

# Dupont Street Study

## February 10, 2014 Community Meeting Feedback Summary

### Public Realm

- Need wider sidewalks
- Street must be pedestrian friendly
- Bury the overhead wires
- More street trees and green space
- More bike lanes and bike parking
- Clean up the graffiti
- More retail shops, and require them at the bottom of new buildings
- More landscaping
- More parkland

### Built Form (Height, Massing, Land Use)

- No big box retail
- Stable residential neighbourhoods need to be protected
- Buildings should set back from the street to allow for wider sidewalks
- No large towers
- Fewer parking lots
- Keep smaller non-residential spaces for start-up and local businesses
- Preserve heritage
- New buildings need to consider the low scale houses on the south side
- Protect site lines from Casa Loma and vice versa
- Range of comments on appropriate heights (comments ranged from small scale to midrise)
- New developments have to make way for new parks
- Need to consider infrastructure
- Need space between buildings
- Parking should only be allowed next to the rail corridor
- Need affordable workspace
- Use angular planes to transition
- Allow people who live south of Dupont to use parking on the north side of Dupont
- Need to encourage land uses that aren't appropriate on Bloor (gas station, building supply etc.)

## **Transportation**

- Too much on-street parking permitted on Dupont Street, which makes traffic problems worse.
- New developments should have minimal amounts of parking to reduce impact on traffic.
- Parking lots fronting onto Dupont Street should not be permitted.
- Left turns off Dupont Street are difficult and causes traffic bottlenecks. Advance greens might help solve this problem.
- Traffic is a major problem on Dupont Street and increased levels of development will make it much worse.
- Dupont Street isn't safe for cyclists, even though bike use is high in the area.
- Traffic is too fast along Dupont, more traffic lights might help.
- More pedestrian crossings needed.
- Ossington and Dupont intersection should be realigned to eliminate the jog.
- Improved transit is necessary along Dupont, especially if higher density development is permitted.
- Generally equal support for and against bike lanes on Dupont.
- Concerns with traffic being channeled down side streets to avoid congestion on Dupont.

## **Retail-Employment**

- Community space needed in the area, especially for children and youth. Will also help employ people in the area.
- Ground level retail along Dupont.
- Mixed-use developments are good.
- No big box retail.
- Current uses on the north side of Dupont are well liked and convenient for residents in the area (eg. Home Hardware, lumber yard, grocery stores).
- Gas stations are necessary for the residents in the area.
- Maintaining an employment area for small business is important, especially ones that serve the immediate neighbourhood.
- Start-up businesses and non-profits should be encouraged along Dupont.
- Employment uses should be maintained and encouraged to build complete communities, live-work-play.
- Cafes with patios and small scale restaurants should be encouraged. No noisy bars and clubs.
- Community gardens and local food production to generate employment in the area.