



# DUPONT STREET REGENERATION STUDY

Dupont Street Regeneration Study  
Urban Design Guidelines

Ossington Avenue to Kendal Avenue

URBAN DESIGN  
GUIDELINES

August 2014

## **City of Toronto**

### **Dupont Street Regeneration Study - Urban Design Guidelines - August 2014**

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The City of Toronto City Planning Division would like to thank all those who participated in the community consultation process. This document has been enhanced by your knowledgeable and helpful feedback.

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# Mandate

In December 2013, City Council adopted a series of recommendations pertaining to "Amendments to the Official Plan for Economic Health and Employment Lands Policies and Designations and Recommendations on Conversion Requests". As part of this item, City Planning was requested to specifically study the lands fronting onto the north side of Dupont Street between Ossington Avenue and Kendal Avenue.

The Terms of Reference for the Dupont Street Regeneration Study were proposed as part of Official Plan Amendment 231 that was adopted at the December 2013 City Council meeting. The results of the Study were to be implemented in the form of a Site and Area Specific Policy (SASP) in the Official Plan. The following "Urban Design Guidelines" are to be read in conjunction with, and support the directions the SASP.

The Urban Design Guidelines in this document are intended to support vibrant, high quality, appropriately scaled, mixed-use and employment development in the Study Area. The recommendations are consistent with the Official Plan and Area-Specific Policy No. 212 for Dupont Street. The Area-Specific policy indicates that the Urban Design Guidelines will be used as a tool to evaluate proposed development in the area and ensure that such development is consistent with the SASP.

The Official Plan provides a long-term vision for the City that is intended to be supported by implementation plans, strategies and guidelines. These supporting documents, including the subject Urban Design Guidelines, provide detailed implementation guidance and respond to changing circumstances and priorities.



# 1. Introduction

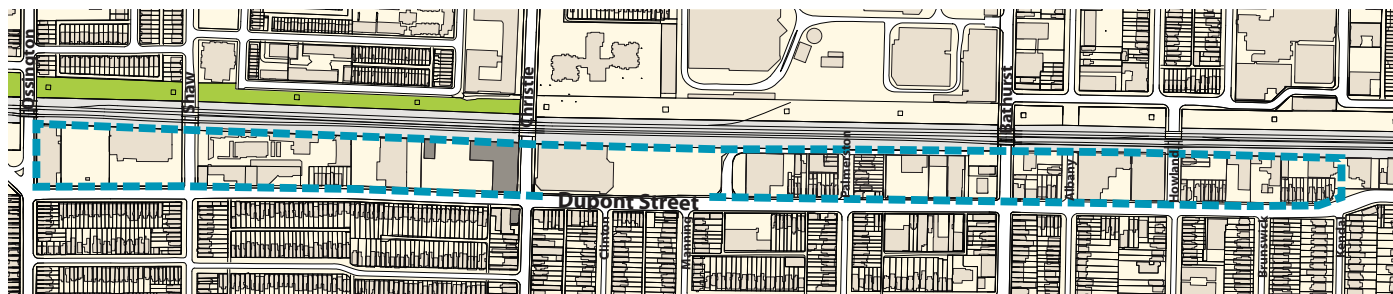
## 1.1 STUDY AREA

As identified in OPA 231, the Study Area was defined as the properties on the north side of Dupont Street between Ossington Avenue and Kendal Avenue. The *Regeneration Areas* designation applies only to the portion of the properties south of the 30 metre setback from the rail corridor and the rear of the properties will remain *Employment Areas*.

Through review of the Study's Terms of Reference with the local Councillors' offices and a Working Group comprised of residents, land owners and their representatives, the need for a cohesive streetscape along the Dupont Street corridor beyond the boundaries of the Study Area was considered. The area for streetscape improvement recommendations extends from Dovercourt Road to Davenport Road.



Aerial photograph of the Study Area (2013)



Map of the Study Area

## 1.2 CHARACTER & VISION

Through the Community Consultation process, much of the discussion focused on the existing and planned character of Dupont Street, and which elements of the existing character should be retained and strengthened. The vision for Dupont Street should build on these strengths. From the consultation, these characteristics can be summarized as follows:

### *What is the existing character of Dupont Street?*

- Diverse street
- Very useful services and retail
- Strong built form heritage
- Long-term residents, stable population

### *Which characteristics should be maintained and enhanced?*

- Walkability
- Family friendly focus
- More green space
- Diversity of uses, including small retail
- More places to sit, including restaurants and patios
- Industrial character of the street



A range of commercial and retail opportunities exist in the Study Area.

## 1.3 HERITAGE BUILDINGS

Through the consultation process, the heritage character of this part of Dupont Street was identified as one of the defining features of the area. There are three properties within this stretch of Dupont Street that are currently on the City's Heritage inventory:

- 659 Dupont Street (Listed)
- 672 Dupont Street (Listed)
- 700 Dupont Street (Listed)

The community often referenced the "industrial heritage character" as being one of the desirable features that they would like to see strengthened through new development. There were several other buildings identified through the consultation process as having "heritage character", including:

- 888 Dupont Street
- 420 Dupont Street & 275 Albany Avenue (Wings & Mono Lino buildings)

In addition to the retention of listed Heritage buildings, potential applicants will be encouraged to retain other heritage character buildings in order to maintain this quality of Dupont Street, as well as using materials or other architectural elements in new buildings that reference this character.



