

# Applications & Conversion Requests in the Study Area

(North side of Dupont Street: Ossington Avenue - Kendal Avenue)

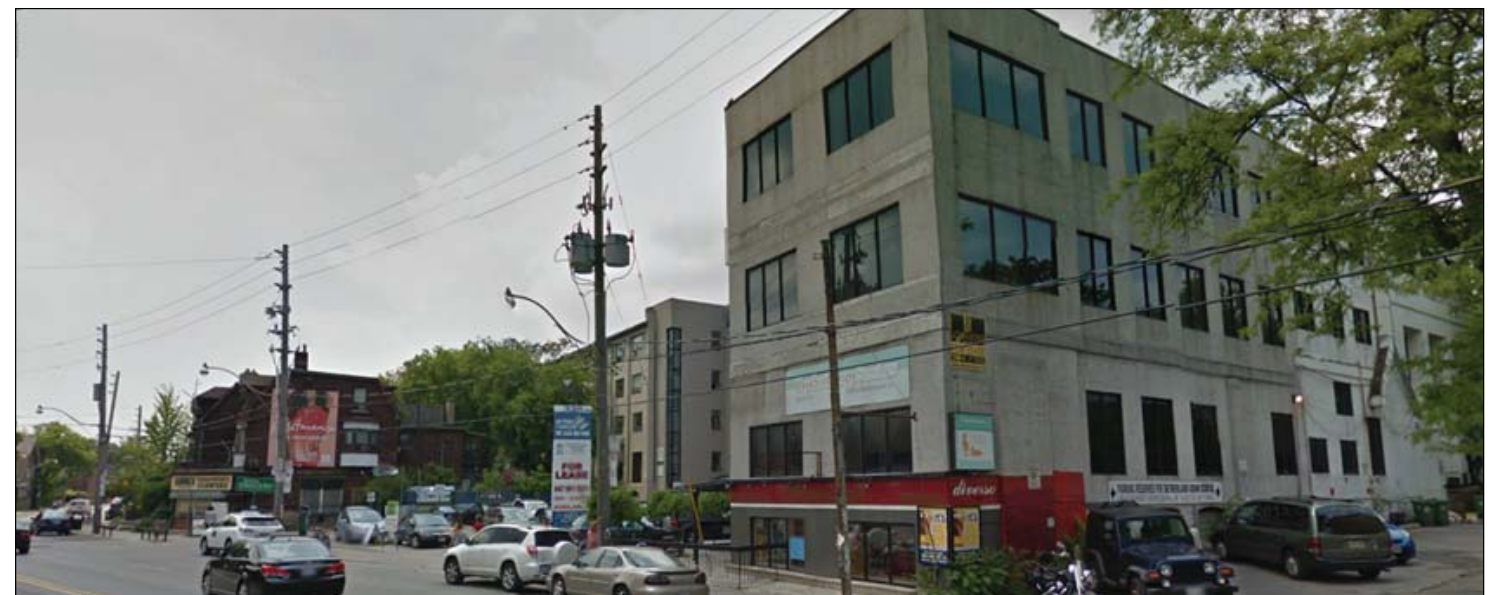


## Applications

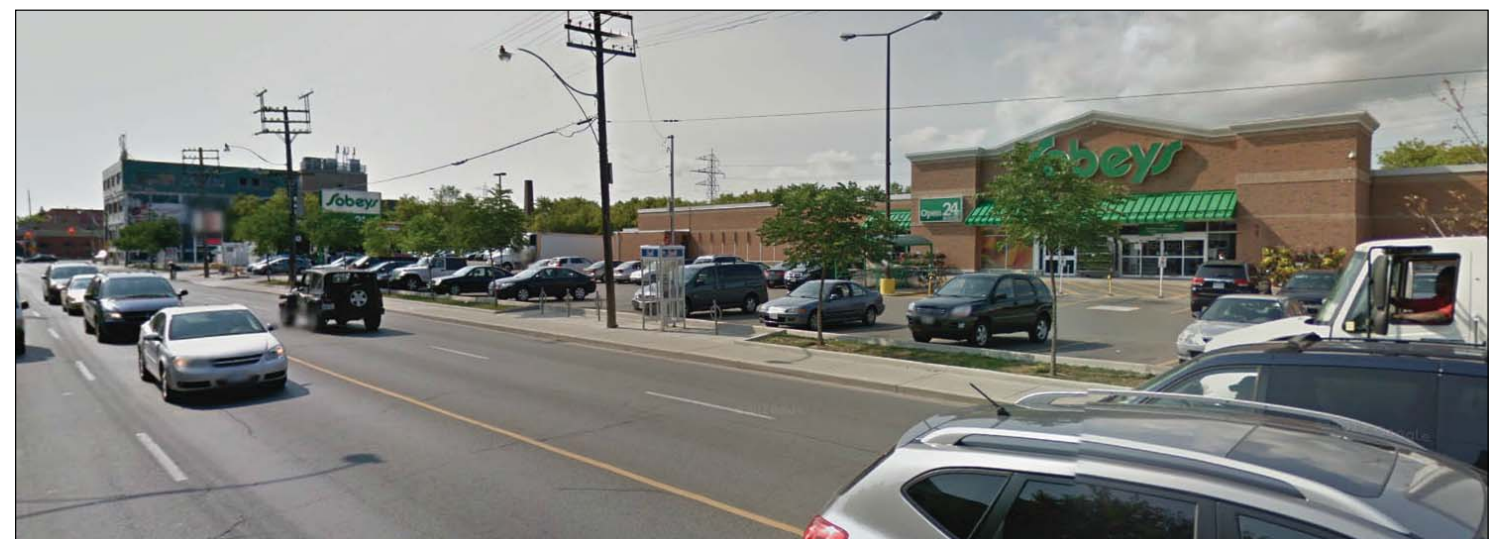
1. 328-374 Dupont Street (Annex Centre) - Official Plan Amendment
2. 840-860 Dupont Street (Sobeys & gas station) - Official Plan Amendment & Zoning By-law Amendment

## Conversion Letters\*

3. 404-408 Dupont Street and 275, 281, 283 Howland Avenue
4. 420 Dupont and 275 Albany Avenue (Mono Lino / Wing's)
5. 650 Dupont Street (Loblaws)
6. 672 Dupont Street (Faema)
7. 740 Dupont Street (Grand Touring Automobiles)
8. 915 Palmerston Avenue



1. 328-388 Dupont Street (Annex Centre)



