1.0 Introduction

Introduction & Purpose

This Framework Study has utilized both feedback from community members and empirical analyses. The Duportail Combat Framework Study is a comprehensive analysis undertaken by Vision Vision.

The Duportail Combat Framework Study is a comprehensive analysis undertaken by Vision Vision.

Working Group to improve the communication and efficiency of Duportail Combat Groups.

By actively communicating with local city councillors, residents’ associations (RA) and interest groups, a set of issues and corresponding recommendations have been compiled by Vision Vision.

Analyzing the strengths, weaknesses, opportunities, and threats in the area, in which has formed a SWOT matrix or Duportail Combat. These responses have been collected in order to consult and analyze various issues and opportunities inherent to the many diverse neighborhoods that exist.

The purpose of the report is to guide a fundamental analysis of the Duportail Combat.
The study area is classified as a major arterial road under the City of Toronto’s Road Classification System map (City of Toronto, 2008). The Canadian Pacific Railway (CPR) lines is located north of Dupont Street and runs east-west through the study area. The study area encompasses several neighbourhoods including the Annex, Casa Loma, Christie Pits, Forest Hill, Saint Clair West, and St. James Avenue to the west (see Image 1.2). The Dupont Corridor is bounded area which is the primary focus of this report (see Image 1.2). The Dupont Corridor Study Area is located north of Yonge Street, to the east, Davenport Road to the south, and Davenport Road to the west (see Image 1.2).
2.0 Policies

Supportive Studies & Guidelines

In This Section...

2.1.1 Provincial Policy Statement (2005)

This section will outline relevant regulatory framework and policies that have guided this study and assisted in forming our recommendations.

2.1 Regulatory Framework

The Provincial Policy Statement 2005 (PPS) provides direction for land use and development in the province. The PPS is aligned with the Provincial Policy Statement Management Act, 1990, which requires that provincial policy statements be consistent with the goals of the Provincial Policy Statement 1990 (PPS). The PPS is intended to provide a framework for land use planning and development that is consistent with the goals of the Provincial Policy Statement 1990 (PPS) and is intended to provide a framework for land use planning and development that is consistent with the goals of the Provincial Policy Statement 1990 (PPS).
2.2.3 City of Toronto Official Plan (2006)

Ministry of Public Infrastructure Renewal (2006)

- Ensuring the necessary infrastructure is provided to support current and forecasted employment needs.
- Promoting a flexible and multi-use employment areas for cultural and creative uses.
- Providing a wide range of economic activities and opportunities for a healthy and active business environment.
- Providing opportunities for diversified economic uses, including manufacturing, agriculture, and choice of suitable sites for employment uses.
- Providing an appropriate mix of employment uses, including commercial and institutional uses to meet long-term needs.

2.2.6 Growth for the Greater Golden Horseshoe (2006)

The Growth Plan is a 25-year plan that provides a framework to direct where and how to grow, the infrastructure that is necessary to accommodate growth and to protect and conserve natural systems in the Greater Golden Horseshoe.
6.2.0 Policies

Section 4 of the Official Plan defines the uses of Employment Areas and Development Corridors within this area. The specific land use designations must also be taken into consideration.

- Supporting the economic function of the Employment Areas and the amenity of adjacent areas;
- Encouraging the establishment of key clusters of economic activity with the significant value-added employment and associated activities;
- Reducing excess car and truck trips on the road system within Employment Areas and adjacent areas;
- Providing effective pedestrian and bike facilities on site;
- Minimizing the effects of noise, vibration, dust, odors or particulate matter that will be detrimental to other businesses or the environment of neighboring areas;
- Providing spacious and parking areas whenever possible;
- Sharing driveways and parking areas wherever feasible;
- Providing access to bicycle and pedestrian facilities;
- Improving the conditions of the global economy, attractiveness for new firms in a highly functional area;
- Promote economic growth. In addition, the development criteria in Policy 4.6 will help to ensure the development will contribute to the economic growth of the region.

Section 4.6 of the Official Plan defines the uses of Employment Areas and Development Corridors for the area.
The boundaries of local park planning areas.

The location of all City Parkland is depicted on Map B8 of the Official Plan. The majority of the Donut Corridor is classified as green area of low parkland provision. Areas of low parkland provision are green planning areas having a per capita parkland provision with the lowest two quintiles as indicated on Map B8 of the Official Plan. According to Map B8 of the Official Plan, the majority of the Donut Corridor is classified as an area of low parkland provision. According to Policy 3.2.3, the parkland provision will be added in the creation of improvement of parkland that is accessible to park planning areas with low parkland provision. The Green Space System is comprised of parks and green spaces of the natural Green Space System and priority owned spaces that are publicly accessible in the City of Toronto. Policy 3.2.3 of the Official Plan provides guidelines for the expansion, establishment and maintenance of the Green Space System. The Green Space System is comprised of parks and open spaces of the natural Green Space System and priority owned spaces that are publicly accessible in the City of Toronto. The City of Toronto’s Official Plan 5 Year Review will begin in the spring of 2023 as part of an ongoing Planning Act renewal that all municipalities must review their Official Plans every five years. The Review is an official council of the community to the community as it will be open to significant changes to the official plan. The City of Toronto’s Official Plan 5 Year Review will begin in the spring of 2023 as part of an ongoing Planning Act renewal that all municipalities must review their Official Plans every five years. The Review is an official council of the community to the community as it will be open to significant changes to the official plan. The City of Toronto’s Official Plan 5 Year Review will begin in the spring of 2023 as part of an ongoing Planning Act renewal that all municipalities must review their Official Plans every five years. The Review is an official council of the community to the community as it will be open to significant changes to the official plan.

2.4 Parks and Open Spaces

Conduct their review of the natural Green Spaces and nature reserves in the City of Toronto. This vision can then be presented to City staff as a guiding document as they develop the Working Group as they create a vision for their community. The vision can then be presented to City staff as a guiding document as they develop the Working Group as they create a vision for their community. The vision can then be presented to City staff as a guiding document as they develop the Working Group as they create a vision for their community. The vision can then be presented to City staff as a guiding document as they develop the Working Group as they create a vision for their community. The vision can then be presented to City staff as a guiding document as they develop the Working Group as they create a vision for their community. The vision can then be presented to City staff as a guiding document as they develop the Working Group as they create a vision for their community. The vision can then be presented to City staff as a guiding document as they develop the Working Group as they create a vision for their community. The vision can then be presented to City staff as a guiding document as they develop the Working Group as they create a vision for their community.
2.0 Policies

Potential effects they may have on future development of these changes and consult with their Counsellor and City Staff to ensure they understand any changes in their neighbourhoods and the definitions, requirements, and interpretations as well as possible changes to zoning designations. The Working Group should be aware this document is not in effect and there is still an opportunity for members of the public to comment. The Zoning By-law presents new Toronto Planning and Growth Management Committee receives a revised version of the Draft City-Wide Zoning By-law on November 8, 2012.

With pockets of open spaces located primarily in the northeastern section (City of Toronto, 2012), with a public corridor along side of the railway. To the east of the site there is a mix of commercial-residential and residential zoning along adjacent to the Dupont Street area there are some employment lands, lands to the north of the corridor are zoned primarily residential. Based on current zoning lands to the south of the Dupont corridor are primarily zoned as residential with the exception of lands located...
Mid-rise buildings will reflect design excellence and Green building innovation, utilizing high-quality materials that acknowledge the public role.

Design Quality

The streetscapes should provide the highest level of urban design treatment to create beautiful pedestrian environments and great streetscapes.

Image 2.2.2a (GM/PC 2010)

Districts

Elements that define the existing context of the Heritage Conservation within Character Areas, new buildings recognize and reflect the importance of Heritage Character Areas.

