

Clause embodied in Report No. 6 of the North York Community Council, as adopted by the Council of the City of Toronto at its meeting held on July 24, 25, and 26, 2001.

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**Wilson Avenue Revitalization Study and
Keele Street Study - Summary of Study Findings and
Recommendations and Strategy for Implementation -
UD03-P-DNL - Ward 8 - York West and
Ward 9 - York Centre**

(City Council on July 24, 25 and 26, 2001, adopted this Clause, without amendment.)

The North York Community Council recommends the adoption of the report (June 25, 2001) from the Director, Community Planning, North District, Urban Development Services.

The North York Community Council also reports, for the information of Council, having requested the Director, Community Planning, North District, Urban Development Services to submit a further report, at a future meeting of the North York Community Council, on:

- (i) the development of an implementation strategy to prioritize the potential extension of the subway line from the Downsview Subway Station to York University; and
- (ii) the feasibility of extending the subway line in the future, along Wilson Avenue to the Toronto International Airport.

The North York Community Council submits the following report (June 25, 2001) from the Director, Community Planning, North District, Urban Development Services:

Purpose:

This report presents a summary of the pertinent findings and conclusions of the Wilson Avenue Revitalization Study and the Keele Street Study. This report also recommends the preparation of implementation strategies for the study areas, in the context of the recommendations of each study report.

Financial Implications and Impact Statement:

There are no financial implications resulting from the adoption of this report. Any financial implications arising from the preparation of implementation strategies will be subject to Council review.

Recommendations:

It is recommended that City Council:

- (1) Receive this report and the attached Wilson Avenue Revitalization Study and the Keele Street Study for information;
- (2) Direct staff to prepare implementation strategies for each of the study areas, in the context of the findings and recommendations of the study reports, for the purpose of specifying required tasks, steps and stakeholders, and considering timing and financial implications, and bring forward recommended strategies for Council's consideration; and
- (3) Direct Urban Development Services, City Planning Division staff to consult with other relevant City Departments and Agencies in the preparation of implementation strategies.

Executive Summary

Under the Ontario Base Closure Assistance Program (OBCAP), consultants were retained by the City to prepare recommended revitalization strategies for those sections of Wilson Avenue and Keele Street adjacent to the Downsview Area Secondary Plan. The Wilson Avenue Revitalization Study and the Keele Street study were undertaken by the consulting firms of The Planning Partnership and Dillon Consulting respectively, in consultation with City staff, relevant agencies, local Councillors and members of the public. Based on a detailed analysis of the study areas, and considering the Downsview Area Secondary Plan, the emerging policy framework of the new Official Plan, and the winning park design concept for Parc Downsview Park Inc. (PDP), strategies were recommended in support of the revitalization of these important streets.

It is recommended that staff use the findings and recommendations of these studies as a context for preparing implementation strategies for each of the study areas, in order to develop a framework for coordinated revitalization initiatives.

Background

With the closure of the CFB Downsview base in 1994, federal funding was made available to municipalities through the Ontario Base Closure Assistance Program (OBCAP) to undertake studies to evaluate the impacts of base closure on adjacent communities. Through the OBCAP program, the City has completed the Downsview Area Secondary Plan and related supporting technical studies, as well as the Allen / Sheppard Urban Design and Development Framework Study. The subject studies, the Wilson Avenue Revitalization Study and the Keele Street Study, are two of the final three studies the City is completing under the OBCAP program. A third study, the Keele Employment Area Study has also recently been completed and will be presented in a separate report at a later date. All of the studies completed under the OBCAP program, including the Keele Street study and the Wilson Avenue Revitalization study have allowed the City to consider the impacts and opportunities that the redevelopment plans for PDP may have on immediately adjacent areas.

The Wilson Avenue and Keele Street studies were initiated in the fall of 2000 and completed in Spring 2001. Each study consists of two study reports: Phase 1 – Profile and Analysis and Phase 2 – Recommended Strategy. The Wilson Avenue and Keele Street study reports are attached hereto as Attachments 1 and 2 respectively.