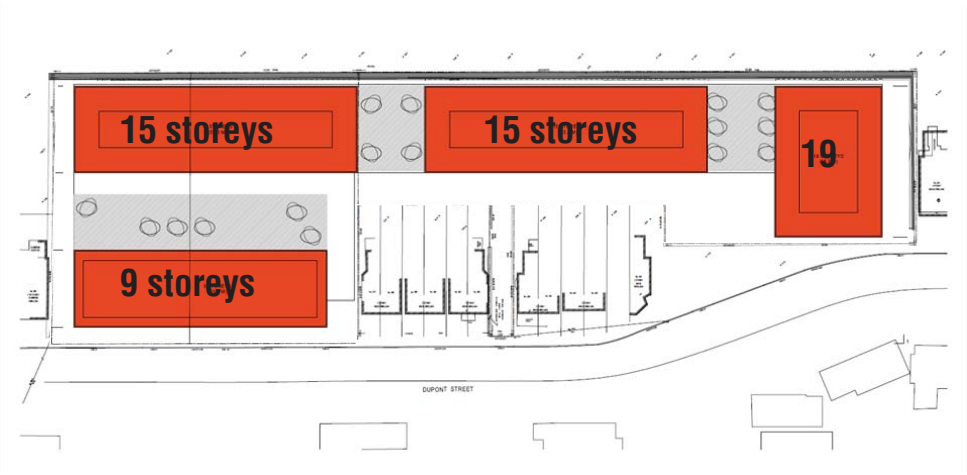
2. 840-860 Dupont Street (Sobeys & gas station)

\* Conversion Letters are letters received by the City from the property owners as part of the Municipal Comprehensive Review. They request that the properties be considered for additional uses in addition to what is currently permitted.

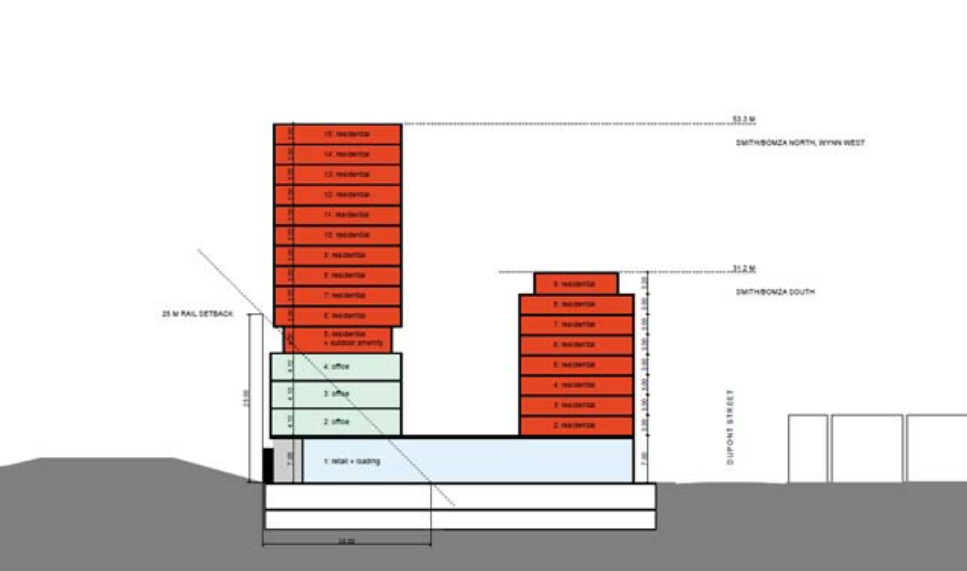


# Current & Potential Applications - DRAFT PLANS

(North side of Dupont Street: Ossington Avenue - Kendal Avenue)



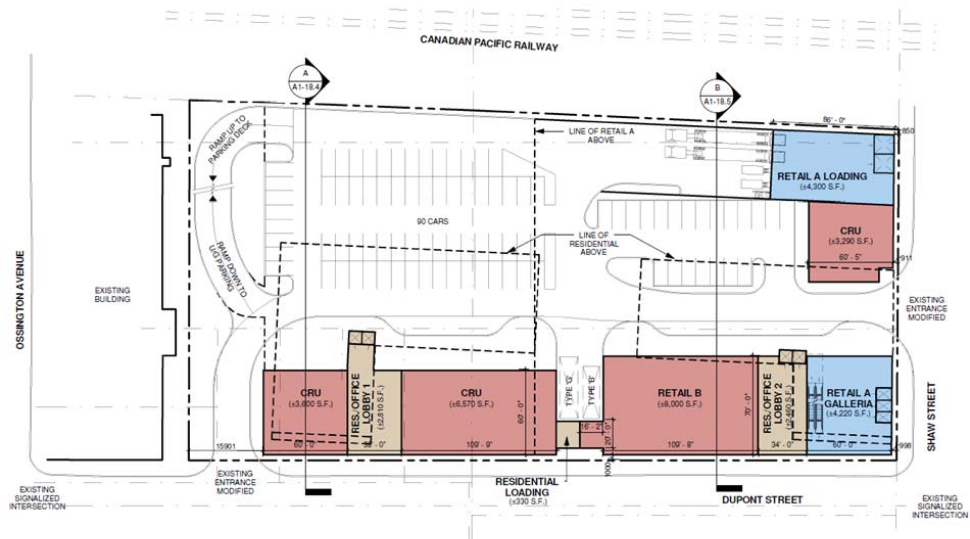
Site Plan



Sample Section

**1. 328-374 Dupont Street**  
Up to 19 storeys & 65 metres

Numbers 1, 2 and & refer to the properties labelled on the previous board.

