

Finch

Avenue West Light Rail Transit
Corridor Profile

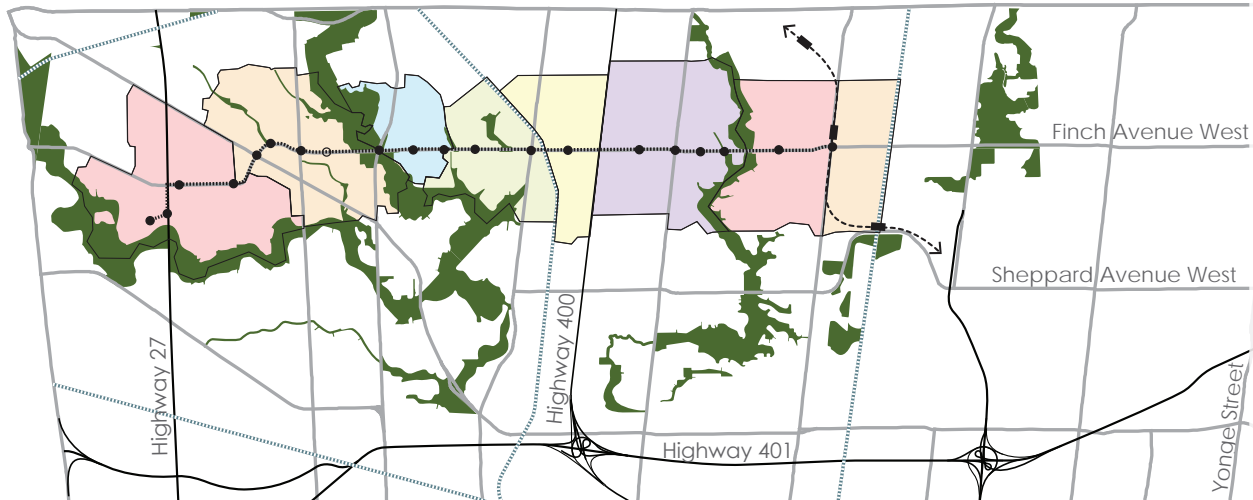


This profile
was prepared by
Toronto City Planning
in June 2015.

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Introduction



The Context

This Profile was undertaken in consideration of committed investment in rapid transit along the Finch Avenue West corridor, roughly between Keele Street in the east and Humber College in the west. Metrolinx is funding the design and construction of a Light Rail Transit (LRT) line that will run along Finch Avenue West between these easterly and westerly limits (see map).

This Profile focuses on the existing demographic, employment, and physical conditions of the corridor. This Profile presents the corridor in eight segments based on a number of criteria (see appendix for rationale). Findings contribute to a better understanding of the corridor and the many communities along it.

Profile Contents

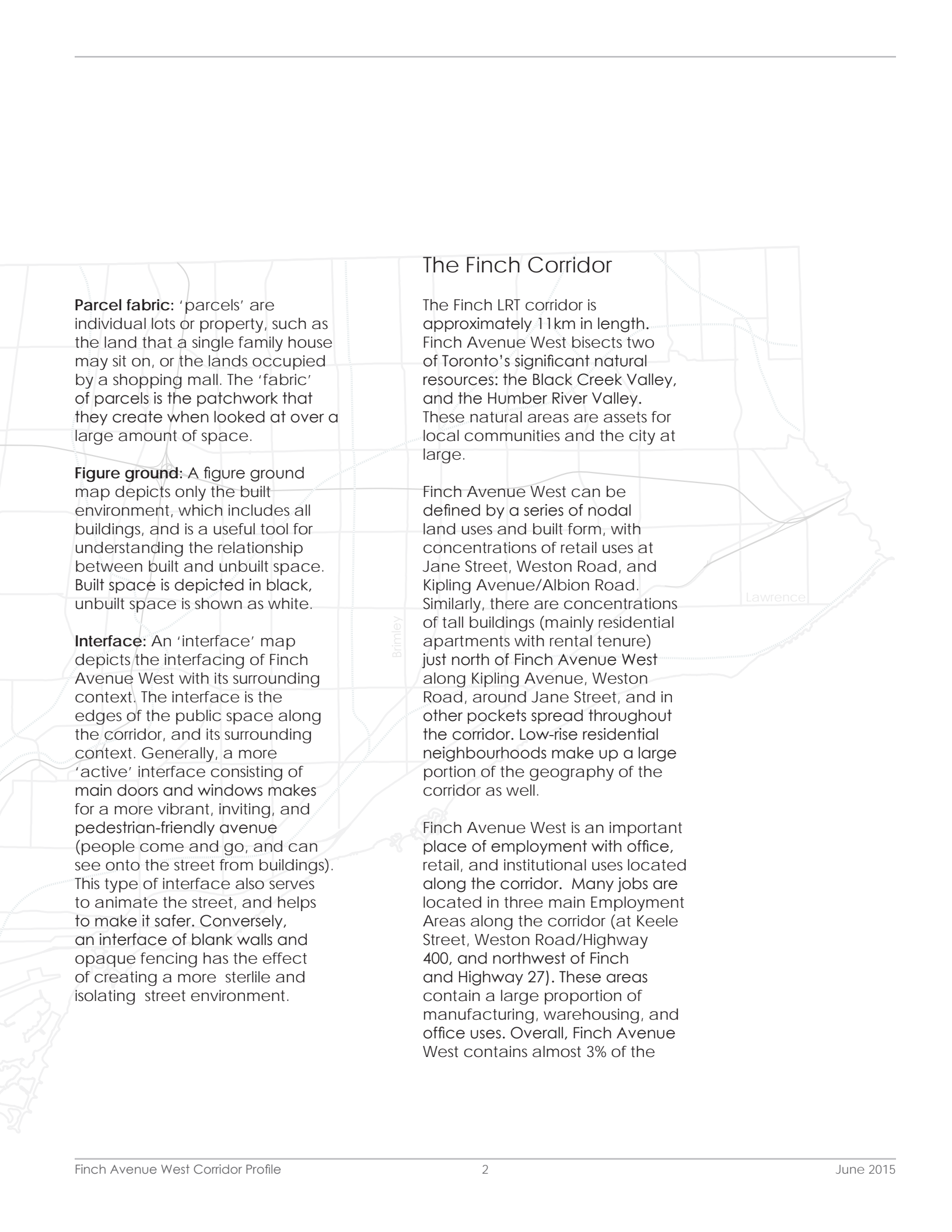
This Profile provides information about the existing conditions and recent changes throughout the corridor. Specifically, the profile discusses:

- who lives along the corridor
- what jobs exist along the corridor; and
- trends in each.

The Profile is intended to act as a research tool and input into future planning along the corridor, to help leverage investment in the new light rail transit infrastructure. Hence, it is intended as 'the facts', with limited interpretation of them. The contents of the Profile include maps and diagrams used in city planning and urban design research. The following is a basic explanation of some of them:

Location

The Finch Avenue West Corridor is located in northwest Toronto. The corridor follows the planned Light Rail Transit (LRT) line roughly from Keele Street in the east, to Humber College in the west.



Parcel fabric: 'parcels' are individual lots or property, such as the land that a single family house may sit on, or the lands occupied by a shopping mall. The 'fabric' of parcels is the patchwork that they create when looked at over a large amount of space.

Figure ground: A figure ground map depicts only the built environment, which includes all buildings, and is a useful tool for understanding the relationship between built and unbuilt space. Built space is depicted in black, unbuilt space is shown as white.

Interface: An 'interface' map depicts the interfacing of Finch Avenue West with its surrounding context. The interface is the edges of the public space along the corridor, and its surrounding context. Generally, a more 'active' interface consisting of main doors and windows makes for a more vibrant, inviting, and pedestrian-friendly avenue (people come and go, and can see onto the street from buildings). This type of interface also serves to animate the street, and helps to make it safer. Conversely, an interface of blank walls and opaque fencing has the effect of creating a more sterile and isolating street environment.

The Finch Corridor

The Finch LRT corridor is approximately 11 km in length. Finch Avenue West bisects two of Toronto's significant natural resources: the Black Creek Valley, and the Humber River Valley. These natural areas are assets for local communities and the city at large.

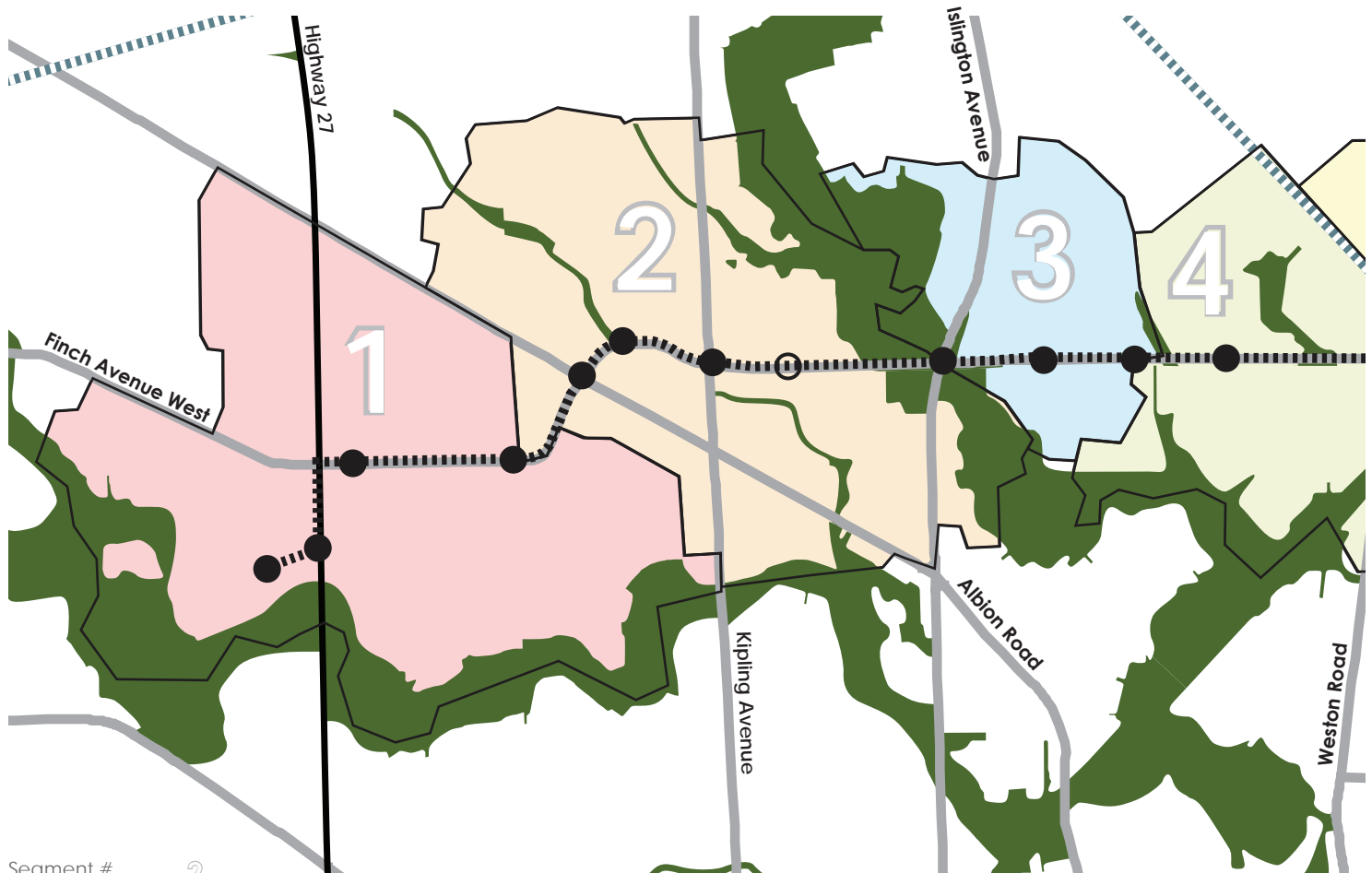
Finch Avenue West can be defined by a series of nodal land uses and built form, with concentrations of retail uses at Jane Street, Weston Road, and Kipling Avenue/Albion Road. Similarly, there are concentrations of tall buildings (mainly residential apartments with rental tenure) just north of Finch Avenue West along Kipling Avenue, Weston Road, around Jane Street, and in other pockets spread throughout the corridor. Low-rise residential neighbourhoods make up a large portion of the geography of the corridor as well.

Finch Avenue West is an important place of employment with office, retail, and institutional uses located along the corridor. Many jobs are located in three main Employment Areas along the corridor (at Keele Street, Weston Road/Highway 400, and northwest of Finch and Highway 27). These areas contain a large proportion of manufacturing, warehousing, and office uses. Overall, Finch Avenue West contains almost 3% of the

Finch Corridor

11km
corridor
length

2,454
hectares



Segment #

2

LRT stop*



LRT route



Subway



Rail corridor



Highway



Major street



Designated
open space



* hollow circle indicates
potential LRT stop

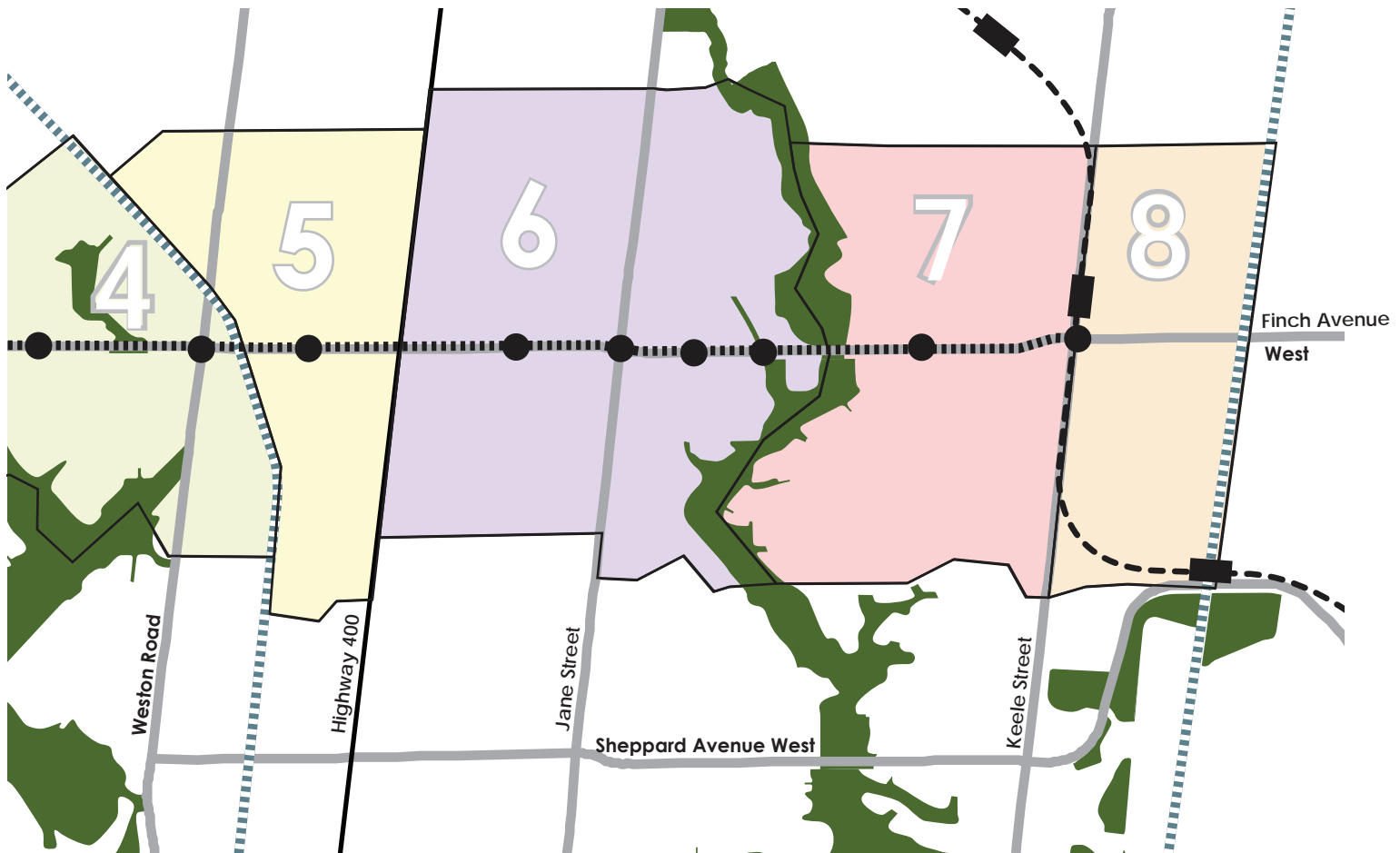
38,322
jobs

111,359
people

2
ravines

44,000
daily ridership
Finch bus
(#36)

15+
malls &
plazas



7
neighbourhood
improvement
areas

4
post-secondary
institutions

3
council
wards

city's total employment.

A number of the city's large post-secondary educational institutions are along, or are relatively close to, Finch Avenue West. These include York University (whose Keele Campus is located north of the corridor between Jane and Keele Streets), Humber College, The University of Guelph at Humber, and Seneca College's Yorkgate Campus. In addition, the Humber River Regional Hospital is anticipated to be repurposed in late 2015 near the LRT line and Highway 400.

