

Block Context Plan

5500 Dundas Street West
City of Toronto

Prepared For
FCHT Holdings (Ontario) Corporation

December 2025



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Table of Contents

1 Introduction	2
2 Study Area: Existing and Planned Context	4
3 Development Activity and Proposed Context	15
4 Long-term Conceptual Redevelopment	21
5 Conclusion	35

1 Introduction

This Block Context Plan (“BCP”) report has been prepared in support of an application by FCHT Holdings (Ontario) Corporation to amend City-wide Zoning By-law 569-2013, as amended, with respect to a 0.97-hectare site located at the north side of Dundas Street West, approximately 650 metres east of Highway 427, municipally known as 5500 Dundas Street West (“subject site”). The proposed Zoning By-law Amendment would permit the redevelopment of the subject site with a mixed-use development featuring 14- and 16-storey buildings, each including a 4-storey base building (the “Proposal”) within the Islington neighbourhood, located approximately 1.1 kilometres southwest of the Kipling Transit Hub and directly along the planned Dundas Street West Bus Rapid Transit (“BRT”) alignment, as illustrated in **Figure 1**.

The Block Context Plan provides an analysis of how the physical form of the proposed development fits within the existing and planned context of the Study Area. The BCP includes an inventory and assessment of the physical features of the subject site and surrounding area, including the existing built form context and recent development activity, as well as the transportation and pedestrian networks. It also provides an inventory of the planned context, with consideration for relevant Official Plan policy and urban design guidelines. Finally, the BCP demonstrates the conceptual long-term redevelopment potential within the Study Area.

This report serves as a companion document to the Planning and Urban Design Rationale report prepared by Bousfields Inc. and should be reviewed with the other reports and technical studies comprising this application.

Legend

- Study Area Boundary
- Subject Site
- GO Train Milton Line
- TTC Subway Line 2 (Bloor/Danforth)
- Planned Dundas BRT
- TTC Bus Route
- Etobicoke Centre Secondary Plan
- Public School

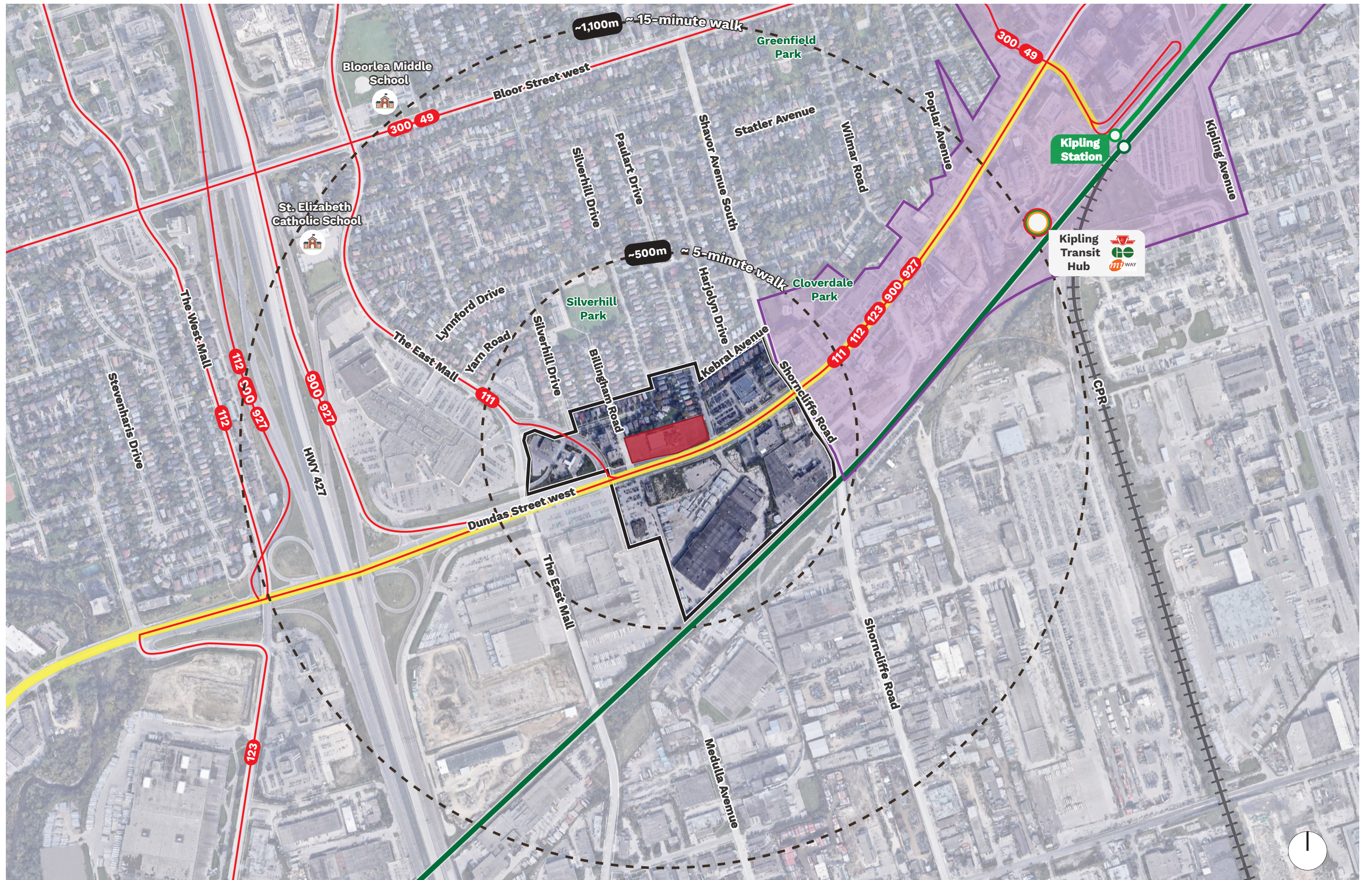


Figure 1 - Study Area within Surrounding Context - Aerial Photo

2 Study Area: Existing and Planned Context

The Block Context Plan Study Area boundary was determined in conjunction with City of Toronto Planning staff. As illustrated in **Figure 2**, the Study Area extent is as follows:

- To the north, the properties fronting the north, east, and west sides of Silverhill Drive, the properties fronting Markhall Avenue between Silverhill Drive and Paulart Drive, and the properties fronting Kebral Avenue between Paulart Drive and Shaver Avenue South;
- To the east, Shaver Avenue South and Shorncliffe Road;
- To the south, the rail corridor; and
- To the west, 5559 Dundas Street West and the properties between The East Mall Crescent and Dundas Street West.

In terms of land use, as per Official Plan Land Use Map 15 and as illustrated in **Figure 3**, the majority of the lands comprising the Study Area are designated *Mixed Use Areas* with the exception of lands designated *Neighbourhoods* to the northwest, north, and northeast of the subject site. To the immediate west and east of the Study Area are additional *Mixed Use Areas*, and to the west of The East Mall and south of the rail corridor are lands designated *Core Employment Areas*.

The Study Area and subject site are located within the southern portion of the Islington neighbourhood, a predominantly low-density residential area defined by one- to two-storey detached house forms. Higher-density uses and built form generally frame the perimeter of the neighbourhood along major streets and rights-of-way, including Highway 427 to the west, Dundas Street West to the south, Bloor Street West to the north, and Islington Avenue to the east.