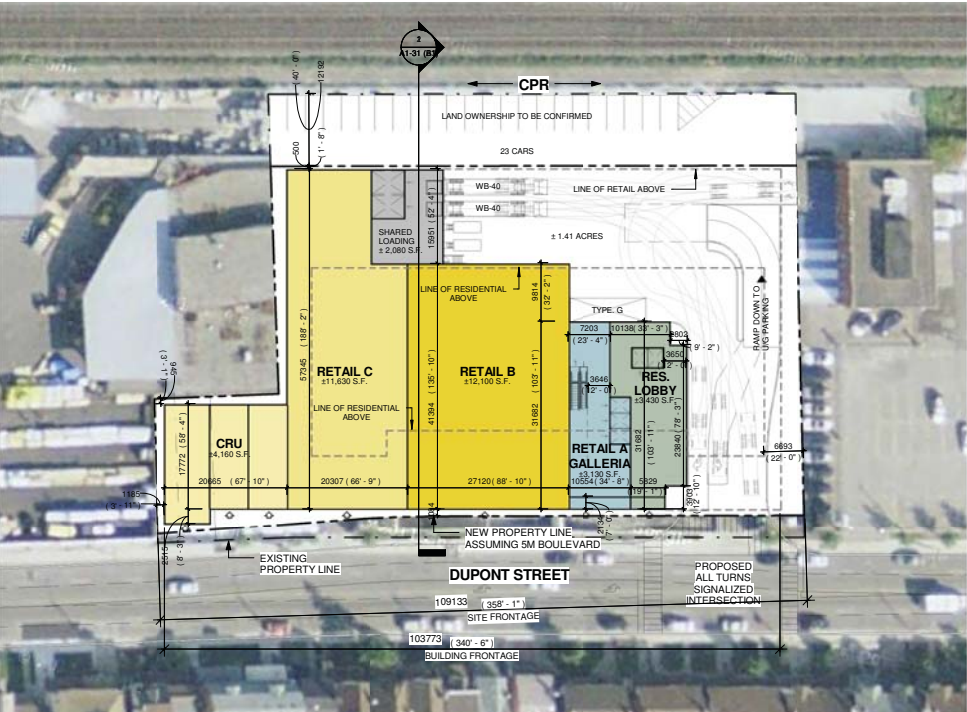


Site Plan

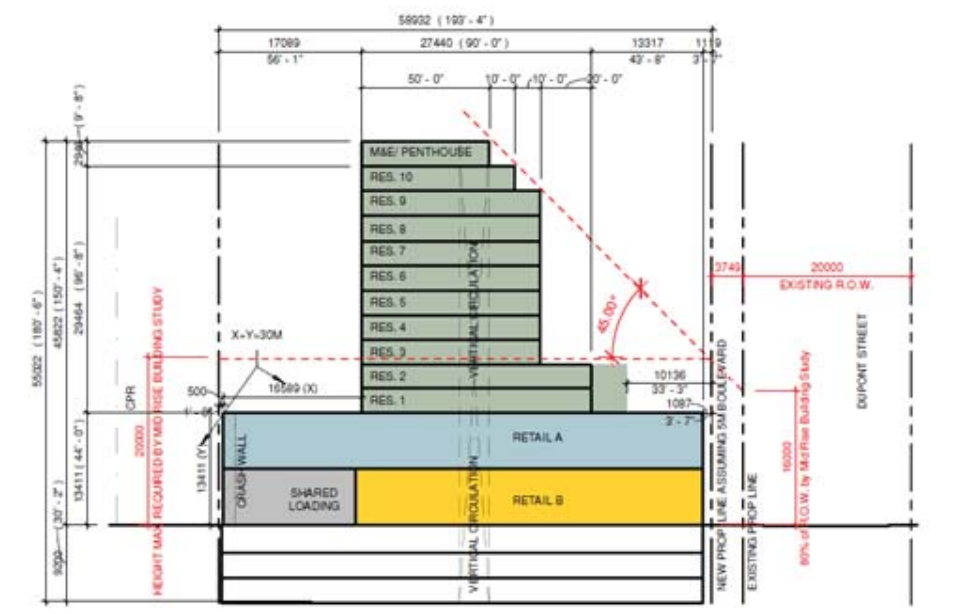


Rendering

**2. 840-860 Dupont Street**  
Up to 13 storeys & 46 metres



Site Plan



Sample Section

**7. 740 Dupont Street (not submitted)**  
Up to 12 storeys & 46 metres



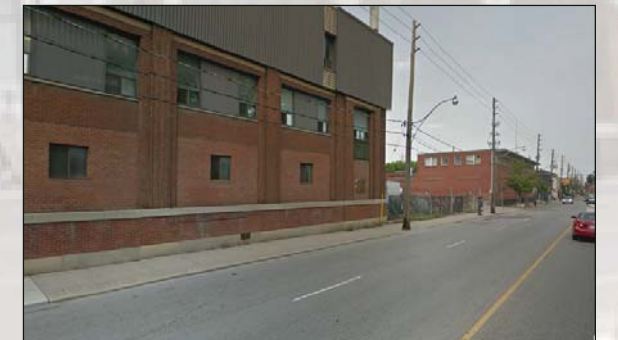
# Dupont Street Character

## What we heard about the existing character:

- diverse street
- very useful services and retail
- strong built form heritage
- long term residents, stable population

## What we heard about the character aspects that need to be maintained and enhanced:

- walkability
- family friendly focus
- more green space
- diversity of uses including small retail (“mom and pops”)
- more restaurants and patios
- maintenance of the industrial character of the street





# Community Consultation

## 4 Community Consultation Meetings

Visioning Session (February 10)

Topic Table Discussions (April 28)

Rail Consultant's Recommendations (May 14)

Final Recommendations (June 3)

## 3 Working Group Committee Meetings

(March 24, April 22, May 27)

## On-going feedback

Dupont Study Website [www.toronto.ca/planning/dupontstudy](http://www.toronto.ca/planning/dupontstudy) (over 1,400 hits)

CrowdMap (<https://dupont.crowdmap.com/>)

## Report to Planning & Growth Management Committee (PGM)

August 7

Staff presents final Study recommendations, including:

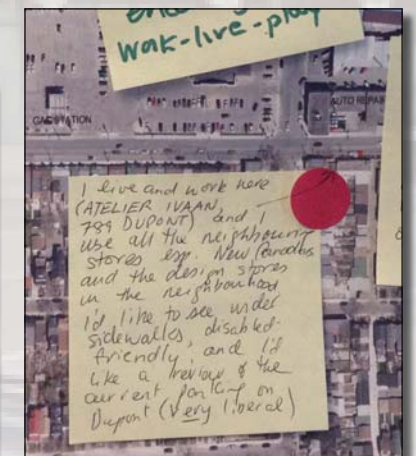
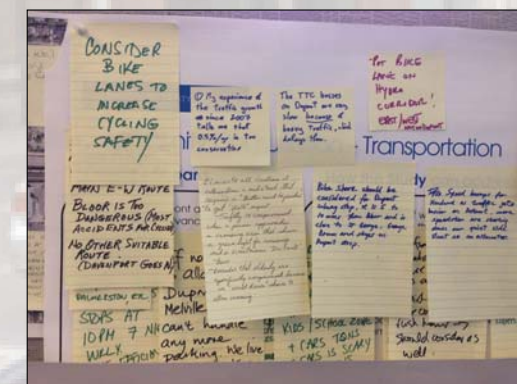
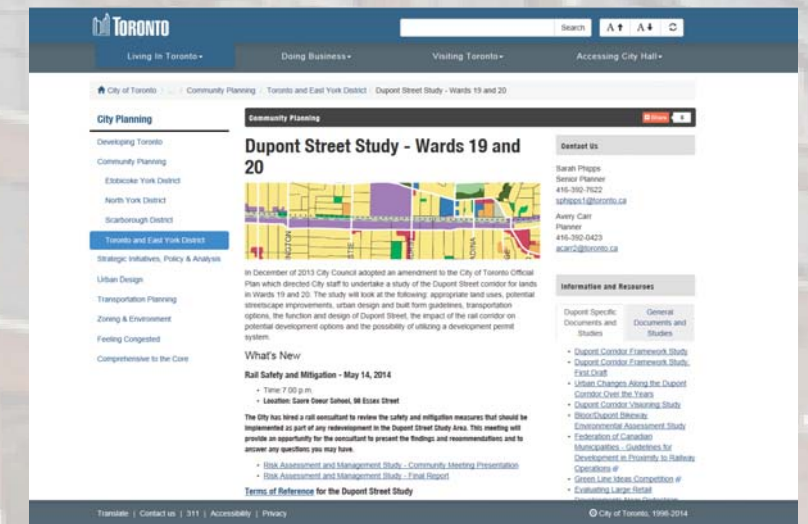
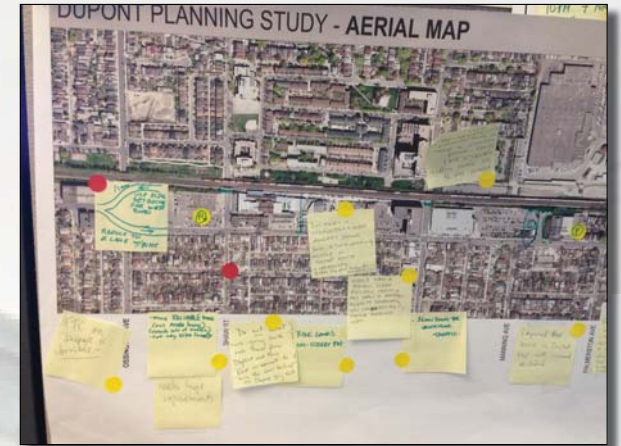
Zoning By-law, Site and Area Specific Policy (SASP) in the Official Plan, Guidelines

This is a public meeting, and the public can make deputations in-person or send in written comments

## Report to City Council

August 26, 27

Final decision regarding the Study recommendations  
(Zoning by-law and SASP get enacted)





# Study Outcomes

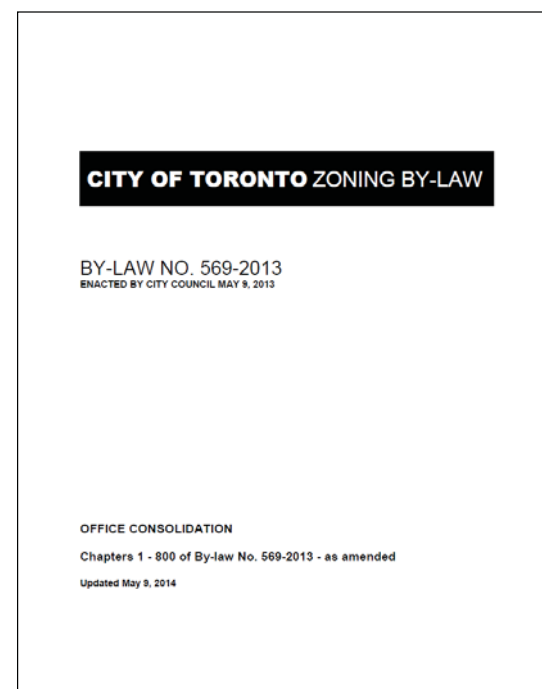
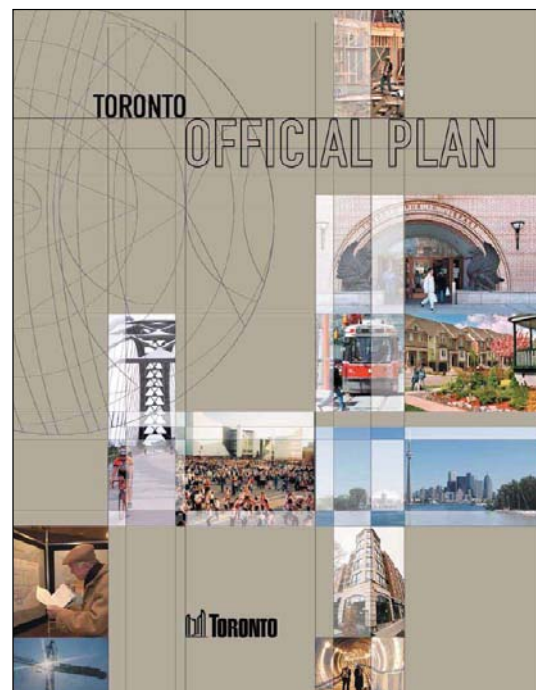
## What is a Site and Area Specific Policy?

The Official Plan is the City Council adopted policy document that contains policy direction on how the city should grow. It contains policies about built form, parks, heritage buildings, rental housing, the environment, community services and economic development among others.

A Site and Area Specific Policy (SASP) is a policy, or set of policies, that applies to a given area. In this case, we are creating a SASP for our study area which will contain specific direction and guidance for this part of Dupont Street.

## What is a Zoning By-law?

A Zoning By-law is a By-law which provides specific permissions and limits on what can be built on a property. These include maximum heights, densities, permitted uses, parking standards, bike parking standards and setbacks among others. We will be putting a zoning by-law in place for our study area that will implement our recommendations on these matters.



## Study Terms of Reference and Implementation

### *How will the recommendations be secured?*

**The following items will be secured through a Site and Area Specific Policy within the Official Plan:**

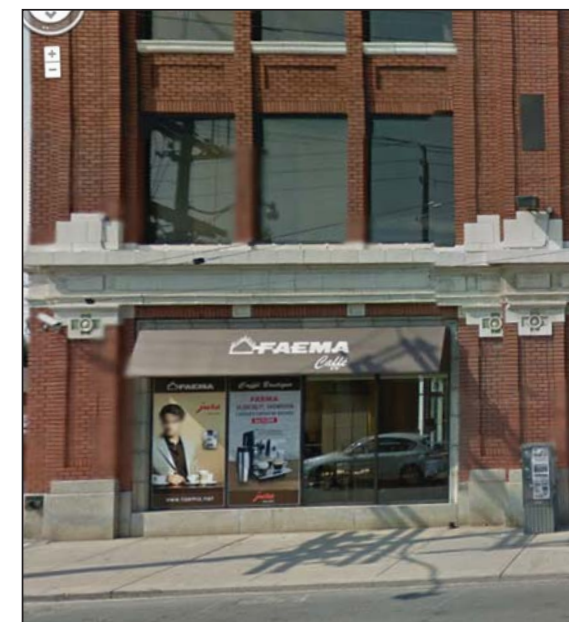
- Desired building character, articulation, design and materiality
- Encouragement of car sharing and reduced parking standards
- Requirement for a minimum curb to building face width of 4.8 metres from the curb to any new building front
- Requirement for noise, vibration and rail safety/mitigation studies, including the need to analyze reflected noise to the north
- Parkland provision policies
- Streetscape improvement recommendations

