

Welcome

# Dupont Street Study Community Consultation Meeting #2

April 28, 2014

# Agenda

1. Introductions
2. Schedule Review
3. Rail Meeting – May 14<sup>th</sup>
4. Updated Study Website
5. Crowd Map
6. Community Services and Facilities Needs Assessment Report 1
7. Applications and Preliminary Proposals
8. Topic Areas and Preliminary Options
  - Open Space
  - Streetscape
  - Transportation
  - Built Form
9. Questions and Comments
10. Table Feedback

# Introductions

## Further Information around the room

- What we heard at the first meeting – how we will address those comments
- Retail precedent sizes
- Map showing application locations and conversion requests
- Display sheets with the information in the presentation
- Make comments, write on the sheets etc.

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# Rail Safety and Mitigation Meeting

- May 14<sup>th</sup>, 2014
- 7:00 p.m.
- Sacre Couer School – 99 Essex Street
- Agenda – Presentation by the City's rail consultant on the findings of their study followed by a questions and answer period

## Updated Website and Crowd map

- The study website is updated on a regular basis

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

- Crowd Map

<https://dupont.crowdmap.com/>



# Community Services and Facilities Assessment

- Area bounded by Davenport, Avenue, Bloor and Dufferin
- Summary of Demographics
  - Compared to the city, lower # of children, more 20-34, fewer 45-59
  - Highest # of dwellings are in apartments, less than 5 storeys (42.7%)
- Summary of resources
  - Schools
  - Daycares
  - Libraries
  - Parks/Open Spaces/Recreation Centres
  - Places of Worship
- Analysis is coming



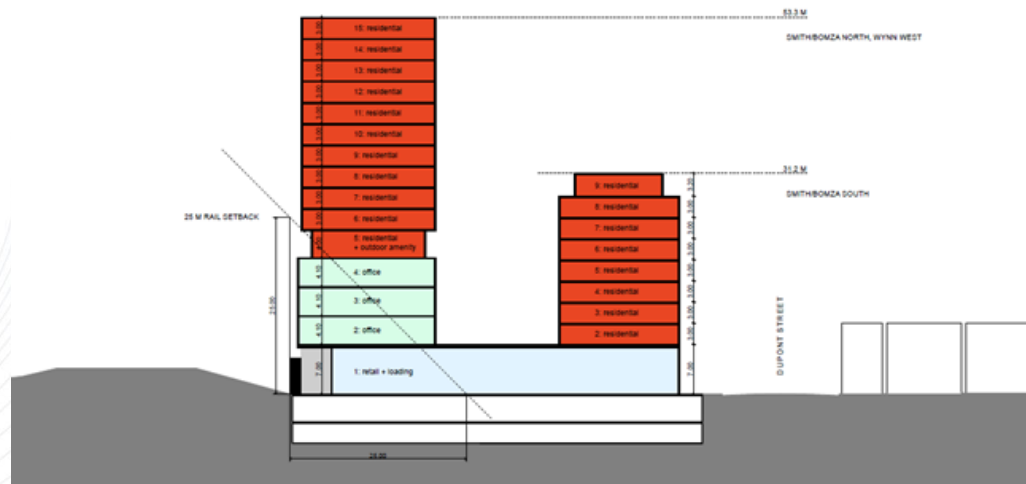
# Applications and Preliminary Proposals

Up to 13 storeys and 46 metres



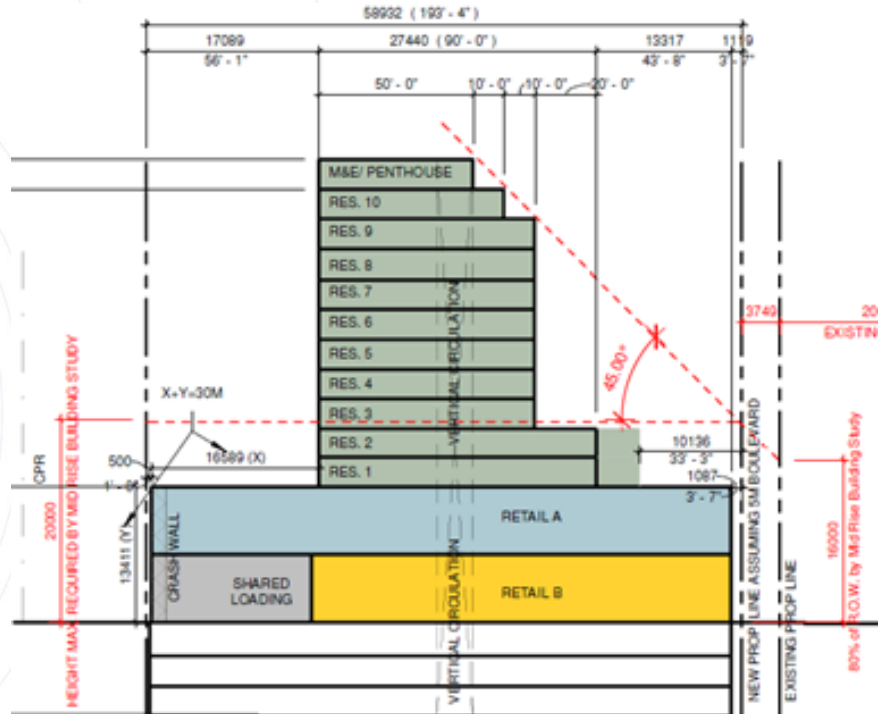
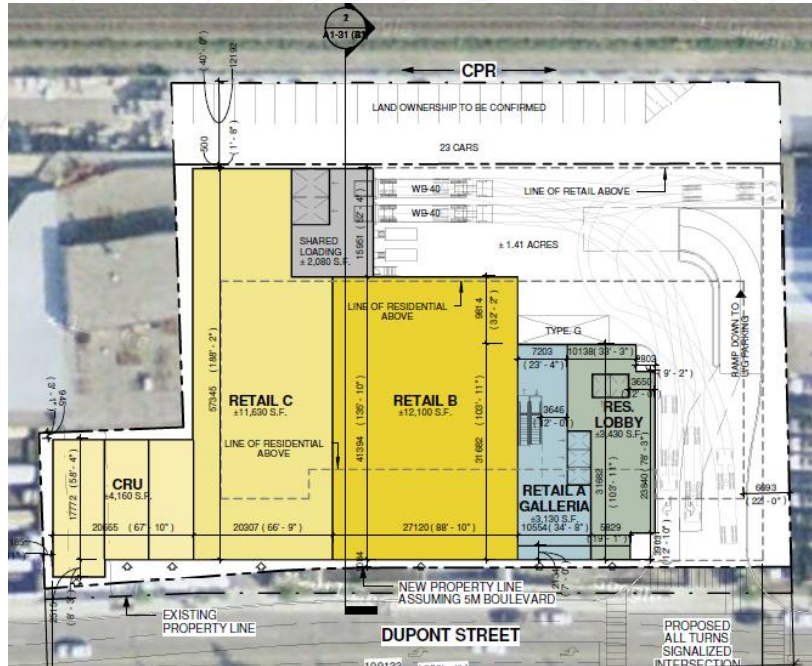
# Preliminary Proposal : 328-374 Dupont Street