659 Dupont Street



672 Dupont Street



700 Dupont Street

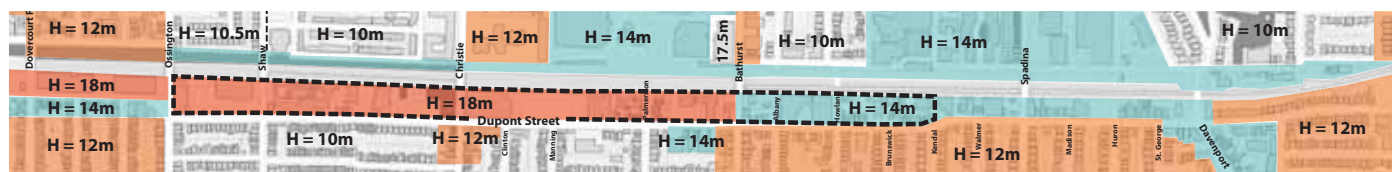
## 1.4 EXISTING BUILT FORM & AS-OF-RIGHT HEIGHTS

There is a wide variety of built form currently in the Study Area, including industrial warehouse buildings, large retail stores, low-rise residential and other mixed-use buildings. Currently, the tallest building within the Study Area is located at the northwest corner of Dupont Street and Christie Street, often referred to as the "Faema" building, which is approximately 21 metres high. There are several other buildings that are taller than the average single or semi-detached residence throughout the Study Area.

The existing land use designation within the Study Area is *Employment Areas* (*Regeneration Areas* and *General Employment* in OPA 231) and the as-of-right heights within the Study Area are as follows:

- 18 metres between Ossington Avenue and the west side of Bathurst Street; and
- 14 metres from the east side of Bathurst Street to the east boundary of the Study Area (approximately at Kendal Avenue).

### As of Right Heights (as per Zoning By-law 486-86)



Map of existing as of right heights.

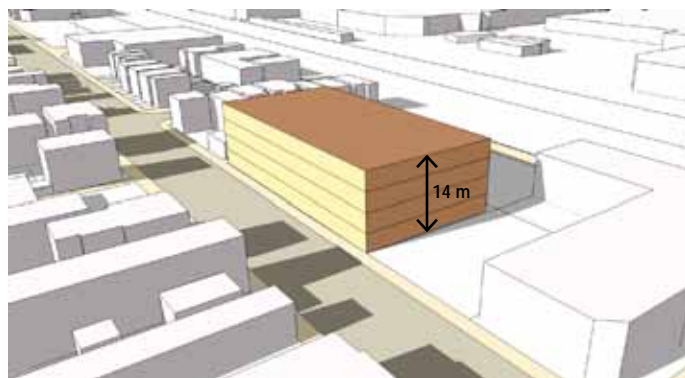


Illustration of 14 metre / 4-storey built form

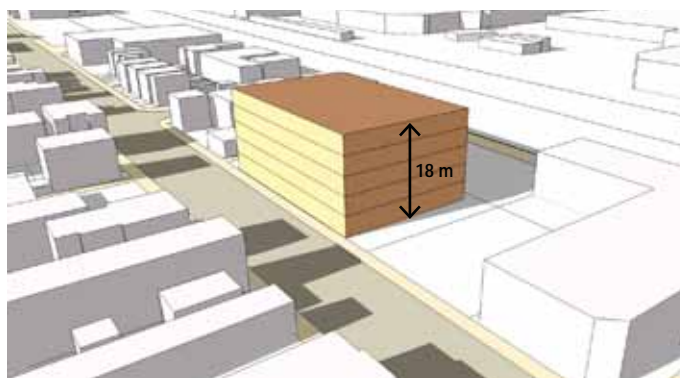


Illustration of 18 metre / 5-storey built form

### Sampling of Existing Buildings (heights are approximate)



8 metres / 2 & 3-storey residential  
(prevailing built form on the south side)



13 & 9 metres / 3-storey commercial  
(Wing's & Mono Lino buildings - north side,  
east of Bathurst Street)



18 metres / 4-storey mixed use  
(southwest corner of Bathurst Street &  
Dupont Street)



21 metres / 5-storey commercial  
(northwest corner of Christie Street & Dupont  
Street)

## 1.5 MID-RISE GUIDELINES

In 2010, City Council adopted the Avenues and Mid-Rise Buildings Study. The Study includes guidelines for mid-rise developments along the City's Avenues as identified on Map 2 of the Official Plan. Dupont Street is not identified as an Avenue in the Official Plan however as part of OPA 231, Planning Staff was directed to consider the application of the Mid-Rise Guidelines along Dupont Street within the Study Area. From OPA 231:

### "212. Dupont Street Corridor

1) a) *Apply the mid-rise guidelines for development and provide appropriate scale transition to the low scale residential uses along the southern frontage of Dupont Street and to the lands designated General Employment Areas to the rear;*"

Through the course of the Study, a context-specific approach of the Mid-Rise Guidelines was applied to the Study Area.