**The following items will be secured in a Zoning By-law:**

- Maximum and Minimum Building Heights
- Minimum Building Setbacks
- Maximum Building Length
- Minimum Bike Parking Requirements
- Maximum Retail Sizes
- Residential Unit Mix
- Permitted Uses



**3-Storey Streetwall**



**Precedents for materials, cornice line & vertical articulation**



**Maximum building length - breaking up long redevelopment blocks**



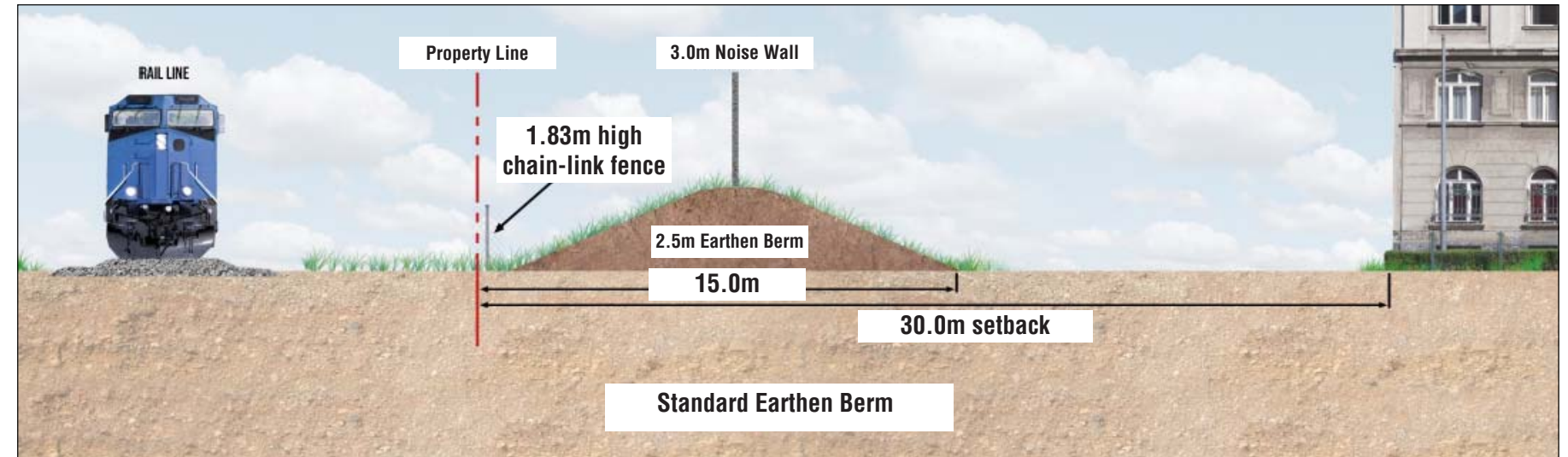
# Rail Mitigation & Safety

## Consultant's Study Recommendations

The City of Toronto hired a consultant to provide the City with some background information on the rail line that runs north of Dupont Street and to provide recommendations on the type of mitigation measures that should be implemented through any site redevelopment within the Study Area. The consultant's recommendations were presented at a community meeting on May 14, 2014. Please see our study website for the report and the presentation that the consultant's made.

[www.toronto.ca/planning/dupontstudy](http://www.toronto.ca/planning/dupontstudy)

City staff are reviewing the Final Report from the consultants and we will be making our final recommendations on this issue in our Final Report which will be presented to the Planning and Growth Management Committee on August 7, 2014.



Looking east from Bartlett Avenue



Double Stacked Intermodal Containers



Looking north on Bathurst Street

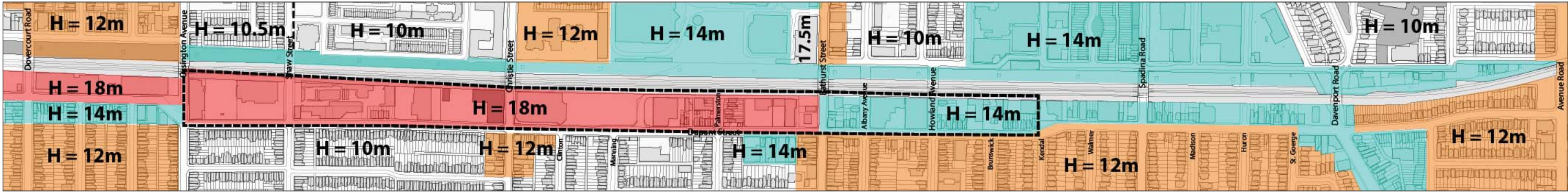


Parking at George Brown College



# Built Form: As-of-Right Heights & Existing Heights

## As-of-right Heights (Zoning By-law 438-86)



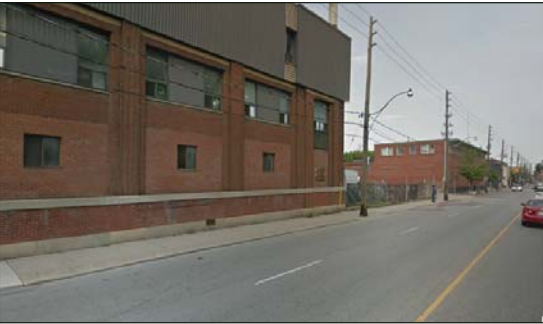
## Existing Building Heights



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



13m / 4-storey mixed use  
(SW corner of Bathurst & Dupont)



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



16 metres / 4-storey live-work  
(NW corner of Ossington & Dupont)

