

Preliminary Terms of Reference for the Dupont Street Study

Purpose

The purpose of the study is to create a Secondary Plan or Site and Area Specific Policy (SASP) to set out a framework for new development, create new streetscape guidelines and to guide the revitalization of the lands along Dupont Street generally between Kendal and Ossington Avenues.

Study Area

The primary focus of the study will look at lands on the north side of Dupont Street between Kendal and Ossington Avenues that are located 30 metres south from the Toronto North Subdivision rail corridor that are to be designated *Regeneration Areas* in the Official Plan. These lands will be studied with respect to land use and built form.

The study area will be expanded with respect to public realm and streetscape improvements. This expanded area will include the north and south sides of Dupont Street, from Dovercourt Road to Davenport Road.

Policy Context

The Official Plan currently designates all properties on the north side of Dupont Street *Employment Areas* and the majority of the lands on the south side are designated *Neighbourhoods* with the exception of lands around the intersections of Bathurst and Christie Streets being designated *Mixed Use Areas*.

On December 16, 2013, City Council adopted Planning staff's recommendations to convert and re-designate *Employment Areas* to *Regeneration Areas* for lands on the north side of Dupont Street from Kendal Avenue to Ossington Avenue that are beyond the 30 metre setback requirement for all rail corridors. All *Employment Areas* within 30 metres of the rail corridor will remain designated *Employment Areas*.

The staff recommendations adopted by Council, which sets the policy context and direction for the Dupont Street study, can be found in Appendix 1 of this document.

Study Overview

The study will be led by Community Planning staff with support from Urban Design and Strategic Initiatives Policy and Analysis. An external consultant has been retained to undertake a risk assessment and management study of the CP North Toronto Subdivision rail corridor. This risk assessment and management study will inform and help guide the land use recommendations of the Dupont Street study that is being led by Community Planning staff.

Scope of Work

The Dupont Street study will be a multi-disciplinary review to be conducted as a comprehensive and integrated planning study. The study will be led by Planning staff with the assistance of a rail safety consultant.

City Planning staff will undertake the following scope of work:

- Identify risks and possible mitigation strategies with respect to sensitive land uses being introduced on lands along the northern side of Dupont Street that are located 30 metres south of the Toronto North Subdivision rail corridor
- Assess the feasibility of locations for mixed use development
- Identify strategies to enhance the public realm and streetscaping on both the north and south side of Dupont Street within the study area
- Identify appropriate location for new parks, open space and green corridors along Dupont Street and in the immediate surrounding area
- Identify appropriate urban design and built form guidelines for new development along the north side of Dupont Street, including protocols for transition to the low scale residential uses along the southern side of Dupont Street and to the lands designated *General Employment Areas* to the rear
- Explore the use of a Development Permit System for the lands along the northern side of Dupont Street in the study area
- Assess and where appropriate establish maximum limits on the size of retail developments and floor plates within the study area
- Identify transportation and transit options and policies for the Dupont Street corridor
- Ensure there is a net gain in employment floor space for any developments that include residential units
- Identify natural and built form heritage resources within the study area and strategies for preservation

Community Engagement

The study will include a series of three community meetings, which may take the form of workshops, charettes or more formal meetings. The first community meeting was held on February 10, 2014, with additional meetings scheduled for April 28, 2014 and June 3, 2014.

An Advisory Committee, including representatives of the various residents associations in the area, significant landowners and members of the general public has been established to maintain ongoing communication and feedback from the community. Advisory Committee meetings have been scheduled for March 24, 2014, April 22, 2014 and May 27, 2014.

Study Deliverables

Key deliverables expected from the study are as follows:

- Final report to Council with a recommended vision and framework for the study that includes any required amendments to the Site and Area Specific Policies in the Official Plan
- Zoning By-law Amendment, including permissions for height, land use, angular planes, building setbacks
- Built Form and Urban Design Guidelines
- Final report on the North Toronto Subdivision Rail Corridor Risk Assessment and Management Study

Estimated Timelines

Planning staff initiated the study in January, 2014. A Final Staff Report will be presented to Planning and Growth Management Committee with the draft Official Plan Amendment, Zoning By-law Amendment and Urban Design Guidelines/Public Realm Plan. The Final Report is expected to be presented to Planning and Growth Management Committee on August 7, 2014 and to City Council on August 27, 2014.

Appendix 1: Council Adopted Staff Recommendation

- 1) A Secondary Plan or Site and Area Specific Policy (SASP) to guide the revitalization of Dupont Street between Kendal and Ossington Avenues will be enacted for lands that are located 30 metres south from the Toronto North Subdivision rail corridor and are designated *Regeneration Areas* on Map 17 of the Official Plan. In addition to the matters identified in Policy 2 of Section 4.7 of the Official Plan, the area study leading to the Secondary Plan or SASP will:
 - a) Apply the mid-rise guidelines for development and provide appropriate scale transition to the low scale residential uses along the southern frontage of Dupont Street and to the lands designated *General Employment Areas* to the rear;
 - b) Explore the use of a Development Permit system within the lands along the northern frontage of Dupont Street;
 - c) Assess and where appropriate establish maximum limits on the size of retail developments and floor plates within the study area;
 - d) Identify transportation and transit options and policies for the Dupont corridor;
 - e) Assess the feasibility of locations for mixed use development. Any mixed use development that proposes to introduce sensitive and/or non-employment uses shall only occur on sites that can accommodate the appropriate buffering and/or rail safety measures as may be required along with any required setbacks from Dupont Street in order to accommodate streetscaping initiatives;
 - f) Ensure there is a net gain in employment floor space for any developments that include residential units;

- g) Identify and enact any required polices and/or measures to ensure appropriate access from Dupont Street to the lands designated *General Employment Areas* is maintained;
 - h) Identify appropriate rail corridor buffering measures to the satisfaction of the relevant railway authorities;
 - i) Identify potential locations for additional pathways and pedestrian links between the low scale residential uses to the south and the employment and rail corridor to the north within the study area;
 - j) Identify the appropriate location for new parks, open space and green corridors including exploring the opportunity of locating a greenway recreational path along the southern edge of the abutting rail corridor ;
 - k) Identify strategies to enhance the public realm and streetscaping on both the north and south side of Dupont Street within the Secondary Plan or SASP area;
 - l) Explore and identify measures to improve the overall business environment of the area; and
 - m) Bring forward an enacting zoning by-law or development permit system for the study area.
- 2) Until the study is completed and the Secondary Plan or SASP is in force, development that includes residential and/or other sensitive uses is not permitted.
- 3) Uses provided for in General Employment Areas that are compatible with nearby residential uses are permitted on all sites and lands along the northern side of Dupont Street between Kendal and Ossington Avenues. Additional uses are permitted in the General Employment Areas designated lands within the 30 m rail corridor setback zone as follows:
- a) Parking that supports the employment uses of the area either at grade or in a structure;
 - b) Roads and utilities; and
 - c) Rail safety measures (i.e.: berms, crash walls etc.).
- 4) Until the Secondary Plan or SASP is in force, any proposals for employment use development will:
- a) Provide appropriate buffering and rail safety measures as required to the satisfaction of the appropriate rail authorities and the City;
 - b) Be sufficiently set-back from Dupont Street to accommodate streetscaping improvements and initiatives; and
 - c) Contribute to streetscaping improvements along both the north and south sides of Dupont Street.