Up to 19 storeys and 65 metres



# Preliminary Proposal : 740 Dupont Street

Up to 12 storeys and 46 metres



# Topic Areas – Open Space



# Open Space

- City can take either land for parks on-site, or cash-in-lieu
- Parkland dedication - up to 15% of the area of the lot for any property over 1 hectare
- Loblaws and Sobeys sites are examples of properties that meet this threshold
- Sobeys – 1287 square metres parkland dedication
- Cash in lieu for smaller properties
- Open space priorities for the area include dog off leash areas and playgrounds

# Open Space Example

1200 m<sup>2</sup> – Margaret Fairley Park (Brunswick and Ulster St)





# Open Space

- Continuous green connector
- Existing buildings & crossing the street

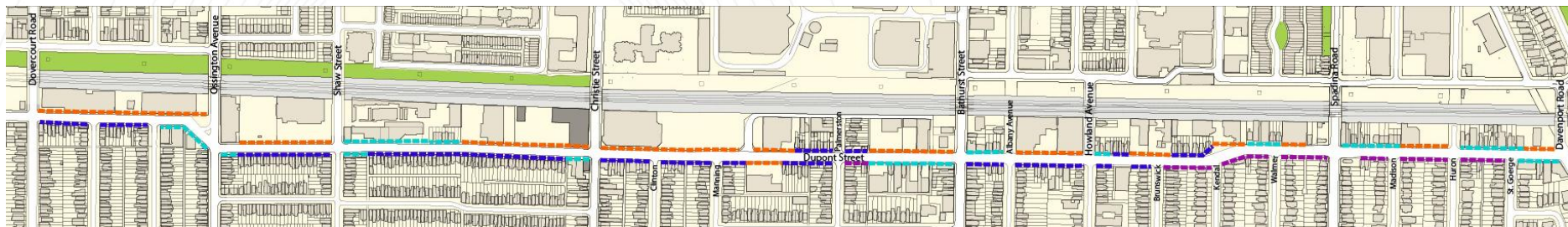


# Topic Areas – Streetscape

# Streetscape - Existing Conditions

Two general conditions that affect the streetscape character & dimension

1. Residential adjacency (front and side yards)
2. Commercial adjacency (wide lots & narrow lots)



■ ■ ■ ■ ■ Residential Front Yard

■ ■ ■ ■ ■ Residential Side Yard

■ ■ ■ ■ ■ Commercial - Narrow

■ ■ ■ ■ ■ Commercial - Wide



# Streetscape - Existing Conditions

## 1. Residential adjacency (front and side yards)



Front yard condition

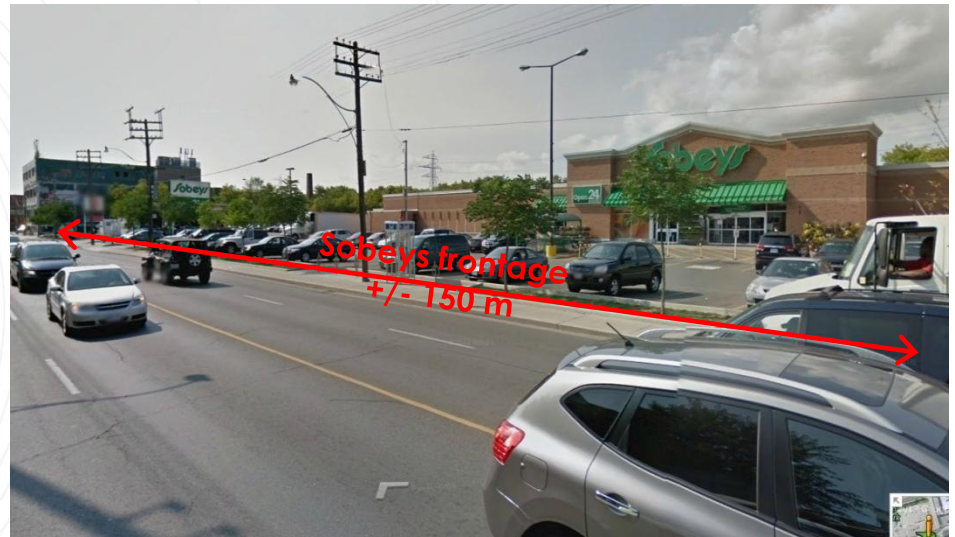


1 m  
at locations with  
raised planters

Side yard condition

# Streetscape - Existing Conditions

## 2. Commercial adjacency (wide lots)



Sobeys example

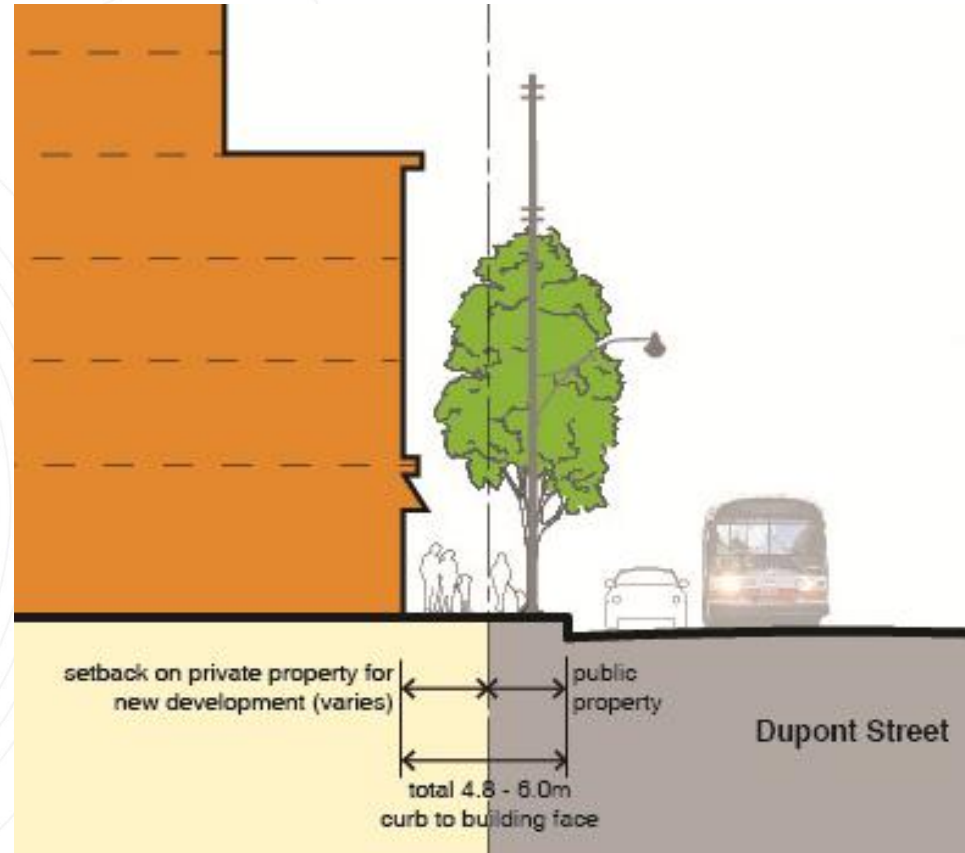
# Streetscape

## Commercial adjacency (wide lots)

- Length of properties allows for consistent treatment
- Generally a curb to building face depth of between 4.8 m and 6m allows for pedestrian clearway and tree planting
- Deeper sites may be able to provide a wider setback

## Residential Adjacency

- Longer term solutions
- Options for greening





# Streetscape Precedents





# Topic Areas – Transportation

# Main Transportation Issues From Previous Meeting

- ☐ Traffic conditions along Dupont Street and how can they be improved
- ☐ Installation of new traffic control signals or controlled pedestrian crossings along Dupont Street
- ☐ TTC service along Dupont Street

# Existing Traffic Conditions Along Dupont Street

- ❑ Capacity/Level-of-Service (LOS) analysis are the main performance measures used to assess traffic operations of an intersection
- ❑ Assessment is typically done for the Morning Peak Hour (1 hour between 7:00-9:00 AM during a typical weekday) and the Afternoon Peak Hour (1 hour between 4:00-6:00 PM during a typical weekday)
- ❑ Objective: Evaluate traffic operations during “typical” peak hour periods

# Existing Traffic Conditions Along Dupont Street

- ❑ Capacity
  - ❑ Quantitative measure used to determine the utilization of an intersection
  - ❑ Probabilistic model since it cannot account for all variations in traffic conditions.
- ❑ LOS
  - ❑ Qualitative measure which attempts to describe traffic flow conditions at an intersection
  - ❑ A function of Average Delay

# Summary of Existing Traffic Conditions Along Dupont Street

Peak Hour	Intersection	Average Control Delay	Level-of-Service
AM	Dupont Street/Ossington Avenue	21.0	C
	Dupont Street/Shaw Street	14.4	B
	Dupont Street/Christie Street	42.9	D
	Dupont Street/Hammond Place	16.7	B
	Dupont Street/Bathurst Street	27.6	C
	Dupont Street/Howland Street	39.6	D
	Dupont Street/Spadina Road	34.5	C
PM	Dupont Street/Ossington Avenue	13.8	B
	Dupont Street/Shaw Street	13.9	B
	Dupont Street/Christie Street	68.7	E
	Dupont Street/Hammond Place	22.6	C
	Dupont Street/Bathurst Street	66.8	E
	Dupont Street/Howland Street	9.9	A
	Dupont Street/Spadina Road	24.0	C

# New Traffic Control Signals or Controlled Pedestrian Crossings

- ☐ Typically assessed on a case by case basis and installed where appropriate
- ☐ Must take into account:
  - ☐ Potential interruptions in traffic flow/progression (Dupont Street is classified as a major arterial roadway)
  - ☐ Adjacency to existing signalized intersections
  - ☐ Are technical warrants satisfied?
  - ☐ Safety implications?

## TTC Service Along Dupont Street

- ❑ TTC operates bus service along Dupont Street seven days a week via Route No. 26
- ❑ Current service levels are approximately every 14 minutes in the eastbound and westbound directions
- ❑ Service levels are usually reviewed and adjusted in response to demand



