

# Dupont Study

## Working Group Summary Notes – March 24, 2014

1. Introductions
2. Role of the Working Group
  - Clarification of the study boundaries
    - Built Form study and recommendations – north side of Dupont from Kendal to Ossington
    - Streetscape – will include both the north and south sides of Dupont Street, and the analysis will be from Davenport to Dovercourt, but the final recommendations may include a smaller area
    - Rail information – any analysis and recommendations that come from the rail consultant will apply to both sides of the rail corridor
3. Proposed Study Schedule
4. Draft Terms of Reference
  - Comment that consideration of natural and built form heritage should be added to the Terms of Reference
  - Note – The Terms of Reference is now complete and is posted on the website
5. Community Consultation Meeting feedback – What we heard, how we will address these items
  - Refer to the handouts, comments below
  - Transportation
    - Bike lanes – Davenport has them, Dupont does not seem safe for biking – what about putting bike lanes on the residential streets to the south?
    - Dupont does not feel like a neighbourhood street
    - An Environmental Assessment will be required if we reduce the capacity of the street (remove lanes for example)
    - Dupont TTC bus route – very infrequent service, the volume of passengers at the Dupont station has increased, but the bus service has decreased
    - Other transit infrastructure – 63 Ossington bus and the Bloor-Danforth subway are also overcrowded
    - If we are going to increase development in this area, the transit infrastructure must also be increased

- The traffic capacity of Dupont could be addressed if the on-street parking was removed, addition of left turn lanes
- The parking could be replaced on the development sites – put a Green "P" on the north side
- We need traffic counts of the existing traffic on Dupont
- Retail/Employment
  - The Bathurst Street Study has some good research on retail trends, including Big Box retail
  - This study is now available on the study website
    - A majority of the participants would not like Big Box retail in the study area
    - One of the land owners would prefer not to see restrictions on retail unit sizes
    - Need a better understanding of store sizes
    - Needs to be distinction between retail and employment – this can be secured through the zoning by-law
- Public Realm
  - General agreement that setting back buildings on the north side of Dupont is very important to secure wider sidewalks
  - Above grade planters reduce sidewalk widths and should not be used
  - A suggestion to widen the sidewalk on the south side by reclaiming part of the city owned land that has traditionally been used as front yards
  - A good example of new tree plantings in on Gladstone, south of Dupont
  - It would be great to relocate utility poles
  - Burying the hydro wires would be beneficial for the street, but the cost is likely to be prohibitive
- Built Form
  - Many of the existing uses are supported – lumber yard, car repair
  - The re-purposing of the existing buildings should be a priority

## 6. Discussion on the vision/character of Dupont Street

- Brooklyn, New York has many good examples of re-used older buildings
- Dupont may have a number of different character areas that should be reflected
- Family friendly focus
- Many examples from Hamilton (James Street)
- Toronto examples of re-use of old buildings – Wychwood Barns and the Brickworks
- More diversity of uses – mom and pop shops, small and large retail, more restaurants, a pub

## 7. Other Business/Questions

- There has already been lots of work done by the Resident Associations and various students on the Dupont corridor.
  - This information is now available on the study website
- Will the recommendations that come out of this study have implications city-wide?
  - Possibly, depending on the final recommendations.
- Development Permit System – This study may be too far ahead of the DPS roll out for DPS to be used in this area
- Must not forget the neighbourhoods north of the tracks – noise bouncing off new buildings to the south, worried about a wall of buildings, blocking views