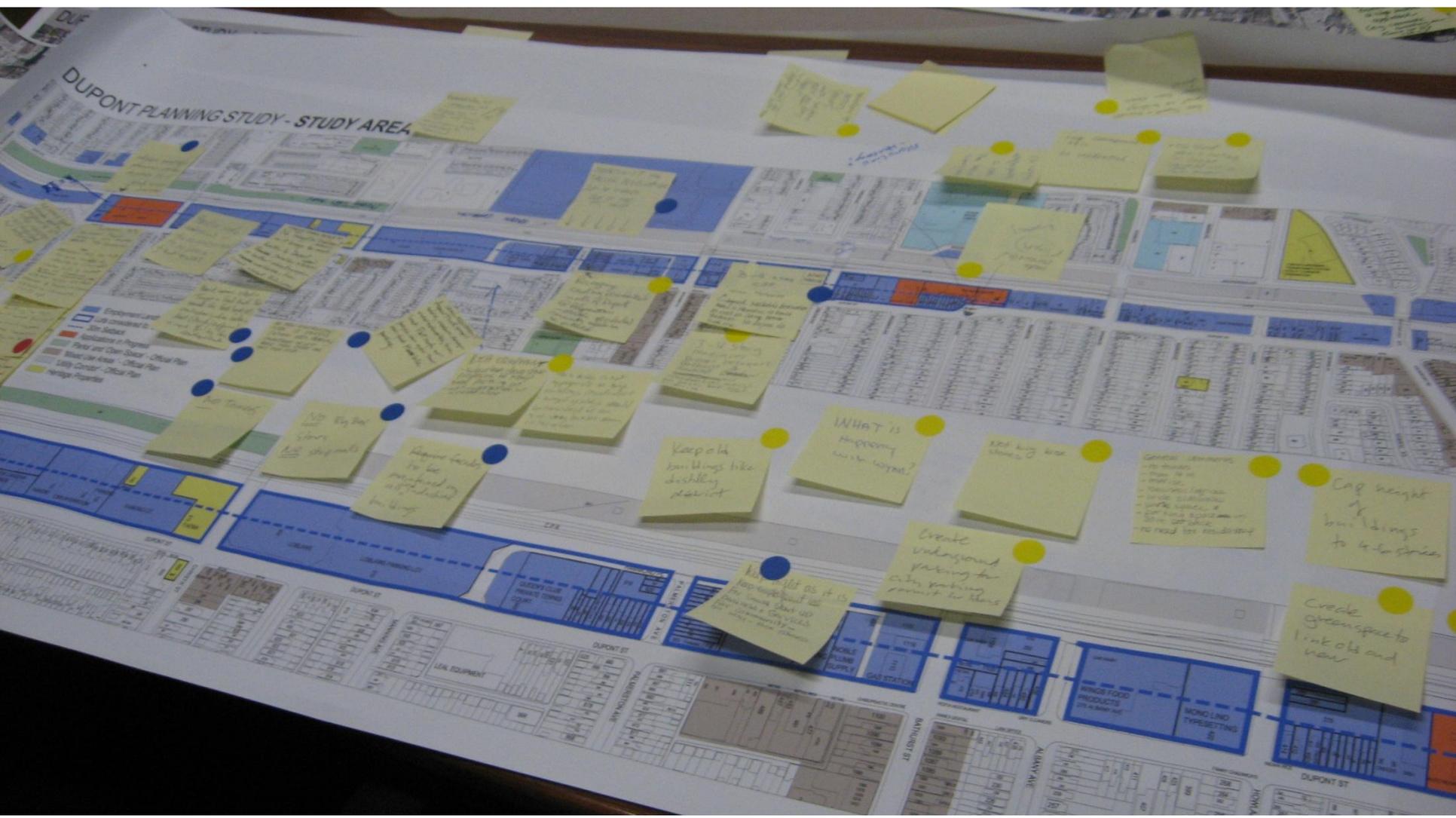
