

## **Jane Finch Community Initiatives - Pilot Capital Project - Status Report - UD03-JFC - Black Creek**

*(City Council at its regular meeting held on October 3, 4 and 5, 2000, and its Special Meetings held on October 6, 2000, October 10 and 11, 2000, and October 12, 2000, adopted this Clause, without amendment.)*

**The North York Community Council recommends the adoption of the following report (August 30, 2000) from the Director, Community Planning, North District, Urban Development Services:**

Purpose:

This report provides a status report update on a pilot capital project concept which could propose specific public works to enhance public safety in and around the Metropolitan Toronto Housing Authority (MTHA) community of Yorkwoods in the broader Jane Finch community, and directs staff to work with the community, MTHA, the Toronto District School Board and the Toronto Police Service, to refine project details and report to the appropriate Standing Committees of Council identifying anticipated costs and timelines for consideration during the Capital Budget and Operating Budget Review processes.

Financial Implications and Impact Statement:

There are no financial implications resulting from the adoption of this report. The capital and operating costs that may be associated with this project will be identified during the appropriate Capital Budget and Operating Budget Reviews process.

Recommendations:

It is recommended that:

- (1) Urban Development Services staff, in consultation with staff of Works and Emergency Services, Community and Neighbourhood Services, Economic Development, Culture and Tourism, MTHA, the Toronto District School Board and the Toronto Police Service, work with community members to refine the conceptual elements of the pilot capital project, as outlined in Appendix 1 and develop project details; and
- (2) Upon completion of the work described in Recommendation (1), that Urban Development Services, Works and Emergency Services and Economic Development, Culture and Tourism staff report to the appropriate Standing Committees of Council, identifying the capital and operating costs, other implications, responsibilities and timelines associated with the project details, for consideration during the normal Capital Budget and Operating Budget Reviews process.

## Background :

In July 1999, a meeting was held to discuss community concerns regarding public safety in the Jane Finch area, following the tragic shooting and death of three year old Breanna Davy in the Yorkwoods community. In attendance were representatives of the community, staff of the Mayor's Office, City staff including the Commissioner of Community and Neighbourhood Services, MTHA staff including the Chief Executive Officer, and Toronto Police Services staff.

A roundtable discussion ensued that concluded in a proposal to pursue three separate initiatives intended to enhance community safety, spirit and infrastructure. The three initiatives included:

1. a community-based public art project;
2. a community needs assessment; and
3. pilot capital project involving one of the MTHA communities.

The meeting also concluded with agreement that City and MTHA staff must work together with community representatives on each initiative.

On February 29, March 1 and 2, 2000, Toronto City Council adopted a report from North York Community Council entitled Jane Finch Community Strategic Initiatives, and directed City Planning Division staff to co-ordinate the feasibility of the three initiatives described above. The Housing Authority Board considered in October 1999 its participation with the City in exploring the pilot capital project, and directed MTHA staff to work with City staff on the proposal.

## Comments:

### The Pilot Capital Project Initiative

The death of Breanna Davy caused increased attention to the matter of safety in the Jane Finch area. This report focuses on the pilot capital project initiative, which is aimed at physical design improvements that may lead to improved safety conditions in the community. In general, the objective is to promote a safe, comfortable neighbourhood that is integrated into its surroundings. The pilot nature of the project signifies that the design concepts may be duplicated at other MTHA communities throughout the City.

### Selection of the Yorkwoods Community

The community's rallying around this tragic incident focused efforts on the seven MTHA communities in this area. A team of interdepartmental City staff and MTHA staff responded to the community's interest in improving safety conditions within the area. Staff visited each of the seven Jane Finch MTHA communities and consulted with local community members. The Yorkwoods community was selected as the proposed site for the pilot project because of community support and opportunities for improvements to the physical condition. Conceptual elements for the pilot project were developed and then shared with community representatives.

## Proposal for Creating a Safer Community

Appendix 1, Jane Finch Pilot Capital Project: Creating A Safer Community is a description of the proposal which proposes a partnership between the City of Toronto, MTHA and the Yorkwoods community to enhance public safety through a pilot capital project. Creating a Safer Community includes a background and description of the process to date, proposed partnerships, a concept plan and proposed City and MTHA responsibilities. The conceptual elements consist of creating new streets at the edge of the site, establishing an internal network of pedestrian streets, and improving existing streetscapes, where it promotes better “eyes on the street” design.