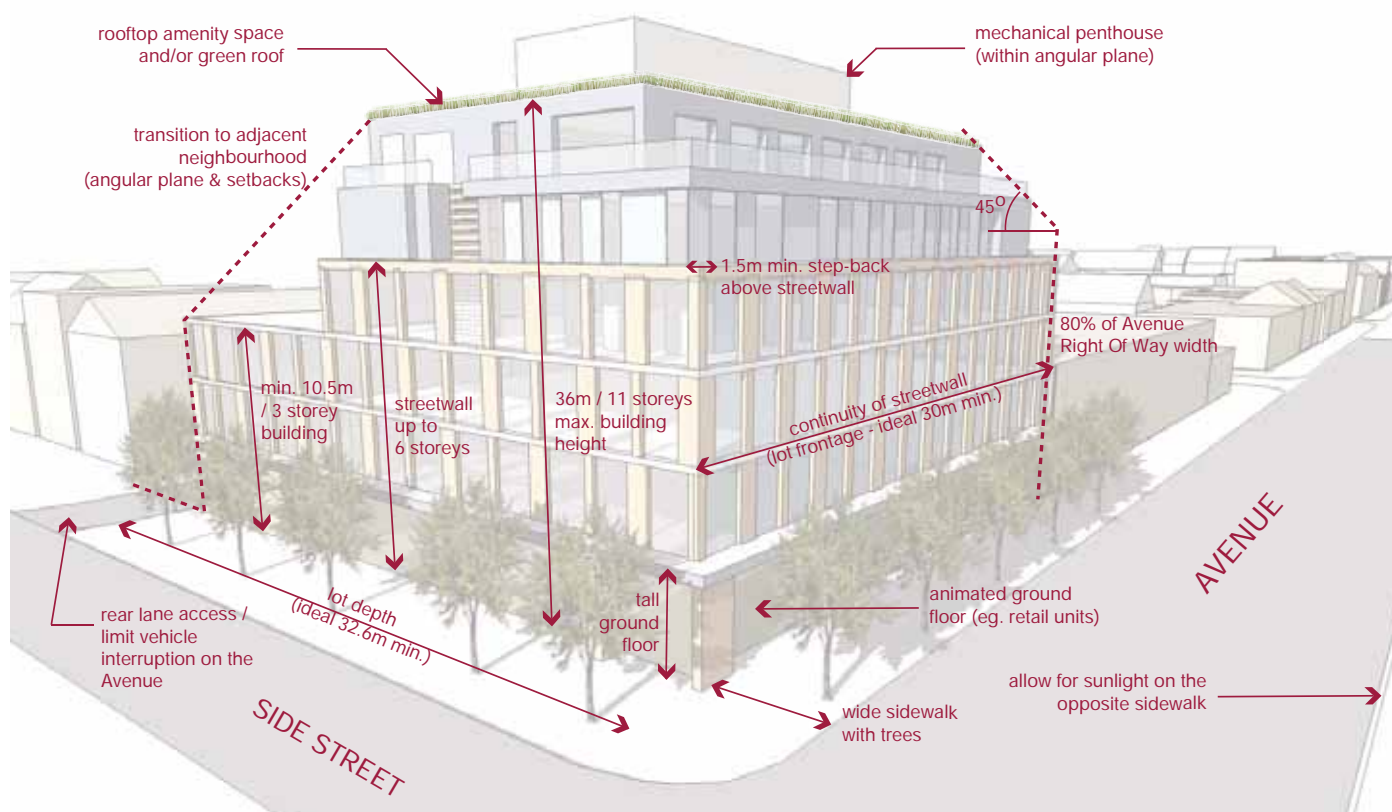


Illustration of Performance Standards from the Mid-Rise Guidelines

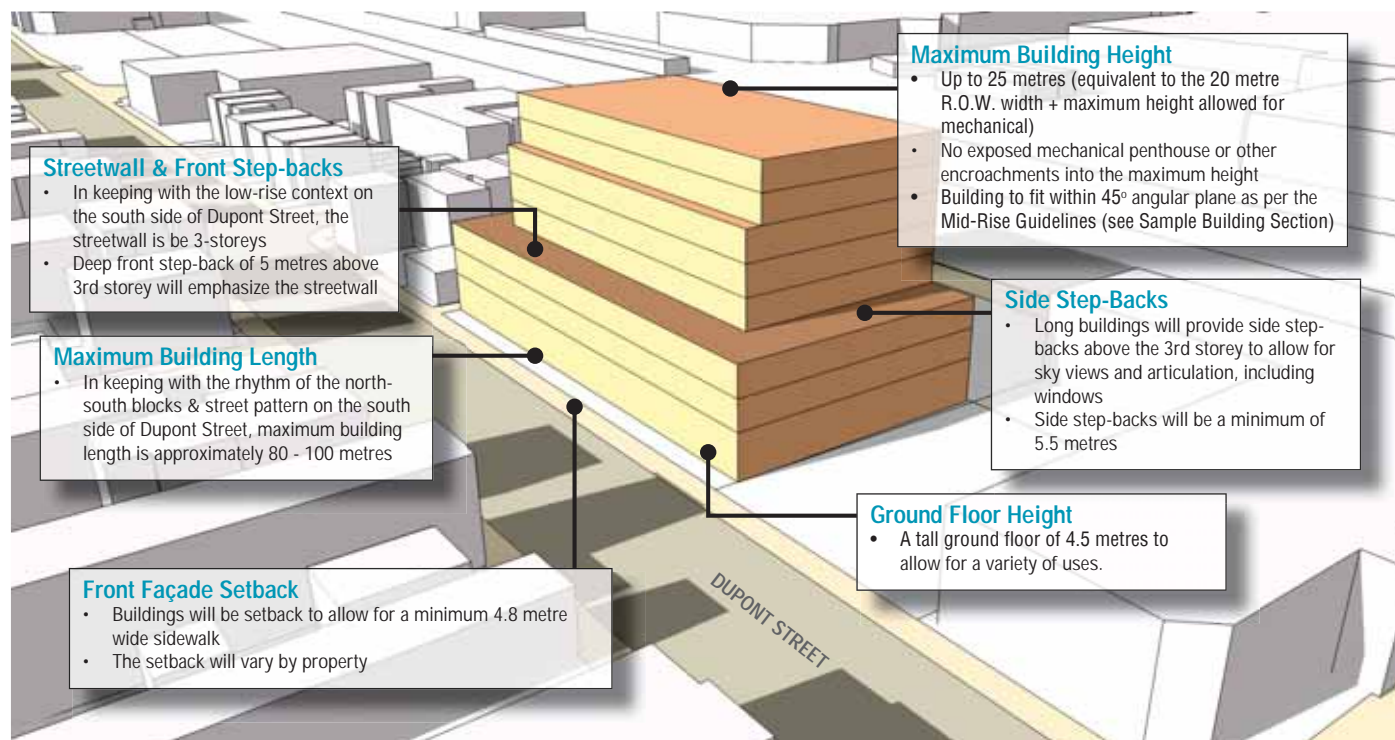
## 2. Built Form

By allowing for mixed-use, mid-rise development within the lands fronting Dupont Street, further refinement of the built form is required in order to provide an appropriately scaled transition to the surrounding context.

The Built Form section of this document makes recommendations on the following:

- Maximum & Minimum Building Heights
- Streetwall & Front Step-backs
- Rear of Buildings
- Front Façade Setbacks
- Side Step-backs
- Ground Floor Height
- Maximum Building Length & Articulation
- Building Materials & Articulation
- Design Excellence & Sustainability