Population diversity is a defining characteristic of the corridor. The most recent census data show that 61% of the population are immigrants to Canada, compared to 49% for the city as a whole. The corridor also tends to be younger than the rest of the city, with a high proportion of persons under 19 years of age.

Today, Finch Avenue West has higher than average socio-economic needs. Seven of Toronto's Neighbourhood Improvement Areas (NIAs) cover most of this Profile's study area. NIAs are areas which fall below the Neighbourhood Equity Score. For more information about NIAs, see Appendix B.

Along its length, Finch Avenue West is a wide arterial road with a planned 36 metre right-of-way, and has a largely semi-urban feel. Buildings often have generous setbacks from the street, with many parcels reverse-lotted to Finch itself. The impact on the public realm is many opaque fences fronting on the street. This interface, combined with large swaths of wide landscaped buffers, and parking lots, results in a more inactive and lesser animated avenue experience.

Private automobile usage is high along Finch Avenue West, and is reflected in the data on work-commute-modal-share. Car dominance along the corridor is supported by existing street and block patterns, a circuitous road network, poor quality pedestrian and active transportation environment, and a lack of pedestrian connections. The nodal layout, and physical distance between destinations may also account for high rates of car usage.

Corridor Population & Employment Trends

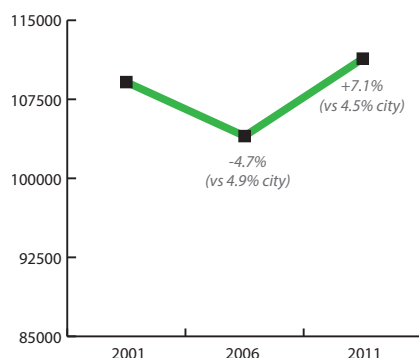
The population of the city of Toronto increased fairly consistently over the last two census periods at rates close to 5% (between each census). This differs from the Finch corridor; the population of which has fluctuated over the same time periods. Between 2001 and 2006, the population of the Finch corridor dropped by 4.7%, but then recovered between 2006 and 2011 via an increase of 7.1%. The population of the corridor consists of a high proportion of immigrants

to Canada, and also tends to be younger than that of the city, with a higher proportion of people under 19 years of age.

Over the last two census periods, the number of jobs increased along the corridor, and at rates well above that of the city. Between 2006 and 2011, the number of jobs along the Finch corridor increased by 6.8%, whereas the city as a whole saw an increase less than half

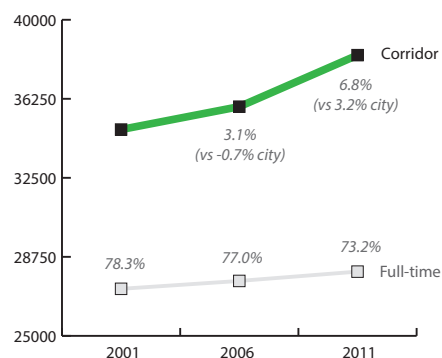
Population

The population of the city increased over the last two census periods, whereas the population of the corridor fluctuated. Source: Census



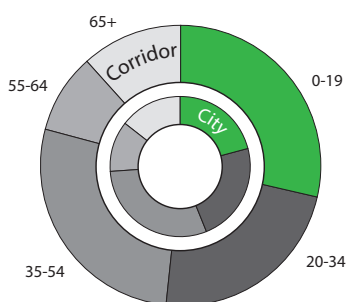
Jobs

The number of jobs increased over the 2001 and 2011 period, though the proportion of full-time jobs has dropped. Source: Toronto Employment Survey



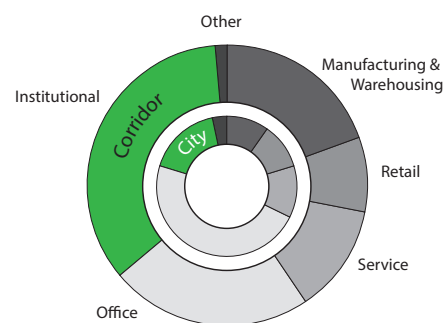
Age Distribution (2011)

The corridor tends to have a younger population than the rest of the city, with a high proportion of the population under 19 years of age. Source: Census



Jobs by Sector (2011)

The corridor has a high proportion of jobs in the institutional, and manufacturing and warehousing sectors, compared with the city as a whole. Source: Toronto Employment Survey



that rate at 3.2%. The increase along the corridor is attributable mainly to the institutional sector. However, the proportion of full time jobs decreased over the same time period, from 78.3% to 73.2%. Compared with the city, the corridor has proportionately more jobs in manufacturing and warehousing, and in the institutional sectors, and less in the office sector. The total number of establishments has remained around 2500 from 2001-2011.

Put together, the number of people and number of jobs form the density of the corridor. There were about 61.0 people and jobs per hectare along the corridor in 2011, which is a slight increase from 2001, when the density was about 58.7.

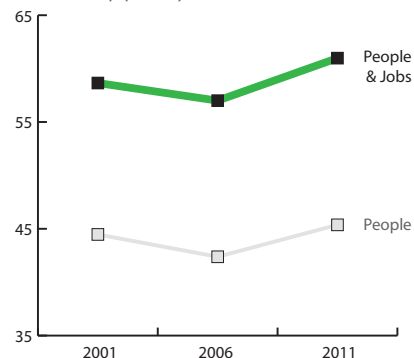
Private household income is below the city average, with the gap widening between the 2000 and 2010 period. Despite the increasing gap, the proportion of low income households is declining faster than the city average.

Home ownership rates are just below the city average. The city trend toward a higher proportion of ownership was mirrored by the corridor from 2001-2011.

The average area worker commutes to work via personal automobile, with more than 58% of commuters driving to work via personal automobile. A further 34% take transit.

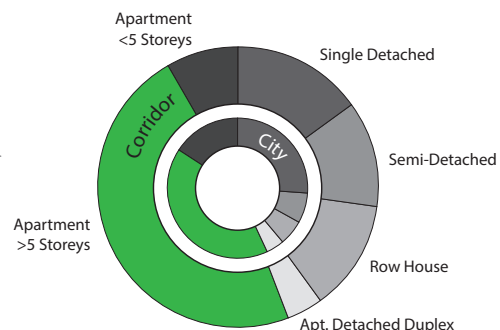
Density (People & Jobs / Hectare) (2011)

The density of the corridor has fluctuated (due to population fluctuation).
Source: calculated using Census & Toronto Employment Survey



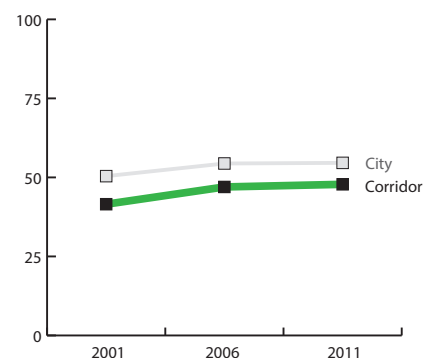
Housing Type (2011)

The corridor's housing mix is similar to that of the city, though with a higher proportion row house units, and apartment units in buildings over 5 storeys.
Source: Census



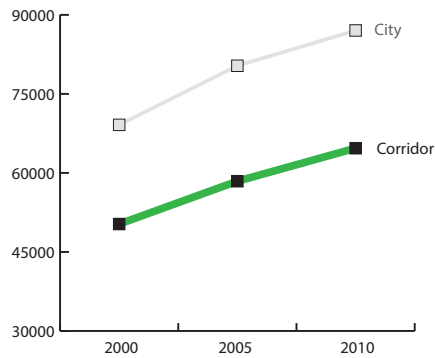
Tenure (Ownership)

Home ownership rates are above that of the city, but declining, unlike the other areas of the corridor.
Source: Census



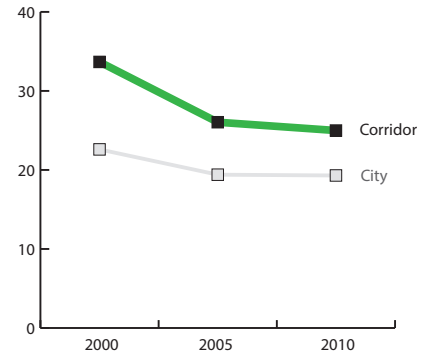
Private Household Income

Private household income is lower than that of the city, with the gap widening in the 2000 to 2010 period.
Source: Census



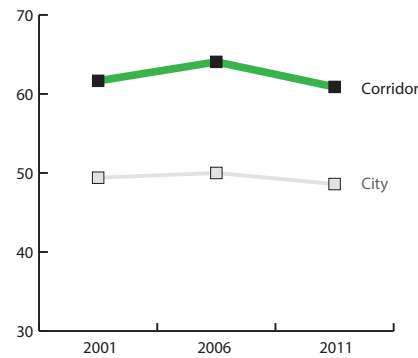
Proportion Low Income

The proportion of low income households was similar, though slightly above, the city average.
Source: Census



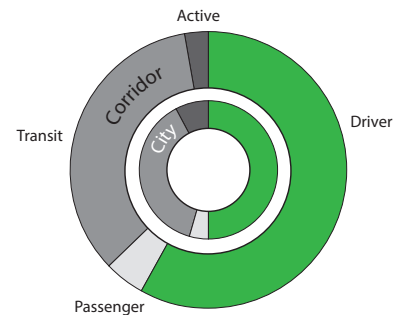
Immigration

The area has a high proportion of immigrants to Canada. Source: Census.



Modal Split (2011)

The majority of trips to work are taken by driving to work in a personal automobile. The rate along the corridor is higher than the city average.
Source: Census



Jobs

	Mfg	Retail	Service	Office	Instit	Other	Total
2001	10685	3935	5042	7163	8149	700	35674
2006	9900	3939	4439	7169	9805	625	35877
2011	7496	3303	4766	8931	13376	450	38322

Employment Establishments

	Mfg	Retail	Service	Office	Instit	Other	Total
2001	337	508	578	758	148	36	2365
2006	332	570	591	832	178	39	2542
2011	321	528	612	838	206	40	2545

Segment 1



Aerial (2013)



Location

Study Segment 1 is located in Etobicoke North (Ward 1), at the farthest western limit of the proposed Finch LRT Corridor. The segment is generally bounded by Albion Road to the north, Humber River to the south, portions of both Kipling Avenue and Martin Grove Road to the east and Carrier Drive and Humberwood Boulevard to the west.

Description

The segment area contains a mix of land-uses which include predominantly low-rise residential, employment, institutional and a small portion of both apartment neighbourhood and commercial mixed-use. There are several schools, institutions, bicycle paths, recreation facilities and neighbourhood parks in this segment including Humber College (North Campus), the University of Guelph at Humber, and William Osler Hospital.

Housing types within this segment area consist primarily of single detached dwellings. However, there is a small portion semi-detached dwellings, row townhouses, and apartment buildings.

The north and south interface along Finch Avenue West consists primarily of reverse lotted homes, landscaped areas, and surface parking lots. Due to the large green buffers in sections of the corridor (Highway 27 and Finch Avenue), the street condition at certain sections presents a rural feel.

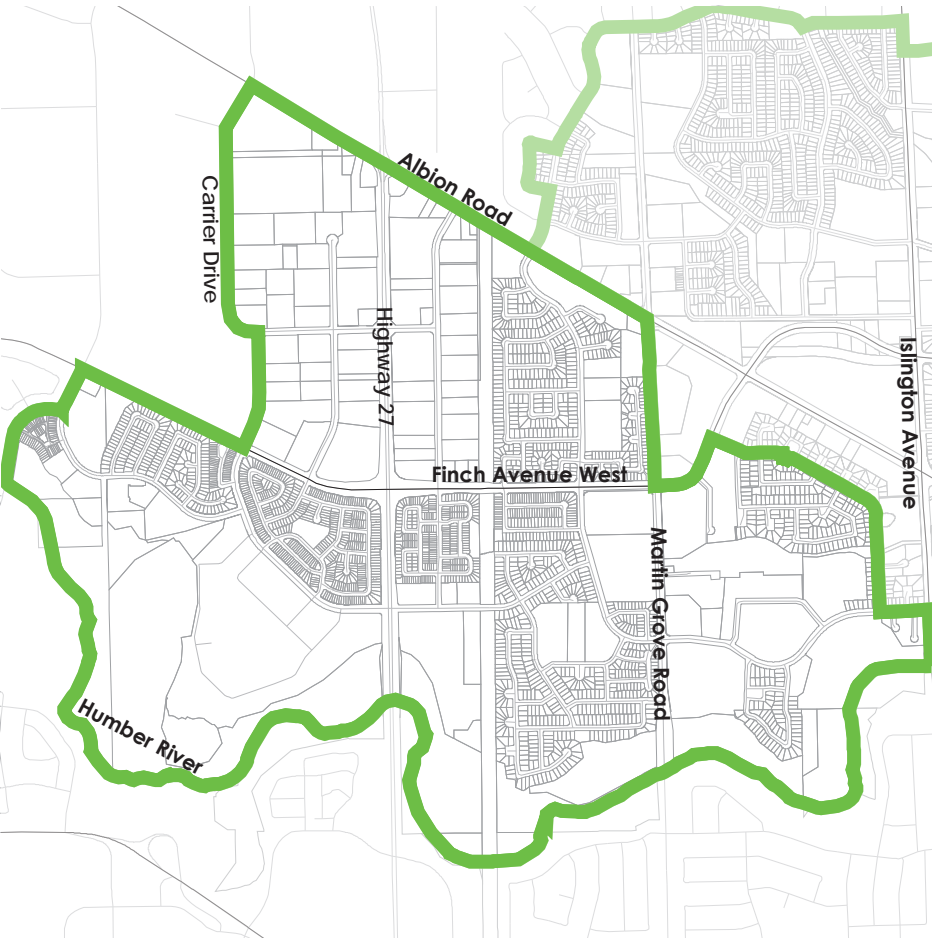
With large green buffers and buildings deeply inset from the street edge, portions of the street frontage along this segment of the corridor do not lend itself to pedestrian-oriented street animation.

Snapshot

Population (2011):	15,153
Size:	495.4 hectares
Immigrant population (2011):	59.4%
Education (2011):	49.0% college or university
Private Household Income (2010):	\$68,021
Tenure (2011):	38.8% rent
Jobs (2011):	10,402
Employment Establishments (2011):	401
Unemployment rate (2011):	11.7%
Density (2011):	21.00 jobs & 30.59 people = 51.59 people & jobs/hectare

Snapshot detail sources: Census & Toronto Employment Survey

Parcel Fabric



Parcel Fabric

In this segment, the LRT corridor passes by parcels that are mainly small in size. However, there are a few exceptions, including school sites, TCHC properties near Martin Grove Road, Humber College in the southwest, and large Employment District parcels in the northwest.

Housing Form

Most residential development in the segment was constructed between 1961 and 1990. Low rise housing forms, such as single detached, row, and detached duplex make up a large portion of housing in the segment. About a fifth of housing is in the form of apartments over 5 storeys.

Private Dwellings

by Period of Construction (2011)

Before 1960	3.6%
1961-1980	49.1%
1981-1990	26.1%
1991-2000	10.6%
2001-2005	1.3%
2006-2011	0.0%

Housing by Structural Type (2011)

Single Detached	33.9%
Semi-Detached	3.1%
Row House	24.8%
Detached Duplex	12.8%
Apt 5+ storeys	18.7%
Apt 5- storeys	6.6%
Other	0.0%

Interface (following page)

In this segment, the LRT corridor leaves Finch Avenue and heads south along Highway 27 to Humber College Boulevard. Along this route, a large portion of the corridor interface consists of opaque fencing, as a result of housing that backs onto the main route, rather than facing it. This results in a largely inactive frontage, which limits activity and vibrancy at the street level.

There are some exceptions to this, where landscaping and parking lots are the interface. This is marginally better than opaque fencing for creating street vibrancy, but regardless is not an ideal condition for creating a transit-oriented avenue.

Figure Ground



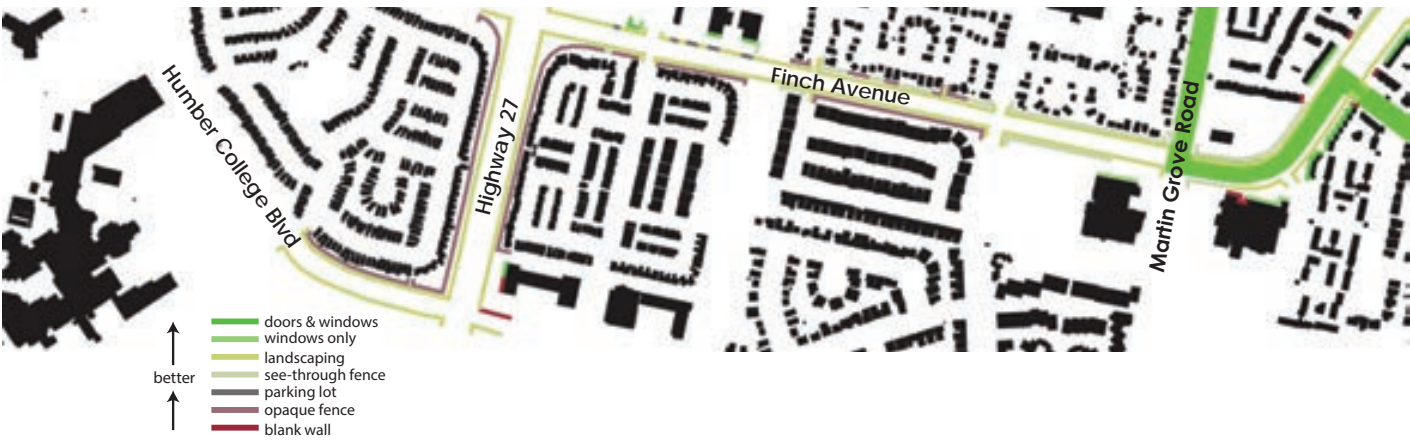
Figure Ground

The figure ground at left depicts areas of detached and semi detached housing (smaller black figures), as well as areas where larger industrial buildings are located (the larger black figures, especially in the northwest corner of the segment). Humber College buildings are in the southwest corner of the diagram.