### MTHA Board Approval

On September 20, 2000, the MTHA Board will also consider attached Appendix 1 and recommendations that propose the Board support continued work on the pilot capital project in order to refine the concepts.

### Next Steps

Subject to approvals to proceed with further planning work and analysis, City and MTHA staff would consult with the Yorkwoods community, Toronto District School Board staff and Toronto Police Service staff to refine the proposal and define project details in the Fall. A series of meetings and workshops will be held in order to achieve the project details and ensure community involvement and acceptance. With Urban Development Services staff providing a co-ordinating role, a business case will be developed which identifies capital and operating costs by program area, responsibilities, timelines and project details for submission to the appropriate budget review committees of Council at an appropriate future date.

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## 1. Community Concerns

In July 1999 a meeting was held to discuss community concerns regarding public safety in the Jane Finch area, following the tragic shooting and death of three year old Breanna Davy in the Yorkwoods community. In attendance were representatives of the community, staff of the Mayor’s Office, City staff including the Commissioner of Community and Neighbourhood Services, Metropolitan Toronto Housing Authority (MTHA) staff including the Chief Executive Officer, and Toronto Police Service staff.

A roundtable discussion ensued which concluded in a proposal to pursue three separate initiatives intended to enhance community safety, spirit and convenience. The three initiatives included:

- a community-based public art project;
- a community needs assessment; and
- a pilot capital project involving one of the MTHA communities.

The meeting also concluded with agreement that City and MTHA staff must work together with community representatives on each initiative.

## 2. Endorsement of Action

On February 29, March 1 and 2, 2000, Toronto City Council adopted a report to North York Community Council entitled Jane Finch Community Strategic Initiatives, and directed City Planning Division staff to co-ordinate the feasibility of the three initiatives described above.

The report emphasized partnerships between the City, MTHA and the broader Jane Finch community, building upon previous studies and efforts, and taking action.

On October 19, 1999, the Housing Authority Board considered participation with the City in exploring a pilot capital project in the Jane Finch communities, were supportive of the initiative, and directed MTHA staff to work with City staff on the proposal.

### 2.1. Status of Jane Finch Community Strategic Initiatives

#### 2.1.1. Public Art

The City allocated \$150,000 in the 2000 capital budget of Urban Development Services to implement the public art project. A steering group, including residents, selected the Driftwood Community Centre (4401 Jane Street) as the location for the art, after consulting the community at a June public meeting. A competition is underway to select a design team in October (Schedule A), and the public art will be built in Spring 2001.

#### 2.1.2. Community Infrastructure Enhancements

With respect to the community needs assessment, a process will commence in the Fall involving interdepartmental City staff, MTHA staff, the Jane Finch communities and community based organizations. These efforts will build upon work and studies already undertaken in the community, and identify strengths within the community that can be built upon, any gaps in services presently provided, future community infrastructure needs and a framework for future actions.

#### 2.1.3. Pilot Capital Project

A team of interdepartmental City staff and MTHA staff (the joint staff team) have consulted with the seven Jane Finch communities in MTHA housing identified in Schedule B, selected the Yorkwoods community as a proposed site for the pilot project, developed conceptual elements for the pilot and shared these with community representatives.

### 3. Approaches to Improving Public Housing Communities

#### 3.1. International Experience

In recent years, governments in the United Kingdom, Australia and the United States have attempted to significantly transform their public housing stock. City Planning staff have had the opportunity to consider their experiences while examining opportunities for the Jane Finch Pilot Capital Project.

##### 3.1.1. United Kingdom

Since the 1980s, the public housing focus in the United Kingdom has been on significant structural and organizational redevelopment. This has led to efforts concerning the role of public housing in urban renewal, better integrating public housing estates and the wider urban area, transferring units to non-profit organizations, supporting housing associations as providers of alternative forms of social housing, decentralizing management and increasing resident participation, and selling more than a quarter of homes to their occupiers.

