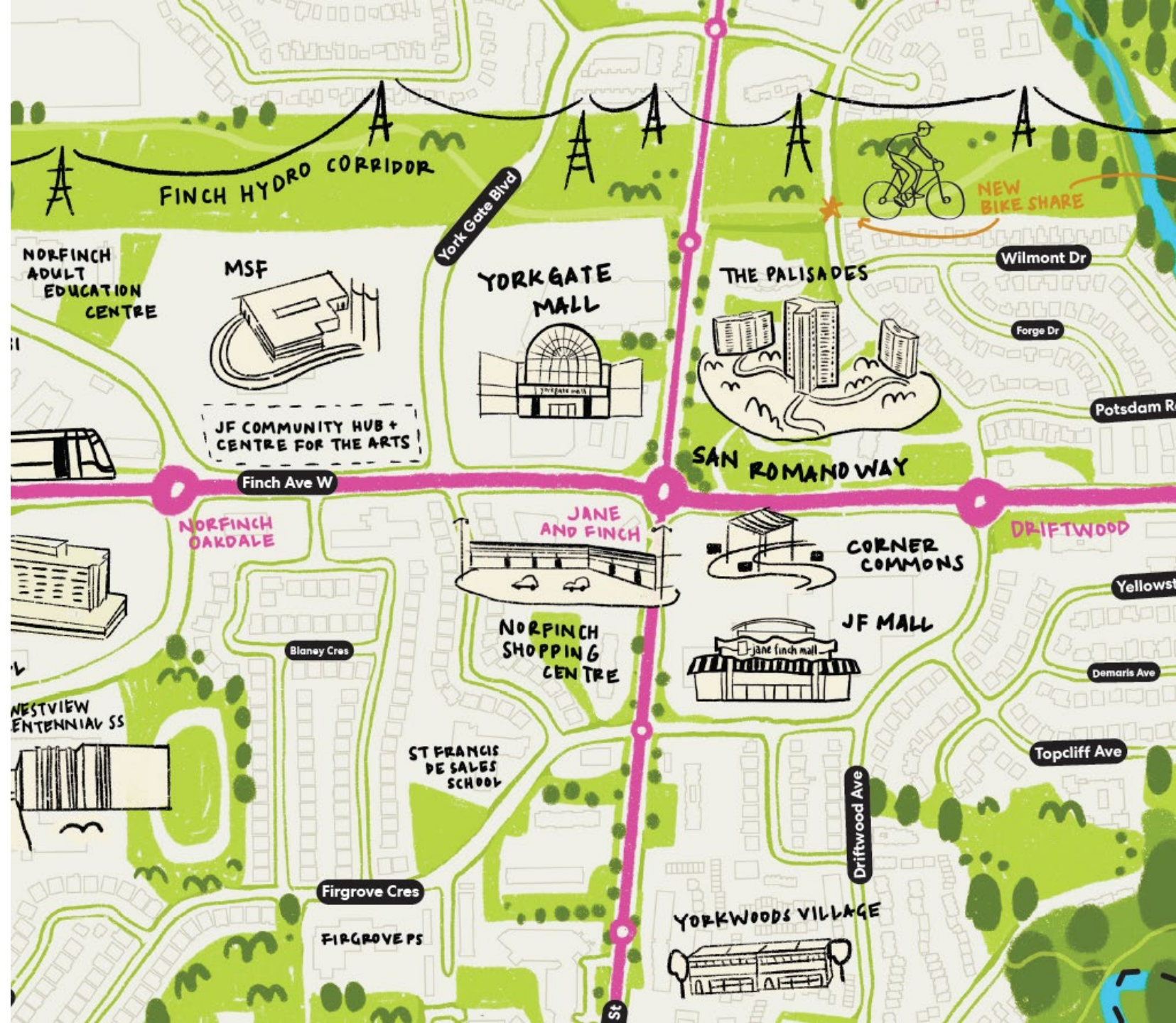


Jane Finch Initiative: Update

06 - 22 - 23 Design Review Panel

Perkins&Will



Agenda



Recap

Guiding Principles and Districts

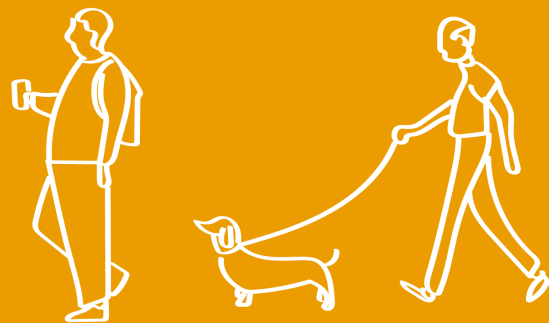
Focus Areas Overview

Focus Area Jane St. South +
Focus Area Finch Ave.

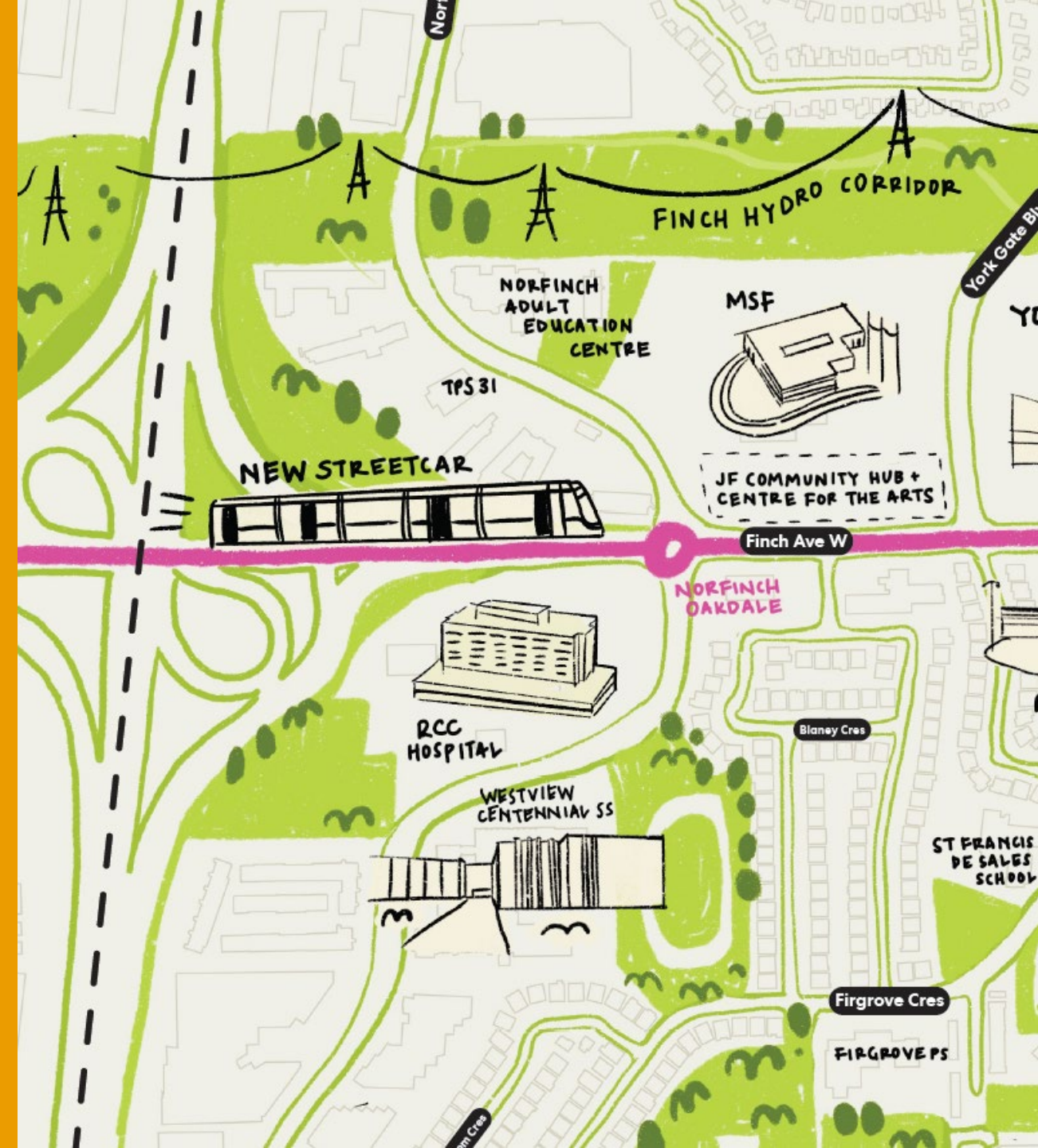
Focus Area Norfinch

Focus Area Intersection

Open Discussion



Perkins&Will



Guiding Principles and Districts

Policy Directions from Ideas Report

Create new parks, prioritizing areas with lower parkland provision rates and areas with walkability gaps.

Protect the Black Creek Ravine, invest in improvements to the trail system and crossings, and connect Jane and Finch to the City's wider ravine system.

Make parks and public spaces inclusive, welcoming, accessible, safe, and fun.

Work with community members to evaluate the quality and function of parks and public realm and determine what and where improvements should be prioritized.

Explore opportunities to celebrate Indigenous cultures and histories in public spaces.

Centre equity in planning for mobility in Jane and Finch.

Create a more walkable Jane and Finch.

Improve conditions for cycling.

Introduce Travel Demand Management approaches to encourage sustainable transportation choices.

Create appropriately-scaled development blocks for large sites that encourage walkability with a network of streets, parks, mid-block connections and interior concourses.

Design streets in Mixed Use Areas as commercial main streets with housing above shops, providing convenient and walkable opportunities for local shopping and public gathering spaces, locations for small businesses to start up and thrive, and local employment opportunities.

Strengthen the commercial core of Jane and Finch and encourage opportunities for local-serving retail and service uses to thrive.

Leading with Equity and Resilience

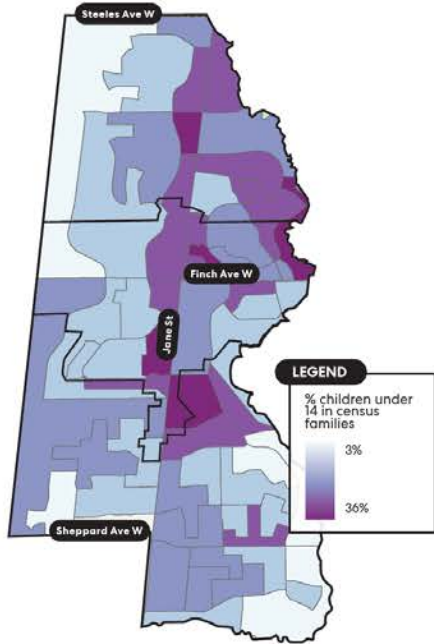
80.2% family households with children

City of Toronto: 65.2%

19.9% children under 14

City of Toronto: 14.6%

Children are more vulnerable to health and wellbeing challenges, due to limited levels of autonomy and lack of voice in policy and politicsⁱ. Studies have shown that involving children in the design of policy – specifically regarding climate change – is essential to ensuring policies have children's rights in mindⁱⁱ.



