling Alongside Vehicles:** There are areas in Jane Finch, especially along local roads, where there is a sidewalk on one side only. Some sidewalks on major and minor arterials do not meet the current minimum standards, and community conversations have confirmed that these areas are narrow and uncomfortable.

Strategies for sidewalk and cycling infrastructure improvements will consider both safety (with physical barriers and speed reduction methods for vehicles where warranted) and comfort (allowing for social uses of sidewalks, minimizing noise from vehicles, and providing an enjoyable travel experience).

## 1.4.2. Safety

The arrival of the Finch West LRT is the beginning of a transformation towards a variety of safe and sustainable travel choices for Jane Finch.

Guiding the development of a fine-grain mobility network, including laying out a connected, safe, grid-like network of streets and sidewalks on large sites within Jane Finch, can make the community more walkable, bikeable and transit-supportive. An emphasis will be placed on improving safety at intersections and around schools.

**Enhancing Safety for People Crossing Streets:** People walking and cycling frequently need to cross major arterials like Jane Street and Finch Avenue West, minor arterials like York Gate Boulevard, and collector roads like Driftwood Avenue and Norfinch Drive to get to their destinations or access transit. Traffic moves quickly on these roads, so it is recommended that safe crossings are facilitated through new signalized crossings, clear crosswalks, and traffic calming measures, especially around multi-use trails, intersections and around schools.

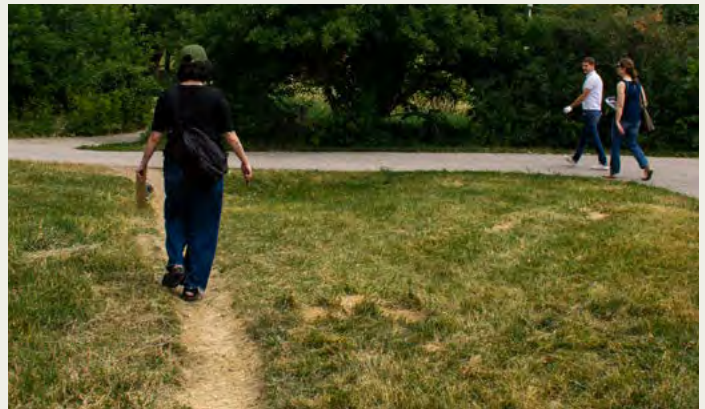


Figure 8. Example of desire path in Jane Finch (Perkins&Will)



Figure 9. Cyclists on Finch Avenue West, prior to installation of bike lanes (Perkins&Will)

### 1.4.3. Connectivity

A primary goal of this strategy is to prioritize connectivity throughout Jane Finch for all modes of transportation, especially between key community destinations such as community facilities, parks, places of employment and shops. There are a number of strong existing assets such as trails and bus routes that can be augmented, extended, improved, and better integrated into the broader community. New mid-block connections, the Finch West LRT, and additional cycling routes will also complement the existing mobility networks around Jane Finch.

A focus on Universal Basic Mobility will help centre equity in the planning for mobility in Jane Finch.

#### What is Universal Basic Mobility?

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

**Accessing Trails as Mobility Opportunities:** The Jane Finch area has proximity to the Black Creek Ravine and the Finch Hydro Corridor and the associated network of off-road multi-use trails. Given the curvilinear residential street structure and high-speed arterial roads that can make it a challenge to safely navigating on foot or by bike, there is an opportunity for ravines and off-road trails to act as neighbourhood connectors and form an important part of the mobility landscape.

Strategies and collaboration opportunities are identified to ensure that wayfinding, maintenance, additions such as lighting or bike repair stations can enhance the trail experience in Jane Finch.

**Accessing Community Resources and Jobs:** The Jane Finch area contains places of employment and community service facilities – such as libraries, community centres, childcare centres, schools and social service agencies – both as standalone structures and within commercial spaces at the Yorkgate and Jane Finch malls. Wayfinding is poor, and pedestrian access requires traversing through active parking lots or on narrow sidewalks that cannot fit two strollers or shopping trolleys (such as the Finch entrance to Yorkgate Mall).

Access to community resources and jobs can be improved through better supporting active or more sustainable modes of travel. This includes direct pedestrian accesses, even during construction activity, accessible EV charging areas, visible and accessible bike parking infrastructure, and formalized desire paths.



Figure 10. Cyclist using the Finch Hydro Corridor Trail today (Perkins&Will)



Figure 11. Existing access to the ravine network of trails can feel unsafe, hidden, or indirect (Google Maps)

**Access to Transit:** Creating safe and comfortable access to transit, especially with the arrival of the Finch West LRT, is an important priority and can encourage more people to use transit over driving to get to their destinations. Today, there are multiple desire lines across the Finch Hydro Corridor that reflect its use as a pathway to and from transit. Future Finch West LRT stations are further apart than existing bus stops along Finch, so strategies like additional wayfinding should be emphasized to increase access and identification of the closest stops.

Strategies such as short-term bike parking locations near LRT stops, low-income fare options, and stop amenities (benches, lighting, etc.) can make the transit user experience more comfortable and approachable for more people.

**Growing Bike Infrastructure:** Certain popular cycling routes are not officially integrated in the cycling network; residents lack support to store and maintain their bikes and currently, there are no traditional bike stores in the area. The only opportunity to have your bike repaired is the Culture Link Bike Hub, an important non-profit service provider valued by cyclists in the community that has limited hours.

These barriers limit the effectiveness of a cycling network and new infrastructure (such as the cycle tracks along Finch Avenue West). Additions such as Driftwood, Norfinch or Oakdale into the near-term cycling network, more Bike Share stations, and integration of more bike parking at transit stops, in development and at existing community destinations throughout Jane Finch will complement the vision for a more cycling-friendly neighbourhood.

#### 1.4.4. Street Types

**New Streets:** The redevelopment of large sites allows for the introduction of a finer-grained street network that will improve walkability and offer pedestrians more and safer routes to get to their destinations. The three large mall and plaza sites at the corner of Jane Street and Finch Avenue West offer a prime opportunity to introduce a new street network and create smaller, walkable blocks.

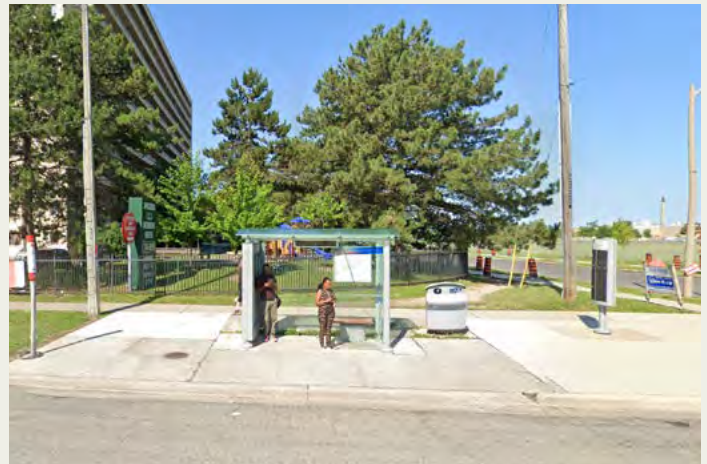


Figure 12. Shelter, lighting, seating, bulletin boards, garbage receptacle and proximity to a signalized intersection with crosswalks can facilitate safe access to transit (Google Maps)



Figure 13. Lack of existing bike infrastructure today in frequented cycling destinations, such as the Culture Link Bike Hub (Google Maps)

**Mixed Use Shared Streets:** The malls and plaza provide an important retail and community services function to residents today and these sites should continue to provide this function as they redevelop, albeit in a different form. The malls provide both large-scale stores, such as supermarkets and pharmacies, and small-scale shops and services, often independently owned and operated. Both types/sizes of commercial uses will need to be accommodated in redevelopment, with replacement of non-residential gross floor area being important to the continuity of existing businesses and to avoid displacement.

Many of the new streets in the interior of the Intersection District are proposed as “Mixed Use Shared Streets”. Mixed Use Shared Streets are intended to be the focus for small-scale retail, services and cultural spaces. They will be intimate two-sided streets with narrow rights-of-way that prioritize the pedestrian experience. In some cases at grade uses may front directly onto public squares or parks, framing these open spaces and providing opportunities for spill out. These streets will also include continuous tree canopy, street furniture, and lighting. Ground floor uses facing these streets shall be fine grained, have narrow frontages, and multiple entrances supporting multiple businesses.

**Retail Required:** Jane Street and Finch Avenue West in the Intersection District are proposed as “Retail Required” streets, which would allow for larger format retail with design requirements that would support animation and active uses at the ground floor.

**Jane Street:** As a north south axis to the study area, the current TTC bus route and pedestrian network along Jane Street is well used by Jane Finch residents. Metrolinx’s 2041 Regional Transportation Plan identifies Jane Street from Bloor Street to Highway 7 as a future bus rapid transit (BRT) or light rail transit (LRT) route. As an interim condition, the TTC and Transportation Services Division are exploring potential transit priority

measures for Jane Street through an initiative called RapidTO. To future-proof for these transit improvements, Jane Street is proposed to have a 40 metre public right-of-way to support the development of a complete street with a generous public realm. The 40 metre right-of-way will include protection for a potential future LRT, an above-standard wide pedestrian clearway, dedicated bike infrastructure separated from vehicular traffic with a buffer, and Green Spines.

**Finch Avenue West:** Finch Avenue West forms the central axis of Jane Finch. The Finch West Light Rail Transit (LRT) is currently nearing completion and will provide residents of Jane Finch faster transit options for getting around. It is recommended that an additional 9.5m be protected between the edge of the roadway and the property line, expanding the right-of-way in constrained areas if required. This additional space will fit an additional buffer between the cyclist infrastructure and the roadway, an above-standard pedestrian clearway, a landscaped strip, and Green Spines.

**Norfinch Drive:** Norfinch Drive plays a crucial role in connecting Employment Areas located in the north with the future LRT on Finch Avenue West. Due to its proximity to the Norfinch Oakdale LRT stop, the land fronting onto the west side of Norfinch Drive is envisioned to support the development of a transit-oriented complete community, where residents and workers will have convenient access to higher order transit and to active transportation networks connecting to the Intersection District.



Figure 14. Jane Street Conceptual Section - See Moving chapter for details

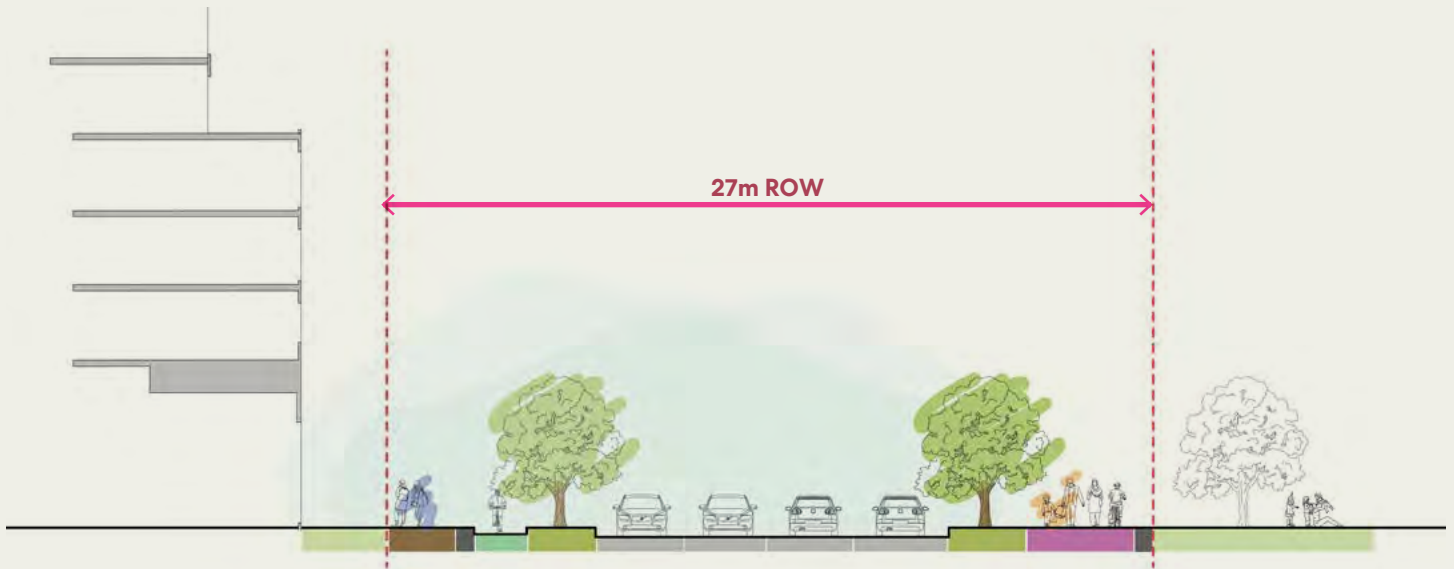


Figure 15. Norfinch Drive Conceptual Section - See Moving chapter for details

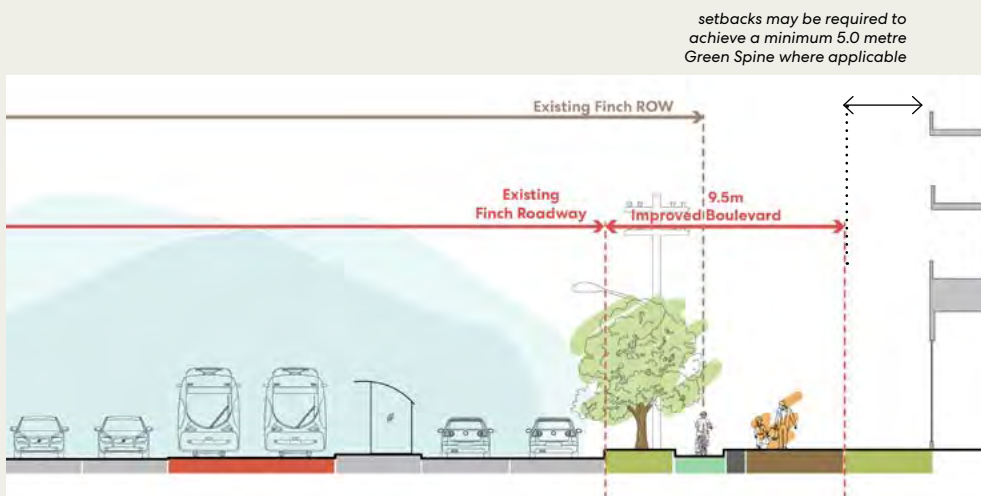


Figure 16. Finch Avenue West Conceptual Section - See Moving chapter for details

# 1.5. Building Jane Finch

## The Land Use Plan and Urban Design Approach

The Building theme aims to guide development of a complete community in Jane Finch with new buildings that frame and support a generous, safe and comfortable public realm, create a strong sense of place and community identity, transition in scale between different intensities of use, and promote sustainability and climate resilience.

### 1.5.1. Big Moves

A set of “Big Moves” anchor each of the themes and their associated strategies or approach. These support the City in prioritizing capital funding, informing the Secondary Plan, and addressing gaps in infrastructure.



#### BIG MOVES

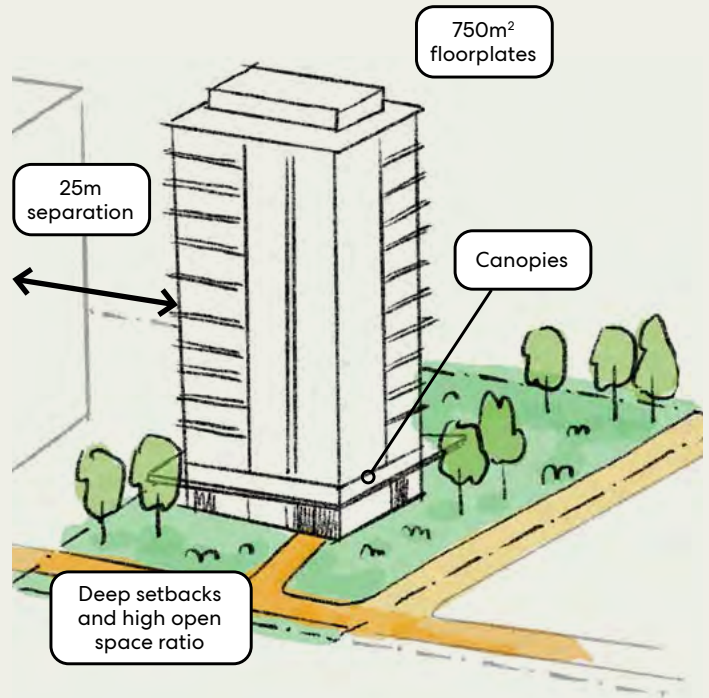
- Create complete, mixed use, transit-supportive communities that serve the daily needs of all residents and workers
- Shape buildings so that they are appropriately massed, located and oriented with a transition in scale that promotes sustainable design and comfortable conditions for people in public spaces
- Build the Jane Finch Community Hub and Centre for the Arts as a new community destination in the area
- Maintain and enhance the retail, commercial, and cultural heart at the intersection of Jane and Finch
- Frame, define, and support streets, parks, and open spaces with human-scaled buildings to contribute to an expanded, safe, and animated public realm
- Build more housing and a diverse range and mix of housing options, including significant new affordable housing
- Support incremental growth and continuity of access to shops and services through phasing



**In addition to the Land Use Plan, Phasing, and Implementation, the Building section focuses on 9 Districts – specifics on each District are in the full Building chapter:**

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

The below summarizes the key elements of the Land Use Plan and Urban Design Approach.



### 1.5.2. Land Use

Changes to the Official Plan land uses support the implementation of a complete community. A *Mixed Use Area* designation is proposed for the majority of the Finch Avenue West frontage and on three of the four quadrants of the Jane and Finch intersection, replacing some areas that are currently designated *Neighbourhoods* and *Apartment Neighbourhoods*. *Mixed Use Areas* will allow for transit-oriented development along Finch Avenue West that will bring homes, businesses and amenities close to the LRT.

The existing RAC zoning in place for many *Apartment Neighbourhood* properties throughout Jane Finch will allow for a portion of the ground floor of residential buildings to be used for non-residential purposes such as small-scale, local-serving shops, service and community uses.

### 1.5.3. Building Types 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 area. This range of building types and heights will continue to be encouraged and facilitated through new development, ensuring that there are a variety of

### What is a Jane Finch Pavilion Building?

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

housing options, including affordable housing, while supporting growth and the creation of new homes.

Four distinct building types are to be supported in Jane Finch: Tall Buildings, as defined and in conformity with the Tall Building Design Guidelines, unless specified below by District; Mid-Rise Buildings, as defined and in conformity with the Performance Standards for Mid-Rise Buildings, unless specified below by District; Jane Finch Pavilion Buildings, and Low-Rise Buildings.

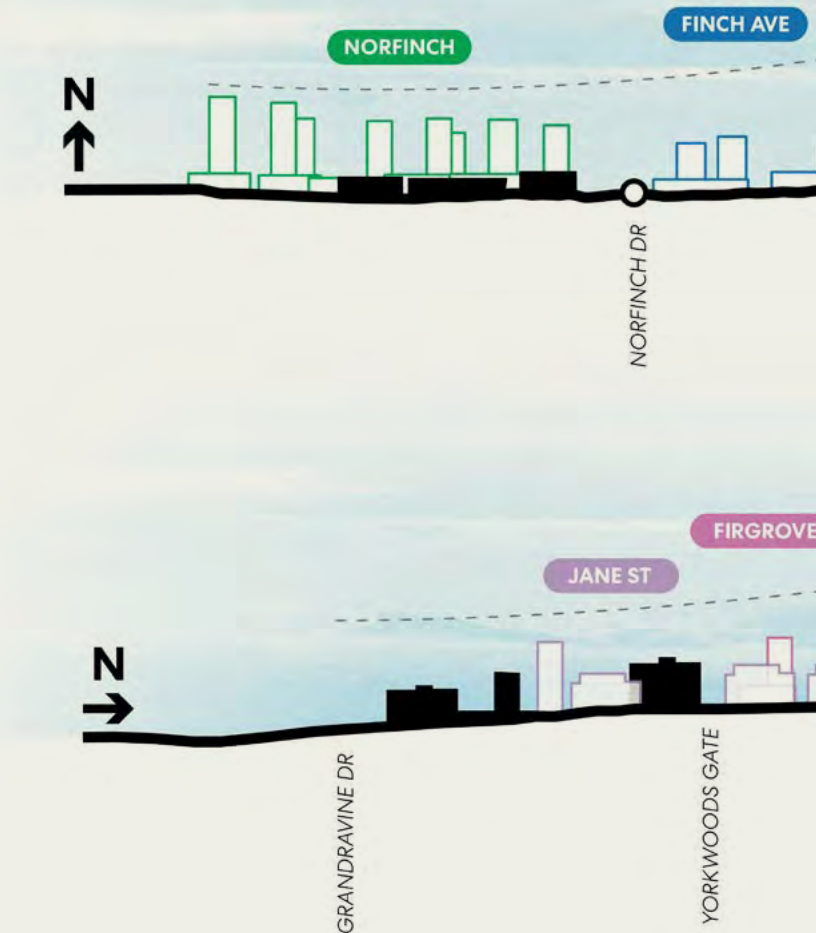
### 1.5.4. General Built Form Guidance

**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 leave a positive impression on visitors, and also signify the boundaries of where a neighbourhood starts or stops. Gateways can provide orientation and wayfinding cues, helping people navigate and understand the city.