Notable for its variety of structural types ranging from single family houses to high-rise tower blocks, public housing in the United Kingdom has suffered from basic design flaws and the use of substandard building materials, insulation, heating, fire and weather protection. As a result of redevelopment efforts, particularly those that included resident involvement, the physical condition of much of the stock has improved, although redevelopment has not yet had a positive impact on the socio-economic status of residents.

##### 3.1.2. Australia

Australia's public housing in the 1990s is characterized by physical redevelopment, the favoured means of addressing problems with the stock's design and age, and the limited ability to keep pace with changing family structures and incomes. State housing authorities now prefer to maintain and enhance existing stock rather than focus on new construction, and have often relied on federal support through the Better Cities Program, initiated in 1991 to promote sustainable and compact urban growth.

Redevelopment is loosely defined at the state level, referring to renovation and rehabilitation, demolition and reconstruction, or a combination of both. In some cases it is part of a comprehensive approach to urban renewal, while in others it is limited to improved maintenance and upgrading of selected units. In still other cases it has meant an emphasis on resident support through the provision of new community facilities and social programs. In many cases, a key aim of redevelopment has been to increase the tenure mix of public housing estates in order to reduce the concentration of poverty. This has been done by providing incentives for residents and others to purchase their units, usually those in good condition located close to the city centre.

### 3.1.3. United States

In the United States, the redevelopment of public housing has been shaped through the 1990s to the present by the federal Department of Housing and Urban Development's Hope VI (Urban Revitalization Demonstration) program. Local authorities who have been granted Hope VI funding adhere to principles of urban reintegration, community asset-building and resident self-sufficiency, and are prepared to develop "attractive" neighbourhoods. The program currently has three goals for more than one hundred communities: to replace or rehabilitate the most dire public housing, mostly high-rise apartments; to reduce physical and social isolation by promoting a mix of housing types; and to provide social supports for residents, particularly employment programs.

Hope VI developments do not look like 'typical' public housing. Experimenting with New Urbanist traditional neighbourhood design characteristics, they feature elements of 'defensible space' such as front porches and strategic lighting, newly extended streets that meet the surrounding grid, and active public spaces such as playgrounds and pools. They are also pedestrian and public-transit friendly.

Local implementation has varied. For the Chicago Housing Authority (CHA), redevelopment has meant a controversial plan for future years to demolish up to 18,000 high-rise units, and redevelop the remaining 25,000 CHA units on a neighbourhood scale. In Baltimore, the high-rise towers of Lafayette Court have been replaced by award-winning townhouses, featuring mixed-income housing and amenities like a community recreation centre. In many cases, public housing redevelopment efforts are lauded for their contribution to the reversal of an area's decline.

The provision of extensive federal funding has been critical to the redevelopment efforts being realized through Hope VI.

## 3.2. City of Toronto Experience

### 3.2.1. St. James Town

St. James Town is a community with special characteristics and needs. Its population of 15,358 resides in 18 high-rise apartment buildings and represents a 23% increase over the past ten years, even though no new housing has been built. As such, the community is the most densely populated neighborhood in Canada – ten times the average population density of the City. It is home to many new immigrants and low-income earners.

A number of community needs assessments undertaken in 1988, 1990 and 1996 for St. James Town and the surrounding area have confirmed that this area is significantly in need of additional community facilities. In recognition of this need, the former City of Toronto Council approved the St. James Town Community Action Plan in 1997. The Action Plan is a revitalization strategy that focuses on the following three principles:

- an integrated planning approach which includes service co-ordination and partnerships;

- maximization of space and resources; and
- responsiveness to a changing population.

A number of partnerships with the City, MTHA, the Toronto District School Board, residents, service agencies and property owners have emerged. Community working groups have been established to undertake the various Action Plan initiatives. Co-ordination and support for these initiatives are provided through an interdepartmental staff team that meets on a regular basis.

In 1998 the City approved \$15 million of capital funding to construct a multi-service community centre, comprising a daycare, library and recreation centre. The City has acquired the required site for \$2.8 million, and an architect will be hired this Fall to work with this community in facility design.