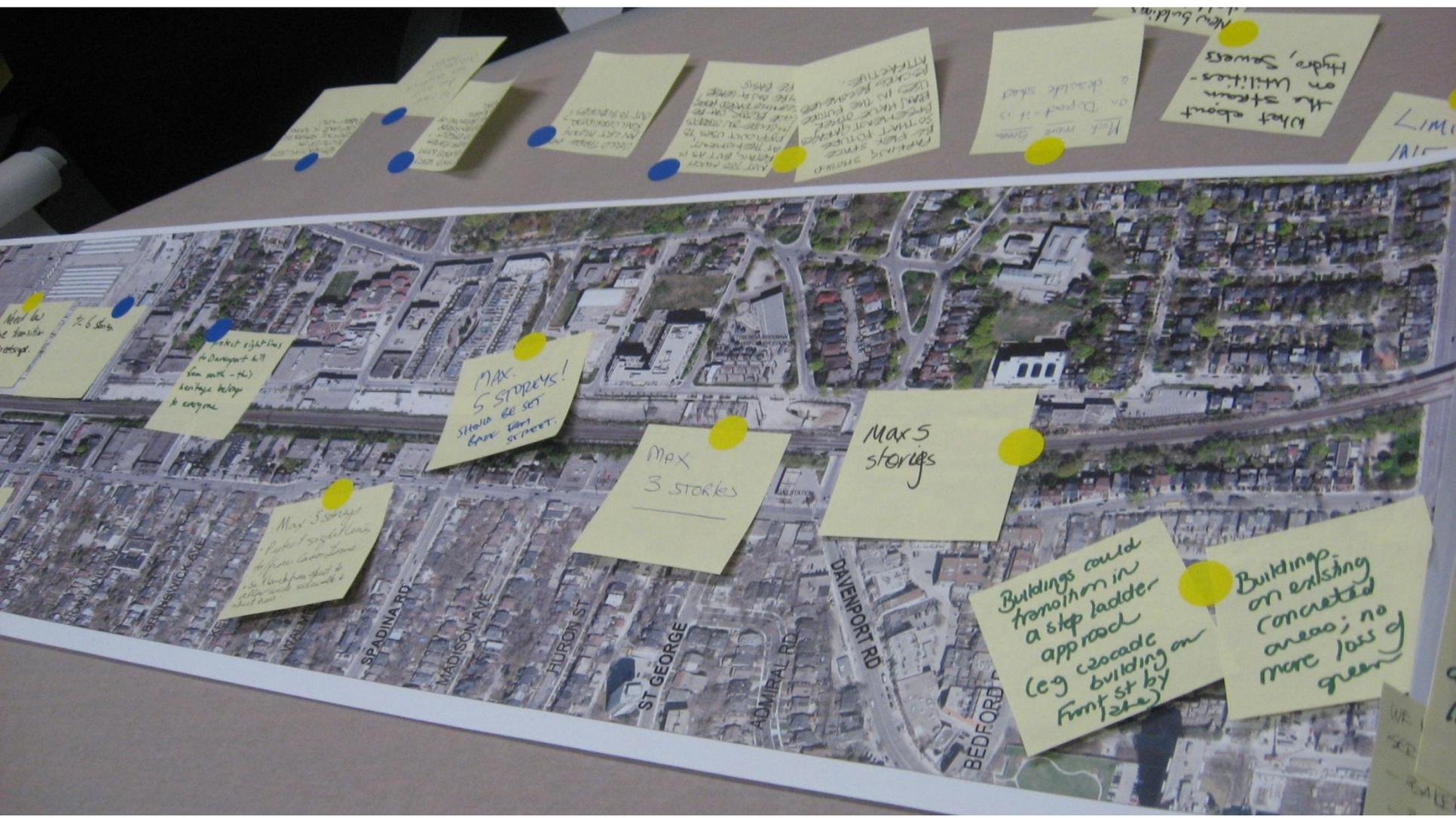