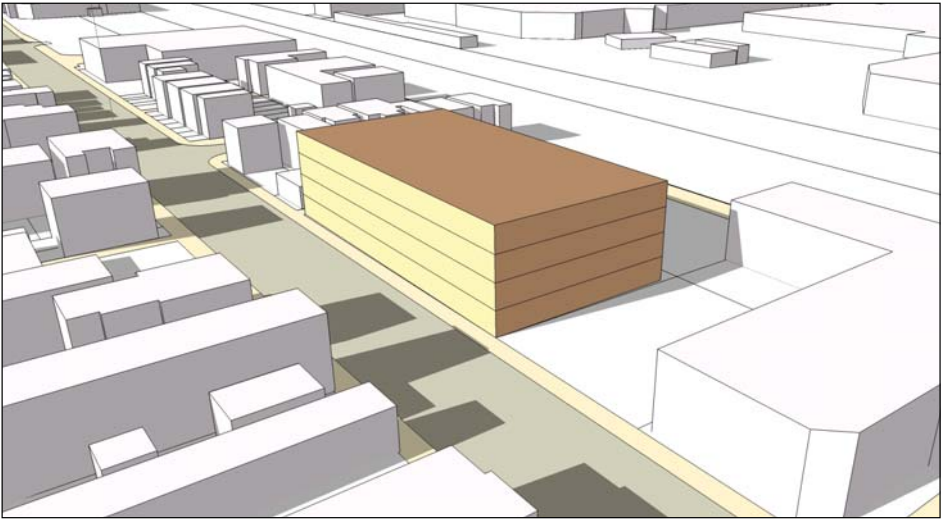


18m / 4-storey mixed use  
(SW corner of Bathurst & Dupont)

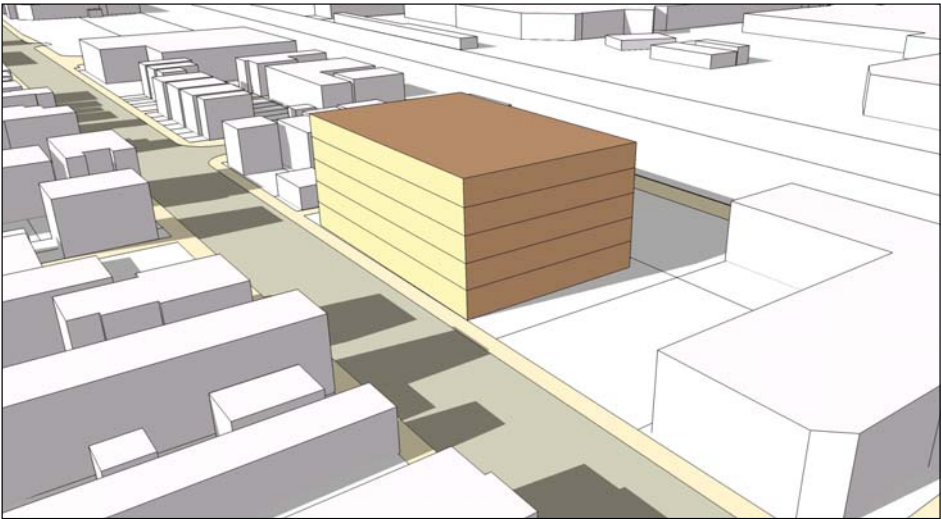


21 metres / 5-storey commercial  
(NW corner of Christie & Dupont)