### 3.2.2. Alexandra Park

Atkinson Housing Co-operative is working towards the date of July 1, 2001 to take over the management responsibilities of Alexandra Park, an MTHA housing complex in downtown Toronto comprised of approximately 140 apartments in two medium-rise buildings and 270 townhouses. Tenant self-management has been explored since 1993 by the Alexandra Park Residents Association, in partnership with the Co-operative Housing Federation of Toronto, the Ministry of Municipal Affairs and Housing, and MTHA. The new management structure has the strong support of residents. The proposal envisions that the Ontario Housing Corporation will continue to own the property and provide an annually negotiated operating budget, while the co-op will lease the property for a specified period of time. Any savings will be shared between MTHA and the co-op, which the co-op will direct towards local programs for residents. The Atkinson Co-op will be managed democratically, hire property management staff and continue with member education and training to organize and enhance resident involvement. Approvals for this concept are still to be obtained from the Ministry of Housing and/or City of Toronto depending upon the timing of the Devolution of Social Housing once pending legislation is approved.

### 3.2.3. Regent Park

Through the mid-to-late 1990's, the Ministry of Municipal Affairs and Housing (MMAH) issued two Requests for Proposals to developers for the redevelopment of the north-east quadrant of the Regent Park neighbourhood, run by the Ontario Housing Corporation. The public-private partnership has involved developers and MMAH, as well as residents of Regent Park, the City, MTHA and the Canada Mortgage and Housing Corporation, and was initiated in response to a local working committee comprised of residents and resource volunteers. The intent is to improve the urban environment, strengthen links with the surrounding community, and integrate additional housing to include a broader mix of housing forms, tenures and income levels.

The goals of the redevelopment are to be addressed through redesign and include incorporating elements of the surrounding urban form, a new street orientation, clear public and private spaces, and new retail uses. Most notably it is proposed that 163 townhouse and low-rise apartment units be replaced with new rent-geared-to-income units. In addition, ownership townhouses and



condominium apartments are to be built in the same area, altogether more than doubling the number of units.

#### 3.2.4. Jane Finch – Broader Community

Project Rebirth was a report drafted in 1989 by Jane Finch residents and service providers which assessed physical and social elements affecting quality-of-life in the broader Jane Finch community, including but not limited exclusively to the MTHA public housing communities. The report advocated meaningful community participation and partnerships amongst public and community based agencies, and included highlights of physical and social indicators in the community.

The University Village Community Improvement Plan (CIP) was approved in 1990 by the former City of North York and granted provincial funding through PRIDE, the Program for Renewal, Improvement, Development and Economic Revitalization. This CIP addressed the area of the Jane Finch community which is north of Finch Avenue and east of Jane Street, including portions of the MTHA public housing sites. The above-mentioned Project Rebirth assessment was utilized in developing this plan. The CIP resulted in approximately \$800,000 of enhancements in the City portion of the public realm with respect to elements such as landscaping, lighting, trails and furnishings in the Driftwood Court, Driftwood Avenue and Driftwood Park areas.

In 1999 the first background report to support the new Official Plan, Social Indicators and Priority Areas was prepared. The report described socio-economic conditions in the City, focusing on indicators of social vulnerability so that planning may be tailored to the unique nature of various communities. Indicators used in this study were tenant household distribution, tenant households paying more than 50% of gross income on shelter, lone-parent families, multiple family households, low income households, unemployment, social assistance and adults lacking education. This analysis revealed the broader Jane Finch community as one of the ten highest ranking priority areas in Toronto. Similarly, the St. James Town and Regent Park communities were revealed to be in this group of ten high priority areas.

#### 3.3. Successful Themes

The recent experiences abroad and in the City described above reveal four key themes that mark a distinct departure from past approaches.

**Partnerships:** Due to a variety of influences and circumstances, the provision, maintenance and enhancement of public housing is being overseen by unique and varied configurations of multiple actors as partners in decision-making. They can include housing authorities, municipal, regional and national governments, community agencies and organizations, and/or residents.

**Participation:** Resident expertise is built into the processes of redevelopment from the beginning of any initiative. Residents are considered to be guardians of local projects as they evolve, and their involvement is sought over the long term. This may or may not extend to the devolution of management responsibilities.

Redesign: Current approaches advocate reviving the surrounding urban pattern and/or mimicking traditional neighbourhood design in order to better integrate public housing, promote safer communities through traditional relationships and address extensive structural, economic and social decline. These efforts can range from subtle alterations of specific features to the sale or complete demolition of units, with or without their replacement. Redesign can also extend to such broad measures as investments in community-based facilities and programs.