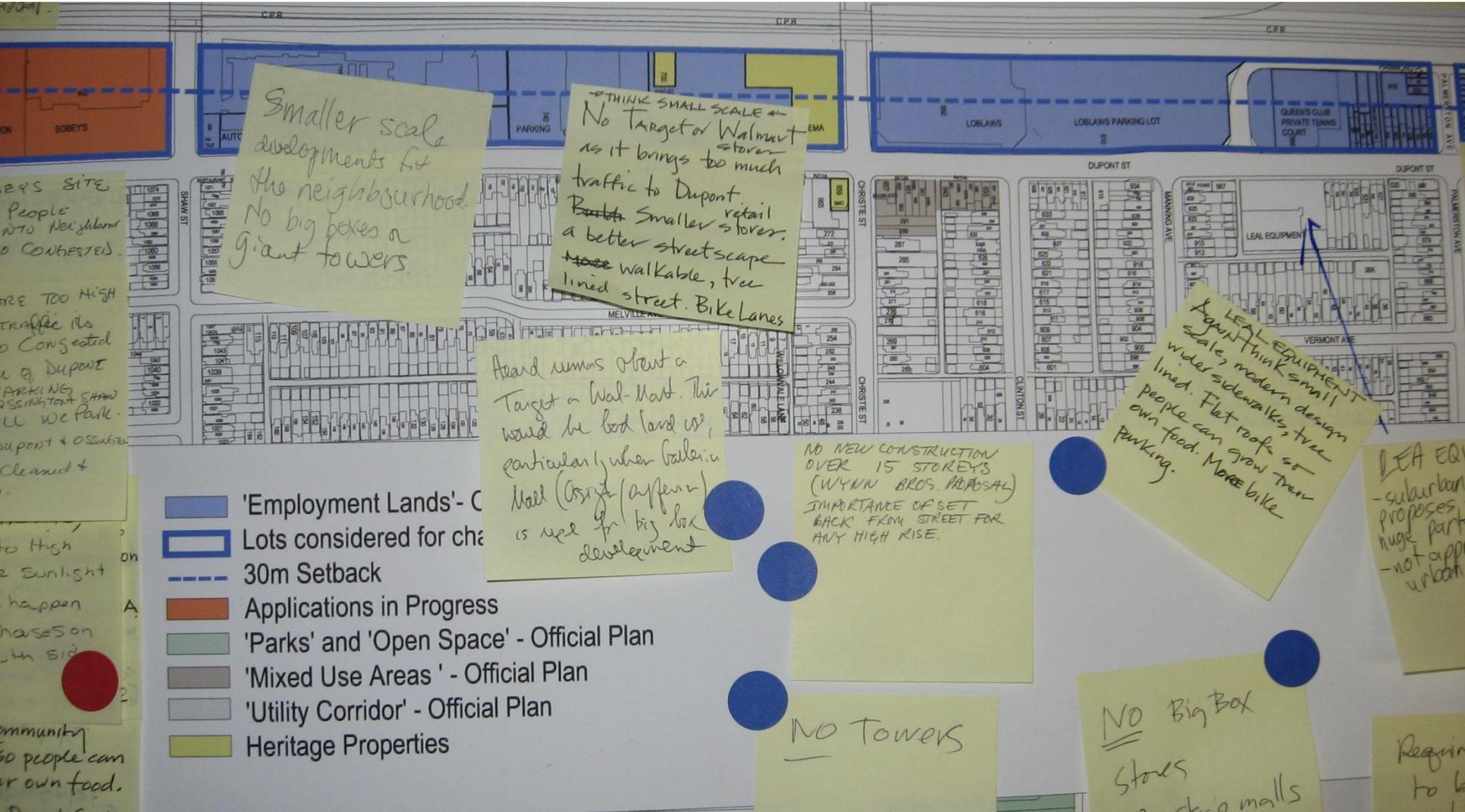
Height and Built Form



Height and Built Form



Height and Built Form



Smaller scale developments fit the neighbourhood. No big boxes or giant towers.

THINK SMALL SCALE
 No Target or Walmart as it brings too much traffic to Dupont. Better smaller retail stores. a better streetscape. walkable, tree lined street. Bike Lanes

Heard rumors about a Target or Wal-Mart. This would be bad land use, particularly when Valley Mall (Asphalt parking) is used for big box development

NO NEW CONSTRUCTION OVER 15 STOREYS (WYNN BROS. PROPOSAL)
 IMPORTANCE OF SET BACK FROM STREET FOR ANY HIGH RISE.

LEAL EQUIPMENT scale, think small wider sidewalks, tree lined. Flat roofs so people can grow their own food. More bike parking.