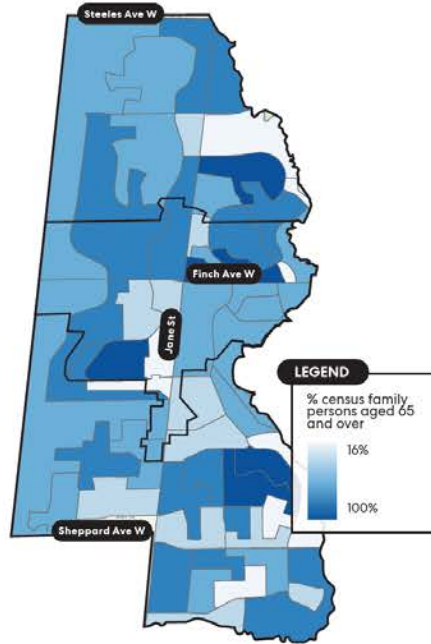
25.7% adults over 65 living with their relatives

City of Toronto: 19.3%

15.1% adults over 65

City of Toronto: 15.6%

Older adults make up a significant portion of the neighbourhood's residents. Many live with relatives in multi-generational households. They are more prone to heat-related concernsⁱⁱⁱ, experience reduced mobility, social isolation, and elevated hospitalization^{iv}. Policies to support aging in place, shared living and open spaces, and community building will be important.



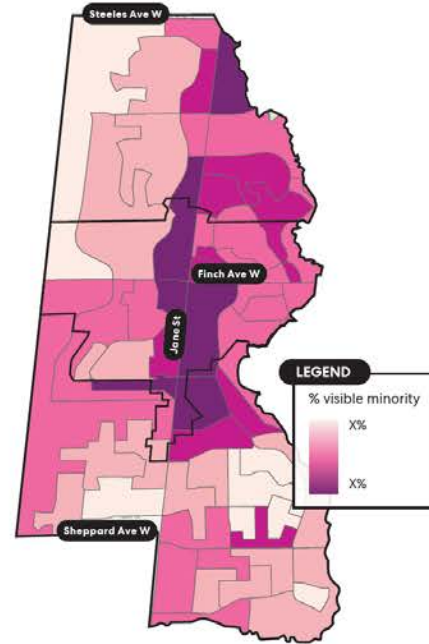
77.8% visible minorities

City of Toronto: 51.4%

58.9% immigrants

City of Toronto: 47.0%

This neighbourhood has a significantly higher proportion of visible minorities and immigrants (compared to the City of Toronto), with 0.7% of the population that are Aboriginalⁱ. Communities of colour were found to be associated with increased vulnerability to heatⁱⁱ, higher instances of policing, histories of displacement, and experience barriers to mobility and open spacesⁱⁱⁱ.



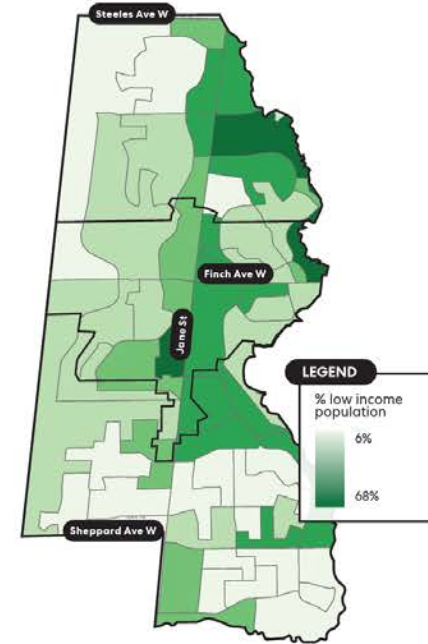
28.8% low income

City of Toronto: 20.2%

11.9% unemployment rate

City of Toronto: 8.2%

Almost a third of the Jane and Finch households are low income, with 39.8% of tenants and 24.8% of owners spending more than 30% of their household income in shelter costs. Socio-economic inequalities like poverty will have consequences in times of disastersⁱ (e.g. heat waves, flooding, pandemic, etc). It is critical that policies and services respond to these risks.



ⁱ Chumo, I. et al. (2023) Drivers of vulnerability to health and wellbeing challenges in informal settlements. *Frontiers*.
ⁱⁱ Nyahuma-Mukavishi, G. et al. (2023) Children, urban vulnerability, and resilience. *Palgrave Encyclopedia of Urban and Regional Futures*.

ⁱⁱⁱ CDC (2022) Older adults and extreme heat
^{iv} van Hoof, J. et al. (2019) The challenges of urban aging: Making cities age-friendly in Europe. *Environmental Research and Public Health*.

ⁱ "Visible Minority", "Aboriginal Identity" defined by Census of Canada
ⁱⁱ Manware, M. et al. (2022) Residential and race/ethnicity disparities in heat vulnerability in the United States.

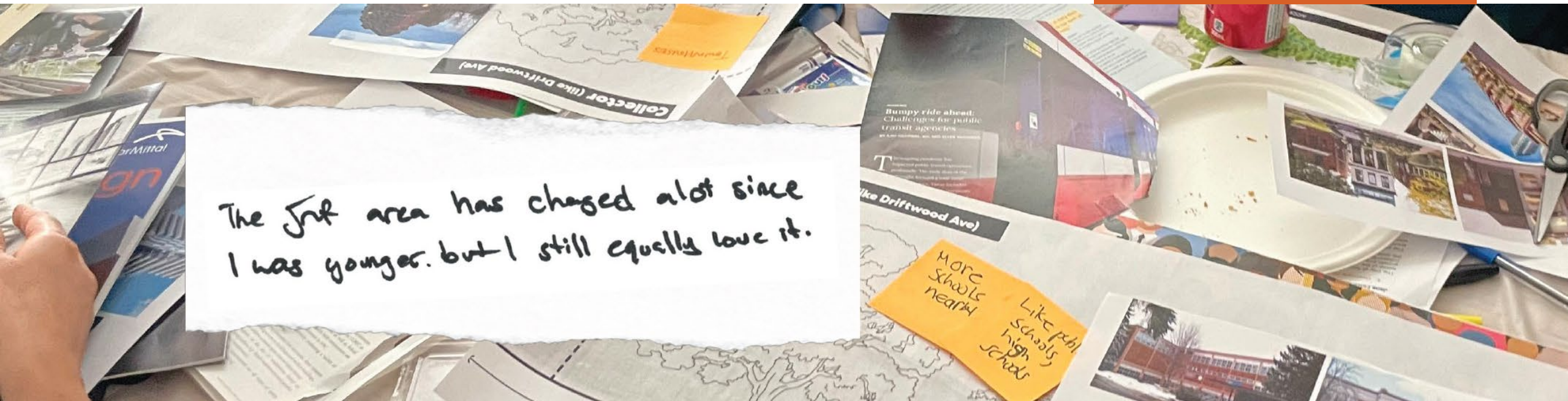
ⁱ United Nations Office for Disaster Risk Reduction: Poverty and inequality risk drivers. <https://www.preventionweb.net/understanding-disaster-risk/risk-drivers/poverty-inequality>

Leading with Equity and Resilience

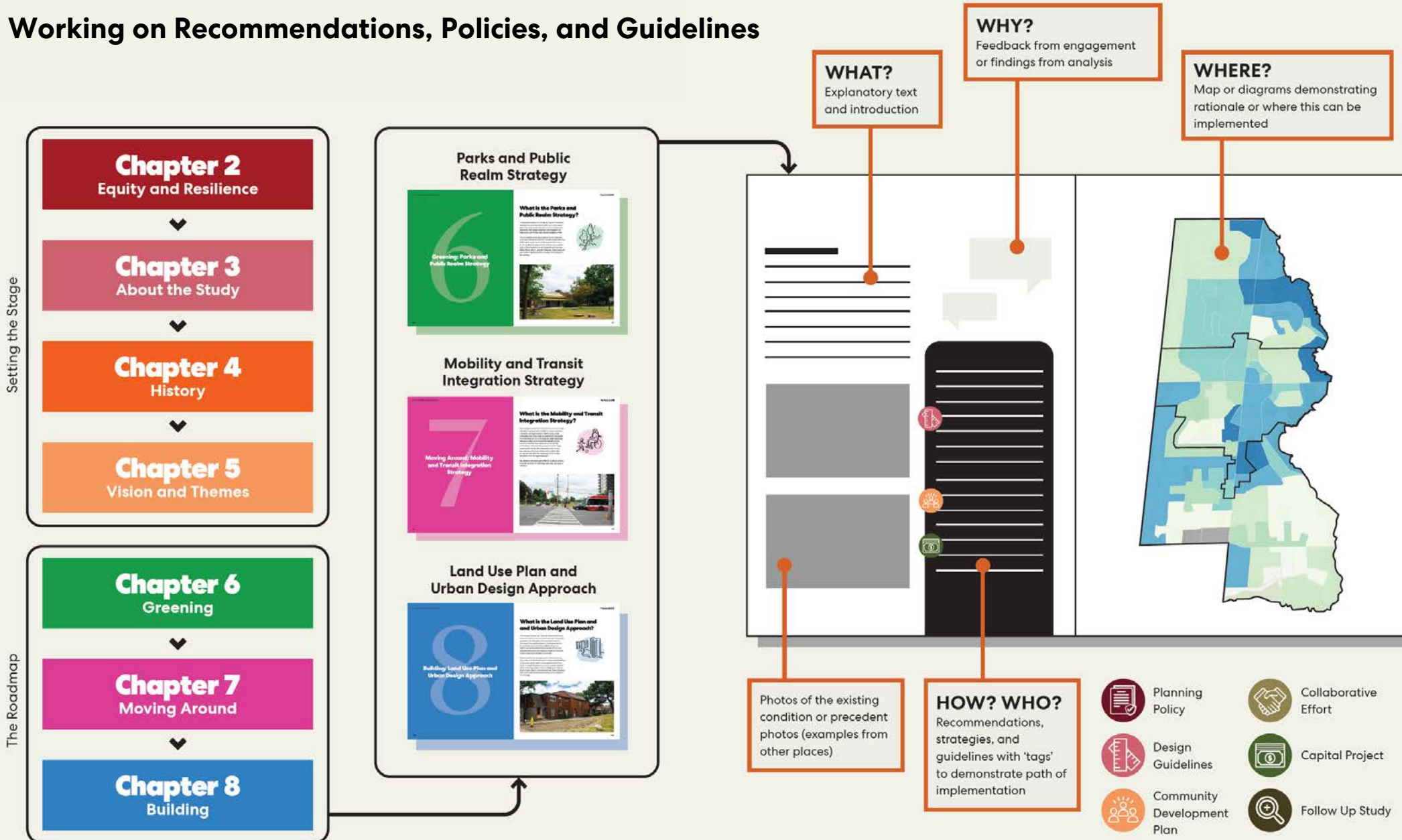


What does this mean for Jane Finch?

Change is coming to Jane Finch, and it's critical that we approach the study, the engagement, and the strategies with Equity at the forefront. This requires understanding that not everyone experiences spaces and places the same, and that in instances of stress or shock, vulnerable populations or equity-seeking groups will almost always have exacerbated impacts and lower capacities to withstand or absorb those challenging scenarios.