Enablement: Alterations to the built form of public housing communities are limited if significant social and economic issues that affect residents are not simultaneously addressed. Enabling residents to address these issues involves empowerment and education so that they can substantively contribute to solutions that can work over the long term. Tools can include stakeholder exchanges of information and resources, skills-development, organizational development and support, and harnessing economic and social capital.

#### 4. Pilot Capital Project Concept

##### 4.1. Scope of Project

The consideration to improve the physical infrastructure on City and MTHA lands through a pilot capital project is a co-operative effort involving various City staff, MTHA staff and the seven Jane Finch communities residing in MTHA housing (see Schedule B). The pilot capital project is to include site plan improvements within the public realm of City and MTHA lands in one of the communities, addressing public safety and design. The pilot nature of this project signifies that both the design concepts and the process of partnering with the community may be replicated at other MTHA locations.

##### 4.2. General Site Description – Jane Finch MTHA Communities

Most of the MTHA based communities in the broader Jane Finch community include sections of large townhouse complexes that were constructed in the 1960s/early 1970s. Unit and population statistics of the seven communities in MTHA housing are provided in Schedule C. The sites are large and designed so that vehicular access and parking are concentrated at the edges of the sites and removed from the residential units. In many instances, the homes do not have frontage on a public street and face a winding asphalt pathway. These design elements internalize the sites and create public safety concerns through hidden spaces, blind pathways and general isolation from a public street. There is also a blurring of the distinction between communal/open spaces and private spaces such as the front and back yards of homes.

Some of the communities include a component of tower apartment building units, or are stand-alone tower apartment buildings. Generally, these apartments are designed to face a public street and include underground or surface parking in proximity to the buildings.

#### 4.3. Site Selection

In March a joint team of City and MTHA staff met with resident representatives in each of the seven communities and were given ‘walkabout’ tours of the MTHA sites by area residents. This process was extremely effective in identifying issues and opportunities that exist in these communities for a pilot capital project.

The joint staff team reviewed and compared the seven sites to determine which community location would be most appropriate for the pilot capital project. The sites were assessed in light of both resident and staff observations. Evaluation criteria included an analysis of opportunities and constraints relative to public safety, site access, orientation, internalization, and City participation. It was determined that the two most suitable candidates for the pilot capital project were the Yorkwoods and Firgrove communities (see Schedule B for locations). These two communities were approached in June to ascertain whether there was interest in the pilot capital project, and whether residents would be willing to partner with the City and MTHA in developing the project should City Council and the MTHA Board each approve the pilot capital project. Both communities indicated an interest in participating.

The joint staff team preferred Yorkwoods as the location for the pilot capital project since there are substantial site plan issues and opportunities relative to enhancing public safety. The Yorkwoods community is a preferred location because it presents opportunities for the City to extend the public realm. Tactical opportunities are also available with respect to co-ordinating MTHA capital budget items at Yorkwoods with the pilot project. In addition, replication of a Yorkwoods based pilot project at other MTHA sites is most promising since the townhouse development is representative of other MTHA communities. The Yorkwoods community provides significant site plan needs and opportunities related to safety and security, accessibility and orientation, streetscape and open space issues.

The prospect of working with the Yorkwoods Safe Neighbourhood Project (YSNP) was also deemed to be extremely valuable. The YSNP was formed after extensive surveying by local agencies in early 1999 found residents had concerns about general safety, drug trafficking, gunfire and violence, substance use and the lack of programs and services for youth. Funded by the National Crime Prevention Centre’s Community Mobilization Program on an annual basis for up to three years, the YSNP has the goal of “increasing the capacity of an ethno-cultural, multi-lingual community to develop a safe and healthy community by mobilizing its residents.” The central objective of establishing a residents council is being met in the first year, and ongoing objectives include continuing outreach to encourage resident involvement, training community leaders, initiating culturally-appropriate programs, services and activities, increasing co-operation and partnerships with local service providers, and identifying solutions to resident-identified issues. The pilot capital project is an opportunity to partner with the YSNP and the newly formed Residents Council.