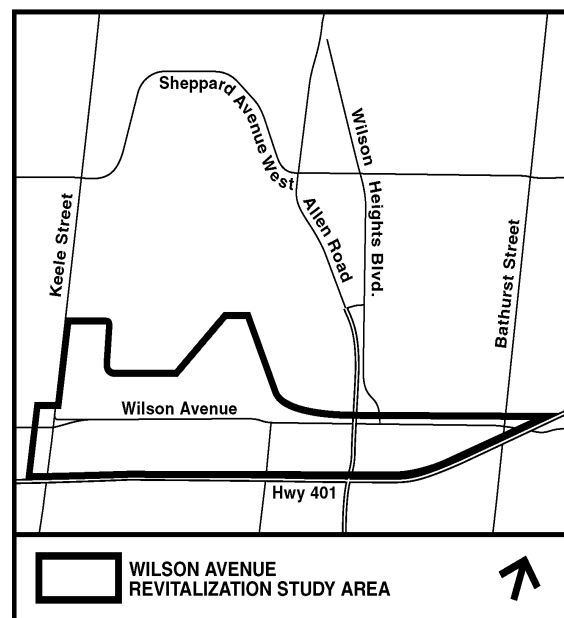
Downsview Area Secondary Plan

To assist their analysis and preparation of recommendations, each of the studies considered the plans for PDP, as set out in the land use designations and policies of the Downsview Secondary Plan. The redevelopment of the former base for research and technology, office, cultural and residential uses, in addition to the over 130 hectares (320 acres) of land designated for an urban park, are expected to contribute to the revitalization of the study areas. Accordingly, the proposals for the Downsview area, in particular ‘Tree City’ the winning park design concept, are reflected in the recommendations of both studies.

New Official Plan

In addition to the plans for PDP, the studies also considered the New Official Plan Directions Report, Toronto at the Crossroads: Shaping our Future (Directions Report) received by City Council at their meeting of August 2000. Of direct relevance to the Wilson Avenue and Keele Street studies is the Avenues concept, which identifies major arterials or Avenues in the City that have potential for reurbanization. The Avenues identified in the Directions report include all of the Wilson Avenue study area, and that part of the Keele Street study area between Highway 401 and just south of Finch Avenue. These Avenues were selected on the basis of their considered opportunities for reurbanization along major transit routes without having a significant impact on established residential neighbourhoods.

In this regard, the Wilson Avenue and Keele Street studies are similar to the incremental growth area studies being completed as part of the ongoing work on the City’s new Official Plan. These studies (Bloor-Lansdowne, Finch-Weston, Kingston Road and the Queensway) also undertook an analysis of major arterial ‘Avenues’ for the purpose of providing recommendations for future development and community improvement.



Map 1

Overview of Study Areas

Wilson Avenue Revitalization Study

The Wilson Avenue Revitalization Study area encompasses those lands along either side of Wilson Avenue between Keele Street to the west and the Highway 401 at Bathurst Street to the east (Map 1).

The purpose of the Wilson Avenue Revitalization Study was to examine the characteristics of the area to identify opportunities for revitalization, and to develop a strategy to realize these opportunities. To achieve this, the consultant was required to undertake a detailed analysis of four principal areas of investigation: land use, transportation, urban design and marketing.

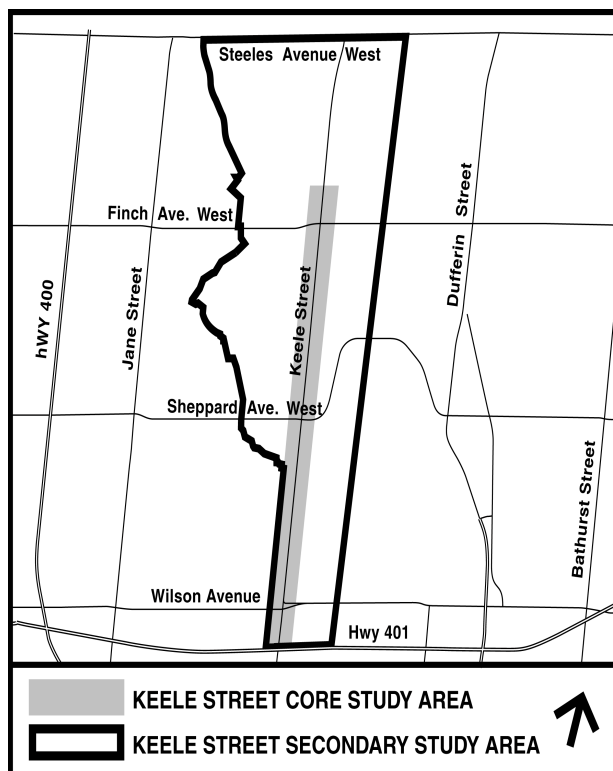
The firm of The Planning Partnership was retained by the City to complete this study. The Planning Partnership assembled a multi-disciplinary consulting team, with representation from duToit Allsop Hillier, Natale and Scott Architects, Oleson Worland Architects, Lea Consulting Limited and Royal LePage Advisors. The consulting team undertook a detailed examination and analysis of existing conditions, identified constraints and opportunities and, with significant input and participation from the local community, including a community reference group assembled to assist the study process, developed a recommended strategy for revitalization.