Maximum building height is just one of the guidelines that will "sculpt" the built form in the Study Area. All of the built form recommendations contained in this section of the document should be applied in their entirety.



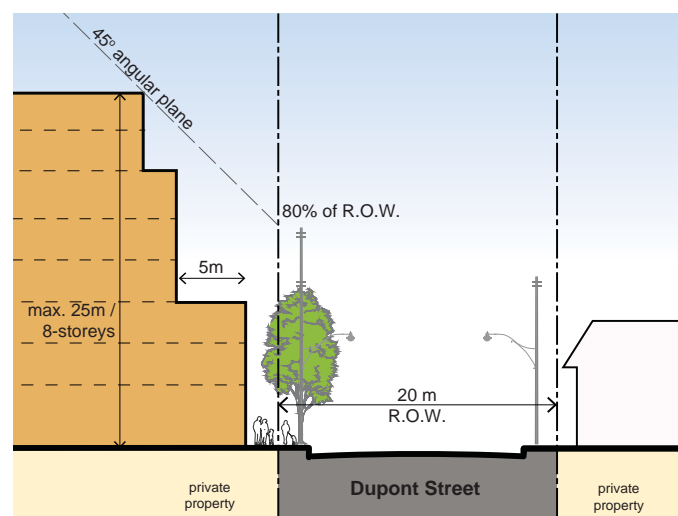
Sample building envelope illustrating the Built Form Recommendations (500 Dupont Street - Beer Store).

## 2.1 MASSING AND BUILT FORM

### Maximum & Minimum Building Heights

As described in Section 1.5 of this document, Council directed City Planning to explore the applicability of a mid-rise built form within the Study Area. Although this section of Dupont Street is not an Avenue, the scale of existing buildings and the existing permissions for height (as described in Section 1.4) are approaching mid-rise heights, therefore a mid-rise built form was deemed appropriate for the Study Area.