#### 4.4. Yorkwoods Site Description

The Yorkwoods community is a MTHA housing site located generally east of Jane Street and south of Finch Avenue, at the intersection of Grandravine Drive and Driftwood Avenue

(Schedule B). The site is comprised of two large blocks separated by Grandravine Drive. Immediately abutting the community to the west is Yorkwoods Public School, Oakdale Park Middle School and Oakdale Community Centre.

There are 303 townhouse units on this seven-hectare site, in clusters ranging from four to sixteen townhouses. As illustrated in Schedule D, the community is not serviced with internal public or private streets. While some of the units do front onto public streets, the majority do not, and face narrow, internal asphalt pathways which wind throughout the site. This layout creates public safety concerns, and difficulties for visitors, emergency services staff, delivery persons, etc. to locate townhouse units within the site. Random relationships between front and rear yards are also created, which result in a lack of privacy. Parking structures are located at the edge of the site which is inconvenient and does not enhance the streetscape. Pictures of the Yorkwoods community are illustrated in Schedule E.

5. A Plan for Yorkwoods

After familiarizing themselves with the MTHA sites and the issues and opportunities raised by residents, the joint staff team developed a concept plan to address public safety, accessibility, streetscape and open space concerns, and enhance the design of the Yorkwoods community. It was the deliberate intention of the joint staff team to avoid establishing detailed plans at this time, so that a community based, participation-oriented plan could be developed with the residents as partners with the City and MTHA.

In July, the conceptual elements were shared with a reference group of Yorkwoods residents, including a representative of the Yorkwoods Safe Neighbourhood Project, to determine whether the concept plan is desired and could be embraced by the community. There was strong support for the concepts by these residents.

5.1. Extension of the Public Realm – City of Toronto

5.1.1. New Streets Concept

The concept of creating new streets along the western perimeters of the community is envisioned to improve public safety and access to the site (see Schedule D). This would allow residents, emergency vehicles, visitors and delivery persons greater access to the community. The streets would allow more of the townhouses to have direct street frontage, with clear, direct municipal addresses and nearby parking.

The new streets would be maintained by the City and include lighting, street trees, sidewalks, pedestrian crossings and other pedestrian-oriented features. The new streets would likely require securing narrow strips of the Toronto District School Board (TDSB) lands at Yorkwoods Public School and Oakdale Park Middle School. An easement from MTHA may be required for a portion of the road allowances.

### 5.1.2. 'Pedestrian Streets' Concept

The close proximity of the internal clusters of townhouse units preclude the creation of a regular street network to service the interior of this large site. The concept of 'pedestrian streets', or walkways is envisioned as an alternate means of improving public safety and accessibility to the site interior (see Schedule D). A hierarchy of landscaped 'pedestrian streets' could range from 3m to 4.5m of concrete to allow for safe pedestrian movement and also permit emergency vehicle access. The creation of straight walkway sections would improve sightlines and reduce hidden spaces. The 'pedestrian streets' concept would enable easier orientation through the interior of the community, and give homes clear, direct municipal addresses (for example, 8 First Way could replace Unit #19, 36 Driftwood Avenue shown in Schedule E). Where possible, reorganization of the units would occur to create standard 'front to front' and 'rear to rear' relationships between the homes, as on any street. The 'pedestrian streets' concept is successfully being implemented in the residential community on Ward's Island and is a suitable model (see Schedule F).

The 'pedestrian streets' would be concrete, would be given names and have street signs, and would include pedestrian-scale lighting. These streets would be maintained by the City, and could be secured for public use through easements from MTHA.

### 5.1.3. Streetscape Concept

Existing City streets serving the Yorkwoods community (Driftwood Avenue, Yorkwoods Gate and Grandravine Drive) do not have street trees along the road allowances abutting the MTHA housing site. To enhance the streetscapes in this community, it is proposed that street trees be planted where possible on the boulevards of existing and new streets.

## 5.2. MTHA Involvement

### 5.2.1. Reorientation of Some Units

Implementation of the new streets and 'pedestrian streets' concepts described above would redefine the orientation of some of the townhouse units. The existing house fronts and front yards of some of the units would become house backs and rear yards, and vice versa. Some modifications by MTHA to the affected townhouses would need to occur so that the extension of the public realm would not be incompatible with these homes, and typical 'front to front' and 'back to back' orientation could be realized. Improvements such as landscaping, fencing, and exterior wall modifications would occur.