Height

The front of the site and the rear of the site are to be maximized to be balanced to the width of the right-of-way. The angular planes applied to the building are based on a 1:2 ratio, where the maximum height of a building is maximum height.
2.0 Policies

2.2.2 Design Criteria for Review of Tall Building Proposals (2006)
(HOK Architects Corporation, 2006)

Visual interest and provide shade.

Leaders, screen building contours, highlight important architectural features, screen less attractive elements, add colour, texture and interest. Elements such as street trees, street lighting, lighting of landscaping, seating and public art should be used to activate building

Street trees and landscaping

Street trees will be massed to address both foregrounds. Giving prominence to the corner.

Allowance before applying a 3m setback to the remainder of the base building height. If a tall building sits onto one side of the street, the main front will be no higher than 80% of the width of the street.

The podium of all buildings will be 3 storeys, and the maximum height will be a 1:2 ratio to the width of the street along the street. To ensure

Minimum height

750 sq. ft. per floor of the full building reduces all the bulge within the building, excluding balconies.

Maximum Gross Floor Area
3.0 History

In This Section:
- Famous and Historic Buildings
- Streets in the Corridor

3.1 Dupont Street

The streets encompassed within the Dupont Corridor reflect the rich history and uniqueness of the area. Dupont Street has been more essential in Toronto's development than it is today. These buildings, recently Dupont Street transforming the street into an important manufacturing area in Toronto (Fitch, 2011).

Fittingly named for its proximity to the Canadian Pacific Railway, Dupont Street was fundamental in establishing Dupont Street as an industrial manufacturing corridor. Its location on the northern edge of the city has been more essential in Toronto's development than it is today.

Image 3.1: DuPont Street looking east toward College Street, 1930s
Christie Street is named after William Morris Christie, the co-founder of the Christie & Brown Cookie Company. Christie Street is located on Christie Street, the oldest street in Toronto, named after William Morris Christie, and is known for its historic industrial buildings that still exist. The industrial history of Dunlop Street is still evident in 1900s, today it is a major transportation corridor. Christie Street has experienced a transformation since the early 2010s with a range of uses and a strong industrial history. Christie Street is also home to the Christie Street Bridge over the Don River, which connects the city's west and east sides.
3.1.3 Bloor Street

Bloor Street did not become a busy thoroughfare until approximately the 1970s, as the density was limited between St. George and Bloor streets. At this time, Bloor Street was the northern boundary that contributed to the General shape of the downtown street network. Bloor Street is a major arterial road running east-west through Toronto. In 1790 Lieutenant Governor John Graves Simcoe created Toronto as a store, park, and concert venue.

3.0 History

Bloor Street was an important street in the city; however, the completion of the Bloor-Danforth subway line completed in 1966 and was expanded further connected the east and west ends of the city. The bridge provided a connection between the east and west ends of the street and a main thoroughfare. The Prince Edward Viaduct crosses above Rosedale Valley. The Bloor Viaduct is comprised of two spurs: the bridge over the Don River to the north, and a spur that connects to the Don River to the south.

Built from the street (Four!, 2017). Today, Bloor Street is viewed as a destination with a plethora of restaurants, theaters, art galleries. Initially, the Built from the street (Four!, 2017). Today, Bloor Street is viewed as a destination with a plethora of restaurants, theaters, art galleries. Initially, the Street was a desirable place to live and work due to the ease of access to both ends and west in 1966 and again in 1970. These expansions transformed Bloor Street into the retail area it is today. The Prince Edward Viaduct in 1970 and the Bloor-Danforth subway line contributed to the transformation of Bloor Street into the retail area it is today. The completion of an important street in the city; however, the completion of the Bloor-Danforth subway line in 1966 and was expanded further connected the east and west ends of the city. The bridge provided a connection between the east and west ends of the street and a main thoroughfare. The Prince Edward Viaduct crosses above Rosedale Valley. The Bloor Viaduct is comprised of two spurs: the bridge over the Don River to the north, and a spur that connects to the Don River to the south.
Image 3.25: Block Viewed Over Don Valley, 1956

Image 3.26: Block Street Looking West End of Yonge Street, 1954

Image 3.27: Block Street Looking East of Yonge Street, 1954

The proximity of Block Street to the Don Valley Corridor provides access to the Don Valley Expressway, subway, and bus stops. The Don Valley Corridor is an important part of the urban fabric, facilitating access to major employment centers and transit hubs. The area is well connected with a network of streets and arterials, providing easy access to the downtown core and beyond.

3.0 History

3.0.1 Introduction

The Don Valley Corridor is a major transportation corridor in the city of Toronto. It is a key component of the city's transportation network, connecting the downtown core with the east and west ends of the city. The corridor is characterized by a mix of urban and suburban development, with a high concentration of commercial and industrial activity.

The Don Valley Corridor is also a major transportation corridor, with a network of highways, transit lines, and bike paths. The area is home to a number of major employers, including the University of Toronto and the Ontario government, as well as a number of smaller businesses.

The Don Valley Corridor is a key part of the city's transportation network, providing access to major employment centers and transit hubs. The area is well connected with a network of streets and arterials, providing easy access to the downtown core and beyond.

3.0.2 Development History

The Don Valley Corridor has a long history of development, dating back to the mid-19th century. The area was originally settled by the indigenous peoples of the region, who used the Don Valley as a trade route.

In the early 19th century, the area was developed as a major transportation hub, with the construction of the Don Valley Railway and the Don Valley Bridge. The area continued to grow in importance in the 20th century, as the Don Valley Corridor became a major transportation corridor, connecting the downtown core with the east and west ends of the city.

The Don Valley Corridor is a key part of the city's transportation network, providing access to major employment centers and transit hubs. The area is well connected with a network of streets and arterials, providing easy access to the downtown core and beyond.

3.0.3 Current Use

The Don Valley Corridor is a major transportation corridor, with a network of highways, transit lines, and bike paths. The area is home to a number of major employers, including the University of Toronto and the Ontario government, as well as a number of smaller businesses.

The Don Valley Corridor is also a major transportation corridor, providing access to major employment centers and transit hubs. The area is well connected with a network of streets and arterials, providing easy access to the downtown core and beyond.

3.0.4 Future Development

The Don Valley Corridor is a key part of the city's transportation network, providing access to major employment centers and transit hubs. The area is well connected with a network of streets and arterials, providing easy access to the downtown core and beyond.

The Don Valley Corridor is also a major transportation corridor, providing access to major employment centers and transit hubs. The area is well connected with a network of streets and arterials, providing easy access to the downtown core and beyond.
Church (Toronto Sanctuaries, 2012)

Today, the church is still in use and has been renamed Trinity – St. Paul United Methodist Church was constructed in 1883 and partially funded by Trinity Methodist Church.

1889: Trinity Methodist Church

Image 2: The Brunswick House

For more information, please visit the Toronto Life – The Brunswick House History, 2012.

Located at 2000 St. George Street and Brunswick Avenue, The Brunswick House is one of the oldest active today. Below is a timeline of the historic landmarks in the area.

As the Downtown Toronto formed into an affluent and historic neighborhood, the area saw the development of many famous establishments that are still
The building was constructed in 1914 and converted into Paper's Pub, a popular destination for annex residents. Developed into Parkers Pub, a popular

Historically, the building was used as a bank by the Canadian Imperial Bank of Commerce (Bloor Annex Bldg) and then was a cinema. It was renamed The Bloor Cinema in 1979. In 1981, it was renamed The Bloor Cinema. Formerly known as the Madison Picture House, it was renamed The Bloor Cinema.
Toronto, Nov. 29 – E.S. "Honest Ed" Segal, 93, who opened the discount store that blockbuster shopping mall Eaton Centre now sits on, died March 28. The store’s 94th birthday is today.

Segal, who died in his sleep, opened the first "Honest Ed's" in 1948 at 1948 E. Main St. The store has always operated as a "pay what you want" shop, with customers setting their own prices.

"We’re a little bit more than 50,000 tourists a year," Segal told The Canadian Press in 1998. "This building is recognized for being Toronto’s historic castle on the hill."
In This Section...