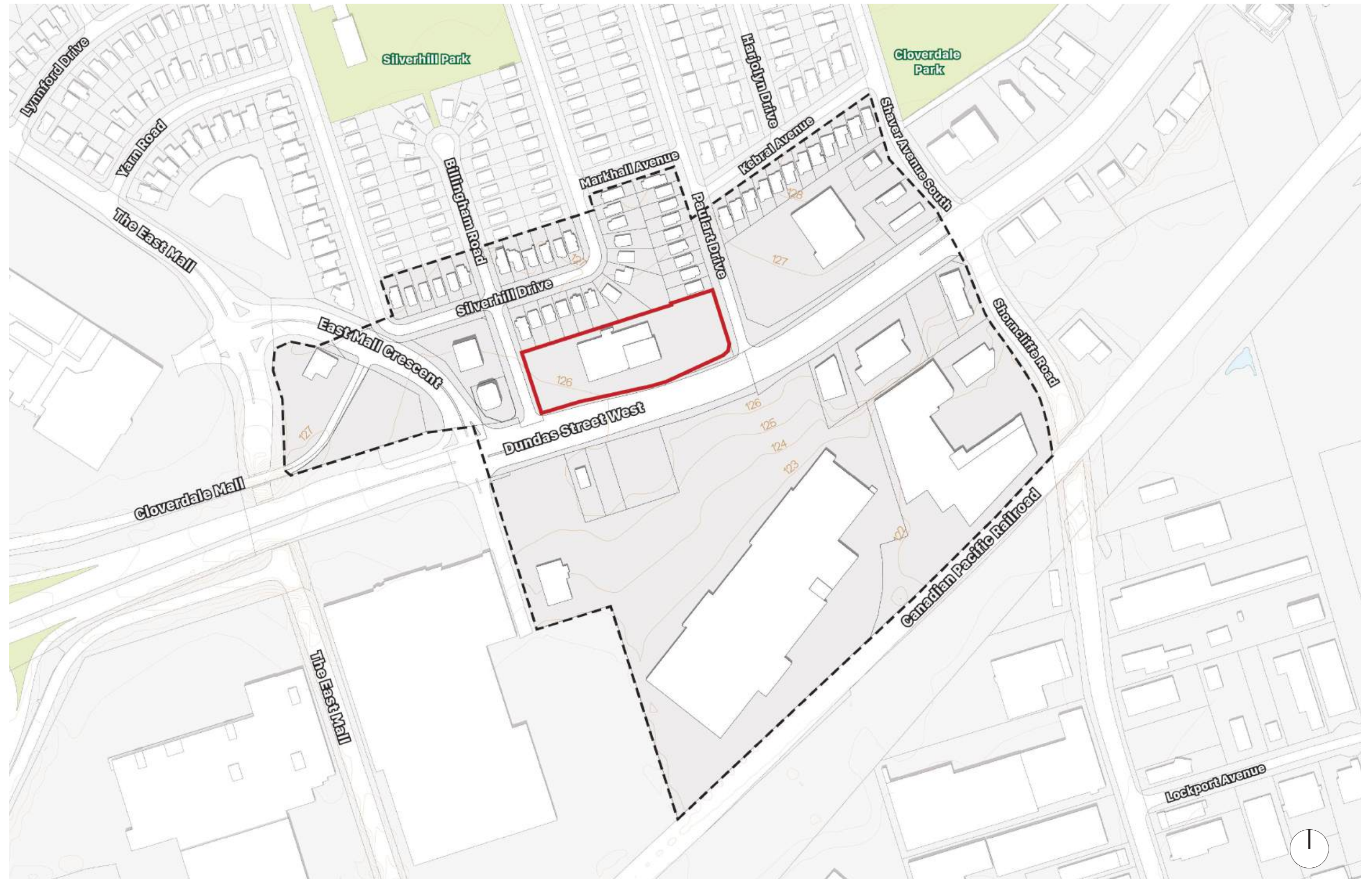
The Study Area offers an excellent opportunity to accommodate a transit-supportive development given its location along Dundas Street West, one of Toronto's most important thoroughfares, in addition to its proximity to the Kipling Mobility Hub and other municipal infrastructure. In general, mixed use redevelopment within the Study Area would leverage existing infrastructure and forthcoming investments, such as the Dundas Street West BRT, while contributing to the comprehensive achievement of a complete community.

In this regard, the Official Plan identifies the segment of Dundas Street West within the Study Area as an *Avenue* on Map 2 - Urban Structure. It is also shown as a Transit Corridor Expansion Element on Map 4 - Higher Order Transit Corridors, and identified as a Transit Priority Segment Expansion Element on Map 5 - Surface Transit Priority Network.

As it is within walking distance of higher-order transit at the Kipling Transit Hub, the Study Area has access to Kipling Subway Station on TTC Line 2 (Bloor-Danforth), Kipling GO Station on the Milton GO Rail Line, and the Kipling Bus Terminal. The hub is served by numerous municipal and regional surface transit providers, including GO Transit, MiWay, and TTC bus routes, many of which qualify as “frequent transit.”

Legend

- Study Area Boundary
- Subject Site
- Existing Park/Open Space
- Topographic Contours (1.0m intervals)*



*Contour lines derived from the publicly accessible Open Data Library, University of Toronto

Figure 2 - Block Context Plan Study Area

Legend

- Study Area Boundary
- Subject Site
- Existing Park/Open Space
- Rail Corridor

Land Use Designations

- Neighbourhoods
- Mixed Use Areas
- Core Employment Areas
- Parks
- Utility Corridors

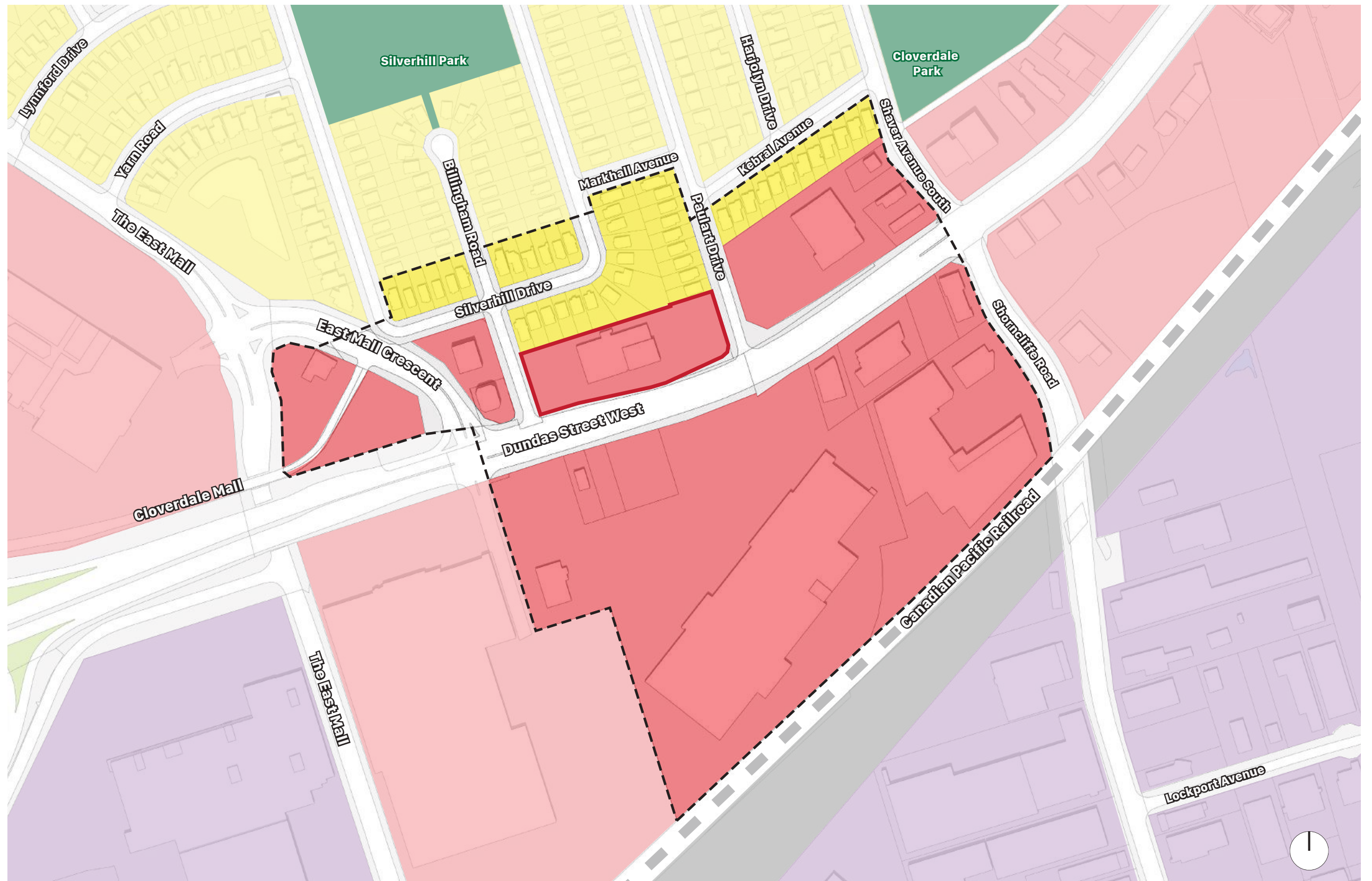


Figure 3 - Official Plan Land Use Designations - Land Use Map 15

Legend

- Study Area Boundary
- Subject Site
- Existing Park/Open Space
- Low-Rise Residential
- Low-Rise Commercial
- Low-Rise Service Commercial
- Low-Rise Commercial/Entertainment
- Low-Rise Office/Commercial
- Low-Rise Institutional
- Low-Rise Industrial
- Low-Rise Utility
- Gas Bar/Convenience Retail
- Vehicle Storage
- Vacant Building