### 5.2.2. Future Opportunities

The reorganization of the Yorkwoods community may lead to a reduced demand for the existing parking structures, and create opportunities to further enhance the streetscape in the future. Future opportunities may exist for a different use in these locations. There may also be a possibility of introducing curbside garbage pickup and the elimination, in whole or part, of the requirement of large garbage bins and enclosures around the perimeter of the site.

### 5.3. Course of Action – Community Partnership to Refine Project

The City and MTHA will work with the Yorkwoods community in refining the conceptual elements and developing specific project details. An important element in this project is the partnership arrangement between the three parties. The refining of the concepts will occur through a series of meetings, workshops or design charette exercises with community members. Continued discussions with City Works and Emergency Services and Economic Development, Culture and Tourism staff, and Toronto Police Service staff will also be critical as project details evolve. As well, particular attention will be given to the strategies of Crime Prevention through Environmental Design (CPTED).

## 6. Conclusions

The Jane Finch Pilot Capital Project proposes to enhance public safety in the Yorkwoods community by applying the four successful themes previously identified regarding improvements to public housing communities; namely, partnerships, participation, redesign and enablement.

The project proposes forging partnership relationships between the City of Toronto, the Metropolitan Toronto Housing Authority, the Yorkwoods community and the Yorkwoods Safe Neighbourhood Project.

Residents have been approached to contemplate the conceptual elements of the pilot capital project. Resident involvement is proposed as concepts are refined and evolve into the determination of project details.

The pilot capital project proposes redesign strategies to integrate the Yorkwoods community into the surrounding community and thereby improve public safety by extending the public realm through new streets and 'pedestrian streets'.

The pilot capital project proposes to support and promote residents and their capacity to achieve the goal of improving public safety in their community through the project. This enablement can be realized through the combined efforts of various City staff, MTHA staff, the Yorkwoods Safe Neighbourhood Project and the newly formed Yorkwoods Residents Council.

(Schedules attached to the foregoing report, were forwarded to all Members of the North York Community Council with the agenda for its meeting on September 19 and 20, 2000, and copies thereof are on file in the office of the City Clerk, North York Civic Centre).

Insert Table/Map No. 1  
Jane Finch Community Pilot Project

(Clause No. 1 of Report No. 21 of the North York Community Council, titled “Jane Finch Community Strategic Initiatives – Black Creek, which was adopted, without amendment, by the Council of the City of Toronto at its meeting held on February 29, March 1 and 2, 2000 and were forwarded to all Members of the North York Community Council with the agenda for its meeting on September 19 and 20, 2000, and a copy thereof is on file in the office of the City Clerk, North York Civic Centre).

**The North York Community Council also submits the Minutes of the Metropolitan Toronto Housing Authority Board from its meeting held on July 19, 2000:**

“235 A-1      Deputation: Councillor Li Preti:  
Yorkwoods/Grandravine Issues

Councillor Li Preti presented a variety of information and documentation related to issues of safety, security and the community environment in the Yorkwoods area. His presentation focussed on recommendations in six areas: lighting, surveillance cameras, level of security services, alternate usage for units, zero tolerance for criminal activities, and garbage issues.

Members expressed their opinions that Council Li Preti’s requests sounded reasonable and asked whether staff could look into them. Mr. Schafft said that requests such as these from all Metropolitan Toronto Housing Authority communities were being considered and it is hoped that some of them can be addressed through the reinvestment fund generated by operational savings. Councillor Li Preti emphasized the uniqueness of the Yorkwood/Grandravine area and suggested that because of its particular problems, its needs should be given priority. The Chair advised Councillor Li Preti that the Board is committed to reducing the incidence of crime in our communities and is introducing such programs as the Special Constable initiative and specific security programs to help to achieve this.

Dr. Chong thanked Councillor Li Preti for his presentation.

A motion by Mr. Ciccolini, was as follows:

RESOLVED THAT staff be asked to investigate the feasibility of Councillor Li Preti’s proposals and report back to the Board outlining what can be done and implemented as quickly as possible.”