4.0 Demographics

Age Groups from 1991-2011

Age brackets 0-9 and 10-19 have also decreased. Age brackets 50-64 and 65+ making up a higher proportion of the population in the City of Toronto and Durham Region. Since 1991, there has been a steady increase in the proportion of the population in the age population in the other age brackets in the City of Toronto and Durham Region. The age composition of the Durham Conductor Population reflects the City of Toronto, with different patterns in each age bracket. Age brackets 0-9 and 10-19 have a larger proportion of the population, while the younger 0-9 and 10-19 age brackets comprise a smaller proportion of the population. The age brackets from 20 to 65+ comprise a similar proportion of the population.
Condominium study area exists in the Annex at 9.4%, followed closely by the area east of Gessinger Avenue and south of St. Clair Avenue at 9.0%. The lowest unemployment rate and youth unemployment rate in the Duquoin Condominium area is slightly higher than those of the city of Toronto. The Duquoin Condominium has an overall education and sport (11.9%) and other education and sport (11.9%). These types of occupations employ significantly lower proportions of the City of Toronto population.

The highest percentage of the Duquoin Condominium population are also employed in social science, education, government services and health services (22.3%) and business, finance and administration (19.7%).

The Duquoin Condominium has income levels in sales and service (19.9%) and business, finance and administration (19.7%).

4.3 Employment

Condominium is quite large (481.475 km²), indicating a range of income levels. Between the median household income and average household income in the Condominium, the difference of $27,637.78 is $7,728.38 higher than the median household income in the Condominium. Although the average household income and median household income the difference of $27,637.78 is $7,728.38 higher than the median household income in the City of Toronto (150,394) with a difference of $27,637.78, the median household income for Duquoin Condominium ($107,477.71) is significantly higher than the average household income in the City of Toronto ($80,343) with 4.2 Income
The population of the Donut Corridor generally has a higher education than the city of Toronto as a whole. 73.2% of the Donut Corridor population have received post-secondary education; slightly higher than the 66.4% of the City of Toronto. This indicates that the Donut Corridor has a higher educated population.

Unemployment rate in the Donut Corridor study area exists at 0.25%. The only area of significant tourism, exists in the Donut Corridor, is in the summer months when the area is used for festivals and events.
The Donut Corridor has a much larger stock of low-rent housing. Study area has a much larger stock of low-rent housing.

The Donut Corridor has a much smaller proportion of single-detached houses. There is a higher proportion of apartment buildings in the Donut Corridor (35.8%) than in the City of Toronto (27.3%). This indicates that the Donut Corridor is a higher density built-up area, or (35.8%) than the rest of the City of Toronto (27.3%). The percentage of the population using a car as their primary driver is 12.5% lower in the Donut Corridor (33.9%) than in the City of Toronto (46.4%). As in the City of Toronto, the Donut Corridor has much higher proportions of the population who use public transit (Donut - 13.9%, Toronto - 9.4%), walk (Donut - 39.7%, Toronto - 34.4%), and bike (Donut - 7.7%, Toronto - 6.2%). This indicates that the Donut Corridor is a higher density built-up area, or (35.8%) than the rest of the City of Toronto (27.3%). This indicates that the Donut Corridor is a higher density built-up area, or
5.0 SWOT Analysis

In This Section...

Land Use
Build Form
Affordable Housing
Environmental
Economic
Movement
Tourism
Initial Impressions
Subsections
Introduction

Synthesizing findings into one concise chart,

Out of the process, a strong narrative for the corridor emerges. The following will present this

initial narrative through the examination of themes and trends as they relate to the corridor context.

Synthesizing findings into one concise chart,

Upon completing the analysis of each of the five sections, Vision Core team members and begin

planning policy and studies of the historical and demographic trends throughout the study area.

along with Vision Core, local community leaders, and other stakeholders.

The area was split into five sections, which are identified as having their own distinct goals.

The focus area, immediately south of Burpon Street between Avenue Road and

developing the concept of an area known as the Support Triangle.

The Vision study used the Geographic Information System (GIS),

looking at height, use, parking, and land use trends along with supporting

in the study area. The next step is to merge the numerical data with supporting

The SWOT analysis is an expansion of the Building Survey conducted by Vision Core, which
5.0 SWOT Analysis

5.2 SWOT Subcategories

- Build Form - Built form, unique land use, and the purpose of the land, can sometimes be intertwined. This analysis will refer specifically to the purpose of the land. Moreover, land use and built form can sometimes be interrelated. This analysis will refer specifically to the purpose of the land. Moreover, land use and built form can sometimes be interrelated.

- Affordability - Affordable housing is an issue that needs to be addressed. The number of existing private apartments of units (passenger, illegal, social, and economic) within the community. Affordable housing can also refer to the number of existing private apartments of units (passenger, illegal, social, and economic) within the community.

- Environment - Environmental factors to green space and parkland - but can also include other aspects that affect the overall neighborhood, issues surrounding air quality, noise pollution, urban tree canopy, and industrial recreation. This can all be discussed in this topic.

- Economy - Refers to the overall business success in the area, either directly or indirectly influenced by surrounding regions. This topic can deal with economic employment, future trends and even macro concerns that may be predicted. Lastly, the area from a macro perspective.

- Movement - Movement refers to all other forms of mobility within the area. This includes walkability, bikeability, infrastructure, and vehicular traffic. Moreover, this may include pathways, both physical or visual, that exists in the neighborhoods and providing safe and direct the flow of residents and visitors.

- Transit. - Transit refers specifically to public transit (TTC and GO) and the issues surrounding use, accessibility, and potential links and risks.
5.0 SWOT Analysis

We observed that the pedestrian network is well integrated with small pedestrian-oriented developed areas. Furthermore, there are a very limited number of crosswalks along the Toronto waterfront. We observed that the pedestrian network is mainly driven through the Dunlop Concourse. Other than driving to a destination or residential unit and ground-level commercial uses, the pedestrian network flows through the waterfront along the waterfront promenade. The pedestrian network is a series of low-rise buildings located along Avenue Road towards Bathurst Street on Dunlop Street. The pedestrian network is a series of low-rise buildings located along Avenue Road towards Bathurst Street on Dunlop Street. The pedestrian network is a series of low-rise buildings located along Avenue Road towards Bathurst Street on Dunlop Street.

5.3 Initial Impressions

The Canadian Pacific Railway (CPR) is a major element that passes through the study area and forms the boundary of six communities including the

The area is close proximity to the subway system.
After this initial visit to the Dupont Corridor, it is apparent that the Dupont Corridor has potential for development. A major benefit is the presence of several large commercial properties along DuPont Street, including Loblaws and Save-On-Foods. These properties are located within walking distance of each other, facilitating the development of a larger commercial area.

One of the major challenges is the lack of pedestrian and bicycle infrastructure. The area has a limited number of sidewalks and bike lanes, making it difficult for pedestrians and cyclists to navigate the area safely. Additionally, the lack of parks and green spaces within the area makes it less attractive for new residents.

There is a need to improve the transportation infrastructure in the area. The area is currently served by public transit, but there is a need for more frequent and reliable service to accommodate the growing population. Additionally, the area is served by several major roadways, including the Trans-Canada Highway, which can be congested during peak hours.

The Dupont Corridor has a mix of commercial and residential properties, with a significant number of vacant units and rental properties. This presents an opportunity for developers to repurpose existing buildings and create new housing options. The area is also home to a number of small businesses and local entrepreneurs, who could benefit from the increased foot traffic and visibility provided by development.

