

Dupont Study

Working Group Summary Notes – April 22, 2014

1. Introductions
2. Review of the Summary Notes from March 24th
3. Schedule Review
4. Rail Meeting – scheduled for May 14th at 7:00 p.m.
 - As part of the Dupont Street Study, City Planning has retained a rail consultant to review the safety and mitigation measures that should be implemented as part of any redevelopment in the study area. This meeting provides the opportunity for the consultants to present their findings and answer any questions you have on this topic.
 - The Final Report from the consultants should be available prior to the meeting
5. Updates on the study website (www.toronto.ca/planning/dupontstudy) and the crowdmap that will be used (<http://dupont.crowdmap.com/>)
6. Community Facilities and Services Study – Report 1
 - Question - will the analysis also target what we want in the neighbourhood – growth in certain demographics for example (families)?
Answer – yes.
7. Preparation for the April 28th Community Consultation Meeting
 - Format for the meeting – presentation, general questions and answers, feedback tables
 - i. Question - what about having straw votes for certain issues or questions? Answer – this is a possibility
 - Topic Areas –
 - i. Built Form – all options show a 30 metre setback from the rail property line, options show variations in streetwall height (3-4 storeys), stepbacks, overall height, side setbacks. Some concern was raised about the overall heights of the proposed buildings. Staff were encouraged to show 3D renderings of the options, the as-of-right massing, examples from Dupont of existing heights.
 - ii. Streetscape – city wants to secure a 4.8-6 metre sidewalk width on the north side. Widening the south side is a long term goal, but there are opportunities for greening by planting trees in front yards.

- iii. Transportation – there may be a need for a qualitative analysis - not just the quantitative one that is being done. It was clarified that the review takes into account signal timing. If the pavement area of the street is narrowed, but no lanes are removed, there is no Environmental Assessment requirement. The TTC service on Dupont is stated to be every 20 minutes and is based on demand for that service.
- iv. Open Space/Parks – the rail study will determine what uses can be considered within the 30 metre setback zone. Land dedication is generally requested for properties larger than 1 hectare.
- v. Retail Precedents – images of retail stores on Dupont along with statistics on how large they are. Will be presented on the information boards at the community meeting.

8. Draft Proposals within the study area

- Riocan (740 Dupont Street) – presented draft plans (available on the study website), larger retail on the 2nd floor, smaller retail units on the ground floor, 11 storeys of residential above. They also commented that smaller scale stores don't necessarily have the capital and time to invest into a new development. The national chains do have this ability.
- Freed site (328 Dupont) – presented draft plans (available on the study website) showing 3 towers of 15, 15 and 19-storeys and a 9 storey building. Minimal separation between the rail corridor and the towers and is based on an idea of horizontal + vertical measures to arrive at a 25 metre distance. Staff presented concern with this method.

9. Other Questions/Comments

- Will we be doing an inventory of businesses along Dupont, especially within the study area? Answer – we have a good inventory that is attached to the report regarding 328 Dupont Street (on the study website).
- What other examples are there of buildings being built close to this rail corridor – the Summerhill development for example?
- Are we going to show shadow studies? Answer – we could, but given the rail corridor and the hydro corridor the shadow impact is minimal.
- St. Clair is capped at 9-storeys and it has much better transit.
- There needs to be space between the buildings.
- Need to consider the sound reflection from the railroad, off these new buildings towards the residential building on the north side of the tracks.
- Are we considering green initiatives or requirements? Answer – we have the Toronto Green Development Standards which any new building will have to comply with.