Performance Standard #1 Maximum Allowable Height of the Avenues and Mid-Rise Buildings Study identifies a maximum allowable height for buildings on the Avenues will be no taller than the width of the Avenue right-of-way (R.O.W.). Within the Study Area, Dupont Street has a right-of-way width of 20 metres, which would allow a building height of 20 metres or approximately 6 storeys. As well, Performance Standard #13 Roofs and Roofscapes, identifies that mechanical penthouses may exceed the maximum height limit by up to 5 metres, but may not penetrate the angular plane taken from a 45-degree angular plane from 80% of the R.O.W. height.



Sample building section illustrating step-back and overall height.

Through the course of the Dupont Study, several options for overall building massing and height were considered. There were several considerations in determining the maximum allowable height:

- Overall depth of sites within the Study Area
- Distance to *Neighbourhoods* to the north
- Existing conditions north of Dupont Street fronting properties (CP rail, utility corridor, etc.)
- The requirement for a 30 metre setback and earthen berm from the rail corridor (as described in the Site and Area Specific Policy)

A maximum overall building height of up to 25 metres (or approximately 8 storeys), including a mechanical penthouse, is based on the above considerations and the overall height that would be allowed under the Mid-Rise Guidelines regime. Mechanical penthouses, elevator overruns, stair towers or other equipment or servicing must be enclosed within the overall 25 metre height and the 45-degree angular plane.

Additionally, in keeping with the recommendations for minimum heights as recommended by the Mid-Rise Guidelines, new development within the Study Area will be a minimum height of 3 storeys or 10.5 metres.



Key Map - location of views.



1 Looking northwest from Bathurst Street & Dupont Street



2 Looking southwest from Bathurst Street & Bridgman Avenue



3 Looking northeast from Palmerston Avenue & Vermont Avenue



4 Looking northeast from Clinton Street & Dupont Street

## 2.1 MASSING AND BUILT FORM (cont'd)

### Streetwall & Front Step-backs

New buildings on Dupont Street should respond to existing conditions and respect the existing built form, in particular, the low-rise context on the south side of Dupont Street within the Study Area. The prevailing built form on the south side of Dupont Street is low-rise residential and is predominantly designated as *Neighbourhoods*. For these reasons, there are limited redevelopment opportunities along the south side of Dupont Street, and it is therefore imperative that redevelopment along the north side of the street is respectful of the established and stable low-rise fabric on the south side of the street.

With the increase in the maximum allowable height from 14 and 18 metres to 25 metres, the creation of a strong streetwall will help to establish a more pedestrian-friendly scale and will ensure that new development will be in keeping with the scale of the low-rise built form on the opposite side of Dupont Street.

To create a strong streetwall along the north side of the street, buildings will have a deep step-back of 5 metres above the third storey (or at approximately 10.5 metres). This step-back should be applied on the front of buildings along Dupont Street as well as the sides of buildings that are located on corner sites.

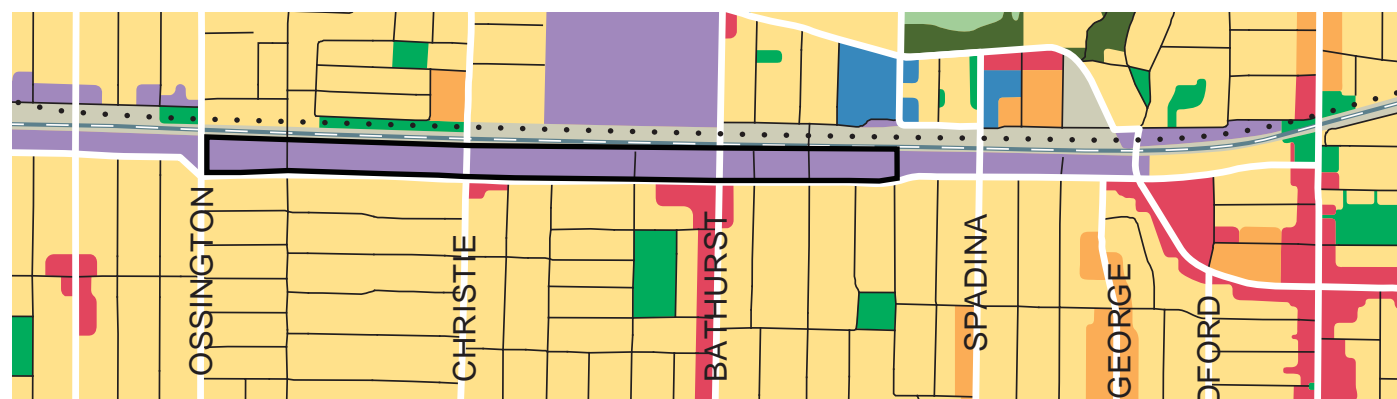


Low-rise character along the south side of Dupont Street.



Examples of a 3-storey streetwall.