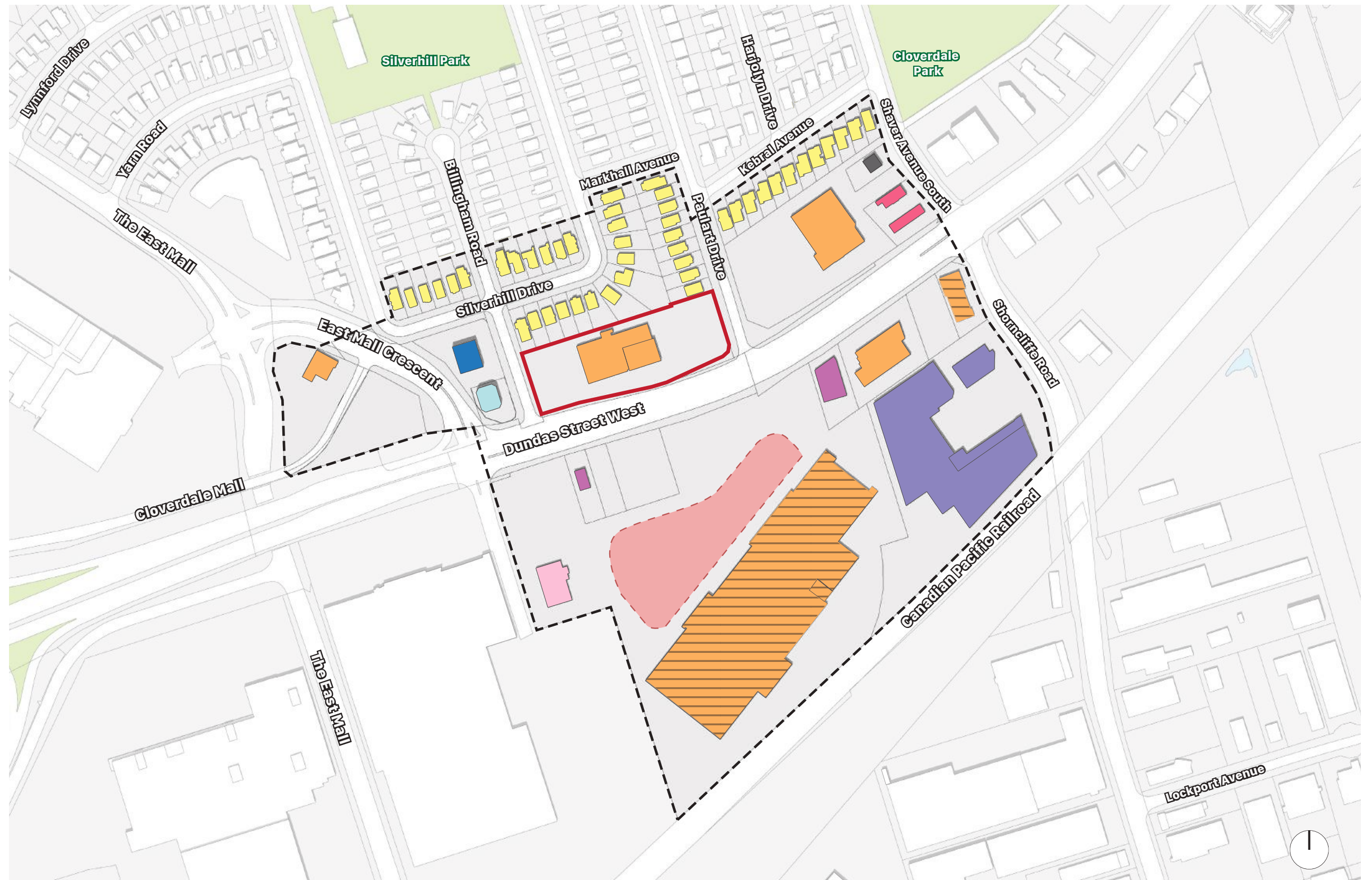


Figure 4 - Existing Built Form Character and Use

Legend

- Study Area Boundary
- Subject Site
- Existing Park/Open Space
- City Expressway
- Major Arterial Road
- Minor Arterial Road
- Collector Road
- Local Road
- Other
- Laneway
- Railway
- Signalized Intersection

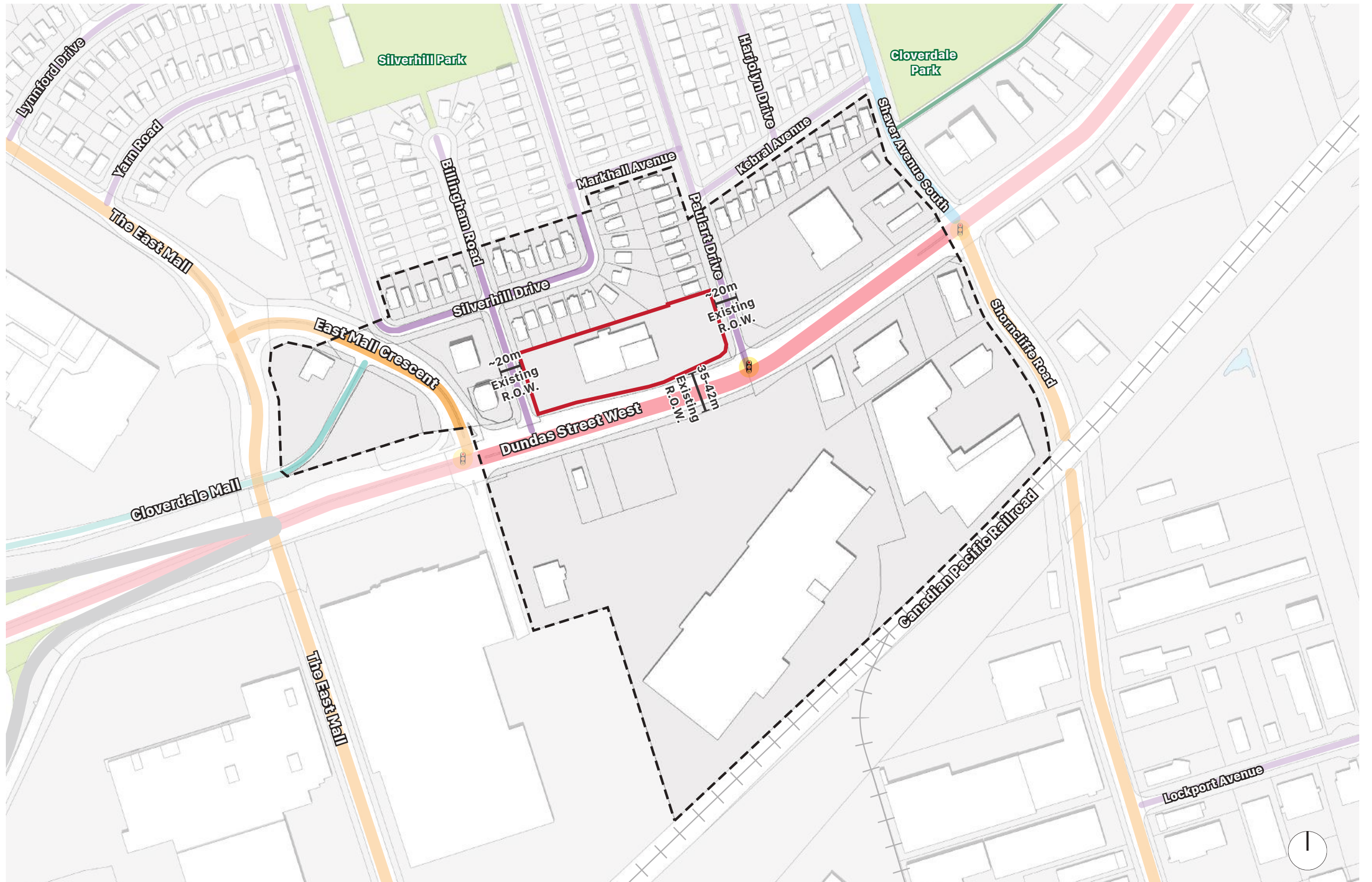


Figure 5 - Existing Road Network

Legend

- Study Area Boundary
- Subject Site
- Existing Park/Open Space
- Planned Dundas BRT
- TTC Bus Route
- Bus Stop
- Surface Parking