Working on Recommendations, Policies, and Guidelines



Working on Recommendations, Policies, and Guidelines

Parks and Public Realm Strategy



GREENING



Mobility and Transit Integration Strategy



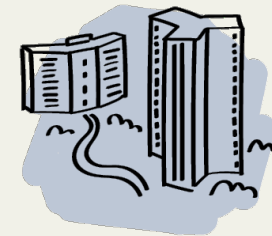
MOVING



Land Use Plan and Urban Design Approach



BUILDING

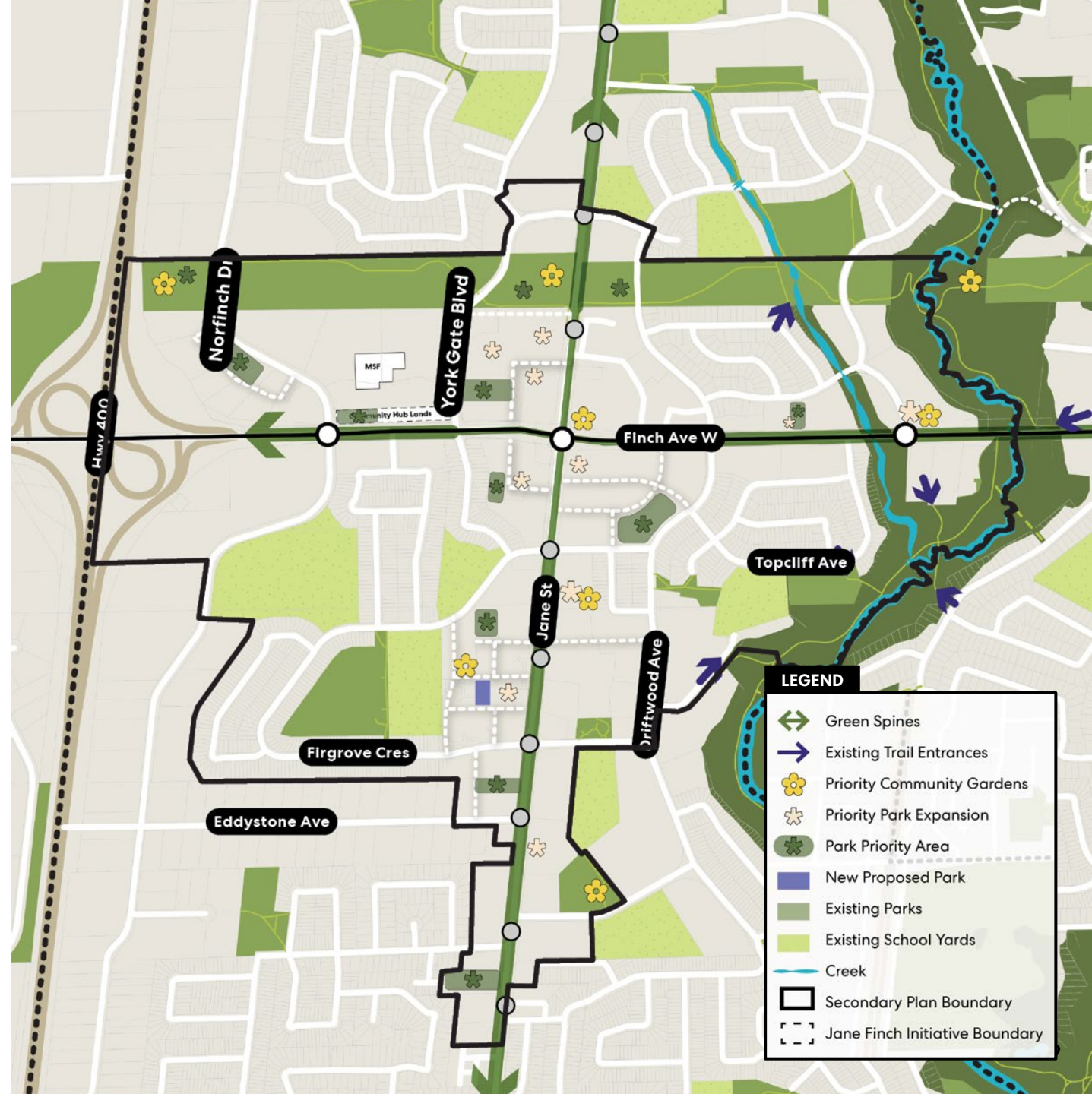


Greening



The “greenness” of Jane and Finch today is anchored by its significant green assets, as big and expansive as the Black Creek Ravine, to small playgrounds and sports fields throughout the neighbourhood.

In addition to parks, the neighbourhood is also home to several community gardens and urban agriculture initiatives, from the Black Creek Community Farm to local food justice activism. The Finch Hydro corridor and landscaped edges framing streets like Jane Street also add to the overall green character of the neighbourhood today.

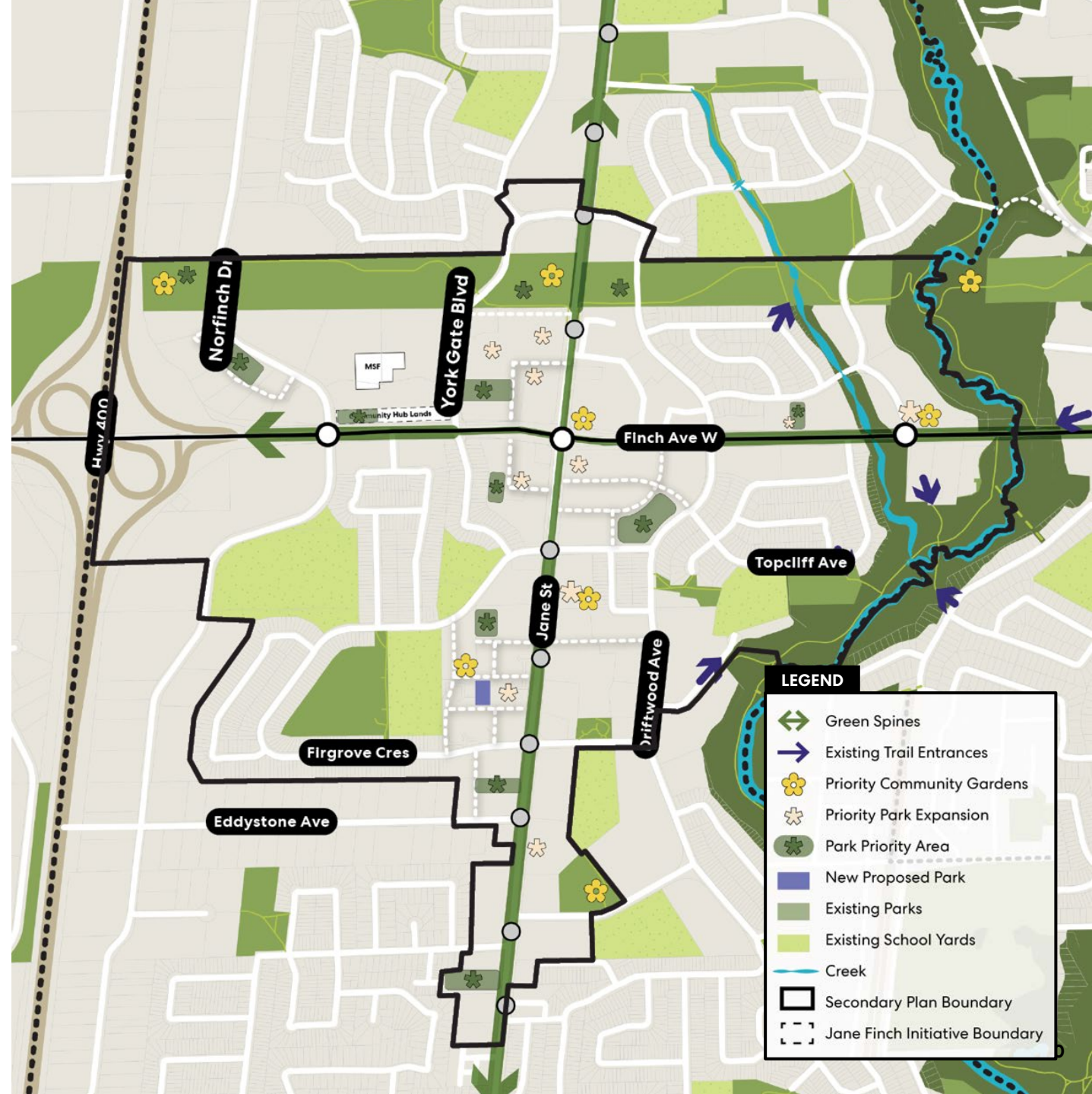


Greening



Big Moves include:

- Create new parks and squares
- Create central squares at the intersection of Jane and Finch
- Celebrate the Hub as a new Anchor in the neighbourhood
- Protect Green Spines
- Embody histories – Indigenous heritage and cultural placekeeping
- Improve our parks today



Greening

Jane Finch Initiative: Planning Framework

Associated Strategies

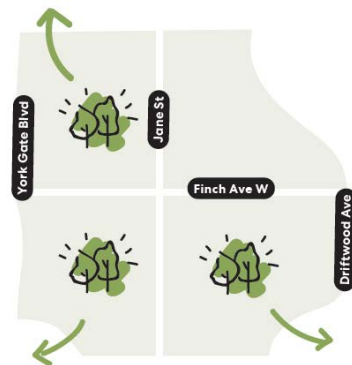
- New Parks in Jane and Finch will:
 - Meet the needs of everyone, with specific attention given to vulnerable and equity-deserving groups such as older adults, children, women, racialized folks, and those with accessibility needs.
 - Fill a walkability gap and park provision gap, ensuring that new parks are located where park supply today is currently low, or difficult to get to.
 - Reflect and support future population growth, ensuring that new parks are developed alongside, or before new development.
 - Be a minimum of the size as outlined in Map X.
Be universally accessible.
- New Parks will be prioritized in areas such as:
 - Large sites, or areas appropriate for denser development, such as existing Apartment Neighbourhoods or Mixed Use Areas.
 - Parkland deficient areas.
- Residents of Jane and Finch should be able to access parks that meet all categories of function (passive and ecological, community and civic, and sport and play).

Parks framed by buildings - Regent Park, Toronto (D&M)

An area of soft and hard landscaping - Sugar Park, Toronto (D&M)

Parks offer direct access to nature, provide shade, and mitigate the urban heat island effect (UHI).