### Land Use Designations (excerpt from the Official Plan)



#### Legend



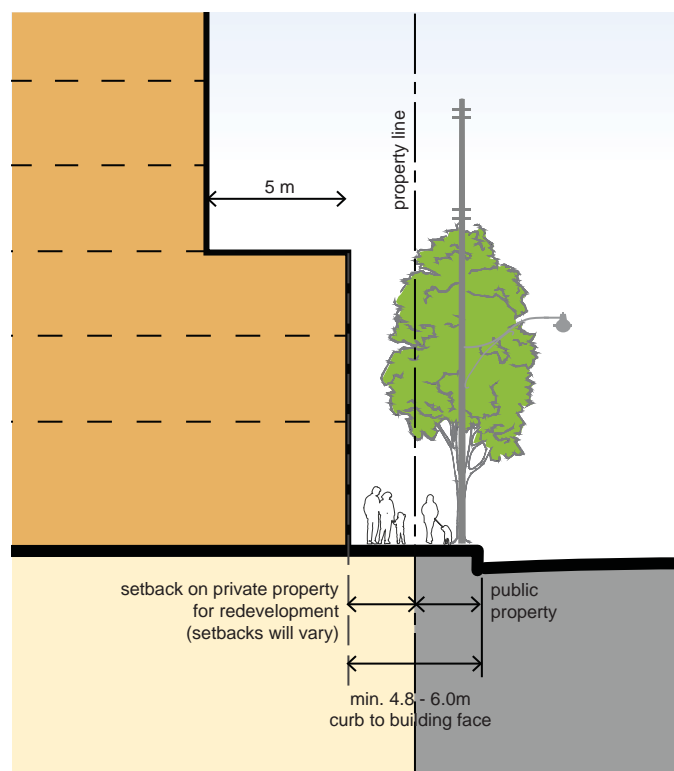
## Front Façade Setbacks

Sidewalk width and poor pedestrian conditions along Dupont Street were identified as some of the key shortcomings of the Study Area. Given the constrained sidewalk conditions along the length of Dupont Street, improvements to the pedestrian realm in the Study Area will be possible primarily through new development and are described in Section 3.1.

Currently, the distance between the curb and property line of buildings in the Study Area ranges anywhere from approximately 2.3 metres to 3.8 metres.

New development will promote pedestrian comfort by providing a minimum setback of 4.8 metres between the curb edge and the front building façade. This distance will allow for a pedestrian clearway and tree planting zone. The specific dimension that buildings will be required to setback to achieve the minimum 4.8 metres varies throughout the Study Area and will be determined on a site specific basis. See Section 3 for details regarding the design of the streetscape and recommendations for other streetscape improvements.

For large properties, additional setbacks are encouraged for the creation of privately owned publicly-accessible open spaces (otherwise known as POPS), such as forecourts, plazas or landscaped setbacks.

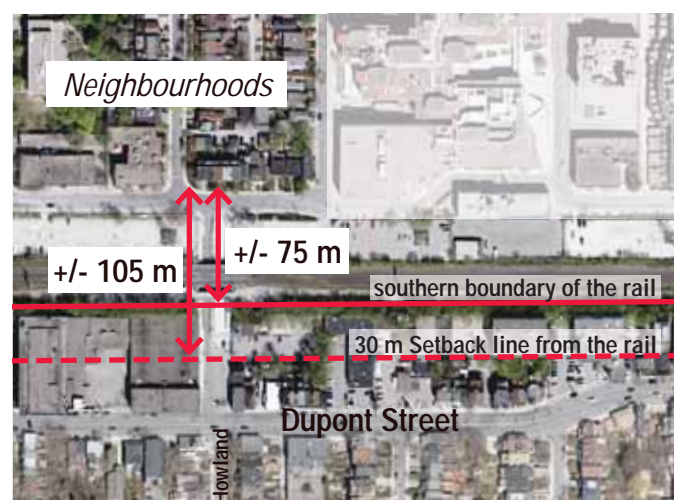


Proposed section through the north side of Dupont Street illustrating front setbacks to achieve a wider sidewalk.

## Rear of Buildings

The rear conditions of buildings within the Study Area are unique in that they will be located at a significant distance from Neighbourhoods to the north. In addition, the portion of each property within 30 metres of the rail corridor is designated General *Employment Areas* (through OPA 231). Whereas the Mid-Rise Guidelines identify various rear conditions, including setbacks, angular planes and articulation for different adjacencies, the rear adjacency within the Dupont Street Study Area is the CP Rail corridor and utility corridor.

Throughout the Study Area, the distance between the rear of properties to *Neighbourhoods* north of the tracks is quite deep, and ranges from approximately 65 to 75 metres (or 95 to 105 with the 30 metre setback from the CP Rail property line).



Aerial photograph illustrating distances between properties along Dupont Street and residences north of the tracks.

## 2.1 MASSING AND BUILT FORM (cont'd)

Therefore, angular planes or step-backs along the rear façades of buildings are not required. However, the design of the rear façades should still be carefully considered and include articulation such as windows and high quality materials.

### Side Step-Backs

Where buildings are built to the side property lines, side step-backs will be important to allow for sky views and provide articulation in the form of windows. A side step-back of 5.5 metres should be applied between the top of the 3rd and 6th storey.

Side walls that are at or close to the side property line should still be designed with architectural interest and high quality materials that complement the main building façade. Large areas of unfinished concrete or stucco are discouraged.