The large volume of white (unbuilt) space in the diagram is evidence of the large amount of open space, green areas, lawns, and other space in the segment.

The edges of Finch Avenue West do not stand out clearly in this diagram, which emphasizes the lack of street-wall along the corridor in this segment.

Finch Avenue Interface



Population & Employment Trends

The population of segment 1 declined consistently over the 2001 to 2011 period. The population is composed of a large proportion of younger people, and relatively fewer seniors. A high proportion of the population are immigrants to Canada.

Private household income is below the city average, with the gap widening between the 2005 and 2010 period. Despite the gap, the proportion of low income households is only marginally above the city average. The data suggests that this trend will continue.

Home ownership rates are just above the city

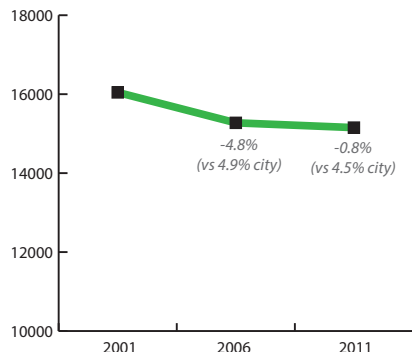
average. However, unlike the remainder of the corridor, rates are declining. The younger and expanding student population (who typically seek rental accommodation) may partly explain this.

The number of jobs increased over the 2001 to 2011 period, attributable almost exclusively to the institutional sector.

The average area worker commutes to work via personal automobile, with more than 60% of commuters driving to work via personal automobile.

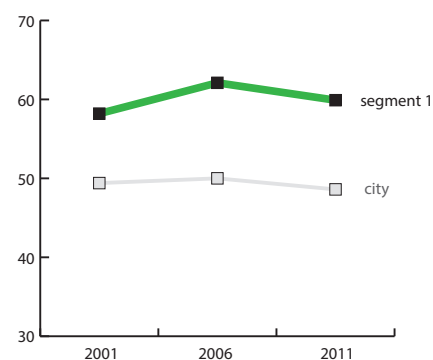
Population

The population of the area decreased between the 2001 and 2011 period.
Source: Census



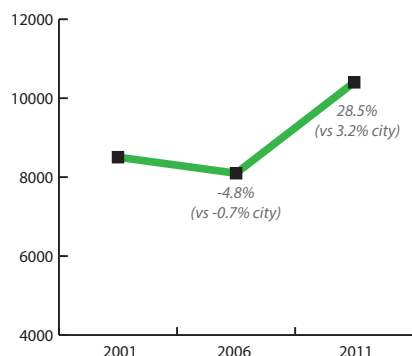
Immigration

The area has a high proportion of immigrants to Canada. Source: Census.



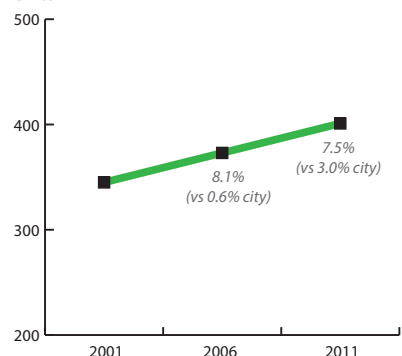
Jobs

The number of jobs increased over the 2001 and 2011 period.
Source: Toronto Employment Survey



Employment Establishments

The total number of employment establishments is increased at a steady rate between 2001 and 2011.
Source: Toronto Employment Survey



Jobs

	Mfg	Retail	Service	Office	Instit	Other	Total
2001	2212	476	547	1324	3861	85	8505
2006	2303	568	555	1367	3211	94	8098
2011	1760	488	543	1411	6105	95	10402

Age Distribution

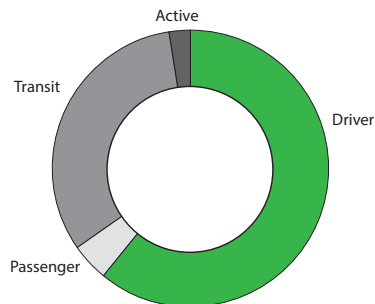
Employment Establishments

	Mfg	Retail	Service	Office	Instit	Other	Total
2001	44	51	67	150	26	7	345
2006	40	67	66	167	25	8	373
2011	51	68	66	176	34	6	401

	Seg. 1	Corridor	City
0-19	29.7%	28.6%	21.1%
20-34	22.1%	23.1%	22.8%
35-54	26.4%	27.5%	30.1%
55-64	10.6%	9.3%	11.6%
65+	11.2%	11.4%	14.4%

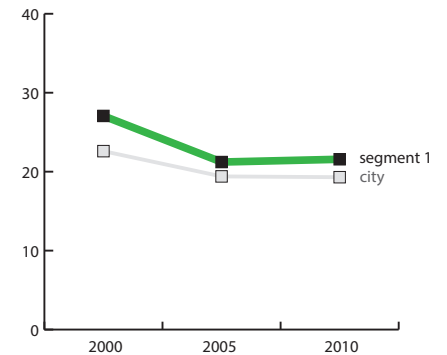
Modal Split (2011)

The vast majority of trips to work are taken by personal automobile.
Source: Census



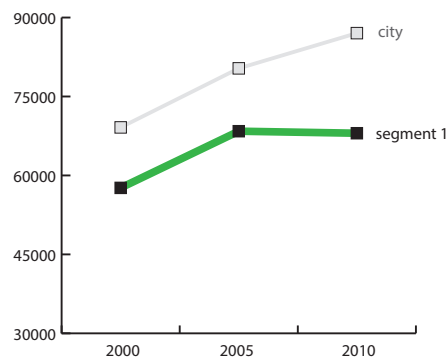
Proportion Low Income

The proportion of low income households was similar, though slightly above, the city average.
Source: Census



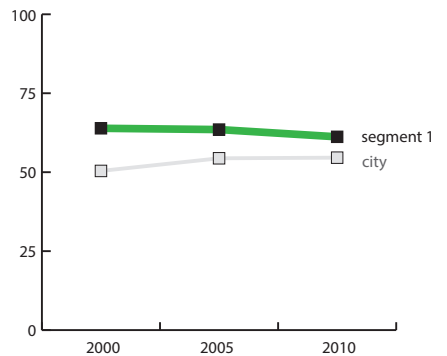
Private Household Income

Private household income is lower than that of the city, with the gap widening in the 2006 to 2011 period.
Source: Census



Tenure (Ownership)

Home ownership rates are above that of the city, but declining, unlike the other areas of the corridor.
Source: Census



Segment 2



Aerial (2013)



Location

Study Segment 2 is located in Etobicoke North (Ward 1), at the western portion of the proposed Finch LRT Corridor. The segment is generally bounded by Silverstone Drive and Beaconhill Road to the north, Humber River to the south and east and Martin Grove Road and Silverstone Drive to the west.

Description

The segment area contains a mix of land-uses which include predominantly low-rise residential and apartment neighbourhood uses, institutional, and a large portion of commercial mixed-use including the Albion Centre. There are several schools, recreation facilities, neighbourhood parks, and bicycle paths in this segment.

Housing types within this segment area consist primarily of apartment buildings, single detached dwellings, and a few townhouses.

The Albion Islington Square Business Improvement Area (B.I.A.), and the former Thistletown Regional Centre for Children and Adolescents

are also located within this study segment.

The north and south interface along Finch Avenue West is comprised mainly of reverse lotted homes, surface parking lots and landscaped areas.

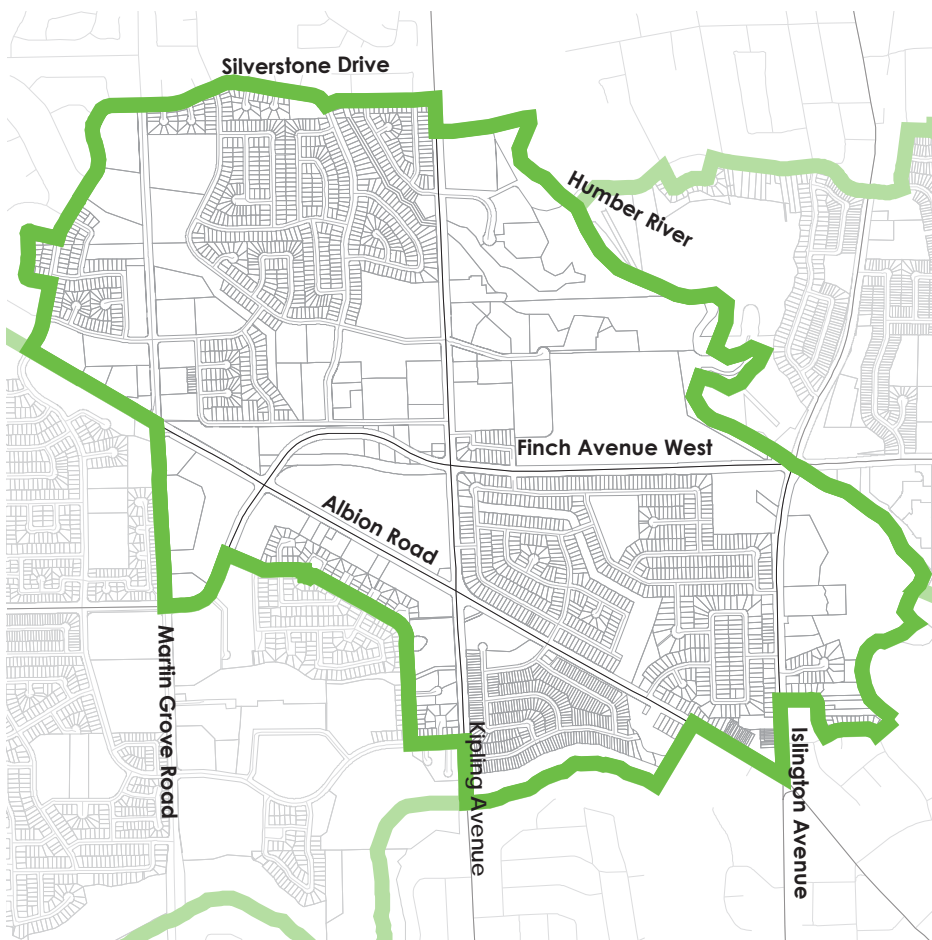
Although portions of this segment of the Finch corridor are easily travelled by pedestrians, given the types of development and grade changes, there is limited visual, physical orientation and interface that would support or encourage pedestrian activity.

Snapshot

Population (2011):	27,441
Size:	409.1 hectares
Immigrant population (2011):	67.2%
Education (2011):	51.8% college or university
Private Household Income (2010):	\$72,610
Tenure (2011):	50.8% rent
Jobs (2011):	2,726
Employment Establishments (2011):	270
Unemployment rate (2011):	13.8%
Density (2011):	6.66 jobs & 67.08 people = 73.74 people & jobs/hectare

Snapshot detail sources: Census & Toronto Employment Survey

Parcel Fabric



Parcel Fabric

In this segment, the LRT corridor passes large portions of landscaped areas and surface parking lots. Parcels within this segment are generally small in size and reverse lotted, with the exception of the former Thistletown Regional Centre for Children and Adolescents, the Albion Centre, TCHC properties, the Toronto Police Service Station – 23 Division and a large mixed-use parcel on the north side of Albion Road bounded by Kipling Avenue and Martin Grove Road.

Housing Form

Residential development in this segment was constructed primarily between 1961 and 1990 and the predominant housing forms consist of apartments over 5-stories in height, single-detached dwellings, and row housing.

Private Dwellings

by Period of Construction (2011)

Before 1960	16.4%
1961-1980	54.2%
1981-1990	20.5%
1991-2000	8.6%
2001-2005	0.3%
2006-2011	0.0%

Housing by Structural Type (2011)

Single Detached	20.4%
Semi-Detached	3.6%
Row House	11.2%
Detached Duplex	6.2%
Apt 5+ storeys	56.1%
Apt 5- storeys	2.3%
Other	0.0%

Interface (following page)

In this segment, the corridor interface consists primarily of landscaping and opaque fencing. The landscaped areas are largely due to the Humber River, the Humber River Recreation Trail and public parks, whereas the opaque fencing is the result of the rear lotted homes. A smaller portion of the interface at the western edge approaching Martin

Grove Road consists of doors and windows.

Landscaping, doors and windows combined with wide sidewalks along this portion of the corridor create an open and easily travelled segment. However, it does not provide an inviting and transit-supportive street condition.

Figure Ground

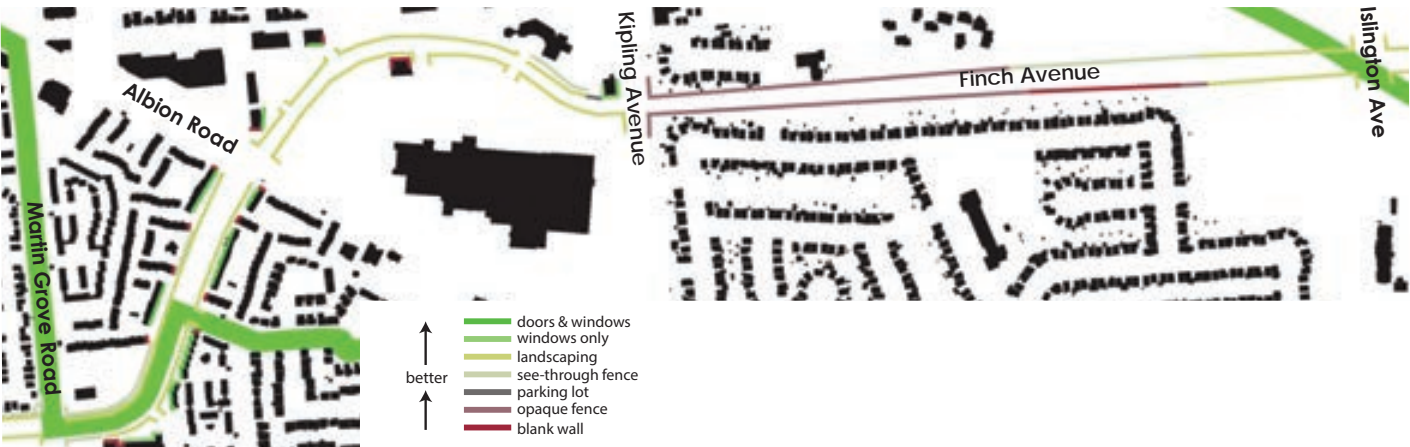


Figure Ground

The figure ground map for this segment depicts in white, the large portions of vacant land which is comprised primarily of green trails (Humber River Recreation Trail and public parks), open areas, parking lots, lawns, and other space that exists within the segment boundary. Small black figures depict single-detached dwellings and townhouses, which are located in clusters. Large black portions, depict apartment buildings and mixed-use areas (such as Albion Centre) in the southwest quadrant of Kipling Avenue and Finch Avenue.

The north and south edges of Finch Avenue West are not clearly delineated in portions of this diagram because the built form does not consistently line the street edge.

Finch Avenue Interface



Population & Employment Trends

The population of segment 2 declined in the 2001 to 2006 period, but recovered by 2011. The population is composed of a large proportion of younger people. A very high proportion of the population are immigrants to Canada.

Private household income is below the city average, but is increasing at a faster rate than that of the city. The proportion of low income households is above the city average, with the gap widening between 2005 and 2010.

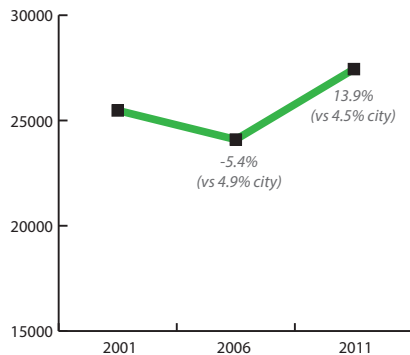
Home ownership rates are just below the city average.

Jobs in the segment have remained stable in the 2001 to 2011 period, though the number of establishments increased.

The average area worker commutes to work via personal automobile. The rate of automobile usage for this purpose is higher than in other areas of the Finch corridor.