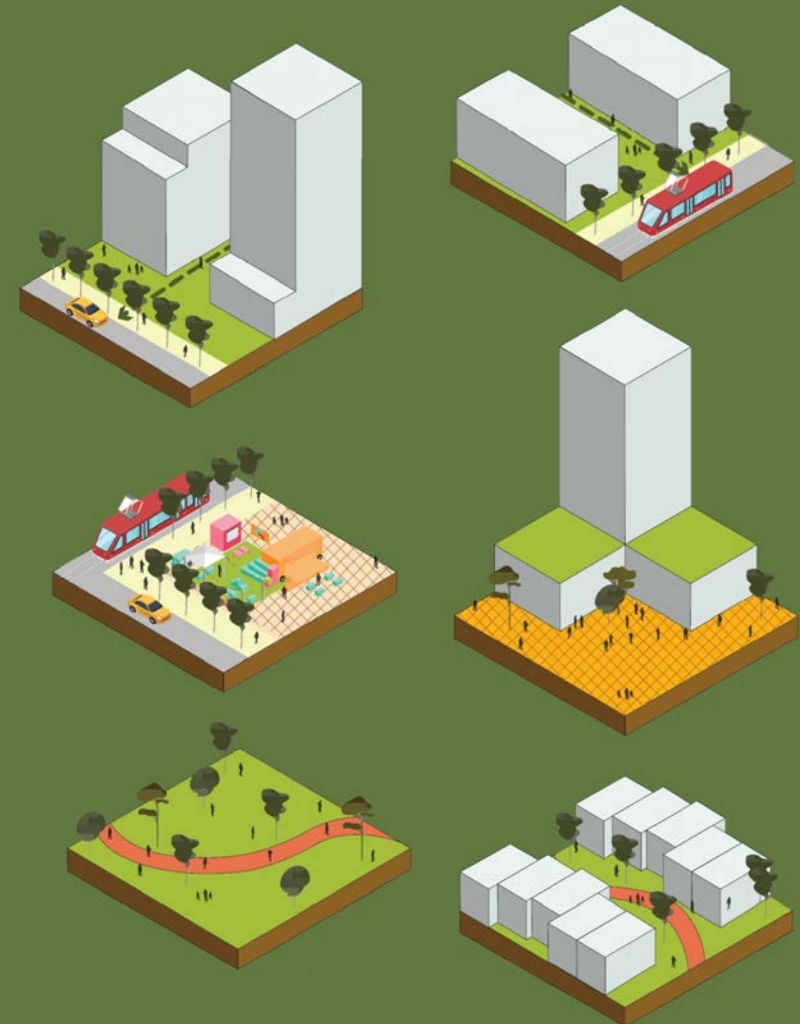
54



new parks, trees, and vegetation to reduce heat absorption and serve surrounding community

We're not just talking about parks.

Open spaces in Jane and Finch – today and tomorrow – come in all shapes, sizes, functions, landscapes, and contexts. They are all critical in creating a network of equitable, welcoming, and comfortable open spaces.

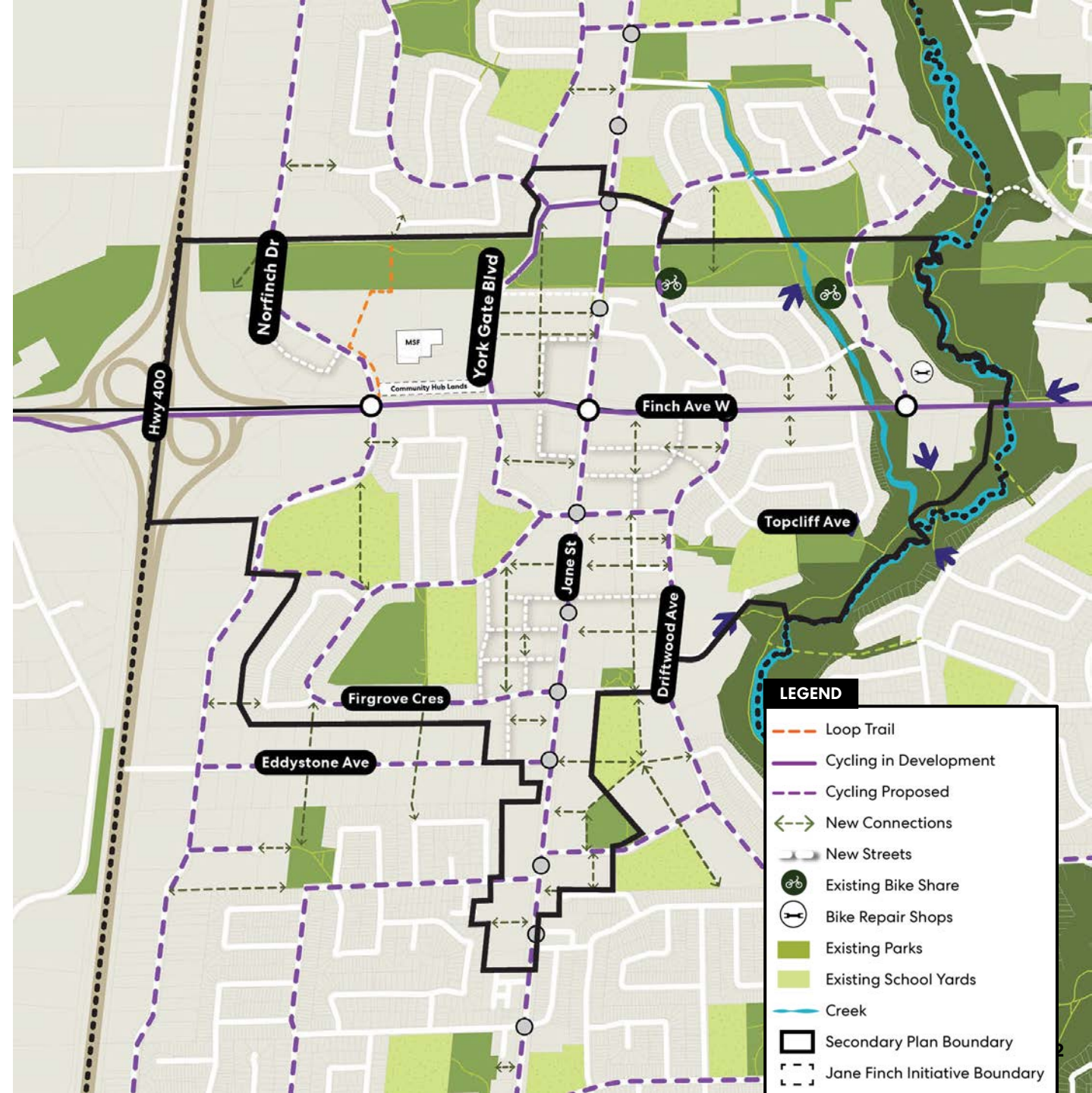


Moving and Getting Around



Mobility is evolving in Jane and Finch, from its car-dominated roots as a post-war suburb into a multi-modal hub, especially with the incoming Finch West LRT project.

The new LRT will provide the community faster and more reliable transportation options, making it easier for residents to travel within the neighbourhood, and throughout the city. In addition to transit, many residents bike and walk through the neighbourhood today, as their main means of transportation to school, work, and to access the amenities they need.

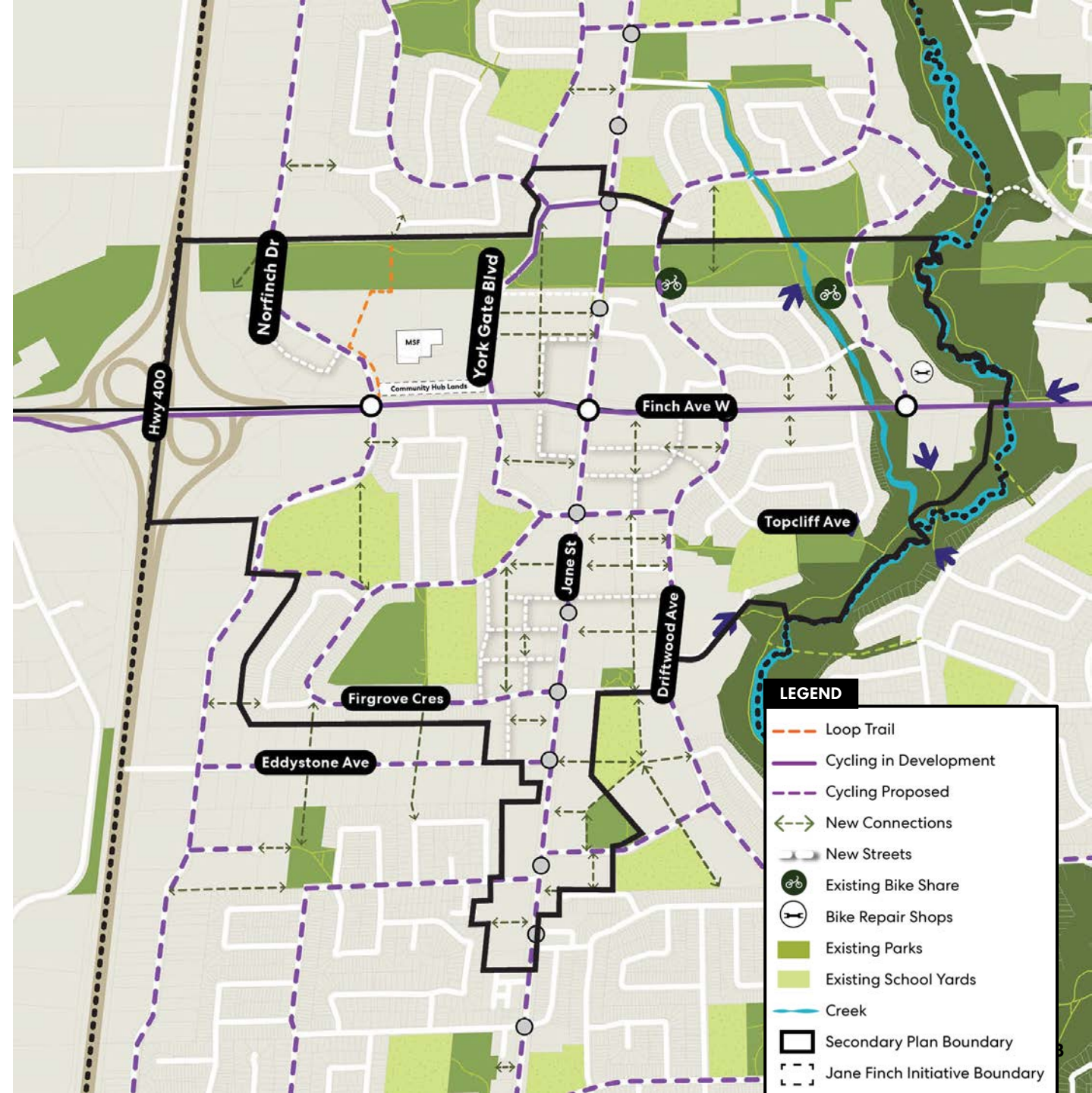


Moving and Getting Around



Big Moves include:

- Enhance safety by legitimizing existing movement patterns
- Facilitate traffic calming
- Integrate Finch West LRT
- Make travelling and accessing the ravine a pleasant and comfortable experience
- Make getting to transit easier and safer
- Support cycling