Keele Street Study

The Keele Street Study area defined a primary and secondary study area. The primary study area included those lands fronting onto Keele Street between Highway 401 and Finch Avenue and was the focus of the study. The secondary study area included those lands on either side of Keele Street, generally between the Black Creek Ravine to the west and the CN rail line to the east. The purpose of the secondary study area was to provide a community context for the analysis of the primary study area and the development of study recommendations. (See Map 2).

Similar to the Wilson Avenue Revitalization Study, the purpose of the Keele Street Study was to examine the characteristics of the area in order to identify opportunities for the revitalization and redevelopment of properties along Keele Street. The study was based on four principal areas of investigation: land use, transportation, urban design and community infrastructure. The recommended strategy was developed in consultation with the local community.

The firm of Dillon Consulting Limited, in association with Sterling Finlayson Architects and N. Barry Lyon Consultants, was retained by the City to complete this study. The consulting team undertook a broad examination of the primary and secondary study areas and focussed their analysis and recommendations on three key areas of opportunity at the major intersections of Wilson, Sheppard and Finch along Keele Street.



Map 2

As illustrated on Maps 1 and 2, those lands at the intersection of Keele Street and Wilson Avenue were included within both the Wilson Avenue Revitalization Study and the Keele Street study. The consulting teams for each study collaborated in their review and analysis of the intersection and comments and recommendations for the intersection are identified in both study reports, with detailed development concepts in the Keele Street study report.

Consultation

Both the Wilson Avenue and Keele Street studies undertook consultation with the community, as well as with various City Departments and outside agencies, to assist in the analysis of the study area and the development of appropriate recommendations.

The Wilson Avenue study undertook a collaborative consultation approach through the establishment of three study liaison teams: a civic staff team of City planning staff; a Technical Reference Group which included representatives of other municipal departments, the Toronto Transit Commission, the Toronto Parking Authority and the Ontario Ministry of Transportation; and, a Community Reference Group with representation from local residents and the business community. The consultation program for the study was organized around four workshops, engaging the local community and the liaison teams in discussions on existing conditions, preliminary concepts for revitalization, preferred concepts for revitalization, and the recommended strategy. The public meetings were well attended and the consulting team was provided with considerable input on matters of concern to the community, as well as of their interest in pursuing the revitalization of the area.

The Keele Street study held four sets of public meetings throughout the study, each set consisting of a public meeting at the south end of the study area and a public meeting at the north end of the study area. These meetings allowed for public input and feedback on existing conditions, preliminary findings, preliminary concepts and the recommended plan. The initial meetings for the study were not well attended, however the final meetings were well attended and, generally, the recommendations of the study team were well received.

Key Study Findings and Recommendations

Wilson Avenue Revitalization Study

Through their analysis of the area, the consulting team found the community to be a stable residential neighbourhood, with a finely organized street pattern connecting the community to the shops, services and residential uses along Wilson Avenue.

Residential uses in the study area include three storey walk-up apartments along Wilson Avenue and primarily single detached housing on the adjacent streets. Almost all of the apartment buildings along Wilson Avenue are located on the south side of the street. Canadian Mortgage and Housing Statistics and recent housing sales identify very little turnover in rental and owner-occupied housing, reinforcing the study team's observation of a stable residential community.