LEA EQ - suburban proposes huge park - not appropriate urban

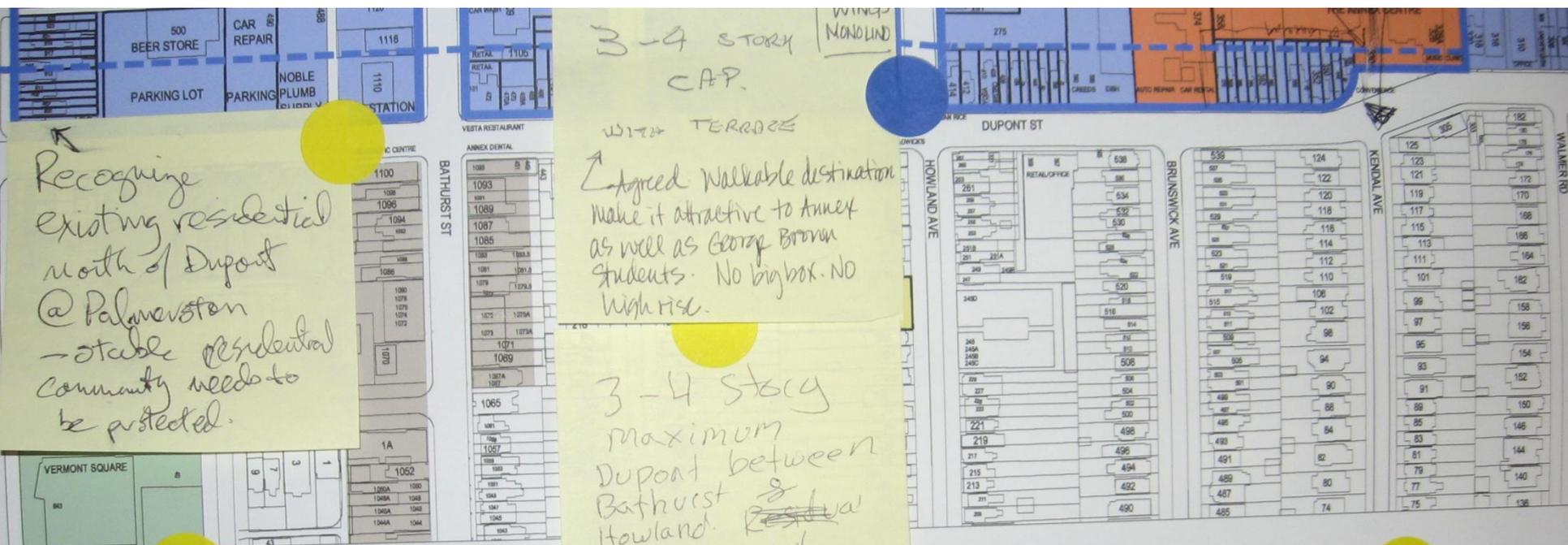
NO TOWERS

NO Big Box Stores
 no strip malls

Requires to be

- 'Employment Lands' - Official Plan
- Lots considered for change
- 30m Setback
- Applications in Progress
- 'Parks' and 'Open Space' - Official Plan
- 'Mixed Use Areas' - Official Plan
- 'Utility Corridor' - Official Plan
- Heritage Properties

Height and Built Form



Recognize existing residential north of Dupont @ Palmerston - stable residential community needs to be protected.

3-4 story CAP. WITH TERRACE
 Agreed walkable destination make it attractive to Annex as well as George Brown Students. No big box. No high rise.

3-4 story maximum Dupont between Bathurst & Howland. Residential would be best, but not highrise

EQUIPMENT
 drug store to keep parking lot. appropriate in area

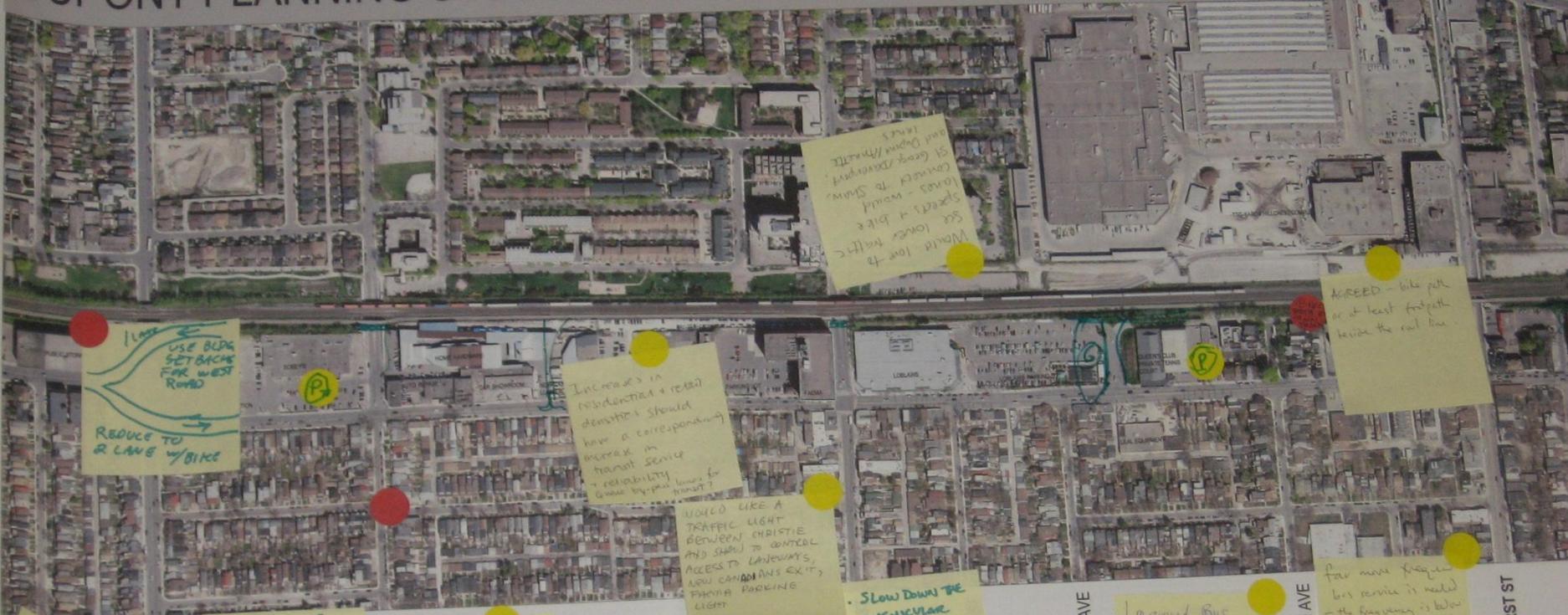
this area is not appropriate for large buildings / mid-rise - height of bldgs should be consistent w/ the 3-4 story houses seen in the area