Moving and Getting Around

June Finch Initiative: Planning Framework

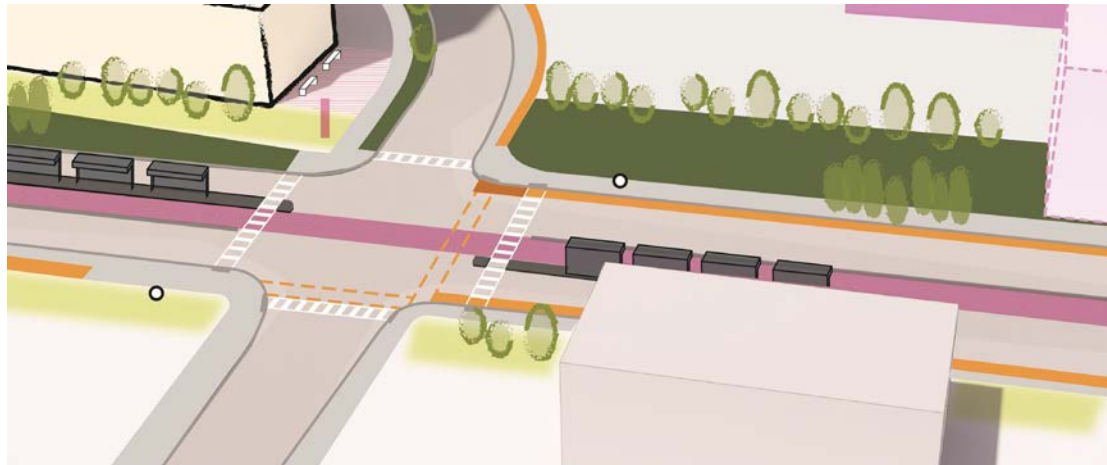
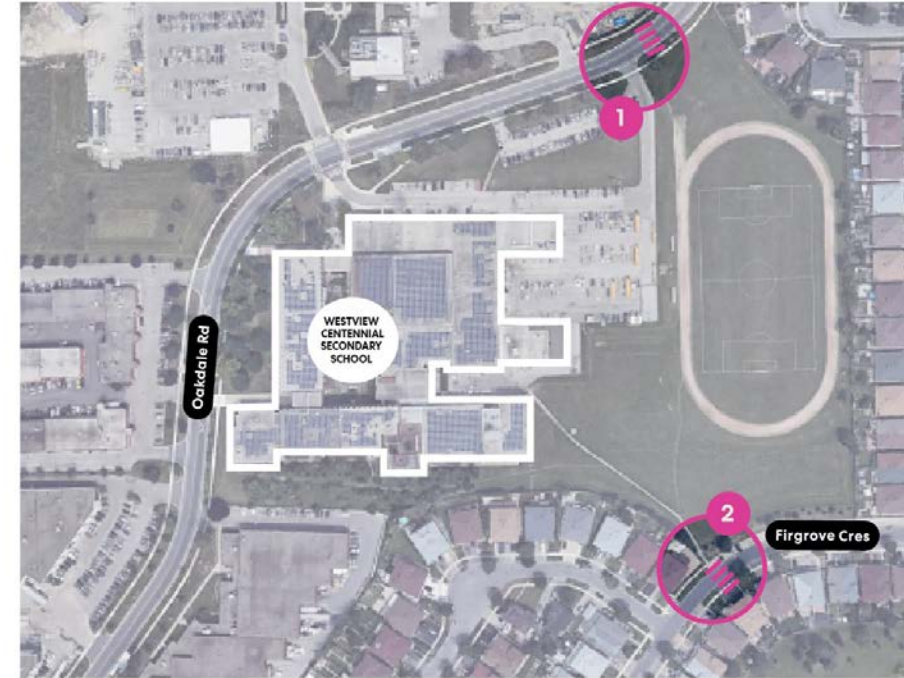
4. Install traffic calming measures, such as flexible in-road traffic calming posts, raised crosswalks, and curb extensions/bump-outs on collector roads near schools, where feasible. Consider implementing near-term solutions, such as flexible in-road posts, to mitigate safety concerns while considering future street re-designs. Work with the TTC to identify traffic calming solutions on collector roads with bus service that are amenable to TTC operation while meeting traffic calming and safety improvement objectives.

a. The following schools have adjacent roads that could benefit from traffic calming to improve safety, if they meet the Traffic Calming Guidelines (see map and diagrams on the following pages for potential improvements around each school site):

- i. Stanley Public School
- ii. Firgrove Public School
- iii. Gosford Public School
- iv. Westview Centennial Secondary School
- v. Blacksmith Public School
- vi. Brookview Middle School
- vii. Driftwood Public School
- viii. Yorkwoods Public School
- ix. Oakdale Park Middle School
- x. Topcliff Public School

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Westview Centennial Secondary School



Potential raised crossing at Oakdale, near the schoolyard (athletic area), and in-road traffic calming posts



Potential raised crossing at Firgrove, with accessible ramp, and in-road traffic calming posts

Building a Complete Community



The neighbourhood today was largely developed as a product of the 1950s to 1970s, with a range of building types, from single family homes to high-rise apartment buildings. As Jane Finch continues to grow, especially with and around new transit, it is important that the built form and land uses support the diverse needs and aspirations of its residents.

Both residential and non-residential amenities – schools, commercial and retail spaces, community centres, recreational opportunities – need to be accommodated while preserving and enhancing the neighbourhood's unique cultural identity.



Building a Complete Community



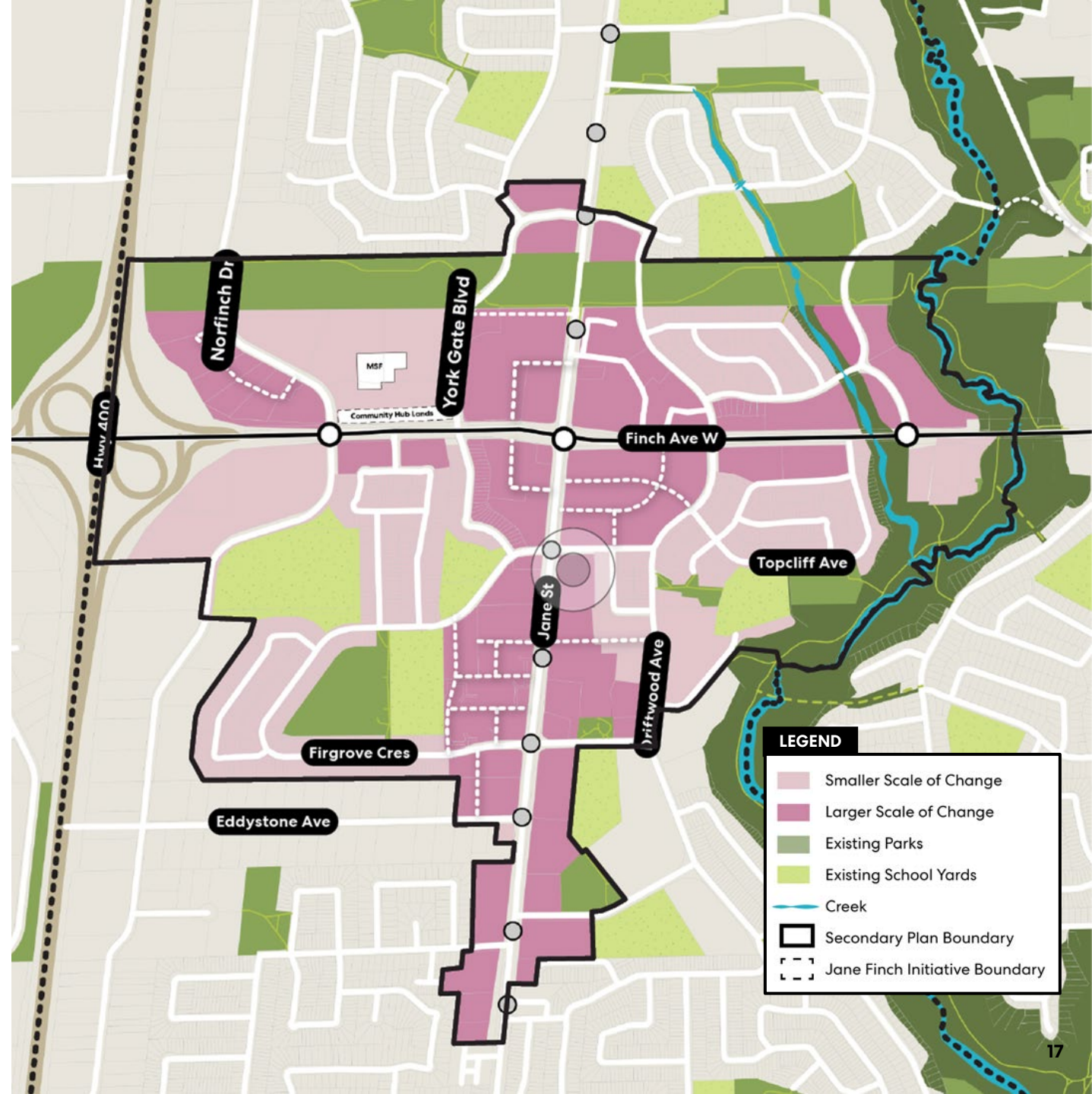
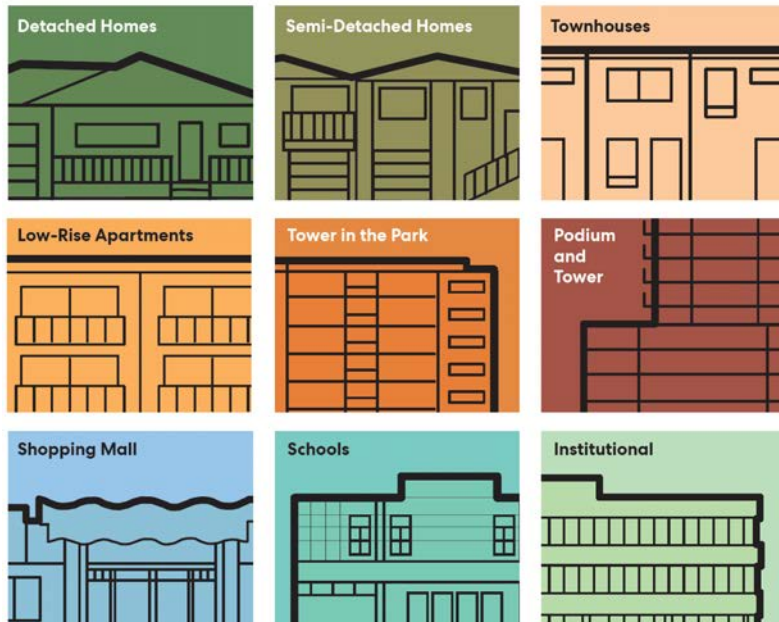
Big Moves today:

- Create complete, mixed-use communities
- Maintain the retail heart of Jane and Finch
- Evolve from a car-centric past into a more walkable, bikeable, and transit-accessible Jane and Finch
- Support incremental growth with a phasing strategy

District Overview

Districts are defined by a number of characteristics:

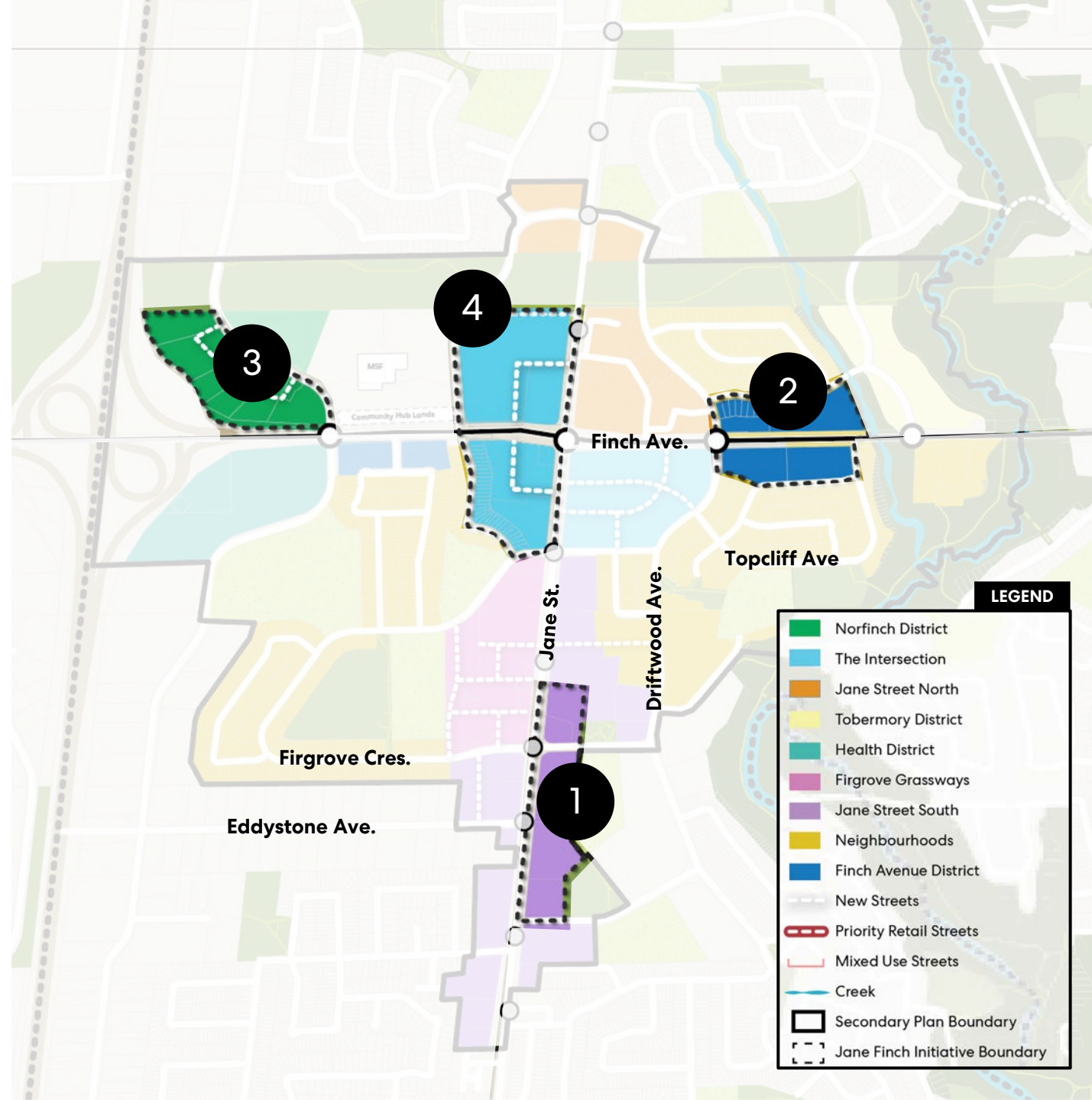
- Existing physical context
- Building type and height
- Lot sizes
- Proximity to transit
- Areas where growth is already anticipated, encouraged, or already in the pipeline:
 - Smaller scale of change
 - Larger scale of change



Focus Area Overview

Focus Areas are where conceptual plans and massings were developed to test for contextual fit and to understand what scales of development are appropriate:

- 1 Jane Street South**
 - 2 Finch Avenue**
 - 3 Norfinch**
 - 4 The Intersection**
- How could we support the urbanization of Jane Street and Finch Avenue into more inclusive, walkable, transit-supportive mixed-use streets?
- How might Mixed Use Areas support and encourage job growth and community-serving uses while transforming into inclusive, walkable, transit-supportive places?
- How could the core of the study area transform over time into an inclusive, walkable, transit-supportive complete community with local-serving shops, employment opportunities, and services?

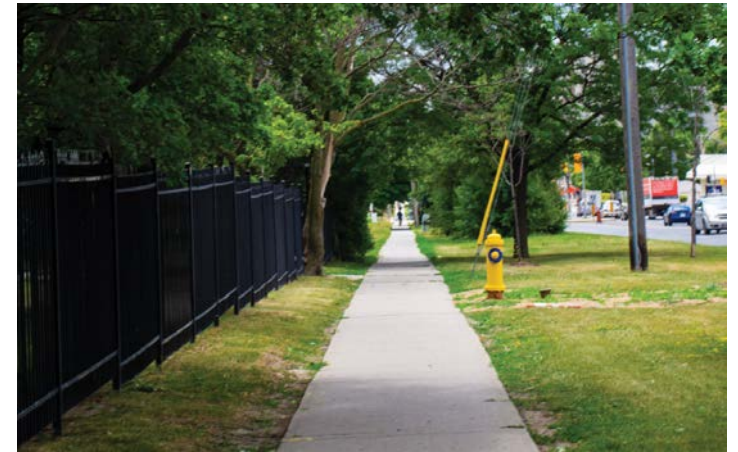


Jane St. South + Finch Ave. District

Jane St. South + Finch Ave. District

What's There Today:

- **Mix of building types** – mix of building types i.e. midrise buildings, postwar tower in the park, low rise townhomes and apartment complexes, and high density proposals
- **Well connected by transit** – the TTC bus service along Jane provides good north-south connectivity whereas the LRT on Finch provides east-west connectivity
- **Landscaped setbacks along Jane St.** – large swaths of grass and turf that lack variety in planting and programming line Jane St



Vision:

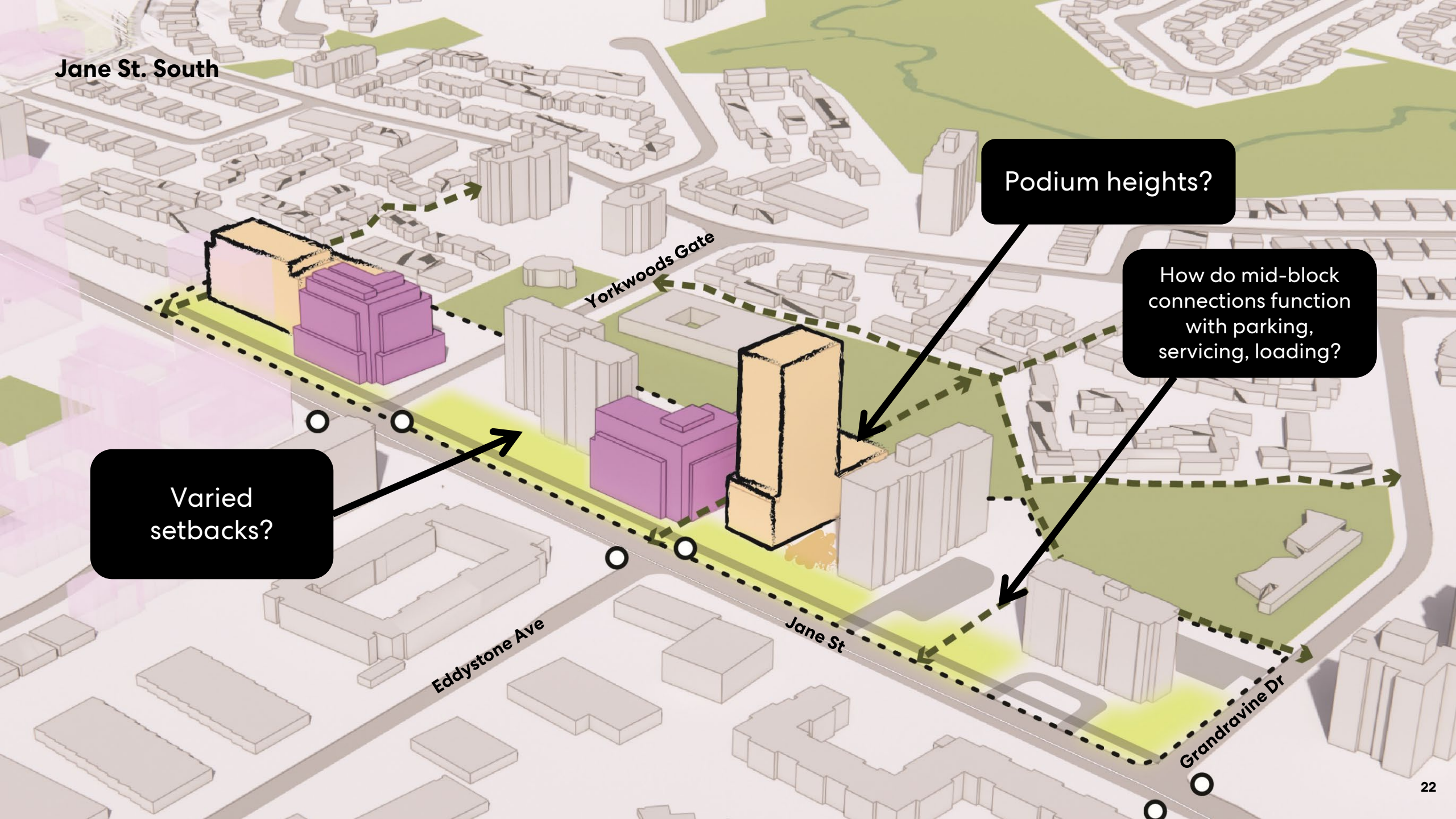
Predominantly ‘tower in the park’, this area along Jane Street and Finch Avenue would evolve to include new or **infill mid-rise and tall buildings**. The soft landscaping and generous setbacks would be preserved with new developments, creating a **north-south green ‘spine’** through the neighbourhood.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

Jane St. South

Podium heights?