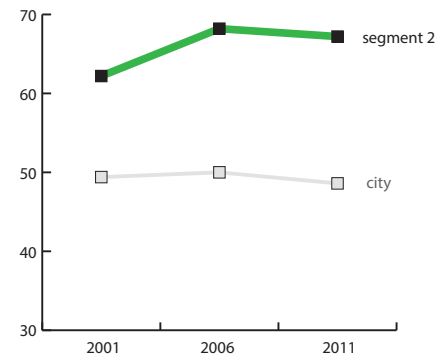
Population

The population of the area decreased between 2001 and 2006, but increased to above 2001 levels by 2011. Source: Census



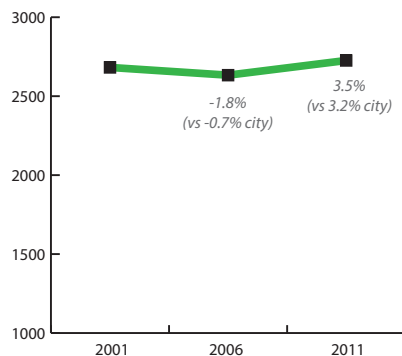
Immigration

The area has a very high proportion of immigrants to Canada. Source: Census.



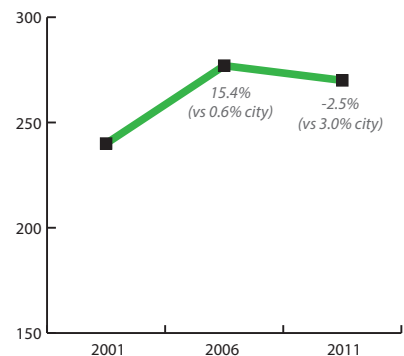
Jobs

The number of jobs in the area has remained fairly stable. Source: Toronto Employment Survey



Employment Establishments

The total number of employment establishments stable to increasing. Source: Toronto Employment Survey



Jobs

	Mfg	Retail	Service	Office	Instit	Other	Total
2001	3	524	441	415	386	31	1800
2006	56	668	333	421	1064	91	2633
2011	4	586	355	485	1204	95	2726

Age Distribution

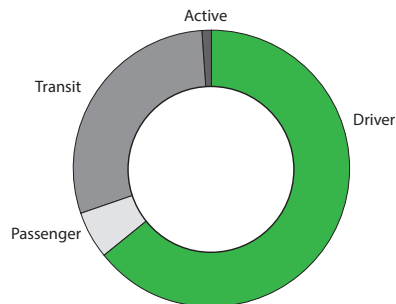
Employment Establishments

	Mfg	Retail	Service	Office	Instit	Other	Total
2001	1	44	69	81	21	3	219
2006	3	105	62	75	27	5	277
2011	1	103	62	71	27	6	270

	Seg. 2	Corridor	City
0-19	29.9%	28.6%	21.1%
20-34	20.8%	23.1%	22.8%
35-54	29.1%	27.5%	30.1%
55-64	9.0%	9.3%	11.6%
65+	11.2%	11.4%	14.4%

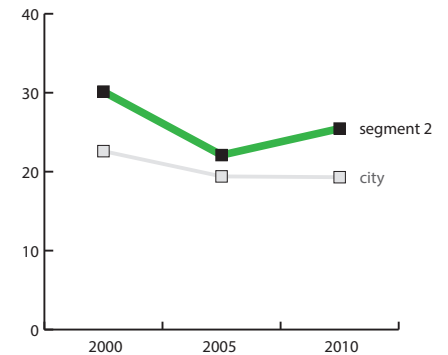
Modal Split (2011)

The vast majority of trips to work are taken by personal automobile.
Source: Census



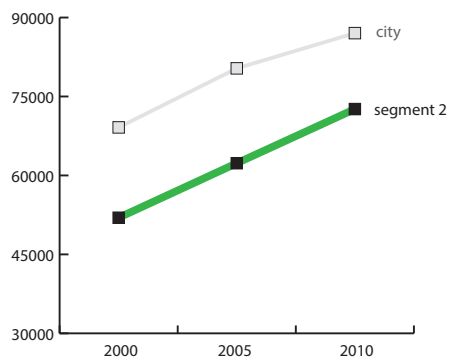
Proportion Low Income

The proportion of low income households is above that of the city, with the gap widening between 2005 and 2010.
Source: Census



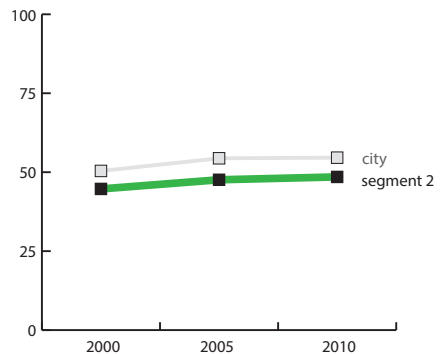
Private Household Income

Private household income is lower than that of the city, but is increasing at a faster rate.
Source: Census



Tenure (Ownership)

Home ownership rates are similar to that of the city at large.
Source: Census



Segment 3



Aerial (2013)



Location

Study Segment 3 is located in York West (Ward 7), along the westerly portion of the proposed Finch LRT Corridor. The segment is generally bounded by Rowntree Mill Road and Duncanwoods Drive to the north, portions of Navenby Crescent and Cherrylawn Avenue to the east and Humber River to the west and south.

Description

The segment area contains a mix of land-uses which include predominantly low-rise residential and apartment neighbourhood uses and a small portion of commercial mixed-use (Finchdale Plaza). There are recreation facilities, neighbourhood parks and bicycle paths in this study segment, but few schools.

Housing types within this study area consist primarily of semi-detached dwellings and row buildings with some stacked townhouse development.

The north and south interface along Finch Avenue West is comprised mainly of landscaped

areas, surface parking lots, reverse lotted homes and some apartment buildings.

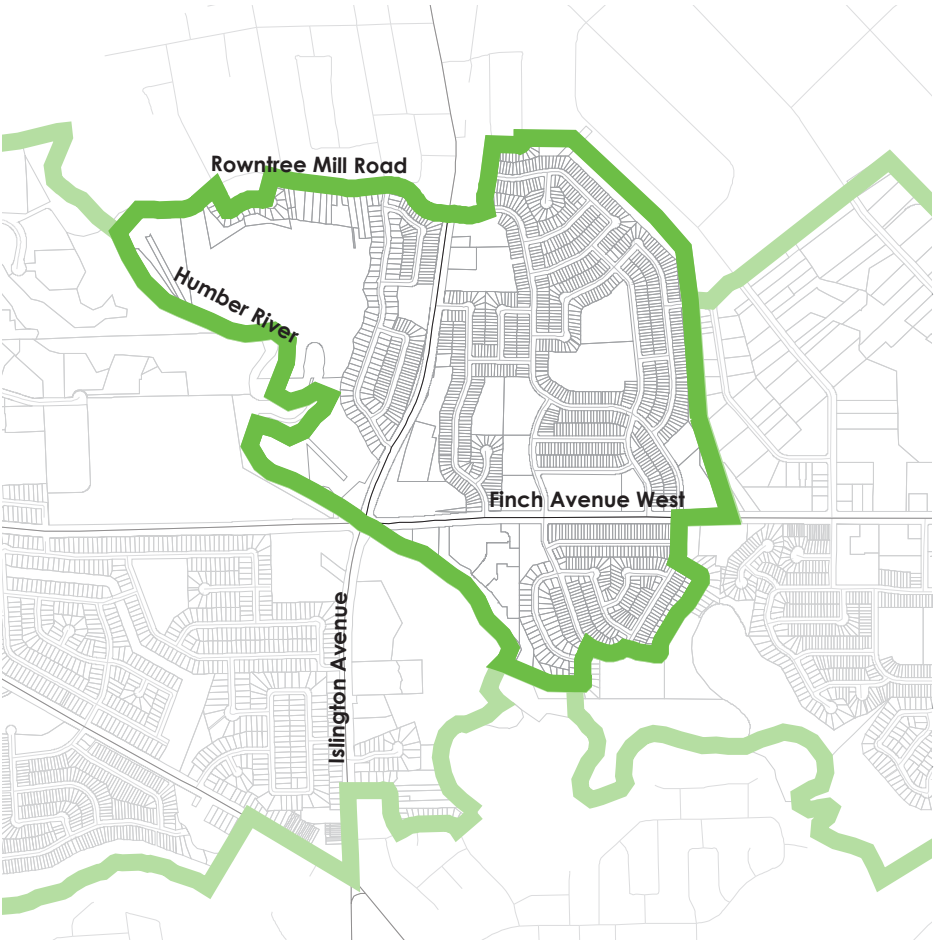
The street condition along this segment slopes downward toward the west and can be easily travelled by pedestrians. Although the pedestrian flow in this segment is interrupted at points by curb cuts, the wide sidewalks, mature trees, view of the Humber River with access to the Humber River Recreation Trail, and a mix of land-uses provide for a comfortable and varied walking experience.

Snapshot

Population (2011):	10,768
Size:	160.5 hectares
Immigrant population (2011):	65.5%
Education (2011):	51.6% college or university
Private Household Income (2010):	\$64,410
Tenure (2011):	31.5% rent
Jobs (2011):	434
Employment Establishments (2011):	39
Unemployment rate (2011):	9.8%
Density (2011):	2.70 jobs & 67.09 people = 69.79 people & jobs/hectare

Snapshot detail sources: Census & Toronto Employment Survey

Parcel Fabric



Parcel Fabric

In this segment, the LRT corridor passes by parcels that are small in size, some of which contain reverse lotted semi-detached homes and others containing townhouses. Exceptions to this are the Finchdale Plaza, a recreation centre (Gord and Irene Risk Community Centre), some TCHC properties, and apartment buildings.

Housing Form

Most residential development in this segment was constructed between 1961 and 1980. Housing types consist primarily of semi-detached dwellings, apartment buildings with 5-storeys or more and row townhouses with a smaller portion of single-detached dwellings.

Private Dwellings

by Period of Construction (2011)

Before 1960	9.0%
1961-1980	65.1%
1981-1990	7.4%
1991-2000	7.2%
2001-2005	1.1%
2006-2011	10.2%

Housing by Structural Type (2011)

Single Detached	6.2%
Semi-Detached	40.9%
Row House	12.9%
Detached Duplex	0.8%
Apt 5+ storeys	27.4%
Apt 5- storeys	11.7%
Other	0.0%

Interface (following page)

Along this portion of the corridor, the interface consists primarily of landscaping and opaque fencing with some doors and windows. The landscape areas are largely due to the Humber River, the Humber River Recreation Trail and a tree lined street frontage. Opaque fencing and blank walls along this interface can be attributed to reverse lotted

homes and commercial retail land uses.

Landscaping, doors and windows provide a pleasant street condition and support an active transit-supportive corridor. However, these elements form less than half the corridor length in this segment.

Figure Ground



Figure Ground

The figure ground map for this segment depicts in white unbuilt space, including green areas and trails (eg. Humber River Valley and public parks). The smaller black figures depict small residential dwellings. The larger figures depict apartment buildings and other land uses such as the Gord and Irene Risk Community Centre, and Finchdale Plaza.

With the exception of the western limit of this segment (Humber River), the edges of Finch Avenue West are more clearly defined than in other segments, especially along the southern limit. Buildings frame Finch Avenue West, lending definition to the street edges. However, improvements could be made to enhance the Avenue, encourage varied forms of mobility and improve the pedestrian experience.

Finch Avenue Interface



Population & Employment Trends

The population of segment 3 is growing much faster than that of the city. The population is composed of a large proportion of younger people and of seniors. A very high proportion of the population are immigrants to Canada.

Private household income is below the city average, but is increasing at a similar pace to that of the city. Despite the continuing gap, the proportion of low income households declined between 2000 and 2010, and (as of 2010) was at a level similar to the city at large.

Home ownership is above the city average and is

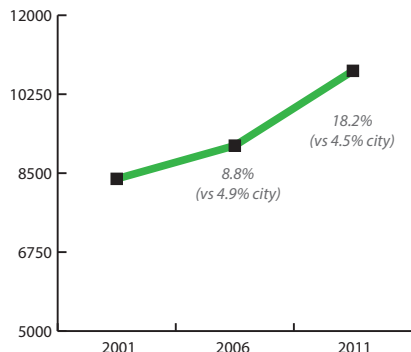
stable to increasing.

As the area is mostly residential in nature, there are few employment establishments and few jobs. Although the number of establishments is stable to increasing, the number of jobs declined between 2006 and 2011. Considering the small number of jobs, this decline may be attributed to the loss of one to a few establishments.

The average area worker commutes to work via personal automobile. The rate of automobile usage for this purpose is higher than in other areas of the Finch corridor.

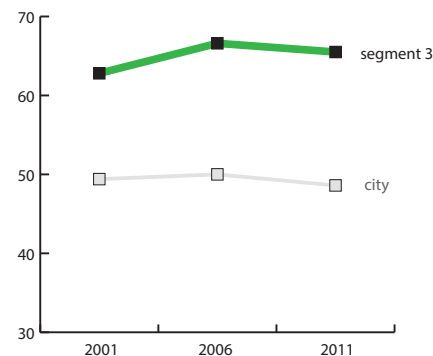
Population

Population is increasing in the area, and at a faster rate than that of the city at large. Source: Census



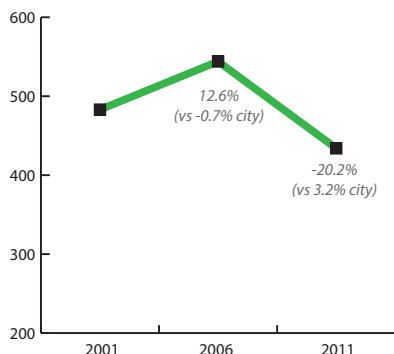
Immigration

The area has a very high proportion of immigrants to Canada. Source: Census.



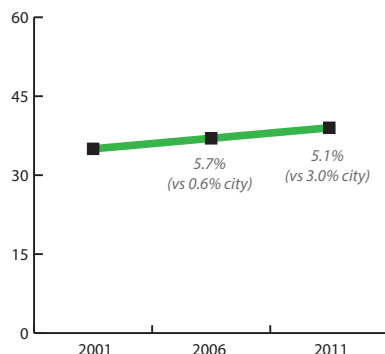
Jobs

The area is predominantly residential. There are few jobs as a result, and the trend is currently toward fewer jobs. Source: Toronto Employment Survey



Employment Establishments

The total number of employment establishments stable to increasing. Source: Toronto Employment Survey



Jobs

	Mfg	Retail	Service	Office	Instit	Other	Total
2001	0	174	38	56	144	71	483
2006	13	172	31	98	190	40	544
2011	12	99	21	75	180	47	434

Age Distribution

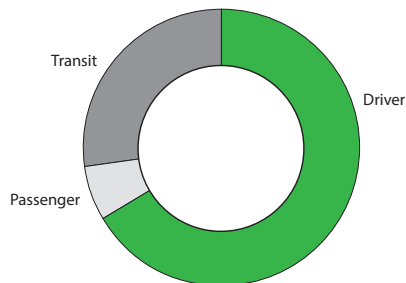
Employment Establishments

	Mfg	Retail	Service	Office	Instit	Other	Total
2001	0	9	11	9	5	1	35
2006	1	12	8	10	5	1	37
2011	2	10	8	12	6	1	39

	Seg3	Corridor	City
0-19	27.2%	28.6%	21.1%
20-34	20.0%	23.1%	22.8%
35-54	28.0%	27.5%	30.1%
55-64	9.6%	9.3%	11.6%
65+	15.2%	11.4%	14.4%

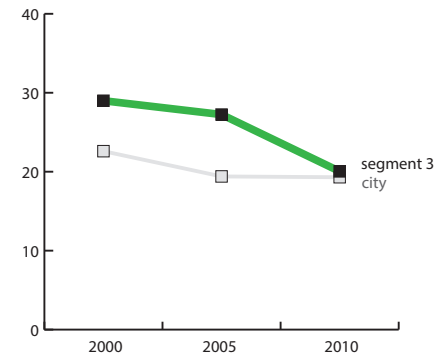
Modal Split (2011)

The vast majority of trips to work are taken by personal automobile.
Source: Census



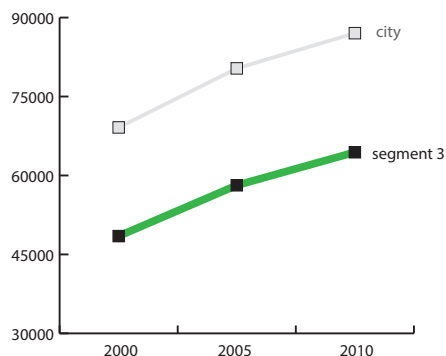
Proportion Low Income

The proportion of low income households declined dramatically in the area, and was at a rate similar to that of the city at large by 2010.
Source: Census



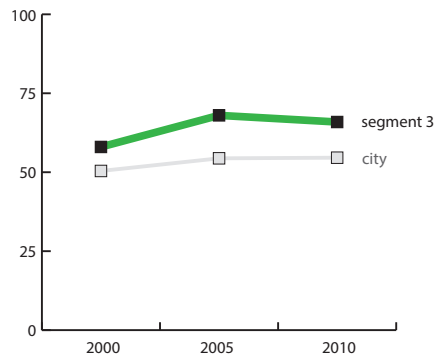
Private Household Income

Private household income is much lower than that of the city, but it is increasing at a rate similar to that of the city.
Source: Census



Tenure (Ownership)

Home ownership rates are higher than the city at large.
Source: Census



Segment 4



Aerial (2013)



Location

Study Segment 4 is centrally located along the proposed Finch LRT Corridor in York West (Ward 7). It is generally bounded by Millport Drive and Penn Drive crossing Milvan Drive and Toryork Drive to the north, Imogene Avenue and the Humber River to the south, The Canadian Pacific Railway (CPR) to the east and portions of Cherrylawn Avenue and Duncanwoods Drive to the west.