Keep old houses like

WHAT IS Happening with Wynn?

Transportation

DUPONT PLANNING STUDY - AERIAL MAP



USE BLDG SETBACKS FOR WEST ROUTE
 REDUCE TO 2 LANE w/BIKE

Would love to see lower traffic speeds + bike lanes
 + would connect to Shaw + George Development

Increase in residential + retail densities should have a corresponding increase in transit service + reliability
 Queue by-park lanes for transit?

AGREED - bike path at least footpath beside the rail line

WOULD LIKE A TRAFFIC LIGHT BETWEEN CHRISTIE AND SHAW TO CONTROL ACCESS TO LANeways, ALLOW CANADIANS EXIT, PROVIDE PARKING LIGHT

Slow Down THE VEHICULAR TRAFFIC.

TTC on Dupont is terrible -

-more RELIABLE buses (not more buses) (already lots of traffic) -two way bike lanes

Do not want cars going south on Shaw from Dupont and then East on Garnet to miss the slow backup on Dupont going East.

BIKE LANES ON-STREET PARKING

needs huge improvements

far more frequent bus service is needed - the frequency is below that which allows people to use it readily also consider some free bike racks to park east - a small amount of bike racks to be

OSSING AVE

SHAW ST

MANNING AVE

PALMERSTON AVE

BATHURST ST

Transportation

CONCERNS

FFIC

Y'S TRAV.

W

TS

0

Better, more efficient
Public transit Along
Dupont

TRAFFIC
IS HEAVY
ON DUPONT. EXTRA
CABS MAY GO DOWN
SIDE STREET + BE
PROBLEM.

Speeding cars
are a danger
to bikes.

Because of free
parking other than
people park at
Spadina to take
subway downtown

Population aging!
and increasing!
- Need more bus
service + better
bus service as
traffic increases
(priority)

is permitted
on Dupont b/c
it impacts the
flow of traffic
on the street.

**NO BIKE,
LANES.**

Dedicated Bike
LANES

Bike traffic
is high
in the
neighborhood
Safer access
is awesome!

set parking
back further
west of Christie
on Dupont so that
 ppl can turn left
into willowvale
lane w/o backing
up traffic

NT ST

MADISON AVE

HURON ST

ST GEORGE ST

DUPONT ST

DAVENP RD

WILLOWVALE

DAV

TO 150 DUPONT ST



TO 150 DUPONT

TRAFFIC CONTROL

ONE WAY
STOP
SIGNAL
PEDESTRIAN

NOTE:
INFORMATION ON THIS PLAN
NOVEMBER 2012 AND IS
ARE APPROXIMATE.

Toronto Transit

DAVENPORT
TRANSIT

Transportation

THE
TURN INTO
GAS STATION
SOBEYS

SHAW ST

MAJOR CONCERNS
ABOUT TRAFFIC
FROM SOBEY'S DEV.
GOING NORTH +
SOUTH ON SHAW
+ THEN THRU
SIDE STREETS

- HOW WELL WOULD
2 WAY BICE LANE
ON SHAW OPERATE
WITH MORE TRAFFIC?

Better, more efficient
Public transit Along
Dupont

TRAFFIC
IS HEAVY
ON DUPONT. EXTRA
CARS MAY GO DOWN
SIDE STREETS + BE
DANGEROUS!

is permitted
on Dupont b/c
it impacts the
flow of traffic
on the street.