Façades that are located along side streets should be treated similar to front façades and provide articulation accordingly.



Tall ground floors allow for a range of uses to occupy the ground floor.

### Ground Floor Height

Generally, the ground floor of buildings within the Study Area will be occupied with active uses, including commercial and retail establishments. To facilitate these uses and to provide a flexible ground floor space, the minimum ground floor height is 4.5 metres.

### Maximum Building Length

Many of the properties within the Study Area have long frontages along Dupont Street. A number of these are currently underutilized with large areas of surface parking. New buildings should help to define the public realm and be built parallel to the front property line. However, it will be important to ensure that new buildings do not overwhelm the street with overly long façades. Long façades provide less interest and variation for pedestrians and at upper storeys, can limit sky-views. To provide articulation, separate buildings on very long sites will be encouraged. Cues for an appropriate maximum building length were taken from the block dimensions on the south side of Dupont Street, which range from approximately 80 to 100 metres.

Where the separation of buildings is not possible, buildings should be set back at strategic locations to create opportunities for open space and landscaping.



A sampling of block lengths on the south side of Dupont Street provides guidance on appropriate building lengths.

## 2.2 OTHER URBAN DESIGN CONSIDERATIONS

### Building Materials & Articulation

Buildings within the Study Area should be clad in high quality materials. A combination of traditional materials such as brick and stone should be used to reflect the industrial character of the street.

Although Dupont Street is not a typical Toronto main street, the articulation of bays and the creation of a typical main street rhythm should still be applied to new developments to give the appearance of smaller retail stores. Vertical elements should generally be placed at 6 – 8 metre increments. A combination of horizontal and vertical elements will help to create interest and rhythm for building façades. Continuous glass surfaces may be appropriate in certain locations, but should still include elements that help to break up the length of buildings.

Horizontal elements can help to mimic a traditional cornice line and reinforce a prominent ground floor.

### Design Excellence & Sustainability

New development in the Study Area should complement the existing character of the area and achieve design excellence, while being sensitive to the existing urban design context. Design excellence means that buildings will be designed with architectural details and materials that enhance the street.

New developments should be modern, energy efficient and sustainable. All applications will be reviewed for their conformity to the Toronto Green Standards, a two-tiered set of performance measures with supporting guidelines related to sustainable site and building design for new public and private developments. The standards are designed to work with the regular development approvals and inspections process.

All new planning applications are required to document compliance with Tier 1 environmental performance measures outlined in the Toronto Green Standards. Applicants who also choose to meet Tier 2, a voluntary higher level of environmental performance, may be eligible for reduction in development charges.



Examples of buildings in the Study Area that utilize traditional building materials, such as brick and stone.

## 2.3 SAMPLE BUILDING ILLUSTRATIONS



**BEFORE** - Looking northwest from Bathurst Street & Dupont Street



**AFTER** - Looking northwest from Bathurst Street & Dupont Street  
*(for illustration purposes only)*



**BEFORE** - Looking northeast from Palmerston Avenue & Dupont Street



**AFTER** - Looking northeast from Palmerston Avenue & Dupont Street  
(for illustration purposes only)

## 3. Public Realm

Recommendations to improve the public realm extend beyond the Study Area boundaries for built form recommendations, and considered both the north and south sides of Dupont Street between Dovercourt Road and Davenport Road. The community identified the need for improvements to the public realm along the length of the Dupont Street corridor, in particular the narrow width of sidewalks, lack of street trees and places to sit and rest.

### 3.1 STREETSCAPE IMPROVEMENTS THROUGH DEVELOPMENT

#### Streetscape Improvements Along Dupont Street

The north side of Dupont Street within the Study Area provides the opportunity to capitalize on development by requiring new buildings to align with the front property line, but be setback to provide a minimum distance between the curb and building façade. Section 2.1 identified this minimum setback as 4.8 metres. This width will include an edge zone along the curb, a tree planting zone and a pedestrian clearway of a minimum of 2.1 metres. Deeper sites able to provide a setback wider than 4.8 metres will be considered on a site by site basis.

The current condition along Dupont Street, much of which is large areas of surface parking, is not conducive to a pedestrian friendly environment. Through redevelopment, parking and loading will be relocated to the rear of properties and vehicular curb cuts will be minimized.

Additional space within the private R.O.W. may be used for seating areas or retail display. These amenity spaces may be parallel to the building façade or may be designed as forecourts or open spaces where the size of the development allows for this. This is encouraged for long buildings by providing some relief from a continuous streetwall.

The City's Urban Design Streetscape Manual will be updated to reflect the preferred design of the sidewalk for the Dupont Street Study Area.



Example of a building setback to provide tree planting and ample pedestrian clearway space.

## Underpass Improvements & Public Art Opportunities

There is an opportunity to improve the pedestrian connections along the underpasses that are north of Dupont Street within the Study Area (located at Ossington, Shaw, Christie, Bathurst and Howland). For developments located at corner sites on streets with pedestrian underpasses, new developments should contribute to the improvement of these underpasses by integrating such as enhancements as pedestrian scale lighting, landscaping and public art.

