

DID YOU KNOW?

How do we expand and improve the network of parks in Jane and Finch? When land is redeveloped, the City can require a portion of that land to be dedicated as public parkland. The City can accept a cash payment of equivalent value from developers, and would use these funds to buy parkland nearby or make improvements to existing park facilities. The City also funds park improvements through its capital budget.

DID YOU KNOW?

Loop Trail

The Loop Trail is an idea to create a continuous 65-kilometre pedestrian and cycling route around Toronto. It connects the existing trail in the hydro corridor with the network of trails in the Humber and Don River ravines and along the waterfront. It is being planned through a partnership between the City of Toronto, Evergreen and Toronto & Region Conservation Authority (TRCA).

Green Spine

Finch Avenue and Jane Street have generous green setbacks from buildings to the street. This defining feature should be preserved and continued in new development.

Reconciliation Actions

The location, design, and programming of new parks should support the goals of the City's Reconciliation Action Plan, including opportunities for Indigenous place-keeping, celebrating Indigenous culture, and improving access to traditional foods and medicines.

Park Improvements

New and existing parks must be well-maintained and supported by amenities that make all people feel safe, comfortable and welcomed.

Planning for Future Parks

New parks would be prioritized in areas where there are current walkability gaps, low parkland provision, low tree canopy, and areas where growth is anticipated. A signature park is needed at the heart of community around the Jane and Finch intersection.

Community Gardens

We heard that people love community gardens. What other features or resources could community gardens have? Should there be more of them? If so, where?

New Direct Access Points

Direct access points into the ravine system. Did we miss any? Should there be more? Should there be crossings over the Creek? Where?

Make it easy to get to and from the ravine - for safe access to nature in the city.

Outdoor Recreation

Outdoor facilities to support active recreation for all ages like fitness equipment, basketball courts or skate-spots should be provided in existing and new parks.

WHAT WE HEARD

Lots of places to play sports, work out, and be active outside.

New Parks

We heard that new parks should help fill the gaps in the current park network. Are these in the right locations?

Other Open Spaces

Other open spaces like school yards, golf courses and cemeteries are an important part of the green space system. Partnerships to improve connections and access to these important spaces should be pursued.

Public Squares

A public square is an animated gathering place. It usually has paving rather than grass.

DID YOU KNOW?

LET US KNOW!

WHAT WE HEARD



DID YOU KNOW?

Complete Streets
Complete Streets balance the different roles our streets play in a way that is safe and comfortable for people of all ages and abilities. In addition to accommodating a variety of transportation modes -- pedestrians, cyclists, transit, automobiles, goods movement -- streets should be designed as public spaces that support community life and economic activity.

Streets, sidewalks and pathways should be well maintained.

Make it easier for people to get around in all seasons - especially for people with mobility devices, kids, seniors and newcomers.



Green Connections

Green connections prioritize pedestrians and cyclists, providing shorter distances and improved access to transit stops, workplaces, shopping, community facilities and other neighbourhood destinations. **Where would you like to see more green connections?**

Cycling Network under Development

A number of cycling facilities are currently under design or construction, such as the Finch West LRT bike lanes.

Future Cycling Network

Creating a network of safe, convenient and comfortable cycling routes encourages cycling activity. **How do these routes suit your needs? Where should other cycling infrastructure go, like bike parking and repair?**

Improve walking and cycling connections between key locations within the community.



Where would you like to see improvements or expansions to the pedestrian and cycling networks?

LET US KNOW!

DID YOU KNOW?

The Finch West Goods Movement Study explored options for maintaining viable goods and freight movement once the Finch West LRT was built. Options for further exploration include the expansion of the Highway 400 and Steeles Ave interchange and a road crossing of Highway 400 between Arrow Road and Oakdale Road.

RapidTO

Jane Street, from Steeles Ave to Eglinton Ave, will have better transit infrastructure, such as priority bus lanes (study in progress).

scan to learn more about RapidTO!



Bike Share

Bike Share stations around York University and in the hydro corridor.

Bike Share

Two Bike Share stations have been installed in the neighbourhood. **Where else would you like to see Bike Share locations?**

Crossings over LRT

Additional crossings over the LRT tracks are identified to improve walkability in the neighbourhood. **How would these crossings be useful to you?**

Priority Pedestrian Locations

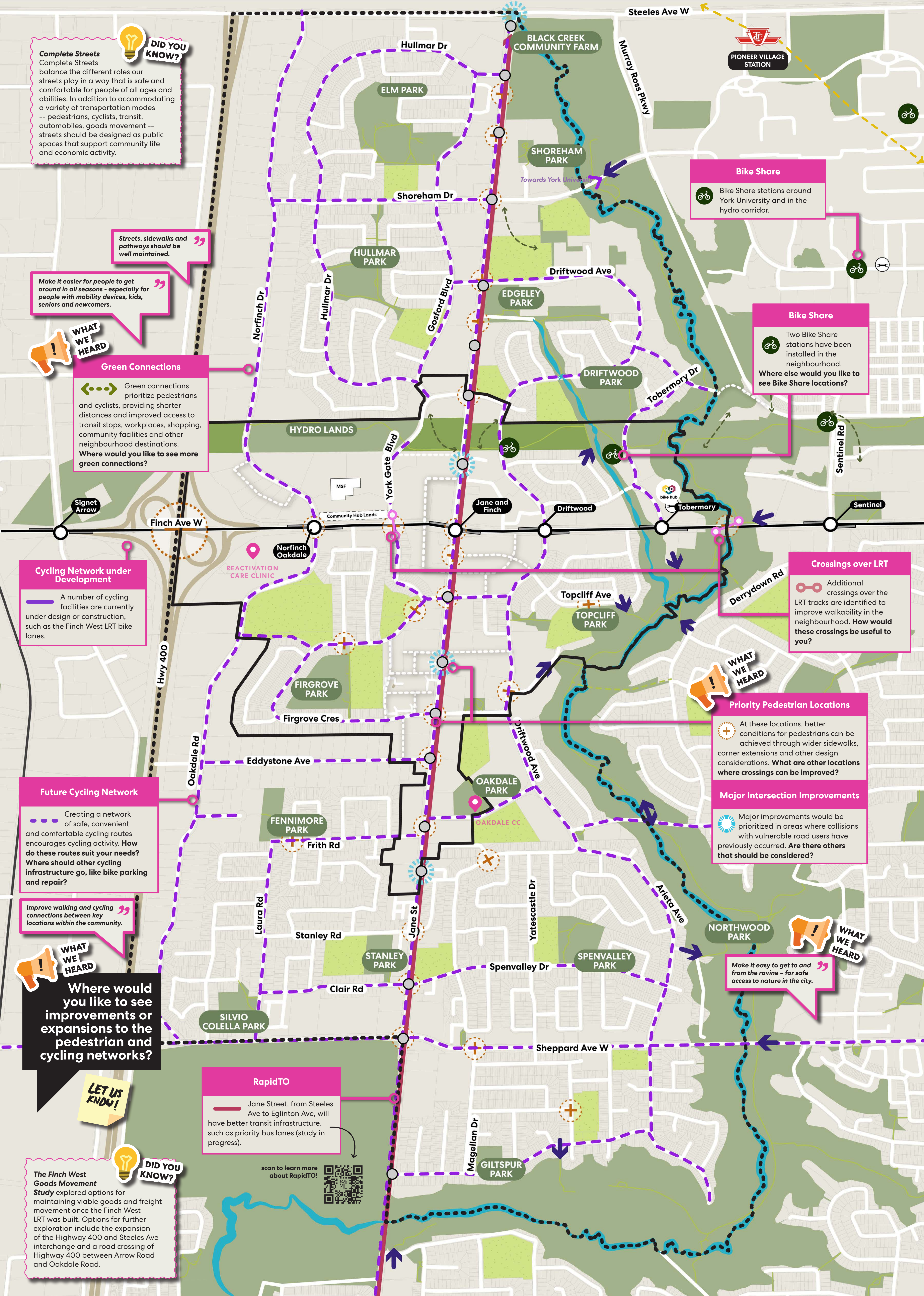
At these locations, better conditions for pedestrians can be achieved through wider sidewalks, corner extensions and other design considerations. **What are other locations where crossings can be improved?**

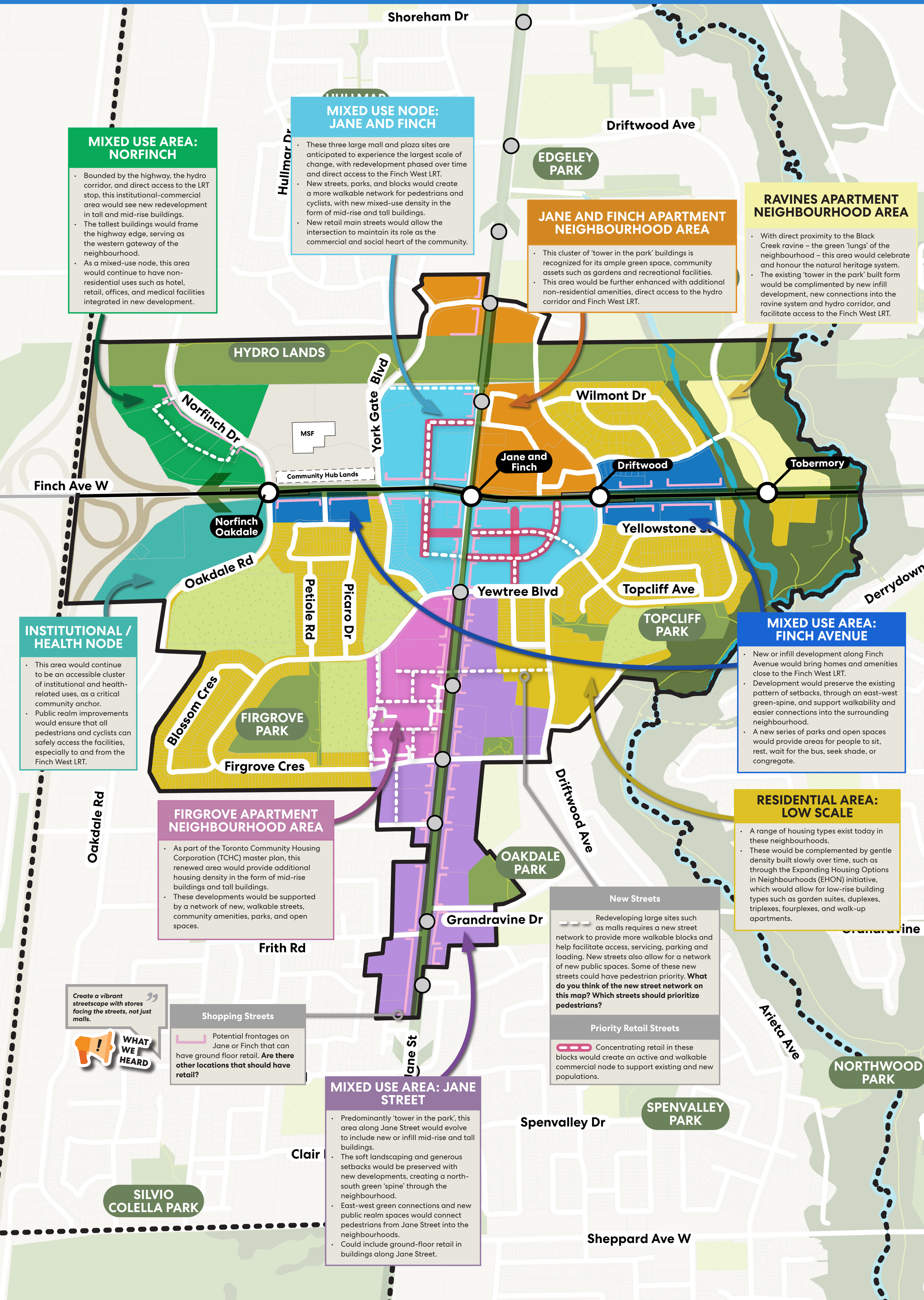
Major Intersection Improvements

Major improvements would be prioritized in areas where collisions with vulnerable road users have previously occurred. **Are there others that should be considered?**



Make it easy to get to and from the ravine - for safe access to nature in the city.





MIXED USE AREA: NORFINCH

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

MIXED USE NODE: JANE AND FINCH

- 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 retail main streets would allow the intersection to maintain its role as the commercial and social heart of the community.

JANE AND FINCH APARTMENT NEIGHBOURHOOD AREA

- This cluster of 'tower in the park' buildings is recognized for its ample green space, community assets such as gardens and recreational facilities.
- This area would be further enhanced with additional non-residential amenities, direct access to the hydro corridor and Finch West LRT.

RAVINES APARTMENT NEIGHBOURHOOD AREA

- 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 complimented by new infill development, new connections into the ravine system and hydro corridor, and facilitate access to the Finch West LRT.

INSTITUTIONAL / HEALTH NODE

- 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 APARTMENT NEIGHBOURHOOD AREA

- As part of the Toronto Community Housing Corporation (TCHC) master plan, this renewed area would provide additional housing density in the form of mid-rise buildings and tall buildings.
- These developments would be supported by a network of new, walkable streets, community amenities, parks, and open spaces.

MIXED USE AREA: FINCH AVENUE

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

RESIDENTIAL AREA: LOW SCALE

- A range of housing types exist today in these neighbourhoods.
- These would be complemented by gentle density built slowly over time, such as through the Expanding Housing Options in Neighbourhoods (EHON) initiative, which would allow for low-rise building types such as garden suites, duplexes, triplexes, fourplexes, and walk-up apartments.

MIXED USE AREA: JANE STREET

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

New Streets

Redeveloping large sites such as malls requires a new street network to provide more walkable blocks and help facilitate access, servicing, parking and loading. New streets also allow for a network of new public spaces. Some of these new streets could have pedestrian priority. **What do you think of the new street network on this map? Which streets should prioritize pedestrians?**

Priority Retail Streets

Concentrating retail in these blocks would create an active and walkable commercial node to support existing and new populations.

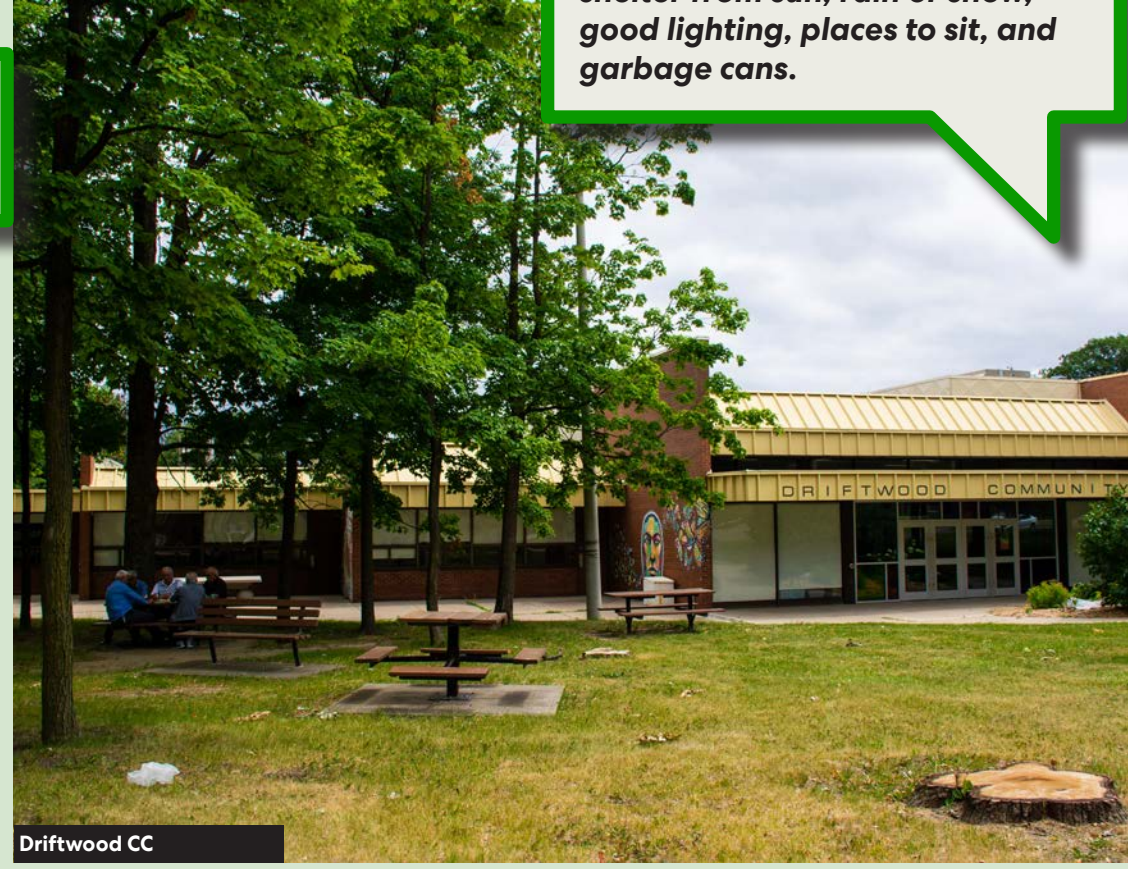
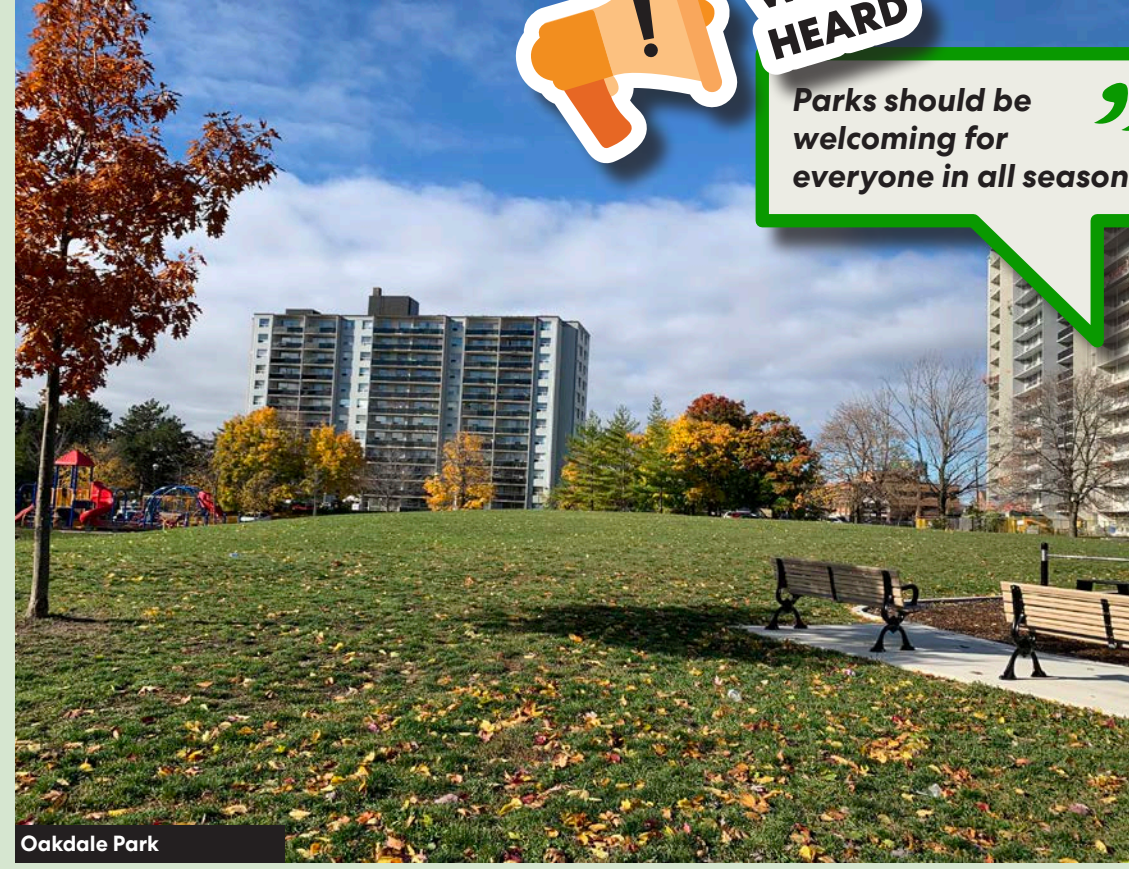
“Create a vibrant streetscape with stores facing the streets, not just malls.”