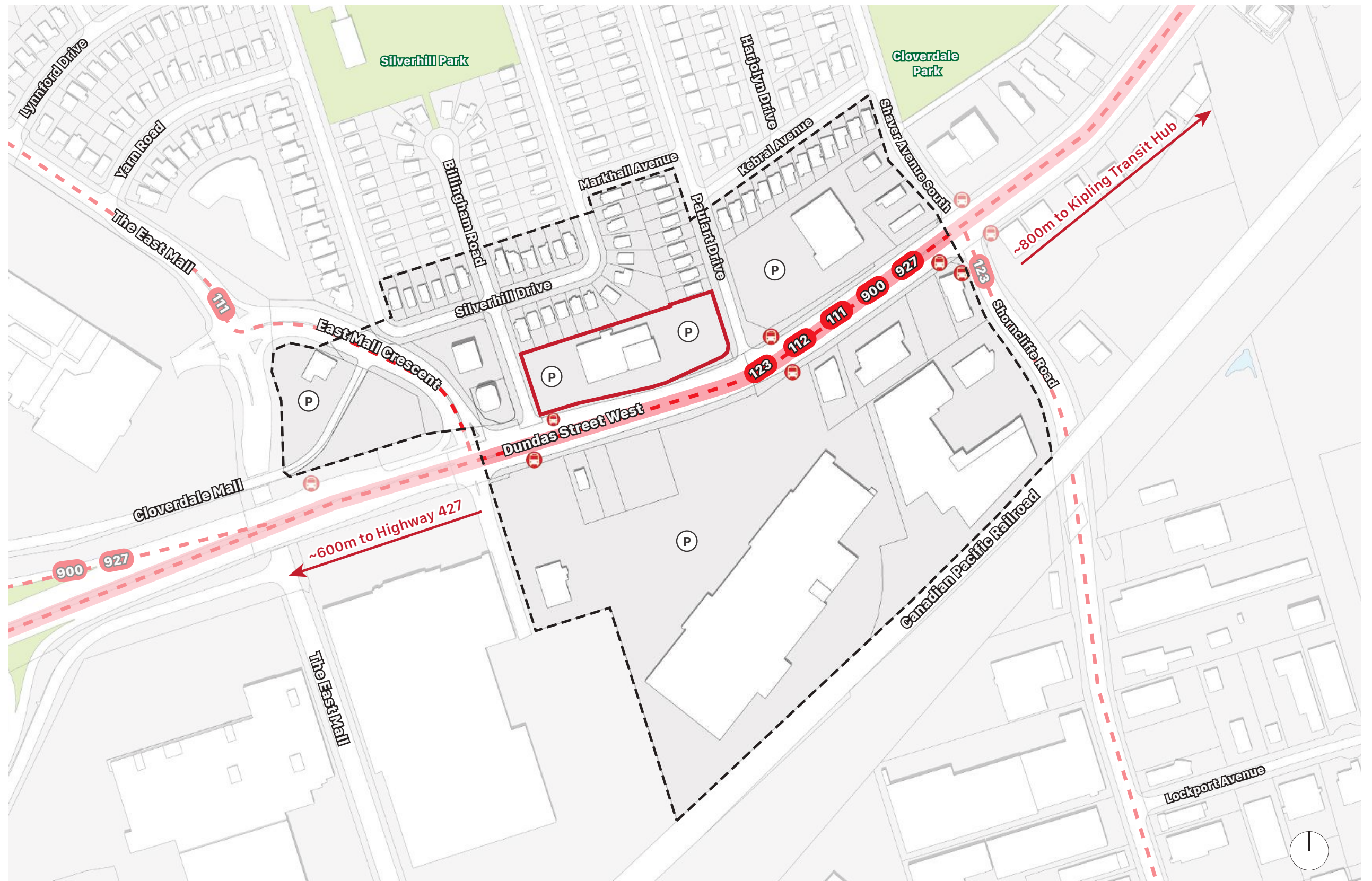


Figure 6 - Existing Transit Network

Legend

- Study Area Boundary
- Subject Site
- Existing Park/Open Space
- Pedestrian Route
- Mid-Block Connection
- Crosswalk
- Signalized Intersection

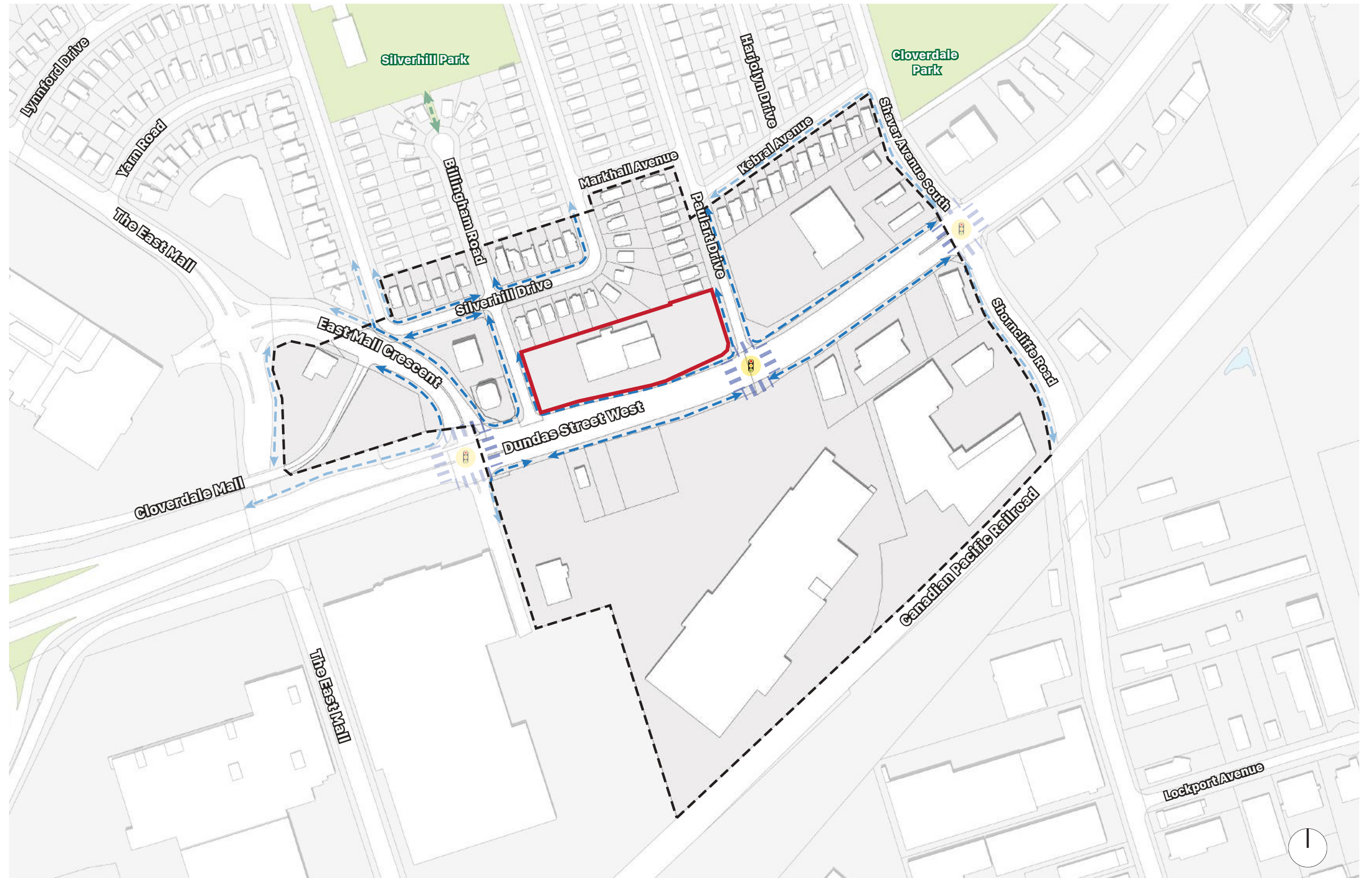


Figure 7 - Existing Pedestrian Network

Legend

- Study Area Boundary
- Subject Site
- Existing Park/Open Space
- Approximate Location of Existing Trees*
- Topographic Contours (1.0m intervals)**



*Existing trees location derived from Toronto Interactive Maps

**Contour lines derived from the publicly accessible Open Data Library, University of Toronto

Figure 8 - Existing Topography and Vegetation

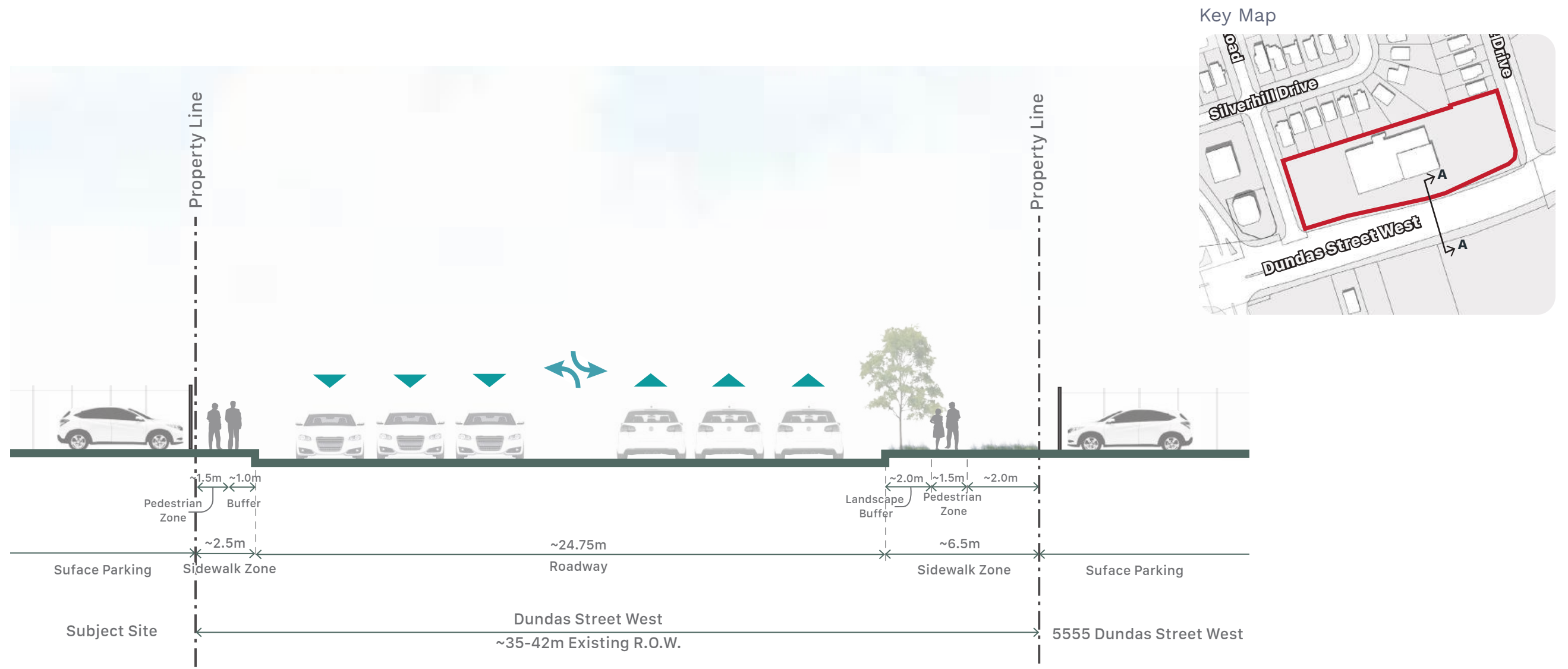


Figure 9 - Dundas Street West Section Looking East (A-A)