Key areas where views, vistas and gateways are important include: the area around the highway underpass and threshold into the neighbourhood; the ravine and its views; the hydro corridor, as a significant east-west spine and green space; and the main intersection of Jane and Finch as a primary focal point and landmark in many ways for the community.

**Scales, General Massing and Transition:** The tallest buildings, generally not exceeding 45 storeys, will be located closest to the intersection of Jane Street and Finch Avenue West, with development progressively transitioning down in height and scale toward the hydro corridor in the north-west quadrant, toward Elana Drive in the south-west quadrant, and toward Driftwood Avenue and Yewtree Boulevard in the south-east quadrant. In the Norfinch District, the taller buildings will be located closest to Highway 400, transitioning down in height and scale toward the hydro corridor to the north and Norfinch Drive to the east.

Buildings should be oriented 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.



**Site Design:** Buildings should be sited and located so that ground floor uses such as outdoor patios are optimized for solar access, compared to other areas like transit waiting zones or retail uses that may prefer shade. Access points such as for parking or loading should minimize disruptions to the public realm, such as integrated into the building.

**Design Excellence:** In general, creative and innovative building, landscape, and public art design should work to promote design excellence throughout the area, supporting the broader vision of the Plan. Design should reflect local context and respect the architectural qualities of the area. This includes high-quality and durable materials on all new developments and the public realm.



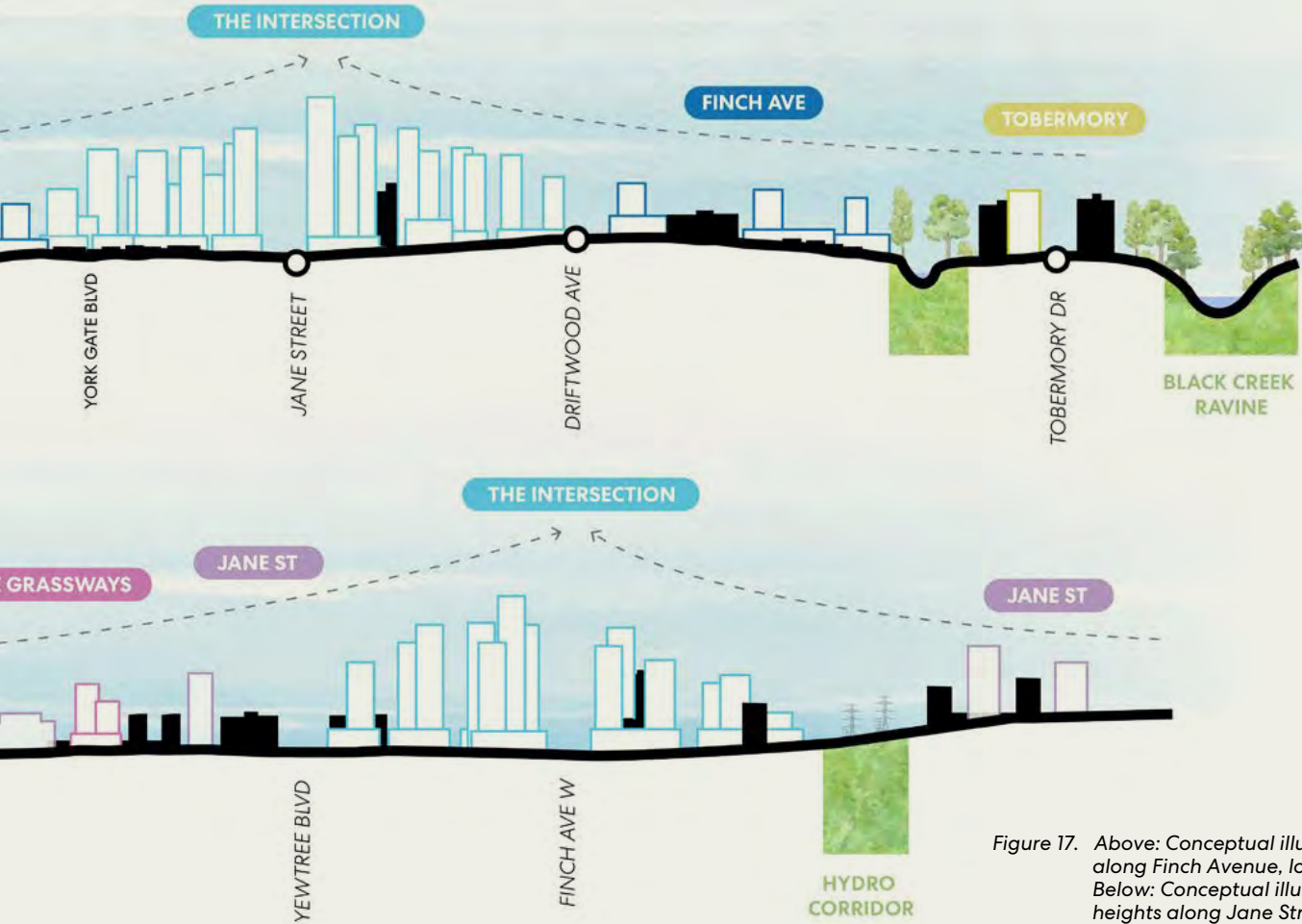


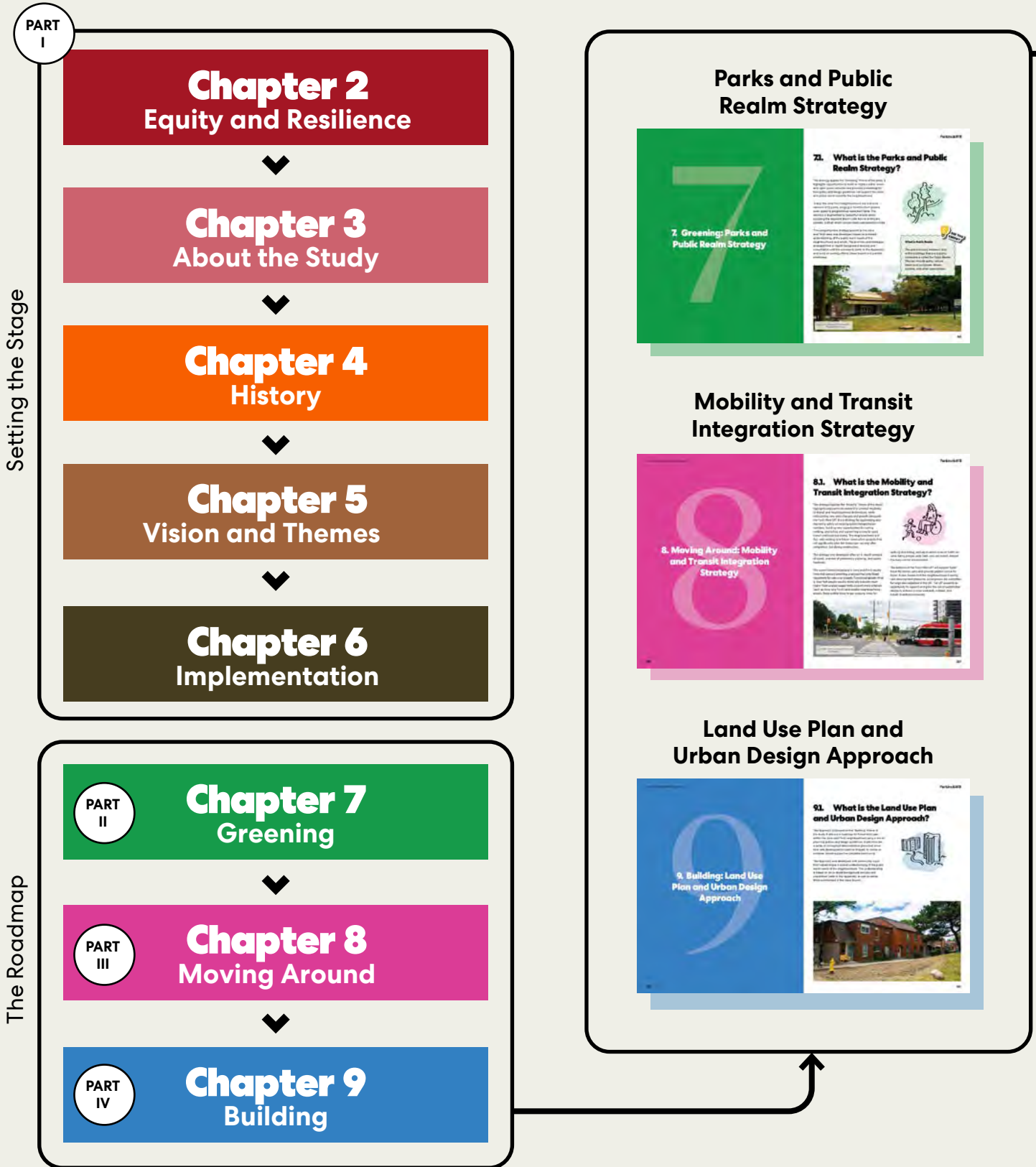
Figure 17. Above: Conceptual illustration of heights along Finch Avenue, looking north. Below: Conceptual illustration of heights along Jane Street, looking west

**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. 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. Phasing strategies are recommended, with a focus on community involvement. Integrating community feedback, disruptions to the existing urban fabric and residents’ quality of life is a priority. This includes disruptions such as construction noise, traffic changes, and temporary displacement should be localized and mitigated.

## 1.6. Implementation and Next Steps

This report fed into the Secondary Plan and Urban Design Guidelines which will be used to guide development in Jane Finch, as well as capital planning, future studies, the Community Development Plan, and ongoing opportunities for partnerships and consultation. It is critical that the engagement process continues on as the community is an important partner in the transformation and evolution of the neighbourhood.

# 1.7. How to Read this Report



## WHAT?

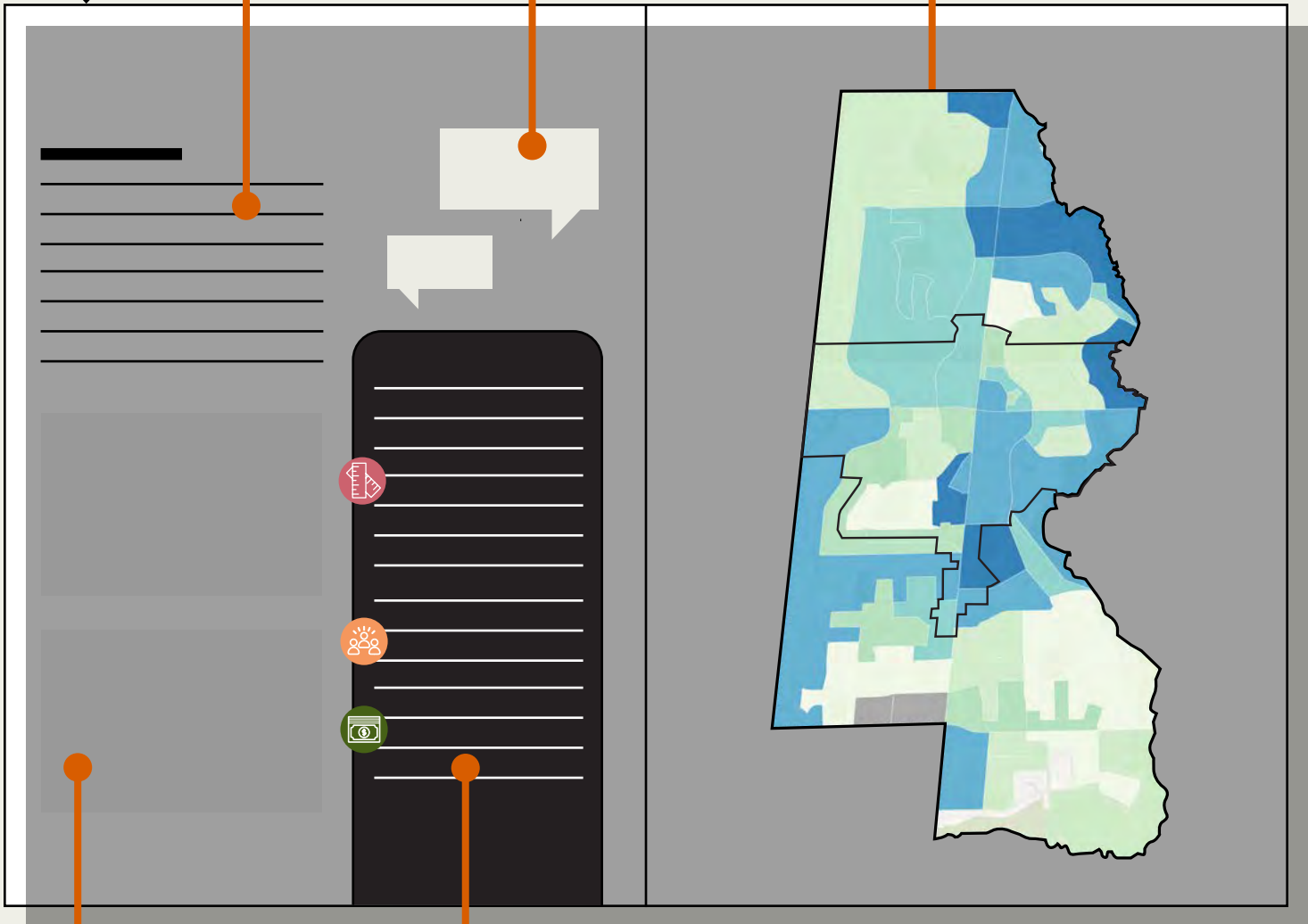
Explanatory text and introduction

## 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

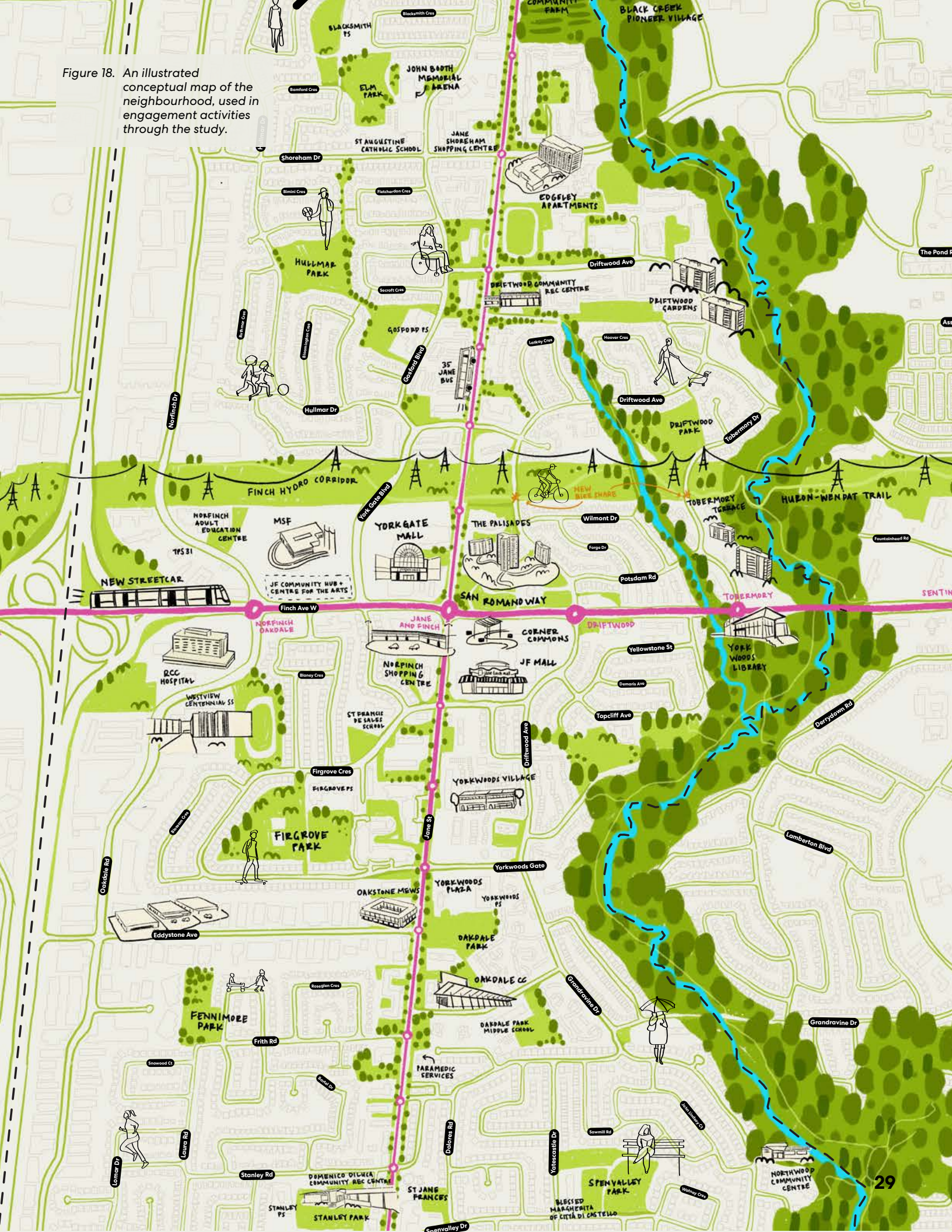


Follow Up Study

A large, stylized number '2' in a light red color, serving as a background graphic for the section header. The number is composed of thick, rounded strokes. The top part is a large, curved shape that loops back on itself, and the bottom part is a thick, horizontal bar that tapers slightly towards the right.

## **2. Equity and Resilience**

Figure 18. An illustrated conceptual map of the neighbourhood, used in engagement activities through the study.



# 2.1. Leading with Equity & Resilience

This study is advancing and integrating the direction from a number of City action plans. This includes the City's first [Reconciliation Action Plan](#), an evolving document that acknowledges past injustices, creates a roadmap towards healing, and establishes actions that create opportunities for Indigenous communities' access to resources and services. This study also advances the work of the [Toronto Action Plan to Confront Anti-Black Racism](#), which includes actions that specifically respond to the priorities identified by Toronto's Black Communities. This current effort of the Jane Finch Initiative recognizes its responsibility and opportunity to create a more inclusive and equitable place.

## 2.1.1. What is Equity?

The investment in the Finch West LRT line, although bringing reliable and convenient transit to the community, alone will not lead to the development of inclusive neighbourhoods. As per Toronto's first Resilience Strategy, equity is defined as: *Distributing opportunities and resources by accommodating different needs and removing barriers in order to level out unfair and unjust outcomes so that all individuals can benefit.*

Centering equity in all phases - in research, engagement, and decision-making - is critical to supporting this community.

## 2.1.2. What is Resilience?

Urban Resilience, as defined by the 100 Resilient Cities network, and integrated into [Toronto's First Resilience Strategy](#), is: *The capacity of individuals, communities, institutions and systems within a city to survive, adapt, and thrive in the face of the chronic stresses and acute shocks they experience.*

Shocks, such as extreme heat events, or public health crises like COVID-19, are sudden, sharp events that threaten the immediate well-being of a city.

Stresses, such as lack of safety, affordability, and fears of gentrification, are chronic difficulties that can weaken the fabric of a city.

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

- Centre reconciliation, equity and inclusion in the development of Official Plan policies



## What does this mean for Jane Finch?

Change is coming to Jane Finch, and it's critical that we approach the study, the engagement, and the strategies with equity at the forefront. This requires understanding that not everyone experiences spaces and places the same, and that in instances of stress or shock, vulnerable populations or equity deserving groups will almost always have exacerbated impacts and lower capacities to withstand or absorb those challenging scenarios. A secondary plan will shape future growth and development in the area in ways that can improve quality of life for both current and future residents, informed by an understanding of the area's heritage and cultural resources. This is an interdivisional and participatory approach that prioritizes the needs of equity deserving communities.

Leading with equity and resilience means that it is not just an after-thought, but that there are key principles and considerations that are deeply embedded in every piece of the work. It is a commitment that every strategy, recommendation, and guideline adopt this approach, and ensure that perspectives from under-represented groups continue to be heard and integrated.