Overall, the Dupont Corridor has potential for growth and development, but it requires a coordinated effort from all stakeholders involved in the community to ensure that development is sustainable and benefits all members of the community.
5.0 SWOT Analysis

Opportunities

- Area due to low ridership
- Lack of incentive for TTC to increase transit services and funding in the area
- Use the 2G Dupont to travel east-west through the city
- Shopping bus services have dramatic impacts for residents as many routes may be put out of service if the 2G Dupont bus line continues to experience low ridership

Threats

- Demand and provide more frequent bus and subway services with increased service
- New developments along Dupont Street may increase transit ridership
- Increased cost-effective use of the system
- Integrated development in areas surrounding the subway system to provide
- Potential corridors of connection in the area

Strengths

- Several subway stations are located within the study area, including
  - University-Spadina Station (City of Toronto, 2010)
  - Support Station 127 Bloor West
  - Support Station 123 Danforth Avenue and Christie Station
  - Support Station 125 Church Street
  - Support Station 121 Bathurst Street
  - Support Station 120 St. Clair Avenue

Weaknesses

- Bus service provided on all major arterial roads between Christie Street
- South and east-west bus routes
- Bloor and Dupont Road provide connections to major north-south business districts
- Avenue Road bus and Dupont Triangle connects commutes to the area
- 63 Ossington, 126 Christie, and the 127 Dupont

5.3.1 Transit
5.3.2 Movements

Streets

- Sidewalks about DuPont Street are narrow, limiting pedestrian movement.
- Lack of emphasis on pedestrian and bicycle movement may lead to decreased traffic.
- Crossings at DuPont Street are located near core businesses.
- Limited crosswalks on DuPont Street and consistent and fast moving pedestrian traffic.
- Consequent about DuPont Street during peak hours: between 7:30 am.
- Crossings present on DuPont Street, allowing for bicycle parking.

Strengths

- Effective use of speed bumps on side streets between Cline Street and DuPont Street allows for east-west connection for various modes of transportation.
- Bike lanes are present on DuPont Street.
- Sidewalks along DuPont Street allow for bicycle parking.

Opportunities

- Wearable technology and smartphones that enhance the walking corridor.
- Provide bicycle lanes and pedestrian pathways along the walking corridor.
- Improve pedestrian flow and safety.
- Real estate and commercial spaces available for development.
- Sidewalks on DuPont and adjacent streets can be widened to enhance pedestrian and bicycle access.

Threats

- The presence of bike lanes on streets west of DuPont Street.
- Lack of emphasis on pedestrian movement.
- Traffic along the streets presenting safety concerns for pedestrians.
- Wearable technology.
- Wearable technology.
- Wearable technology.

Weaknesses

- New developments should include wider sidewalks to accommodate pedestrians.
- Wearable technology.
- Insufficient bicycle infrastructure and shortages (tracks, lock, lights, lanes).
- Wearable technology.
- Wearable technology.
- Wearable technology.
5.0 SWOT Analysis

Threats
- Local businesses in the area
- Big box retailers on Christie Street and Dupont Street may overpower small businesses
- Limited space available for new businesses in the Dupont Triangle
- Long-term vacant lots in the west end of Dupont Street
- Employment areas are underutilized

Weaknesses
- Related to arts, design and culture
- Dupont Triangle has low number of vacant units and a lack of businesses
- A diverse mix of retail and office uses at street level
- Tenants have signed long-term leases
- The Innomer rate is low in certain sections of the Dupont Corridor
- Some local business owners support higher density residential

Opportunities
- Employment areas have great development potential for commercial
- The rockyville area and Brook Street
- Promote commercial clusters along Dupont Street using this as proximty to level commercial uses and attract new businesses into the area
- New development or redevelopment can increase the number of street uses where permitted
- Redevelop vacant lots to include a mix of residential and commercial
- An initiative to enhance commercial prospects for small businesses
- Developments at will increase the volume of people in the area that use their services

5.3 Economic
5.0 SWOT Analysis

Strengths

- Open space and green space provided adjacent to lot lines, supermarket, and avenue
- Green landscape along most residential properties between avenue and beach
- Large green space available at Ramseyen Park across from avenue, road
- Landscape on side streets is well maintained and aesthetically

Opportunities

- New development and redevelopments can incorporate green space
- Potential to include Section 37 of the Planning Act and increase the amount of public realm by adding green space
- Improve and enhance public realm by increasing the amount of green space

Threats

- Limited space available and suitable for new open spaces and parks
- Sealing
- Limited space along sidewalks for planters, bicycle parking, and public
- Noise and vibration from CPR and high traffic volumes will inhibit

Weaknesses

- Air and noise pollution from the CPR and high traffic volumes
- Betturs Street and Dunip Street west of Beaches Street
- Limited landscaping and planters along major arterial roads such as noise levels and vibration
- Many residents and visitors are unable to enjoy the public realm due to high noise levels due to high traffic volumes and the CPR
5.0 SWOT Analysis

Opportunities

- Neonatal care not yet being provided in the area
- Well-established social services in the area
- Affordable housing units between Avenue Road and Spadina Avenue
- Land values in the Don Valley corridor increasing at a rate higher than

Threats

- Current affordable housing stock is inadequate in built form and
- No social services provided in the area
- 80% well-established Chestnut Street and Spadina Avenue in need of repair
- Affordable housing units between Avenue Road and Spadina Avenue
- Limited affordable housing units available

Weaknesses

- Lamport Court apartments
- Front Street Townhomes
- Affordable housing units available between Christie Street and
- Affordable housing units

Demands

- Existing units are not able to accommodate current housing
- The Planning Act to provide recreational facilities and social services
- Potential to allocate capital from new developments from Section 37 of
- Rent geared-to-income and affordable housing units
- New residential developments can incorporate a mix of market units
- Landscaping design

5.3.5 Affordable Housing

- Lamport Court Apartments
- Front Street Townhomes
- Affordable housing units available between Christie Street and
- Affordable housing units
- SL Clark's Ninety-Eight Housing Action for Social Change (TASO) provides
- SL Clark's Ninety-Eight Housing Action for Social Change (TASO)
- Existing single-family units were converted into multiple dwelling units
- 177 Parkview Street, 341 Parkview Avenue
- Affordable housing units
- Affordable housing units
- Existing units are generally well maintained to a higher degree than
- Existing units are located in apartments that are well integrated with
Threats

- Non-traditional buildings in need of major repair can be seen as nuisance
- Retailers
- Risk of larger properties being bought up and redeveloped by bigger boxes
- Proposal developments in the area
- Proposed streets may pose pressures to increase the height limit for
  - Recreational set by nearby developments in the downtown area and along
  - Existing buildings' heights and are inconsistent with the existing scale.
- Recreational development applications within the Dupont corridor have

Opportunities

- Potential for new developments to focus on architectural design and
  - Enhance the streetscape
- Improvement of the height of existing buildings to help increase overall
  - Pedestrian traffic/accessibility and create a connection to the street
- Proposal parking at the rear of the building or underground to increase
- Pedestrian traffic
- Potential for new developments to focus on architectural design and

Strengths

- Some commercial properties between Beatty Street and Christian
  - Avenue units and semi-detached units between Christian Street and Assumption

Weaknesses

- Distinctive industrial architecture between Christian Street and
- Those new residential buildings have incorporated Bounded level
- Maintain the pedestrian scale of the street and working large
- New developments are included stepped-back upper floors
- Small front yards parking lots of businesses such as the Beer store.
- Lack of quality standards specific to the Dupont corridor to regulate
  - Lobbies and several main entry doors
- Lack of quality standards specific to the Dupont corridor to regulate
  - Lobbies and several main entry doors
- Many existing buildings on the west side of the study area are in need
  - Form and form

3.9.6 Built Form

5.0 SWOT Analysis
5.0 SWOT Analysis

Threats

• Insufficient public realm and pedestrian access
• Lack of commercial and industrial uses
• Difficulty in accommodating new developments on the north side of Dunlop Street
• CRP and development barriers due to noise, vibration, and the required
  30 m silent buffer zone
• Limited open spaces and public spaces in the area
• Property splits above the CRP are not deep enough to comply with the 30 m
  setback
• Employment lands are currently underutilized

Strengths

• Resilient buildings located in Chinese Plug Park
• Commercial and industrial uses
• Mix of land uses between Avenue Road and Dunlop Street
• Stable residential and commercial uses on the south side of Dunlop
• People have access to services and stores needed on a daily basis

Opportunities

• Encourage mixed-use retail uses at street level to create a pedestrian scale
• Provides opportunities to intensify the mix of residential
• Redevelop underutilized properties to intensify the mix of residential
• Employment opportunities

5.3.7 Land Use
6.0 Issues

In This Section...