Description

The segment area contains a mix of land uses, with the areas north of Finch almost exclusively employment uses. Other land uses in this segment include apartment neighbourhoods, commercial mixed-use and low-rise residential uses.

Housing types within this segment area consist primarily of apartment buildings, semi-detached dwellings, and small portions of townhouses and single detached dwellings.

The Emery Village Business Improvement Area (B.I.A.) is located within this study segment.

There are several schools including the Emery Collegiate Institute and the Emery Adult Learning Centre, recreation facilities, neighbourhood parks and a major multi-use pathway located in the southern portion of this segment.

The interface with Finch Avenue is mixed with mature vegetation, some vacant land and parking lots, apartment buildings, commercial retail uses including some strip plazas, a few reverse lotted homes and townhouse developments.

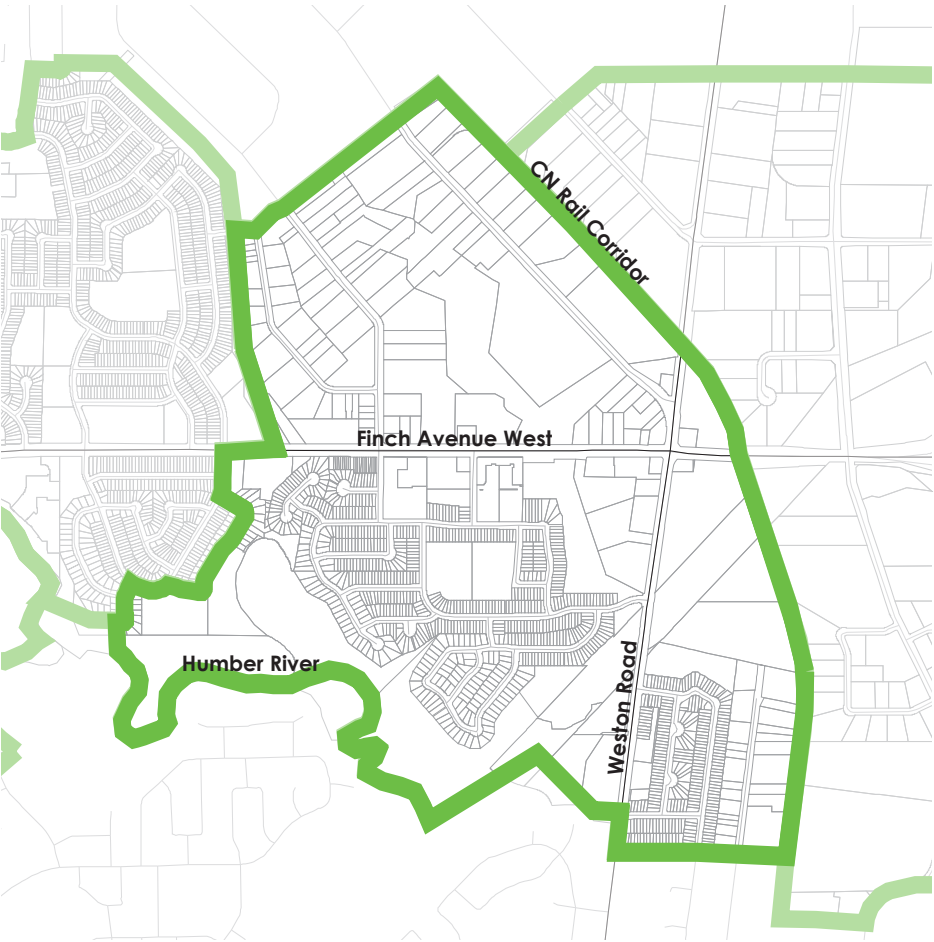
The street condition along the eastern portion of this segment is not conducive to pedestrian activity, due to the overgrown vegetation, curb cuts, the Canadian National rail corridor and pedestrian underpass. However, the pedestrian condition does improve westward along this segment as a result of wider sidewalks, a relatively flat terrain and some mature trees approaching the farthest west end of the segment.

Snapshot

Population (2011):	10,126
Size:	256.6 hectares
Immigrant population (2011):	62.4%
Education (2011):	51.6% college or university
Private Household Income (2010):	\$61,723
Tenure (2011):	58.2% rent
Jobs (2011):	3,974
Employment Establishments (2011):	421
Unemployment rate (2011):	14.5%
Density (2011):	15.49 jobs & 39.46 people = 54.95 people & jobs/hectare

Snapshot detail sources: Census & Toronto Employment Survey

Parcel Fabric



Parcel Fabric

Parcels along the Finch Avenue West, as well as along Weston Road (the other major arterial in the segment) are generally large in size. Parcels in the Employment District in the north of the segment are also larger. Small parcels mainly represent individual residential parcels, with the exception of retail parcels toward the western end of the segment along Finch Avenue West.

Housing Form

Almost 90% of housing units in this segment were constructed prior to 1980. Apartments over 5 storeys represent the highest proportion of housing units in the segment at 43.7% of units. Apartments below 5 storeys, and semi-detached housing represents a further 27.3% and 20.2% of units, respectively.

Private Dwellings

by Period of Construction (2011)

Before 1960	34.5%
1961-1980	52.7%
1981-1990	8.8%
1991-2000	1.6%
2001-2005	1.1%
2006-2011	1.4%

Housing by Structural Type (2011)

Single Detached	5.5%
Semi-Detached	20.2%
Row House	2.1%
Detached Duplex	1.1%
Apt 5+ storeys	43.7%
Apt 5- storeys	27.3%
Other	0.0%

Interface (following page)

Unlike large sections of the Finch Avenue West LRT corridor, buildings in segment 4 are mainly oriented toward the Avenue. Though the street wall is intermittent, there are several small sections of the corridor that have active doors and windows facing directly onto the street. This condition is conducive to creating an active transit-oriented

streetscape, especially if the active streetwall can be continued. Opportunities to continue the streetwall may exist toward the centre of the segment, where large surface parking lots currently interface with the avenue.

Figure Ground



Figure Ground

The figure ground shows that the Finch Avenue West LRT corridor does not have a consistent, built street wall, as evidenced by the unbuilt white spaces along the avenue. Similarly, Weston Road also does not have a consistent street wall.

Large expanses of white space within the segment are attributable to both large green spaces, but also to occupied lands with large areas of unbuilt space, including in the northern half of the segment with larger employment uses.

Finch Avenue Interface



Population & Employment Trends

Segment 4 has a growing population with a high proportion of immigrants to Canada. Between 2006 and 2011, the population increased at a rate almost three times that of the rest of the city.

Private household income fell between the 2005 and 2010 period, and remained well below the city average. There was a coincident rise in the proportion of low income households.

Home ownership is marginally on the rise, but remains below the city average.

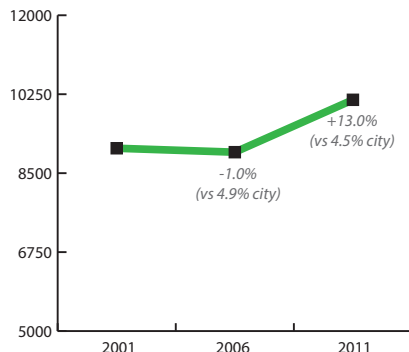
The number of jobs in the area declined dramatically

between 2001 and 2006, but largely recovered between 2006 and 2011. Gains in the office and service sectors in that latter period largely offset declines in both retail, and manufacturing and warehousing.

The average area worker commutes to work via personal automobile. The rate of automobile usage for this purpose is higher than in other areas of the Finch corridor.

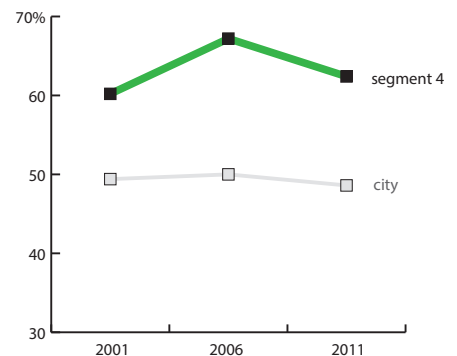
Population

Population is increasing in the area. Source: Census



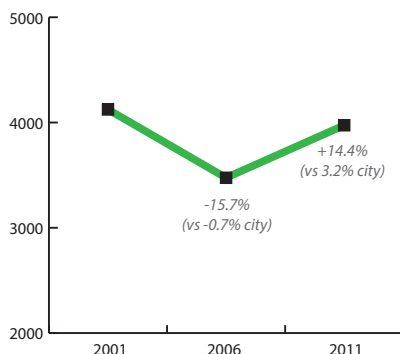
Immigration

The area has a high proportion of immigrants to Canada. Source: Census.



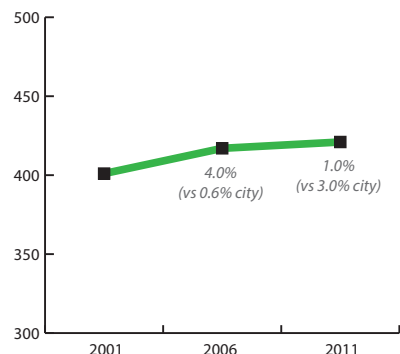
Jobs

The number of jobs declined between 2001 and 2006, but largely recovered by 2011. Source: Toronto Employment Survey



Employment Establishments

The total number of employment establishments is up over the 2001-2011 period. Source: Toronto Employment Survey



Jobs

	Mfg	Retail	Service	Office	Instit	Other	Total
2001	1601	493	850	681	305	194	4124
2006	1035	322	870	684	341	223	3475
2011	902	283	1066	1200	485	38	3974

Age Distribution

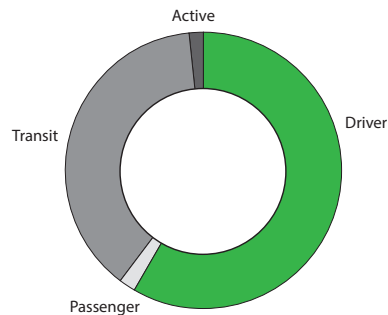
Employment Establishments

	Mfg	Retail	Service	Office	Instit	Other	Total
2001	63	81	149	75	23	10	401
2006	56	76	155	89	31	10	417
2011	52	68	177	86	31	7	421

	Seg. 4	Corridor	City
0-19	28.4%	28.6%	21.1%
20-34	22.7%	23.1%	22.8%
35-54	28.7%	27.5%	30.1%
55-64	9.5%	9.3%	11.6%
65+	10.5%	11.4%	14.4%

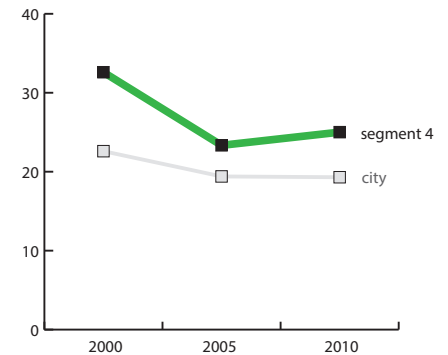
Modal Split (2011)

A large proportion of trips to work were taken by private automobile within the area.
Source: Census



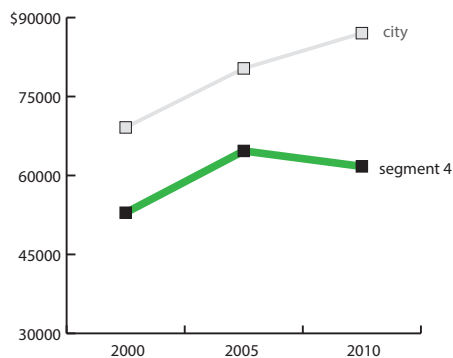
Proportion Low Income

The proportion of low income households declined between 2000 and 2010, but remains above the city average.
Source: Census



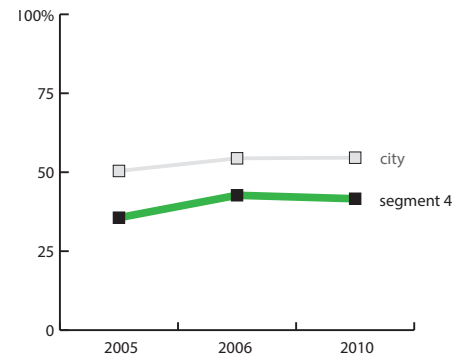
Private Household Income

Private household income declined between 2005 and 2010, widening the gap between the area average and city average.
Source: Census



Tenure (Ownership)

The proportion of home owners is increasing slowly within the segment.
Source: Census



Segment 5



Aerial (2013)



Location

Segment 5 is bounded by highway 400 on the east and a rail corridor on the west. Kenhar Drive is the northern boundary, and Lido Road is the southern boundary.

Description

Save for the hydro corridor, segment 5 is entirely designated Employment Areas in the Toronto Official Plan. The area is part of the Emery Village BIA and is characterized by low-rise industrial and commercial buildings with large floor plates on large lots. The only exceptions are located on the south side of Finch at Signet Drive/Arrow Road, where a mid-rise office building, and large place of worship are located. The hydro corridor cuts through the segment across Finch just west of Signet/Arrow on a northeast-southeast axis.

Access to the segment is limited by all modes, due to the hydro corridor and highway. As a result, there is a 'funnelling effect' at the intersection at Signet/Arrow (the only north-south access to the employment areas in the segment), resulting in a busy intersection.

The number of jobs in this segment has remained relatively stable since 2001, but the

composition has changed. While manufacturing and warehousing accounted for about 60% of jobs in 2001, today the sector represents about 40% of jobs. However, the total number of manufacturing and warehousing establishments has remained stable. Office uses have increased, both in terms of total number of jobs, and total number of establishments. Combined, the office, manufacturing and warehousing sectors account for over 74% of jobs. Service sector jobs account for a further 19% of jobs.

The interface with Finch Avenue consists mainly of highway infrastructure, bridge underpasses, and see-through fencing. Combined with the funnelling effect of limited access to the segment, this makes for a highly unwelcoming experience from a pedestrian, cycling, or transit perspective.

Snapshot

Size: 204.3 hectares

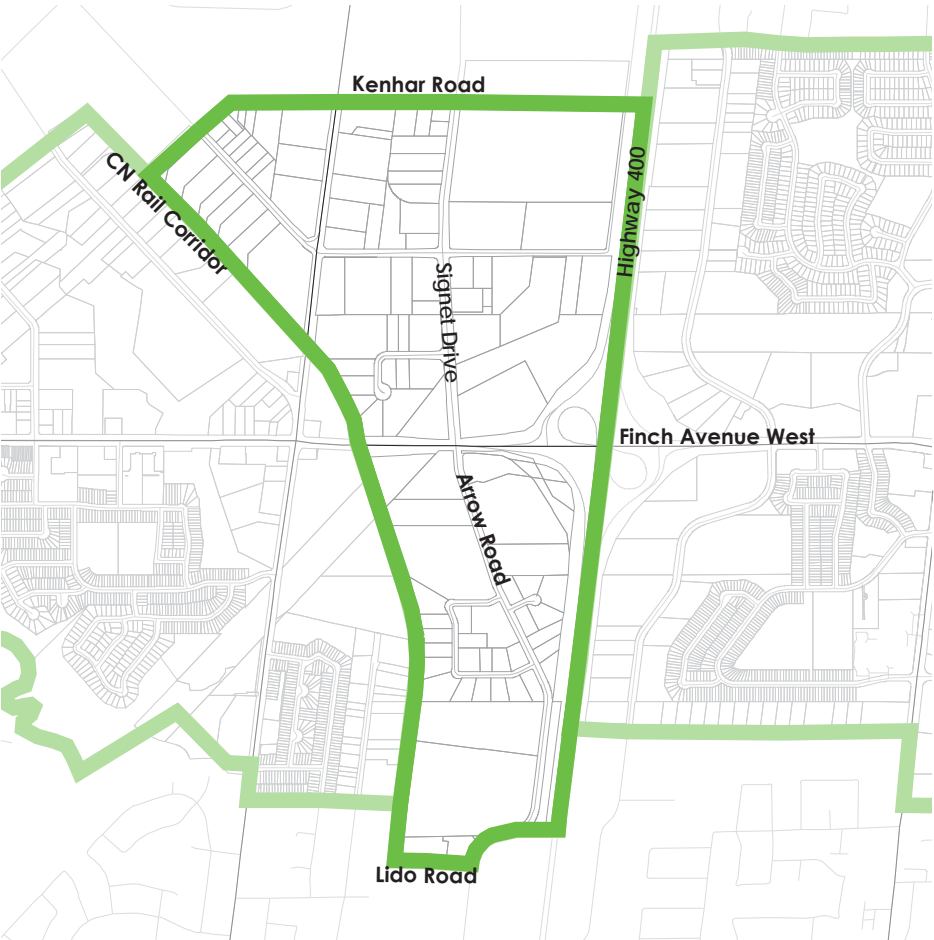
Jobs (2011): 6,094

Employment Establishments (2011): 216

Density (2011): 29.83 jobs & 0 people = 29.83 people & jobs/hectare

Snapshot detail sources: Toronto Employment Survey

Parcel Fabric



Parcel Fabric

Segment 5 is almost entirely an employment area, with many manufacturing, warehousing, and other industrial establishments on larger parcels.