### 2.1.3. Our Key Questions

Our key principles are framed as key questions. These are questions that are continually asked in order to push for more equitable approaches, across all of the work.

As we aim to create a Jane and Finch 'for all' - we understand that we have to start with the most vulnerable first: equity-deserving groups. This includes our children, older adults, low-income folks, and people of colour.

This means that with every strategy - for example, improving tree canopy - we should start the conversation around vulnerabilities. How does the lack of tree canopy impact children and playgrounds? How critical is tree canopy to reducing heat vulnerability, when we know older populations experience elevated hospitalization during extreme heat events?

Advancing equity is a core component of building resilience. The ability of a city to survive and thrive in the face of challenges is as much about the strength of its communities and neighbourhoods as it is about the design and management of its infrastructure and buildings.



**Is it responding to issues facing equity-deserving groups?**

**Is it safe for everyone?**

**Is it comfortable for everyone?**

**Is it promoting health and wellbeing?**

**Is it universally accessible?**

**43.8%** children in census families under 15

City of Toronto: 47.9%

**7.6%** multigenerational households

City of Toronto: 3.5%

**11.8%** persons in census families aged 65 and over

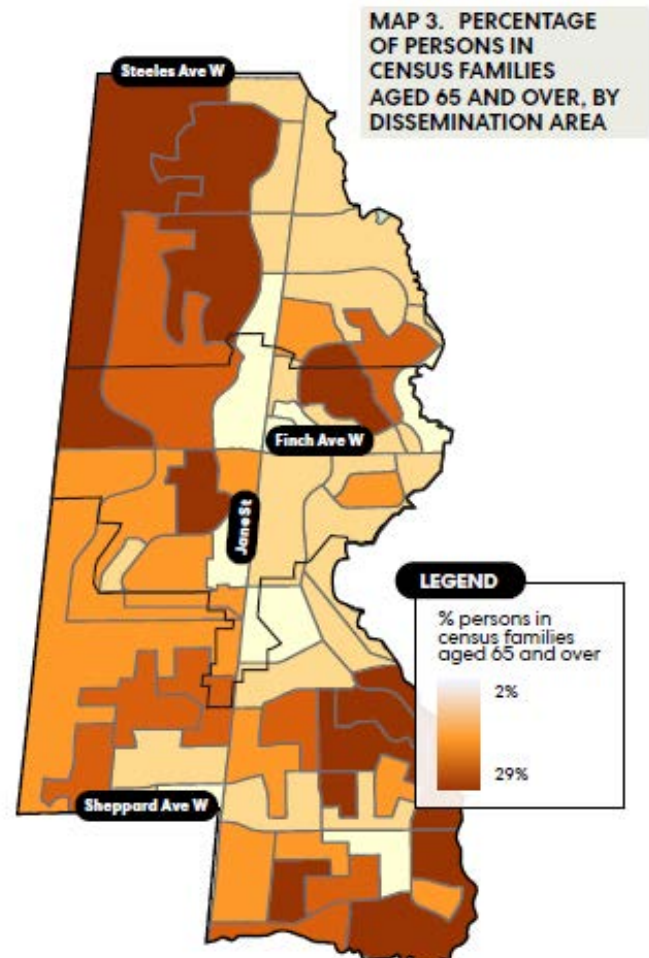
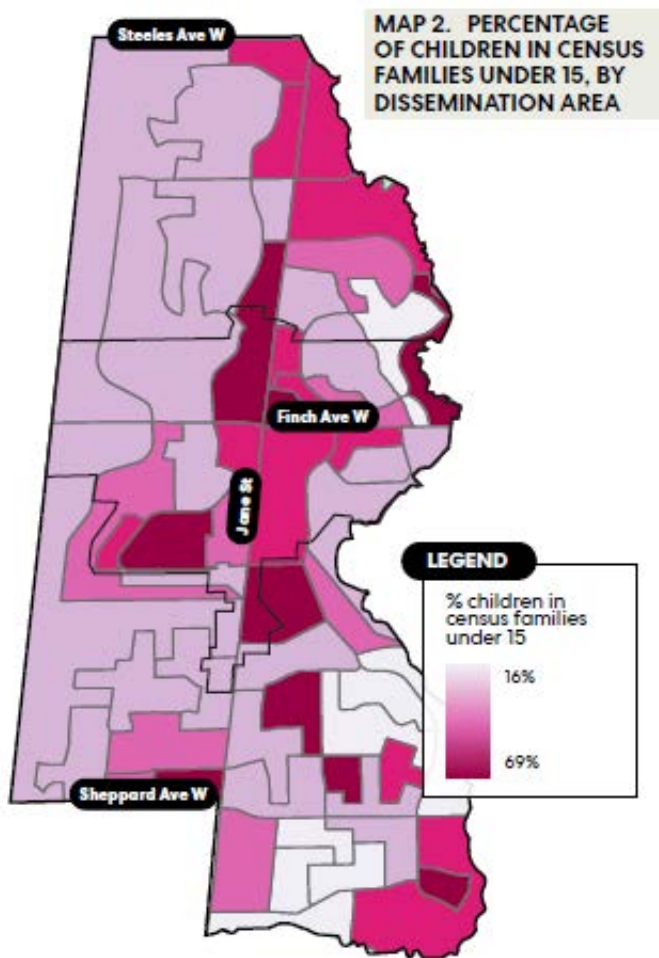
City of Toronto: 10.5%

**16.5%** population over 65

City of Toronto: 17.1%

Children are more vulnerable to health and wellbeing challenges, due to limited levels of autonomy, which is exacerbated by climate change and politics. Studies have shown that involving children in the design of policy - specifically regarding climate change - is essential to ensuring policies have children's rights in mind<sup>i</sup>.

Older adults make up a significant portion of the area's residents. Many live with relatives in multi-generational households. Older adults may be more prone to heat-related concerns<sup>ii</sup>, and may experience reduced mobility, social isolation<sup>iii</sup>, and elevated hospitalization<sup>iii</sup>. Policies to support aging in place, shared living and open spaces, and community building will be important.



<sup>i</sup> Nyahuma-Mukwashi, G. et al. (2023) Children, urban vulnerability, and resilience. Palgrave Encyclopedia of Urban and Regional Futures.

<sup>ii</sup> CDC (2021) Older adults and extreme heat  
<sup>iii</sup> van Hoof, J. et al. (2018) The challenges of urban ageing: Making cities age-friendly in Europe. Environmental Research and Public Health.

Figure 19. All statistics and mapping on this page are sourced from: Statistics Canada, 2021 Census. Provided by City of Toronto Planning Research and Analytics. Jane Finch study area statistics are based on aggregated dissemination areas.



**81.0%** visible minorities  
City of Toronto: 55.7%

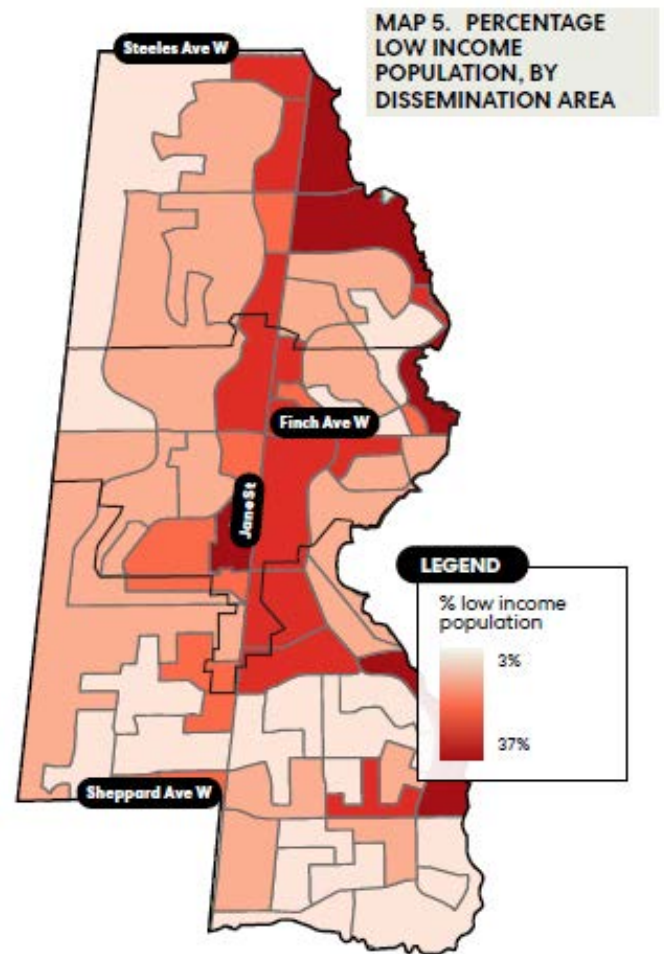
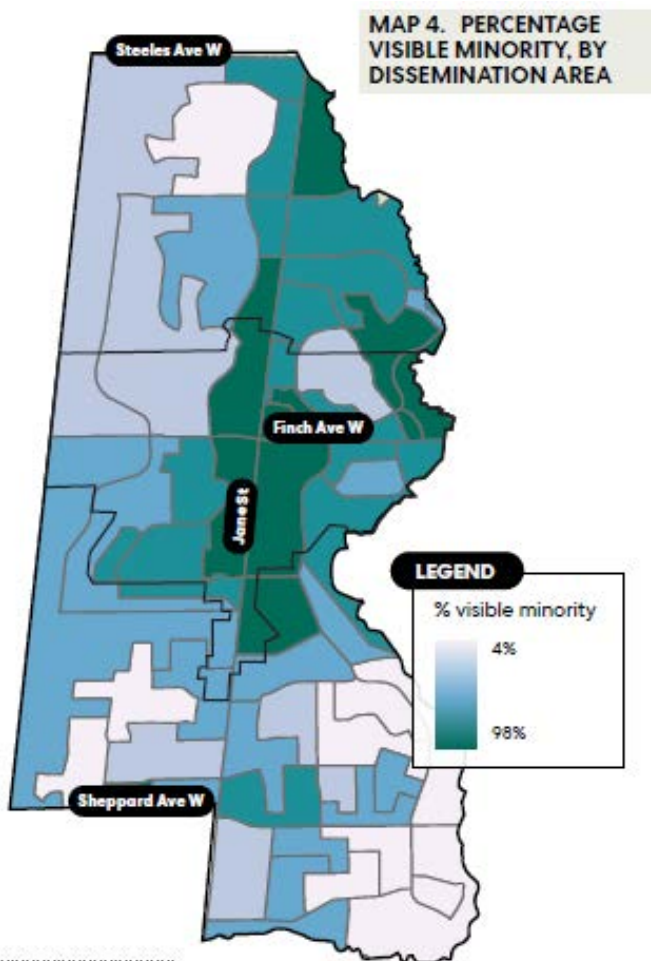
**58.5%** immigrants  
City of Toronto: 46.6%

**16.7%** low income after tax  
City of Toronto: 13.2%

**19.4%** unemployment rate  
City of Toronto: 13.9%

This area has a significantly higher proportion of visible minorities and immigrants (compared to the City of Toronto), with 0.4% of the population that identify as Indigenous<sup>iv</sup>. Communities of colour were found to be associated with increased vulnerability to heat<sup>v</sup>, higher instances of policing, histories of displacement, and experiencing barriers to mobility and open spaces<sup>vi</sup>.

Over one in five or 26.1% of Jane and Finch households are spending 30% or more of their income on shelter costs. Socio-economic inequalities like poverty will have consequences in times of disasters (e.g. heat waves, flooding, pandemic, etc). It is critical that policies and services respond to these risks.<sup>vii</sup>



iv "Visible Minority", "Indigenous Identity" defined by Census of Canada  
v Manware, M. et al. (2022) Residential and race/ethnicity disparities in heat vulnerability in the United States.  
vi Robinson, T. et al. (2022) Examining psychosocial and economic barriers to green space access for racialised individuals and families. Environmental Research and Public Health 20(1).

vii United Nations Office for Disaster Risk Reduction: Poverty and inequality risk drivers, <https://www.preventionweb.net/understanding-disaster-risk/risk-drivers/poverty-inequality>

Figure 20. All statistics and mapping on this page are sourced from: Statistics Canada, 2021 Census. Provided by City of Toronto Planning Research and Analytics. Jane Finch study area statistics are based on aggregated dissemination areas.

# 2.2. Designing “With”, not “For”

## 2.2.1. Inclusive decision-making process

The Jane Finch Initiative has a strong dedication to involving a wide range of stakeholders in this process. It reflects that urban planning and design decisions should be made with the community - including representing the diverse needs, aspirations, and knowledge of the people that live and work here.



## 2.2.2. Building on local knowledge and expertise

Communities have invaluable local knowledge and expertise about their neighbourhoods. This can include the historical context, the cultural significance of spaces and places, and their everyday experiences, from walking to school to driving to the grocery store. By engaging both deeply (focused conversations) and broadly (online engagements such as Social Pinpoint), we are able to create a strong, resident-informed plan for Jane and Finch.

Examples of deep, focused engagement include: presenting draft ideas to the **Community Advisory Committee**, a group of community members that provide community oversight and accountability in this planning process; training and employing **Youth Ambassadors** to go into their neighbourhood (schools, malls, libraries) to engage their peers and get feedback;

and a **Youth Ideas Jam**, open to all youth in Jane and Finch, to brainstorm and develop innovative solutions for the community.

## 2.2.3. Ownership and empowerment

A co-creation process empowers communities by giving them a sense of ownership and agency in shaping their built environment. When people are actively involved in the planning and design process, it can lead to a greater sense of pride, investment in the outcomes, and greater community cohesion and resilience.

Co-creation does not stop at this report, or this initiative, but should continue on throughout implementation and beyond. Active involvement across all scales in the future of Jane and Finch - from a park bench to a new building - needs to occur to build, or rebuild trust and relationships between residents and the planning process as a whole.

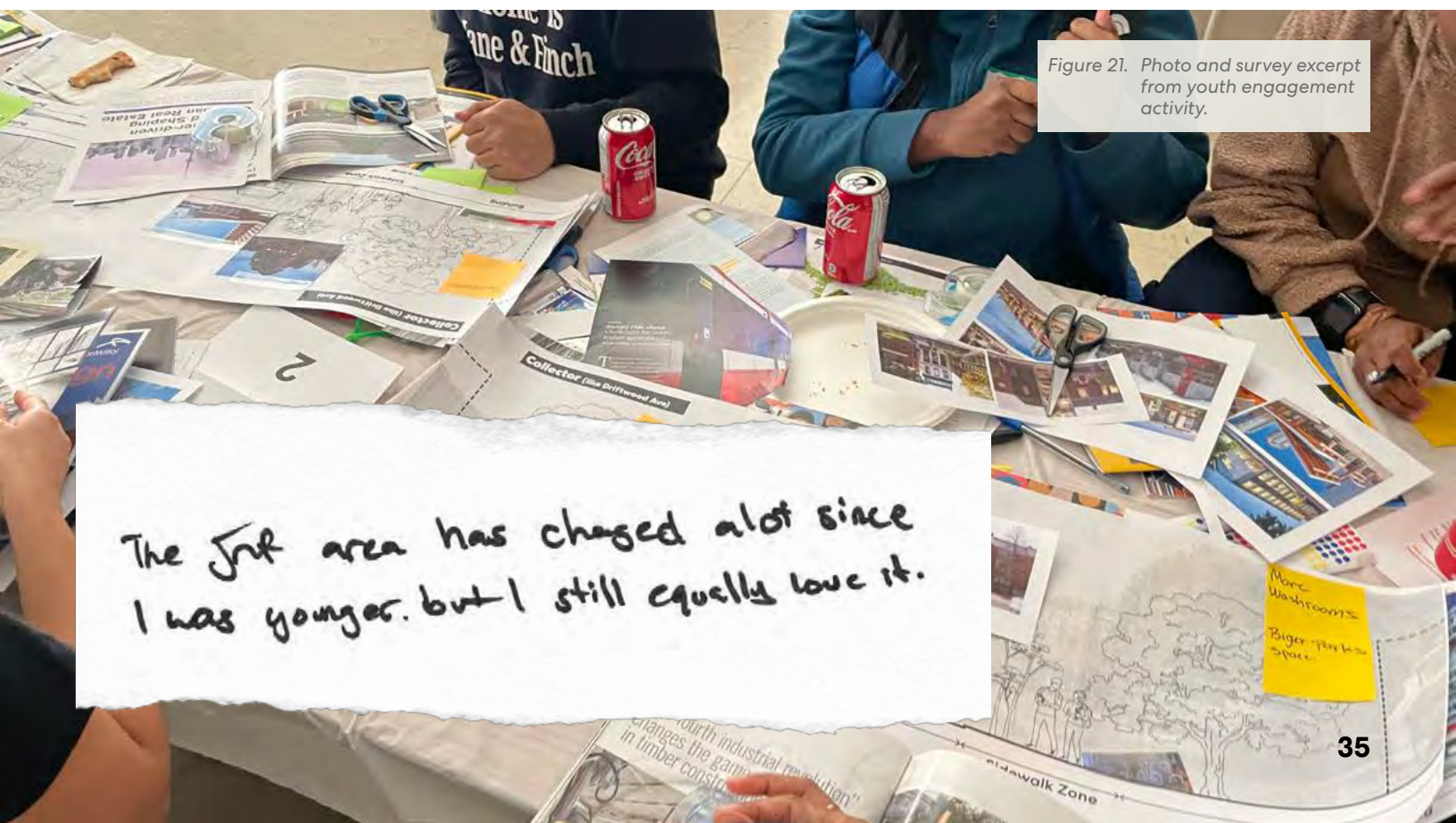


Figure 21. Photo and survey excerpt from youth engagement activity.

The Jane area has changed a lot since I was younger, but I still equally love it.

A large, light-colored, stylized number '3' is centered on the page. The number is composed of a horizontal top bar, a diagonal stem, and a large, rounded bottom loop. The text '3. About the Study' is overlaid on the middle of the number.

# **3. About the Study**

# 3.1. What's the Jane Finch Initiative?

## 3.1.1. The Jane Finch Initiative

This planning report is part of the Jane Finch Initiative, a City of Toronto project to plan for the future of the area in anticipation of transit investment and the potential for growth and change. The aim of the Jane Finch Initiative is to develop an integrated plan that advances social equity and economic inclusion for current and future residents, encourages appropriate kinds of growth and development, and guides investment in community improvements.

The Jane Finch Initiative will result in a **Community Development Plan** and updates to the land use planning framework for the area including a **Secondary Plan** and **Urban Design Guidelines**. This report's primary purpose is to inform the development of parks and public realm, mobility and built form policies and guidelines that will be part of the Secondary Plan and Urban Design Guidelines. Recommendations in this report will also inform the social and economic development actions outlined in the Community Development Plan.

This report forms part of "Phase 2: Exploring Options", which builds on extensive community engagement and an Ideas Report developed during Phase 1. The [Ideas Report](#) established a future vision and goals for the area and set out policy directions. Other background reports including summaries of community engagement from Phases 1 and 2 are available on the [Jane Finch Initiative website](#).

## 3.1.2. Developing this Planning Report

This study recognizes that all analysis, both qualitative and quantitative, should begin with a clear intent and product. The intent of the entire Jane Finch Initiative is to align people- and place-focused initiatives into an integrated complete community framework.