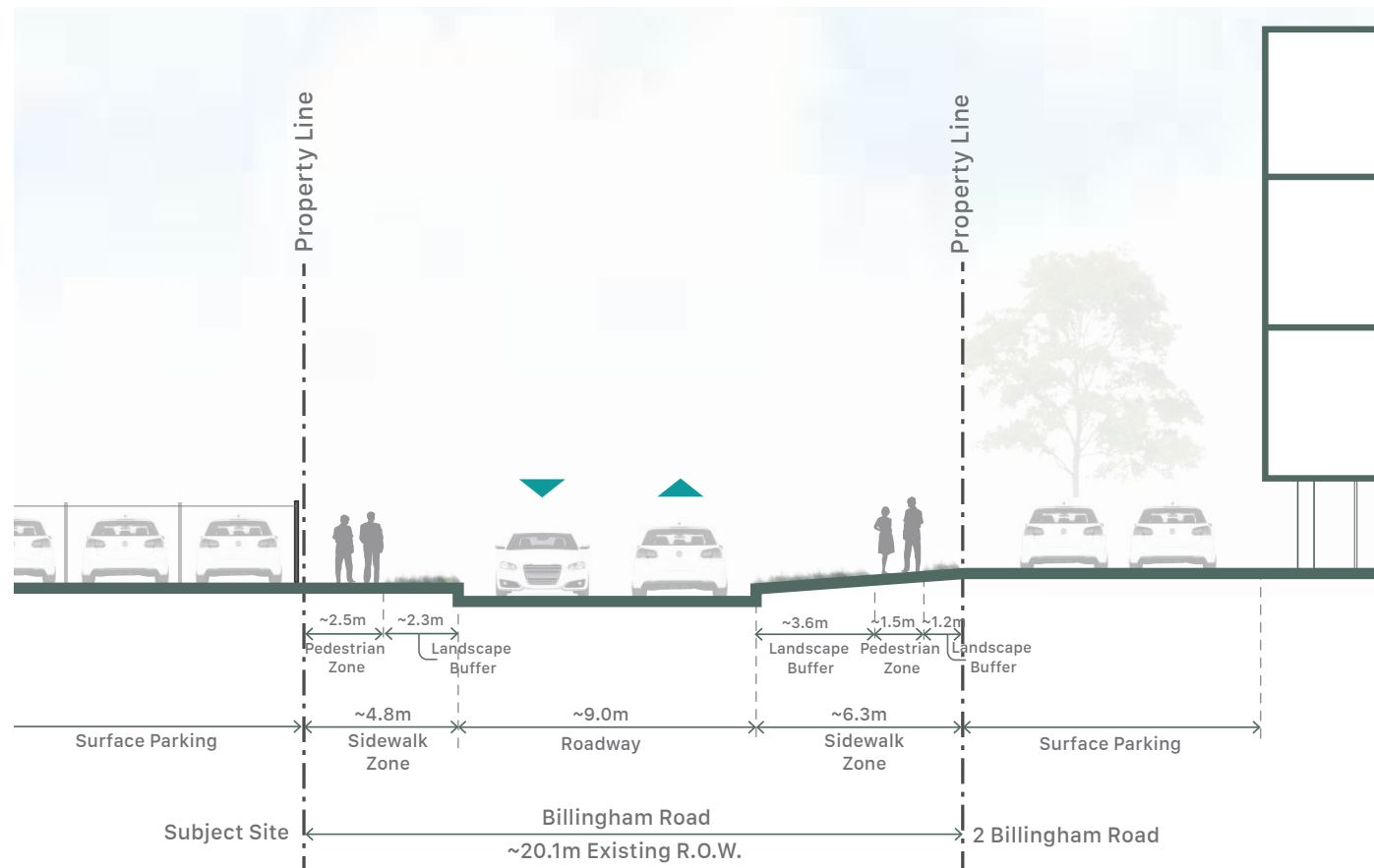


Figure 10 - Billingham Road Looking South (B-B)

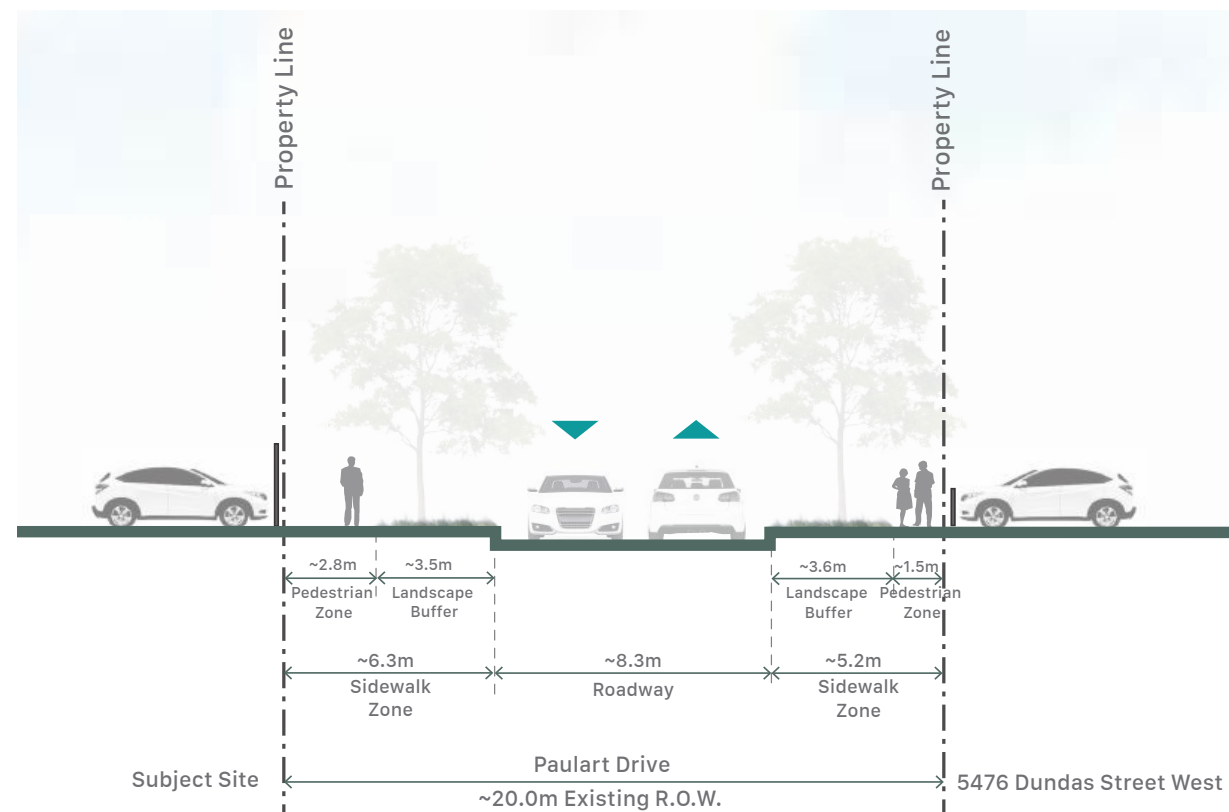
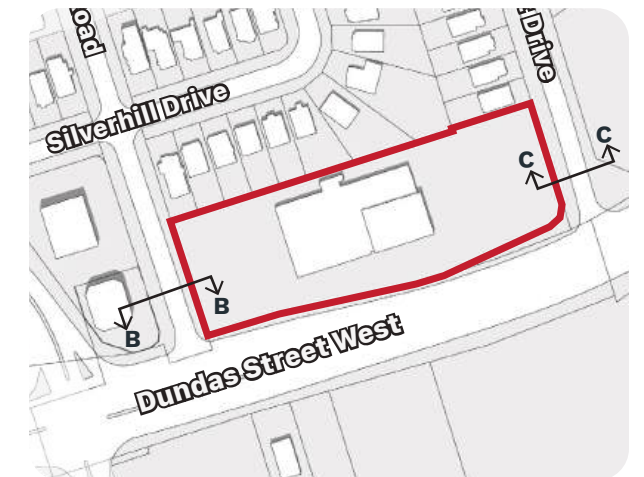


Figure 11 - Paulart Drive Looking North (C-C)

Key Map



3 Development Activity and Proposed Context

There are several approved and proposed developments within the area surrounding the subject site that inform the emerging built form context. There are three approved developments, and one proposed development within and near the Study Area. As demonstrated in **Figure 12**, these developments include:

- An approved mixed-use development with heights of 9 and 33 storeys at 2-10 The East Mall Crescent (The Clove);
- An approved 22-storey mixed-use development at 5509 Dundas Street West;
- A proposed mixed-use development with heights ranging from 25 to 41 storeys at 250 The East Mall (Cloverdale Mall); and
- An approved mixed-use development with heights ranging from 26 to 44 storeys at 5415 Dundas Street West.

As part of this evolving context, the Proposal includes 14- and 16-storey mixed-used buildings, reaching heights of 51.1 metres and 57.3 metres respectively (57.1 metres and 63.3 metres respectively including the mechanical penthouse). The Proposal is envisioned in two phases, with the easterly 16-storey building comprising Phase 1, and the westerly 14-storey building comprising Phase 2. The proposed buildings are sited with a minimum separation distance of approximately 14.7 metres between the 4-storey base building elements, increasing to 20.0 metres for the upper floors. To the north, the base buildings are set back 12.2 metres within the west portion of the site and 13.1 metres within the east portion of the site. For the taller building elements, a minimum 20.9-metre northerly setback is provided.