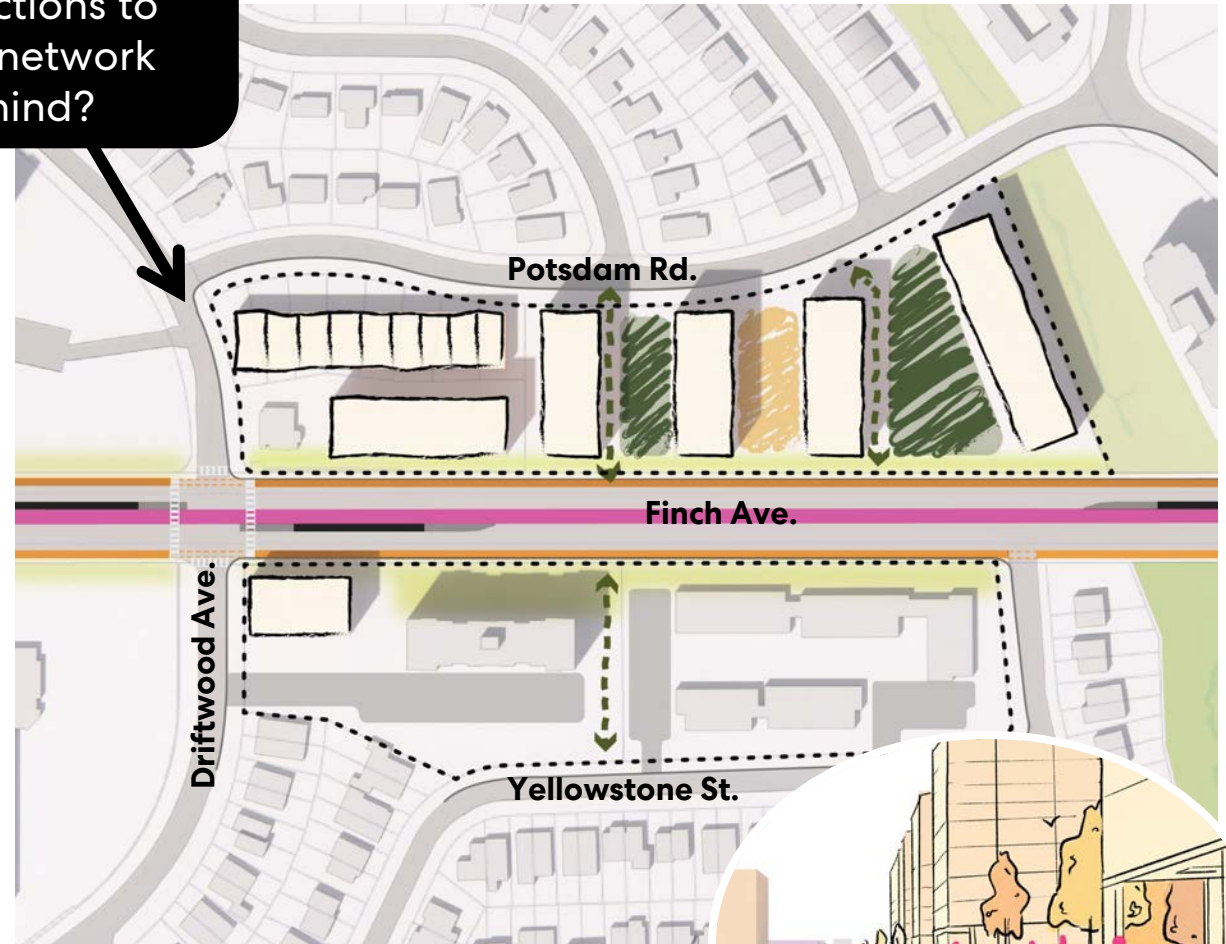
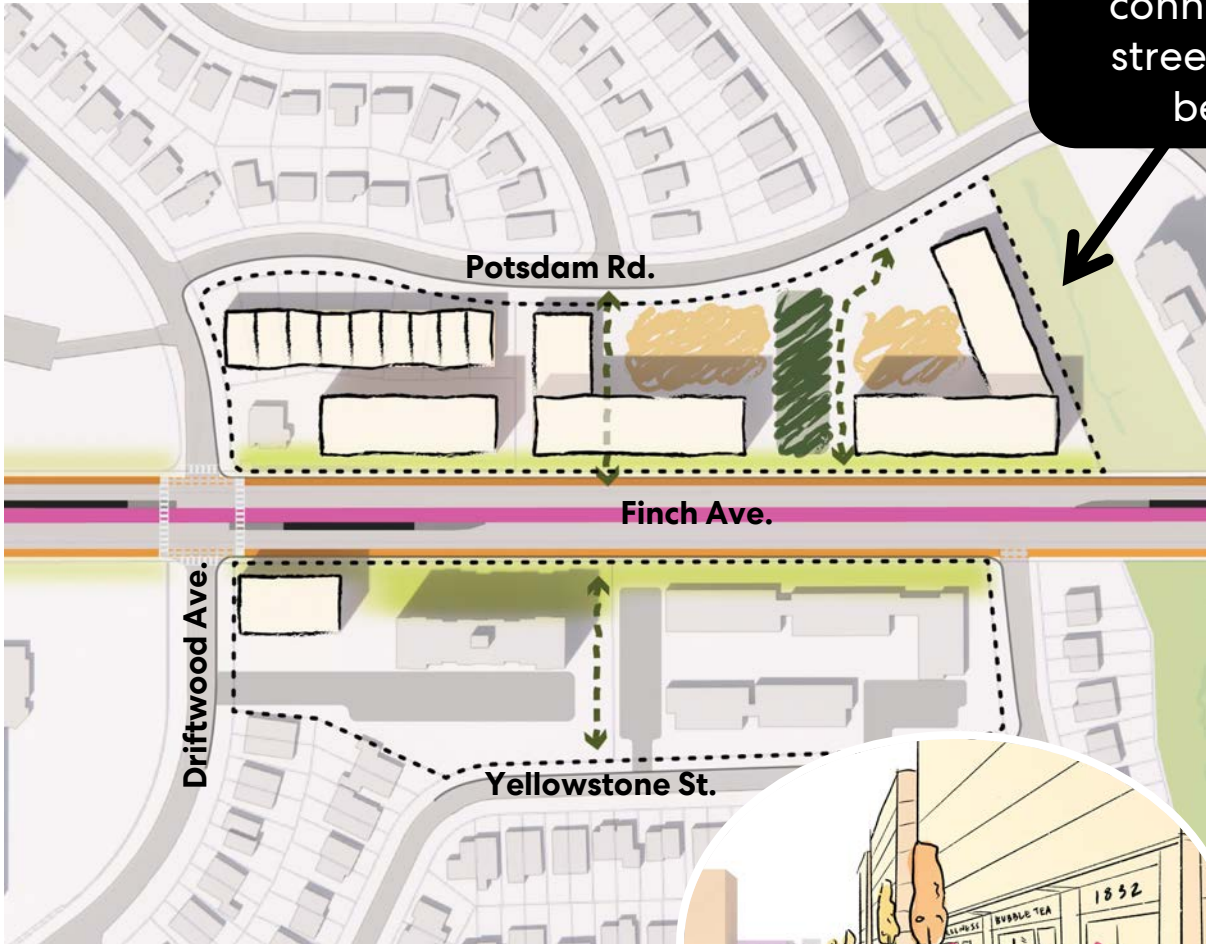
How do mid-block connections function with parking, servicing, loading?

Varied setbacks?



Finch Ave. District

Continuous streetwall or direct connections to street network behind?



Norfinch District

Norfinch District

What's There Today:

- **Diverse Uses** – mix of building types and primarily non-residential uses along both sides of Norfinch Drive
- **Deep Lots** – Lots as deep as 180m with narrow frontages on Norfinch Drive (40m)
- **Parking** – Large surface parking lots and drop-off areas throughout, with many access points for cars from Norfinch
- **Proximity to Highway** – The western edge of the district is Highway 400



Vision:

Bounded by the highway, the hydro corridor, and direct access to the LRT stop, this institutional-commercial area would see new redevelopment in **tall 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.

Norfinch District

How to create better connections/synergy with the *Employment* areas to the north?

Where do existing uses go?

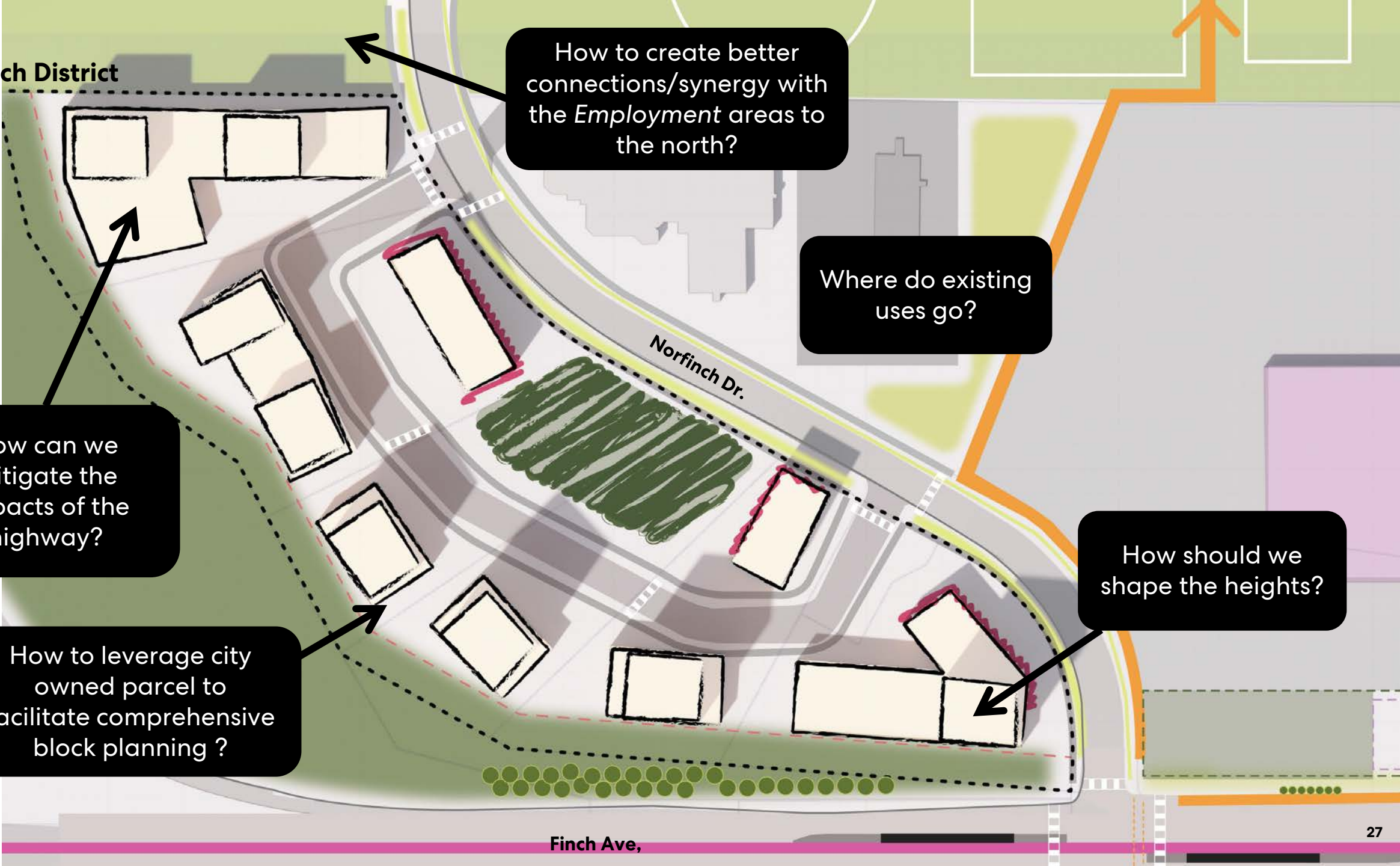
How can we mitigate the impacts of the highway?

How should we shape the heights?

How to leverage city owned parcel to facilitate comprehensive block planning ?

Norfinch Dr.

Finch Ave,



The Intersection

The Intersection

What's There Today:

- **Large Sites** – some of the largest blocks in the neighbourhood with low lot coverage and density.
- **Retail** – Jane Finch Mall, Yorkgate Mall, and Norfinch Shopping Centre are clustered in this intersection and provide community and culturally-specific retail needs, jobs for local residents, and a space for community to gather and socialize indoors.
- **Corner Commons** – a pop up public space designed and built through efforts of community-led advocacy.
- **Parking** – lots of surface parking with multiple curb cuts and access points for cars along all the edges of the sites



The Intersection

Vision:

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**.