Employment Type

Over 40% of jobs in the segment are in the manufacturing and warehousing sector, with a further third of jobs in the office sector. Overall, the segment is closer to being an industrial district than a business park.

Proportion of Jobs by Sector (2011)

Mfg/Warehousing	40.5%
Retail	4.7%
Service	18.7%
Office	33.5%
Institutional	2.3%
Other	0.3%

Selected Employers (2011)

Knoll North America
Coca Cola Bottling
TTC
Crown Cork and Seal
Jacobs and Thompson Limited
Purolator Courier
Progistix Solutions

Interface (following page)

The interface map helps to demonstrate what the streetscape is like in a segment. However, in this case, the map (which shows an interface of landscaping and see-through fencing) does not provide sufficient evidence to understand the environment of the segment. Located between a highway and a railway underpass, and

flanked by large industrial uses, the environment of the Finch Avenue West corridor is rather unfriendly in this segment. It does not have the feel of a vibrant transit-oriented corridor. Only in one location (at the southwest corner of Arrow Road and Finch Avenue West) is there any active frontage.

Figure Ground



Figure Ground

Arrow Road, in the southern section of segment 5 is visible via the figure ground, thanks to a number of buildings along it. However, with almost no built form along it, Finch Avenue West completely disappears. The empty white space along Finch Avenue West continues northward for a large portion of the segment, further emphasizing the vast unbuilt space within the segment. All of this is evidence of an area that currently has poor spatial definition (as it relates to the potential for a rapid transit corridor).

Finch Avenue Interface



Employment Trends

Segment 5 is within an employment area near Highway 400. Lands designated Employment Areas in the Official Plan are protected specifically for employment uses, including manufacturing, warehousing, industrial, and office uses. As a result, this area has no residential uses and no residential population. Therefore, the population and other census information depicted in the other segments is not applicable to this area.

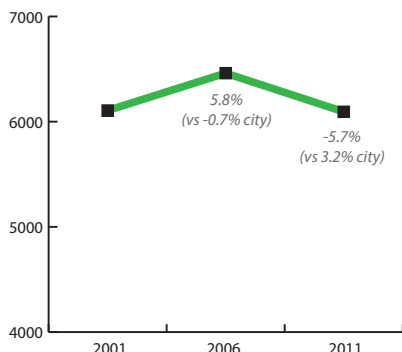
The number of jobs has fluctuated in the area over the 2001 to 2011 period. Manufacturing and warehousing jobs have declined, while service industry jobs have remained stable. Retail jobs

have fluctuated, and office jobs jumped markedly between 2006 and 2011.

Despite the decline in manufacturing jobs, the number of manufacturing establishments was higher in 2011 than in 2001. There have also been increases in the number of office and institutional establishments in the area.

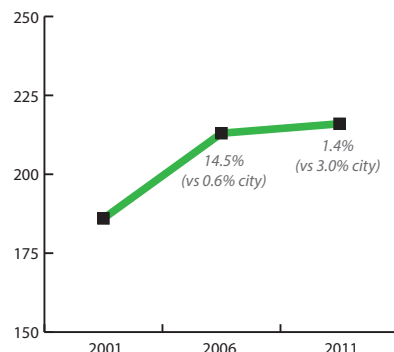
Jobs

The number of jobs has fluctuated somewhat over the 2001 to 2011 period. Source: Toronto Employment Survey



Employment Establishments

The total number of employment establishments increased significantly over the 2001 to 2011 period. Source: Toronto Employment Survey



Jobs

	Mfg	Retail	Service	Office	Institut	Other	Total
2001	3632	179	1103	1104	13	75	6106
2006	3591	355	1326	1004	150	35	6461
2011	2469	287	1140	2042	140	16	6094

Employment Establishments

	Mfg	Retail	Service	Office	Institut	Other	Total
2001	70	23	40	45	6	2	186
2006	79	31	34	51	15	3	213
2011	75	30	34	53	21	3	216

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Segment 6



Aerial (2013)



Location

Segment 6 is centred on the Jane and Finch intersection, and extends westward to Highway 400, eastward to Black Creek, northward to Shoreham Drive, and southward to Eddystone Avenue and Grandravine Drive.

Description

The segment area contains a mix of uses, with large areas of low-rise residential, high-rise residential, low-scale employment areas, and commercial mixed use areas. A large hospital is also located within the segment. High rise residential is located in many areas throughout the segment, but predominantly located along Jane Street, and along the Black Creek Valley. Most residential buildings in the segment date from the 1950-1970 period.

Two large Toronto Community Housing Corporation sites are located within the corridor – Edgeley Village to the north, and Yorkwoods to the south.

There are several schools and neighbourhood parks in the segment, all based on the 'neighbourhood unit' style of planning. York University is located outside of the segment boundary to the northeast, while Seneca College's Yorkgate Campus is located near Jane Street and Finch Avenue West.

The interface with Finch Avenue is mixed, with landscaping and a green 'continuation' of the ravine from Black Creek heading westward. However, reverse lotted homes, and apartments perpendicular to Finch with blank walls do not contribute to an active street frontage. Parking lots and blank walls continue toward and past the intersection of Jane and Finch. However, the orientation changes somewhat to the west of Jane Street, with landscaping, and doors and windows facing Finch.

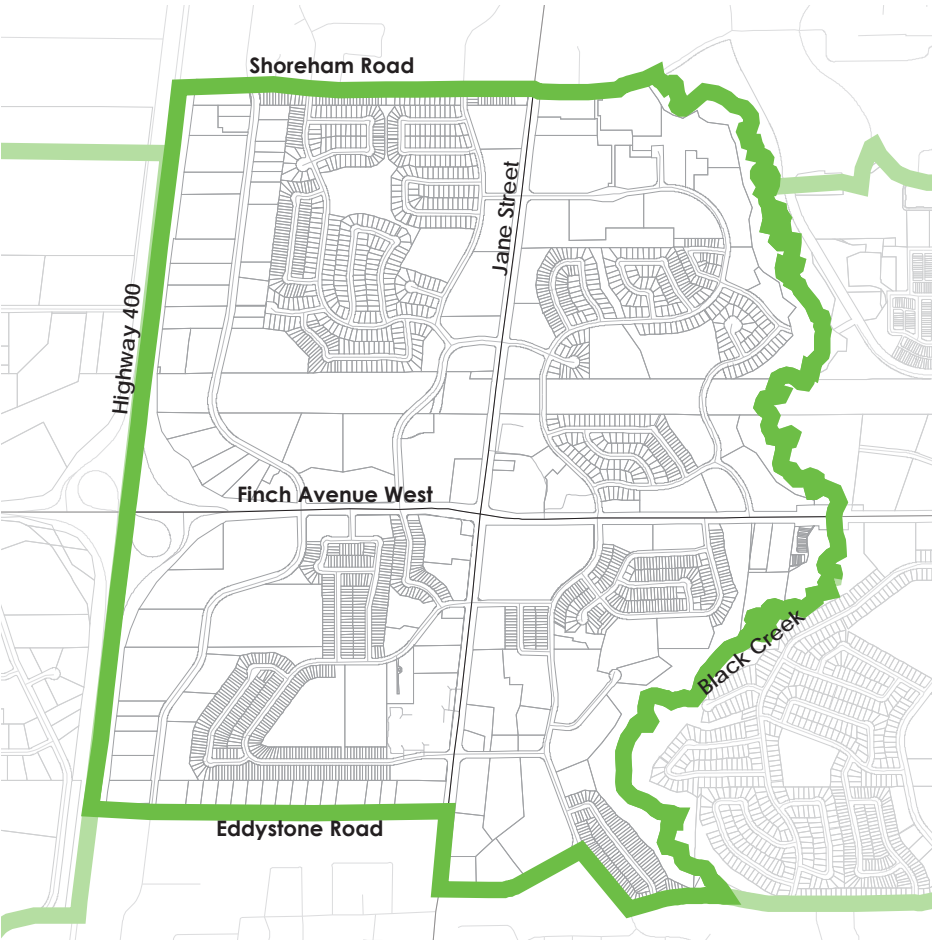
While there are many small parcels with low-rise housing, the majority of parcels fronting onto Finch and Jane are large, with structures occupying only a portion of each. Many of these are designated Mixed-Use Areas in the Official Plan.

Snapshot

Population (2011):	28,529
Size:	434.9 hectares
Immigrant population (2011):	59.6%
Education (2011):	40.1% college or university
Private Household Income (2010):	\$59,130
Tenure (2011):	62.2% rent
Jobs (2011):	9,035
Employment Establishments (2011):	569
Unemployment rate (2011):	13.2%
Density (2011):	20.77 jobs & 65.6 people = 86.37 people & jobs/hectare

Snapshot detail sources: Census & Toronto Employment Survey

Parcel Fabric



Parcel Fabric

Parcels along the Finch Avenue West corridor in this segment are almost all large in size. This includes parcels currently occupied by malls, large apartment towers, a hospital, and open spaces or vacant lands. Large parcels are also located throughout the segment, but are interspersed with small lots occupied by detached, semi-detached, and row houses.

Housing Form

A very high proportion of housing units in segment 6 are apartments in buildings 5 storeys or taller (57.2%). Row houses and semi-detached houses make up over a quarter of units, with single detached housing accounting for only 6.4% of units. More than 87% of housing units were constructed prior to 1980.

Private Dwellings
by Period of Construction (2011)

Housing by Structural Type (2011)

Interface (following page)

Before 1960	16.1%	Single Detached	6.4%	The Finch Avenue West interface in this section consists of large sections of parking lots, opaque fences (due to houses that back onto, rather than face, Finch Avenue) and blank walls. These interface elements fail to contribute to an active, vital avenue frontage. Where there are buildings that face onto Finch Avenue with active doors and windows, they are
1961-1980	71.0%	Semi-Detached	11.8%	
1981-1990	7.9%	Row House	16.8%	
1991-2000	2.0%	Detached Duplex	2.6%	
2001-2005	2.0%	Apt 5+ storeys	57.2%	
2006-2011	1.0%	Apt 5- storeys	5.1%	
		Other	0.1%	

often set well back from the street, with large landscape buffers between them. Large areas of unemcumbered land may provide an opportunity for new development that improves upon the existing interface.

Figure Ground



Figure Ground

As with some of the other segments in this study, the figure ground for segment 6 shows the main avenues (in this case Finch Avenue West, and Jane Street) as weakly defined by built form. Lower order streets, such as Eddystone Road, and residential side streets stand out as having more defined street edges. Even the actual location of the intersection of Jane and Finch is difficult to pinpoint due to edges undefined by buildings.

Large open spaces and roads, such as Highway 400, the rail corridor, and along Black Creek are all depicted as white (as there are no buildings in these areas).

Finch Avenue Interface



Population & Employment Trends

Segment 6 has a young, stable to shrinking population. The immigrant proportion of the population has been declining slightly since 2001, but remains well above the city average.

Private household income increased within the segment, but remained well below the city average by 2010. Despite the gap, the proportion of low income households dropped steadily over the same period. In 2000, about 40.6% of households were considered low income, whereas in 2010, the proportion had improved to 26.8%; closer to the city average.

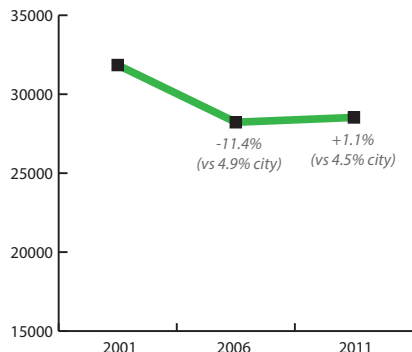
Home ownership is marginally on the rise, but remains below the city average.

The number of jobs in the area has increased significantly over the 2001-2011 period, mainly in the institutional and office sectors.

The majority of trips to work occur in a personal vehicle or via transit.

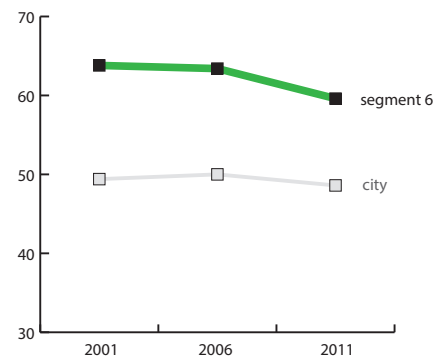
Population

Population declined in the area between 2001 and 2006, but has since stabilised.
Source: Census



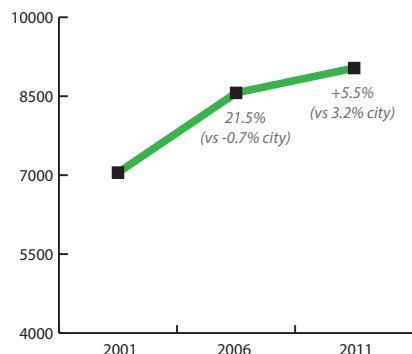
Immigration

The proportion of the population considered to be immigrant is declining within the segment
Source: Census.



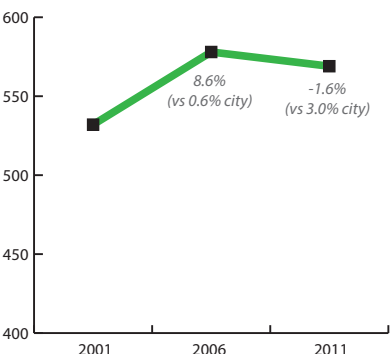
Jobs

The total number of jobs is increasing within the segment.
Source: Toronto Employment Survey



Employment Establishments

The total number of employment establishments is up over the 2001-2011 period.
Source: Toronto Employment Survey



Jobs

	Mfg	Retail	Service	Office	Instit	Other	Total
2001	975	1013	1190	1440	2319	112	7049
2006	751	1036	718	1636	4305	117	8563
2011	721	902	872	1707	4724	109	9035

Employment Establishments

	Mfg	Retail	Service	Office	Instit	Other	Total
2001	60	146	103	182	33	8	532
2006	57	157	108	208	40	8	578
2011	54	143	104	208	51	9	569

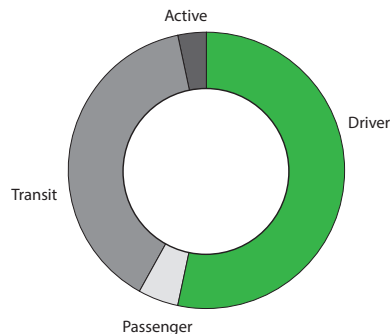
Age Distribution

	Seg. 6	Corridor	City
0-19	31.9%	28.6%	21.1%
20-34	20.9%	23.1%	22.8%
35-54	27.3%	27.5%	30.1%
55-64	9.1%	9.3%	11.6%
65+	10.8%	11.4%	14.4%

Modal Split (2011)

About half of trips to work were taken by personal automobile within the area, with transit trips making up a significant portion of trips as well.

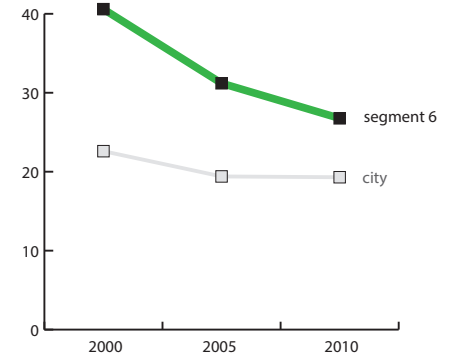
Source: Census



Proportion Low Income

The proportion of low income households declined significantly between 2000 and 2010.

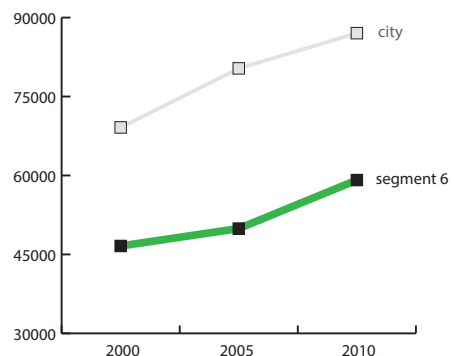
Source: Census



Private Household Income

Private Household Income is increasing within the segment, but remains significantly lower than the city average.

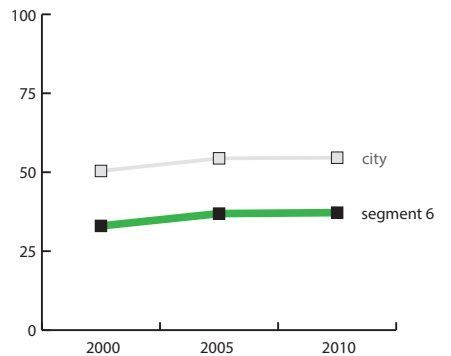
Source: Census



Tenure (Ownership)

The proportion of home owners is increasing slowly within the segment.

Source: Census



Segment 7



Aerial (2013)



Location

Segment 7 is located toward the east end of the corridor, and is bounded by Keele Street in the east, Black Creek in the west, The Pond Road to the north, and Grandravine Drive to the south.

Description

The segment area is known generally as “York University Heights” and is mainly a residential area, comprised of housing built in the 1950 to 1970 period. Housing generally consists of single-family detached housing to the south, ‘tower in the park’ type apartments just to the north of Finch and to the south along Keele, and newer row and semi-detached houses to the north.