A central pedestrian courtyard is proposed between the two buildings, which will link the Dundas Street West sidewalk with the rear of the site. A private driveway runs the northern extent of the site, providing vehicular access to both buildings and facilitating pick-up/drop-off functions with proposed lay-by and turnaround areas. In this respect, access to the proposed underground parking garage is located within

Phase 1, whereas each building has its own internalized loading and servicing areas screened from public view.

The development incorporates a 4-storey podium with non-residential uses at grade and 19 grade-related townhouse units, contributing to an active and pedestrian-scaled streetscape. Grade-related units feature landscaped front patio areas, providing an appropriate transition from public to private space. The project will enhance the public realm along Dundas Street West through a widened sidewalk zone, new street furniture, seating areas, high-quality landscaping, and street trees. In addition, a 313-square-metre Privately Owned Publicly Accessible Space (“POPS”) is proposed at the southwest corner of the site, expanding the public realm and providing for an interface with the existing bus stop at Dundas Street West and Billingham Road.

In total, the Proposal includes 560 residential units and a gross floor area (“GFA”) of 46,348 square metres, including 998 square metres dedicated to retail uses at grade, resulting in a Floor Space Index (“FSI”) of 4.76.

Legend

- Study Area Boundary
- Subject Site
- Approved Development
- Approved Block
Location and Height as
per Site Specific Zoning
By-law 1166-2022(OLT)
- Active Development
Application
- Existing Park/Open
Space
- Approved Park
- Proposed Park
- # Height (Storeys)

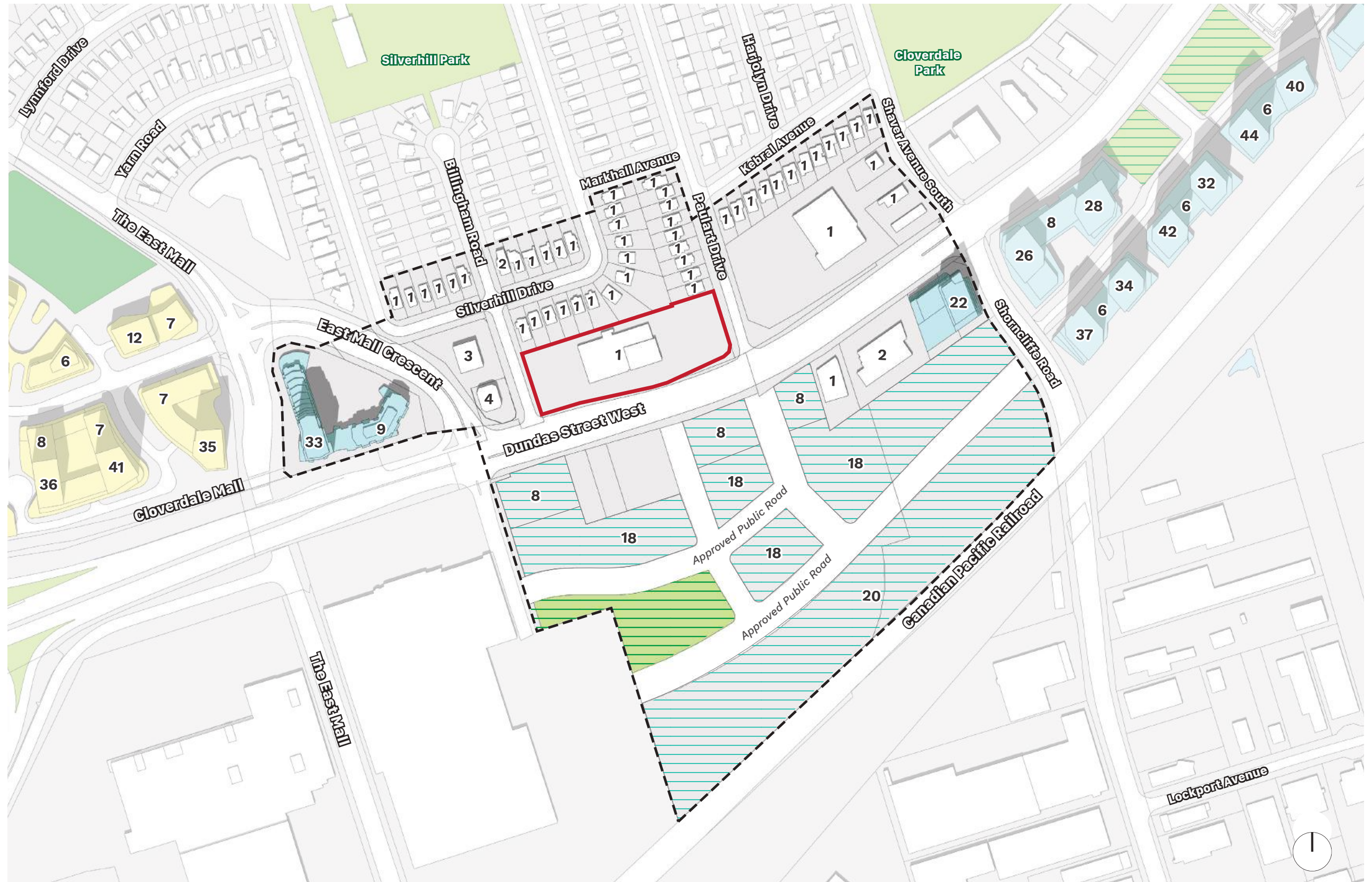


Figure 12 - Subject Site within Development Context

Legend

- Study Area Boundary
- Subject Site
- Development Proposal
- Approved Development
- Approved Block
Location and Height as
per Site Specific Zoning
By-law 1166-2022(OLT)
- Active Development
Application
- Existing Park/Open
Space
- Approved Park
- Proposed Park
- Proposed POPS
- # Height (Storeys)

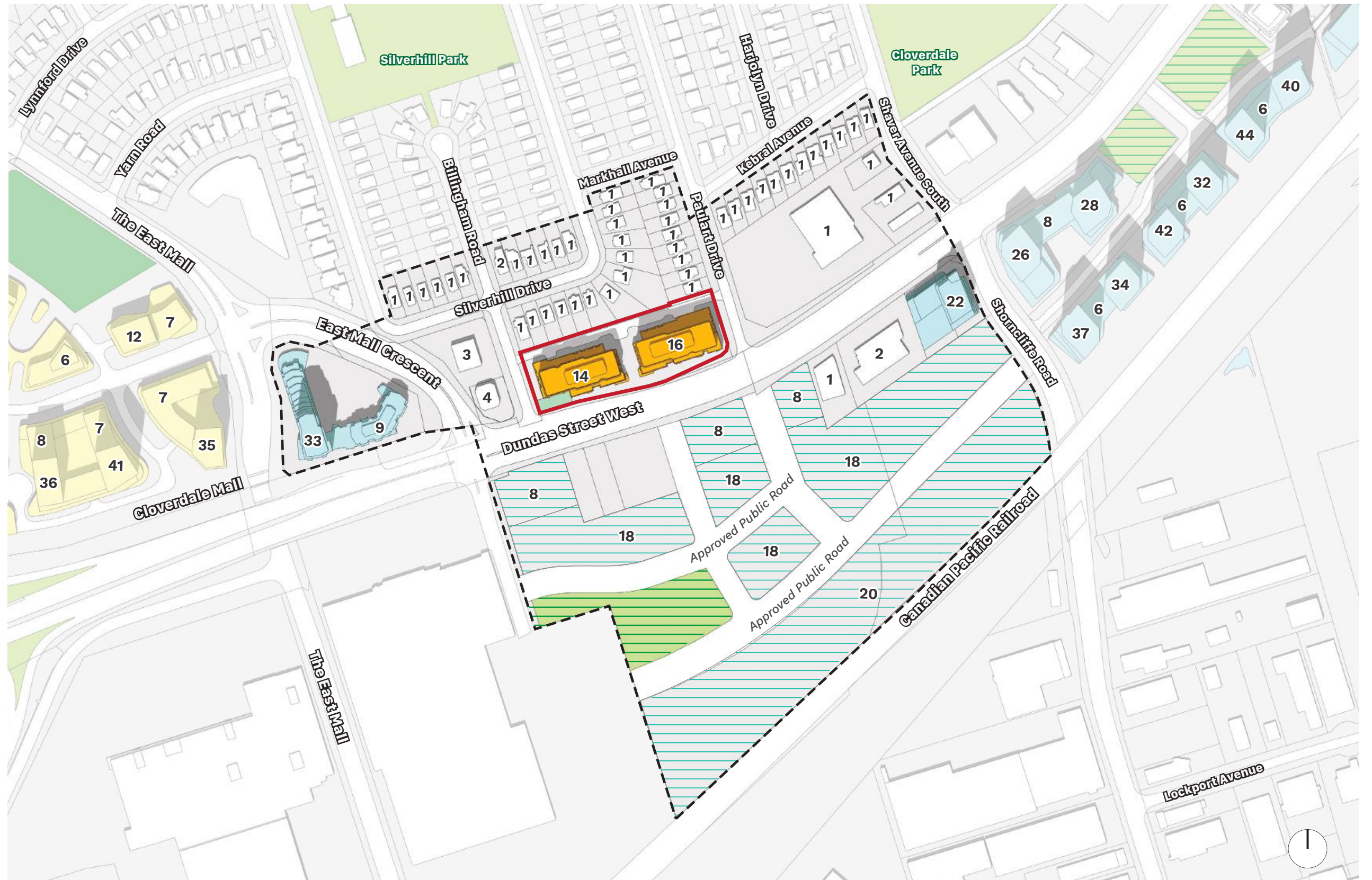


Figure 13 - Proposal within Development Context

Legend















-  Study Area Boundary
-  Subject Site
-  Development Proposal
-  Approved Block
Location and Height as
per Site Specific Zoning
By-law 1166-2022(OLT)
-  Proposed POPS
-  Outdoor Amenity Area
-  Private Terraces
-  Road Widening
-  Extent of Servicing
Easement
-  Mid-Block Connection
-  Proposed Driveway
-  Crosswalk
-  Signalized Intersection
-  # Height (Storeys)