WHAT WE HEARD

Shopping Streets

Potential frontages on Jane or Finch that can have ground floor retail. **Are there other locations that should have retail?**

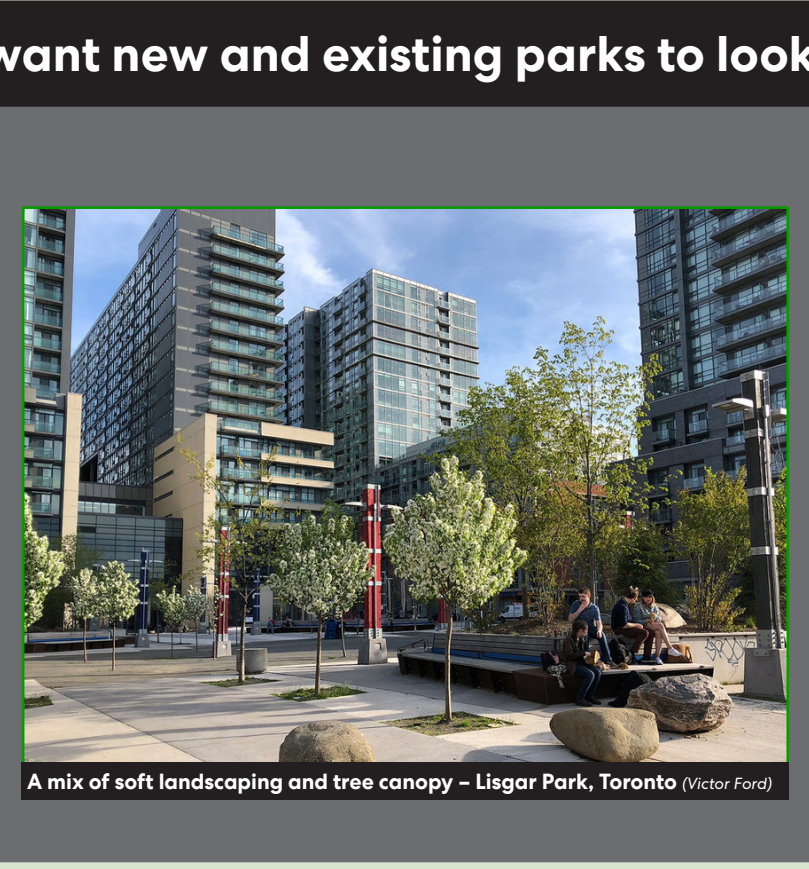
Existing



NEW PARKS

New parks would be prioritized in areas that have fewer or smaller parks, areas where growth is expected, and areas with gaps in connections to parks.

Potential



What do you want new and existing parks to look and feel like?

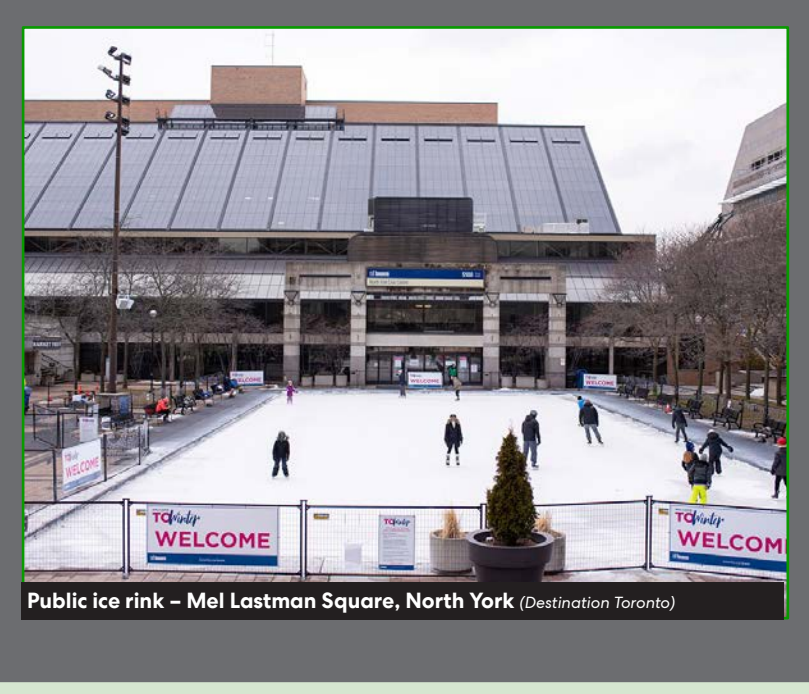
What do you like about these examples?

NEW SQUARES

New development can be designed to include courtyards and plazas where people can sit, gather for events, find shade and connect with neighbours.



What do you want new plaza spaces to look and feel like?

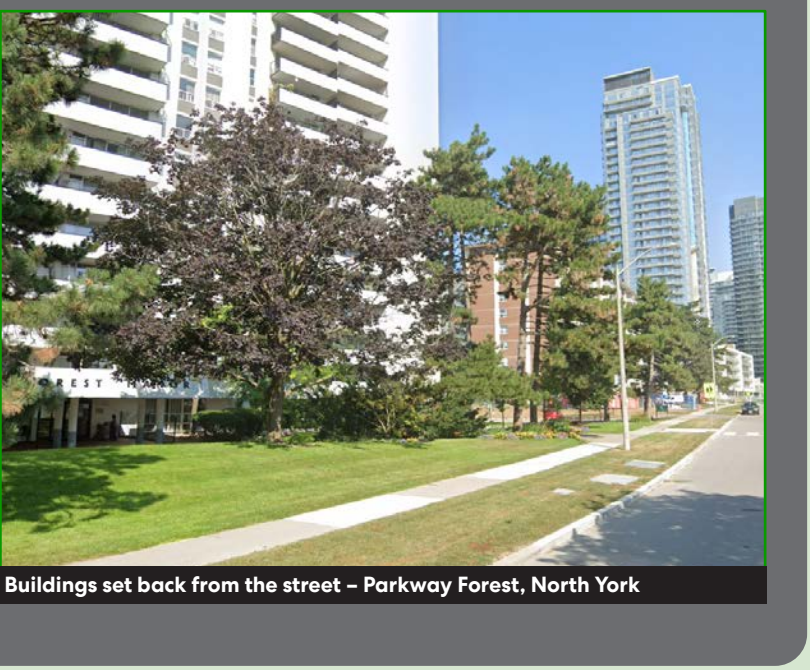
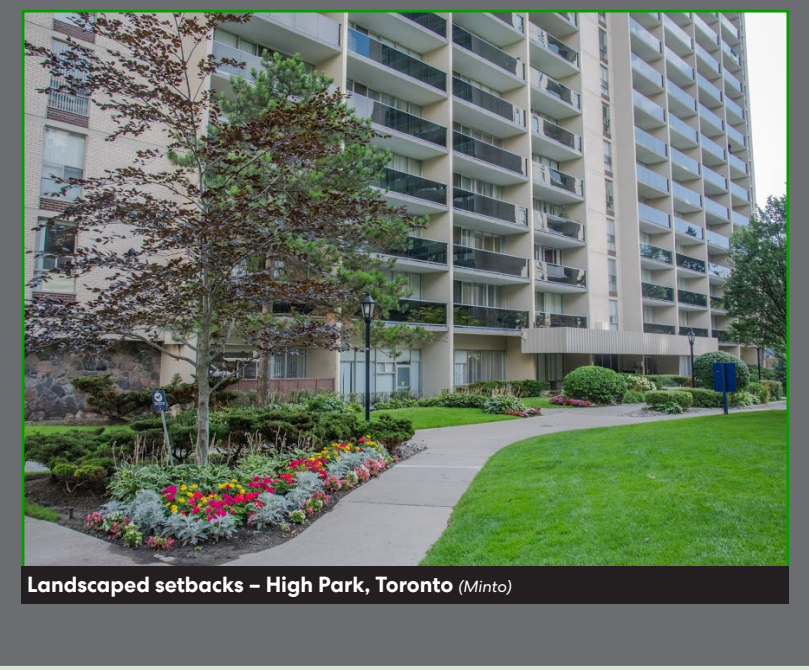


GREEN SPINES

Jane Street and Finch Avenue would be green and spacious with new trees, new plantings and buildings set back from the street.



What do you want Jane St. and Finch Ave. to look and feel like?



GROWING FOOD

To build on existing community-based food justice efforts, space can be used to grow and enjoy local food.

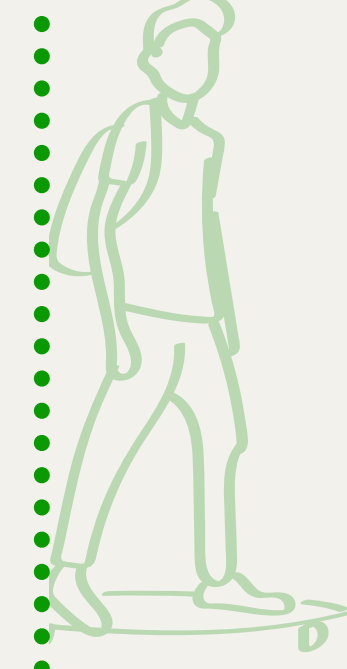


What features, resources and support should community gardens have?

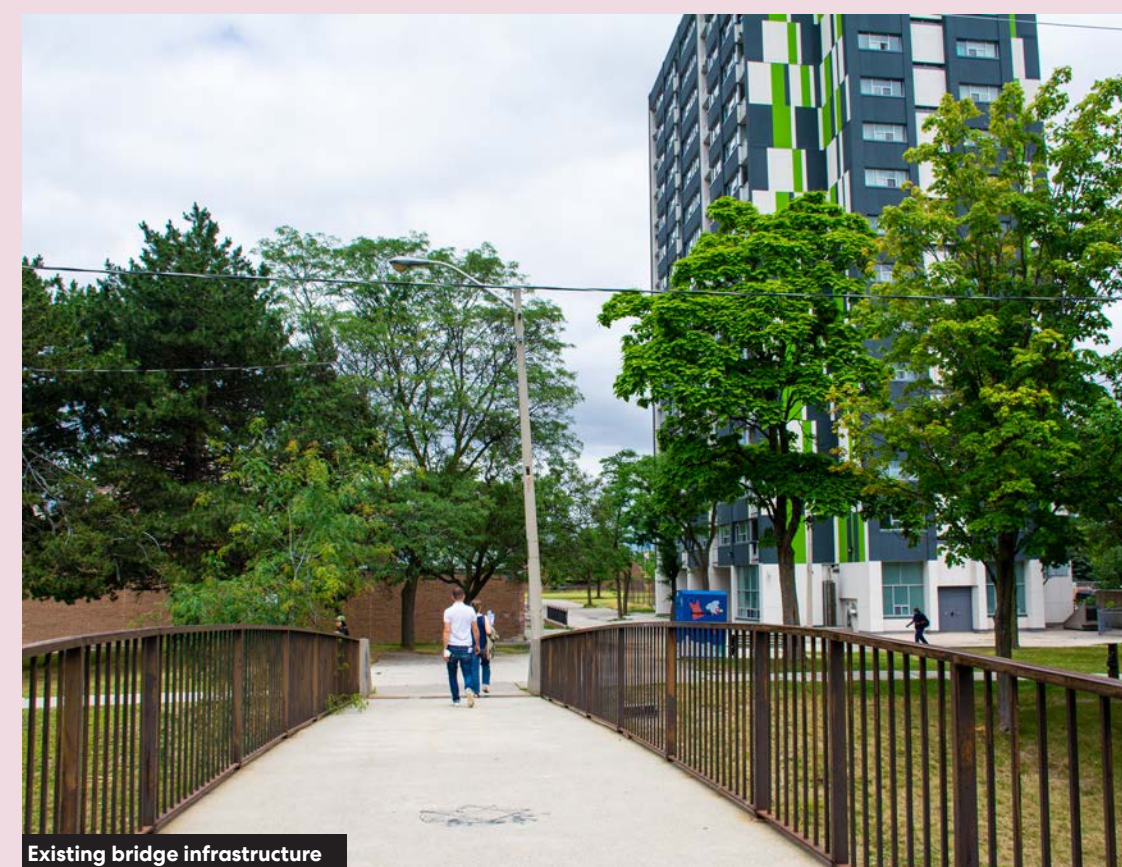


Did we miss anything?

LET US KNOW!



Existing



Potential

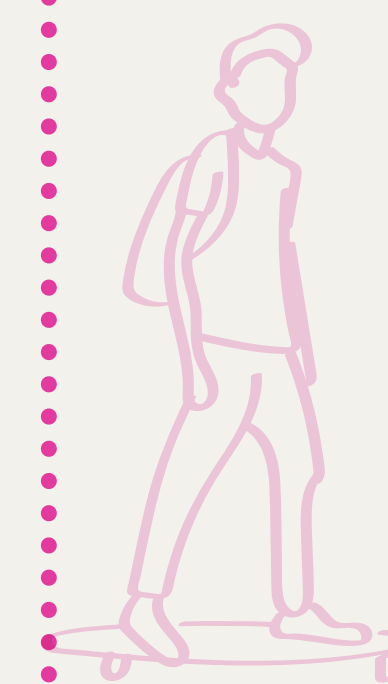
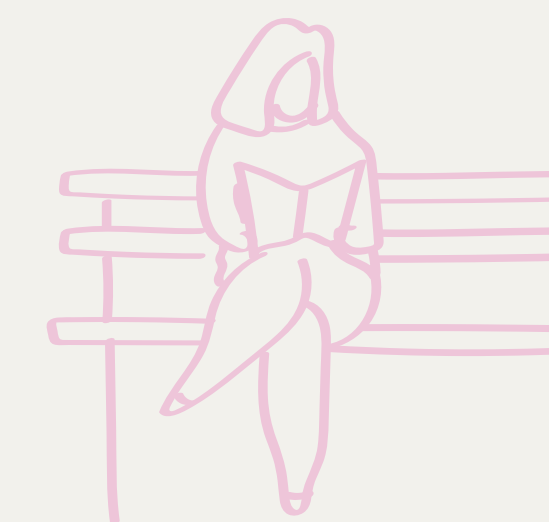
What would make your walking or biking experience safer?



Do you like any of these examples?

Did we miss anything?

LET US KNOW!



PEDESTRIAN AND CYCLING SAFETY

Better lighting, signage and intersection improvements, such as raised crosswalks and bike paths, are strategies to improve safety throughout the community.

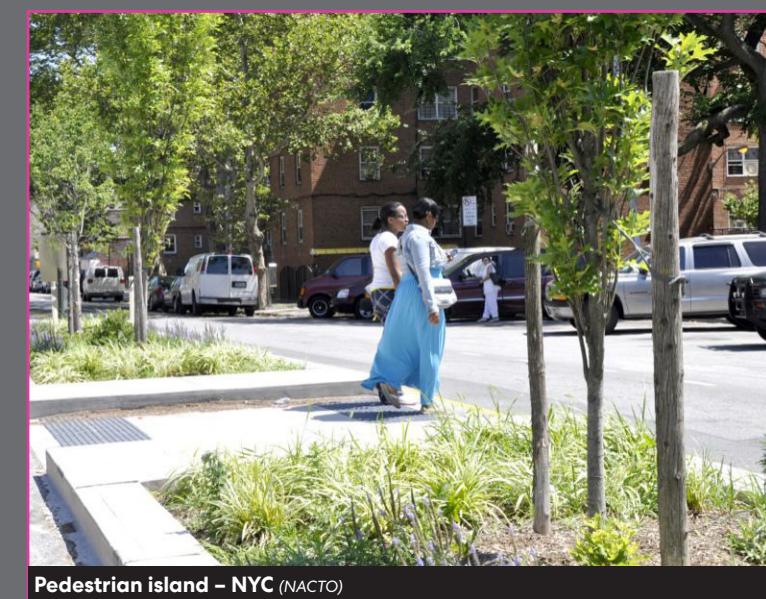
WALKING

New connections would provide more direct and enjoyable paths to local destinations.



Build wider sidewalks and maintain them all year round.

What do you want new pedestrian spaces to feel like?



What are the places within the community that you travel to most often?

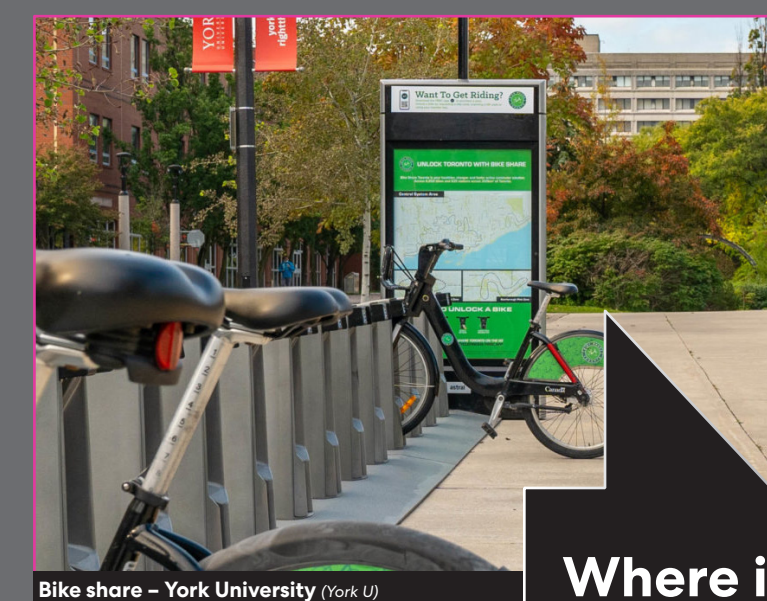
BIKING

New cycling infrastructure, such as bike paths, places to lock bikes and repair stations, would allow more for more convenient and safe cycling connections.



During construction, make sure travel is safe and easy and that businesses can stay open. Regular upkeep is of vital importance to safety.

What do you want your biking experience to feel like?