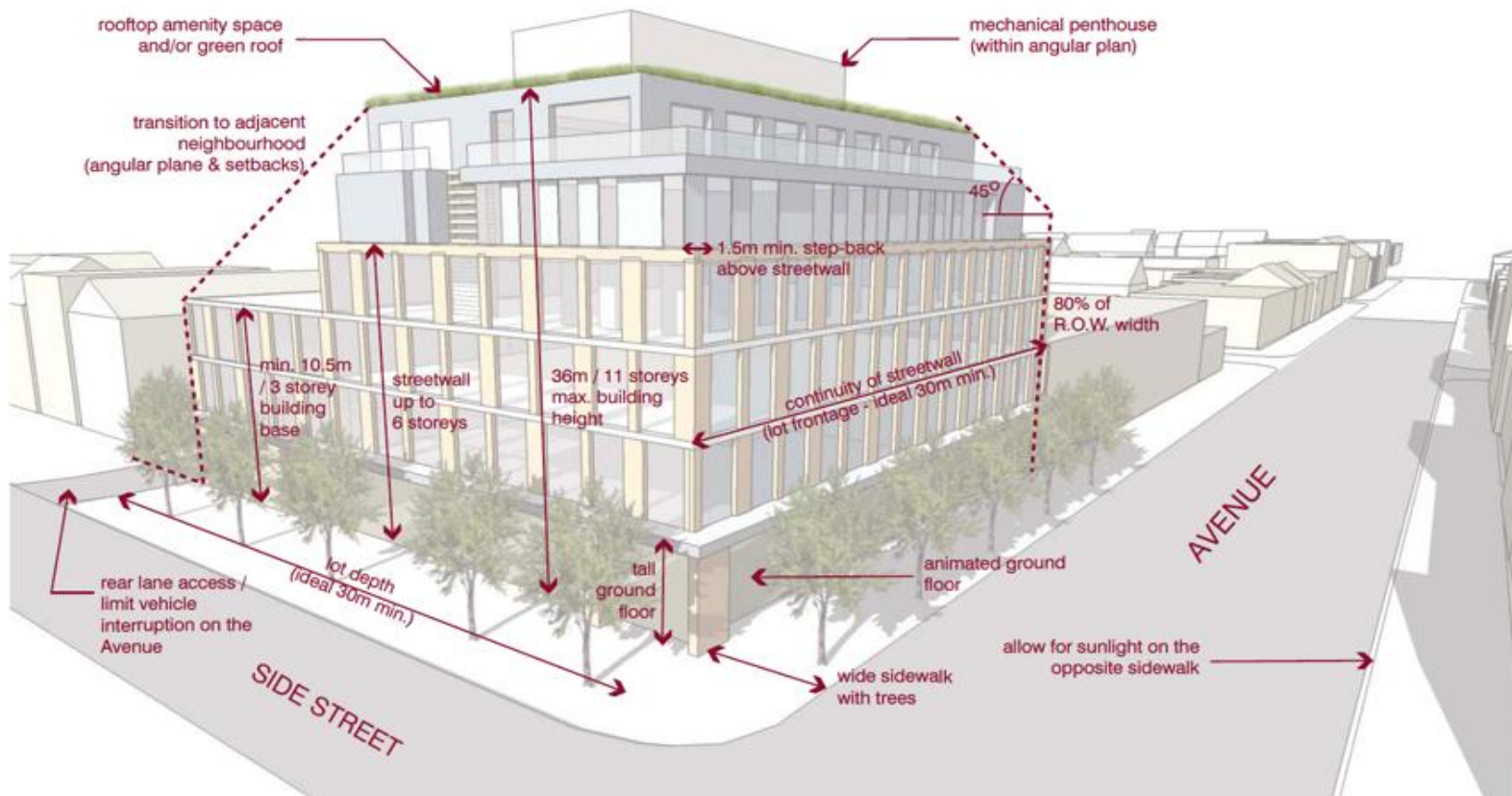
# Topic Areas – Built Form

# Built Form Characteristics

1. Streetwall Height
2. Articulation - Active Uses & Rhythm
3. Building Length - Separation of Buildings / Open Space breaks
4. Building Materials & Character
5. Overall height

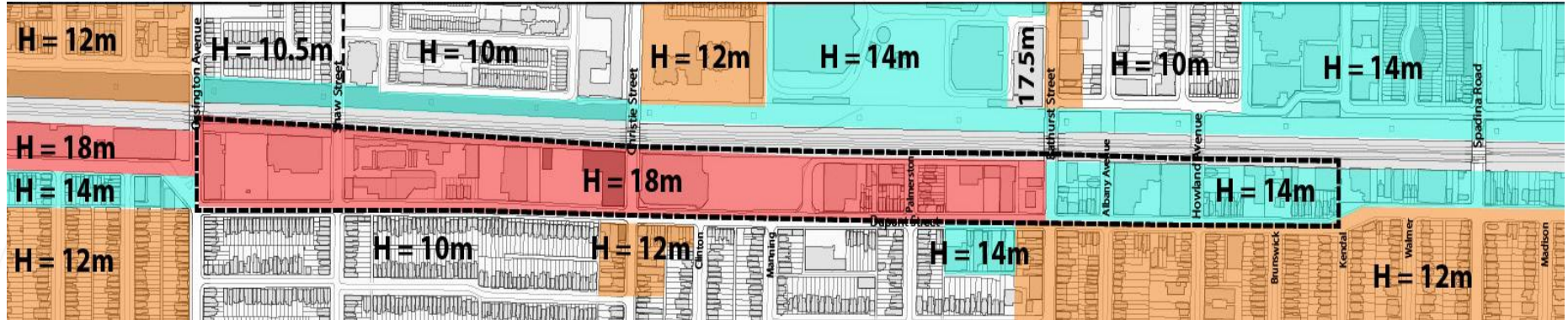


# Mid-Rise Guidelines





# Built Form – Current Zoning



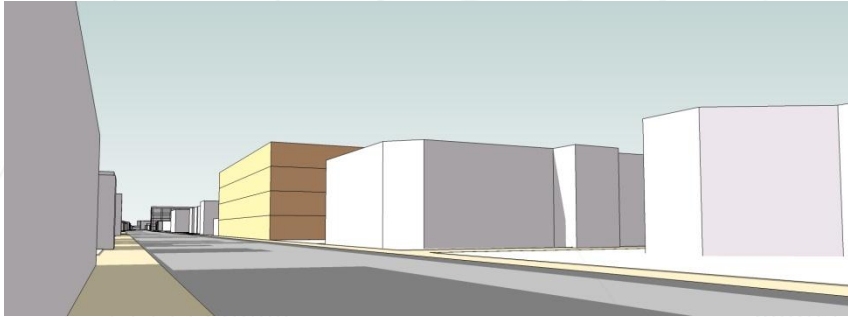
Generally:  
18m = 6-storeys  
14m = 4-5 storeys