The Intersection

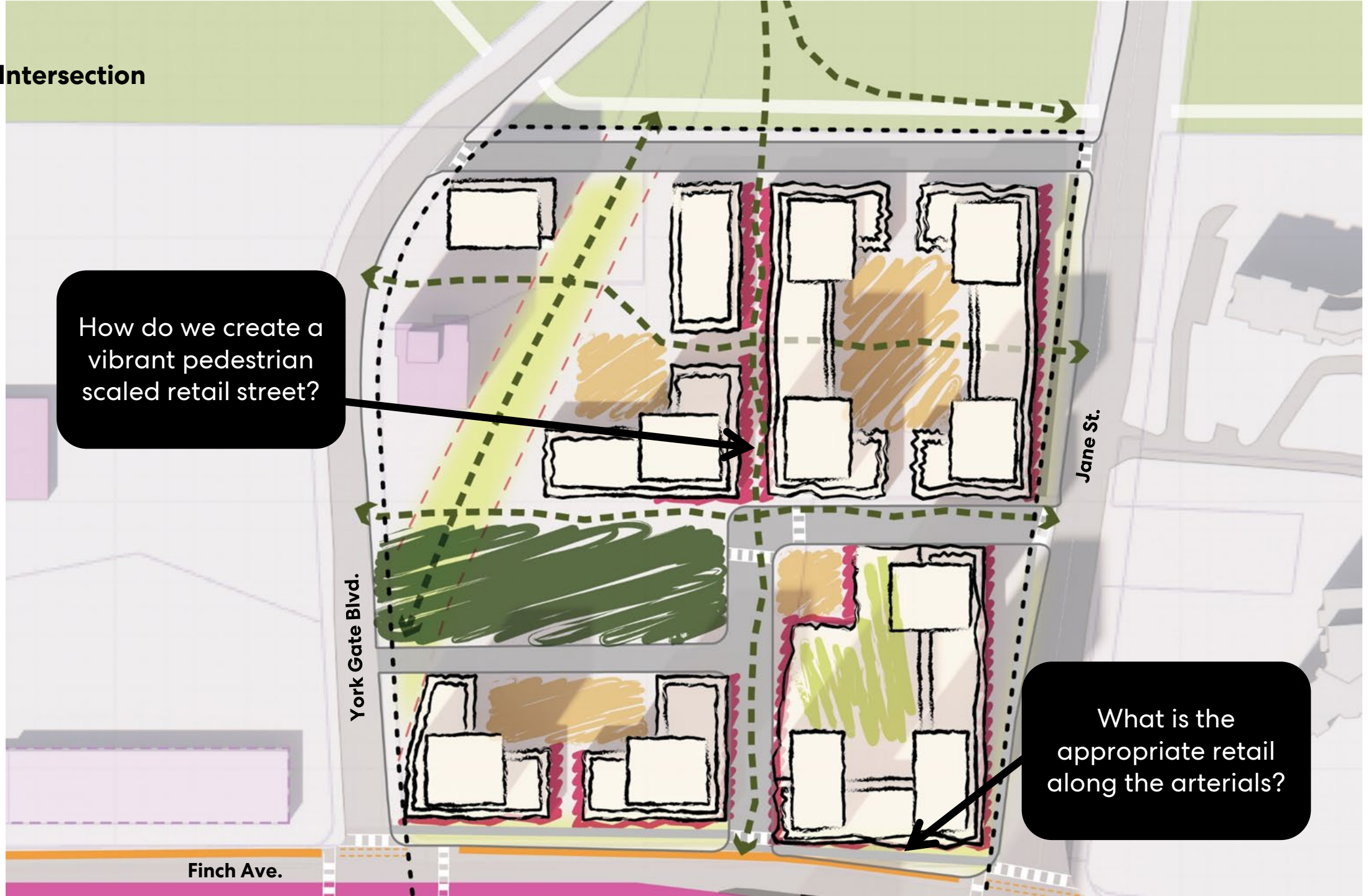
How do we create a vibrant pedestrian scaled retail street?

York Gate Blvd.

Jane St.

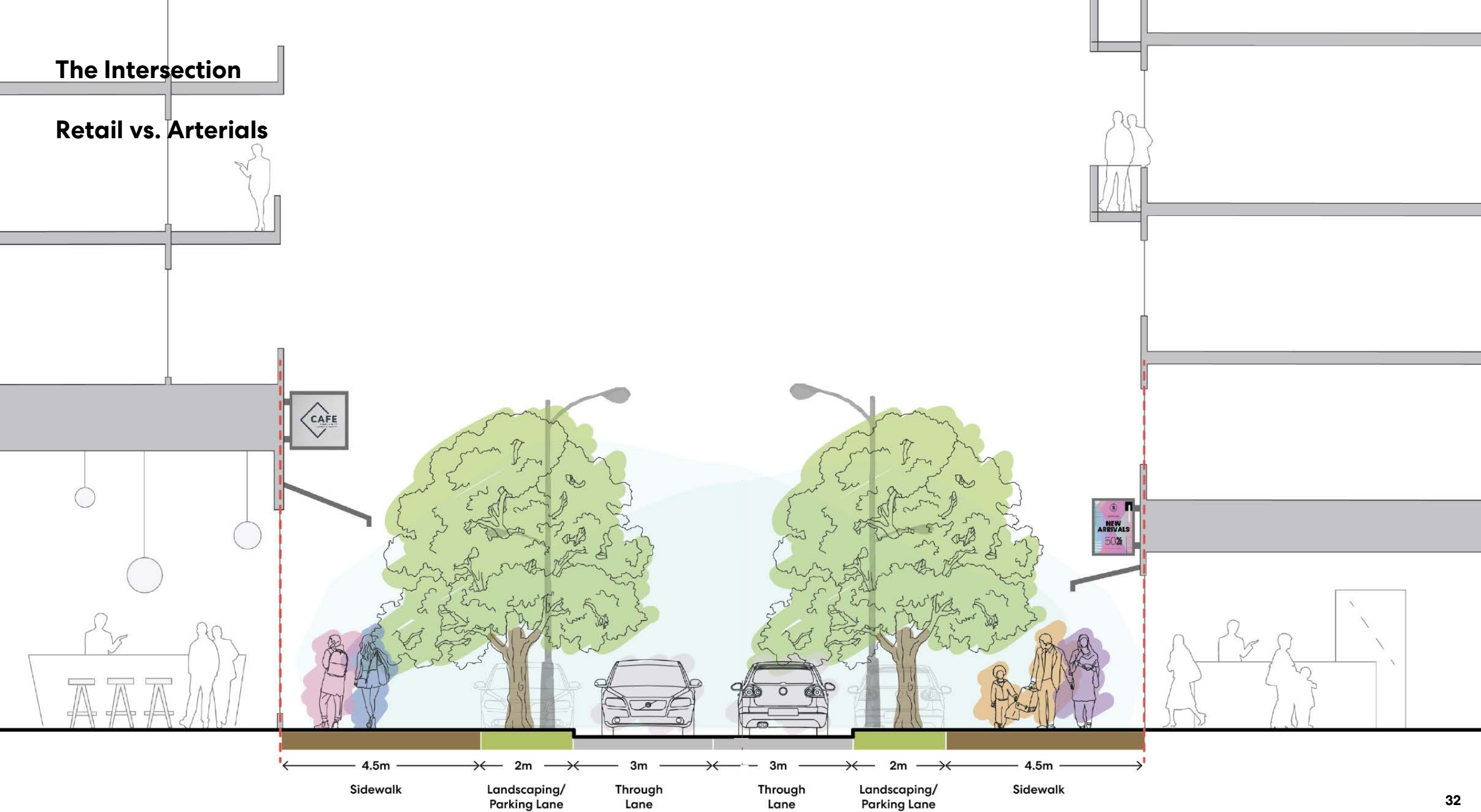
Finch Ave.

What is the appropriate retail along the arterials?



The Intersection

Retail vs. Arterials



The Intersection



How do we connect community amenities to open spaces?

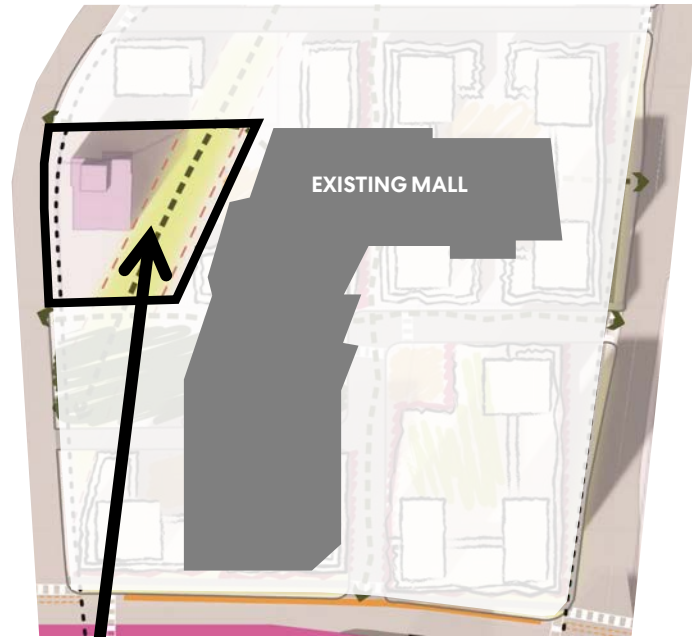
How can building heights support public realm?

Finch Ave.

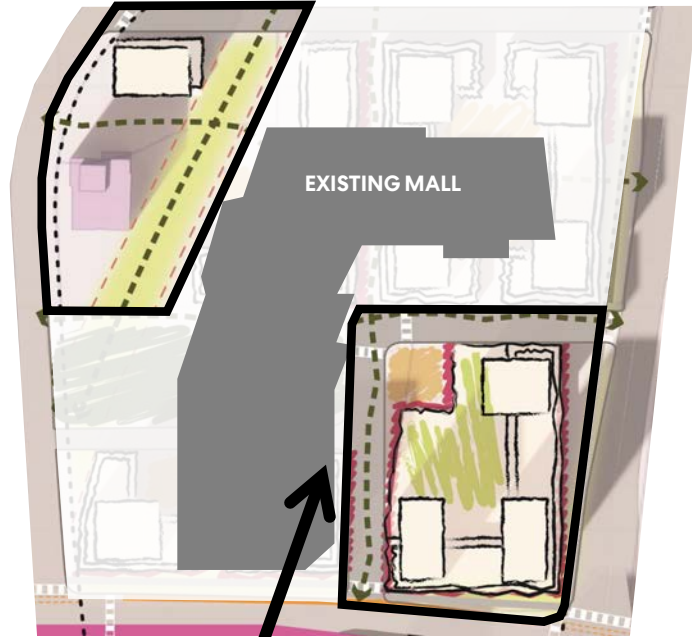
York Gate Blvd.

Jane St.

The Intersection - Potential Interim Conditions?



Uses/programming for easement?



Existing driveway as public realm?



Potential interim mall entrance?

Potential supermarket relocation?

Key Questions for Discussion

Key Questions for Discussion

- **Do the built form scenarios presented for Jane Street and Finch Avenue West best respond to the unique character and opportunities presented along these streets?**
- **Will the proposed approach for redevelopment of the mall sites at The Intersection deliver animated public spaces, walkable streets, and vibrant retail? What are key design considerations for the phasing of mall redevelopments?**
- **Does the built form strategy respond to the unique context of highway, hydro-corridor and MSF?**



Thank you!