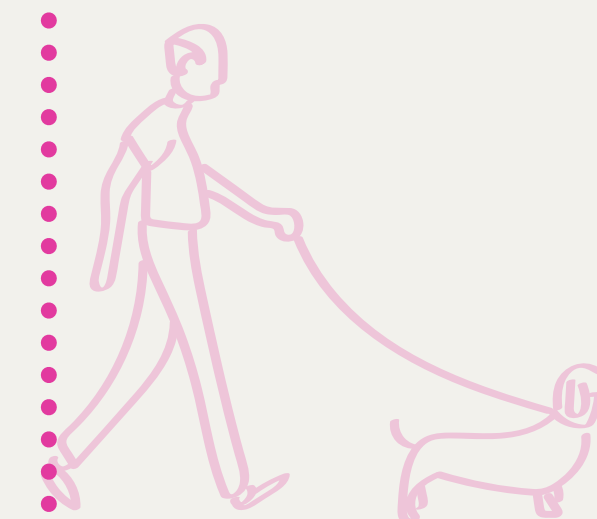
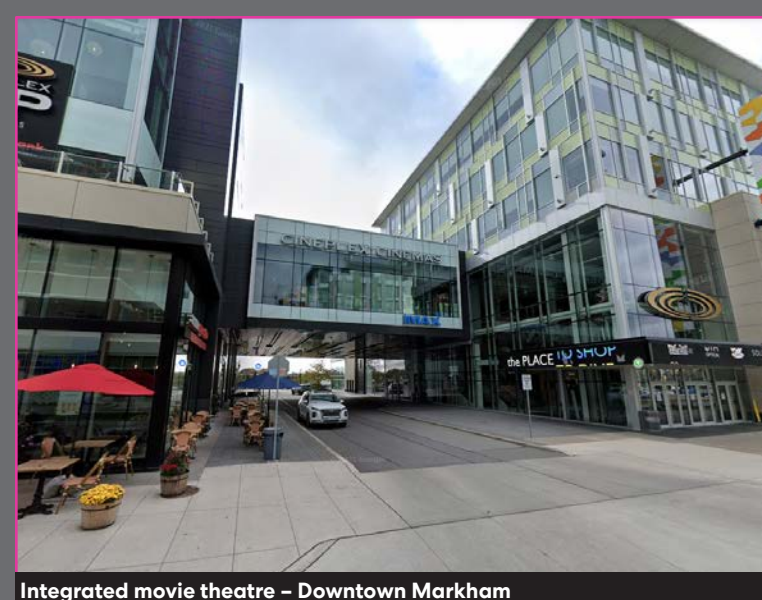


Where in the area would you go to more often if it were easier to access?

NEW ROADS AS PART OF LARGE SITES

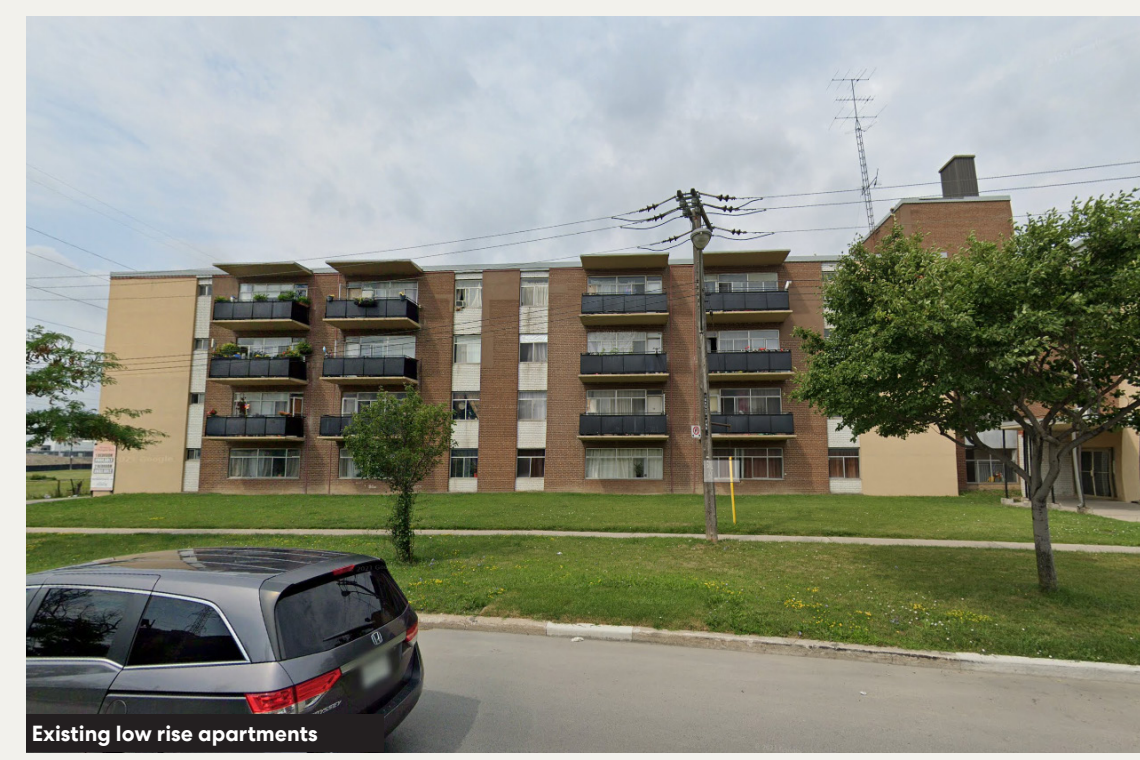
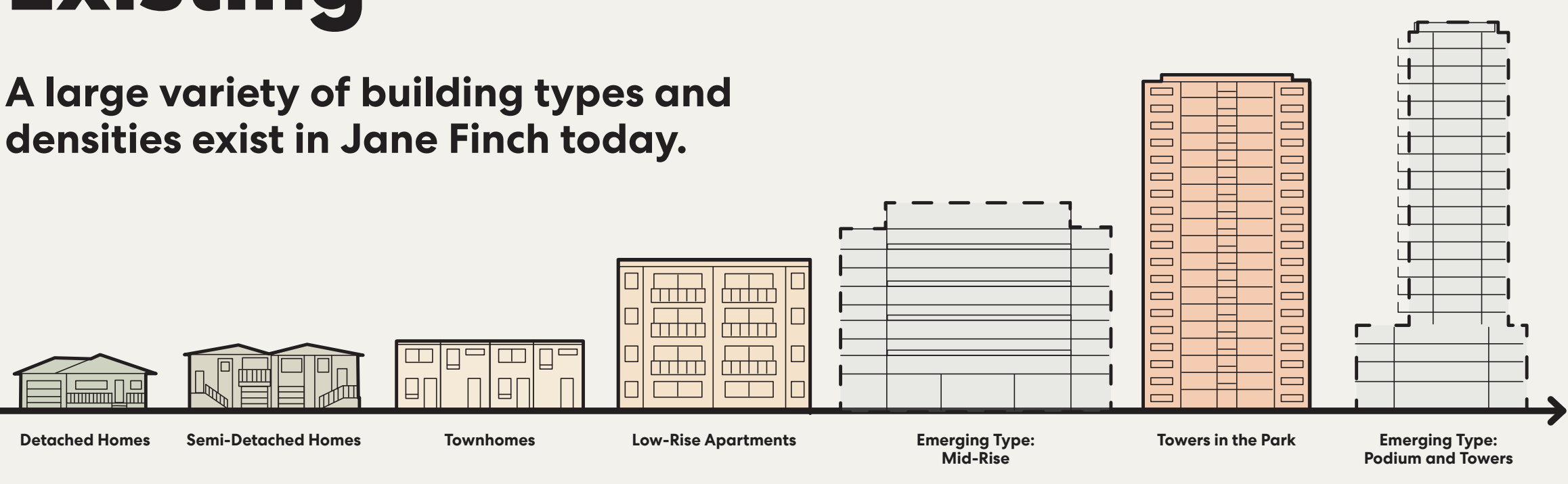
New roads would create a more walkable network of blocks and streets as sites are redeveloped.

How do you imagine new roads to look like?



Existing

A large variety of building types and densities exist in Jane Finch today.



Potential

SCALE

New development would occur in multiple forms and a range of heights in the long term. For example, these would include new garden suites to mixed-use tall towers.

GROUND FLOOR USES

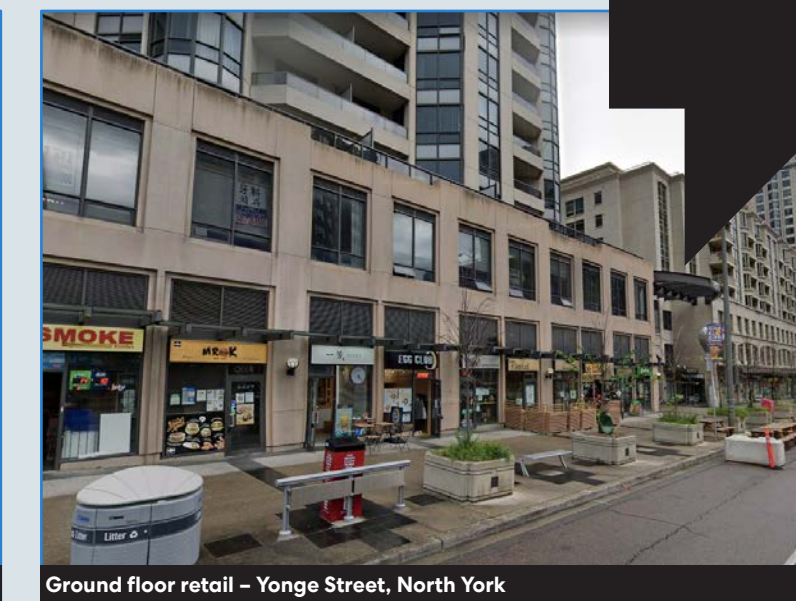
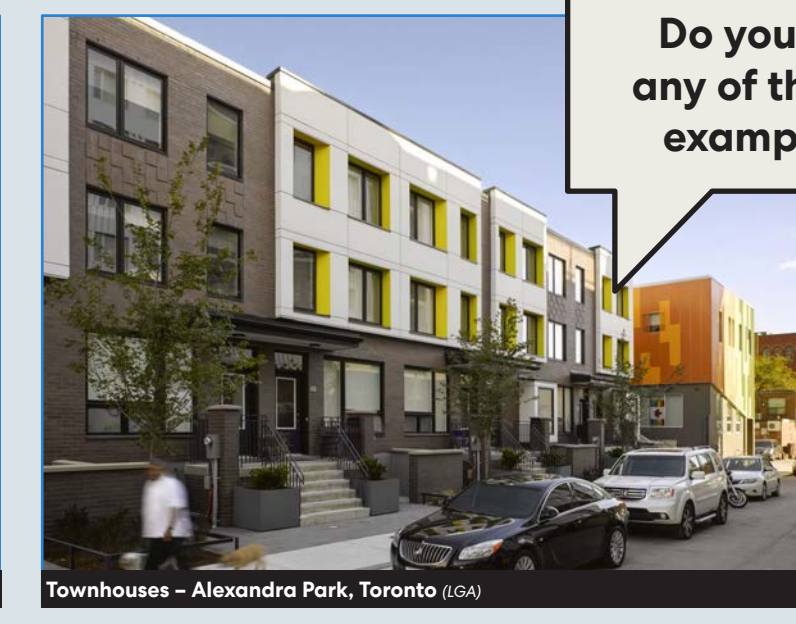
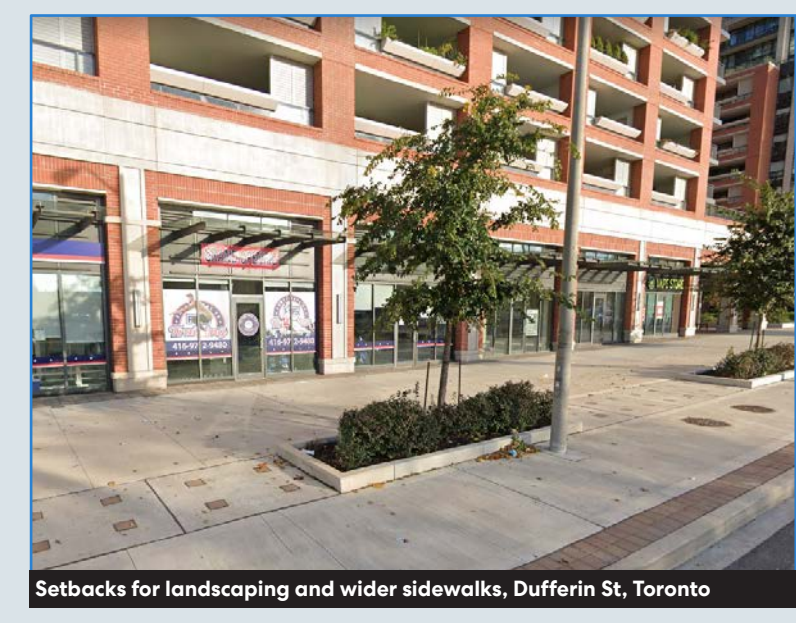
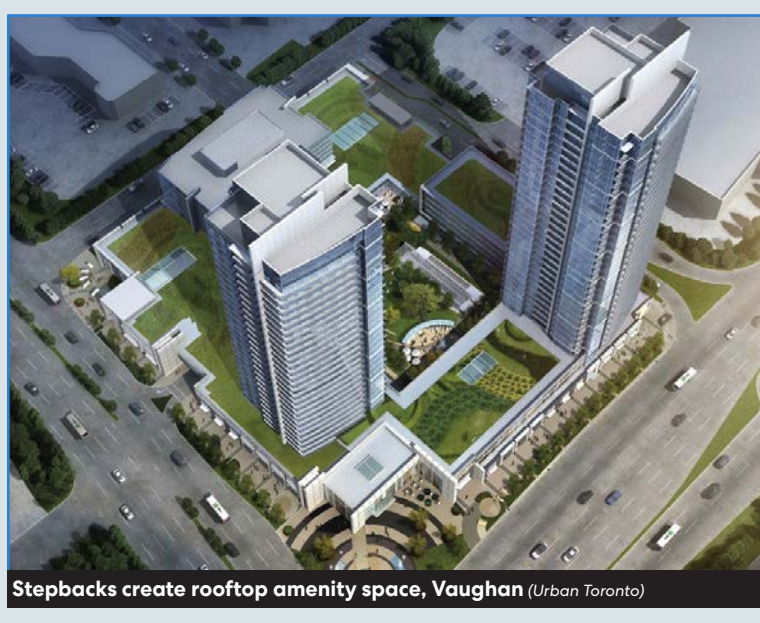
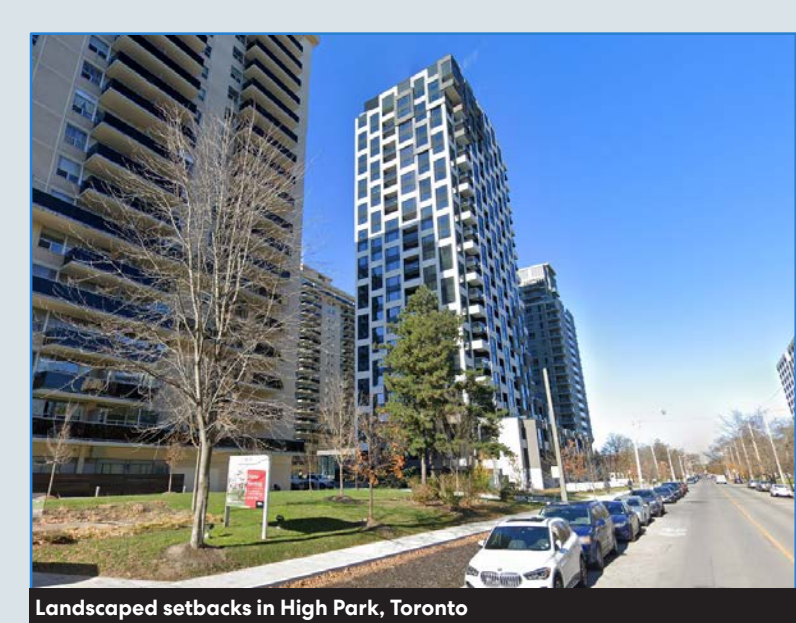
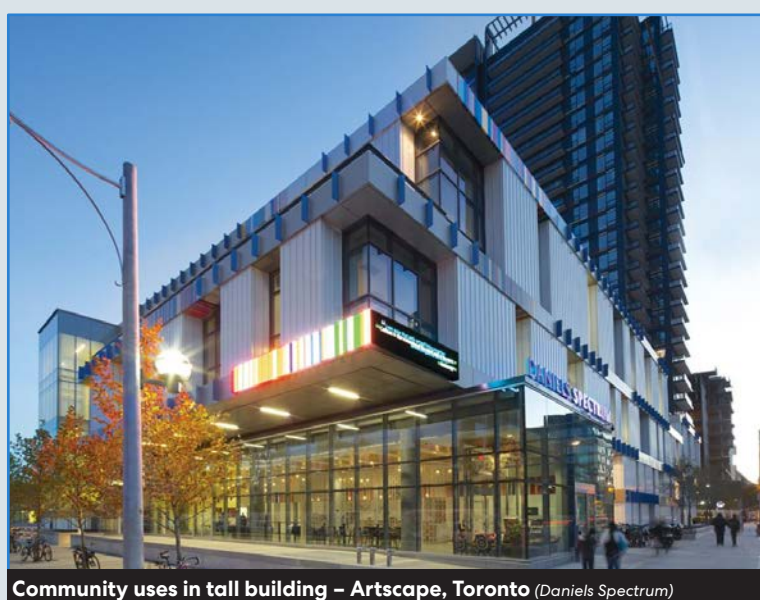
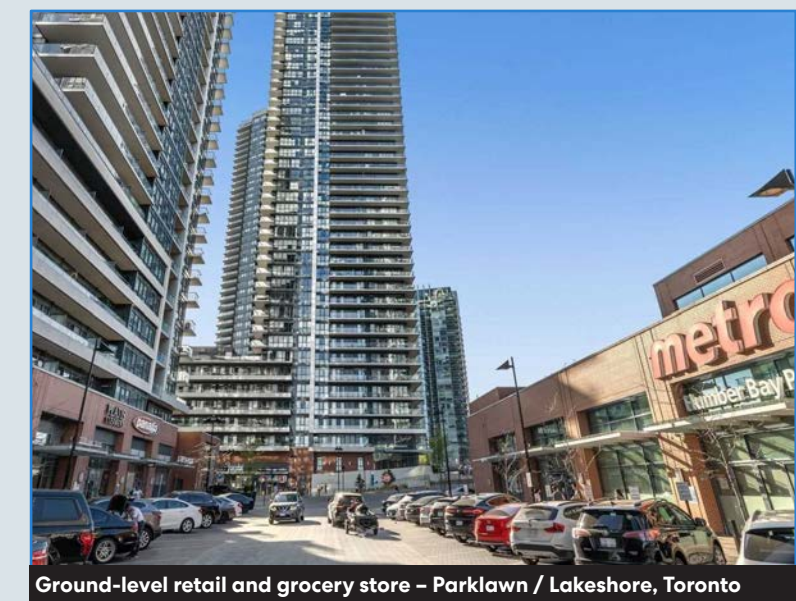
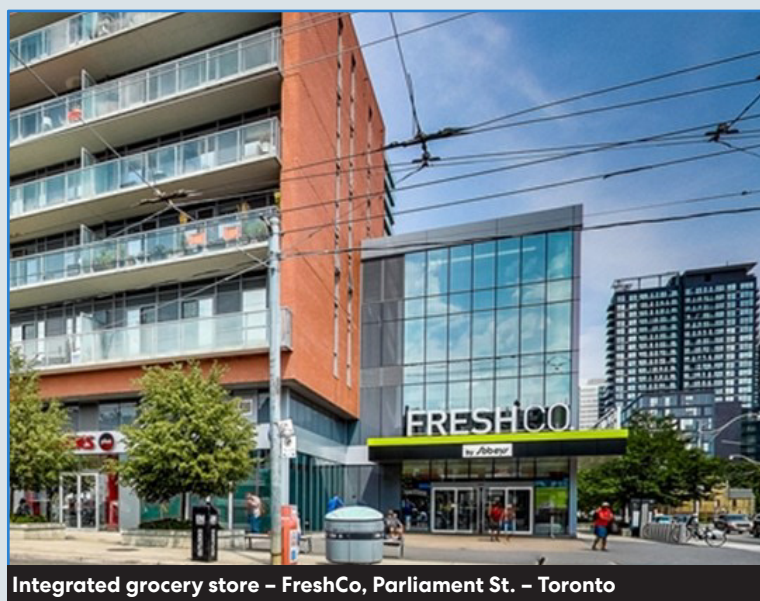
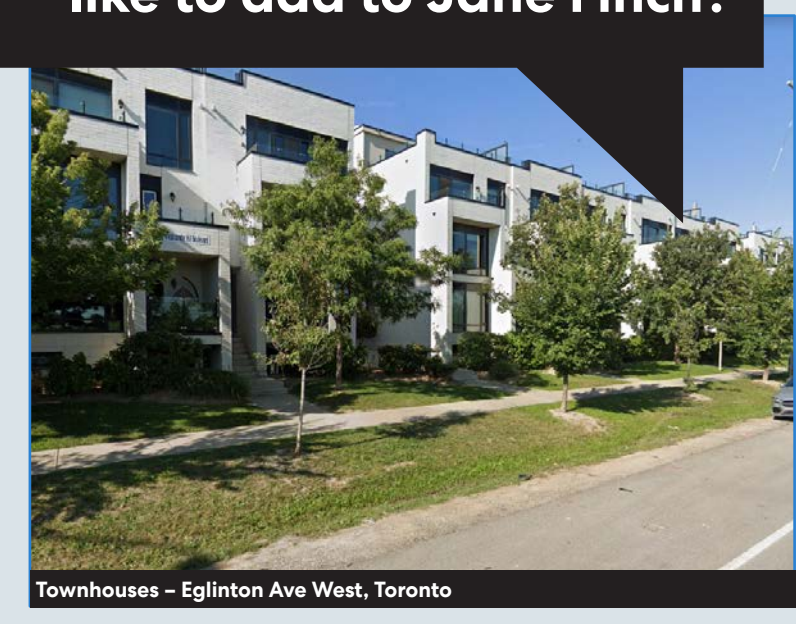
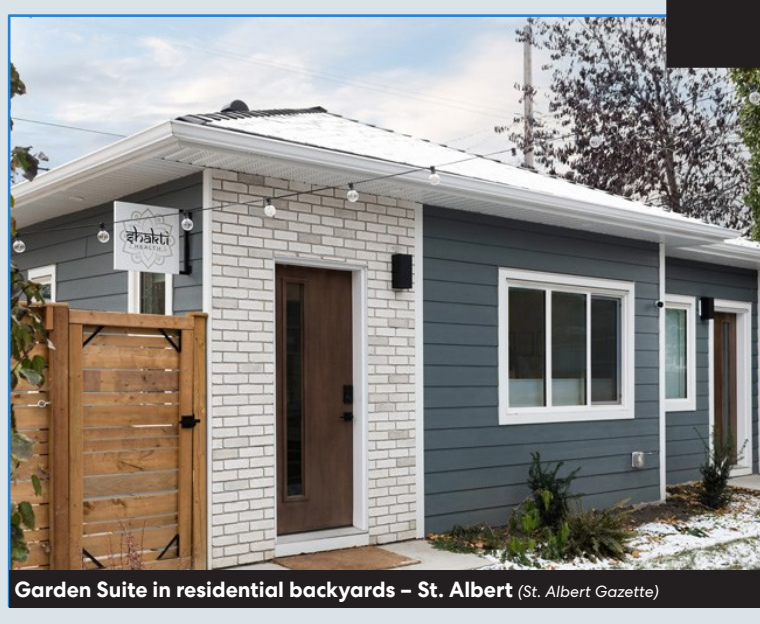
To preserve the existing retail at Jane and Finch, retail would be integrated in new development. Other ground floor uses could include community facilities and residential units.