Density:  
2 times the area of the lot

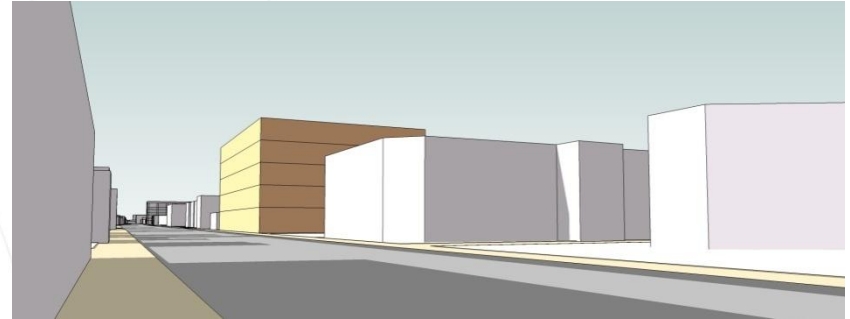
Use:  
Industrial

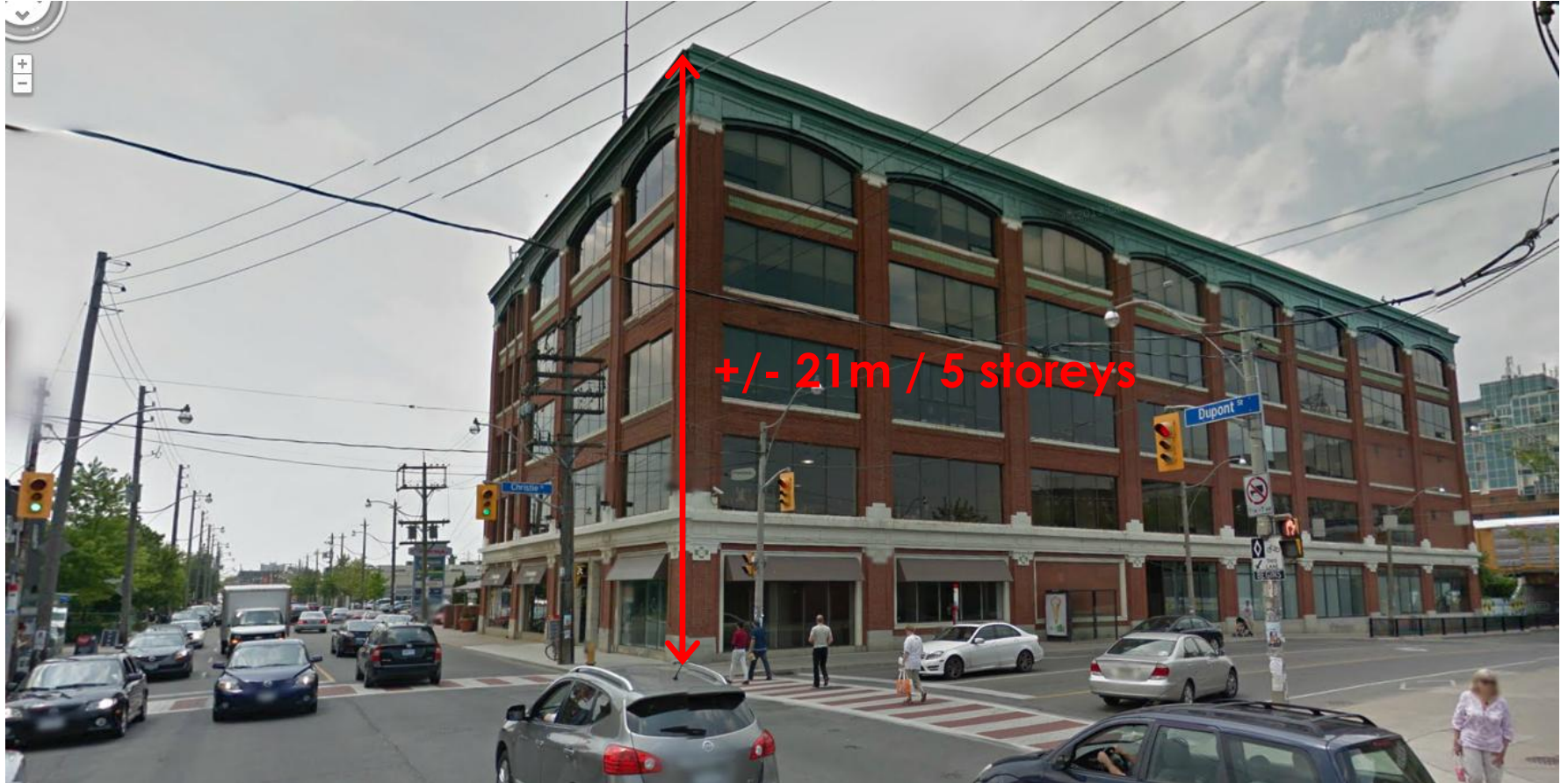