## As-of-Right Heights



14m / 4-storeys, approx. 2x density



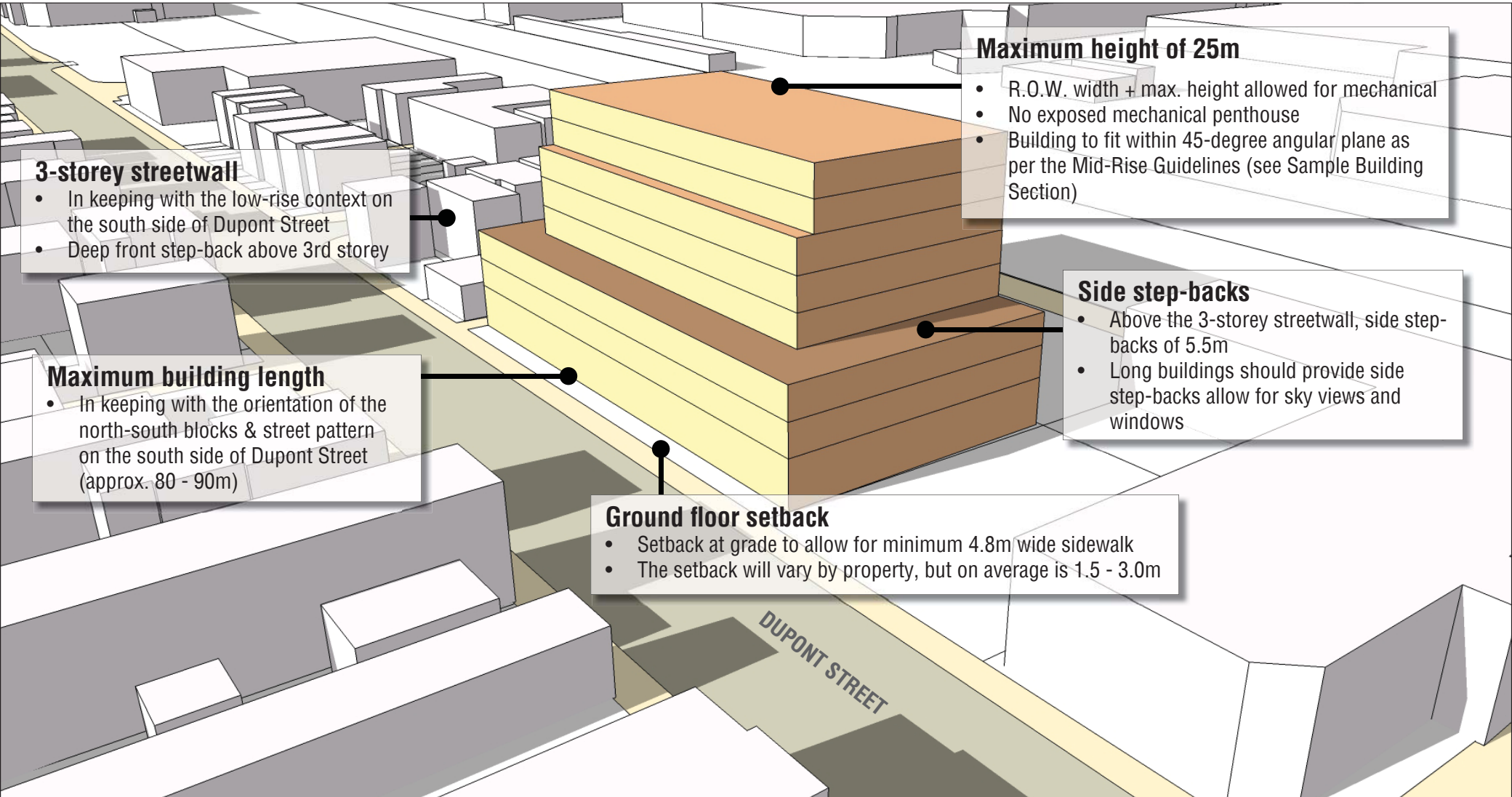
18m / 5-storeys, approx. 2x density

Generally:  
18m = 6-storeys  
14m = 4 to 5-storeys

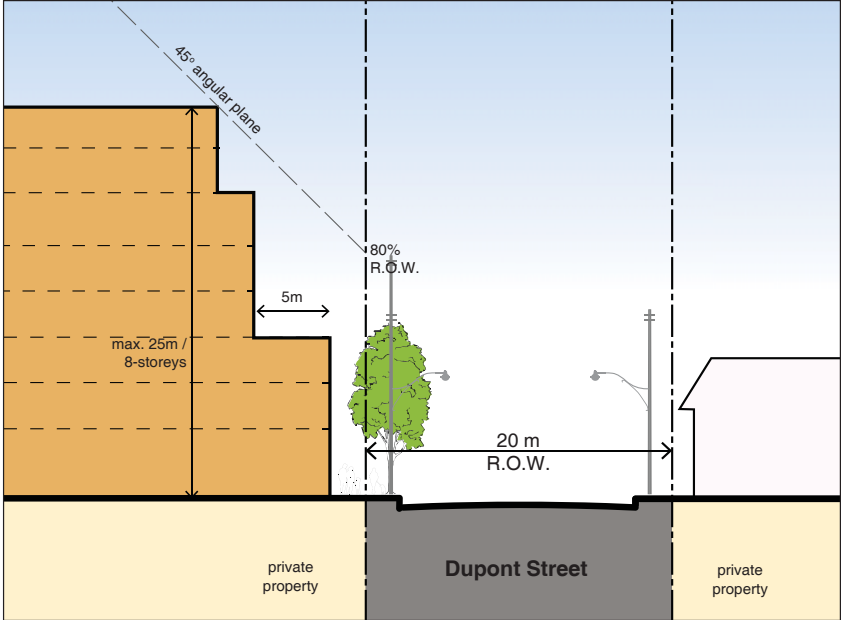


# Built Form: Sample Building Envelope Recommendations

(Study Area: North side of Dupont Street between Ossington Avenue & Kendal Avenue)



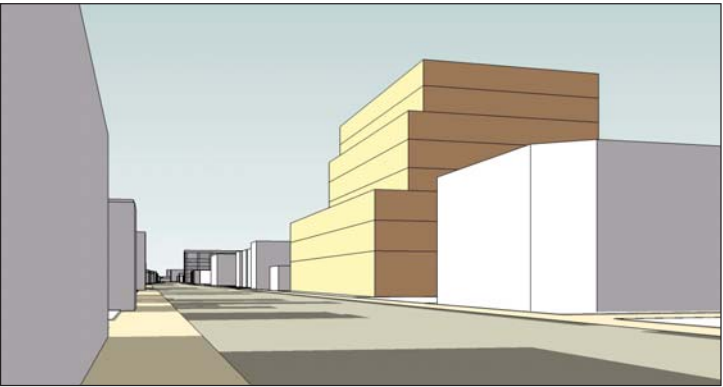
Sample Building Envelope (500 Dupont Street - Beer Store)



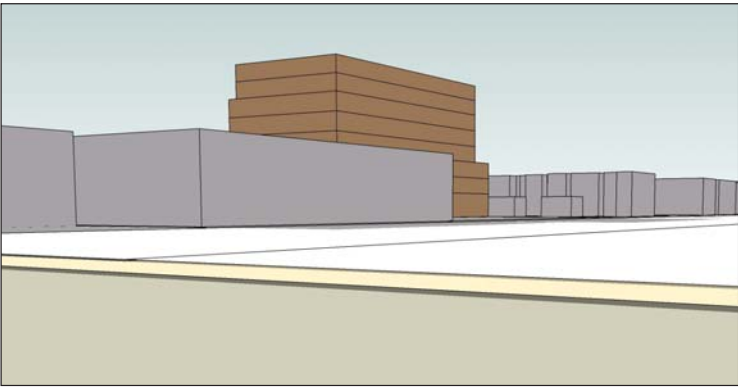
Sample Building Section



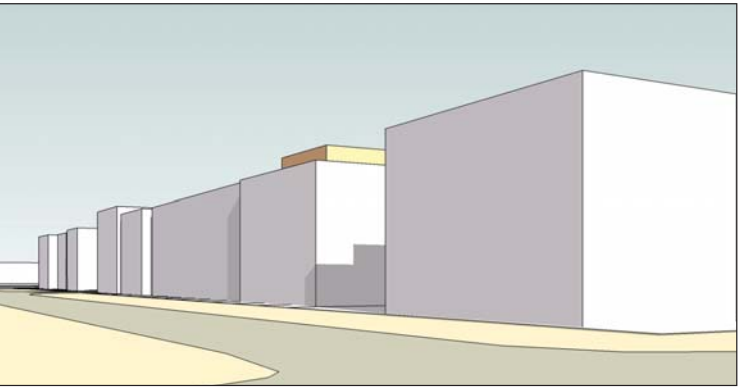
Key Map - views



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



# Built Form: Sample Building Envelope Recommendations

(Study Area: North side of Dupont Street between Ossington Avenue & Kendal Avenue)



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



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



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

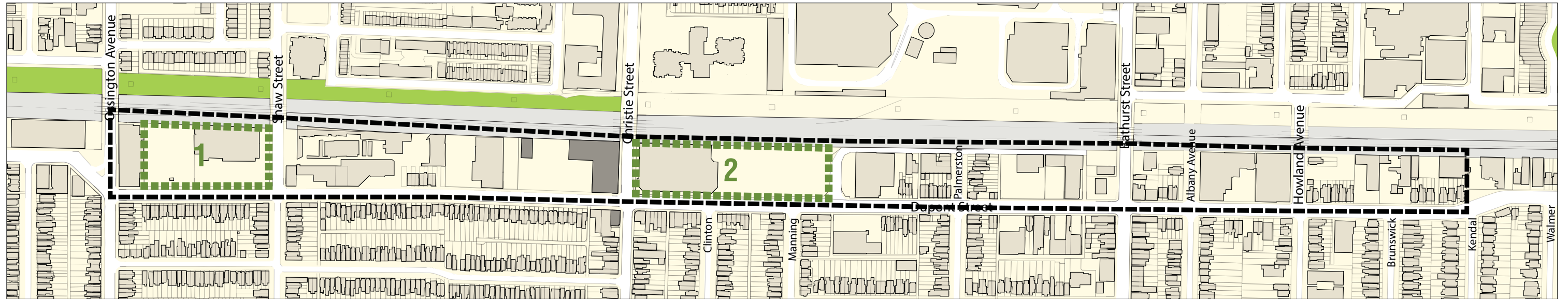


**AFTER** - Looking northeast from Palmerston Avenue & Dupont Street  
(for illustration purposes only)



# Open Space Opportunities

(North side of Dupont Street: Ossington Avenue - Kendal Avenue)