Speed
are
to

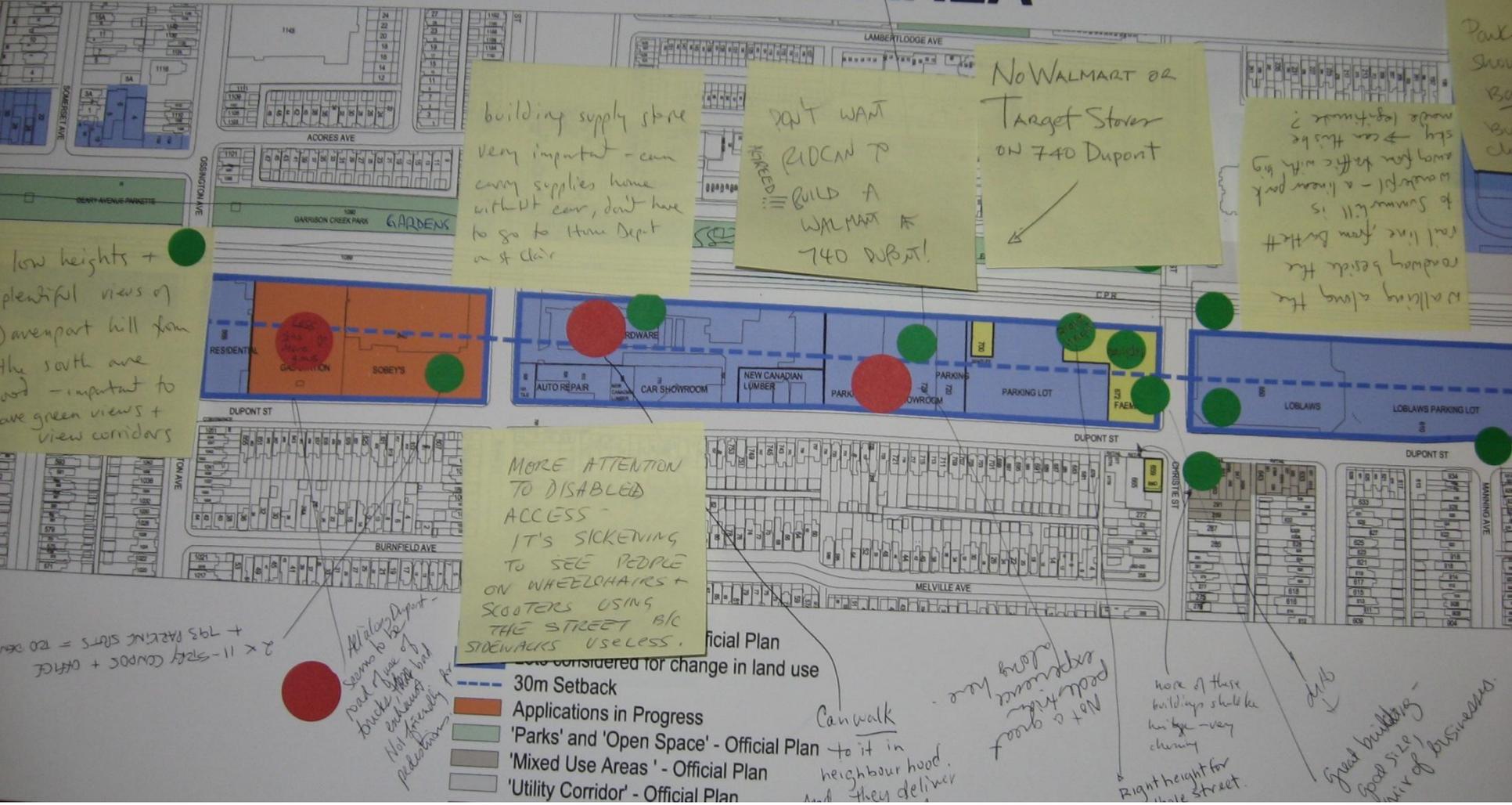
in Dupont
close
to
density
at which
change



Dedic
L

Strengths and Weaknesses

PLANNING STUDY - STUDY AREA



building supply store
 very important - can carry supplies home without car, don't have to go to Home Depot or store

DO NOT WANT
 RIDE CAN TO BUILD A WALMART AT 740 DUPONT!

No WALMART or Target Stores ON 740 Dupont

Walking along the roadway beside the road line from South to Summit is wonderful - a linear park along from traffic with bike made (eg. think?)

low heights + plentiful views of downtown will form the south side - important to have green views + view corridors

MORE ATTENTION TO DISABLED ACCESS - IT'S SICKENING TO SEE PEOPLE ON WHEELCHAIRS + SCOOTERS USING THE STREET B/C SIDEWALKS USELESS.