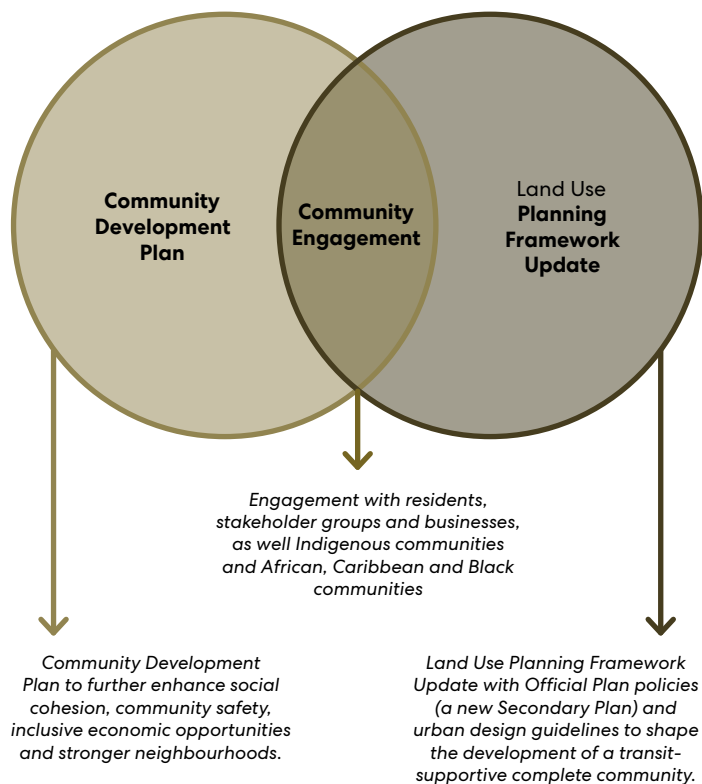


Figure 22. The Jane Finch Initiative's three streams of work

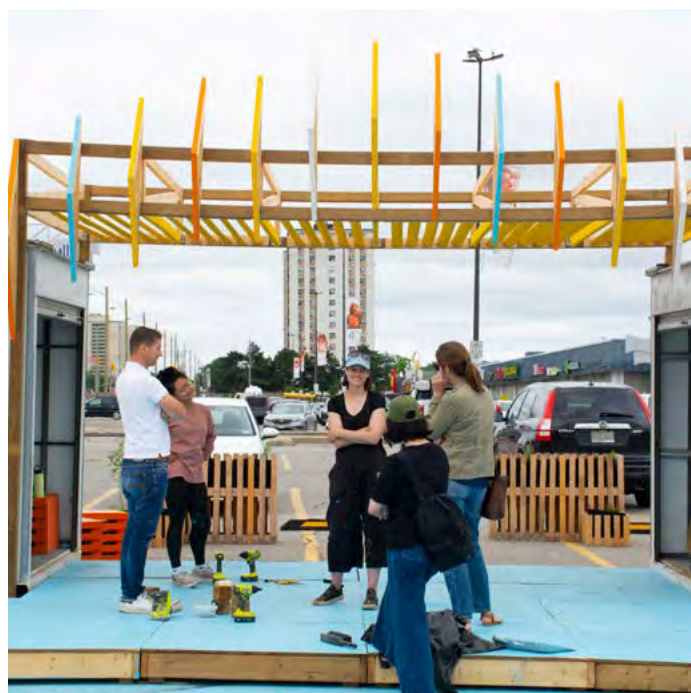
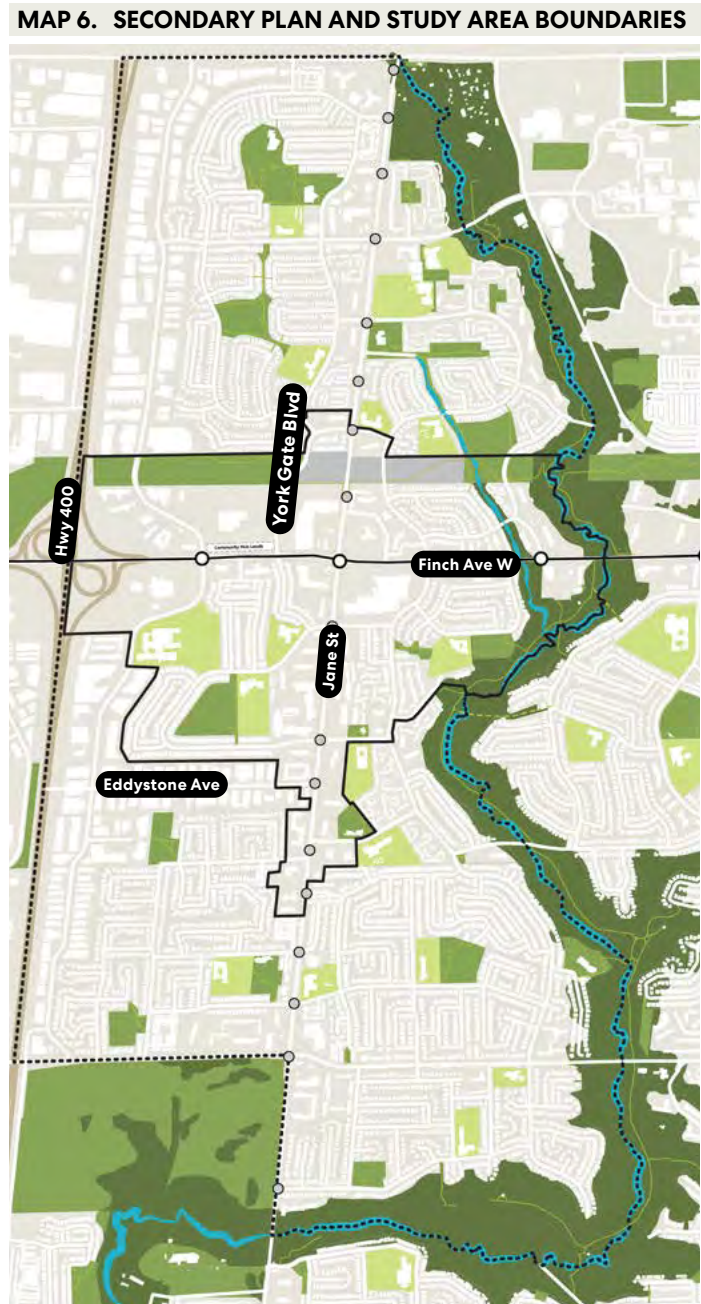


Figure 23. Corner Commons is a community-led pop-up public space at the corner of the Jane and Finch intersection (Perkins&Will)

# 3.2. What does this study include?

## 3.2.1. Background

As the whole Jane Finch Initiative study and the Community Development Plan cover a larger **Study Area** (dashed line on the map), this planning study is focused on a smaller **Secondary Plan area** (thick bolded line on the map).



## Existing Conditions See Appendix

### What the community values

- Analysis including:
- cultural heritage
  - land use, zoning, urban structure
  - building type and age
  - lot patterns
  - park, public realm, and natural heritage assets

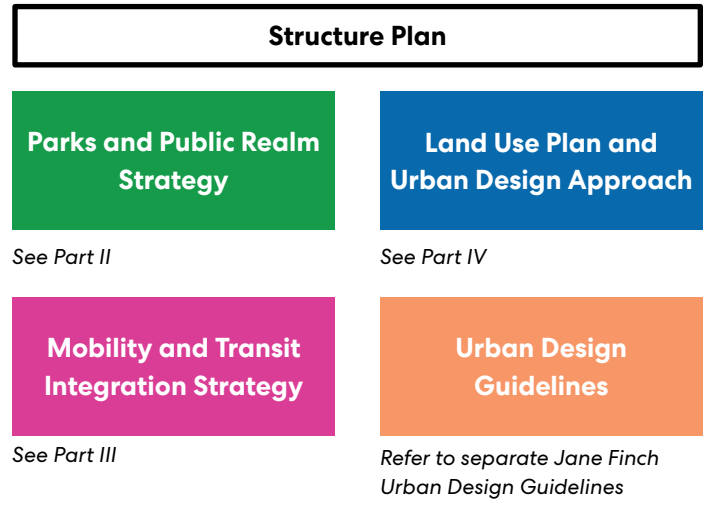
## Future Conditions

### How the community wants Jane Finch to evolve

- Analysis including:
- development activity and patterns
  - proximity to transit
  - PMTSAs, TOD (Transit-Oriented Developments)
  - planned pedestrian and cyclist networks
  - future Finch West LRT and streetscape
  - other ongoing City initiatives

## A Vision

### What the future could look like to the community



# 4. History

# 4.1. History of Jane Finch

## Indigenous Peoples

The land within the Jane Finch area has been the territory of Indigenous peoples since time immemorial. Ojibway oral histories speak of an era when ice covered the land. Following the retreat of continental glaciers around 13,000 years ago, small groups of Indigenous peoples began moving from place to place, hunting, fishing, and gathering food according to the seasons.

Following the introduction of corn about 2300 years ago, horticulture began to supplement traditional food sources. Agricultural settlements became common near watercourses, a vital source of fresh water and nourishment for Indigenous communities. By the mid 1400s, an ancestral Wendat was located on a promontory overlooking Black Creek just north of today's Finch Avenue West. Known to archaeologists as the '**Parsons Site**', it was a three-hectare village with multiple longhouses and subterranean sweatlodges surrounded by extensive fields cultivating the 'three sisters': corn, beans and squash.

Following the period of Wendat settlement, people of the Haudenosaunee Confederacy and the Mississaugas of the Credit First Nation also made the area their home. Toronto today continues to be home to diverse First Nations, Métis and Inuit peoples and the land and water remains sacred.

## Colonial Agricultural Settlement

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

In 1853, the region's first railway was built along a north-south corridor just east of the village of Downsview (Keele and Wilson). The Jane Finch area remained almost entirely agricultural – defined by cultivated fields on the tablelands with forested areas along the Black Creek valley – until the middle of the 20th century. Local buildings of this first period of colonial settlement are conserved as part of nearby **Black Creek Pioneer Village**.



Figure 24. Stong home, Black Creek Pioneer Village, 1958 (Ted Chirnside)



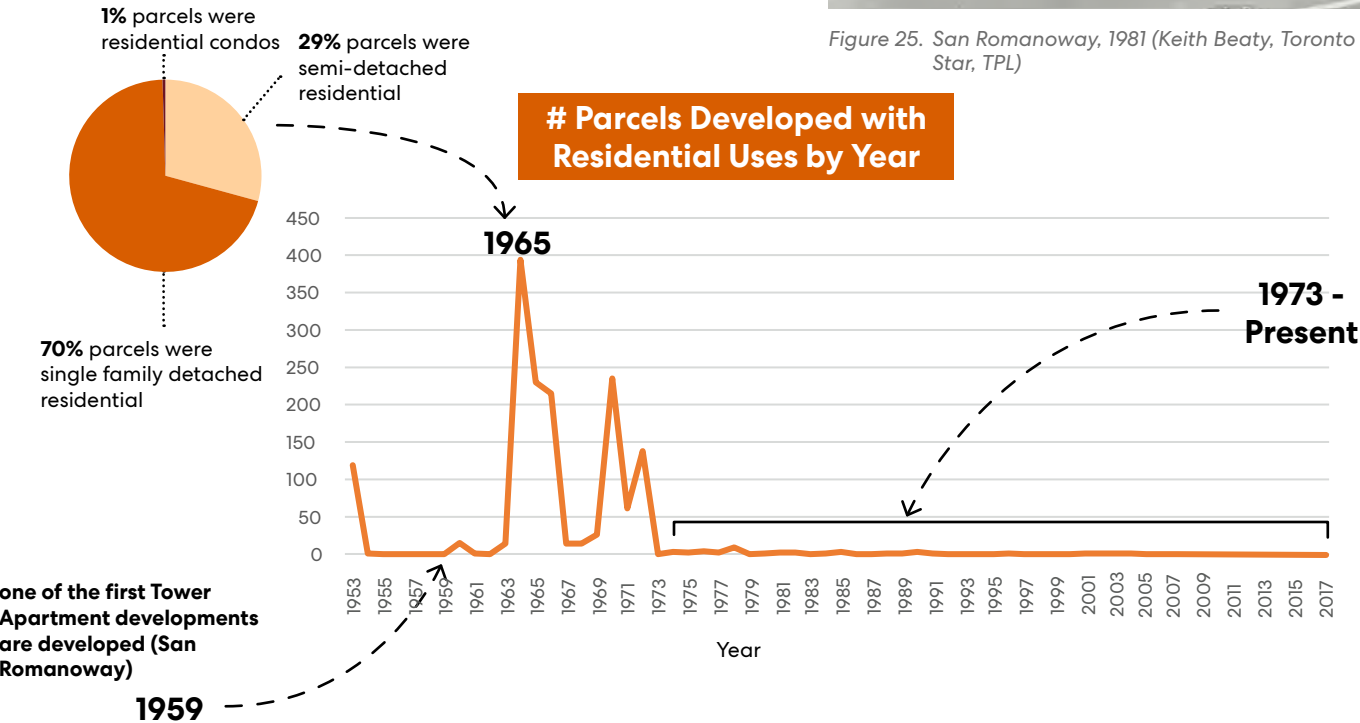
## Post-War Planning for Urban Expansion

Toronto and its surrounding areas grew rapidly following the Second World War. The streets and buildings in the Jane Finch area as we know it today are largely a product of the 1950s, 1960s and 1970s, when the majority of the area's contemporary built form and infrastructure was constructed. The area's transformation coincided with the formation of Metropolitan Toronto (1953). Other public works significantly shaped the area, among them the opening of **Highway 400** in 1952, the building of the **Finch Hydro corridor** in the 1950s, and the development of the **York University Keele Campus** in 1965.

The university was built on the east side of Black Creek, with a portion of the lands purchased – a tract between Jane Street and Black Creek north of Finch Avenue – to be reserved for affordable housing, including public housing constructed and owned by the Ontario Housing Corporation.



Figure 25. San Romanoway, 1981 (Keith Beaty, Toronto Star, TPL)



## Suburban Development

In 1958, the Metropolitan Toronto and Region Conservation Authority purchased the Stong property on the south-east corner of Jane and Steeles that would evolve into its headquarters, the **Black Creek Pioneer Village** and the **Black Creek Community Farm**.

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

The Jane Finch area eventually became part of District 10 on the Metro Planning Board's map. By 1962 the more detailed District 10 Plan (updated in 1969) had been prepared for the area that laid out the streets, blocks and land uses, schools, parks, community facilities, local commercial requirements, along with a range of housing types and densities, that continue to define the area's urban structure.



Figure 26. Jane Street looking north from Finch, 1957 (TedChirside, TPL)

The 1960s brought the first substantial commercial developments. Major commercial uses were located at key intersections, with the construction of the **Jane-Finch Mall** and the **Jane-Sheppard Mall**. Minor commercial uses were built along Jane Street in the form of plazas. By 1968, significant industrial developments had emerged in planned zones adjacent to Highway 400 along Norfinch Drive and Oakdale Road, with Eddystone Avenue being a major connection through to Jane Street. The **York-Finch Hospital** opened its doors in 1970, with associated medical buildings and clinics eventually clustering nearby.

Residential high-rise towers began to appear in 1965, in response to the increased densities contained in the 1969 update to the District 10 Plan. About half a dozen low-rise garden apartments were also built at this time. Several large-scale public housing complexes were planned and constructed during this period, including the **Firgrove-Grassway** complex, and the innovative neighbourhood-scale **Edgeley Village**. Residential subdivisions were the dominant form of development along smaller roads.



Figure 27. Barry Phillips (a notable pharmacist who was instrumental in the planning and development of the Jane Finch Community and Family Centre) and staff at Jane Finch Mall Shoppers, 1986 (Tony Bock, Toronto Star, TPL)

## Community Activism

By the mid 1970s, residential development in the area had progressed more quickly than anticipated. A study commissioned by the North York Council in 1975 noted that nearly 90% of population growth expected for 1990 was already in place in 1975, that the area was home to the highest concentration of Ontario Housing Corporation-owned family housing in Metropolitan Toronto and that existing densities were overloading transportation infrastructure. Community concerns that investment in services and facilities was not keeping pace with growth marked the beginning of community-based activism and studies that continue to this day.

During the planning and construction of the Finch West LRT, activism to leverage community benefits from the project resulted in Metrolinx transferring ownership of the frontage of the MSF to build a Jane Finch Community Hub.

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

## What's happening today?

- **Newcomers:** 59% of residents in the Jane and Finch area are immigrants to Canada, which is higher than the city-wide rate of 47%. The majority of newcomer residents in the area are from Vietnam, Italy, Guyana, Jamaica, the Philippines, Iraq and Nigeria.
- **Grassroots Advocacy:** A number of local resident advocacy groups (such as the Jane Finch Housing Coalition) have emerged, to respond to concerns around topics such as housing, mobility, and quality of life in Jane Finch. These groups have continued to fight for the development of more mixed-income housing, increased accountability and availability of housing, increased shelter space, and increased entrepreneurship education and support services, to name a few priorities. Organizations such as the Jane Finch Centre (created in 1976) focus on resident engagement, capacity building, and poverty reduction.

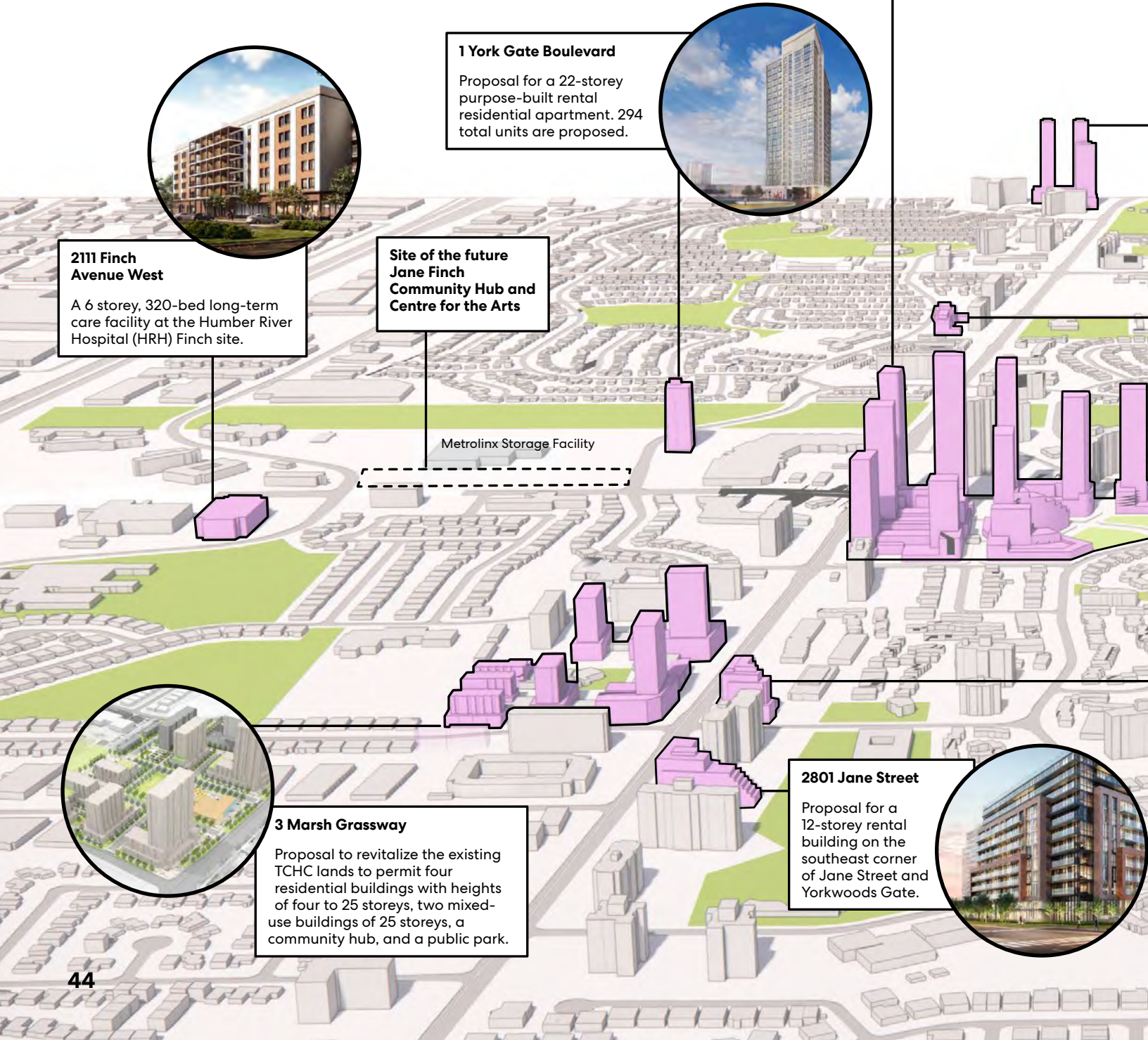
*I would like the community to continue being inclusive, and keep its great initiatives and spaces (e.g. the Toronto Public Library, Black Creek Community Farm, Downsview Park, and the Jane and Finch initiative.)*

Figure 28. Comment from youth participant on the future of Jane Finch.

# 4.2. How Jane Finch is Evolving

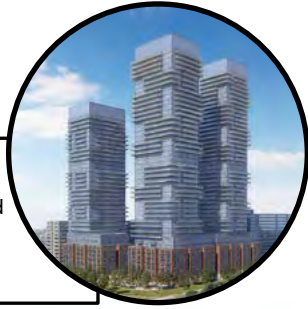
Change in the form of new development is occurring in Jane Finch today, with a number of active or approved development applications throughout the area, typically as infill or mall redevelopments. This planning report has studied these patterns and trends to help inform future policy and urban design guidelines. As of mid-2023, these are the active applications in Jane Finch.

Figure 29. Rendering with active development applications in Jane Finch





**1911 Finch Avenue West (Jane Finch Mall)**  
Proposal for a multi-phased redevelopment of Jane Finch Mall, with 10 mixed-use towers (ranging from 50 to 27 storeys) and 2 mid-rise buildings, a community open space, and two parks.



**4001 Steeles Avenue West**  
Proposal for two 45 storey and one 35 storey tower on the southwest corner of Steeles Avenue West and Jane Street.