# As-of-right Built Form

14 metres, 2X density



18 metres, 2X density

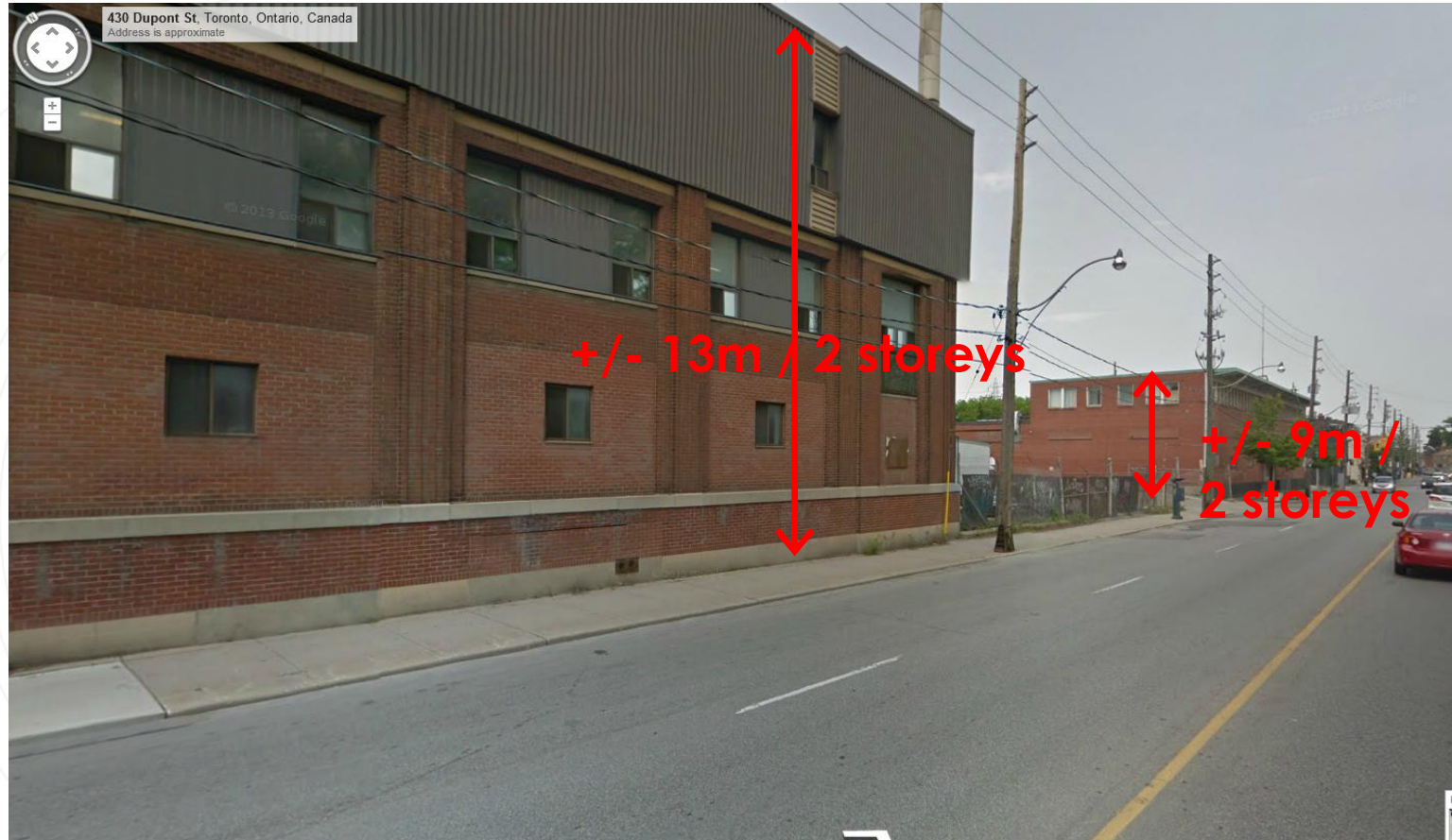