Notwithstanding the new Costco/ Home Depot retail centre at Dufferin Street, the majority of retail uses along Wilson Avenue are local-serving and primarily strip plaza in form. The plazas at the Keele and Wilson intersection, as well as the No Frills supermarket at the north-east corner of Wilson and Bathurst, provide larger scale grocery and retail services to the community. Commercial rents for units along Wilson Avenue are generally between \$7.00 - \$22.00 net per square foot, with few units achieving the high end of the range. These lease rates are considered to be below levels that would encourage or justify new construction or redevelopment.

Industrial uses along Wilson Avenue include the Tippet Business Park south-east of the Allen Road intersection, as well as uses along the CN rail line west of Murray Road. Bombardier/ de Havilland is the largest industrial use in the area located north of Wilson Avenue within the Downsview Area Secondary Plan. There has been little recent activity in the industrial market in the study area, however the existing industrial uses appear to be firmly established and for some, given the type of use and their access to rail, would likely have difficulty finding suitable comparative locations elsewhere in the City.

As noted above, through the study, residents and businesses in the study area expressed a desire for Wilson Avenue to be a clean, attractive and vibrant street. The recommended strategy for the revitalization of Wilson Avenue responds to this desire by identifying elements that address the public realm and provide direction and guidance for redevelopment. The recommended revitalization strategy is structured around three areas of action: improve operations; promote local management; and, create great physical space. Each is discussed below. The study advises that revitalization of Wilson Avenue is expected to occur incrementally and over the long term. Accordingly, the recommended strategy allows for phased implementation.

Improve Operations:

The current physical appearance of Wilson Avenue is a source of community concern and is not considered to be conducive to a higher quality of private redevelopment. The unsightly appearance is the result of garbage storage along the road, the organization of parking in front of the plazas as well as the numerous plaza driveways along Wilson Avenue, and the unkempt appearance of some of the properties and buildings along the street. Adding to this clutter is overhead wiring, utility poles and the poor condition of street trees.

The study recommends a number of initiatives to address the operation and appearance of the street, key of which is that related to the organization of parking in front of the plazas. To improve this condition, the study recommends that physical barriers between properties be removed and that driveways be consolidated. These actions will present opportunities related to pedestrian and vehicular circulation and parking.

Promote Local Management:

Many initiatives that would assist in the revitalization of Wilson Avenue could be implemented by local business and/ or community associations. Given the strong community interest in the revitalization of the area, the study has identified improved local management as a key action area for the community, recommending Business Improvement Areas (BIAs) as local management structures well suited to encouraging self-management, addressing local issues and

to promoting the area. As well, BIAs would be an effective structure for decisions related to the allocation and disbursement of the funds contributed by Costco Canada to the Wilson Avenue Streetscape program.

Create Great Physical Space:

This action addresses both public realm and private realm elements, including connections to PDP, physical improvements to the streetscape, guidelines for redevelopment, and key areas to focus redevelopment initiatives.

To improve the appearance and image of the street, guidelines are provided for use in preparing detailed streetscape or public realm plans. These guidelines focus on a consistent streetscape treatment through the study area and the importance of maintaining the current width of the Wilson Avenue right-of-way.

As well, guidelines are also recommended to assist in the redevelopment of the area, key of which is moving buildings closer to the street edge in order to create continuous frontages, provide enclosure and street related activity. Redevelopment is expected to accommodate buildings of a maximum height of between 4 to 6 stories, possibly up to 8 stories at corner locations. Reduction in parking standards is recommended given the good connections and proximity to the Wilson Subway Station in the study area and is considered to be an important incentive for redevelopment.

The study identifies key areas to focus activity in support of the revitalization of the area and presents concept plans for consideration. The intersections of Wilson and Keele and Wilson and Bathurst are identified as gateway areas for the community and it is recommended that redevelopment of these areas pursue distinctive landscaping treatment, landmark buildings and special built features as ways to emphasize their importance. Recommendations for the Keele and Wilson intersection are generally consistent with the development concept plan for this intersection presented in the Keele Street study. The three commuter parking lots surrounding the Wilson Subway Station at Allen Road are viewed as an opportunity for redevelopment and intensification. The consultant's study also considers it desirable to establish a central community focal point along Wilson Avenue, with redevelopment accommodating mixed uses and public open space. The intersection of Wilson and Ancaster was suggested as a possible suitable location.