SHAPING THE BUILDINGS

Setbacks (the distance between the building and the property line) help create life on the streets and can include seating and landscaping.

Stepbacks (the distance between the base building and the tower above) help reduce the perception of the building massing.

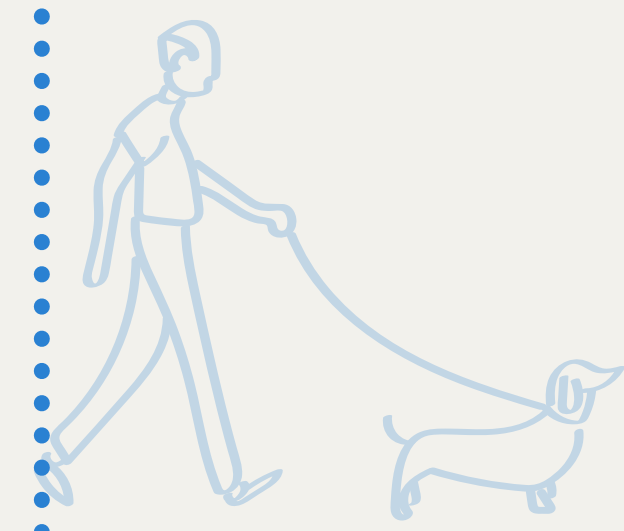
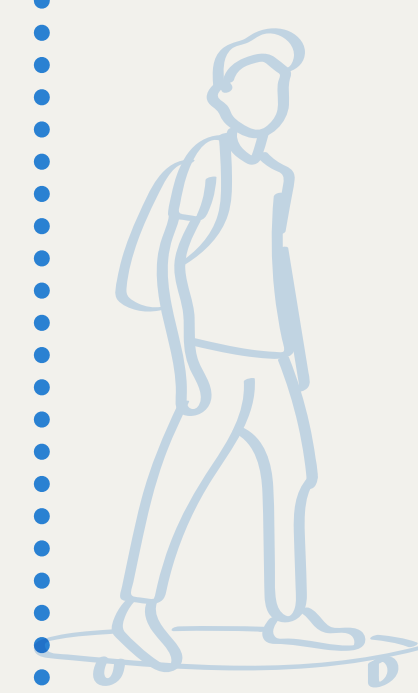
What do you like about other parts of Toronto that you would like to add to Jane Finch?



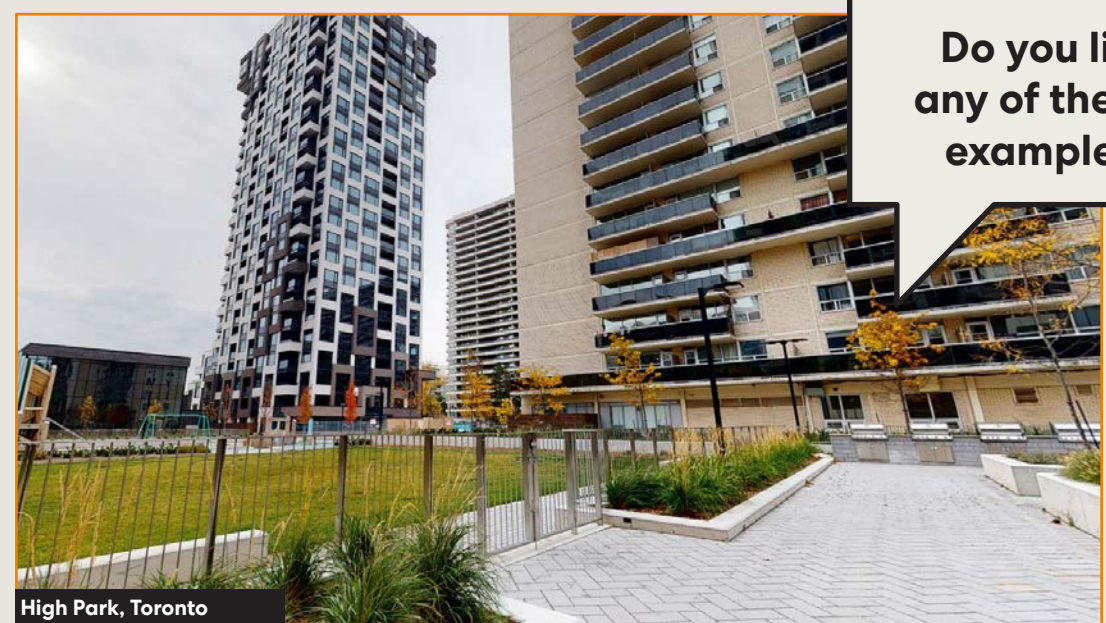
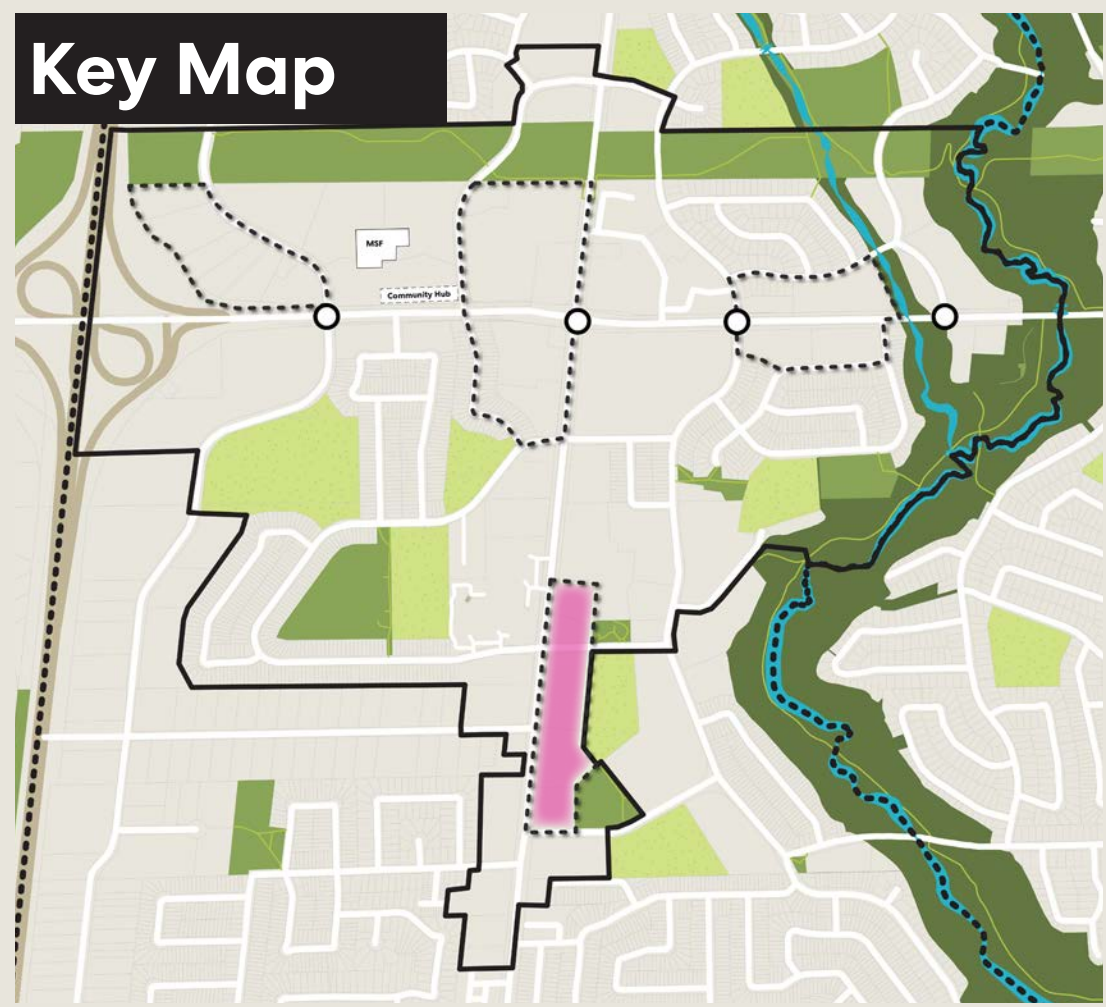
Do you like any of these examples?

Did we miss anything?

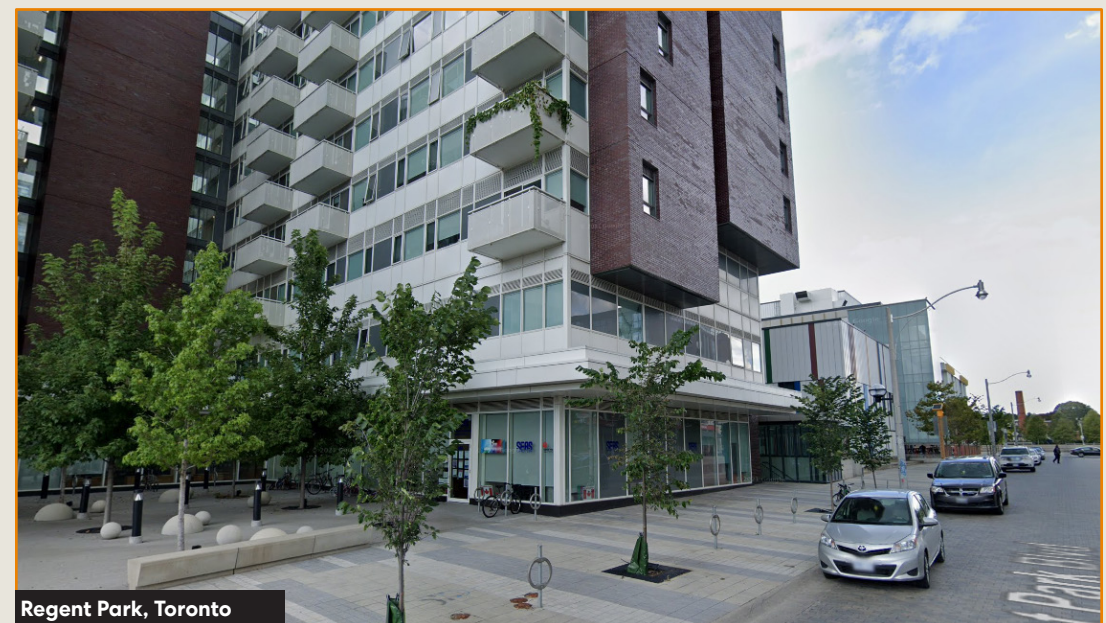
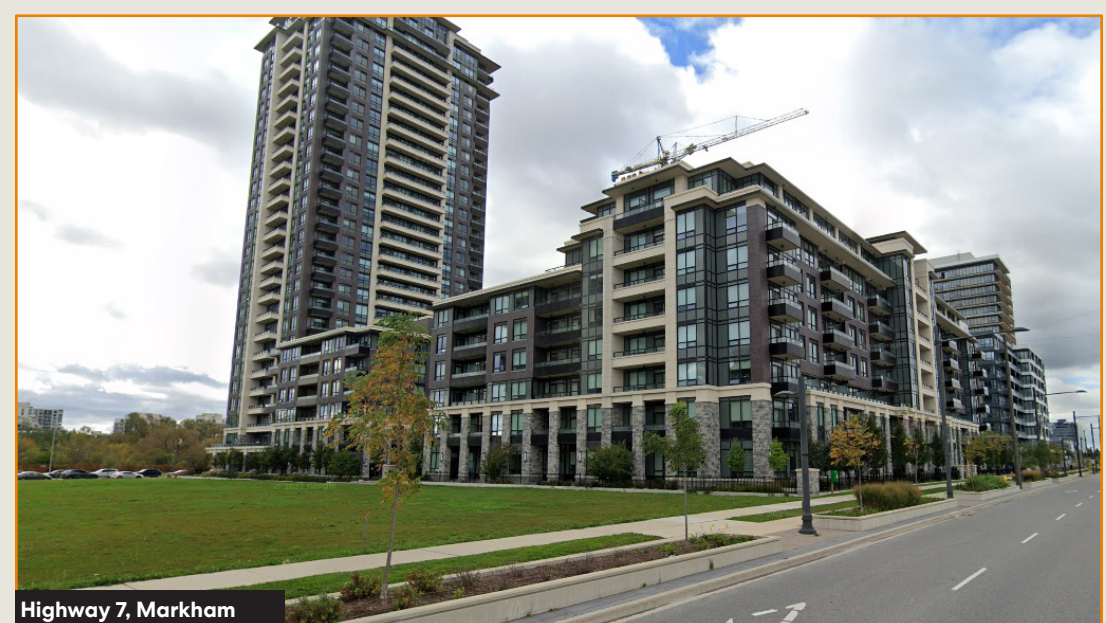
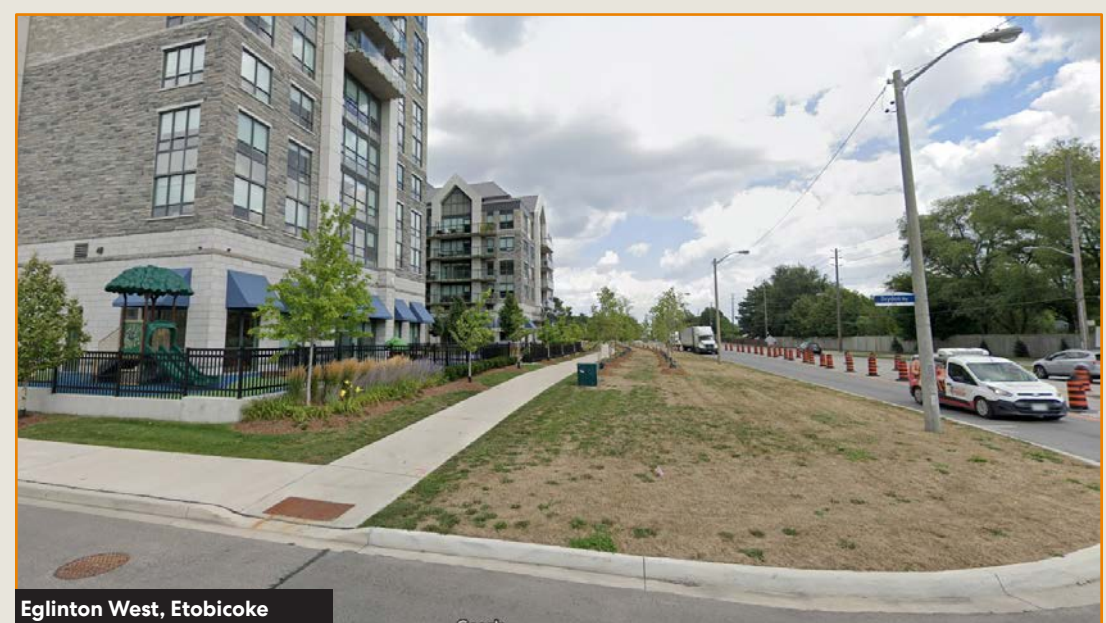
LET US KNOW!