### North-South Street Improvements

The Study Area is transversed by five streets which run north-south and run under the rail corridor (Ossington, Shaw, Christie, Bathurst and Howland) and one which ends at the rail corridor (Palmerston).

For corner sites within the Study Area, this will mean special attention should be paid to the streetscapes that run perpendicular to Dupont Street as these are the main connections for people walking, cycling and driving to and from the neighbourhoods north and south of Dupont Street. In the interest of improving the pedestrian realm, new development should be set back along side streets to allow for a minimum pedestrian clearway and tree planting opportunities.

### Vehicular Access

Improvements to the pedestrian realm should be paramount as part of any new development along Dupont Street. Vehicular access to new developments should be located and designed to minimize interruptions to pedestrian movement. This applies to both Dupont Street and side streets (for corner sites). This can be achieved by minimizing the number of curb cuts for new development and providing visual cues to indicate pedestrian crossing of driveways, include pavement markings and signage.



Sidewalk along the underpass at Howland Avenue (top) and Christie Street (bottom).



Dufferin Street underpass with improved lighting and public art.

## 3.2 OTHER STREETSCAPE IMPROVEMENTS

### Beautifying the Streetscape

Public realm improvement opportunities are limited along the portion of Dupont Street between Dovercourt Road and Davenport Road. The prevailing built form on the south side of Dupont Street are narrow house form buildings that either front onto or have their side yard along Dupont Street. As well, much of the south side of Dupont Street is primarily designated as *Neighbourhoods*, which limits development opportunities.

While it may not be feasible in the short term to widen the sidewalks by moving the curb, there are other opportunities to green the street. The City's Urban Forestry program for planting trees in the public portion of front yards should be promoted and implemented. This has been done in other communities, notably as part of the "Roncesvalles Renew" initiative and would be based on voluntary participation.

The raised planters that are found in a small segments of Dupont Street (between Albany and Howland Avenue and just east of Shaw Street) should be removed and replaced with at-grade tree planting beds. Other discrete interventions for the street such as special signage or pavement inlays can also bring interest to the streetscape and will be encouraged.

Over the long term, other improvements to the streetscape may be feasible. When the road is scheduled for major upgrades (e.g. watermain replacement, road resurfacing, etc.), further study should be undertaken to determine if additional sidewalk width can be gained on the south side of Dupont Street by moving the curb and narrowing the pavement width.



Opportunities for tree planting in the front yard of residential properties (south side of Dupont Street, east of Shaw Street).



Image of raised tree planters.



Image of pavement inlay on Dupont Street.

# Appendix A

## CURRENT PLANNING APPLICATIONS & CONVERSION LETTERS

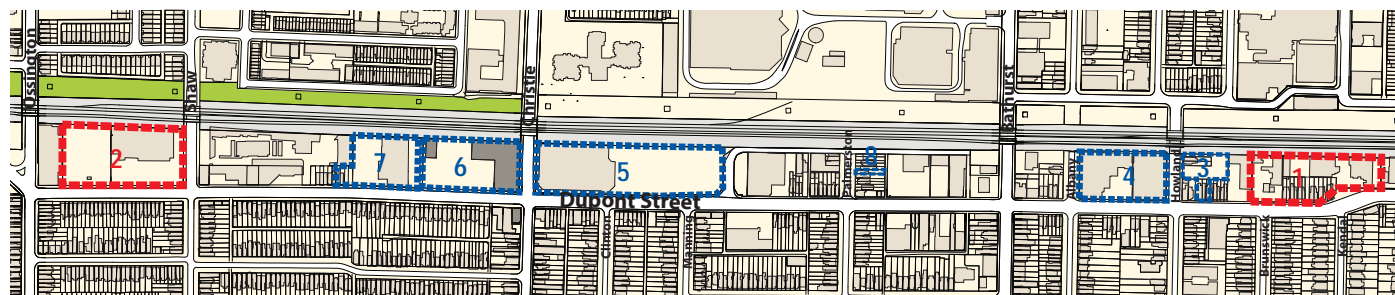
There are currently two development applications within the Study Area, with a third anticipated in the near future. Additionally, through the Municipal Comprehensive Review, there were five "Conversion Letters" submitted. Conversion Letters are letters that property owners submitted to the City as part of the Municipal Comprehensive Review requesting that their properties be considered for additional uses in addition to what is currently permitted as part of the *Employment Areas* land use designation.

### Applications

1. 328 - 374 Dupont Street  
Official Plan Amendment
2. 840 - 860 Dupont Street  
Official Plan Amendment & Zoning By-law Amendment

### Conversion Letters

3. 404 - 408 Dupont Street & 275, 281, 283 Howland Avenue
4. 420 Dupont Street and 275 Albany Avenue
5. 650 Dupont Street
6. 672 Dupont Street
7. 740 Dupont Street
8. 915 Palmerston Avenue



Application and Conversion Letter locations



Dupont Street Regeneration Study  
Urban Design Guidelines

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Ossington Avenue to Kendal Avenue