Marketing & Implementation:

To assist in focussing and prioritizing initiatives, the study includes a marketing section identifying possible incentives for revitalization and reinvestment. These incentives include some of the recommended actions and initiatives, such as the establishment of Business Improvement areas, as well as identifies the potential of programs of other levels of government to be coordinated with elements of the recommended strategy. A draft implementation framework is included as an appendix to the study, setting out key implementation areas and initiatives.

Keele Street Study

The Keele Street study area incorporates a large and diverse community. Given the presence of the Downsview lands and industrial uses along most of the east side of Keele Street, the residential community is primarily located west of Keele and generally forms the eastern boundary of a broader community centered on Jane Street.

The residential community appears to form two general sub-groups, a stable community with an Italian cultural background south of Sheppard Avenue and a growing community with a variety of cultural backgrounds north of Sheppard Avenue, many of who are recently moved to Canada. Similar to Wilson Avenue, residential uses along Keele Street are typically rental apartments, although the building stock undergoes a transition from low rise walk-ups in the south end to high-rise apartment buildings in the north end. The residential neighbourhoods surrounding Keele Street are, for the most part, low density areas with a range of dwelling types. Residential development activity in the area appears to be on an upswing, the most significant representation being the success of the Villages of Downsview development at Keele and Sheppard.

Employment uses in the study area include office, commercial and industrial uses. There is no concentration of office uses in the area, although there are office buildings at the Ministry of Transportation site at Wilson and Keele, as well as at Finch and Keele. There are also local serving office uses located along Keele Street in retail plazas. Retail uses are represented by both stand-alone and plaza formats, within concentrations at the intersections of Wilson and Sheppard Avenues. Commercial rents appear to be stable, however similar to the situation along Wilson Avenue, are not at levels that are considered to trigger new investment. Industry is generally located in the north-east section of the study area, with uses ranging from the petroleum storage and transfer facilities north of Finch to manufacturing, light industrial, storage and associated commercial uses between Sheppard and Steeles Avenues on the east side of Keele Street.

Community services and facilities are dispersed throughout the broader study area. Community centres include Roding and Grand Ravine within the study area, west of Keele Street, and the Ancaster Community Centre east of Keele Street. The community has access to the regional open space system via Black Creek, and there are a number of municipal parks throughout the area, most of which support active recreational programming. The Downsview public library, at Keele and Wilson, provides a variety of programs including English as a Second Language and Legal Aid, as well as a number of children's programs. The diversity of the community is reflected in the range of religious facilities in the area, the majority of which also offer community based services. There are 14 elementary and 2 secondary schools in the area, as well as 4 private schools. School enrolment is generally high (over 80%) with some schools beyond capacity. There are 12 childcare centres in the area with a total capacity for over 700 children. The demand for childcare exceeds capacity with over 600 children on waiting lists.

Based on their review of the community, the study team established four guiding principles for revitalization. These four principles form the basis for the recommended strategy. The recommended strategy consists of detailed development concept plans for three key locations along Keele Street, at the intersections of Wilson, Sheppard and Finch Avenues. The concept plans are intended to articulate a development form in the context of land use, transportation, community infrastructure and urban design considerations. The four guiding principles are presented below, followed by the key elements of each of the concept plans.

Guiding Principles:

- (i) **The Width of Keele Street:** The existing Keele Street right-of-way is sufficient to provide for 2 lanes in each direction and left turn lanes at major intersections. This right-of-way can accommodate the recommendations of the Downsview Area Transportation Master Plan, and recommendations of this study regarding landscaped medians broken at strategic locations for property access.
- (ii) **Transit Led Accessibility:** Improved public transit is necessary to realize opportunities for redevelopment and reinvestment along Keele Street and is central to achieving a denser, more sustainable, development. The most significant opportunity identified by the consultants for Keele Street, and the Keele and Finch area in particular, is the potential extension of the subway from Downsview Station through to York University.
- (iii) **Residential Development First:** New residential development is encouraged as a first step to revitalization as additional residential population will bring with it the need for expanded or improved employment and community services.
- (iv) **Parc Downsview Park Programming:** The opportunity presented by PDP to the Keele Street community is unprecedented and will have a significant influence on the nature, quality and timing of new development in the area. The design and programming of the park is critical to the transformation of Keele Street and to the integration of PDP with the community.