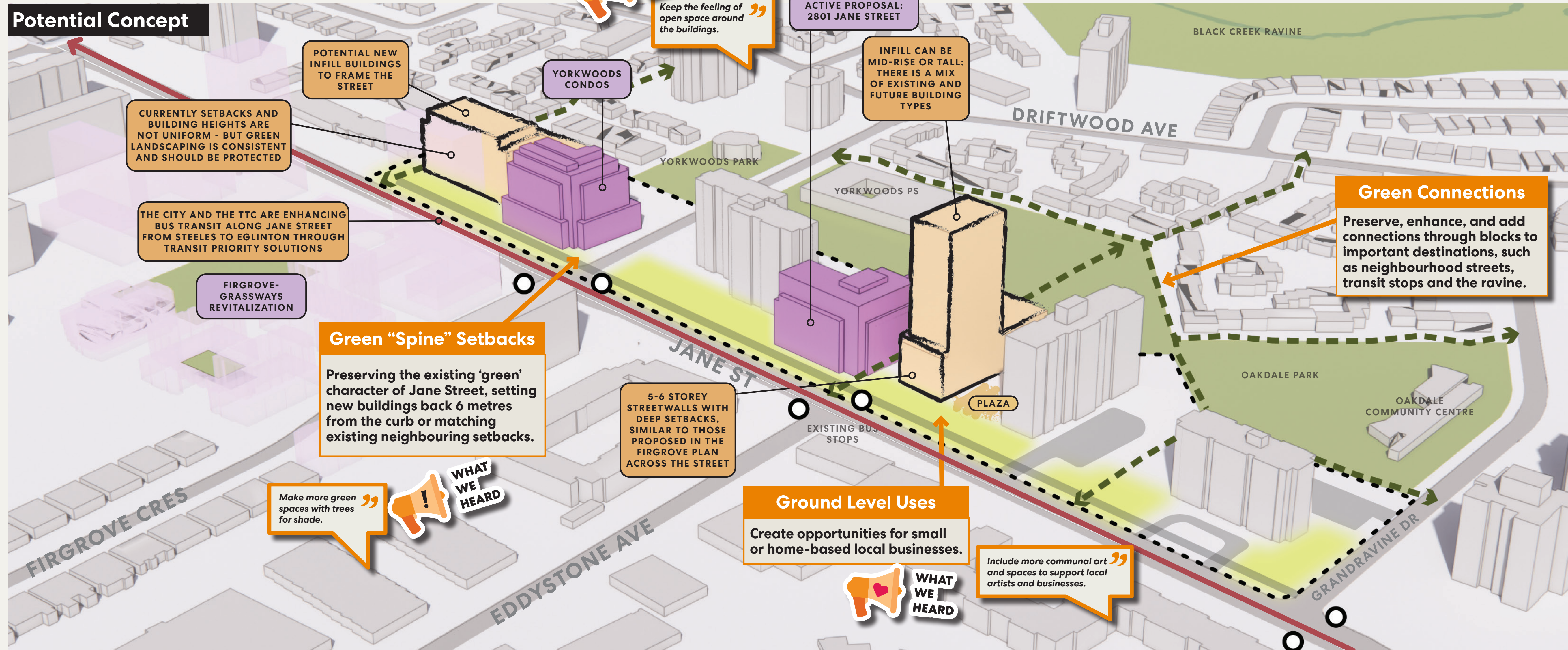
Key Map



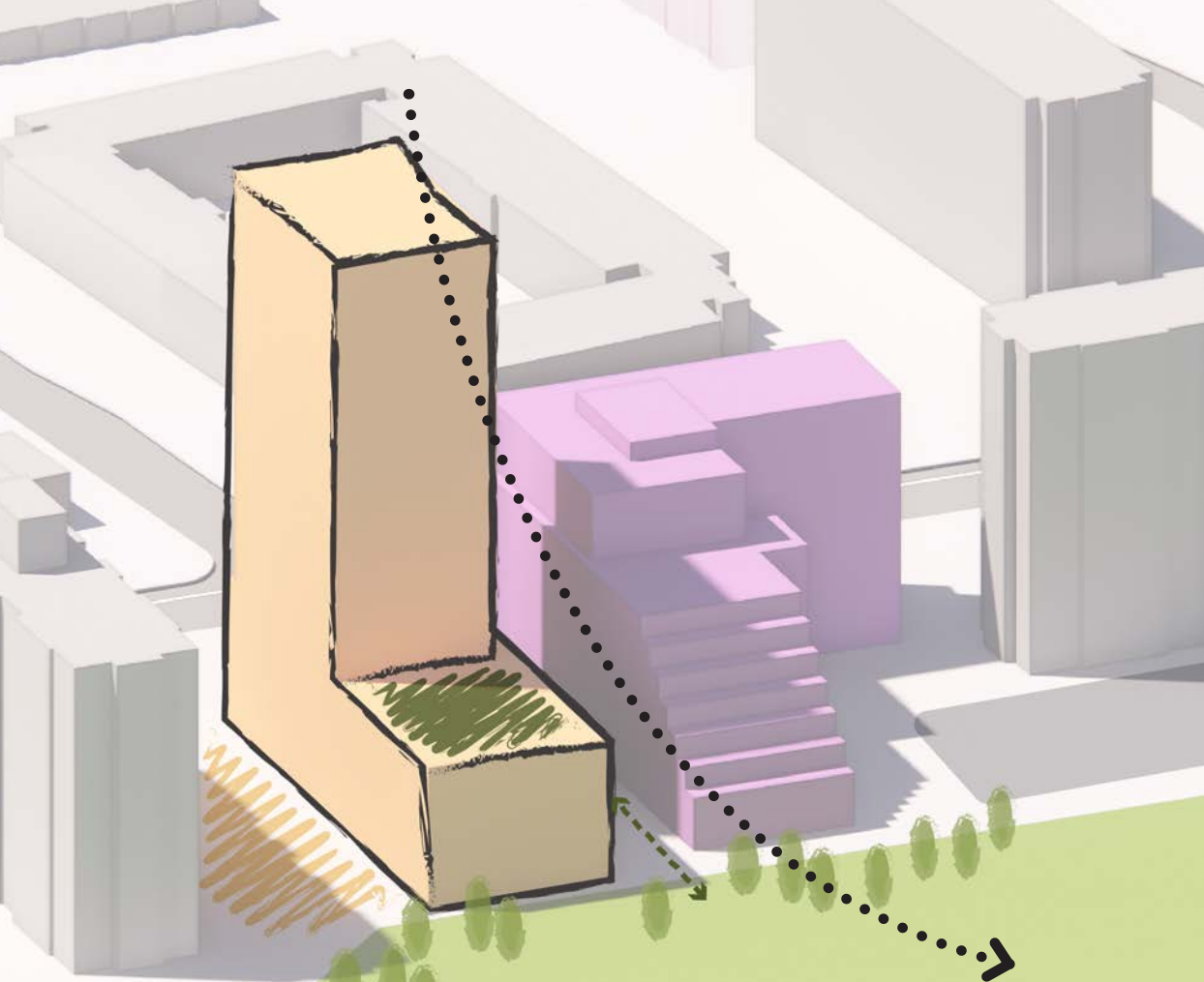
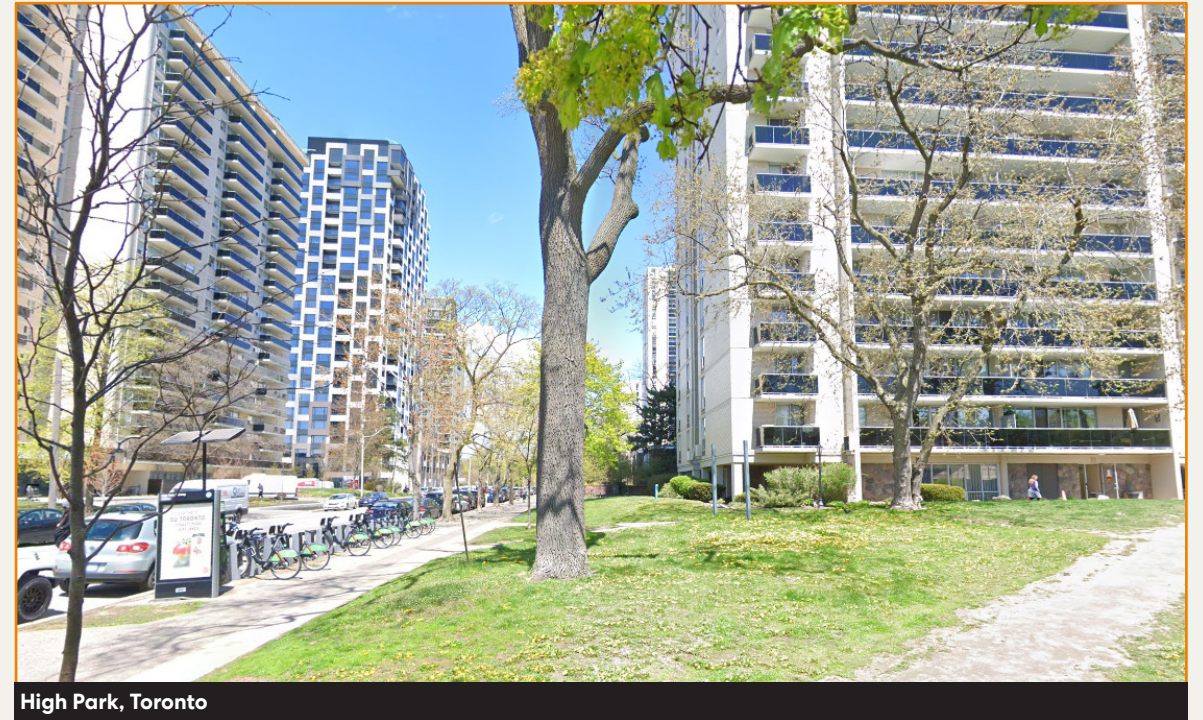
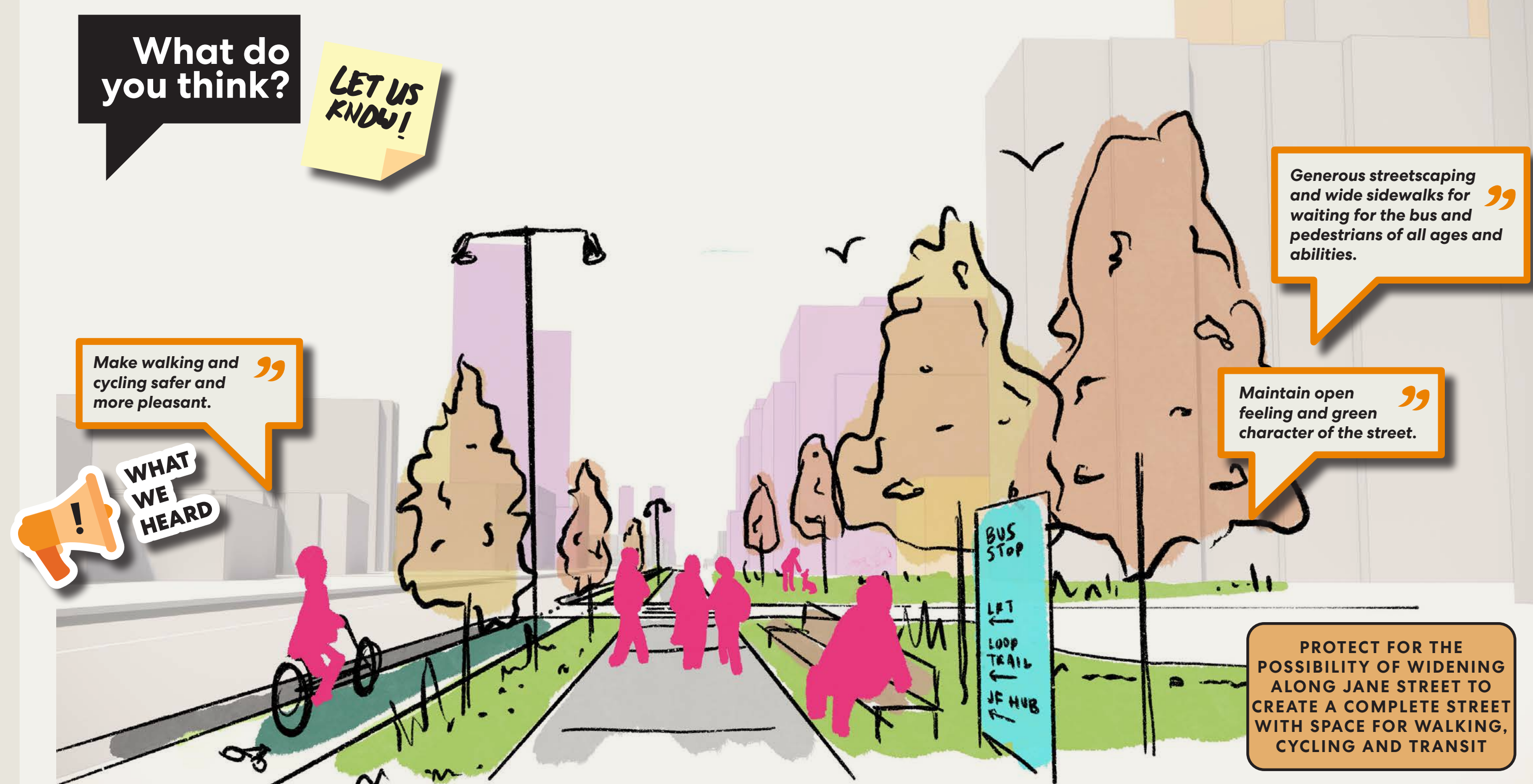
Do you like any of these examples?



Potential Concept



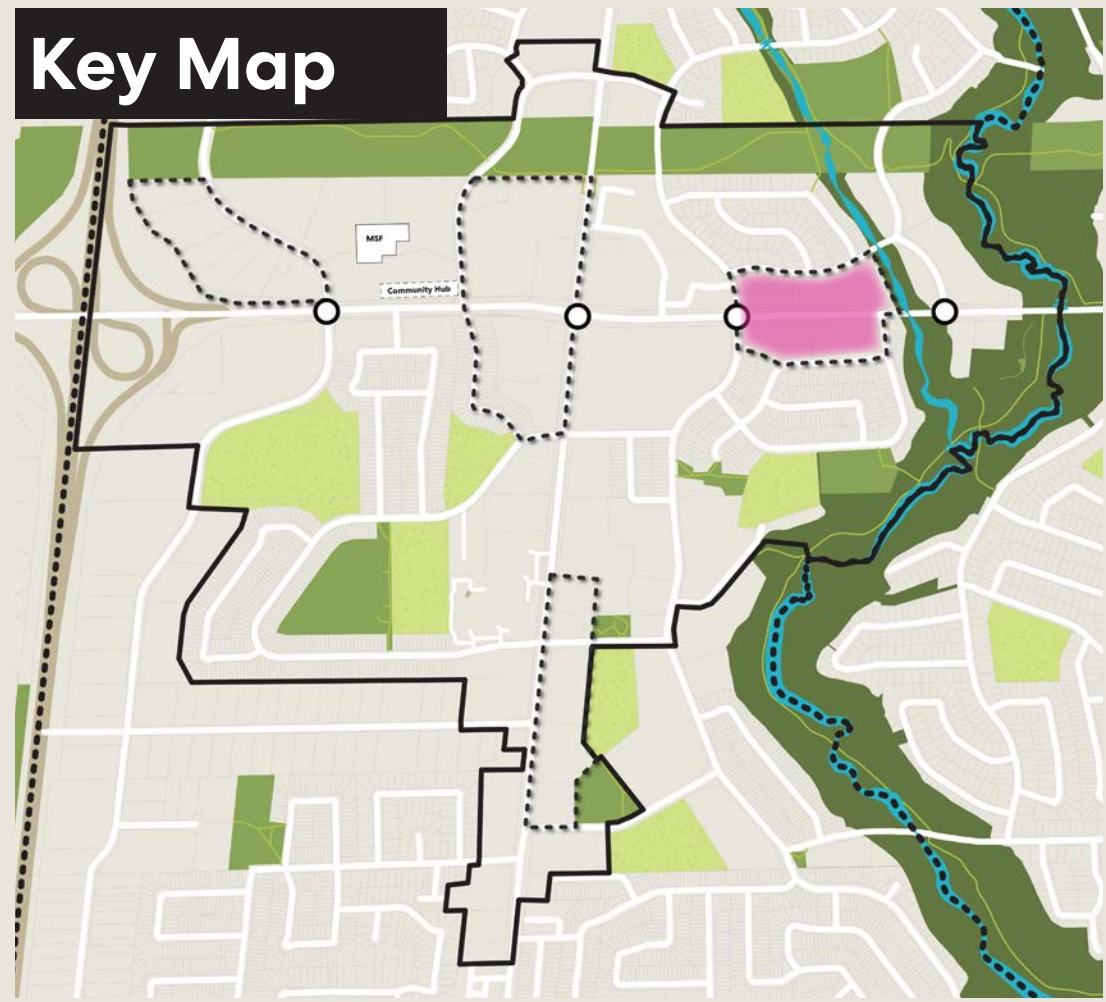
Potential Streetscape Ideas



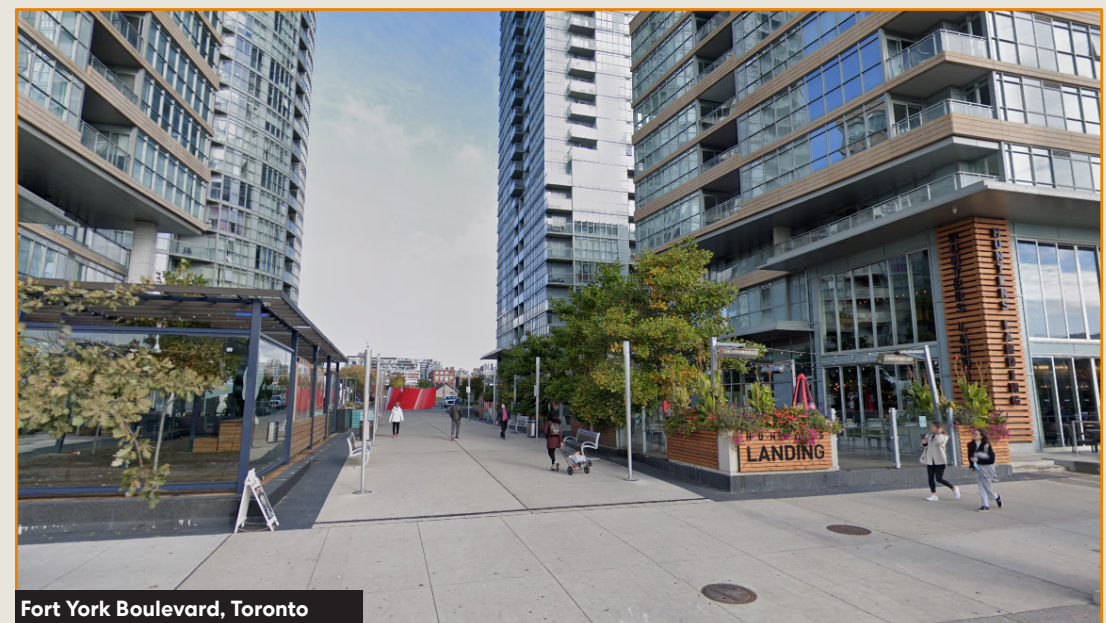
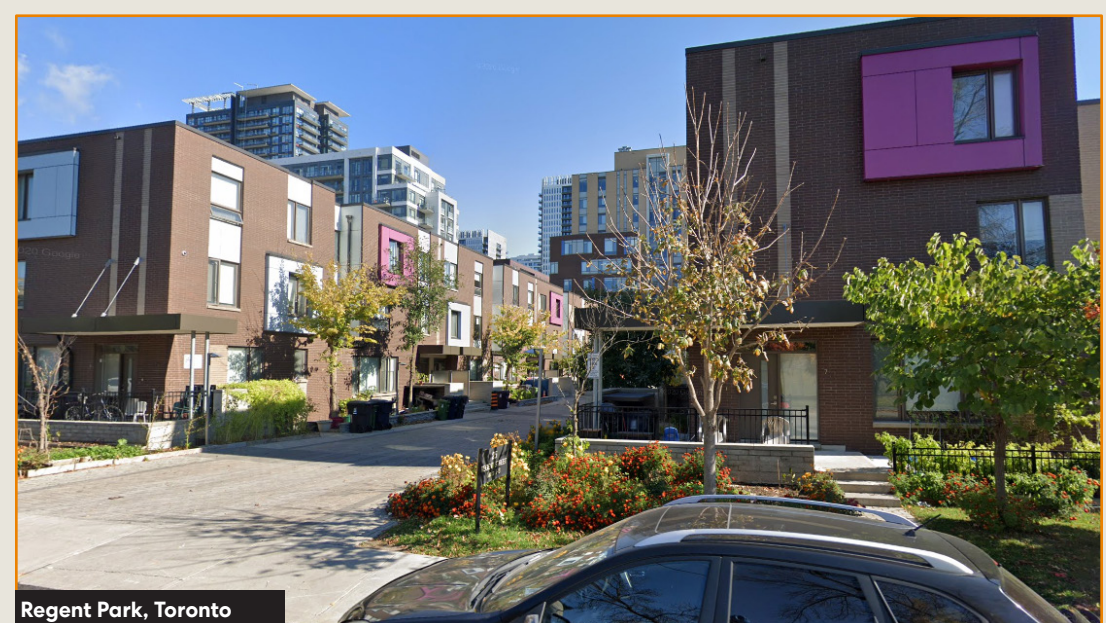
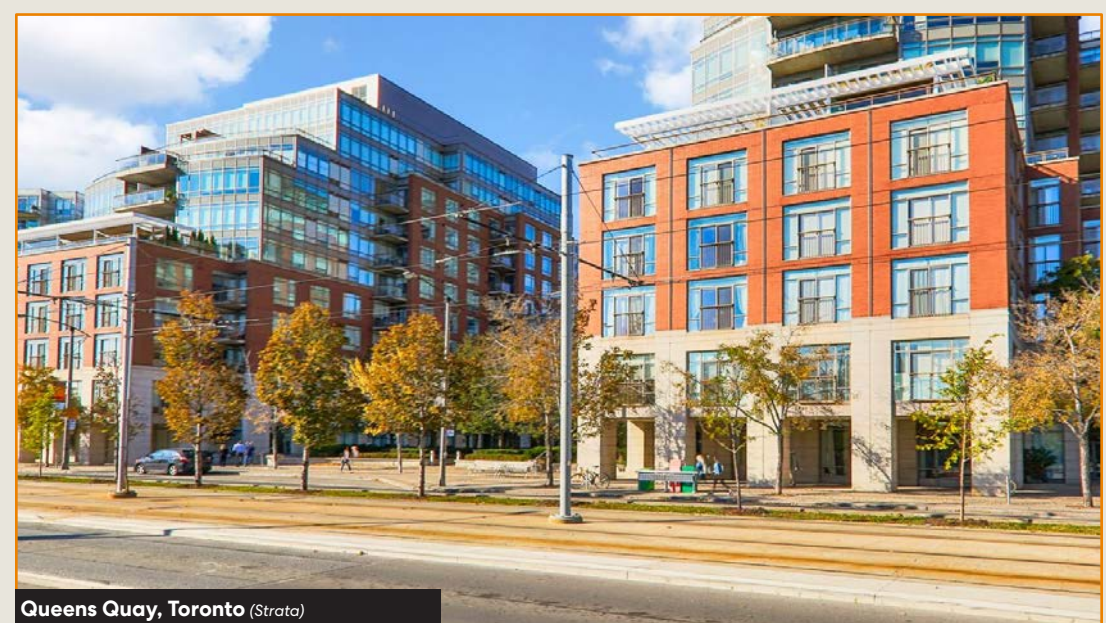
Transition to Open Space