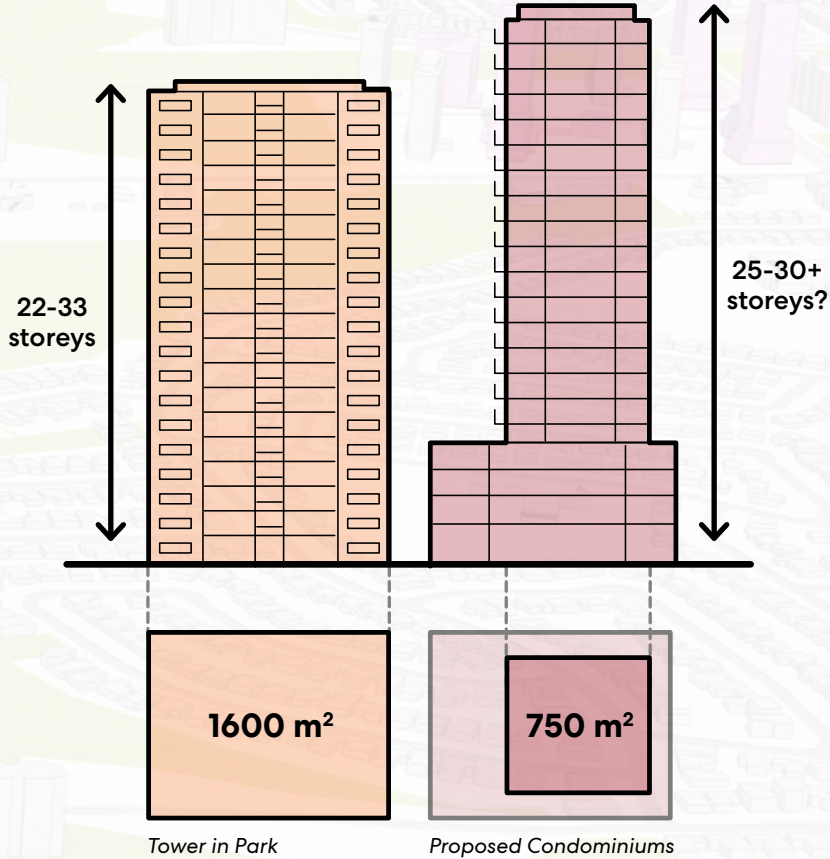
**4500 Jane Street**  
Proposal for two six-storey buildings with 142 purpose built rental units across the buildings.



**2839 Jane Street**  
Proposal for a 12-storey condominium with 190 units and 1,010 m<sup>2</sup> of retail.

## What does this mean for Jane Finch?

- Existing 'Tower in Park' developments in the Jane Finch study area have larger floorplates (1600 m<sup>2</sup>) compared to newer condominium proposals, set atop podiums (750m<sup>2</sup>).
- Existing towers are also "tall buildings currently standing at 33 storeys. The predicted trend is for condominiums to match existing heights or go slightly taller.



# 4.3. Ongoing Collaboration

Calls for enhanced collaboration and transparency is a reoccurring theme when it comes to the future of Jane Finch. This includes a range of desired improvements, from garbage receptacles and outdoor washrooms, to reaching traditionally underrepresented groups.

Collaboration is important in the Jane Finch communities, especially as a culturally diverse and historically marginalized area, facing both social and economic challenges. Deep consultation empowers residents to actively continue to participate in decision-making processes, especially the planning process. It is critical that these residents feel like they have a stronger voice in shaping policies and initiatives that address their unique needs. Additional collaboration mechanisms can help identify and rectify inequalities, promoting social justice and building trust.

There are a number of ways to ensure that the conversation of collaboration and co-creation continues in Jane Finch – to learn more about City participation, refer to the Jane Finch Community Development Plan.



- Conduct internal City environmental scan of community participation and accountability mechanisms to identify best practices.
- Leverage City policy and strategies to foster increased collaboration between residents, resident led groups, and community organizations and private developers leading development in the area.
- As development occurs, work collaboratively and transparently with applicants to inform the secondary plan for Jane and Finch and to leverage investment in community services and facilities that meet the identified emerging priorities for the area.

**Implementation Tools**

	Planning Policy		Community Development Plan		Capital Project
	Design Guidelines		Collaborative Effort		Follow Up Study

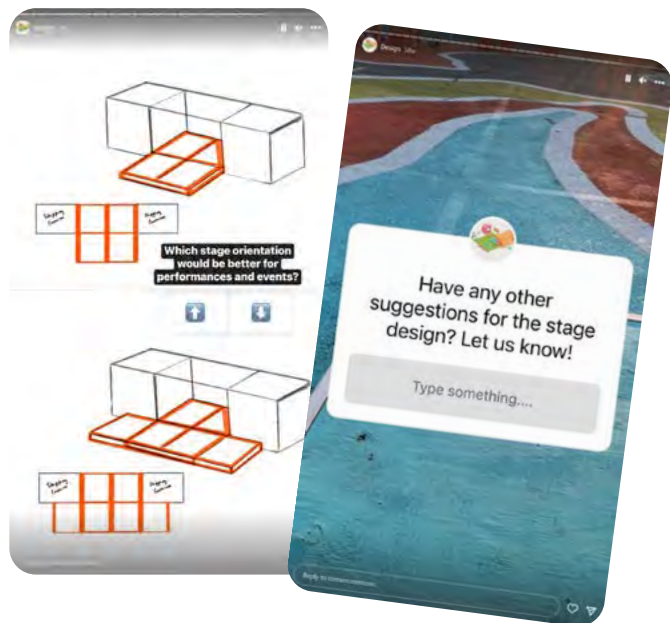


Figure 30. Corner Commons utilized social media to get feedback from the community on a colour palette and stage design

**Co-Creation**

Co-creation is a critical aspect of the planning process, especially in Jane Finch. Community-based activism has taken place since the establishment of the neighbourhood, with a number of studies and grassroots initiatives highlighting a desire for better, more responsive, engagement processes.

1. Landowners and developers that are preparing a development application should continually seek community feedback at all stages – especially early on– to provide multiple avenues and opportunities to participate. Report back often and reduce technical jargon.



Figure 31. A mural project that invited participation from neighbours, to seek input on a preferred design (Dialog)



Figure 32. Host engagement in frequented locations, such as parks, libraries, malls, and other public spaces (Greenbelt Alliance)



2. Design innovative engagement processes to identify and engage groups that are historically hard-to-reach or have low levels of trust with government and the development industry.



3. Leverage existing residents and their expertise where possible, and compensate people for their time and knowledge. For example: seeking input from local artists on new murals or installations; providing opportunities for local employment, like maintaining green streets or gardens; hiring and training youth ambassadors to facilitate local public engagement (see Appendix for Youth Engagement Summary by Urban Minds).

#### Maintenance and Durability



4. 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. Ensure materials are durable and easy to maintain.



5. Ensure that as new development occurs, special attention is provided for the condition of the surrounding public realm as construction happens. Ensure that phasing and staging prioritizes the pedestrian experience – minimizing debris, providing accessible paths of travel, installing clear signage, and creating a pleasant interim public realm.



#### Building Trust

6. The City should continually seek to achieve and implement 'quick wins' – small and often inexpensive projects or interventions – to build trust, momentum, and generate public support. Address immediate needs to improve the quality of life for residents while longer term plans are developed. These can be catalysts for positive change.

A large, light orange, stylized number '5' is centered on the page. The number has a thick, rounded stroke. The top horizontal bar is a solid rectangle. The vertical stem is a thick line that curves into a large, open loop at the bottom. The text '5. Vision and Themes' is overlaid on the middle of the number.

# **5. Vision and Themes**



# 5.1. A Vision

## Setting a bold intention

Jane Finch will be an inclusive, transit-supportive, complete community with a diverse range of housing, jobs, shops, restaurants, parks, and community facilities and services that meet the needs of local residents. It is a place where the process of neighbourhood change is transparent, collaborative and responsive. Jane and Finch residents and businesses are able to remain and thrive in the area even as it undergoes change. People are proud to live here as the area has a sense of dignity and beauty that reflects its history, diversity, culture and heritage.

### What are 'Complete Communities'?

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

Figure 33. Corner Commons is a pop-up public space in the Jane Finch Mall parking lot (Jane Finch Centre)

### 5.1.1. Goals

This Jane Finch Planning Report, the Urban Design Guidelines, and the future Secondary Plan are anchored by two key goals: to support the ability of existing residents and businesses to grow in place, and to encourage the development of an inclusive, transit-supportive, climate-resilient, complete community.

The planning process will centre reconciliation, equity and inclusion in planning for and guiding the area's change. In actions and decisions that impact the area, this Jane Finch Initiative aims to consider and serve the needs of existing residents and businesses as a first priority, as well as new arrivals. To support this vision, the Jane Finch Initiative will:

- Honour, understand and celebrate the area's diverse communities and their histories;
- Identify and conserve the cultural heritage value that is embodied in buildings, open spaces and landscapes, including a heritage of community organization and activism;
- Support the development of an inclusive, transit-supportive, climate-resilient, complete community with high-quality urban design that supports liveability in the public realm
- Minimize and mitigate the displacement of existing residents and businesses;
- Recognize and celebrate Indigenous cultures and histories in public spaces;
- Provide for a range of spaces that support diverse, inclusive economic activities and opportunities; including by reinforcing the existing commercial core at the intersection of Jane and Finch where local-serving retail and service uses thrive;
- Identify locations for new, improved and expanded parks and public spaces that are inclusive, welcoming, accessible, safe, and fun year-round;
- Include complete streets that function as community gathering spaces and are animated through local-serving businesses;
- Protect, restore, and enhance the natural heritage

value of the Black Creek Ravine;

- Include a diversity of housing types, forms, tenures and affordability and prioritize the provision of affordable housing, especially on publicly-owned land;
- Be home to community service facilities that meet residents' and a growing neighbourhood's needs;
- Be home to a thriving arts and culture scene; and
- Advance climate resilience goals by encouraging new development to build more sustainably and prioritizing the retrofit of existing buildings.

### 5.1.2. Guiding Themes

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

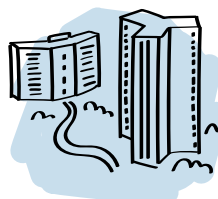
Building on the Guiding Principles from Phase 1 and the Ideas Report, these three interconnected Guiding Themes were created to structure engagement with stakeholders, but also to frame and organize the recommendations in this report.



**GREENING**



**MOVING**



**BUILDING**

## Greening Jane Finch

Jane Finch today is anchored by its significant green assets, as big and expansive as the Black Creek Ravine, to small playgrounds and sports fields throughout the area. In addition to parks, the area is also home to several community gardens and urban agriculture initiatives, from the Black Creek Community Farm to local food justice activism. The

Finch Hydro corridor and landscaped edges framing streets like Jane Street also add to the overall green character of the area today.

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



## Moving and Getting Around Jane Finch

Mobility is evolving in Jane Finch, from its car-dominated roots as a post-war suburb into a walkable, bikeable, and transit-accessible area, especially with the Finch West LRT. The new LRT will provide the community with faster and more reliable transportation options, making it easier for residents

to travel within the area, and throughout the city. In addition to transit, many residents bike and walk as their main means of transportation to school, work, and to access the amenities they need.

The Moving theme will ensure that transportation options – primarily a focus on walking, cycling, or taking transit – are accessible, affordable, comfortable, and empowering for everyone.



## Building a Complete Community in Jane Finch

The Jane Finch area today was largely developed as a product of the 1950s to 1970s, with a range of building types, from single family homes to high-rise apartment buildings. As Jane Finch continues to grow, especially with and around new transit, it is important that the built form and land uses support the diverse needs and aspirations of its residents. The buildings, especially the lower storeys, play a key role in framing and supporting the edges of our streets, parks, and open spaces. The overall liveability and enjoyment of our public realm depend on how the

built form responds to its context. Above all, this plan and design approach will facilitate and support the building of new housing, an urgent and necessary priority. In addition, both residential and non-residential amenities – schools, commercial and retail spaces, community centres, recreational opportunities – need to be accommodated while preserving and enhancing the area's unique cultural identity.

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



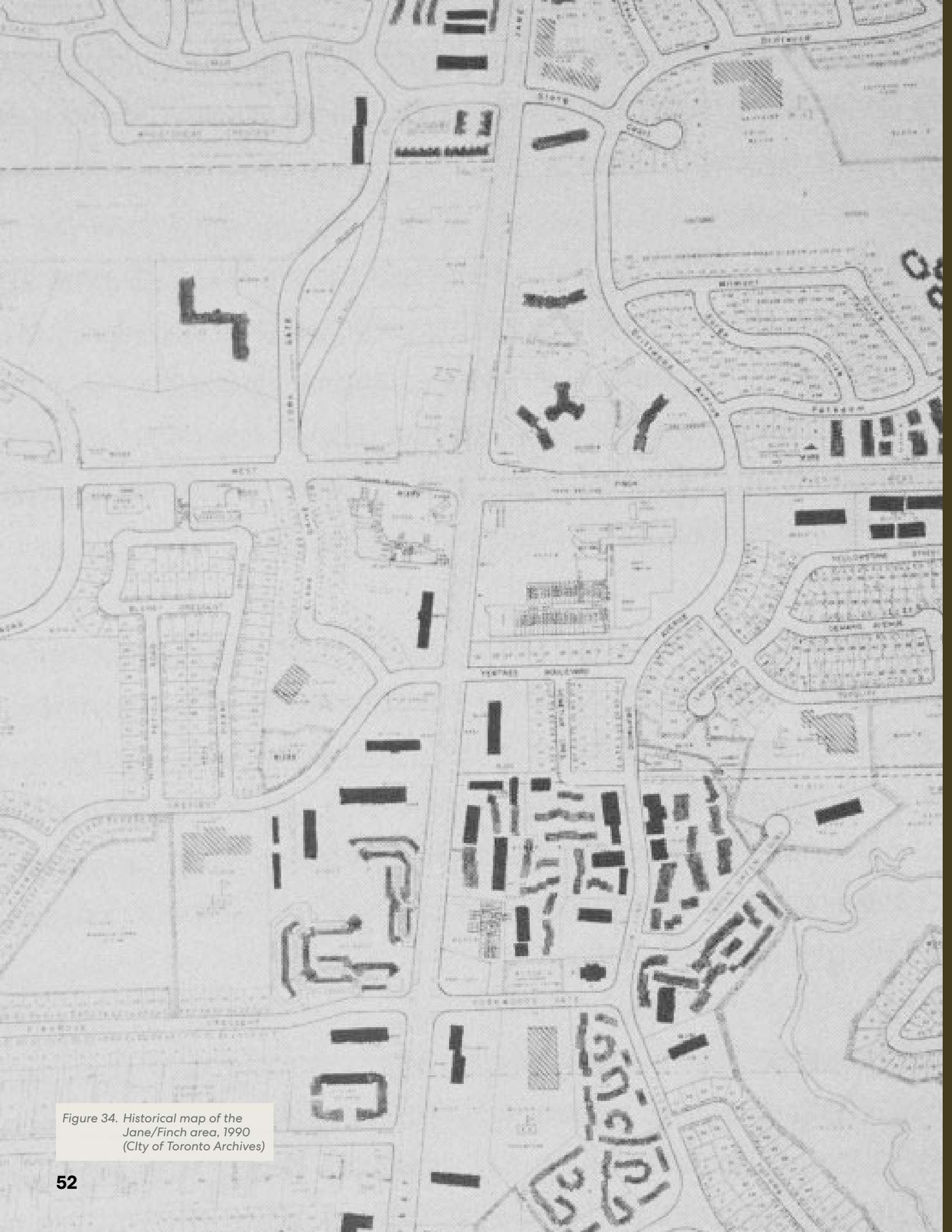


Figure 34. Historical map of the Jane/Finch area, 1990 (City of Toronto Archives)

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# **6. Implementation**

# 6.1. Next Steps and Implementation

This report fed into the Secondary Plan and Urban Design Guidelines which will be used to guide development in Jane Finch, as well as capital planning, future studies, the Community Development Plan, and ongoing opportunities for partnerships and consultation. It is critical that the engagement process continues on as the community is an important partner in the transformation and evolution of the area.

## Implementation Tools



Planning Policy



Community Development Plan



Capital Project



Design Guidelines



Collaborative Effort



Follow Up Study



## 6.2. Summary of Recommendations

#	Recommendation	Implementation Tool
<b>Ongoing Collaboration</b>		
1	Landowners and developers that are preparing a development application should continually seek community feedback at all stages – especially early on– to provide multiple avenues and opportunities to participate. Report back often and reduce technical jargon.	Collaborative Effort
2	Design innovative engagement processes to identify and engage groups that are historically hard-to-reach or have low levels of trust with government and the development industry.	Community Development Plan
3	Leverage existing residents and their expertise where possible, and compensate people for their time and knowledge. For example: seeking input from local artists on new murals or installations; providing opportunities for local employment, like maintaining green streets or gardens; hiring and training youth ambassadors to facilitate local public engagement (see Appendix for Youth Engagement Summary by Urban Minds).	Collaborative Effort
4	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. Ensure materials are durable and easy to maintain.	Design Guidelines
5	Ensure that as new development occurs, special attention is provided for the condition of the surrounding public realm as construction happens. Ensure that phasing and staging prioritizes the pedestrian experience – minimizing debris, providing accessible paths of travel, installing clear signage, and creating a pleasant interim public realm.	Collaborative Effort
6	The City should continually seek to achieve and implement ‘quick wins’ – small and often inexpensive projects or interventions – to build trust, momentum, and generate public support. Address immediate needs to improve the quality of life for residents while longer term plans are developed. These can be catalysts for positive change.	Capital Project
<b>New Parks</b>		
7	New parks in Jane Finch will meet the needs of everyone, with specific attention given to Indigenous, Black and other equity-deserving groups such as older adults, children, women, racialized people, and those with accessibility needs. New parks should be universally accessible.	Planning Policy
8	New parks, through parkland dedication, should be prioritized in this order: a. On-site parkland; b. Off-site parkland; c. Cash-in-lieu of parkland.	Planning Policy
9	The location of new parks should consider existing walkability gaps and areas of lower parkland provision, ensuring that new parks improve access and supply in areas where it is most needed.	Planning Policy
10	New park locations should reflect and support future population growth, ensuring that new parks are developed alongside, or before new development.	Planning Policy
11	New parks will be prioritized in areas such as: a. Large sites, or areas appropriate for denser development, such as existing b. Apartment Neighbourhoods or Mixed Use Areas. Refer to the Building chapter for District-specific guidance and recommendations in regards to Parks. c. Areas of low parkland provision.	Planning Policy
12	Residents of Jane Finch should be able to access Parks that meet all categories of function (passive and ecological, community and civic, and sport and play).	Planning Policy

#	Recommendation	Implementation Tool
<b>Criteria for the Design of New Parks</b>		
13	New parks within the three quadrants of the Intersection District will become signature green spaces within the area and support a wide range of both active and passive programming.	Design Guidelines
14	New parks should include intuitive and accessible connections to and from the Finch West LRT and other area transit stops.	Design Guidelines
15	Parks should be tree-lined, well-lit, and well-furnished with amenities such as seating, washrooms, garbage receptacles, and drinking water fountains.	Design Guidelines
16	Consult with community groups and initiatives such as the Jane Finch Centre Green Change program on appropriate features, facilities, and public space improvements that address existing needs.	Collaborative Effort
17	Develop an interconnected open space network through collaboration and partnership with school boards.	Collaborative Effort
18	New parks in Jane Finch will contribute to and connect to the existing open space network through: a. Establishing a prominent public frontage with clear physical and visual connections; b. Creating seamless connections to the pedestrian network; c. Providing visibility from key destinations and public roadways.	Planning Policy
19	New parks within the three quadrants of the Jane Finch area (in the Intersection District) will become signature green spaces within the Jane Finch Secondary Plan area and support a wide range of both active and passive programming.	Design Guidelines
<b>Criteria for Development Adjacent to Existing and New Parks</b>		
20	Development, especially edges that have active, non-residential frontages and entries such as a community, commercial, or retail uses, should be located adjacent to Parks. Appropriate setback(s) between building faces and parks should be provided to ensure that servicing and maintenance can be adequately achieved.	Planning Policy
21	Development should be shaped and designed to respond to micro-climate conditions such as wind and sun access in parks.	Design Guidelines