## Official Plan Policies & Recommendations

- As per the Official Plan's Parkland dedication policies, the City can take either land for parks on-site or cash-in-lieu.
- Large development sites within the Study Area should convey a portion of their site to the City for public parkland. For example, sites that are a minimum of 1 hectare (10,000 sm) within the Study Area, and that are currently under single ownership, include:
  - 1. Sobeys/Gas Station** (approx. 11,300 sm total site area) - Parkland area calculation based on the current applications is 1,287 sm.
  - 2. Loblaws** (approx. 14,865 sm total site area).
- Open space priorities for the area include spaces to socialize, dog off leash areas, children's playgrounds and more green spaces.
- Incorporate creative use of the spaces by engaging artists and other cultural educators.
- Generally recommend cash in lieu for smaller properties.
- The Study Report will recommend further study on the utilization of the hydro corridor on the north side of the rail tracks.

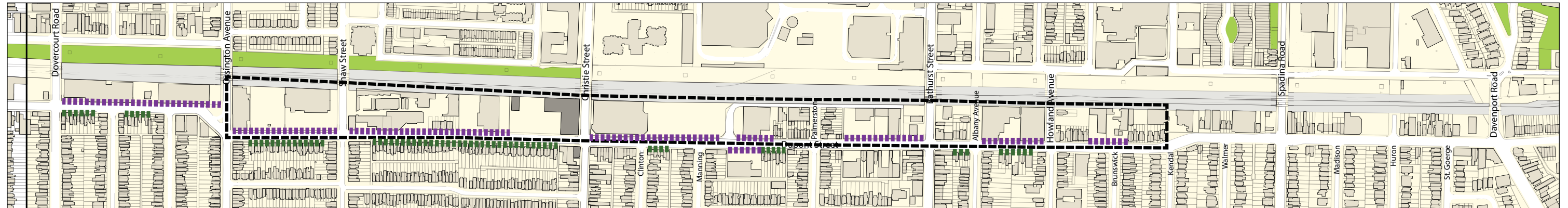


Precedent Park size (approx. 1,200 sm): Margaret Fairley Park (Brunswick and Ulster Street)



# Streetscape Improvement Opportunities

(North & South sides of Dupont: Ossington Avenue - Davenport Avenue)



Potential for streetscape opportunities through redevelopment

Potential for implementation of tree planting program

## Goals

- Wider sidewalks
- Street trees & other plantings
- Street furniture (bike racks, waste bins, etc.)
- Space for patios, seating, display areas

## Recommendations

(Generally on the north side of Dupont Street)

- Redevelopment should generally provide a curb to building face depth of between 4.8 and 6 metres, allowing for pedestrian clearway, tree planting and other pedestrian amenities
- Deeper sites may be able to provide a wider setback
- Long properties will be “broken up” to provide space between buildings, providing some relief from continuous streetwall
- Other streetscape improvements may include forecourts, landscaped setbacks, private open space, public open space, retail display or patio space (to be determined on a site-by-site basis)
- Desired streetscape design will be included in the City’s Urban Design Streetscape Manual

## Other Recommendations

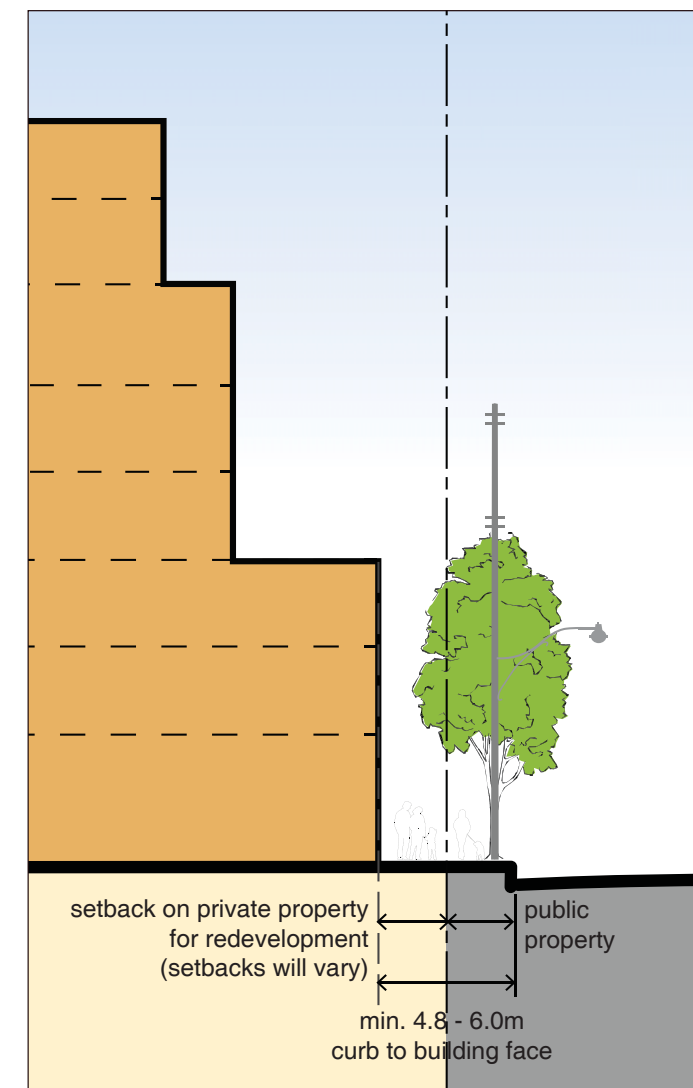
Consider alternatives where redevelopment is unlikely, i.e. narrow properties

### Short Term

- City of Toronto’s Urban Forestry Tree Planting Program to plant trees in the public portion of front yards. This was done previously as part of “Roncesvalles Renew” and would be based on voluntary participation.
- Raised planters could be removed and replaced with at-grade planing beds.

### Long Term

- When the road is scheduled for major upgrades (e.g. watermains, road re-paving), undertake further study to determine if curbs can be moved on the south side of Dupont Street in an effort to widen the sidewalk.



Sample Street section through north side of Dupont Street



Tree planting example - Dundas St. W. (Junction)



Opportunities for tree planting (Shaw St. south side)