Buildings would gradually step down in the rear towards surrounding open spaces, parks, and school yards.

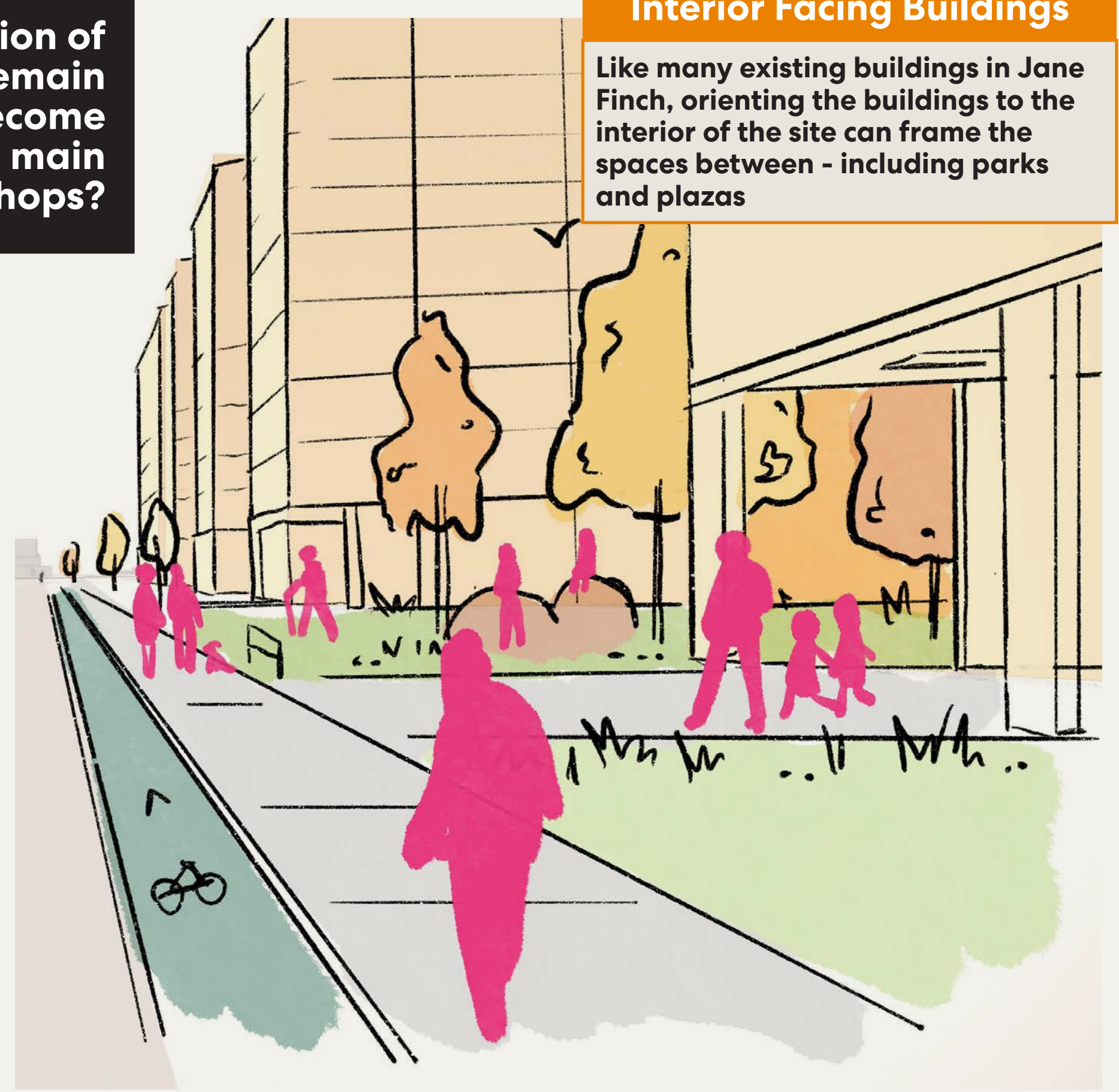
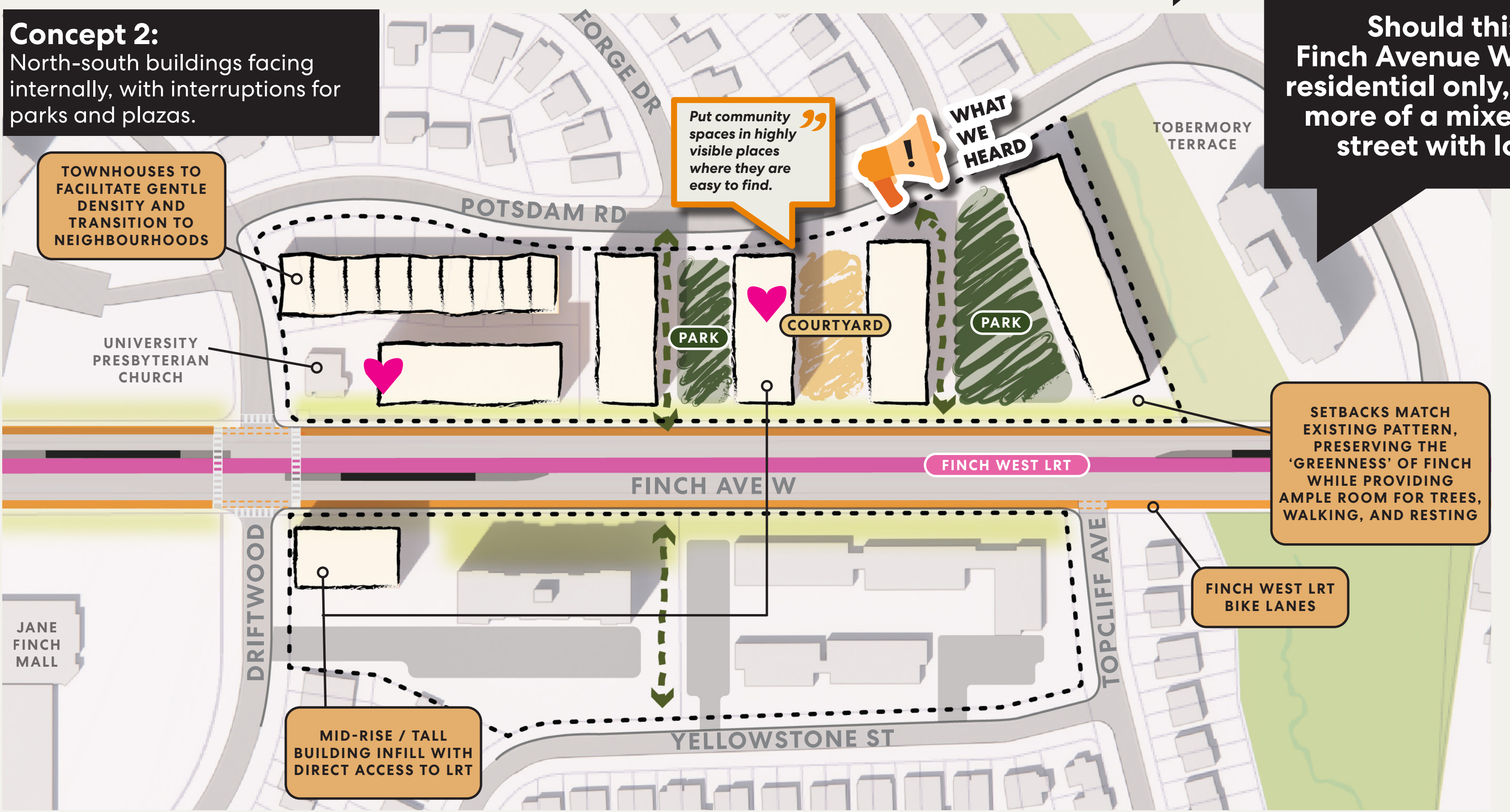
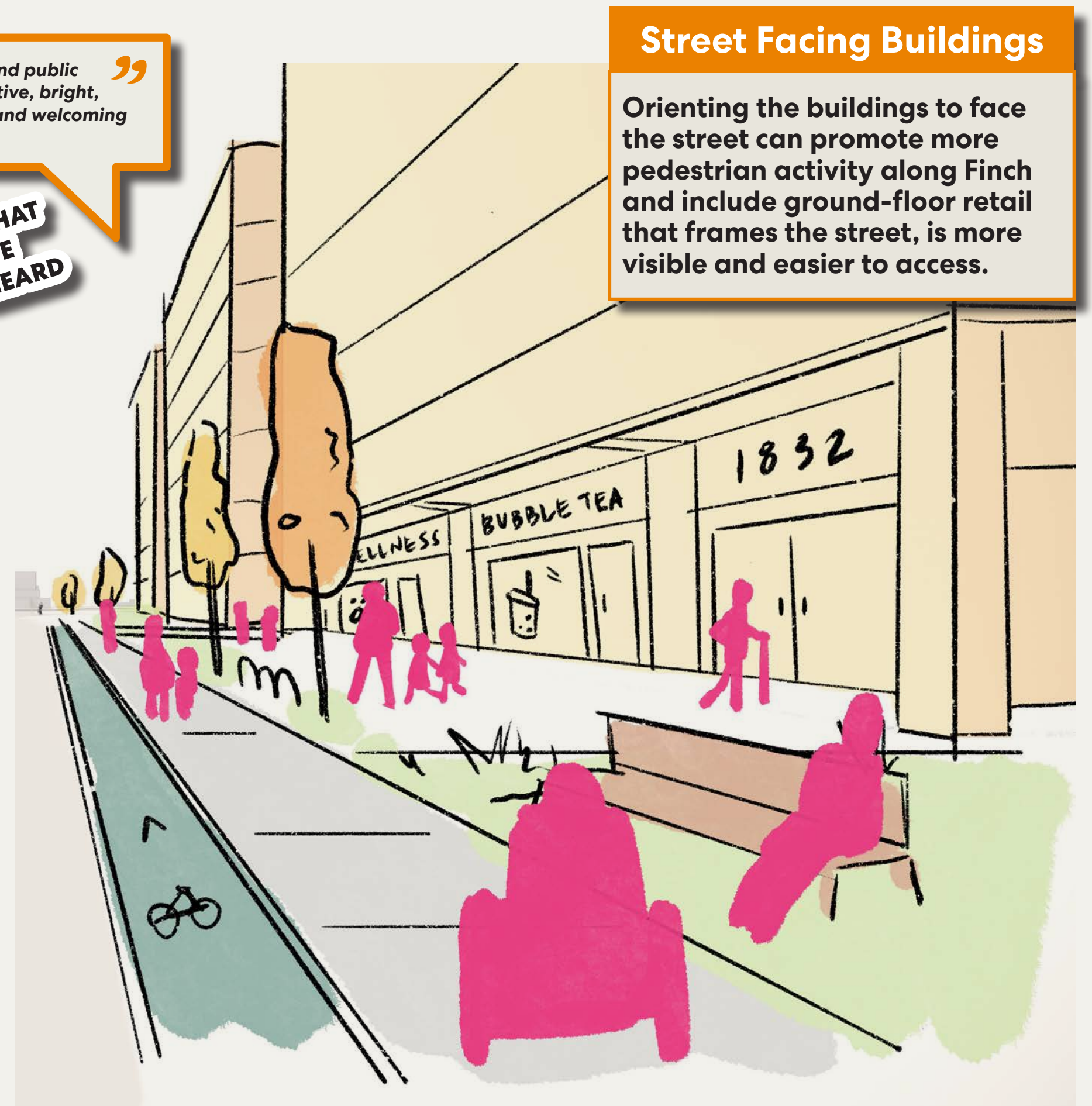
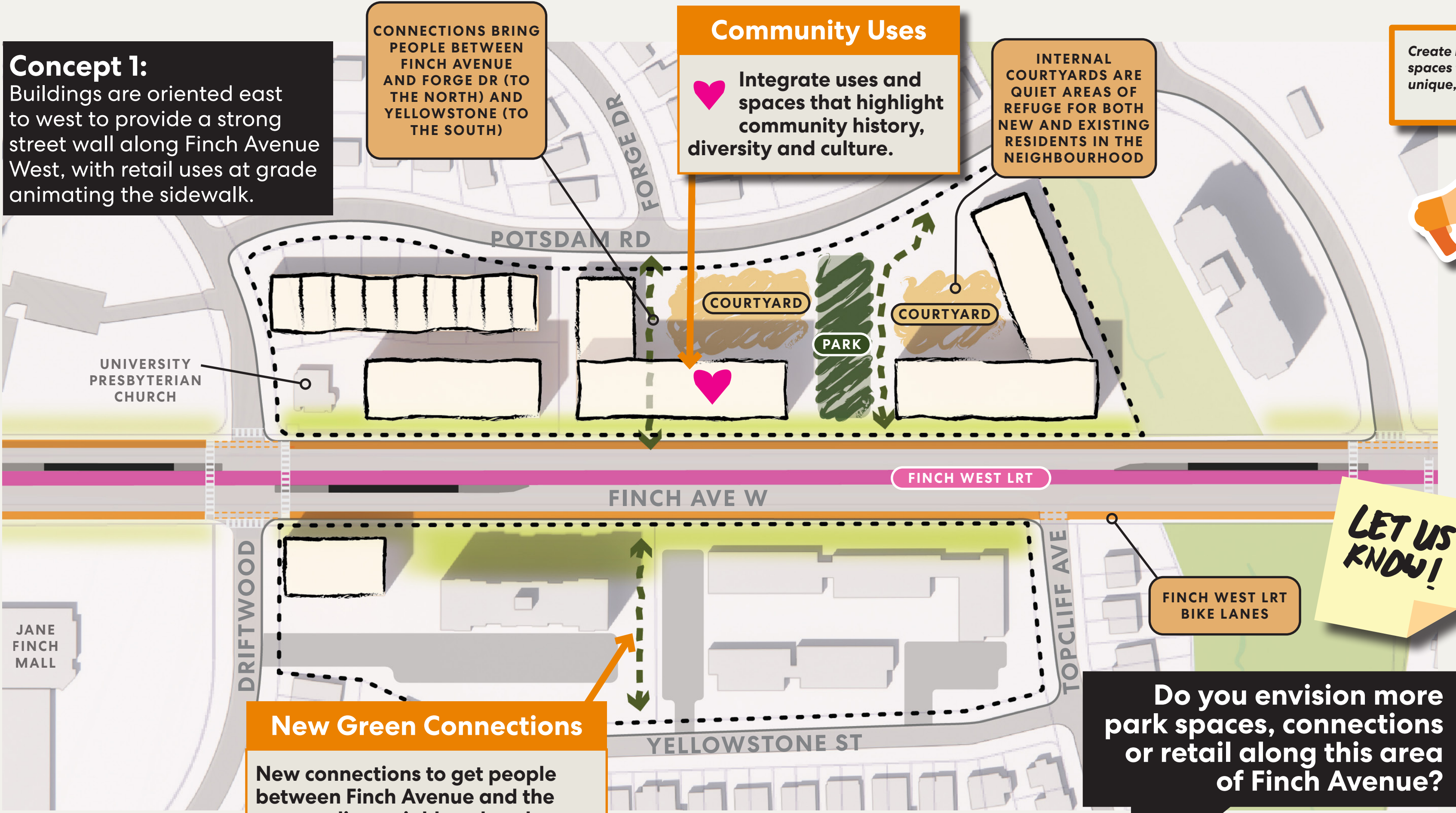
Are these the right priorities?
Did we miss anything?



Do you like any of these examples?