#	Recommendation	Implementation Tool
<b>The Role of Public Squares in the Public Realm</b>		
22	<p>Public squares within the Jane Finch area should:</p> <ul style="list-style-type: none"> <li>a. Have at least one significant street frontage and be directly accessible from public sidewalks;</li> <li>b. Be framed and defined by buildings on at least two sides, offering a sense of enclosure without limiting public access;</li> <li>c. Be clearly interpreted as publicly accessible and part of the larger public realm network (for example, by providing inviting signage and no fences surrounding the public square);</li> <li>d. Be framed by an active use and/or a high degree of transparency;</li> <li>e. Encourage a wide variety of activities, including walking, resting, and gathering by providing ample seating, tree canopy and other elements that promote comfort;</li> <li>f. Have a mix of hard and soft landscaping, with consideration for stormwater management, such as using permeable paving, and accommodating sufficient soil depth and volumes to ensure mature tree growth;</li> <li>g. Be marked as a primary entryway to transit, retail and businesses;</li> <li>h. Recognize and preserve existing community spaces and functions at the intersection;</li> <li>i. Include wayfinding elements that orient visitors to additional access points and connect to key pedestrian paths into the interior of these large sites;</li> <li>j. Be large enough to accommodate high volumes of pedestrians safely and comfortably;</li> <li>k. Where feasible, integrate a row of trees along edges to offer shelter from sun and wind and create a sense of enclosure and buffering from vehicular traffic, while still providing multiple access points and visibility to streets and, where possible, the LRT;</li> <li>l. Have high-quality landscaping, such as area-specific plantings and decorative pavers, as well as street furniture;</li> <li>m. Include public realm features and public art that emphasize the importance of the intersection;</li> <li>n. Be welcoming to community gathering and activation, such as public markets, live music and art fairs; and</li> <li>o. Include access to public wifi, electrical outlets and other features to support community programming.</li> </ul>	Design Guidelines + Planning Policy
23	Public Squares should be co-created and co-designed with the community, learning from the processes of the development of Corner Commons. The square at that corner should have strong public realm and pedestrian connections to both Jane Street and Finch Avenue West.	Collaborative Effort + Design Guidelines
<b>Hydro Corridor Improvements</b>		
24	Collaborate with the community to explore potential new community garden locations, building community capacity for ongoing maintenance and stewardship.	Collaborative Effort
25	<p>Enhance the hydro corridor as a connection route and space that is safe and accessible for pedestrians and cyclists. Corridor enhancement strategies should be co-created with the community. All new structures within the hydro corridor lands will need to be planned and designed in accordance with Hydro One Networks Inc. Hydro corridor enhancements may include the following:</p> <ul style="list-style-type: none"> <li>a. Ecological restoration or new native plantings, such as meadow landscapes that promote biodiversity;</li> <li>b. Urban agriculture, which contributes to local food security and sovereignty;</li> <li>c. Shade and seating, where possible, to create a more inviting and comfortable environment to sit, rest, and gather, especially around active programming (such as sport fields);</li> <li>d. Lighting to create a safe and accessible space, particularly in the evenings and at night;</li> <li>e. Public art installations or educational plaques;</li> <li>f. Expressions of identity such as art, wayfinding, plaques, signage, or asphalt paint, to create a unique and memorable character for the corridor while also engaging and inspiring visitors;</li> <li>g. Areas to support local education, such as outdoor learning spaces with seating, or informative plaques about plantings, habitats, flora and fauna species, and Indigenous knowledge and histories.</li> </ul>	Design Guidelines

#	Recommendation	Implementation Tool
26	Create new pedestrian and cycling connections, to add more north-south connectivity from the hydro corridor to the surrounding neighbourhoods.	Planning Policy
27	Recognize the present and historical importance of the corridor and surrounding areas, including the Parsons Site, the Huron-Wendat Trail, and Rudy's Garden.	Collaborative Effort
<b>Celebrating the Black Creek Ravine</b>		
28	Limit impacts on the Black Creek Ravine through strategies such as larger building setbacks (with the opportunity to use the space for additional access points, walking trails, and pedestrian amenities), transition in building heights to limit shadow impacts on the ecological function of the ravine, and reducing impervious surfaces on a site to limit runoff into ravines.	Design Guidelines
29	Preserve the mature trees and other natural features adjacent to the ravine and within the broader natural heritage areas along it.	Design Guidelines
30	Where appropriate, development adjacent to Black Creek should explore providing safe and controlled passage into the ravine, as well as activity 'hubs' where residents and visitors can enjoy the ravine, while minimizing disruptions to the natural environment.	Design Guidelines
31	Collaborate with local initiatives that are advocating for improvements to the ravine and broader public realm network, such as Our Greenway, Park People, and inTOtheRavines.	Collaborative Effort
32	Improve the public realm around existing ravine access points, so they are visible and inviting.	Capital Project
33	Implement the Toronto Parks and Trails Wayfinding Strategy within the study area through new signs and trail maps.	Capital Project
34	Collaborate with Black Creek Pioneer Village and TRCA to explore extending the Black Creek trail through the site northward.	Collaborative Effort
<b>Climate Reponsive Design</b>		
35	Mitigate extreme heat conditions, through strategies such as: a. Increasing mature tree canopy throughout the neighbourhood to provide shade, relief from high temperatures, improved air quality, and to impact overall health and wellbeing and beautify the neighbourhood. Increased tree canopy should be prioritized in: i. Areas with low tree canopy; ii. Areas along major roadways (particularly Finch Avenue, Jane Street, Norfinch Drive, Firgrove Crescent, Driftwood Avenue, Oakdale Road and York Gate Boulevard); and iii. Areas around bus stops, in new parks, Green Spines, and along the perimeter of public squares and along new streets. b. Providing shading devices such as awnings, canopies, and stand-alone shade structures to provide relief from heat, especially at high-traffic areas like transit stops, patios, and commercial main streets. c. Integrating water features such as drinking fountains and splash pads in parks or squares and longer operation times going into fall months.	Design Guidelines + Planning Policy
36	Green infrastructure integrated into all new development and streetscapes, such as bioswales, to enhance the ecological functions of the public realm (refer to Green Streets Guidelines).	Design Guidelines + Planning Policy

#	Recommendation	Implementation Tool
37	Mitigate extreme cold and snowy conditions, through strategies such as: a. Windbreaks such as trees, vegetation, and hedges to reduce snow drifts and absorb snow melt; b. Surface treatments on high-traffic areas such as key intersections, bus stops (particularly along Jane Street), and sidewalks along major roadways, to help with melting snow, de-icing, and increasing visibility; c. Incorporating snow storage areas to prevent snow piles getting in the way of pedestrian or cyclist movements.	Design Guidelines
<b>Biodiversity</b>		
38	Leverage existing programs and grants such as PollinateTO to incorporate natural ecology and systems into our built environment, from our public spaces, to our streetscape and infrastructure.	Collaborative Effort
39	Development should protect, restore, and enhance the natural heritage and water resources system. It should prioritize ongoing maintenance and improvements to the surrounding natural ecosystems in the neighbourhood.	Planning Policy
40	Street trees, rain gardens, buffers like Green Spines, native plantings, rooftop gardens, Parks, and community gardens should be provided where possible, to support connectivity for wildlife and maintain biodiversity.	Planning Policy
41	Create diverse plant communities that mimic natural ecosystems and attract various species of birds, insects, and other wildlife.	Design Guidelines
<b>Expanding and Improving Existing Parks</b>		
42	Prioritize expanding or improving existing parks, especially parks that: a. Have low walkability; b. In an area of low park provision (currently and in the future as development occurs); and c. Do not have existing street frontage.	Planning Policy
<b>Green Spines along Jane and Finch</b>		
43	Green Spines are along: a. Jane Street (specifically segments: between the northern boundary of the study area and the northern edge of the hydro corridor; and between Firgrove Crescent/Yewtree Boulevard and the southern boundary of the study area); and b. Finch Avenue West (specifically segments: between the highway ramps and York Gate Boulevard/Elana Drive; and between the eastern boundary of the study area and Driftwood Avenue).	Planning Policy
44	The Green Spine will help to link together disconnected pedestrian walkways from private development to the Jane Street and Finch Avenue street network. Pedestrian connections to the Green Spine reflect a transit-supportive public realm by creating access from private developments to a comfortable streetscape leading to convenient access to a variety of transit options, reducing dependency on vehicular trips.	Design Guidelines
45	Green Spines will be a minimum of 5.0 metres wide. Development will be set back from the property line to achieve the Green Spine.	Design Guidelines + Planning Policy

#	Recommendation	Implementation Tool
46	The setback area and private open spaces should include: a. Lush and generous soft landscaped areas that aid in water infiltration; b. Amenities such as public art, pedestrian-scale lighting, wayfinding measures, and places to sit, particularly near transit stops; and c. A row of trees planted on either side of the pedestrian clearway on both sides of the street to provide shade, with adequate soil volumes to promote healthy and mature tree canopy growth; and d. Green infrastructure measures such as rain gardens, bio-retention areas, green gutters and bioswales to aid in stormwater management (refer to the Green Streets Technical Guidelines for further details);	Design Guidelines + Planning Policy
47	Improve connections to key destinations along Jane Street and Finch Avenue West - parks, community and civic destinations like libraries or schools, employment hubs, residential nodes, and transit stops.	Planning Policy
48	Avoid monocultured planting and manicured lawns and introduce diverse native planting that are drought and pollutant tolerant and easy to maintain.	Design Guidelines
49	Buildings located facing the green spine should feature prominent entrances and visibility into the ground floor to support a safe and comfortable environment for pedestrians.	Planning Policy
50	Consider landscape transition areas where architectural elements such as low screening can help distinguish between the uses (public or private) that may face the Green Spine. Where private outdoor spaces are visible from the Green Spines, they will provide high-quality design to enrich the pedestrian experience.	Design Guidelines
<b>Green Pedestrian Connections</b>		
51	Green Pedestrian Connections should be a minimum of 10 metres, where possible, to provide accessible paths of travel that prioritize the wellbeing and safety of pedestrians. They should also include design features such as: a. Lighting, to ensure visibility and comfort both day and night; b. Landscaping and greenery, such as trees, shrubs, and flowers to provide shade and an attractive path of travel; c. High-quality paving materials that are durable, require minimal maintenance, and have patterns that help differentiate pedestrian areas from vehicular zones; d. Accessible ramps and tactile paving to respond to grade changes, instead of stairs; e. Signage and wayfinding, to guide pedestrians to and from important destinations in the neighbourhood such as transit, schools, the ravine, and community centres; and f. Cycling amenities such as bicycle racks.	Design Guidelines + Planning Policy
52	Green Pedestrian Connections should limit barriers such as fences. Collaboration between landowners is encouraged, emphasizing the importance of inclusive and welcoming open spaces. Collaboration with school boards to provide and maintain Green Pedestrian Connections is also encouraged.	Collaborative Effort
53	Green Pedestrian Connections should be direct paths of travel with clear sightlines for the entire route and be well-lit. Avoid winding paths that reduce visibility.	Design Guidelines
54	Green Pedestrian Connections should be linked to the broader pedestrian network. Green Pedestrian Connections should also help in formalizing existing desire paths, recognizing the convenient routes people take today. This can improve the usability and accessibility of the pedestrian network.	Design Guidelines

#	Recommendation	Implementation Tool
55	All Green Pedestrian Connections will be designed to limit vehicular movement and accommodate a dedicated multi-use path or shared pedestrian and vehicular path with generous boulevard space on either side.	Design Guidelines
56	Green Pedestrian Connections that are shared between vehicles, pedestrians and people cycling will have a minimum shared path of 6m width.	Design Guidelines
57	The landscaping/boulevard zone will be separated from the shared pedestrian and vehicular pathway with the help of bollards or planters to improve pedestrian safety.	Design Guidelines
58	Street elements and furniture such as light poles, curbs, planters, bollards and benches should be used to differentiate between the different zones of the Green Pedestrian Connections.	Design Guidelines
<b>Creating a more Safe and Inclusive Public Realm Network</b>		
59	Perform safety audits with members of the community in the parks and public realm network to identify interventions that will help with feelings of safety and belonging. Continue the conversations around safety and violence through regular dialogues.	Follow Up Study + Community Development Plan
60	Allocate resources to improve existing facilities in parks, based on community engagement. Identify and prioritize the 'quick wins' that will make the largest impact to the neighbourhood (e.g. removal of fences, formalizing pathways, repairing cracks, fixing amenities like basketball nets).	Capital Project
61	Audit existing parks and public realm network for any 'hostile' architecture that may be inaccessible or unwelcoming.	Follow Up Study
62	Ensure programming and events in public spaces are culturally-representative, free of cost or affordable, and accessible.	Community Development Plan
<b>Garden Recommendations</b>		
63	Explore the feasibility of new community gardens as per the map on the right. All new gardens and enhancements for existing gardens should go through deep consultation and collaboration with local partners that are already doing important food justice and community garden work in the area.	Collaborative Effort + Follow Up Study
64	Conduct small working groups for existing community gardens to explore desired enhancements (such as access, expansions, required tools or resources).	Follow Up Study
65	Existing and new gardens in Jane Finch should continually audit and explore opportunities to support Indigenous farmers markets and Indigenous-led growing/harvesting programs.	Collaborative Effort
66	Development should: mitigate impacts on existing or potential future gardens, ensure favourable year-round sun conditions, create appropriate buffer from traffic (and related air pollution), and enhance access.	Design Guidelines
67	Landscaping around new developments and redevelopments should prioritize the planting of Indigenous medicines, nuts and berries, as per the Reconciliation Action Plan.	Design Guidelines
68	Information for how to create, join, or become members of community gardens should be made accessible or advertised publicly, such as through new signage.	Capital Project

#	Recommendation	Implementation Tool
69	Explore collaborations with schools to create gardens on school grounds, which can serve as an educational and stewardship asset for youth.	Collaborative Effort
70	Increase visibility and access (through integration into wayfinding/signage) of the Black Creek Farm, an important asset in the neighbourhood.	Design Guidelines
<b>More Inclusive Programming</b>		
71	Building on Parks, Forestry, and Recreation's existing consultation process, consult the community on appropriate programming, to ensure facilities like sport fields support the diversity of the neighbourhood. Parks, Forestry, and Recreation's existing consultation process, consult the community on appropriate programming, to ensure facilities like sport fields support the diversity of the neighbourhood.	Collaborative Effort
72	Consider conversion of existing facilities that may be underutilized or not appropriate (as determined through community consultation). For example, tennis courts can be converted to pickleball courts.	Capital Project
73	Consider locations for potential new outdoor facilities within the study area (conceptual locations on the map), such as: a. Basketball/multipurpose courts; b. Outdoor fitness equipment; c. Splash pads; d. Dog off-leash areas; and e. Skateboard facilities.	Capital Project
74	Work collaboratively with school boards to ensure sport fields, playgrounds, or asphalt play areas on school grounds are publicly accessible. Visibly advertise the hours these would be available for anyone to use.	Collaborative Effort
<b>Incorporation of Public Art into Development</b>		
75	Integrate public art, especially on larger sites and redevelopment projects. This could occur at many scales: a. Small scale: Signage, painted mailboxes or traffic signal boxes, environmental art; b. Medium scale: Murals or paintings on walls, jersey barriers, transit shelters, or parking lots; c. Large scale: Sculptures, photo or light installations; d. Interactive scale: Community-based or participatory art that requires interaction.	Design Guidelines
76	Consider providing public art in the public realm in boulevard spaces or publicly visible areas of private developments.	Design Guidelines
77	Consider providing public art or other art installations and engage with City programs such as the Percent for Public Art, StreetARToronto, and Arts and Culture Services in the Economic Development & Culture division.	Collaborative Effort
78	Artwork should respond directly to the specific site and surrounding context. Public art is encouraged to consider: a. Scale, fit and proportion; b. Material selection, durability, and maintenance; c. Views from the public realm, including to aid with navigation; and d. The history of Jane Finch and its communities, including as described in the Jane Finch Historic Context Statement, to provide inspiration for public art that further supports a distinctive sense of place.	Design Guidelines

#	Recommendation	Implementation Tool
79	Public art should be designed collaboratively and through consultation with Indigenous communities, as well as local artists, community members, historians, and organizations.	Collaborative Effort
80	Integrate with Finch West LRT, to add colour along the transit corridor.	Design Guidelines
<b>Signature Art Opportunities</b>		
81	<p>There are areas within the neighbourhood that offer unique opportunities for 'signature' art and should be priority areas for art implementation. These include:</p> <p>a. Creating a gateway by Highway 400: Unique lighting and painting can celebrate this entry into the neighbourhood, while providing a more comfortable and lively sense of place;</p> <p>b. At large sites such as Jane Finch Mall, Yorkgate Mall, and Norfinch Shopping Centre: Art at these corners can celebrate the cultural significance of this intersection;</p> <p>c. By ravine and trailheads: Acknowledge the Huron-Wendat Trail and celebrate the natural heritage of the ravine system;</p> <p>d. At community facilities such as the Jane Finch Community Hub and Centre for the Arts, community recreation centres including a new community centre at Firgrove/Grassways, or at the Toronto Public Library branches; and</p> <p>e. Black Creek Community Farm.</p>	Design Guidelines
<b>Murals</b>		
82	Provide attractive treatments and articulation on visible side wall(s) on buildings.	Design Guidelines
83	Consider murals for the exterior walls of new developments where they are visible from the public realm. Through consultation with the local community, ensure that artwork accurately supports Jane Finch's distinct sense of place, history, and culture.	Design Guidelines
84	Prioritize local artists for art commissions in the area.	Collaborative Effort
<b>Indigenous Placekeeping</b>		
85	Continue to increase access and identify spaces for ceremony and cultural activities (e.g. sacred fires, medicine gardens) in new or existing parks. Conduct consultations to identify specific locations, and implement them as permanent park assets.	Collaborative Effort
86	Explore the establishment of an Indigenous community garden, which is Indigenous-led in the design, maintenance, and programming.	Collaborative Effort
87	Audit existing naming of signage, roads, parks, and other public realm assets in Jane Finch to identify opportunities to reclaim Indigenous place names.	Follow Up Study
88	Indigenous languages should be given priority in the naming (or renaming) of new streets and new Parks within Jane Finch. Work with Indigenous communities to reflect Indigenous histories, including oral histories.	Design Guidelines
89	Reduce barriers to land and water, specifically in the Black Creek Ravine. Conduct consultation with Indigenous groups to identify specific locations for enhancements, creation of new connections, removal of barriers, and public realm strategies to increase privacy and safety.	Collaborative Effort
90	Improve visibility and integration of Indigenous art at all scales. See 6.5.3 for Public Art strategies in Jane Finch.	Design Guidelines

#	Recommendation	Implementation Tool
91	Support the practice of Indigenous ceremonies such as smudging, burning traditional medicines in Jane Finch by removing barriers and restrictions in open spaces. Conduct an audit on the existing rules and restrictions in outdoor and indoor public spaces (e.g. parks, libraries, recreation centres).	Follow Up Study
92	Integrate educational pieces or acknowledgements on wayfinding, such as the planned wayfinding improvements for Black Creek Trail. Take advantage of the modularity of the signage to install additional acknowledgements and educational content.	Collaborative Effort
93	Collaborate with the Indigenous Affairs Office to develop an approach to signage and wayfinding, such as integrating local Indigenous languages.	Collaborative Effort
94	Build on the Indigenous Affairs Office's commitment in the Reconciliation Action Plan to convene an Indigenous Placemaking Advisory Circle to advise where placekeeping activities can occur in Jane Finch, including parks, squares, trails, and other open spaces.	Collaborative Effort
<b>Safer Crossings</b>		
95	Where feasible, safe crossings should be facilitated through signalized crossings on arterial roads, and through providing signalized connections to all TTC stops and schools (Intersection Improvements identified on Map 23).	Capital Project
96	Intersections with existing signalized crossings should be improved to slow turning speeds and prioritize people walking and cycling through advanced signaling.	Capital Project
97	Crossings on collector roads near schools should have safety elements added or amplified. Informal crossing points (i.e. not signalized) should also be legitimized where a new crossing would enhance the network.	Capital Project
98	In areas where future street resurfacing could allow for a greater level of infrastructure changes to enhance safety, study feasibility and consider phased implementation of interim measures to mitigate safety concerns in the immediate future while still planning for re-design. a. In near-term, review planned asphalt resurface and improvements for residential streets south east of Jane and Sheppard, currently planned for reconstruction in 2024 and 2025. Ensure crosswalks meet current design standards. b. Review design for reconstruction of York Gate Boulevard, currently planned for 2025, and identify opportunity for adding separated cycling infrastructure. c. Ensure the Loop Trail connection from Finch Avenue West to Finch Hydro Corridor Trail, to be constructed along with the Metrolinx Maintenance and Storage Facility, provides a separated, multi-use path for active modes of transportation with wayfinding to and from Finch Avenue West.	Follow Up Study + Collaborative Effort
99	Transportation Services should consult with the TTC to study feasibility of installing signalized crossings at all TTC bus stops on Jane Street. Coordinate with the planning process for RapidTO along Jane Street, with consideration for location of future bus stops and/or bus stop removals, aligning with TTC policy.	Follow Up Study + Collaborative Effort
100	Two current TTC bus stops should receive treatment to facilitate safe walking and rolling (see Map 23): a. Jane Street and Courage Avenue: Study feasibility of replacing the damaged pedestrian refuge island at with a signalized intersection for pedestrian crossing. b. 2900 Jane Street: Study feasibility of new crossing opportunities at approximately to facilitate access to the TTC bus stops. The bus stops are currently 250m from the nearest signalized crossing, adding half a kilometre of walk distance for residents wishing to cross the street to access the bus.	Follow Up Study