- Introduction

...Issues and Gaps

6.1 Issues and Gap Analysis

6.2 CPR lane

6.3 Development Pressures

6.4 Employment Lands

6.5 Parking

6.6 Public Realm

6.7 Traffic Congestion

6.8 Bicycle Parking & Safety

The issues have been divided into the following subcategories:

Consultations.

To create a plan to address each issue based on the order of importance identified in the community.

Working Group in creating a vision for their community. In addition, it will allow the Working Group

issue areas and further explore potential recommendations that are intended to address the

and be expanded in greater detail in the following section. Establishing the community's priority

to identify project issues within the study area. These issues have been divided into subcategories

Fyerson Vision along with the Dunrobin corridor working group and multiple community consultations
because it acts as a buffer for development, it is essential to continue to promote this area. The buffer areas are designed to allow for green space between the tracks and businesses on the north side of Duport Street. Both commercial and residential development is restricted and focused on preserving the natural environment. Any structures built adjacent to the CPR land must meet the buffer requirements of at least 30 meters. This leaves large gaps of undeveloped space between the tracks and businesses on the north side of Duport Street. Both commercial and residential development is restricted and focused on preserving the natural environment.

Buffer Zone

Impacts/Effects:

- Of residents, business owners, and developers.

Because of the proximity of Duport Street to the railroad tracks, businesses and residents are often affected by the noise and vibration caused by trains. The buffer zone helps to mitigate these effects by providing a physical separation between the tracks and surrounding developments.

Existing Conditions:

- Currently, there is no buffer zone between Duport Street and the railroad tracks. This results in noise and vibration being transmitted directly to businesses and residents.

Definition:

6.2 Canadian Pacific Railway Line

The Canadian Pacific Railway Line (CPR) runs east to west through the Duport corridor directly north of Duport Street from Dupont Road to Dunlop Street. The presence of this line has historically shaped the development of the area.
6.3 Development Pressures

Development pressures present a wide range of issues that can have both a positive and negative effect on the community, and have the ability to set new precedents in terms of health, density, and use in the area. Particular to the Dupont Corridor these pressures can be found in the Anax "frontier" in proceedings in terms of health, density, and use in the area. Particular to the Dupont Corridor these pressures can be found in the Anax "frontier".

Definiton:

To develop and set steps must be taken to update the CFP (or if able and create a safer, more livable environment for the Dupont Corridor.

Occupancy consideration must be taken to ensure damage as well as the community's and local businesses, are safeguarded as well as the community's and local businesses.

Noise & Vibration

The heavy usage of the CFP lane creates noise and vibration issues for surrounding businesses and residents.
Image 6.3 - Proposed Development by The Wyman Family Trust

555 Dupont Street

3 buildings that will accommodate mixed use commercial/retail.

3 Dupont Street

A major development project that is currently under review by the City.

6.3 Development Pressures

Existing Conditions:

These small parcels offer the opportunity for development as there would require an extensive land-assemblage process through the purchasing of several parcels with large enough parcels for the kind of development desired. The current configuration of parcel sizes throughout the Dupont Corridor has been the primary factor dictating the form and type of development possible.
6.4 Employment Lands

By proposed amendments to remove this designation. The effect on the streetscape, built form, and ultimately after the change in the form of Dupont Street. Lower densities also reduce the pedestrian scale by causing shadows and an end of the building. Which stands at one storey high, but to explain the range of uses of the current building.

6.4.0 Employment Lands

A public staff report (October 23, 2012) presented council consideration for the changes to the official plan policies as part of the five-year review of the official plan policies.

The key elements are to:

- Maintain the growth of new office space construction in the downtown centre and within walking distance of existing or approved and funded rapid transit stations in other mixed-use areas, employment areas, and regeneration areas.

- Study of employment uses across the city of Toronto. In particular, areas along the 30-kilometre corridor were identified as core employment. New office space constructed as well as continued preservation of the land base for industrial employment were identified (manufacturing, warehousing).

- Consultant's study of employment uses across the city of Toronto. In particular, areas along the 30-kilometre corridor were identified as core employment. New office space constructed as well as continued preservation of the land base for industrial employment were identified (manufacturing, warehousing).
6.0 Issues

6.4 Employment Lands

The Downtown Core is affected by the land use designation of core commercial and retail employment areas. The Downtown Core has potential for the "big box" development. The restrictions on residential and retail employment land use derails development opportunity. However, for residents this implies development pressure. Core Employment and retail employment such that directly impacts current and future development in the area. The Downtown Core is defined as the Toronto Central Business District.

- Legal density and built form
  - To address the issue concerning employment lands include developments in
  - Downtown Core. The Downtown Core has potential for "big box" developments which need to be developed within the designated employment areas. The restriction on residential and retail employment land use derails development opportunity. However, for residents this implies development pressure. Core Employment and retail employment such that directly impacts current and future development in the area.

- Map 34

- Provide locations for the retail commercial institutional sections to meet the needs of Toronto and the Region's growing population.
- For primary employment uses and designated areas, to ensure the boundaries for retail commercial and other compatible secondary uses and
- Preserve the majority of the City's designated Employment Areas solely for business purposes including the preservation of the Employment Areas.
6.5 Parking

Requirements directed towards large, single user occupancies.

Commercial properties with off-street parking lots have a similarly detrimental effect on the streetscape. Large, paved parking lots create wide gaps sidewalks to make way for driveways.

Large parking lots are used by residents for shopping within the between retail stores on Donburn Street and provide little compression for landscaping. These parking lots are used by residents for shopping within the landscaping and can cause disruption to the streetscape and curb cut disruption. Rounding trees, plantings, and open grass in place of asphalt or other hard materials, detracts from the overall streetscape and curb cut disruption of the streetscape. Off-street parking is provided on front yards of single and semi-detached homes occupying a significant portion of the limited area available for landscaping.

Parking is not permitted during rush hour, the volume of traffic during the day is impeded by the parked vehicles along Donburn Street.

On-street parking is a concern because it occupies an entire lane for motorists using Donburn Street as an east-west corridor for commuting. Although

Impacts/Effects:

- Off the large, single use commercial sites, such as the LCB and Loblaw's.
- On street-detached residential properties and in need of underground parking for multiple residential buildings.
- Private parking lots also exist for some
- Currently, parking is provided in both public and private areas along the Donburn Corridor. On-street parking along Donburn Street is restricted between

Exclusion Conditions:

- Businesses, the walkability, location and spaces required to be provided through zoning by-laws all contribute to the opportunities and the threats for residents and

Definition:

Parking is of particular concern for the movement of cars, buses and cyclists as well as the economic viability of businesses along the Donburn Corridor.
6.6 Public Realm

Street and Sidewalks

Parks and Open Space

Corridor

Sidewalks

Existing Conditions:

Setting. The public realm of the Dupont Corridor is currently lacking in several areas.

The public realm promotes conversation and offers a sense of place for pedestrians. Strolling through the area to observe and enjoy these surroundings in a controlled public realm draws people to an area and fosters community pride. An efficient, functioning economic activity and maintaining a use to the community is successful.

The public realm includes areas that are legally accessible by all members of the public such as parks, sidewalks, parks and public squares. An effective
Traffic congestion is the condition in which a road is impeded by excess vehicles causing slower-than-normal speeds. Congestion in the transportation area.

**Definition:**

Traffic Congestion

Impact/Effects:

The public realm and pedestrian activity.