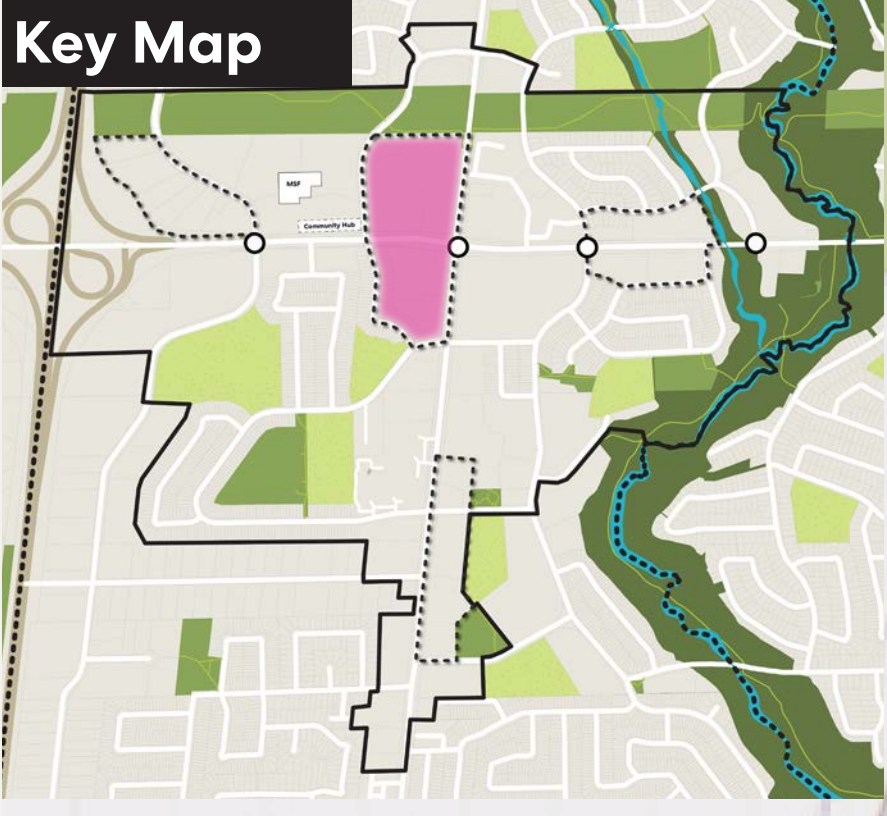


Are these the right priorities?
Did we miss anything?



Potential Concept

Key Map



CONSOLIDATE AND INTERNALIZE SERVICING AND LOADING, WHERE POSSIBLE, TO LIMIT THE IMPACTS ON ADJACENT STREETS AND AREAS

FINCH HYDRO CORRIDOR

STEPPING DOWN OF HEIGHTS TO PROTECT FOR SUNLIGHT ON PARKS AND OPEN SPACES IN THE HYDRO CORRIDOR, AS WELL AS TO LOWER SCALE AREAS/ NEIGHBOURHOODS

ACTIVE PROPOSAL: 1 YORK GATE BLVD

COURTYARD

COURTYARD

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

NO DEVELOPMENT HERE: UNDERGROUND SEWER AND WATER INFRASTRUCTURE

RETAIL AND COMMUNITY USES AT GRADE

FINCH WEST MAINTENANCE AND STORAGE FACILITY

New Parkland
New parkland framed by shops and cafes would be fully accessible with amenities for everyone to enjoy. New parkland would also help with creating climate resiliency.

PARKLAND

FUTURE COMMUNITY HUB

Community Uses
Integrated uses and spaces that support the community, such as a daycare.

FINCH AVE W

PARKING UNDERGROUND - NO SURFACE OR ABOVE-GROUND PARKING

FINCH WEST LRT

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

HIGHER DENSITY HOUSING CLOSER TO THE INTERSECTION

TALLEST BUILDINGS AT THE INTERSECTION WITH DIRECT ACCESS TO THE LRT

New Connections
New connections would provide better access through a large site and create a walkable network of blocks, to improve the walking and cycling experience and connect people to and from the LRT.

MIX OF USES, WITH RESIDENTIAL, COMMERCIAL, OFFICE AND COMMUNITY USES

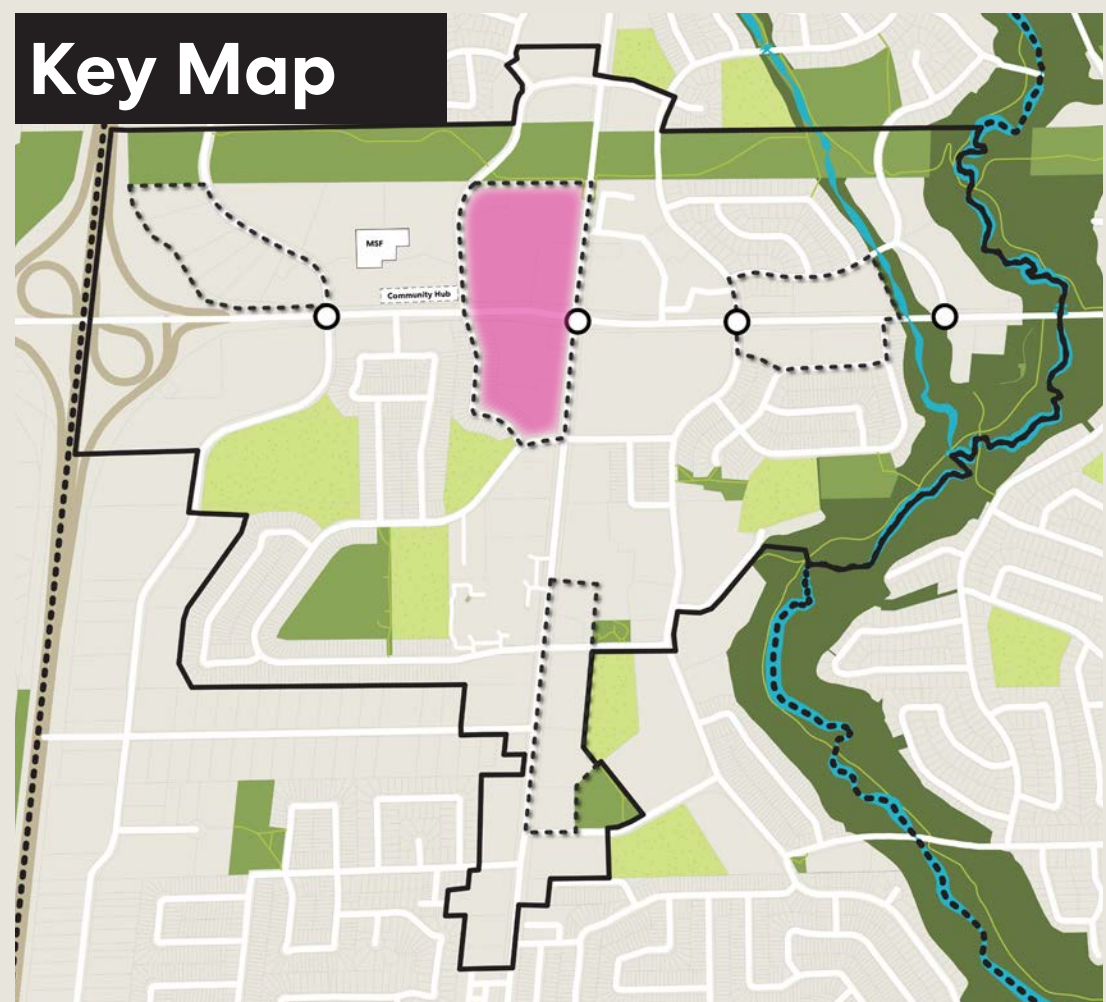
EXISTING OPEN SPACE

EXISTING PARKING

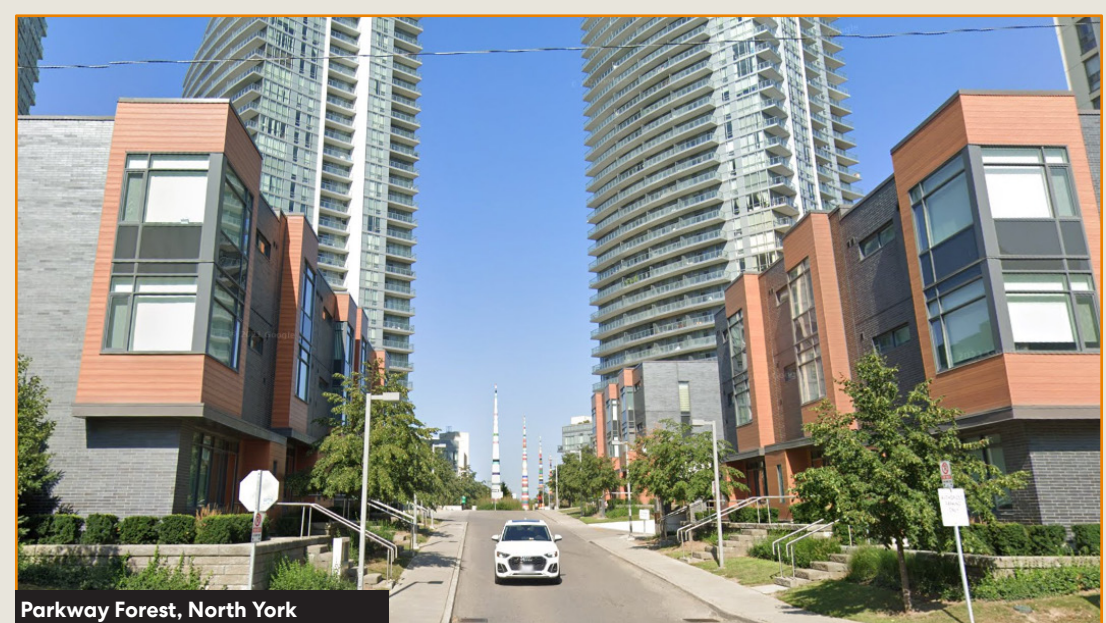
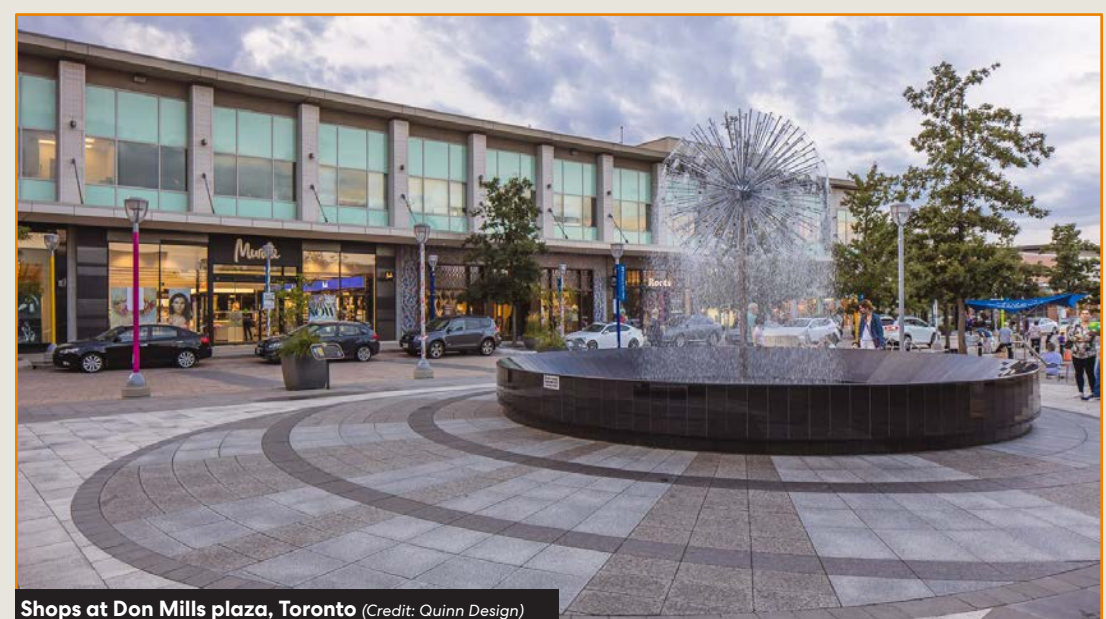
NEW ROADS AND CONNECTIONS MAKE IT EASIER TO WALK BETWEEN SHOPS, SERVICES AND NEIGHBOURHOODS

JANE ST

Key Map



Do you like any of these examples?

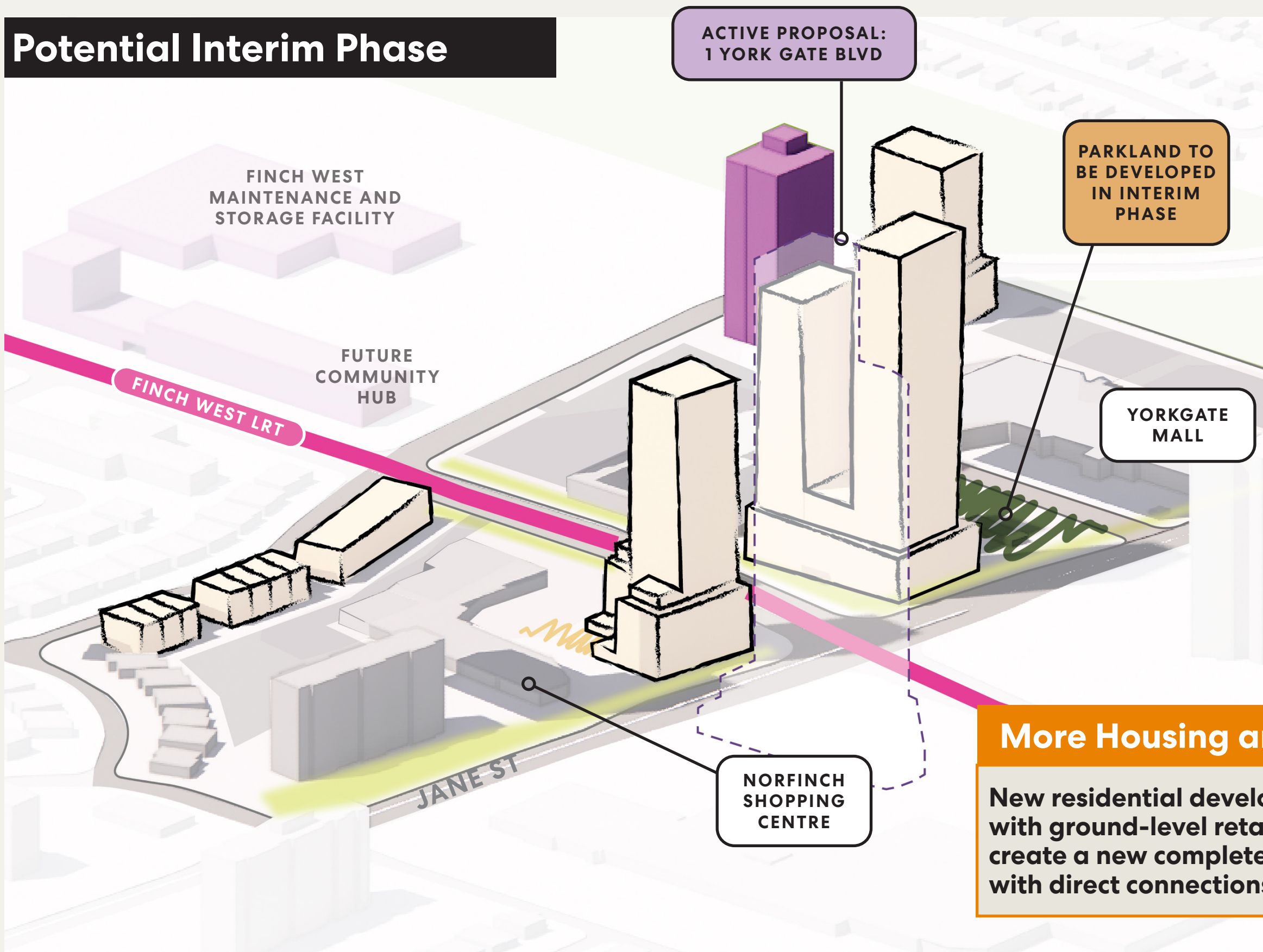


**Are these the right priorities?
Did we miss anything?**

Phasing

Phasing the development can allow the malls to remain in the short and medium-term as new housing and services are built. Phasing plans should ensure that parks and community uses are included in each phase. Existing retail can be replaced incrementally.

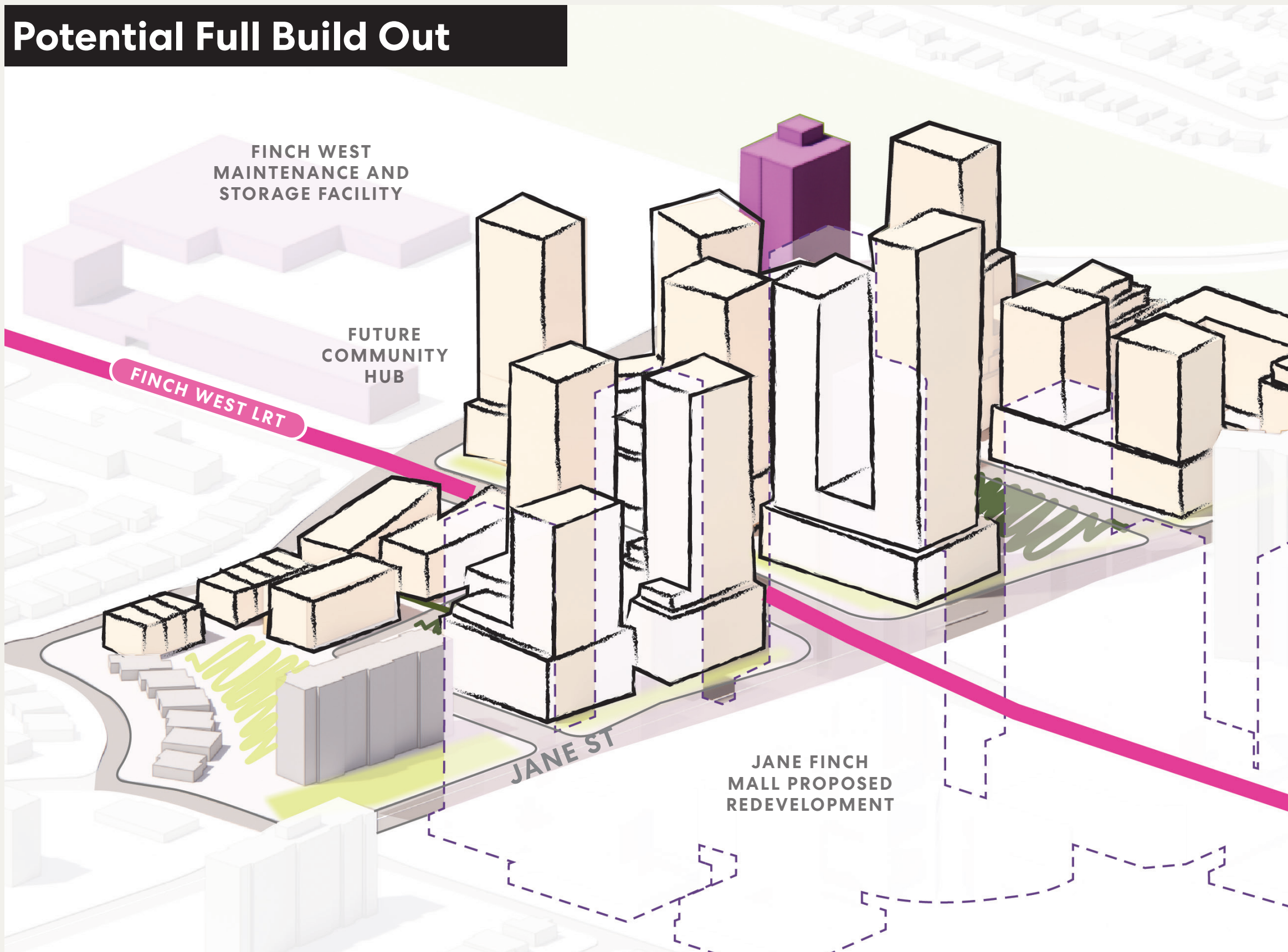
Potential Interim Phase



More Housing and Shops

New residential developments with ground-level retail would create a new complete community with direct connections to the LRT.