Figure 14 - Proposed Setbacks and Separation Distances

Legend

- Study Area Boundary
- Subject Site
- Approved Block
Location and Height as
per Site Specific Zoning
By-law 1166-2022(OLT)
- Proposed POPS
- Landscaped Area
- Front Patio
- Road Widening
- Extent of Servicing
Easement
- Grade-related
Residential Unit
- Residential Lobby Area
- Non-Residential Area
- Indoor Amenity Area
- Lockers/Bike Room
- Service and Circulation
- ▶ Grade-related
Residential Unit Access
- ▶ Residential Lobby
Access
- ▶ Non-Residential Access
- ▶ Loading Area Access
- ▶ U/G Parking Access

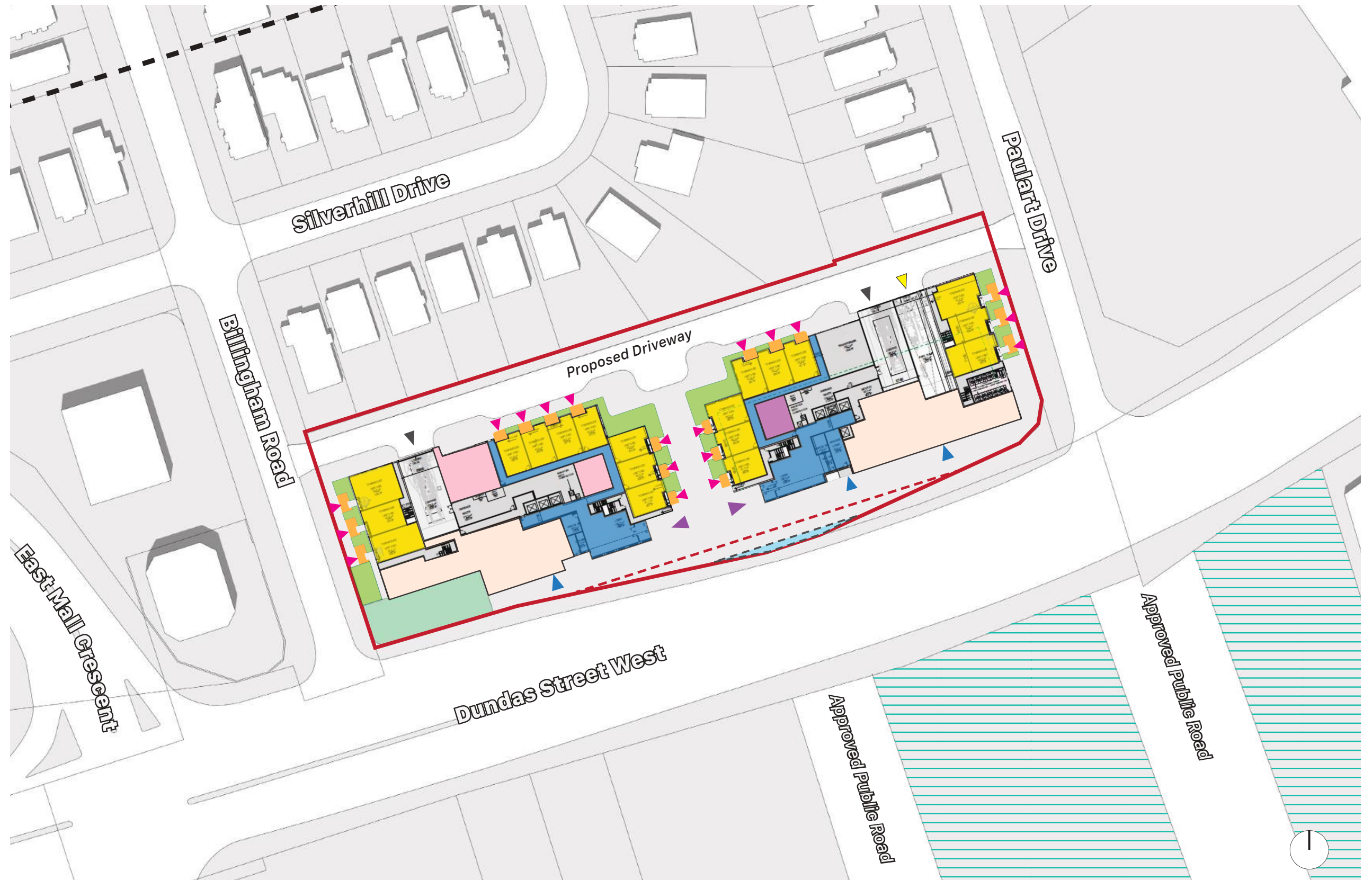

















Figure 15 - Proposed Ground Floor Uses and Access

- Legend**
-  Study Area Boundary
 -  Subject Site
 -  Development Proposal
 -  Approved Development
 -  Active Development Application
 -  Existing Park/Open Space
 -  Approved Park
 -  Proposed Park
 -  Proposed POPS
 -  Existing Vehicular Route
 -  Approved Public Road
 -  Proposed Driveway
 -  Existing Vehicular Access
 -  Proposed Vehicular Access
 -  Approved Vehicular Access