- a better environment for residents and visitors (Urban Street, 2006). The lack of public seating reduces desirability and functionality of
- a lack of seating and benches in front of retail stores. The current stock of public seating is low for a neighborhood of this scale and does not
- The limited public seating currently available in the Downtown Corridor includes benches at Downtown Station, benches directly outside

Public Seating
6.8 Bicycle Parking & Safety

6.8.1 Bicycle Parking

Existing Conditions:

Street: The street is adjacent to the park and has limited bicycle facilities. There are no designated bicycle lanes, and bicycle parking is provided in the form of bicycle racks located at the sidewalk level. The type of bicycle parking available is limited to portable bicycle racks. Street lighting is present between Avenue Road and Cassiar Avenue. When

Definition:

Bicycle Parking: A defined area for bicycles to be parked in a specific location.

Impacts/Effects:

Parking: Residents and business owners may consider the implementation of dedicated bicycle racks or stands to encourage more bicycle usage. The need for more efficient bus service and improved pedestrian accommodations to maximize transit use.

Corridor: Residents and businesses may consider the implementation of bicycle parking facilities to encourage more bicycle usage. The need for more efficient bus service and improved pedestrian accommodations to maximize transit use.

Existent Conditions:

Street: The street is adjacent to the park and has limited bicycle facilities. There are no designated bicycle lanes, and bicycle parking is provided in the form of bicycle racks located at the sidewalk level. The type of bicycle parking available is limited to portable bicycle racks. Street lighting is present between Avenue Road and Cassiar Avenue. When

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Corridor: Residents and businesses may consider the implementation of bicycle parking facilities to encourage more bicycle usage. The need for more efficient bus service and improved pedestrian accommodations to maximize transit use.

Existent Conditions:
The study, titled "Motorcycle and Pedestrian Collision: Key Findings and Future Actions," was conducted by the City of Toronto's Transportation Services Division. The study identified the frequency and causal factors of collisions involving cyclists and pedestrians in the city. The conclusions were based on data from 2006, which resulted in a major pedestrian and cyclist collision on Dupont Street.

Impacts/Effects:

The most significant issue is the high traffic volumes and insufficient bicycle pathways.

Image: Image Ron Zumoff Bike Racks

To see the image, I did not count the elements or streets.

Although specific intersections have higher traffic volumes, certain intersections, such as Dupont Street, can present significant challenges for cyclists and pedestrians.

For both cyclists and pedestrians, the major intersections along Dupont Street present safety challenges.

Despite the presence of shared-use paths, there are still concerns about safety, especially at intersections with high traffic volumes.

The intersection is surrounded by city-designated bicycle routes, from north to south.

Cycling and pedestrian safety needs improvement.

Such SteelRail® poles, high poles, and fences present a risk of illegal removal of bicycles from private property.
The City of Vancouver’s “Bicycle Network Study” recommended the creation of on-street bicycle routes on multi-use trails and bike corridors.

The promotion of better linkages between Dupont Street and the current bike path on Fashion Street. Further consideration could center on leveraging the same portion of the neighborhood with less risk of collision. The corridor could also be applied to the Dupont Corridor with running parallel to major arterial roads (Government of Canada, 2010). This measure provides alternative routes to satisfy all bicycle riders who would prefer a low-stress ride. The diagram below illustrates the current and proposed bike routes.
7.0 Recommendations

In this section, the focus is on the recommendations. It includes a summary of key findings, the rationale for each recommendation, and implementation strategies. The recommendations are organized around five key themes:

- Building Capacity
- Enhancing Innovation
- Strengthening Partnerships
- Improving Data Use
- Fostering Community Engagement

Each recommendation is supported by a range of evidence and case studies. The recommendations are designed to be actionable at the local, regional, and national levels. They are intended to serve as a roadmap for policymakers, practitioners, and community leaders.
### 7.0 Recommendations

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### 6.2 - C-P.R. Line

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**7.1.1 Subcategories**

Recommendations address several issues as they are, by nature, quite interrelated. Below is a list of the demographics (green) and issues (blue), and the recommendations that have been proposed to address each item. Many of the 7.1.1 Subcategories

---

**Note:** The document contains a table and a flowchart that are not fully visible due to the cropping of the image. The table seems to include various elements related to transportation and development, and the flowchart might represent a series of steps or processes. Due to the resolution and angle of the image, a detailed transcription is not possible.
7.0 Transit-Oriented Development

7.2.1.5 pedestrian services

The Dunlop Corridor has expressed their concerns over traffic congestion, particularly during peak hours, in addition to the limited bus service. This limits

1) Higher density design for an approximate 70-minute pedestrian commute (Victoria Transport Policy Institute, 2012)
2) Mixed-use buildings and a mix of housing types
3) Limited surface parking resulting in reduced automobile use
4) A design for connectivity and traffic-controlling measures
5) A transportation strategy that promotes cycling and pedestrian facilities
6) TOD includes the elements of complete communities:
   - Creation of complete communities
   - Access to public transportation
   ->Pedestrian connectivity
   ->Parking management
   ->Transportation services
   ->Cyclist safety
   ->Mixed-use developments
   ->Traffic congestion
   ->Pedestrian facilities
   ->Complete communities

The Online Transport Demand Management (TDM) Encyclopedia defines Transit-Oriented Development (TOD) as "...".

What
7.2 Transit-Oriented Development

Project Overview

Status: Completed
Location: Scarpthorugh Centre
Case Study: Equinox

Precedent:

TODs incorporate pedestrian friendly elements in the streetscape with wide sidewalks and incorporate a public space for residents. The Strathcona Municipal Council approved the development of this project, which is located on the southeast corner of Yonge and St. Clair. The project includes a pedestrian bridge from the west side of Yonge and St. Clair to the east side, providing direct access to a new residential development. The project is designed to integrate the new residential development with the existing commercial and retail district.

The development includes the construction of two high-rise buildings with over 1,000 residential units, retail and commercial space, and underground parking. The design includes green spaces and pedestrian pathways, enhancing the connectivity and accessibility of the surrounding area.

How

Implementing TODs in the Downtown Corridor would introduce measures to improve existing transportation modes (bus, subway, cycling, and walking), which can include:

- Finding Sources
- A Strategic Plan and Strategy
- TOD Vision, Goals and Strategies
- Feasibility Analysis
- Implementation Plan

Elements of TOD in the Downtown Corridor City Plans would require information to be used in planning for TOD in the Downtown Corridor, which can include:

- TOD in the Downtown Corridor City Plans would require information to be used in planning for TOD in the Downtown Corridor, which can include:

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- TOD in the Downtown Corridor City Plans would require information to be used in planning for TOD in the Downtown Corridor, which can include:
7.0 Recommendations

7.2 Transit-Oriented Development
7.3 Streetscape Master Plan

6.6 - Public Realm

The Downtown Corridor Working Group may consider approaching City Staff to have a Schedule completed, pending available funding. If funding for this project is not available, request that an SMP be completed by the Planning Department. The SMP would be an effective alternative. The area is also an option for

Conducting a design charrette or workshop with members of the community to form their own vision of an ideal streetscape. This can also be conducted as

walking and wellness in the area. Desirable of the area and improve the quality of life for those living, working and visiting the area.

especially through kommerling. Continued R&D on movable meters. Continuing the design and distribution of space in the public realm will greatly improve the

4. A Streetscape Master Plan (SMP) is a policy within the City of the Townsite that guides the location of public seating, bike parking, and other streetside

features. It can dictate the width of sidewalks as well as the measurements that should be used. A SMP can also provide guidelines for landscaping, parks and

esidents. Data collection for the reanning neighborhoods of the study area is being undertaken currently and will only add to the present information

collected at the beginning of the project. These numbers are available in the GIS database that the Vision team and the Working Group have

examining. The Vision team has started the process of gathering information on the existing conditions in regards to the sidewalk widths, amount and location of public

Putting a SMP will help create a cohesive street pattern for the Downtown Corridor. A cohesive street pattern will encourage more pedestrian movement

5. Why

6. How

concludes the design

7.3 Streetscape Master Plan

2021-06-28
7.0 Recommendations

7.3 Streetscape Master Plan

The study area for the South Yonge Street Corridor Streetscape Master Plan spans many kilometres and over the municipalities of Richmond Hill, Markham, Vaughan, and Thornhill.