#	Recommendation	Implementation Tool
101	Review signal timing plans and install Leading Pedestrian Intervals at all existing signalized intersections along Jane Street where feasible.	Follow Up Study
102	Work with Metrolinx to determine signal timing and future pedestrian signal treatments along Finch Avenue West. Ensure a minimum level of service specification for pedestrians waiting to cross Finch to/from LRT stops; a long waiting time will encourage crossing against the light if the LRT arrives. Signal cycle frequency should be prioritized for pedestrian access to allow passengers to/from the LRT. Consider coordination with any Transit Signal Priority (TSP) technology or measures for the LRT.	Follow Up Study + Collaborative Effort
103	Identify a maximum distance between signalized pedestrian crossings and ensure crossings on Jane Street adhere to this. Generally, a distance over 200m between crosswalks should be avoided as this creates compliance and safety issues. Notably, the existing warrant system for a new traffic signal requires a minimum of 120m between signalized intersections, but exceptions can be made due to area context. On major arterials, ensure key destinations, apartment block clusters, and adjoining streets and TTC stops have safe crossings nearby, where feasible.	Capital Project
104	Consider traffic calming and safety improvements on collector roads near schools, where feasible. Consider traffic calming solutions that align with the 2023 Traffic Calming Policy update.	Capital Project
105	Work with the TTC to identify traffic calming solutions on collector roads with bus service that are amenable to TTC operation while meeting traffic calming and safety improvement objectives.	Collaborative Effort
<b>Safety Improvements around Schools</b>		
106	The following schools have adjacent roads that could benefit from traffic calming to improve motorist behaviour and improve safety for all road users, if they meet requirements of the Traffic Calming Guidelines (see Map 24). Further analysis should be undertaken regularly to determine which schools may require additional improvements. a. Stanley Public School b. Firgrove Public School c. Gosford Public School d. Westview Centennial Secondary School e. Blacksmith Public School f. Brookview Middle School g. Driftwood Public School h. Yorkwoods Public School i. Oakdale Park Middle School j. Topcliff Public School	Capital Project + Follow Up Study + Collaborative Effort
107	Explore improvements around Stanley Public School: a. Potential crossing improvements at Ricklan/Stanley intersection, by the school; and b. Work with landowner to improve existing desire path through pavement and signage.	Capital Project + Collaborative Effort
108	Explore improvements around Firgrove Public School: a. Potential crossing improvements at Firgrove/Petiole; and b. Potential crossing improvements at Firgrove/Picaro.	Capital Project
109	Explore improvements around Gosford Public School: a. Potential crossing improvements at Gosford/Artech to build a safe connection to the school; and b. Gosford could benefit from cycling infrastructure and in-road flexible speed signs.	Capital Project

#	Recommendation	Implementation Tool
110	Explore improvements around Westview Centennial Secondary School: a. Potential crossing improvements at Oakdale, near the schoolyard (athletic area), and in-road traffic calming posts; and b. Potential intersection crossing improvement at Firgrove, and work with TDSB on potential stairway improvements.	Capital Project + Collaborative Effort
111	Explore potential crossing improvements at Blacksmith Crescent St next to the school.	Capital Project
112	Explore improvements around Brookview Middle School: a. Potential crossing improvements at Driftwood Ave and Driftwood Ct with zebra crossings, lights, in-road traffic calming posts; and b. Engage TDSB on solutions to informal path off Driftwood Avenue with potential new crosswalk.	Capital Project + Collaborative Effort
113	Explore improvements around Driftwood Public School: a. Potential crossing improvements at Driftwood Ave and potential new bike infrastructure; and b. Potential crossing improvements at Laskay Cres in front of the school.	Capital Project
114	Explore improvements around Yorkwoods Public School: a. Potential crossing improvements at Yorkwoods Gate for better visibility, adjacent to the school; and b. Add a "School" sign, as there is only a "Stop for pedestrians" sign there today.	Capital Project
115	Explore improvements around Oakdale Park Middle School: a. Improve and repaint crosswalk at Grandravine Dr for better visibility, adjacent to the school and install in-road traffic calming posts; and b. Add a "School" sign, as there is only a "Stop for pedestrians" sign there today.	Capital Project
116	Explore improvements around Topcliff Public School: a. Potential raised crossing at Topcliff Ave in front of and near school; and b. Install in-road flexible speed sign if feasible.	Capital Project
117	Identify opportunities to reduce curb radii and/or install truck aprons, using interim measures or bundling with state of good repair/construction work. a. Use interim measure of bollards and paint while working with the RapidTO team to determine future infrastructure solutions. b. Assess needs for curb radii reductions and truck aprons along Jane Street, Norfinch Drive, Oakdale Road, and Finch Avenue West (in tandem with the Goods Movement Strategy for Finch West).	Capital Project + Follow Up Study
118	Consider access to the future Jane Finch Community Hub and Centre for the Arts for pedestrians and people cycling, given complexities due to the adjacent Finch West LRT Maintenance and Storage Facility (MSF). Specific locations where intersection and public realm improvements could support safer movements include: a. Intersection of Norfinch Drive and Finch Avenue West, with attention to how people move to/from: i. The Finch West LRT platforms at the Norfinch/Oakdale stop; ii. The multi-use path on the southeast side of Finch and Oakdale and cycle tracks along Finch; iii. The northwest side of Norfinch Drive, especially after potential future development, which could include a new open space at that corner; and iv. The southeast corner with the hospital. b. The Loop Trail connection to the hydro corridor trail on the west side of the MSF; c. Crossings from future development sites (and new network of roads) like at Yorkgate Mall. d. Ensure frontage on Finch Avenue West provides parking for bicycles. e. Provide wayfinding and direct access points around the MSF.	Design Guidelines

#	Recommendation	Implementation Tool
119	Consider using the Transportation Equity Lens, developed by Transportation Services, to prioritize the approach for State of Good Repair. An equity-based approach could prioritize maintenance of sidewalks, crosswalk paint, lighting, and signage and ensure timely removal of snow and ice for pedestrians and people cycling, particularly where arterial snow clearing accumulates and creates mid-block barriers.	Capital Project
120	Consider a public campaign to encourage citizen reporting of concerns through 311 and potential collaboration with the Community Data Program.	Collaborative Effort
121	Improve crosswalks where they are faded or require repair. Currently, faded crosswalks include: a. At Stanley Public School at Mayberry/Clair Road b. At Yorkwoods Public School at Yorkwoods Gate Street adjacent to the school c. At Oakdale Park Middle School at Grandravine Drive in front of the school.	Capital Project
<b>Enhancing Safety and Comfort</b>		
122	Sidewalk and cycling infrastructure improvements should consider both safety (with physical barriers and speed reduction methods for vehicles where warranted) and comfort (allowing for social uses of sidewalks, minimizing noise from vehicles, and providing an enjoyable travel experience).	Design Guidelines
123	Identify future road re-construction timelines to redesign and prioritize space for pedestrians, particularly on streets without sidewalks on both or one sides (refer to Map 25). For example, implementation for new sidewalks on collector roads can occur through planned road construction.	Capital Project + Follow Up Study
124	Ensure alignment with school safety zone upgrades and confirm timeline for treatments in all school zones. The following schools should have school safety zone treatments: a. Oakdale Park Middle School b. Topcliff Public School	Follow Up Study
125	Understanding that the in-construction Finch Avenue West cycling infrastructure reflects legacy standards, plan for longer-term upgrades to meet updated standards with greater buffer between cyclists and vehicular traffic. Where ROW width is planned for expansion in the Secondary Plan, such as on Jane Street and Finch Avenue, ensure expansion is used to create greater buffers between cyclists and vehicular traffic. See Complete Streets in this report for further details.	Capital Project + Follow Up Study + Design Guidelines
<b>Trail Recommendations</b>		
126	Work with Parks, Forestry and Recreation and their established partnerships with the Toronto Region Conservation Authority and Evergreen to coordinate needs for the Jane Finch community with work on the Finch Hydro Corridor Trail and new Loop Trail connections, including improved access to cycling infrastructure, wayfinding, safety considerations like lighting, and bike repair opportunities.	Collaborative Effort
127	Work with Parks, Forestry and Recreation, TRCA and Hydro One Networks Inc. to explore opportunities to deliver context-appropriate lighting for the Finch Hydro Corridor and Black Creek Ravine to create a more safe and welcoming environment while supporting utility and ecological functions.	Collaborative Effort
128	Work with Parks, Forestry and Recreation to formalize observed multi-use path desire lines with access to the Finch Hydro Corridor at Jane Street, York Gate Boulevard, and the north/south connection between The Palisades and Driftwood Avenue, with consideration for hydro infrastructure requirements.	Follow Up Study

#	Recommendation	Implementation Tool
129	Review the operation and year-round maintenance practices for the Black Creek Trail, including connections to street-level, particularly at entrances such as at Giltspur Drive. Consider alternatives to salt use to minimize impacts to the ecosystem. See Map 26 and Greening report for details of trail access points and public realm improvements in and around the ravine.	Follow Up Study
130	Fill gaps in trail system, with attention to providing crossings at: a. Highway 400 crossing of the Finch Hydro Corridor Trail (as part of the Loop Trail connection) b. Finch Hydro Corridor crossing at Driftwood – consider similar treatment to York Gate crossing c. Black Creek Trail crossing at Finch Avenue	Capital Project
131	Develop wayfinding (such as through TO360) for pedestrians and cyclists, with particular attention to: a. Wayfinding to/from access points from major streets, and maps at access points; b. Directional indicators to major destinations or streets at key trail forks (including York University, access to Finch LRT stops or Jane Street, etc.).	Follow Up Study
132	Implement new road connection between Niska Road and Murray Ross Parkway across the Black Creek Ravine as per the Keele-Finch Secondary Plan (Map 6).	Capital Project
133	Explore opportunities for potential new ravine access points (see map on previous page), specifically north of Finch. Access points should be enhanced with wayfinding.	Follow Up Study
134	Improve multi-use pathway (MUP) crossing of Jane Street at Finch Hydro Corridor, coordinating with the development on the Yorkgate Mall site, including potential shift of signalized intersection further north.	Collaborative Effort
<b>Access to Community Resources and Jobs</b>		
135	Develop a strategy for working with landowners of mall and plaza sites and other major redevelopments to secure ongoing pedestrian-oriented access to shops and neighbourhood community resources in the mall(s). This can include clear wayfinding and other interim measures, such as paint/crosswalk/bollards, to support safer access (quick build/temporary, prior to closures due to redevelopment).	Collaborative Effort
136	Development should prioritize pedestrian and cyclist access over vehicular access, with pedestrian entrances to buildings easily accessible from the street and near LRT and bus stops (as opposed to forcing pedestrians to access buildings via off-street parking lots).	Planning Policy
137	Place bike parking at main entrances, in view so they are easily accessible.	Planning Policy
138	Formalize existing desire paths that reflect common routes for accessing resources and jobs, including: a. Westview Centennial Secondary School: Work with TDSB to formalize a north/south connection between Firgrove Crescent and Oakdale Road to support access to Finch West. b. Stanley Public School: Work with townhouse complex to the south to legitimize connection for students to/from Stanley Public School. Work with property manager at Lafayette apartments to pave desire path.	Capital Project
139	Enhance pedestrian and cyclist permeability upon redevelopment, supporting formalizing existing or anticipated desire lines through Green Pedestrian Connections. Include priority for direct access to and from adjacent streets, with sensitivity to directness and how desire lines may form (such as the Topcliff Avenue connection to Jane Finch Mall).	Design Guidelines
140	Urge the Province and Metrolinx to implement fare integration.	Collaborative Effort

#	Recommendation	Implementation Tool
141	Recognize the need for adequate connections to nearby major employment areas that may be outside city boundaries, such as the Pearson Airport area and north of Steeles. Work with MTO, Metrolinx, TTC, MiWay, ZUM, and YRT to collaborate on a coordinated approach to low income fare options to facilitate GO/TTC integration and cross-border travel.	Collaborative Effort
142	Work with the TTC to maintain existing night bus service levels overnight on Finch West to support shift workers.	Collaborative Effort
<b>Shared Mobility</b>		
143	Encourage developers to provide publicly accessible EV charging in public parking, and to achieve the highest level of the Toronto Green Standard.	Collaborative Effort
144	Work with the TPA to ensure the Jane Finch area is included in their EV charging fleet expansion strategy. This work should also address opportunities to charge e-bikes, which are more attainable and provide mobility improvements for people from a wide array of economic backgrounds.	Collaborative Effort
145	Work with private car share providers to assess barriers to providing service in Jane Finch and support deployment of car share for area residents.	Collaborative Effort
<b>Access to Transit</b>		
146	Assess locations that can accommodate high-quality, short-term bike parking at/near Finch West LRT stops upon opening. Each Finch West LRT stop should have adjacent and easily accessible bike parking associated with it in the public right-of-way.	Follow Up Study
147	Recognize that passengers will be picked up and dropped off by personal vehicles at/near the Finch West LRT and take action to protect against vehicle encroachment into space for pedestrians or cyclists, particularly vehicles stopping in the Finch West LRT bike lane. Consider barriers, signage, and identifying safe pick-up or drop-off areas off-street.	Capital Project
148	Align with the RapidTO program and TTC to advocate for community needs and share feedback collected through public consultation to ensure it is addressed in planning and implementation efforts.	Collaborative Effort
<b>Growing Bike Infrastructure</b>		
149	Determine feasibility of integrating collector roads in the next iteration of the near-term cycling network plan (e.g., Driftwood, Norfinch/Oakdale). Consult the bikeway design guidelines to determine appropriate facility type and buffering suggestions.	Follow Up Study
150	Determine feasibility of a cycling route on a loop that comprises of York Gate Boulevard, Driftwood Avenue, Yewtree Boulevard, and Elana Drive with bike infrastructure. This will require a signalized crossing for the Finch West LRT at York Gate Boulevard, and consideration for the LRT maintenance and storage facility entrance.	Follow Up Study
151	The Toronto Parking Authority should continue to implement local communications campaigns as Bike Share Toronto expands in the area and implements its Four-year Growth Plan. Work with Toronto Parking Authority as they implement expansion, validating proposed station locations and identifying potential further expansion areas.	Collaborative Effort

#	Recommendation	Implementation Tool
152	<p>Consider innovative approaches to building both long-term (secure) and short-term bike parking in the area, including:</p> <ul style="list-style-type: none"> <li>a. Incentives for developers to build and operate at-grade long-term/secure bike parking that is open to the public.</li> <li>b. A review of bike parking minimums and design guidance in developments, to provide secure bike parking that is safe and easily accessible for residents in new buildings. This should include specification of types of parking to include space for cargo bikes, tricycles, children's bikes, and e-bikes with charging space.</li> <li>c. Implementing modular bike parking, such as bike corrals, placed near front doors of existing major commercial centres, that can be moved in response to construction needs as land parcels are developed.</li> <li>d. Implementing a robust program of bike parking (ring-and-post or larger racks) in boulevards outside community resources, transit stops, schools, and commercial areas.</li> <li>e. Update parking by-law to require one bicycle parking space per bedroom.</li> </ul>	Capital Project + Planning Policy + Collaborative Effort + Follow Up Study
153	In the absence of a bike repair storefront or business, consider providing funding for Culture Link Bike Hub to provide longer opening hours and provide bike repair workshops at 15 Tobermory.	Collaborative Effort
154	Consider the integration of a mobility hub as part of the upcoming Jane Finch Community Hub and Centre for the Arts. The hub should consider including missing services such as a Bike Share Station, bike repair tools, covered storage or bike maintenance workshops.	Planning Policy
155	Work with TTC to provide bike repair stations at LRT stops. Ensure state of good repair for bike repair stations. These stations typically include bike pumps, a bike stand, and basic tools such as allen keys, wrenches, and screwdrivers. Ideally, they would be weather protected.	Collaborative Effort
<b>New Streets</b>		
156	As development takes place, require the introduction of a new public streets network generally consistent with Map 30.	Planning Policy
<b>Mixed Use Shared Streets</b>		
157	Require non-residential uses at grade.	Planning Policy
158	Require at grade retail/commercial units to have a maximum frontage of 15 metres.	Planning Policy
159	Design Mixed Use Shared Streets to be narrow streets that prioritize active modes of transportation, with a right-of-way width of generally 18.5 metres.	Design Guidelines
160	Protect for a 6-metre wide sidewalk zone from the curb to the building face, including a generous pedestrian clearway.	Design Guidelines
161	All Mixed Use Shared Streets will be designed to accommodate one lane of traffic in each direction, and a 2.4 metre wide optional parking lane that is shared with a landscape amenity zone (which may include seating, planters, bicycle racks and bike share stations) and a generous 3.85 metre wide pedestrian clearway.	Design Guidelines
162	A continuous canopy of trees and street furniture must be provided within the landscape amenity zone to provide shade and comfort and to encourage community interaction and gathering.	Design Guidelines
163	Ample lighting and wayfinding must be prioritized within Mixed Use Shared Streets for improved safety and accessibility at all times.	Design Guidelines
164	Animate public spaces by framing them with retail and other non-residential uses at grade in adjacent buildings.	Design Guidelines

#	Recommendation	Implementation Tool
165	Consider sun access on Mixed Use Shared Streets in the massing of adjacent development.	Design Guidelines
166	Avoid providing loading and servicing functions off of Mixed Use Shared Streets where possible.	Design Guidelines
<b>Retail</b>		
167	Mixed Use Shared Streets will have active frontages and articulated ground floors with canopies, recessed entries, transparent glazing and display windows, that create a fine-grained character and a greater visual connection between indoor and outdoor spaces.	Design Guidelines
168	Establish programs and incentives to promote local businesses, business incubators, cultural initiatives and community-serving businesses on Mixed Use Shared Streets.	Follow Up Study
169	Large format retail street (3,500 square metres or more) should be permitted in the Intersection District where development has frontage on either Jane Street or Finch Avenue West.	Planning Policy
170	Retail will be in Jane Finch along (as per Map 30): a. Mixed Use Shared Streets within the Intersection District are Priority Retail Streets, where ground-floor retail should be provided or protected for to enable the extension of retail main streets over the longer term; b. Retail Required streets, where retail is required at-grade to create and activated street edge; and c. Retail Permitted streets, where retail is not prioritized, but allowed.	Planning Policy
171	Along Retail Permitted streets where residential uses are provided at grade, encourage "active" residential uses such as townhomes, gyms and amenity rooms to animate the street.	Design Guidelines
172	Encourage frequent entrances.	Design Guidelines
173	Require a high proportion of transparent glazing at the ground level to create a visual connection between indoors and outdoors.	Design Guidelines
<b>Jane Street</b>		
174	Jane Street will have a consistent 40-metre wide public right-of-way.	Planning Policy
175	Jane Street will have wide boulevards to accommodate a pedestrian clearway, dedicated cycle track, and a wide landscape/amenity zone.	Design Guidelines
176	A wide pedestrian clearway of 4 metres must be provided to accommodate high levels of pedestrian traffic all along the corridor.	Design Guidelines
177	Room for dedicated cycling infrastructure of a minimum 2.1 metres wide will be provided. Bike racks and bike sharing stations are also highly encouraged along cycling routes to promote multi-modal transportation options.	Design Guidelines
178	A wide landscape/amenity zone of at least 2.8 metres is encouraged on both sides of Jane Street to achieve a mature, healthy and continuous tree canopy.	Design Guidelines
179	Where possible, provide intersection design elements that improve safety and visibility for vulnerable road users like pedestrians and people cycling.	Design Guidelines
180	An additional row of trees should be provided within the private setback on both sides of the street, to create a row of trees on either side of the pedestrian clearway for a more comfortable and attractive public realm for pedestrians.	Design Guidelines