Commercial activity is limited within the segment, with a few retail establishments at Keele and Finch, and just off of Sentinel, north of Finch.

York University and Seneca College at York are located toward the north, mainly outside of the segment boundary. There are other schools and places of worship within the segment, including James Cardinal McGuigan school, and St Wilfrid’s Catholic Church and elementary school just west of Sentinel on Finch.

The interface with Finch Avenue is characterized by reverse-lotted homes with a green buffer for most of its southern edge. Most of the northern interface is consistently green, whether a result of Fountainhead Park, or a result of the lands surrounding four ‘tower in the park’ apartment buildings on the northwest corner of Finch and Sentinel. A hydro corridor splits the segment on an east-west axis north of Finch.

Terrain is fairly flat, save for sloping toward the ravine on the western end of the segment.

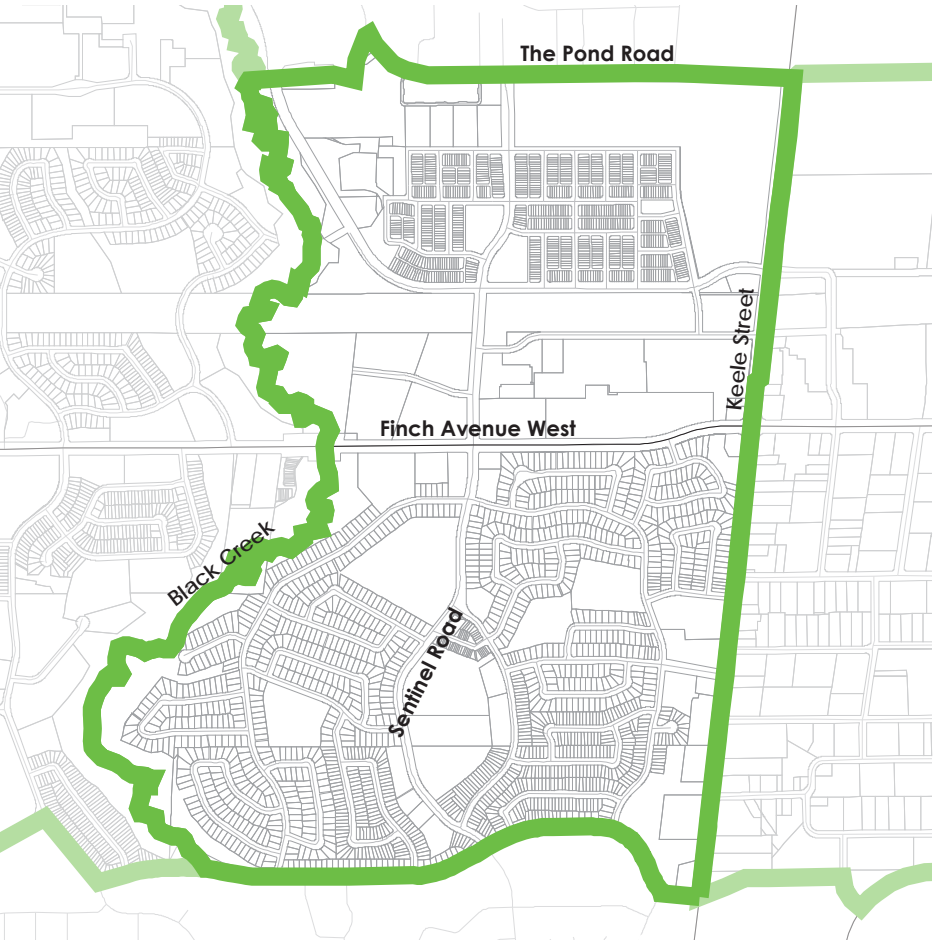
With a few exceptions, parcels in this segment are either *Apartment Neighbourhood* or *Neighbourhood* designated in the Official Plan. Some of these parcels, especially nearer to Sentinel Road, are large in size, with volumes of open space or surface parking.

Snapshot

Population (2011):	19,342
Size:	305.5 hectares
Immigrant population (2011):	59.1%
Education (2011):	59.7% college or university
Private Household Income (2010):	\$60,738
Tenure (2011):	57.6% rent
Jobs (2011):	556
Employment Establishments (2011):	39
Unemployment rate (2011):	11.4%
Density (2011):	1.82 jobs & 63.31 people = 65.13 people & jobs/hectare

Snapshot detail sources: Census & Toronto Employment Survey

Parcel Fabric



Parcel Fabric

South of Finch Avenue, most parcels are small in size, and occupied by detached, semi-detached, and row houses. Throughout the segment, newer housing in the form of row or semi-detached housing has occupied very small lots. On the north side of Finch are large parcels, occupied by taller apartment structures, schools, retail, and the hydro corridor. The large parcels just south of the Pond Road are owned by York University.

Housing Form

The majority (52.9%) of housing units in this segment are in apartments over 5 storeys. Single and semi-detached houses make up a further 27.9%. While most housing was built prior to 1980, about 12% of units were built between 2001 and 2011. This is a higher proportion than other segments under study.

Private Dwellings

by Period of Construction (2011)

Before 1960	15.0%
1961-1980	57.3%
1981-1990	10.1%
1991-2000	5.5%
2001-2005	5.9%
2006-2011	6.2%

Housing by Structural Type (2011)

Single Detached	16.5%
Semi-Detached	11.4%
Row House	6.7%
Detached Duplex	1.5%
Apt 5+ storeys	52.9%
Apt 5- storeys	10.1%
Other	0.7%

Interface (following page)

In this segment, there is almost no active street-related interfacing. Only the retail establishments at the intersection with Keele stand out as exceptions to this.

Most of the south side of Finch Avenue West consists of houses that back onto the avenue. As a result, the interface with Finch Avenue West is one of blank

walls and opaque fencing. However, on the north side, almost the entire segment has an interface of landscaping, as a result of 'tower in the park' apartments, a public park, and school.

Figure Ground

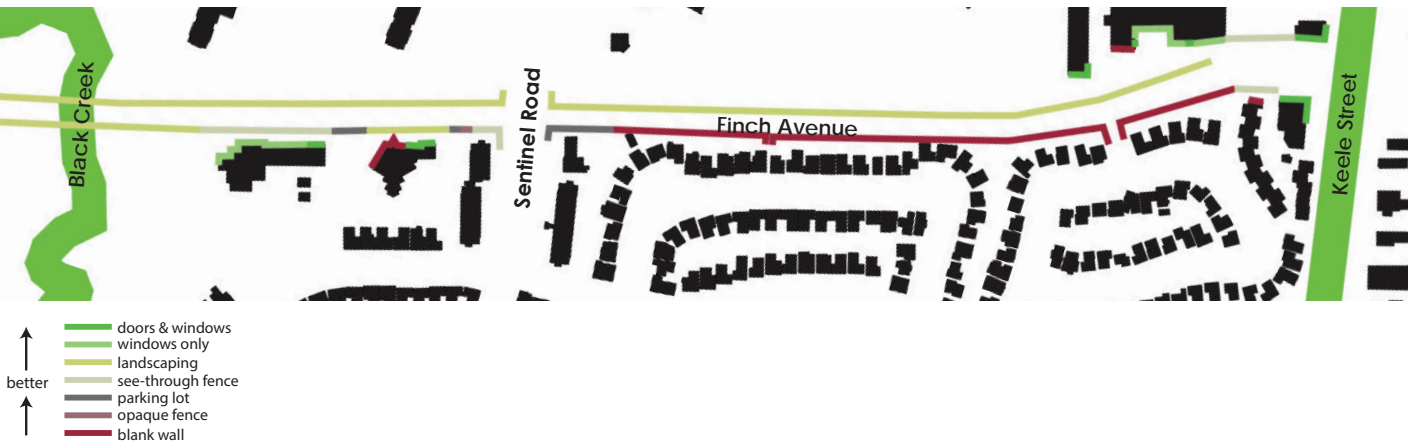


Figure Ground

In the southern half of the segment, residential streets are clearly visible in the figure ground due to large areas of built form consisting of single, semi, and detached housing. However, Finch Avenue itself appears largely undefined, and would not stand out easily without a label on the map. This is evidence of an undefined street wall in this segment.

The newer row and semi-detached houses in the northern half of the segment stand out like an 'island' around a white moat. Implementation of the York University Southwest Precinct Plan will result in new buildings along the south side of The Pond Road.

Finch Avenue Interface



Population & Employment Trends

Segment 7 has a growing population, whose composition is skewed toward university-age (20-34) individuals, likely a result of nearby York University and Seneca College at York. The immigrant proportion of the population has been declining steadily since 2001.

Private household income is increasing within the segment, and at a rate marginally higher than the city average. As a result, the gap with the city-wide average has decreased 1.1% since 2000, though remains wide. Despite the gap, the proportion of low income households declined by 7.7% over the same period.

Home ownership is on the rise in the segment, though remains below the city average.

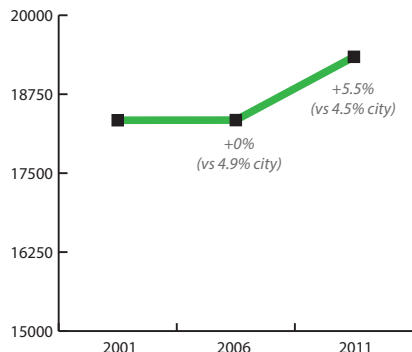
The number of jobs in the segment, and the number of employment establishments have both declined from 2001 to 2011. Most of these losses stem from the service sector.

The majority of trips to work occur in a personal vehicle or via transit.

Population

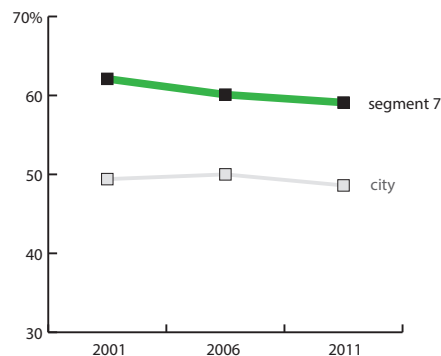
Population was stable in the segment between 2001 and 2006, but has increased at a rate higher than the city average between 2006 and 2011.

Source: Census



Immigration

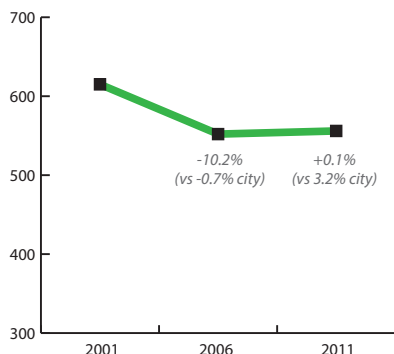
The proportion of the population considered to be immigrant is declining within the segment. Source: Census.



Jobs

The total number of jobs decreased in the segment between 2001 and 2006, and has since remained stable.

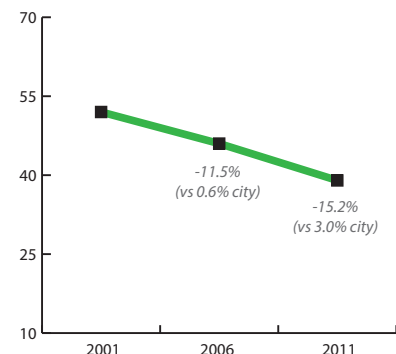
Source: Toronto Employment Survey



Employment Establishments

The total number of employment establishments is declining within the segment.

Source: Toronto Employment Survey



Jobs

	Mfg	Retail	Service	Office	Instit	Other	Total
2001	0	61	123	64	338	29	615
2006	0	62	45	48	382	15	552
2011	0	70	40	46	376	24	556

Employment Establishments

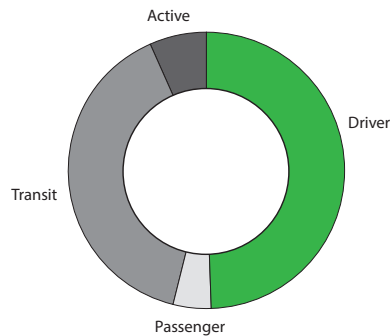
	Mfg	Retail	Service	Office	Instit	Other	Total
2001	0	13	21	6	11	1	52
2006	0	14	13	7	11	1	46
2011	0	11	10	5	12	1	39

Age Distribution

	Seg. 7	Corridor	City
0-19	21.9%	28.6%	21.1%
20-34	32.4%	23.1%	22.8%
35-54	25.7%	27.5%	30.1%
55-64	8.7%	9.3%	11.6%
65+	11.3%	11.4%	14.4%

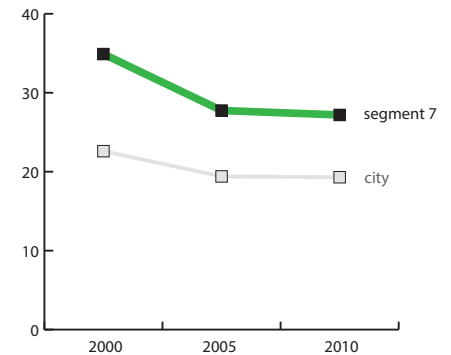
Modal Split (2011)

About half of trips to work were taken by personal automobile within the segment, with transit trips making up significant portion of trips as well.
Source: Census



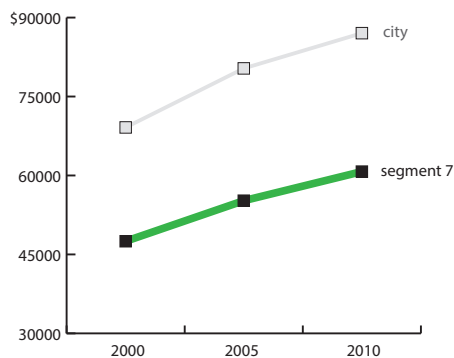
Proportion Low Income

The proportion of the segment that is considered low income declined between 2000 and 2010.
Source: Census



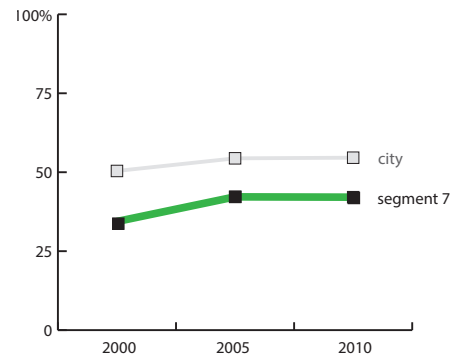
Private Household Income

Private Household Income is increasing within the segment, but it remains significantly lower than the city average.
Source: Census



Tenure (Ownership)

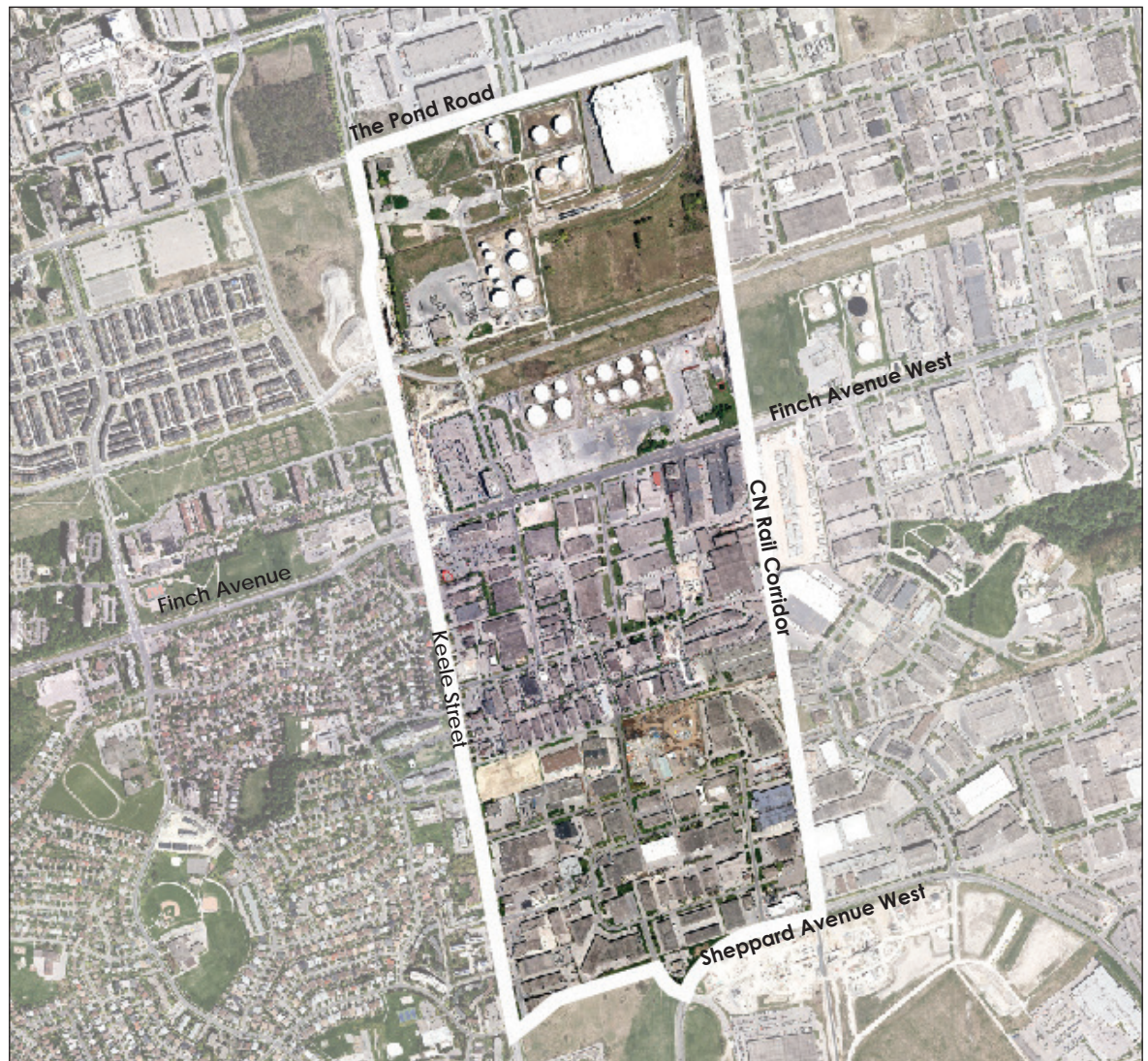
The proportion of home owners is increasing within the segment.
Source: Census



Segment 8



Aerial (2013)



Location

Segment 8 is located at the eastern end of the corridor, and is roughly bounded by the CN rail corridor to the east, Keele Street to the west, The Pond Road and Apollo Road to the north, and roughly Grandravine Drive and Sheppard Avenue West to the south. York University is nearby to the northwest, and Downsview Park is nearby to the south.