2 x 11-STOREY CONDOS + OFFICE + 793 PARKING SPOTS = 2000

Accessibility Dupont - Seems to be part of road of line of bricks above but not friendly for pedestrians

- 30m Setback
- Applications in Progress
- 'Parks' and 'Open Space' - Official Plan
- 'Mixed Use Areas' - Official Plan
- 'Utility Corridor' - Official Plan

Can walk to it in neighbour hood. they deliver

Not a great experience along here

Right height for street. more of these buildings should be like - very charming

Great building - good size mix of businesses

Public Realm/Streetscape



is planned by Sobey's - open it to neighbourhood permit holders.

parking for permit holders

walkway along rail line!

We need parking on the Southside

plantings on sidewalks

Make Dupont More Walkable!
Dedicated lanes for cycling.
More disability friendly.
Front Buses should run full length.

Green advance FOR LEFT TURN

Along Shaw/Dupont to change in land use

Retail and Employment

RETAIL + EMPLOYMENT.



no studio
limited residential 3rd + 4th storey
300 commercial at grade
300 employment parking at rear
limited use?

Yeah good

No big box stores.
Small to midsize stores.
No ~~large~~ stores parking

Would like small businesses that service neighbourhood

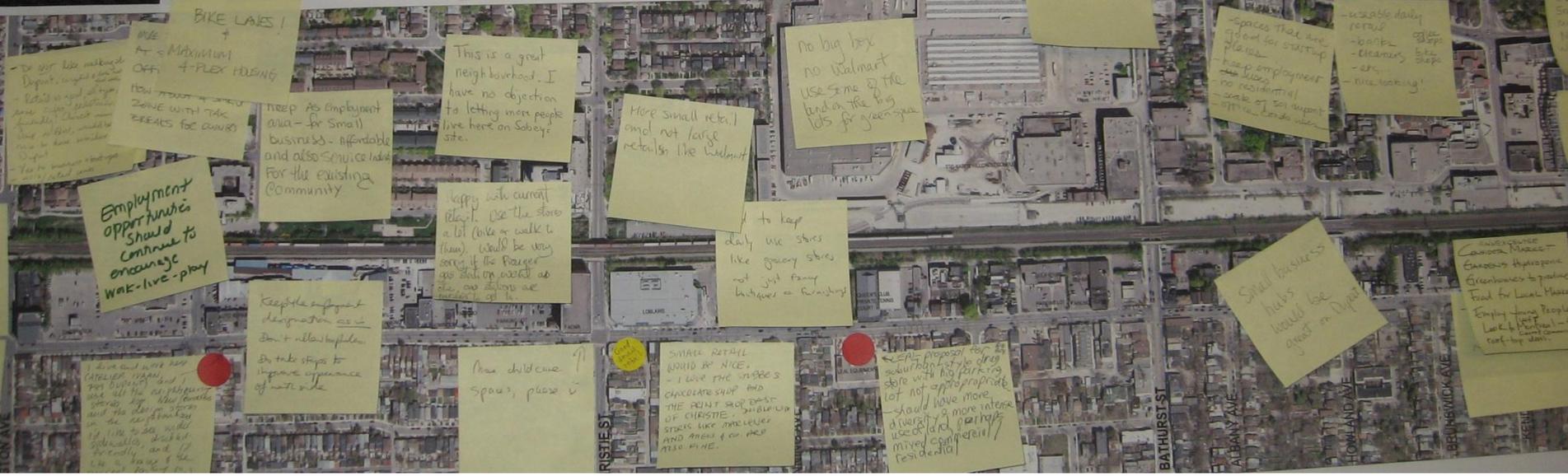
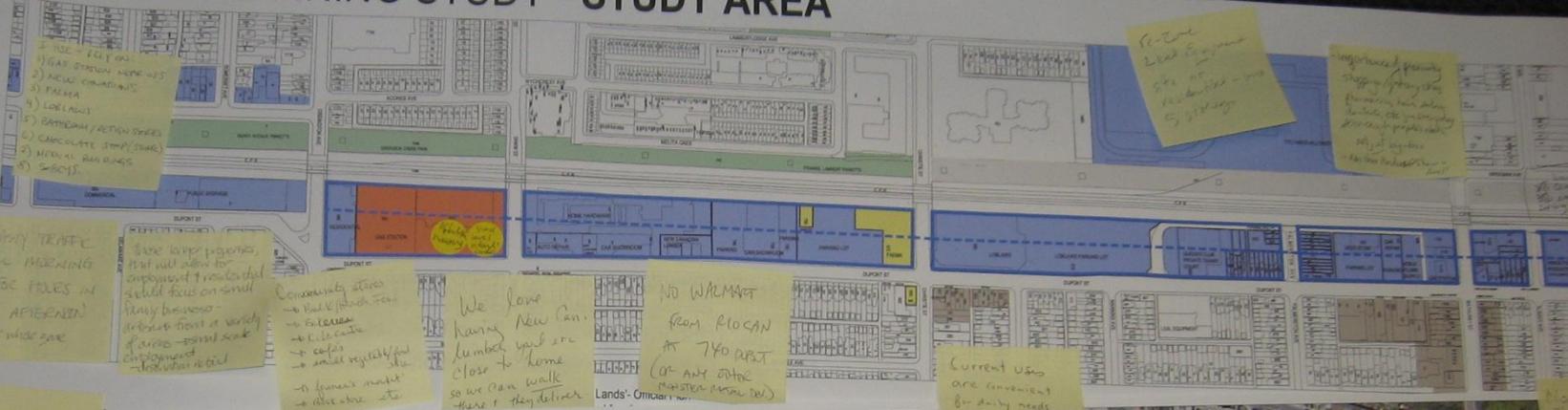
No Big Box stores.
No clubs/bars/noisy restaurants
small-scale retail