Recommended Development Concept Plans:

The consultant's recommended development concept plans were analysed individually and as a comprehensive package to test for transportation, community facility and service, and land use implications. The concept plans take into consideration compatibility with existing development where the surrounding community is already established and planned development in the case of the Downsview lands. It should be noted that for all three locations, the concept plan reflects ultimate development potential. Ultimate development potential assumes an expanded transit infrastructure serving the study area (i.e. the extension of the subway). Without expanded transit infrastructure it is anticipated that development opportunities are less than half of the ultimate development potential for the Wilson and Sheppard Avenue locations, and almost all of the ultimate development potential for the Finch Avenue location.

Keele and Wilson: The study identified this intersection as the most important in the study area due to the fact that it presents the most immediate opportunities for redevelopment. The concept plan envisions significant mixed use commercial, office and residential development for all four quadrants of this intersection, with particular opportunities presented by the large land parcels of the south-west (Ministry of Transportation lands), south-east and north-east quadrants.

The consultant's findings suggest that this intersection could support ultimate development densities of 2.0 – 2.5 FSI at the intersection, depending on the land use mix and consideration of matters related to integration with the surrounding community and infrastructure considerations.

Maximum heights are recommended to taper from 12 stories at the intersection down to about 5 stories in the midblock area. This vision is generally consistent with that of the Wilson Avenue Study.

Lands in the south-east and south-west corners are recommended to undergo a more detailed planning analysis in order to evaluate options to realize development potential. Given the size, location and importance of these parcels as gateways to the community, the consultant recommends that access, circulation, servicing, urban design and community facility issues be addressed in a comprehensive planning process prior to making decisions on redevelopment. Ultimately, the study envisions mixed use redevelopment including commercial, residential, office, community and open space uses. A potential alternative for a large scale technology or institutional type use on the south-west corner (MTO lands) is also identified.

Keele and Sheppard: The consultant's recommended concept plan envisions the redevelopment of all four corners of this intersection for mixed use, but with higher densities and a broader mix of land uses on the west side of Keele Street opposite the PDP lands. The study recommends that density levels of 2.0 FSI and height limits of about 8 to 10 stories be considered for the west side of Keele Street.

The east side of Keele Street is within the Downsview Area Secondary Plan and the consultant's concept plan considers three options for development of the north-east and south-east corners: development based on the approved land use designations of the Downsview Area Secondary Plan; relocation of the north residential area to the south residential area and extension of the park north across Sheppard Avenue; and, higher density residential development in both the north and south residential areas in support of a more urban scale of development.

The study underscores the importance of addressing the presence of the national park along this section of Keele Street. In particular, connections with the adjacent regional open space system of Black Creek are considered critical, as is the integration of the park into the community through streetscaping along both sides of the street that relates to the design of the park. As well, the study advises that it is important that the PDP lands be understood to have a role in servicing both the local community as well as the broader destination-type visitors envisioned to be associated with a national urban park.

Keele and Finch:

The study advises that any significant redevelopment at the Keele and Finch intersection is contingent on the extension of the subway through the area. As such, the study's recommendation that future redevelopment could be accommodated at a density of about 2.5 FSI, is presented as the basis for future discussion once there is more certainty as to the timing and alignment of a subway extension. Without significant transit infrastructure improvements, little intensification is likely in this area.

Based on the assumption of a subway extension through this area, and a station at Keele and Finch, the concept plan presents a mixed use node at the intersection. The consultant's report recommends that local roads and open space be configured to provide a transition zone between the proposed higher density node and surrounding low density areas.

Strategy for Implementation

The Wilson Avenue and Keele Street studies present recommendations in support of revitalization. In order to initiate revitalization efforts in the study areas, it is recommended that strategies to implement the studies be prepared. The purpose of preparing implementation strategies is to specify the tasks, steps and stakeholders necessary to achieve revitalization and to develop a coordinated response.