Description

Segment 8 is characterized by employment uses, and is mostly designated as Employment Areas in the Official Plan. South of Finch Avenue West, most buildings are single-storey industrial buildings with relatively large floorplates on large parcels. North of Finch are a few large sites housing a fuel storage and distribution centre, including large industrial fuel storage tanks. A hydro corridor splits the fuel storage and distribution centre on an east-west axis, and currently contains a busway connecting York University with Downsview Station. An exception to this lower scale and industrial form exists near the Keele and Finch intersection, where there are a few mid-rise sized office buildings with retail at grade. A small amount of Mixed-Use designated areas exists at this intersection.

Employment activity is over 70% office, manufacturing and warehousing, and this proportion has remained stable at this level since 2001. While overall

employment has declined by about 16% over the 2001-2011 period, the number of establishments has remained relatively stable. There are some retail establishments at the Keele and Finch intersection, as well as south along Keele Street.

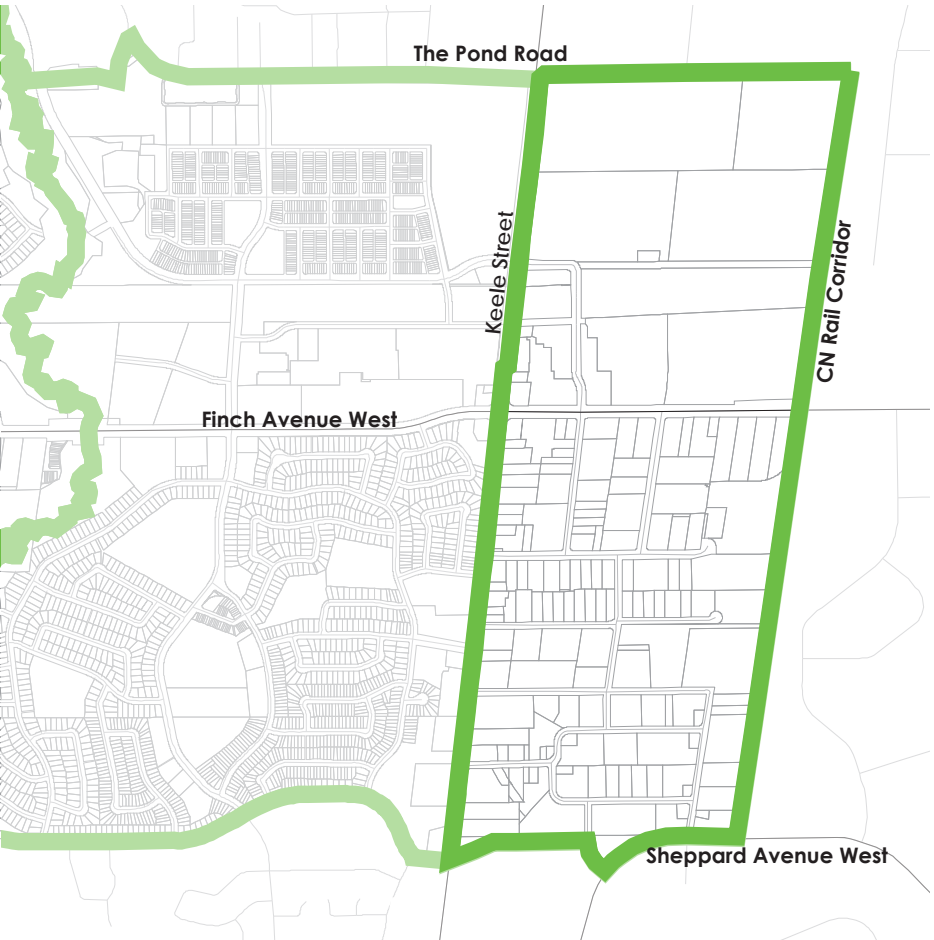
The southern interface with Finch Avenue generally consists of parking lots with limited landscaping. However, doors and windows do face Finch Avenue, and there are some street-related active uses at the base of mid-rise office buildings toward the Finch and Keele intersection. A large section of the northern interface consists of see-through fencing, containing the fuel storage facility.

Snapshot

Size: 188.0 hectares
Jobs (2011): 5,101
Employment Establishments (2011): 590
Density (2011): 27.13 jobs & 0 people = 27.13 people & jobs/hectare

Snapshot detail sources: Toronto Employment Survey

Parcel Fabric



Parcel Fabric

Relatively large parcels are found throughout the segment, with particularly large parcels north of Finch Avenue. A fuel storage facility north of Finch accounts for part of this. These larger parcels support the kinds of establishments that this area is planned for - employment uses including manufacturing, warehousing, and industrial uses.

Employment Type

The composition of employment in this segment is similar to that of the other employment segment (segment 5), in that manufacturing, warehousing, and office uses make up the majority of jobs. However, unlike segment 5, the office sector accounts for a larger proportion of jobs.

Proportion of Employment by Sector (2011)

Mfg/Warehousing	31.9%
Retail	11.5%
Service	14.3%
Office	38.5%
Institutional	3.2%
Other	0.5%

Selected Employers (2011)

Corsential
Vitaform Products Canada Ltd
Alternative Die Cutting
RST Industries
Spring Air Canada
Cappola Food Inc
Silva Custom Furniture Inc

Interface (following page)

The northern interface of Finch Avenue West consists of see-through fencing (to the fuel storage yards) and parking lots, though there are some active doors and windows nearer to Keele Street.

Though the southern interface of Finch Avenue is largely parking lots, the majority of buildings are oriented toward the street and

have active doors and windows facing towards it.

Figure Ground

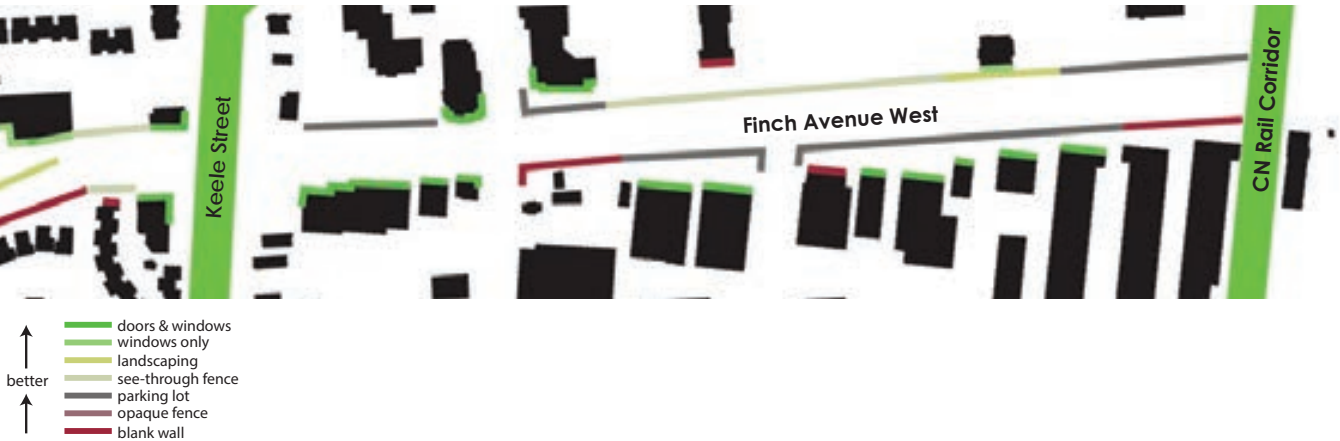


Figure Ground

The figure ground clearly shows the fuel tank storage yards in the north half of the segment (circular figures). As significant spacing is needed around them, there are also large areas of unbuilt space in the northern half.

South of Finch Avenue, the location and orientation of the low-rise industrial built form makes it difficult to locate the street network. Similarly, the street edge along Finch Avenue West is not well defined by built form, though the southern edge is better defined than the north.

Finch Avenue Interface



Employment Trends

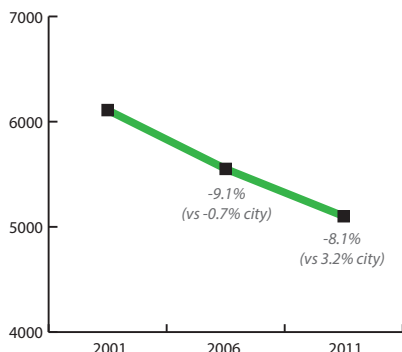
Segment 8 is mainly within lands designated Employment Areas in Toronto's Official Plan. Employment Areas are protected specifically for employment uses, including manufacturing, warehousing, industrial, and office uses. As a result, this area has no residential uses and no population. Therefore, the population and other census information depicted in the other segments is not applicable to this area.

the overall number of establishments has remained relatively stable.

The number of jobs has fallen significantly in the area over the 2001 to 2011 period, with only the office sector demonstrating stability. Despite this decline,

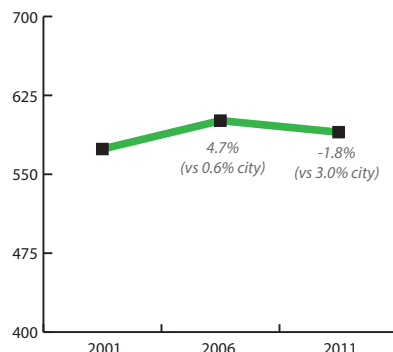
Jobs

The number of jobs fell consistently over the 2001 to 2011 period.
Source: Toronto Employment Survey



Employment Establishments

The total number of employment establishments remained relatively stable over the 2001 to 2011 period.
Source: Toronto Employment Survey



Jobs

	Mfg	Retail	Service	Office	Institut	Other	Total
2001	2222	681	945	2126	118	18	6110
2006	2151	756	561	1911	162	10	5551
2011	1628	588	729	1965	165	26	5101

Employment Establishments

	Mfg	Retail	Service	Office	Institut	Other	Total
2001	99	97	136	223	17	2	574
2006	96	108	145	225	24	3	601
2011	86	95	151	227	24	7	590

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Appendices

A - Determining Boundaries

City Planning undertook an exercise to determine the boundaries for study, and divided the corridor into eight segments based on the following criteria:

- land forms, including natural features;
- man-made barriers, including highways and rail corridors;
- Land Use designations as per the existing Official Plan;
- built form, including the heights and sizes of existing buildings and their locations;
- distance from LRT stops;
- consideration for major streets; and
- District Community Planning knowledge and experience.

Factoring the above, and in order to be able to obtain information and data with a reasonable amount of effort, the boundaries were further refined and aligned as much as possible with Census Dissemination Area (CDA) boundaries. The only exception to this are areas where there are no residents (i.e. Employment Areas) where following the CDAs was not necessary.

Most of the segments contain a mix of uses, while two of the segments (segments 5 and 8) are almost exclusively Employment Areas designated, which means

that there is no population living in these segments. The resulting segments are indicated in the map located on page 6-7. The total area of the corridor study area is 2,454 hectares (3.86% of the city total of 63,450 hectares).

B - Neighbourhood Improvement Areas

In March 2014 the City of Toronto, through the Toronto Strong Neighbourhoods Strategy 2020 identified 31 neighbourhoods as falling below the Neighbourhood Equity Benchmark and requiring special attention. Of these, seven NIAs are located along the Finch Avenue West LRT corridor. The Neighbourhood Equity Score (and related Benchmark) is one number designed to capture the total weight of unnecessary, unfair, and unjust differences faced by neighbourhood residents in five areas: economic opportunity, social development, healthy lives, participation in decision-making, and physical surroundings. As these differences are unnecessary, action can be taken to remedy them.

For more information about

NiAs, read the Staff Report "Toronto Strong Neighbourhood Strategy 2020 – Recommended Neighbourhood Improvement Areas" from March 4, 2014, or read the "NIA Profiles". Both of these resources are available online.

C - Data Sources & Notes

All data and statistics included in this profile are from one of these sources:

- the Census of Canada, years 2001, 2006, and 2011;
- the City of Toronto's Toronto Employment Survey (conducted by City Planning each year), for the years 2001, 2006, and 2011;
- derived using mapping and resources within City Planning; or
- calculated using a combination of the above.

Daily bus ridership is the exception to the above, and was sourced at TTC.ca (accessed in May 2015).

Notes

2011 Census data has been

provided for Age, Households and Housing (structural type only).
Population Data – The Undercount
Although Statistics Canada makes a great effort to count every person, some people are missed in each Census. Statistics Canada takes this into account and estimates an 'undercoverage' rate for the urban region (CMA) every Census, but not for the City. The CMA undercount in 2006 was 4.94%.

The 2006 Census counted an unexpectedly high number of unoccupied dwelling units. This leads City staff to suspect that the Census may have missed more households than usual.

The 2011 Census appears to have captured some dwellings that were counted as unoccupied in 2006. However, the 2011 Census also undercounts the population. Further analysis of the 2011 Census results and undercoverage is underway.

2011 National Household Survey - Known Limitations of the Data

How do the changes in the 2011 Census methodology affect this data?

There have been changes in the way information has been

collected for portions of the 2011 Census. This will impact the extent to which comparisons can be made with previous Census periods on some Census variables. In general, data collected by the 2011 Census can be compared to the data from previous Censuses, with due regard for changing definitions of individual variables. The information previously collected by the long-form Census questionnaire was collected in 2011 as part of the new voluntary National Household Survey (NHS) by Statistics Canada.

In general, the 2011 NHS data is less comparable to that of the previous Censuses due to non-response bias inherent in voluntary surveys. Non-response bias can occur when people do not respond to a survey "because non-respondents tend to have different characteristics from respondents. As a result, there is a risk that the results will not be representative of the actual population", notes the National Household Survey User Guide.

The smaller the geographic area or population group, the greater the risk of non-response and non-comparable data. The National Household Survey User Guide states: "Caution must be exercised when NHS

estimates are compared with estimates produced from the 2006 Census long form, especially when the analysis involves small geographies. Users are asked to use the NHS's main quality indicator, the global non-response rate...in assessing the quality of the NHS estimates and determining the extent to which the estimates can be compared with the estimates from the 2006 Census long form. Users are also asked to read any quality notes that may be included in dissemination products." For more information, please see the National Household Survey User Guide Catalogue No. 99-001-x2011001 released May 8, 2013.

The risk of non-comparable data for population groups grows when two variables are cross-tabulated or tabulated for small geographic areas, such as variables relating to minority populations, income and shelter costs. Seventy-four percent of the Census Tracts in the City of Toronto reported by the 2011 NHS have a Global Non-Response Rate above 25%, the threshold for suppression for the 2011 Census. Comparisons may be more suitable where the Global Non-Response Rates of the geographies are similar and the Coefficients of Variation of the variables are low. Use of NHS data

involves a careful understanding of the significant differences and higher non-response inherent in the NHS by comparison to the Census.

Can the counts of dwellings by structure type be compared?

The structural type of dwelling data in the 2006 Census and the 2011 NHS are not directly comparable with the previous Censuses because of a change in the definition of an apartment in a duplex in 2006, resulting in the reclassification of ground-related units to apartments.

Why do the totals vary from table to table?

The totals vary due to rounding of some of the totals by Statistics Canada to the nearest 5. Also, the sum of a characteristic may not precisely match the total number of households.

What is meant by the term "undercoverage"?

Statistics Canada's numbers upon release and as reported above do not account for undercoverage. Although Statistics Canada makes a great effort to count every person, in each Census a notable number of people are left out for

a variety of reasons. For example, people may be traveling, some dwellings are hard to find, and some people simply refuse to participate. Statistics Canada takes this into account and estimates an 'undercoverage' rate for the urban region (CMA) every Census, but not for the City. The 2006 net undercoverage rate for the Toronto CMA is 4.94% \pm 0.56%. Net undercoverage also varies by age and sex and is highest for those between 15 and 44 years of age. In 2006, net undercoverage peaked at 9.91% for males and 6.08% for females 24-34 years of age, per the 2006 Census Technical Report: Coverage, Catalogue No. 92-567-X, released March 2010.



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