less corporate store
LOCALLY OWNED st
- bakeries - health f
- eco-friendly clothing
- local produce / food
- more GREEN space
- gardening space for
- community spaces
do want the people a



Retail and Employment

DUPONT PLANNING STUDY - STUDY AREA



→ useable daily retail
 → books
 → cleaners
 → etc
 → nice looking!

Employment opportunities should encourage WALK-LIVE-PLAY

Additional Comments

Things to missaid.
Additional Comments.

TUDY - STUDY AREA

Account on traffic at Lonsdale will be a disaster with as much building planned as Dupont and old traffic
 Dissipation of traffic on Lonsdale will be a disaster with as much building planned as Dupont and old traffic
 I don't like, but at the same time I know I would not want to live in the center of it and I know I would not want to live in the center of it and I know I would not want to live in the center of it

Don't want "shed" from development over the green spaces
 - The residential road on Dupont and needs to be integrated. How can we read the road to be integrated? Ex. King West (road between) walking space at home with a green (could be more traffic than not keeping it)

Don't want "shed" from development over the green spaces

South Side of Dupont needs to be considered in study to fully utilize + plan for the ENTIRE corridor

The Queen's Club should be Designated Heritage Property

More trees

at the current proposal for the Sobey's out WAY TOO DENSE!!! No open spaces or green spaces (At present the home conversion the south side at least have open space to look at. Restrict any new buildings to the same height as the Faena buildings and for the 888 Dupont. Plant more trees! I don't allow so many more parking spaces (Dupont is already impossible - we don't need another 743 cars!! - These streets are...)

I have no objection to more people coming in to enjoy this great neighborhood. I would even move into the Sobey's building from my house when my knees give out

It'd be great to have more green spaces and some trees along the street. I don't know about the sidewalk design. I know about the sidewalk design. I know about the sidewalk design.

- 'Employment Lands'- Official Plan
- Lots considered for change in land use
- 30m Setback
- Applications in Progress
- 'Parks' and 'Open Space' - Official Plan
- 'Mixed Use Areas' - Official Plan
- 'Utility Corridor' - Official Plan
- Heritage Properties

THIS STREET WOULD BE FINE FOR PARKS IS CREATING DUPONT. IT IS ALREADY LIVE ON IT!

The sidewalks on the south side of Dupont are very narrow + telephone poles are set into the pavement, making them sidewalks totally useless for people using mobility devices (wheelchairs, scooters, even walkers). It's

the 30 meter separation from tree trunks is both horizontal and vertical - so the tree can't be from the ground - the ground level is not the right level for the tree to be on - so we have creative solutions to engineers - so we have creative solutions to engineers - so we have creative solutions to engineers

I agree with the...

Additional Comments

Things we missed.
Additional Comments.

Can Employment lands include Town School for child

Please Digitialize (Red Pen) These maps for Community Feedback & comments!

Additional comments and notes on the map, including a note about the 'The Zuma's Club' area.



The Zuma's Club should be Designated Heritage Property

Prospace Corridor

Low Rise 4 Store Retail/Commercial

Will the introduction of the new building...

More Employment along...

Prospace Corridor

Cap height & development along corridor 4-6 stories

Use of new to...

I agree with this except for the 2-3 levels above for employment use (e.g., medical etc) →
Preference for commercial street level + 2-3 levels above reserved for commercial spaces would feel about 2-3 levels above I would feel fine about traffic and public transit, bike lanes and greenway on sidewalks are included as well