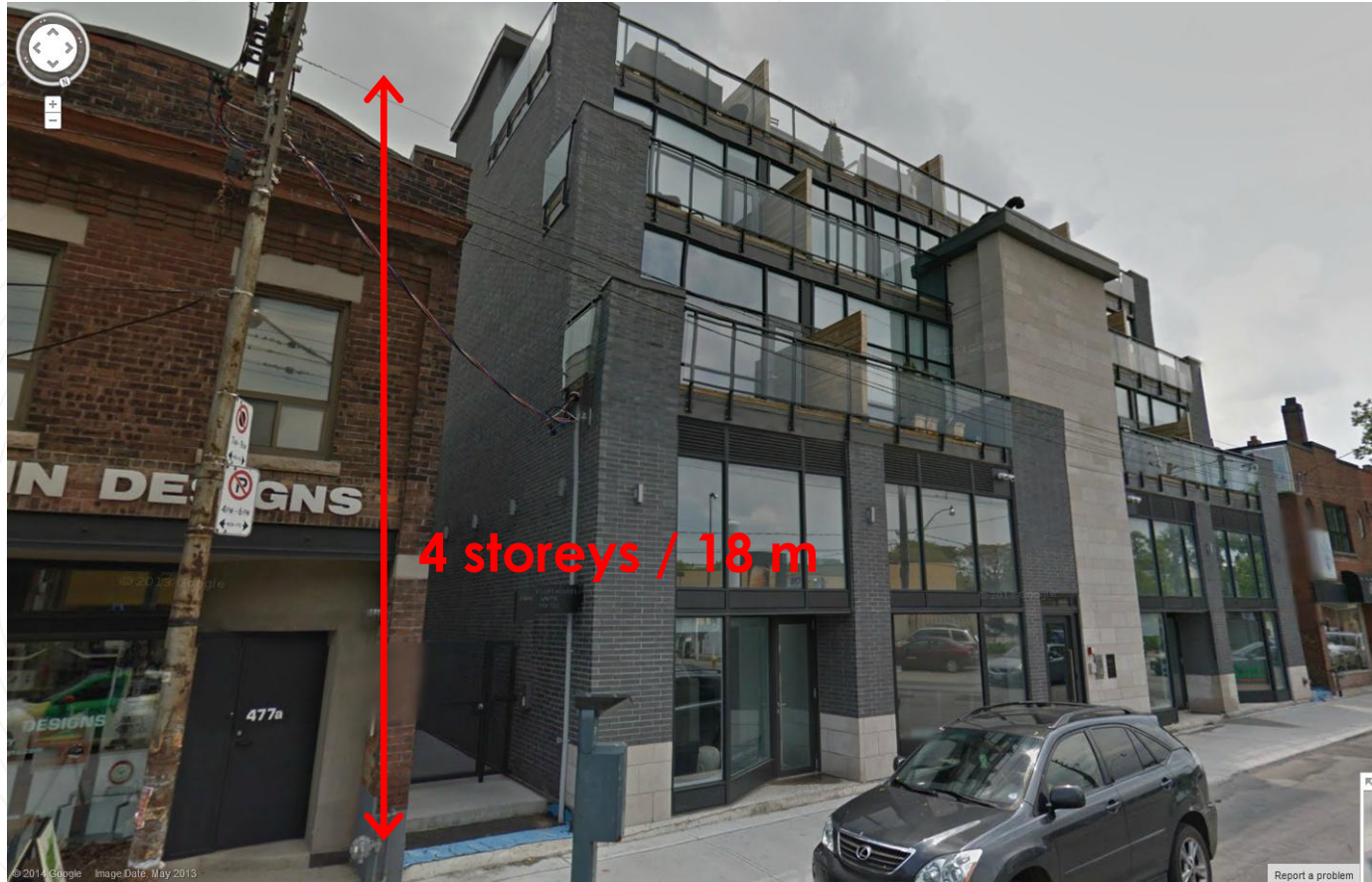












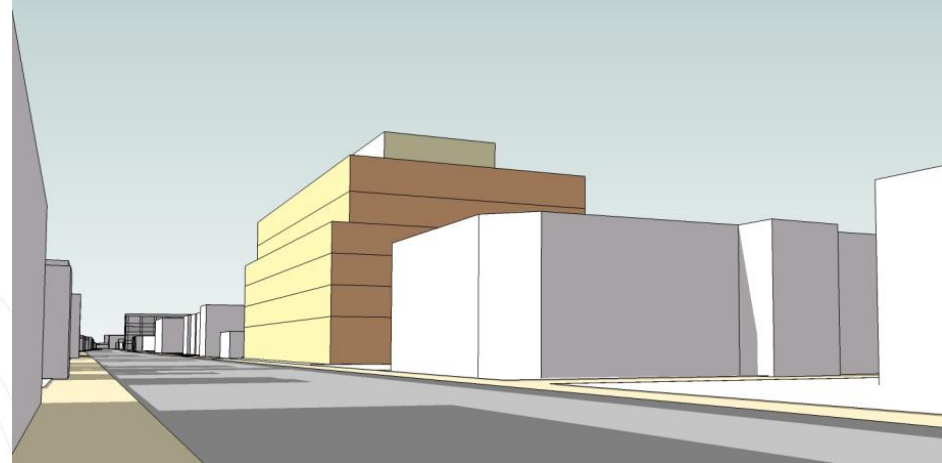
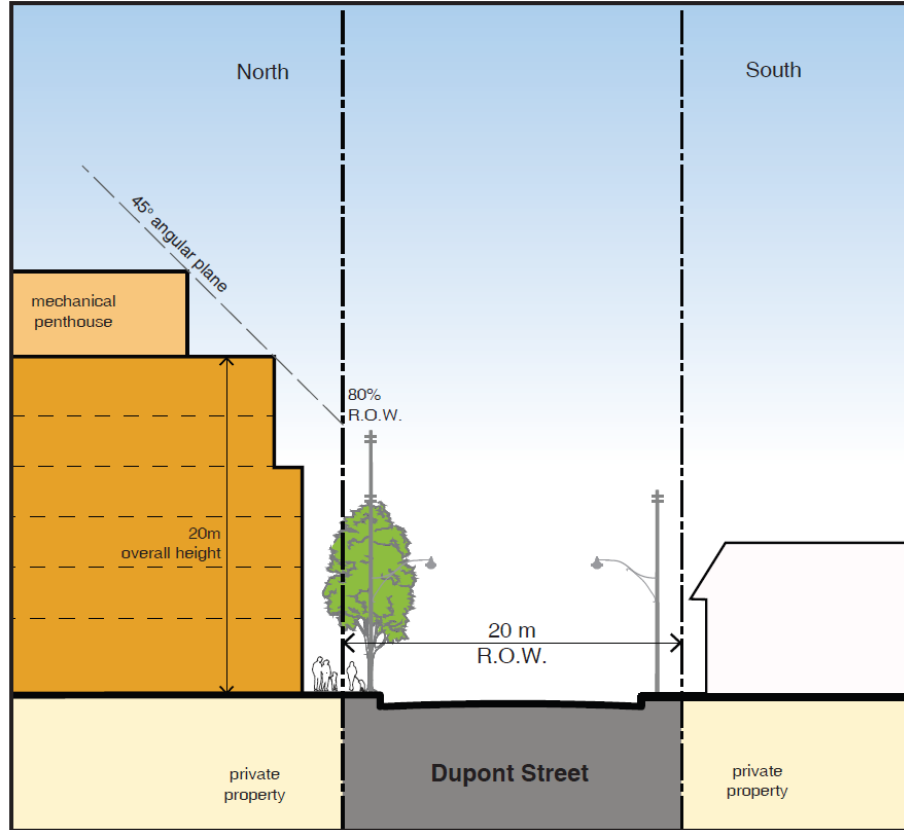