As the study recommendations are structured around land use, transportation, urban design, community infrastructure, and marketing considerations, implementation strategies will require the participation and input of other City Departments and agencies, such as Works and Emergency Services and Economic Development, Culture and Tourism. Although other City Departments and agencies are aware of the studies and, to varying degrees, assisted the study consultants in their analysis, no detailed work has been initiated regarding implementation. It is recommended that Planning staff consult with relevant City staff in responding to the study recommendations and developing implementation strategies for the study areas. This consultation would serve to identify key stakeholders, identify opportunities for coordinated initiatives, consider timing, and allow for discussion of technical and financial considerations. It is anticipated that these implementation strategies would be brought forward for Council's consideration in the first quarter of 2002. Implementation strategies for each study area will vary, but would likely address the following components:

Public Realm Improvements -

- Public realm improvement plans addressing the configuration of the right-of-way, traffic circulation and parking, pedestrian movement, landscaping, and streetscape elements. (With respect to the Wilson Avenue Study, a public realm improvement plan should also address the \$150,000 contribution of Costco Canada to the Wilson Avenue Streetscape Improvement Program).
- Coordination of public realm initiatives with City, provincial and federal programs.

Planning Framework Review-

- Review the planning policy framework (Official Plan and Zoning By-law) and determine what modifications, if any, are necessary to facilitate revitalization.

Coordination with Parc Downsview Park –

- Ensure physical connections between PDP and the regional open space system.
- Ensure park facilities and programming incorporate the needs of the surrounding community.
- Develop a coordinated approach to the design of landscape and streetscape elements through the park precinct.

Investigation and Evaluation of Potential Incentives for Revitalization –

- Determine the potential of city, provincial and federal programs to contribute to revitalization initiatives.

Coordination of the Local Business Community (Specific to the Wilson Avenue Study) -

- Coordinate local business associations to identify issues and opportunities.
- Develop action and promotional strategies in support of revitalization.
- Investigate interest in and feasibility of establishing Business Improvement Areas

Community Needs Evaluation (Specific to the Keele Street Study) –

- Evaluate programming and service levels and the need to modify programs in response to population needs and/ or maximize use of community resources
- Establish a development monitoring program to ensure that development does not proceed in advance of adequate community infrastructure
- Consider the role of PDP in providing for community needs
- Monitor development activity to ensure retention of rental housing stock in the community

Conclusions:

The Wilson Avenue and Keele Street studies present recommended strategies in support of revitalization. Each of the strategies is structured around land use, transportation, and urban design considerations as well as marketing considerations in the case of Wilson Avenue, and community infrastructure considerations in the case of Keele Street. It is anticipated that these implementation strategies would be brought forward for Council's consideration in the first quarter of 2002.

In order to initiate revitalization efforts in the study areas, it is recommended that strategies to implement the studies be prepared, the purpose of which is to specify necessary tasks, steps and stakeholders, and consider capital and operational implications in consultation with lead Departments. It is recommended that staff consult with relevant City staff and agencies in the preparation of implementation strategies for Wilson Avenue and Keele Street and bring recommended implementation strategies forward for Council's consideration.

Contact

Sharon Hill, Senior Planner, Community Planning North District
Phone: (416) 395-7106; Fax: (416) 395-7155; Email: shill@city.toronto.on.ca

(Attachment 1 – Wilson Avenue Revitalization Study Phase 1 & 2 reports and Attachment 2 – Keele Street Study Phase 1 & 2 reports, referred to in the foregoing report, were forwarded to all Members of the North York Community Council with the agenda for its meeting on July 11, 2001; and copies thereof are on file in the office of the City Clerk, North York Civic Centre).

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A staff presentation was made by Ms. Sharon Hill, Senior Planner, Community Planning, North District, Urban Development Services.

A slide presentation was also made by Ms. Donna Hinde and Mr. Ron Palmer, on behalf of the consultants, The Planning Partnership.

(Councillor Moscoe, at the meeting of Council held on July 24, 25 and 26, 2001, declared an interest in the foregoing Clause, in that his principal residence is located within the subject area.)