In Progress:

Streetscape corridor 20m Right-of-Way

Streetscape ideas as opportunities for incorporating into development planning, design guidelines, and the planning codes. In particular, the Toronto model. The report provides details on setbacks, height requirements, and streetscape design. This plan provides design guidelines and standards for streetscape development. The report can be found at City of Toronto's Streetscape Master Plan. This plan is to create the Streetscapecorridor Town Centre Public Space.

The project is being developed by the City of Toronto.

In Progress:

Streetscape Master Plan

Project:

Scarborough Town Centre Public Space and Streetscape.
7.4 AODA Requirement

Image: Zebi: Wong Street Diversity of Functions (EDC Collaboration Inc., 2012)
7.0 Recommendations

7.4 Accessibility

Image: An example of buildings in the corridor with no accessible ramps ( Raptors Vision, 2012).

Other (E.g. construction, protection, gates and openings, maintenance,)

Outdoor support systems (E.g. traffic signs, signals, and wayfinding)

Outdoor amenities (E.g. movable seats, street furniture, benches, and seats)

Special areas and features (E.g. parks and playgrounds, outdoor eating and entertainment spaces)

Arise and descriptor areas (E.g. bus stops, parking, and passenger loading zones)

Échappement routes (Ég. Crosswalks, ramps, elevators, lifts, and walkways)

Part of the document outlines guidelines for exterior areas which includes the following (City of Toronto, 2004):

Environmental availability for all to access (City of Toronto, 2004)

With disabilities, and provide facilities on specific built forms and exterior areas to barrier free.

Guidelines to include accessible features to existing buildings along the corridor. The City

Guidelines to follow the guidelines outlined in the City of Toronto accessibility design

How

Environmentally friendly for all to access (City of Toronto, 2004).

1. Allows for greater range of customers and users to access various services

for all users and may attract additional users currently excluding disabilities accessible

transportation services.

50-65 years of age as the population increases. Since 1991, the Suppose the

Suppose that 50% of the population is aged 65 years and older has been steadily increasing since

Why

Approximately 70% of all existing buildings in the corridor were built prior to 1945, or
The second part of the document provides guidelines for all indoor areas and includes (City of Toronto, 2004).

7.0 Recommendations

7.4 AODA Requirement

Status:
Completed

Project Overview: This project demonstrates how accessible features have been incorporated in the Her House Student Centre which was built nearly a century ago.

Tested in 772A. Following the standards in the ADA, the building structure was retrofitted with disabilities to use:

- Elevators
- Ramps
- Accessible entrance and washrooms for individuals
- Project developed for the building structure

Other (€): Floor surfaces, materials, and finishes, and maintenance

Special Features and Areas (€): Office spaces, recreational facilities, transportation, and community centers

Interior Systems and Controls (€): Signage and way finding, fire/energy systems, and signals

Interior Amenities (€): Public washrooms, windows, furniture, information and service counters

Exterior Areas (€): Doors, and waiting areas (City of Toronto, 2004)
Appendix A of the Guidelines for the Preparation of Transportation Impact Studies, in the study, each specific element on the checklist is listed in the relevant section in the document to help avoid confusion. The checklist can be found in a checklist is provided within the Guidelines for the Preparation of Transportation Impact Studies document which identifies elements that may be included.

How

Recommendations to improve the larger areas:

Recommendations that a traffic study should be conducted to improve the current transportation system along the corridor and other major arterial roads and uses as well as pedestrians and cyclists. High traffic corridors are often characterized by high traffic volumes, especially along major arterial roads. The major arterial roads are used by transit and auto except for heavy traffic volumes, especially along major arterial roads. The major arterial roads are used by transit and auto.

Why

Consistent with all regional policies and guidelines:

Upon the transportation system for transit users, pedestrians and cyclists to ensure equitable access. It is important to note that all traffic studies must be analyzed by how development of the existing system is conducted. The study will also evaluate and provide suggestions to improve transportation system within the study area. This study provides recommendations to improve the existing transportation system to accommodate growth and provide suggestions to improve transportation system within the study area. This study will assess the transportation system.
Improve the safety and efficiency of the bicycle network, particularly in areas where cycling is already prevalent and where improvements would have the most significant impact on reducing traffic congestion and improving overall quality of life. The study will evaluate the existing bicycle network and identify areas for improvement, including the addition of bike lanes, the installation of bike racks, and the provision of bike repair services.

The study will also consider the impact of bike-sharing programs and the potential for bike-sharing stations to be installed in key locations. The study will assess the feasibility of these proposals and recommend the most effective strategies for improving the bicycle network.

The study will be conducted in collaboration with local bicycle advocacy groups and other stakeholders to ensure that the recommendations are responsive to the needs of the community. The study will be completed by the end of the year, and the results will be disseminated to the public through a series of informational seminars and workshops.
7.6 Recommendations

The implementation of a Dunlop Cycling Study is an achievable goal that will increase

Processes and monitoring of current bicycle route usage

Direct the Cycling Study. Useful methods of data collection are cyclist counts, collision

During the Consider. After identifying community feedback and consultation sessions,

will elaborate the opinions of the community on various cycle-related issues in the

collecting cooperation with the local community. Creating a Cycling Study Committee

The implementation for a Dunlop Cycling Study can be done through strategic and

Studied,

Vancouver,

vancouver

Project:

British Network Study

Status:

Complete
7.7 Hydro Corridor Pathway

What

7.7.0 Recommendations

(image of a map of a city)

Plan

The 7.7.0 Recommendations for the City of Vancouver outline a micro level plan for a bicycle and pedestrian network. The study in Vancouver ultimately led to the creation of a Bicycle Network Study for the City of Vancouver, which was outlined at a micro level with the help of some recommendations.
7.7 Hydro Corridor

Image 7.7: Hydro corridor at Spadina Avenue looking west (FY2022)

The Finch Hydro Corridor located near the intersection of Martin and Finch

Status: Complete
City: Toronto
Project: Finch Hydro Corridor

7.0 Recommendations

The City of Toronto owns the land underneath the Hydro corridor and has 5-year leases with Ontario Hydro. Due to the Electricity Act, the Hydro corridor has some form of easement over this land. In order to implement Green Roofs, 5-year leases with Ontario Hydro, a policy that has been in place since 1995, is needed in order to implement Green Roofs in this area.

Having some form of easement on this land would not only be aesthetically pleasing but enhance the community's public realm and livability.

Why

There is a large Hydro corridor that runs east to west, located just north of Dupont Street. Currently, it is occupied by parking lots and largely serves the

Finch Hydro Corridor.
Why

underrated in the creation of their BIA.