# Built Form Options

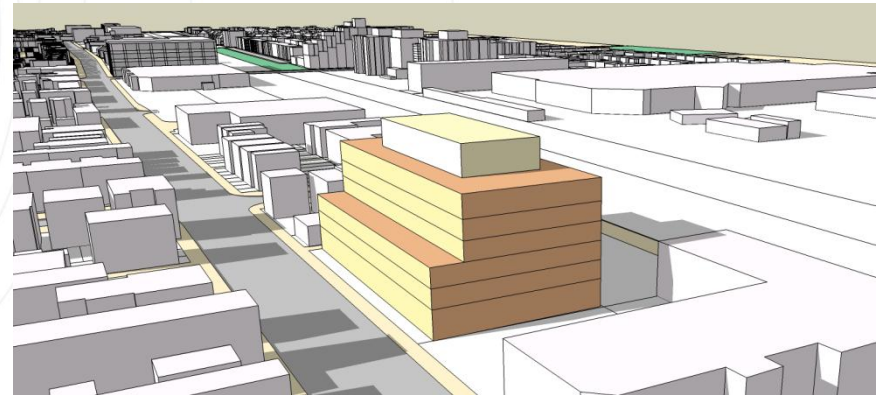
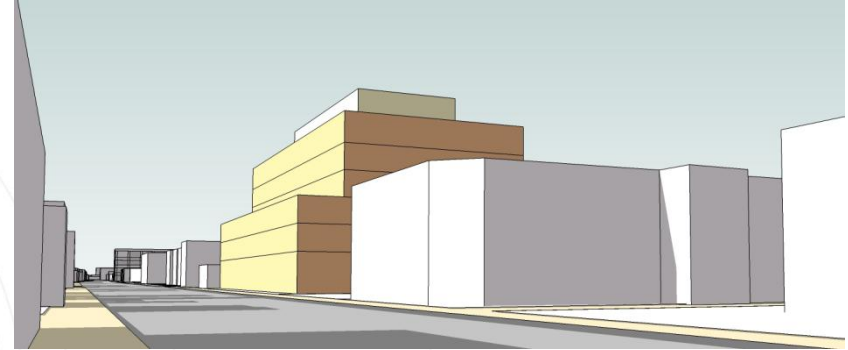
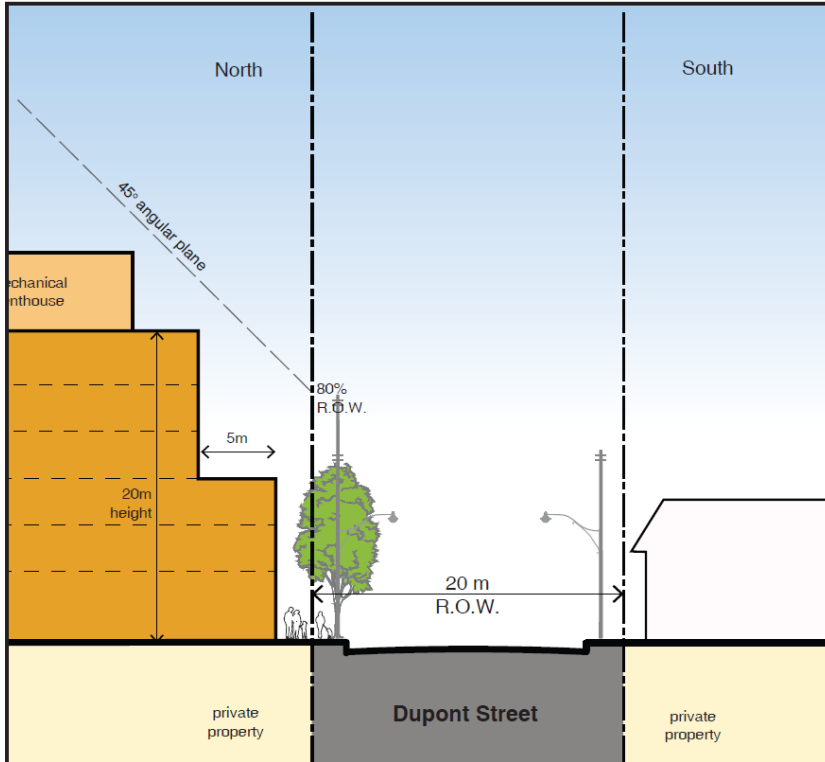
# Built Form Option 1