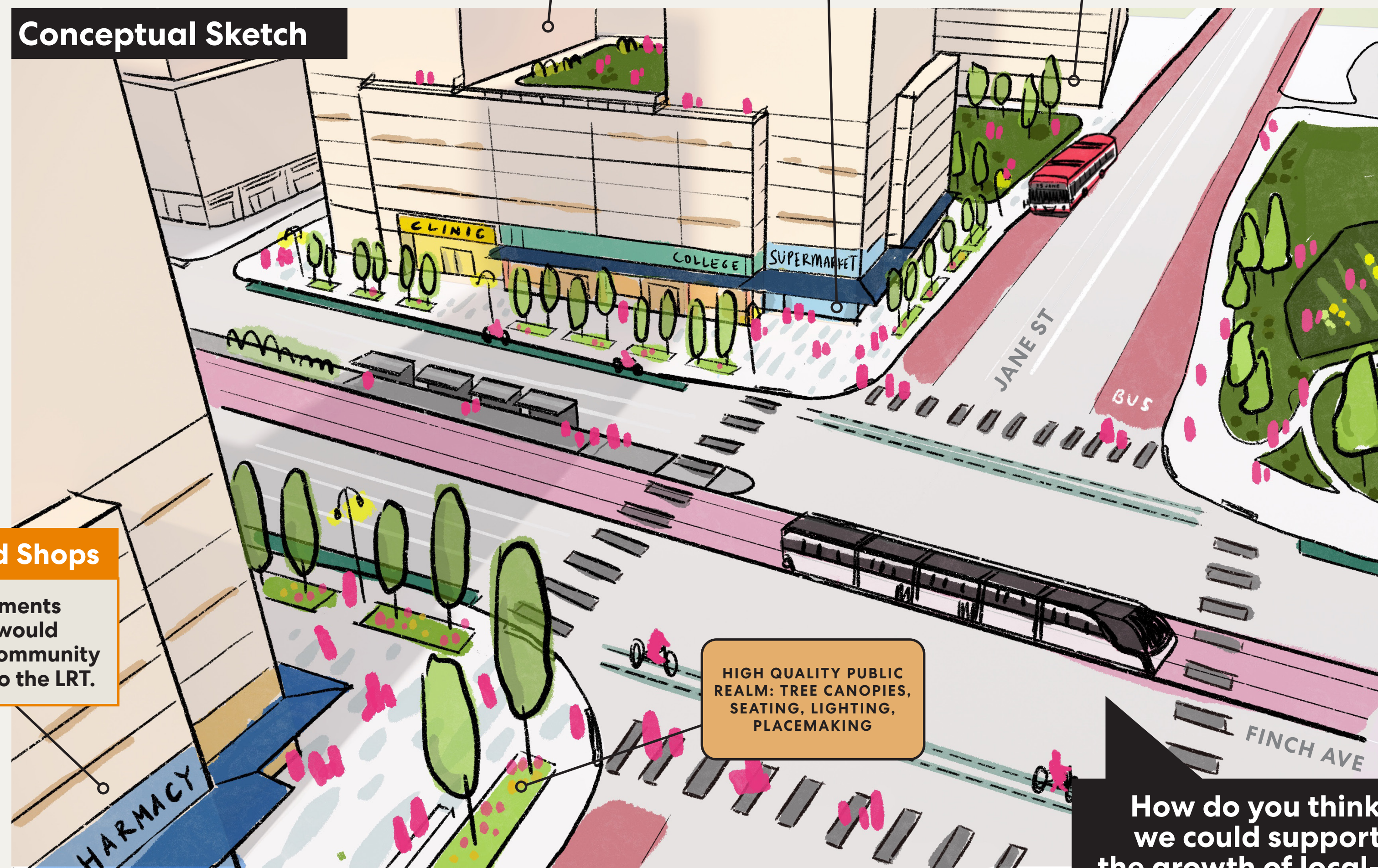
Potential Full Build Out



Vibrant and Urban Feel

Retail main streets and buildings that frame open spaces would create a mixed-use community at the intersection.

Conceptual Sketch



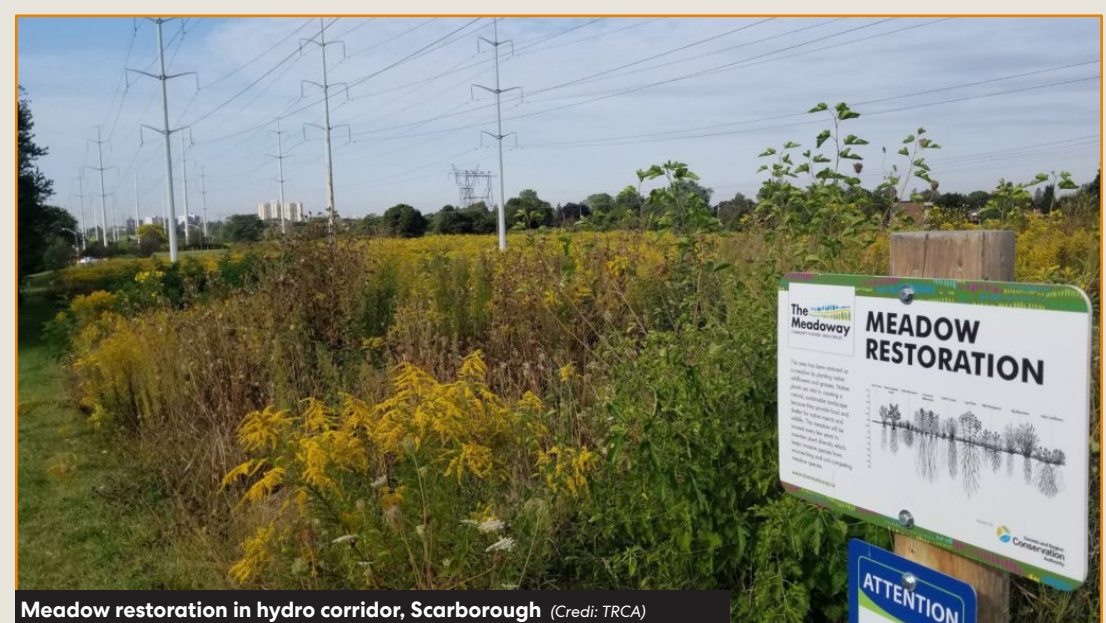
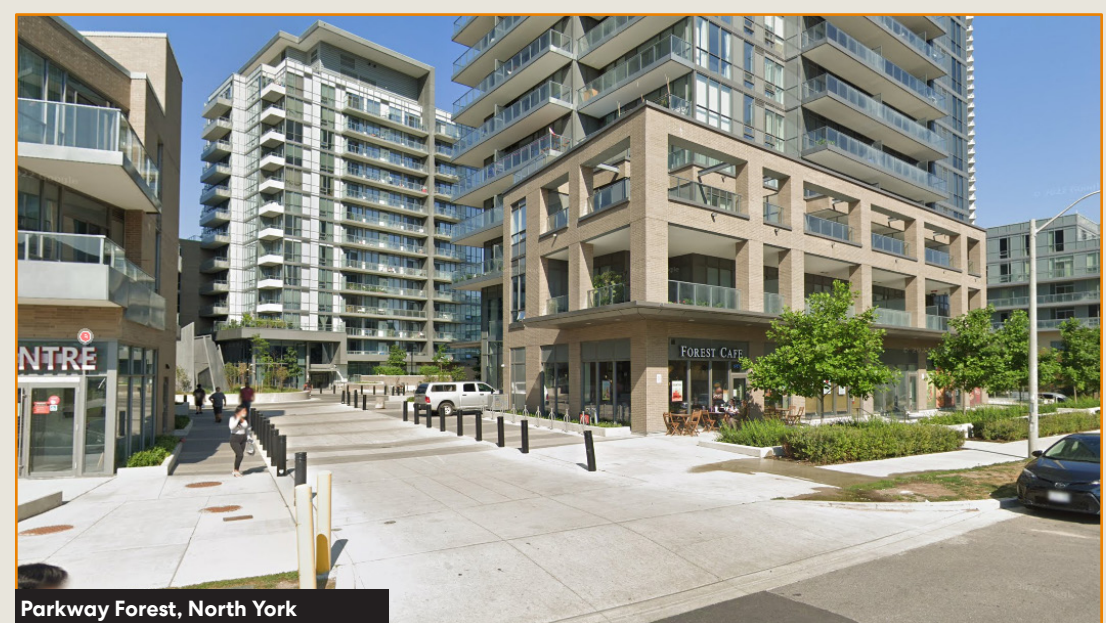
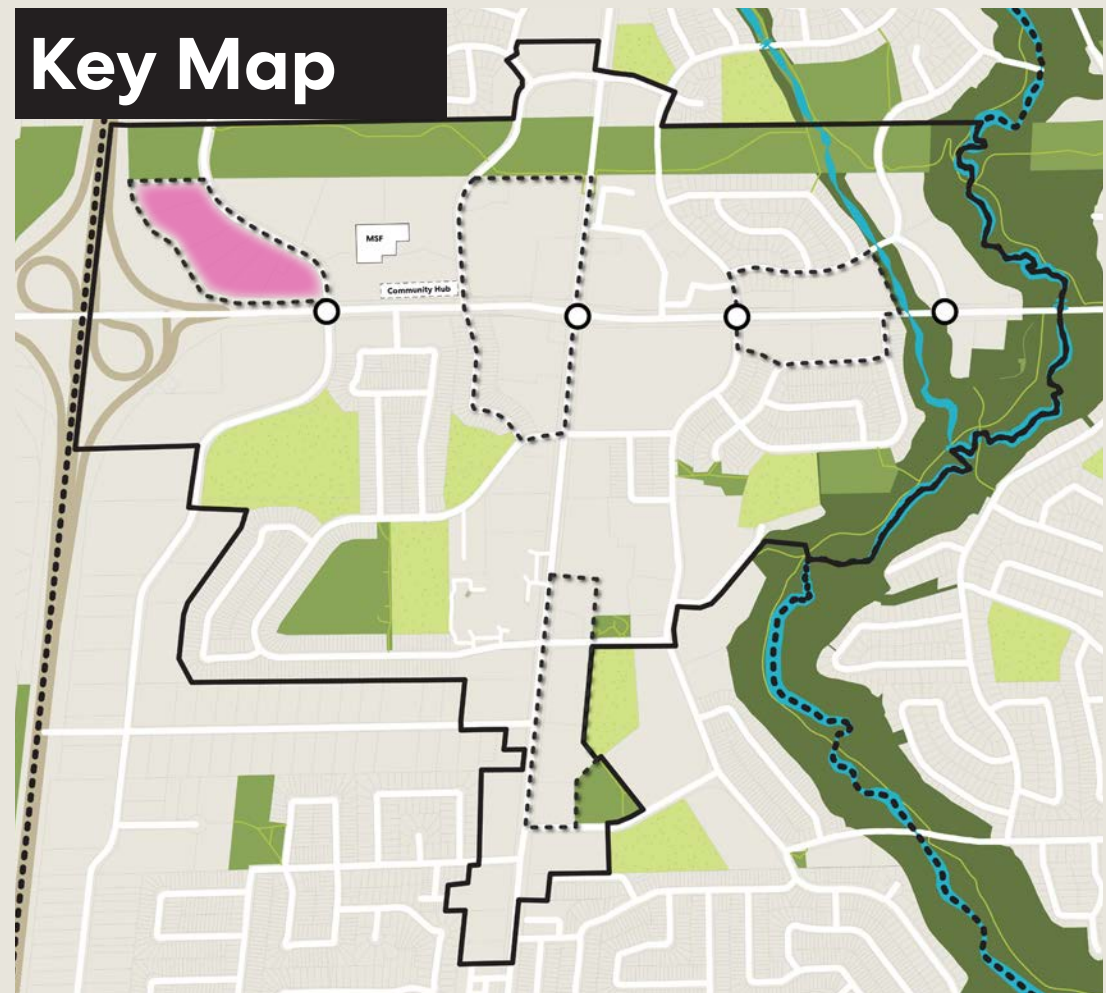
How do you think we could support the growth of local-serving retail and services?

Retail facing the intersection

AND / OR

Retail facing internal streets



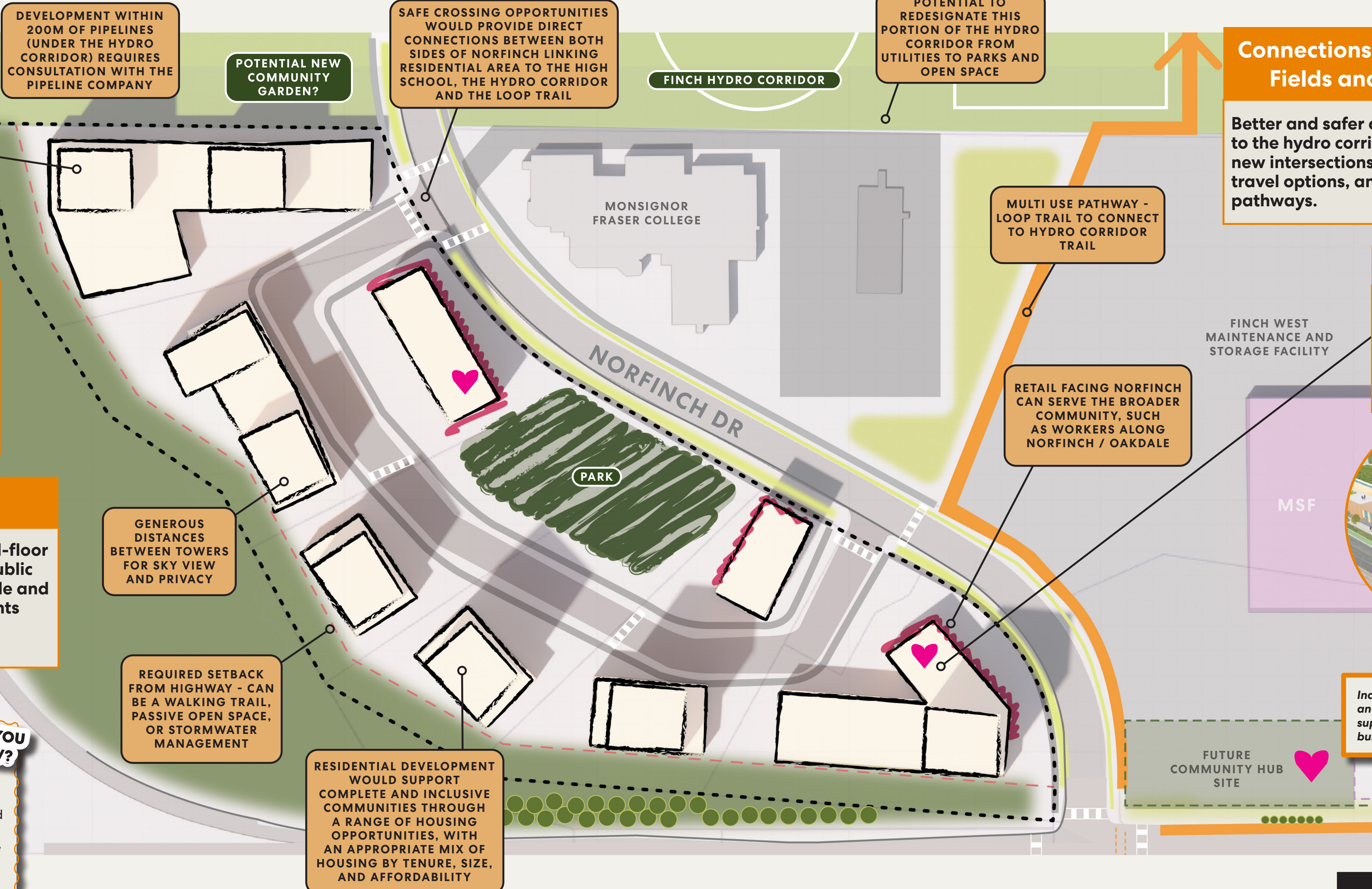


Are these the right priorities? Did we miss anything?

Taller Buildings by the Highway
Tall buildings along highways can create a 'gateway' to celebrate the entry into the neighbourhood, with less impact on its surroundings. Its anchoring location also offers unobstructed views.

A Central Park
A new park framed by ground-floor uses (like coffee shops) and public streets can create an accessible and vibrant open space for residents and workers in the broader community.

DID YOU KNOW?
How do we get new parks? When land is redeveloped, the City can require that some of the land is dedicated as public parkland - or that money is paid instead of land. The City then uses this money to buy new parkland elsewhere or to improve existing parks and recreation facilities. The City also pays for maintenance and improvements to parks and recreation facilities through the City budget.



Connections to Sport Fields and Trail
Better and safer connections to the hydro corridor through new intersections, more travel options, and new pathways.

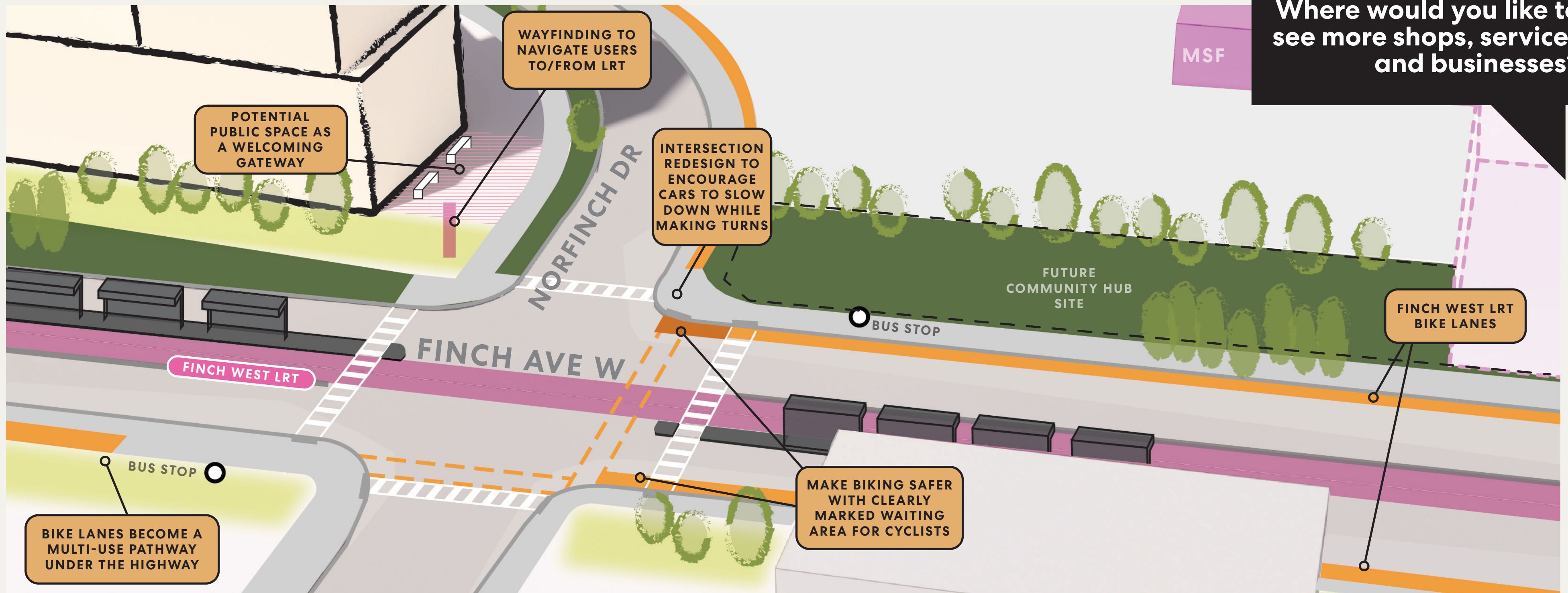
Community Uses
Integrated uses and spaces that support the community, such as a daycare.



WHAT WE HEARD

Include more communal art and commercial spaces to support local artists and business owners.

LET US KNOW!



Where would you like to see more shops, services and businesses?