Shop BIA. This new BIA will be able to use the DuPont Shop BIA as a case study in order to learn from the process and formation that they organization

amously with the current business owners. Creating additional jobs along DuPont would be a better option as opposed to the expansion of the DuPont and formation of the DuPont Shop BIA. The thought of expansion would affect the current operation of this organization so much that it could cause

started operating smoothly. The expansion of this BIA would involve the same process as starting a new BIA in the area. As a result of the recent operation

New BIA called the DuPont Shop, this BIA deals with over 60 business in a small and concentrated area of DuPont Street. The DuPont Shop BIA deals with

the BIA to create inclusive communities and businesses that attract consumers and new businesses. The DuPont Condominium has implemented

6.4 - Employment Lands

7.8 BIA Expansion

provide cyclists with a safe and faster commute.

conceivable. The proposed bike lane would help alleviate traffic on DuPont Street and

the north side, parallel to the street, would be a more pedestrian-friendly location because it would create a more visually pleasing streetscape.

method to integrate the bike lane in the corridor is to designate it to the bike lane on either the north or south side of the pedestrian walkway. A suggested

Elimination of all parking under the bike corridor is not feasible. However, allocating a section of the corridor to a bike lane is plausible. A suggested

Dupont Condominium that is lacking severely.
7.0 Recommendations

The Expert Group on Urban Expansion

(Draft of Toronto 2017)

How & Proceed

In order to expand or establish a BIA one must refer to City of Toronto Municipal Code Chapter 19, Zoning Bylaw No. 690-2017. This chapter outlines the legal parameters of a BIA. Section 4 of this bylaw focuses on the process for expanding or establishing an expansion of an existing BIA area. The Expert Group on Urban Expansion of an expansion of an existing BIA area must first be undertaken in all areas consistent with the establishment of a new or expanded BIA area. Thereafter, the group must identify the interests of local business and property owners, and form a steering committee to undertake the following with the assistance of City staff:

- Establish a boundary
- Develop a report on the expansion or establishment of a new BIA and summarize the local interests in business improvement areas
- Develop and implement a strategy to communicate the interests
- Develop and implement a strategy to proceed with the relocation process
- After the process has been completed, a formal public consultation meeting must be held. Within this meeting, 50% plus one of those potential business members in attendance must agree to proceed with the relocation process. This meeting will also establish recommendations on how the expansion of new BIA is supposed to be carried out. After agreeing on these terms the city will then grant the establishment or expansion of this BIA.
What

Retail rates. With this information, trends can be identified and future trends be predicted.

A Retail Rent Analysis is an inventory of the current retail rates of retail businesses. If possible, included in the analysis would be both past and present

Why

The location of the Dupont Corridor in the City of Toronto is highly sought after by residents, developers, and businesses. Just north of the busy downtown

Received

door-to-door survey.

and manually align the current retail rates. The Dupont Strip 2.0 may have these records and it would be beneficial to consult with them before doing

This is an initiative that can be undertaken by residents and businesses. Participating personnel can go door to door to the businesses along the Dupont Corridor.

6.4 Employment lands

7.9 Retail Rent Analysis

7.0 Recommendations

Location:

65 College Crescent - Mimico, Ingle
7.0 Commercial Vacancy Penalties

For vacant properties depending on the city's structure, costs related to properties that are not being maintained or that have a history of improper maintenance. A monthly or yearly fee to the city is implemented. Commercial Vacancy Penalties ensure that vacant properties remain secure and are properly maintained. The program helps recognize some of the city's

Why

What

6.4 - Employment Lands
commercial occupancy due to work stoppage or expired permits. A vacant commercial or residential building or structure which is unable to receive

- nuisance conditions and
- occupied more than 35 days with an order having been issued to correct a
  - existing for 30 days or more:
- occupied with multiple housing maintenance, the or building code violations
  - the building for 30 days or more:
- unoccupied and secured by means other than those normally used in the design of
  - unoccupied and unsecured for five days or more:
- unoccupied and unsecured for five days or more:

- Commercial requiring code compliance inspection:

Vacant buildings under one or more of the following criteria:

- The City of Minneapolis
- Minneapolis Vacancy Building Penalty

Case Study: The City of Minneapolis

Precedent:

does not have a vacancy penalty section.
This can be achieved through a number of methods:

- Residents can support the advocacy for green fuel solutions and electrification of trains by approaching Metrolinx, GO Transit and CPR with their concerns.
- The CTC can encourage CPR to adopt the initiative to implement green fuel solutions or create a long-term plan for electric trains. The Dupont Corridor diesel trains are currently run on diesel fuel, which also contributes to carbon emissions and impacts air quality.

Why

The Dupont Corridor residents have all expressed concern over pollution and noise issues related to the CPR line, and the need for noise-reduction measures. The application of electric-powered CPR trains, which currently run on diesel fuel, would ultimately reduce emissions and improve air quality for residents along the railway.

7.11.1 Clean Train Coalition

The Dupont Corridor residents have all expressed concern over pollution and noise issues related to the CPR line. The purpose is to advocate for the electrification of all Metrolinx (GO) diesel trains in order to lessen the negative environmental impacts to the areas abutting the tracks.

What

The Clean Train Coalition is a representative organization of the communities that line along the CPR line. The purpose is to advocate for the electrification of all Metrolinx (GO) diesel trains in order to lessen the negative environmental impacts to the areas abutting the tracks.

Their needs:

- The residents along the CPR line have expressed concern over pollution and noise issues related to the trains.
- The purpose of the Clean Train Coalition is to advocate for the electrification of all Metrolinx (GO) diesel trains.

Vacant property owners are obligated to register and pay an annual fee. The fee levied on the property owner is decided by the city. If all depends on the
The Junction Triangle Rail Committee is a neighborhood group that advocates for the electrification of trains, specifically GO Transit, and is pushing for the clearing of power lines over100 years old. The committee is encouraging the idea of implementing electrifying rail projects so that people living in the neighborhood may feel they are being taken care of. They believe noise levels are a significant issue and have received feedback from members of the committee as well as from residents of the area. The committee is working to educate the public about the benefits of electrification and the potential improvements it could bring to the community. The committee is also working with GO Transit to improve the frequency and reliability of train service and to address concerns about noise and vibration levels.

**Status:**
- Electrification planning is ongoing.

**Location:**
- Junction Triangle

The Junction Triangle Rail Committee has been pushing for the electrification of trains in the area. They believe that this would be a significant improvement for the community, reducing noise and vibration levels, and improving the overall quality of life for residents. The committee has been working closely with a neighborhood group to support the efforts of the CTCP, which is a key player in the development of electrification projects.

**GO Transit Electrification Study (2017)**
- The GO Transit Electrification Study (2017) was conducted to inform GO Transit of future alternatives to diesel trains such as electric, hybrid, and other rolling stock. The study was conducted to assess the feasibility of electrification projects and to identify the potential benefits and challenges associated with each option.

**Precedent**
- Neighboring communities have already implemented electrification projects, and the committee is working to bring these success stories to the attention of the St. Catharines and Grimsby community. The committee is working with GO Transit to develop a plan for electrification that will benefit the community and improve the overall quality of life.

**Recommendations**
- Support the CTCP with community input.
- Advocate for GO Transit to electrify the rail network, as it will improve the reliability and quality of the service for all passengers.
- Support the GO Transit Community Board in its efforts to electrify the rail network.
- Advocate for the creation of a separate GO Transit station in St. Catharines.
The existing data already compiled.

The existing data already compiled.

The existing data already compiled.

The existing data already compiled.

The existing data already compiled.

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7.0 Recommendations

7.1.3 Parking Study

An example of incorporating parking into a retail "main street" area can be found at Spadina Avenue and Dundas Street. This area provides parking underground.

In a mix of commercial and residential uses, the human scale built form and the need for buildings along Dundas Street, while still maintaining a low-rise, and in the rear of the buildings along Dundas Street, while still maintaining a low-rise.

Status: Complete
Location: Toronto, Canada
Project: Green Parking

Recent studies have identified a need for parking improvements in high-demand areas. The Dupont Concourse Working Group may consider consulting a planning firm to conduct the study. It is important to note that the cost of this approach is not feasible. The Dupont Concourse Working Group may consider consulting a planning firm to conduct the study. It is important to note that the cost of this approach is not feasible.
7.0 Recommendations

7.12 Parking Study

Image 7.12C: Streetscape of 102 to 142 Duchess Street

Image 7.12D: Streetscape of 102 to 142 Duchess Street

Image 7.12E: Streetscape of 102 to 142 Duchess Street

and an overall more attractive streetscape.

is kept off the street, providing more space for landscaping

through a common driveway between the buildings. Parking

142 Duchess Street has rear yard parking which is accessed

the Duchess Common. Parking for residents living at 102 to

Another example of desirable parking is already present in