## Mid-Rise Guidelines Applied



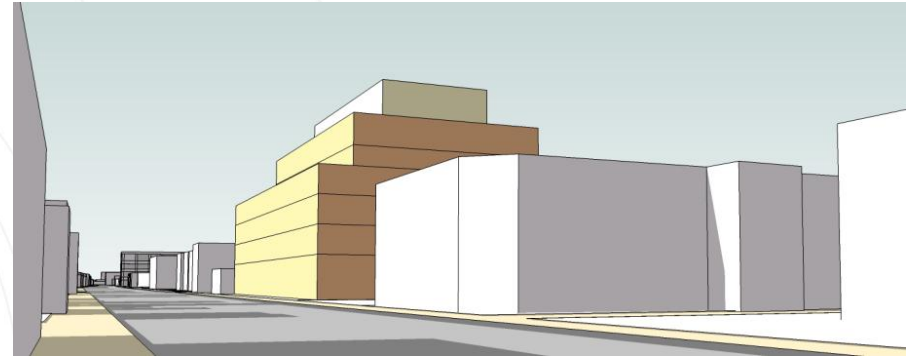
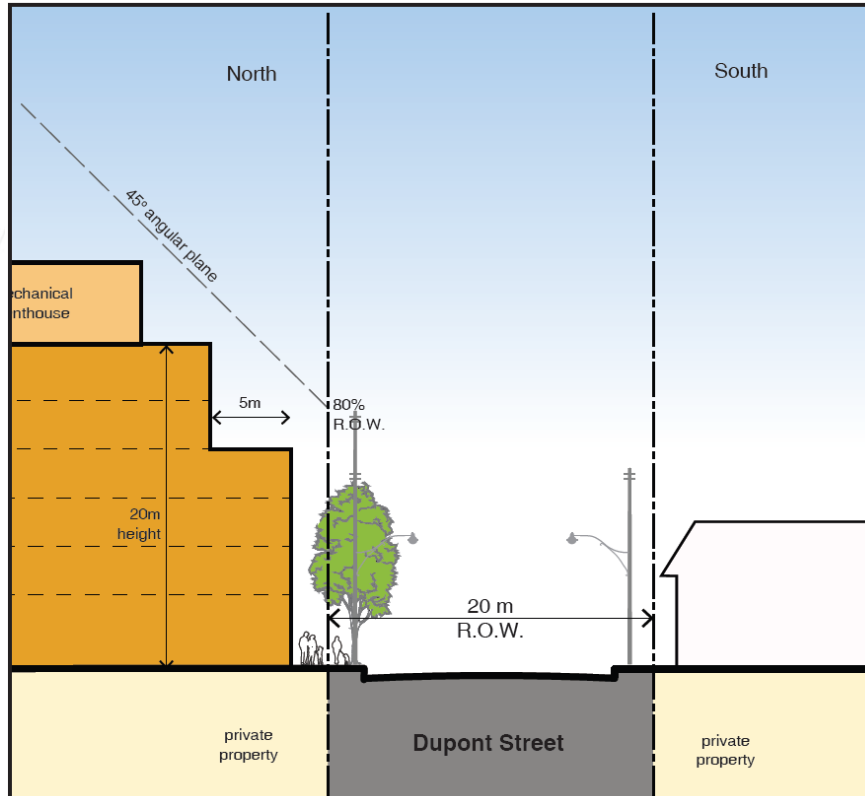
# Built Form Option 2

Deep front step-back and 3-storey streetwall



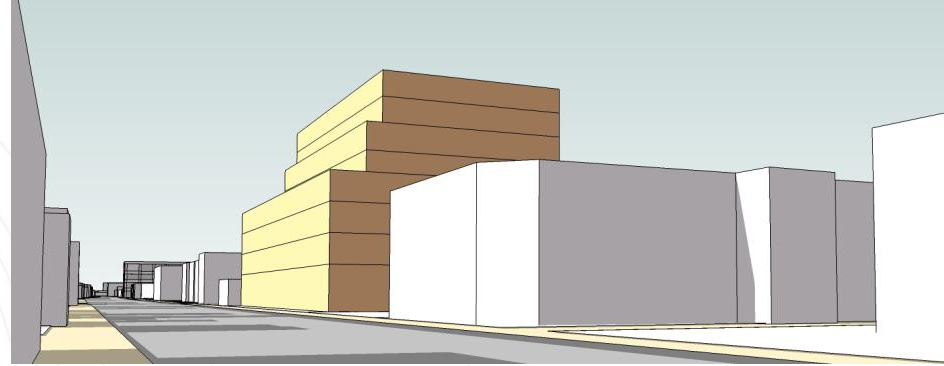
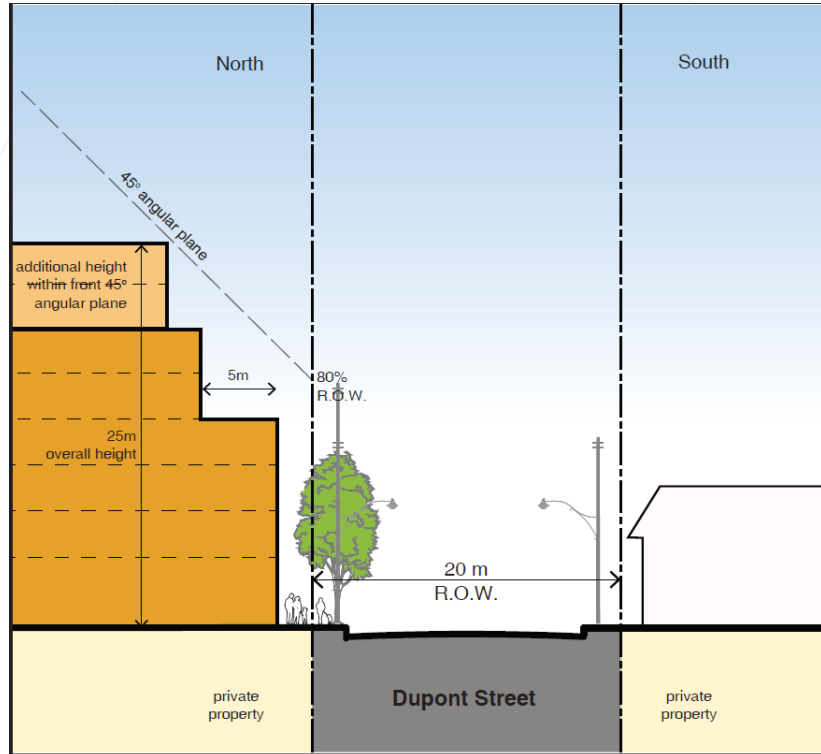
# Built Form Option 3

Deep front step-back, 4-storey streetwall and side step-back



# Built Form Option 4

Deep front step-back, 4-storey streetwall and wrapped mechanical





# Summary of Built Form Options



# Questions and Comments

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