#	Recommendation	Implementation Tool
<b>Finch Avenue West</b>		
181	Protect for at least 9.5m between the edge of the roadway and the property line, expanding the ROW in constrained areas if required to fit: a. A 0.8 metre buffer between the cyclist infrastructure and the roadway; b. A 2.1 metre cycle track; c. A 3.6 metre furnishing zone (or as noted in the Finch West LRT streetscape plans); and d. A 3.0 metre pedestrian clearway within the public ROW.	Planning Policy
182	Balance right-of-way widenings against any potential negative micro-climate impacts that may result from overly wide boulevards or negative impacts on the development potential of adjacent properties.	Design Guidelines
183	The setback space from building face to property line can be utilized to: a. Improve retail spill out activities and patio space at active retail frontages; b. Create additional pedestrian clearway space to accommodate large pedestrian volumes, especially near transit stops; and c. Increase the street tree canopy by providing an additional row of trees within the private setback area to create a more pleasant public realm for pedestrians.	Design Guidelines
184	Wherever possible, provide intersection design elements that improve safety and visibility for vulnerable road users like pedestrians and people cycling. These may include geometric safety improvements such as curb radii reductions, truck aprons, and reduced crossing distances for pedestrians.	Design Guidelines
<b>Norfinch Drive</b>		
185	Norfinch Drive will have a consistent 27-metre wide public right-of-way, as per the Official Plan.	Planning Policy
186	Norfinch Drive will have boulevards accommodating a pedestrian clearway, a dedicated cycle track on the west side, and a wide landscape/amenity zone.	Design Guidelines
187	Norfinch Drive will have a 3.5-metre wide multi-use pathway on the east side, connecting to the Loop Trail (between the Finch West bike lanes and the Finch Hydro Corridor trail) along the western edge of the Finch West LRT Maintenance and Storage Facility site.	Design Guidelines
188	A wide pedestrian clearway of a minimum 2.1 metres must be provided to accommodate pedestrian traffic.	Design Guidelines
189	Room for dedicated cycling infrastructure of a minimum 2.1 metres wide will be provided, along with bike share stations closer to the LRT stops and Employment Areas to encourage active transportation.	Design Guidelines
190	Bike share stations closer to the LRT stops and Employment Areas should be provided to encourage active transportation.	Design Guidelines
191	A minimum 1-metre wide buffer between the bike infrastructure and the roadway is encouraged to ensure the safety of people cycling.	Design Guidelines
192	A wide landscape/amenity zone of at least 2.2 metres is encouraged on both sides of Norfinch Drive to achieve a mature, healthy and continuous tree canopy.	Design Guidelines
<b>Land Use</b>		
193	Amend the Official Plan Land Use Map in accordance with Map 31.	Planning Policy
194	Encourage use of non-residential permissions in infill developments on sites zoned Residential Apartment Commercial (RAC).	Planning Policy
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.	Follow Up Study



#	Recommendation	Implementation Tool
<b>Views, Vistas and Gateways</b>		
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.	Planning Policy
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.	Planning Policy
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.	Planning Policy
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.	Planning Policy
<b>General Massing</b>		
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.	Planning Policy
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).	Planning Policy

#	Recommendation	Implementation Tool
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.	Design Guidelines
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.	Design Guidelines
204	Create transition within blocks, through a range of building types, heights, and scales.	Design Guidelines
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.	Design Guidelines
206	For entrances to grade-related residential units provide integrated transitional elements, such as stoops, porches and gardens that support the residential uses.	Design Guidelines
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.	Design Guidelines
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.	Design Guidelines
<b>Site Design</b>		
209	Consider the location of ground floor uses (outdoor patios) in relation to solar access compared to other retail uses that may prefer shadow.	Design Guidelines
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.	Design Guidelines
211	Loading areas should be provided within the interior of the block and integrated into the building.	Design Guidelines
212	Parking access should be located to reduce or eliminate internal driveways, leaving as much space as possible for landscaping and public realm.	Design Guidelines
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 Guidelines

#	Recommendation	Implementation Tool
<b>Design Excellence</b>		
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.	Design Guidelines
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 uses), preventing the need to jaywalk across traffic.	Design Guidelines
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.	Design Guidelines
217	Promote high-quality and contextually appropriate façade designs and materiality, respecting architectural qualities of the area.	Design Guidelines
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.	Design Guidelines
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.	Design Guidelines
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).	Design Guidelines
<b>The Intersection District</b>		
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.	Design Guidelines
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.	Design Guidelines
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.	Planning Policy
224	Community uses and grade-related residential units should line park frontages.	Planning Policy
225	Building placement and massing (such as tower orientation) should limit shadow and wind impacts on parks and squares	Design Guidelines
226	Organize internal layouts and vary the design and articulation of each building elevation to respond to solar orientation and differences in facing conditions.	Design Guidelines
227	Include two public squares within the Intersection District. These public squares should be publicly accessible and be framed by active uses.	Planning Policy

#	Recommendation	Implementation Tool
228	Create courtyards for areas between residential buildings and away from main commercial streets. These areas should be scaled accordingly to the framing buildings.	Design Guidelines
229	Provide above-grade outdoor amenity spaces such as rooftop open spaces.	Planning Policy
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.	Planning Policy
231	Buildings should be oriented around Mixed Use Shared Streets and open spaces, which form “heart” of The Intersection.	Design Guidelines
232	Residential lobbies should be located on public streets, off of Jane Street and Finch Avenue.	Design Guidelines
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 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.	Planning Policy
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.	Community Development Plan + Planning Policy
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.	Design Guidelines
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.	Planning Policy
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.	Planning Policy
238	Explore shared streets (i.e. woonerfs) that prioritize pedestrians and cyclists instead of vehicles.	Design Guidelines
239	Provide weather protection along these Mixed Use Shared Streets (canopies, awnings, overhangs).	Design Guidelines
240	Development at The Intersection is permitted in a form consistent with one of the following building types: a. Mid-rise buildings b. Tall buildings.	Planning Policy

#	Recommendation	Implementation Tool
241	The tallest buildings will be closest to the intersection, progressively transitioning down in height and scale: a. For the northwest corner, transition down in height and scale towards the hydro corridor to the north. b. For the southwest corner, transition down in height and scale towards the west to Elana Drive. c. For the southeast corner transition down towards the Neighbourhoods to the east (east of Driftwood) and south (south of Yewtree Boulevard).	Design Guidelines
242	Create transition within blocks, through a range of building types, heights, and scales.	Design Guidelines
243	Base buildings of tall buildings should: a. 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. 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.	Design Guidelines
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.	Design Guidelines
245	Avoid service lanes off of Jane Street or Finch Avenue.	Planning Policy
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.	Design Guidelines
247	Short term street parking should be provided at select locations along Mixed Use Shared Streets.	Design Guidelines
<b>Norfinch District</b>		
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.	Planning Policy
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).	Design Guidelines
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.	Design Guidelines
251	Building placement and massing (such as tower orientation) should limit shadow impacts on existing and new parks.	Design Guidelines
252	Building orientation should be prioritized to provide a continuous sense of enclosure around the proposed new park, with a consistent, parallel street wall.	Design Guidelines
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.	Design Guidelines

#	Recommendation	Implementation Tool
254	Consult the appropriate utilities for any development within 220 metres of pipelines under the hydro corridor.	Follow Up Study
255	Encourage coordinated block planning and cooperation between landowners, leveraging the opportunity to develop the City owned property first as a catalyst.	Collaborative Effort
256	Encourage replacement of non-residential gross-floor area within new developments, through incremental phasing.	Planning Policy
257	Provide two new safe pedestrian crossings across Norfinch Drive where new streets intersect, to improve connectivity to community facilities and trails.	Design Guidelines
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	Design Guidelines
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.	Design Guidelines
260	Organize internal layouts and vary the design and articulation of each building elevation to respond to solar orientation and differences in facing conditions.	Design Guidelines
261	Base buildings of tall buildings should: a. Be set back 1 metres along new streets, to provide space for maintenance and servicing; and b. 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.	Design Guidelines
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.	Planning Policy
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.	Planning Policy
264	Residential lobbies should be located on public streets, off of Finch Avenue.	Design Guidelines
265	For entrances to grade-related residential units provide integrated transitional elements, such as stoops, porches and gardens that support the residential uses.	Design Guidelines
<b>San Romanoway and Palisades District</b>		
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.	Planning Policy

#	Recommendation	Implementation Tool
267	<p>Public realm improvements can include:</p> <ul style="list-style-type: none"> <li>a. Safe and comfortable connections between this district and neighbourhoods off of Driftwood Avenue and York Gate Boulevard via new crossings or wider pathways;</li> <li>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;</li> <li>c. Accessible stairs and ramps, especially in steep grade changes;</li> <li>d. New or expanded community gardens;</li> <li>e. Additional amenities and furniture, such as benches and shade structures;</li> <li>f. Integration of more green infrastructure, such as tree canopy, bioswales for stormwater management, and permeable pavement.</li> </ul>	Design Guidelines
268	Explore additional opportunities for applying Toronto and Region Conservation Authority's SNAP model in these apartment neighbourhoods.	Collaborative Effort
269	<p>New infill development or or redevelopment should:</p> <ul style="list-style-type: none"> <li>a. Include a comprehensive block plan;</li> <li>b. Have frontage on either Finch Avenue West or Jane Street;</li> <li>c. Accommodate a park on the south west corner of the district, preserving the existing community garden and other amenities;</li> <li>d. Integrate existing community uses – day cares, offices and spaces for non-profit organizations, and recreational facilities;</li> <li>e. Consolidate vehicular access points, parking facilities, and drop-off zones to minimize disruptions to the pedestrian network and limit hardscape surfaces.</li> <li>f. Provide clear and accessible bike parking; and</li> <li>g. Provide streetscape improvements to the private streets and pathways throughout the District.</li> </ul>	Design Guidelines
<b>Tobermory District</b>		
270	<p>Development within the Tobermory District is permitted in a form consistent with one of the following building types:</p> <ul style="list-style-type: none"> <li>a. Mid-rise buildings;</li> <li>b. Jane Finch Pavilion buildings; and</li> <li>c. Tall buildings.</li> </ul>	Planning Policy
271	<p>Public realm improvements can include:</p> <ul style="list-style-type: none"> <li>a. Direct, visible, and accessible pathways into the hydro corridor and the approaches into the ravine network;</li> <li>b. Integration of more green infrastructure, such as tree canopy, bioswales for stormwater management, and permeable pavement.</li> </ul>	Design Guidelines
272	Explore additional opportunities for applying Toronto and Region Conservation Authority's SNAP model in these apartment neighbourhoods	Collaborative Effort
273	<p>New infill development should:</p> <ul style="list-style-type: none"> <li>a. Consolidate vehicular access points, parking facilities, and drop-off zones to minimize disruptions to the pedestrian network</li> <li>b. Provide clear and accessible bike parking.</li> <li>c. Avoid infringing into the ravine area – work with the City's Parks, Forestry &amp; Recreation department to apply the appropriate buffers and setbacks.</li> <li>d. Explore orienting development to face onto the natural ravine corridors on both sides in addition to providing a positive frontage on public streets.</li> </ul>	Design Guidelines

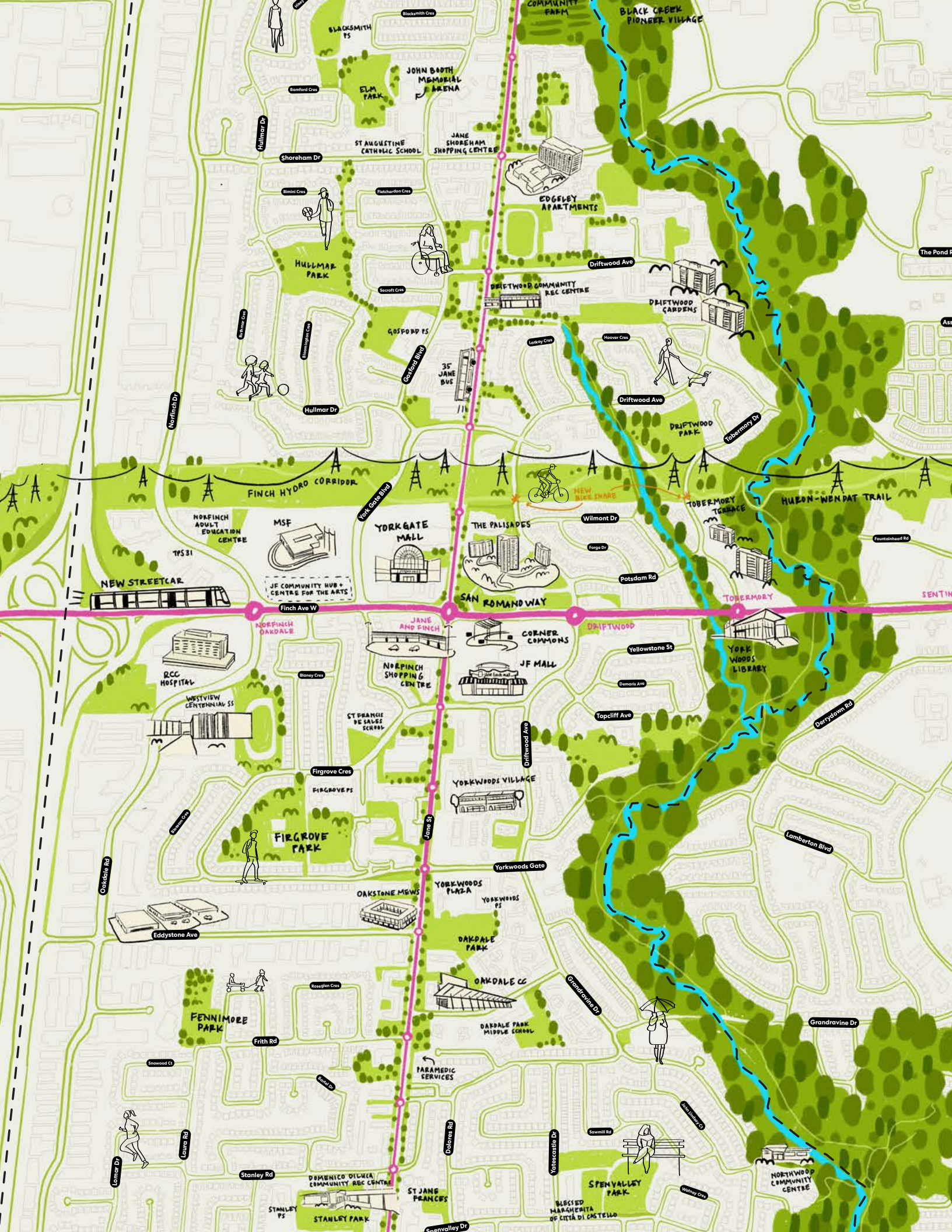
#	Recommendation	Implementation Tool
<b>Health District</b>		
274	Public realm enhancements should include: a. Safe, generous, accessible, and pleasant paths of travel, especially between the building entries and the Finch West LRT platforms. b. Ample landscaping, such as tree canopy, to address the urban heat island effect and provide shade throughout the site. c. Green infrastructure such as bioswales, gardens, and permeable paving.	Design Guidelines
275	Any future intensification with frontage on Oakdale Road should create a positive frontage which addresses Oakdale Road.	Design Guidelines
<b>Firgrove Grassways District</b>		
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.	Design Guidelines
277	Public realm enhancements should include: a. A corner plaza at the southeast corner of the redevelopment facing Jane Street. b. An increased setback/plaza on Jane Street in front of the new community centre. c. Ample landscaping, such as tree canopy, to address the urban heat island effect and provide shade throughout the site. d. At least one direct pedestrian connection from Jane Street to Firgrove Public School.	Design Guidelines
<b>Jane Street District</b>		
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.	Planning Policy
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.	Design Guidelines
280	Create transition within blocks, through a range of building types, heights, and scales.	Design Guidelines
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.	Design Guidelines
282	Tower portions of Jane Finch Pavilion buildings and tall buildings should generally have floorplate sizes of up to 750 square metres.	Design Guidelines
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.	Planning Policy
284	Avoid creating physical barriers between adjacent properties, such as fences, to prevent disruptions or fragmentation of the larger open space network.	Design Guidelines
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.	Design Guidelines
286	Development will achieve below-grade setbacks to support water infiltration and the growth of mature, healthy trees in unencumbered soil areas	Design Guidelines



#	Recommendation	Implementation Tool
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.	Design Guidelines
288	Consolidate vehicular access points on blocks to minimize curb cuts and disruptions to the pedestrian and cyclist networks along Jane Street.	Design Guidelines
289	Residential lobbies should be located facing Jane Street.	Design Guidelines
290	Loading and servicing entrances should be located off of private driveways off of Jane Street.	Design Guidelines
<b>Finch Avenue District</b>		
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.	Design Guidelines
292	Buildings should be oriented to maintain a continuous streetwall along Finch Avenue, with at least one main building entrance fronting Finch Avenue.	Design Guidelines
293	Base buildings of tall buildings should: a. Be set back 4 metres to support generous, green landscaping and an improved public realm. b. Be set back a minimum of 1 metres along all other streets, to provide space for maintenance and servicing. c. Be set back a minimum of 6 metres along all park frontages to provide a space for servicing, public access and landscaping.	Design Guidelines
294	Provide additional tree canopy along Finch Avenue.	Design Guidelines
295	Building placement and massing (such as tower orientation) should limit shadow and wind impacts on parks and the neighbourhood to the north.	Design Guidelines
296	Provide open spaces between development. These spaces should: a. Create areas for community to gather and rest b. Be connected to the public sidewalks to expand the existing public realm network c. Be well-lit, landscaped, visible from Finch Avenue, and include pedestrian furniture such as seating.	Design Guidelines
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.	Design Guidelines
298	Community uses and grade-related residential units should line park frontages.	Design Guidelines
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.	Planning Policy
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.	Planning Policy
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.	Planning Policy
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.	Design Guidelines

#	Recommendation	Implementation Tool
303	Consolidate vehicular access points on blocks to minimize curb cuts and disruptions to the pedestrian and cyclist networks along Finch Avenue.	Design Guidelines
304	Replicate existing uses (medical uses, offices, places of worship, long term care) within new developments.	Planning Policy
305	Loading and servicing entrances should be located on smaller streets such as Potsdam Road and Driftwood Avenue, not Finch Avenue.	Design Guidelines
<b>Low Rise Neighbourhood District</b>		
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.	Planning Policy
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.	Design Guidelines
308	Improve tree canopy in low scale residential areas by planting additional street trees in boulevards.	Design Guidelines
<b>Phasing</b>		
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.	Collaborative Effort
310	Preserve and facilitate the continuation of existing community uses – community facilities, malls, retail shops – as long as possible.	Planning Policy
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.	Planning Policy
312	Prioritize necessary infrastructure and parks. Roads, utilities, and public amenities should be within the first phase of development.	Planning Policy
313	Key public realm elements such as tree canopy and sidewalks should be integrated into each phase of development.	Planning Policy
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.	Planning Policy
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.	Planning Policy
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.	Planning Policy





BLACKSMITH PS

JOHN BATH MEMORIAL ARENA

ST ANGUERINE CATHOLIC SCHOOL

JANE SHOREHAM SHOPPING CENTRE

Shoreham Dr

Hullmar Dr

Bainli Cres

Fitchardon Cres

HULLMAR PARK

Secroft Cres

EDGELEY APARTMENTS

Driftwood Ave

DRIFTWOOD COMMUNITY REC CENTRE

DRIFTWOOD GARDENS

Hoover Cres

Driftwood Ave

TOBERMORY DR

DRIFTWOOD PARK



FINCH HYDRO CORRIDOR

NORFINCH ADULT EDUCATION CENTRE



YORK GATE MALL



NEW BIEL SHARE

TOBERMORY TERRACE

HURON-WENPAT TRAIL



NEW STREETCAR

JF COMMUNITY HUB + CENTRE FOR THE ARTS

SAN ROMANOW WAY

Wilmont Dr

Fargo Dr

Potsdam Rd

TOBERMORY

Fountainhead Rd



RCC HOSPITAL



WESTVIEW CENTENNIAL SS



NORFINCH SHOPPING CENTRE



JF MALL



CORNER COMMONS

DRIFTWOOD

Yellowstone St

Camaria Ave

Topcliff Ave



YORK WOODS LIBRARY

Lamberton Blvd

FIGROVE PARK



ST FRANCIS DE SALES SCHOOL

YORKWOODS VILLAGE



YORKWOODS PLAZA



YORKWOODS PS

OAKSTONE MEWS

DAKDALE PARK



OAKDALE CC

DAKDALE PARK MIDDLE SCHOOL

Oakdale Rd

Elmwood Cres

Figgrove Cres

Figgrove PS

Jane St

Driftwood Ave

Yorkwoods Gate

Grandravine Dr

Grandravine Dr

FENNIMORE PARK



Frith Rd

PARAMEDIC SERVICES

Chalices Rd

Vatascastle Dr

Sawmill Rd



SPENYALLEY PARK

BLESSED MARGHERITA OF CITTÀ DI CASTELLO



NORTHWOOD COMMUNITY CENTRE

Lamar Dr

Laura Rd

Stanley Rd

STANLEY PS

STANLEY PARK

SNOWVALLEY DR

ST JAMES FRANCIS

DOMINIC DICICHA COMMUNITY REC CENTRE