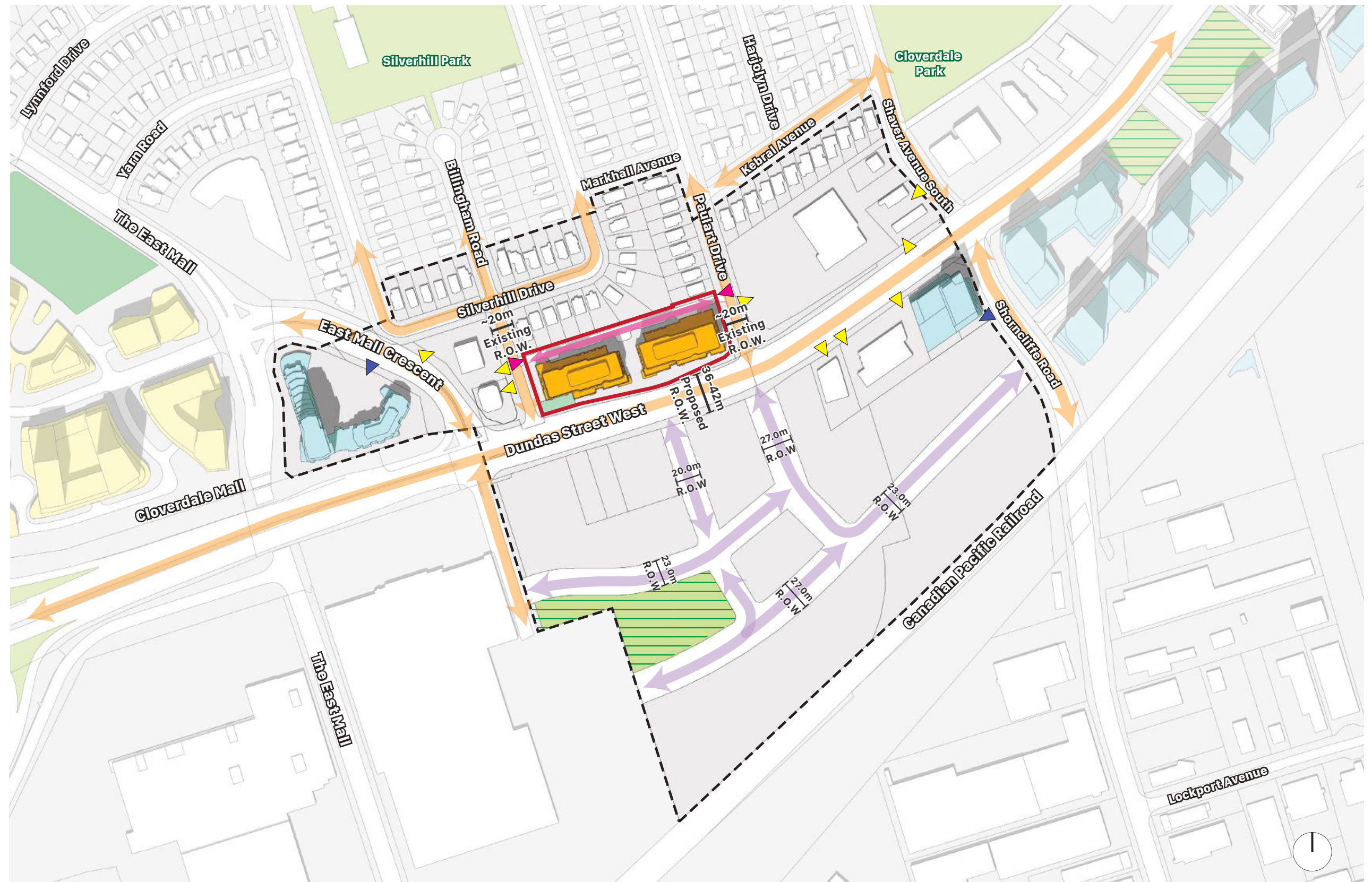
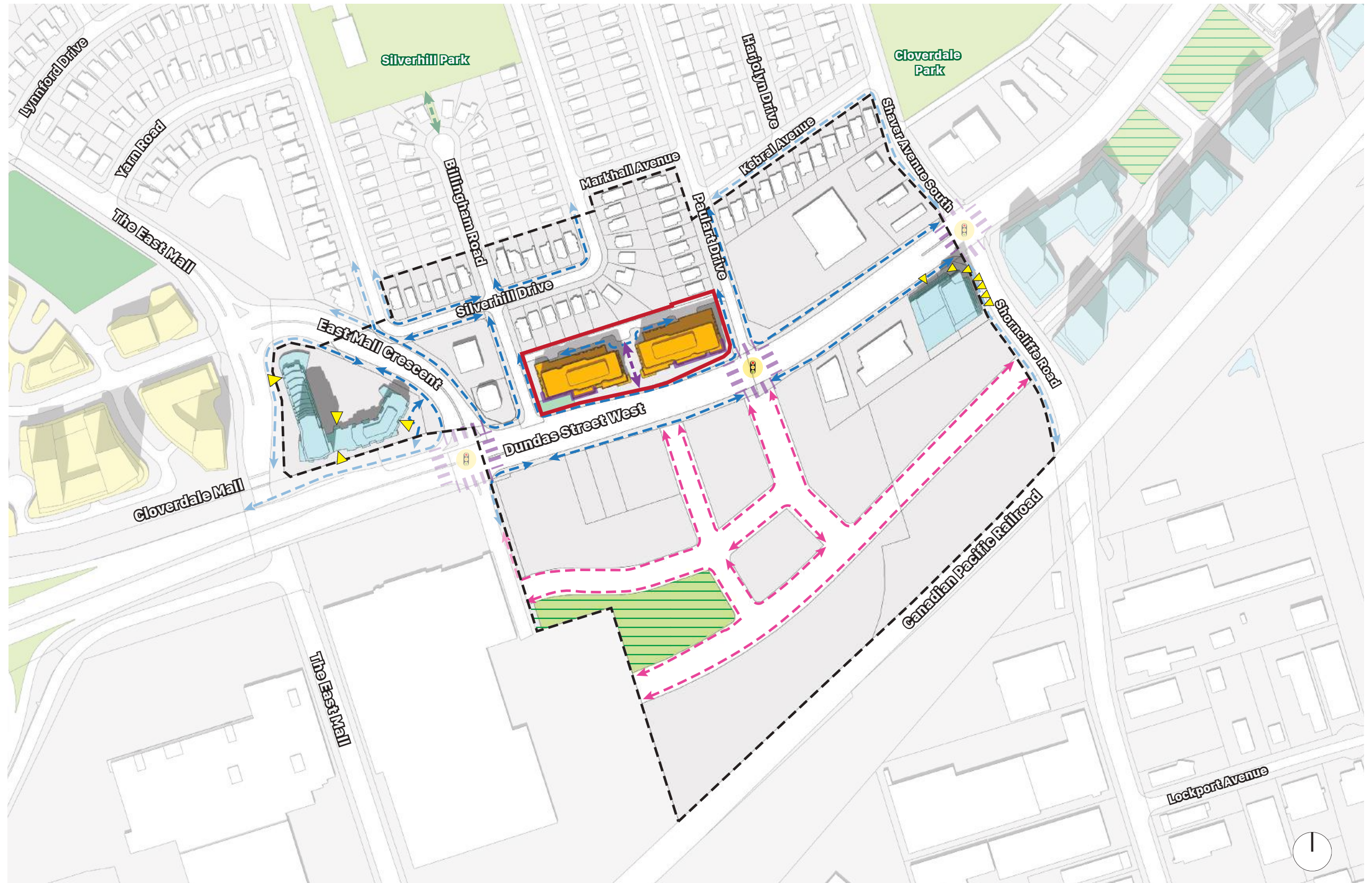


Figure 16 - Proposed Vehicular Circulation and Access

Legend

- Study Area Boundary
- Subject Site
- Development Proposal
- Approved Development
- Active Development Application
- Existing Park/Open Space
- Approved Park
- Proposed Park
- Proposed POPS
- Pedestrian Route
- Conceptual Pedestrian Route*
- Proposed Non-residential
- ↔ Proposed Mid-Block Connection
- ↔ Existing Mid-Block Connection
- ||| Crosswalk
- Signalized Intersection
- ▶ Approved Building Entrance



*Based on Approved Street and Block Locations as per Site Specific Zoning By-law 1166-2022(OLT).

Figure 17 - Proposed Pedestrian Circulation and Access

4 Long-term Conceptual Redevelopment

This Block Context Plan demonstrates how the Proposal for the subject site fits with the existing, planned, and emerging context within the Study Area. Moreover, it identifies potential soft sites that may develop in the long term in a manner that is generally consistent with the planned and/or emerging built form pattern within the immediate area.

Within the Study Area, five soft sites have been identified as being underutilized and having the potential for intensification, as illustrated in **Figure 17**. The conceptual massing demonstrated on these soft sites, as illustrated in **Figure 18**, has been conceptualized with regard for the development criteria and built form policies of the Official Plan and the key elements of the Tall Building Design Guidelines and key elements of the Mid-Rise Building Design Guidelines (2024), where applicable and as appropriate.

The conceptual massing and design for each soft site has been based on several contextual considerations including:

- size and depth of the site;
- parcel fabric, ownership patterns, and the ability to consolidate multiple sites together;

- proximity and orientation to existing *Neighbourhoods*;
- proximity and orientation to existing and planned *Parks*;
- proximity to existing and planned transit infrastructure;
- surrounding built form context; and
- preliminary analysis of shadow impacts

In particular, the massing concepts were developed based on the following set of built form parameters, where applicable and as appropriate:

- Provide setbacks that can accommodate an enhanced public realm with active street frontages that are visually and physically accessible to the surrounding street network.
- Assume a minimum floor-to-floor height of 4.5 metres at grade to accommodate non-residential uses where appropriate, while all subsequent floors above have a floor-to-floor height of 3.0 metres for residential uses.
- Provide a typical pedestrian perception stepback of 3.0 metres above the streetwall for mid-rise and tall buildings.
- For mid-rise buildings, provide a minimum 7.5-metre rear setback from the property line and a minimum 2.5-metre rear stepback above the 6th storey.

- Ensure a minimum 11.0-metre separation distance between mid-rise building elements, with a typical separation distance of 15.0 metres.
- For tall buildings, provide a base building element that frames the edges of public streets, parks and open spaces to fit within the existing context and provide for a pedestrian scaled environment.
- Ensure tower elements are distinguished from the base building through a combination of stepbacks and architectural articulation.
- Limit tower floor plate size to ensure a slender point tower design, generally with a maximum floorplate area of 750 square metres gross construction area.
- Site towers to maintain a minimum separation distance of 25.0 metres between exterior walls with facing windows.
- Provide an appropriate transition to lower-scale buildings, parks and open spaces, either through stepping of height or increased spatial separation.

The soft site massing scenarios illustrated in this Block Context Plan are conceptual and built form will be determined on a site-specific basis as appropriate through the development approvals process. In this regard, however, a number of important factors should be recognized when considering the conceptual redevelopment scenarios and their potential impacts:

- The redevelopment of several soft sites would necessitate the demolition of existing commercial/non-residential uses which may or may not be economically viable;
- The demonstrated redevelopment of some of the conceptual soft sites would require property assembly or consolidation, which may or may not occur; and
- The conceptual redevelopment demonstrated for each of the soft sites would require additional development approvals to permit the built form demonstrated which could be refused or modified through the application review process.

As a result, although the conceptual development potential demonstrated in this Block Context Plan is theoretically achievable from a built form fit perspective, it is possible that the soft sites identified could not redevelop, even in the long term and that their cumulative development is one of several potential outcomes for the Study Area. Overall, it is our opinion that the proposed built form approach, if applied to the potential redevelopment sites, would not result in unacceptable impacts on the surrounding context. To that end, the built form approach being applied to the subject site would not adversely affect the development potential of other sites within the Study Area.

Legend

- Study Area Boundary
- Subject Site
- Extent of Servicing Easement
- Development Proposal
- Approved Development
- Active Development Application
- Potential Soft Site
- Existing Park/Open Space
- Approved Park
- Proposed Park
- Proposed POPS

Potential Soft Sites

- ① 1 East Mall Crescent and 2 Billingham Road
- ② 5476 Dundas Street West
- ③ 5470 Dundas Street West
- ④ 5511-5517 Dundas Street West
- ⑤ 5555 Dundas Street West and 10 Shorncliffe Road

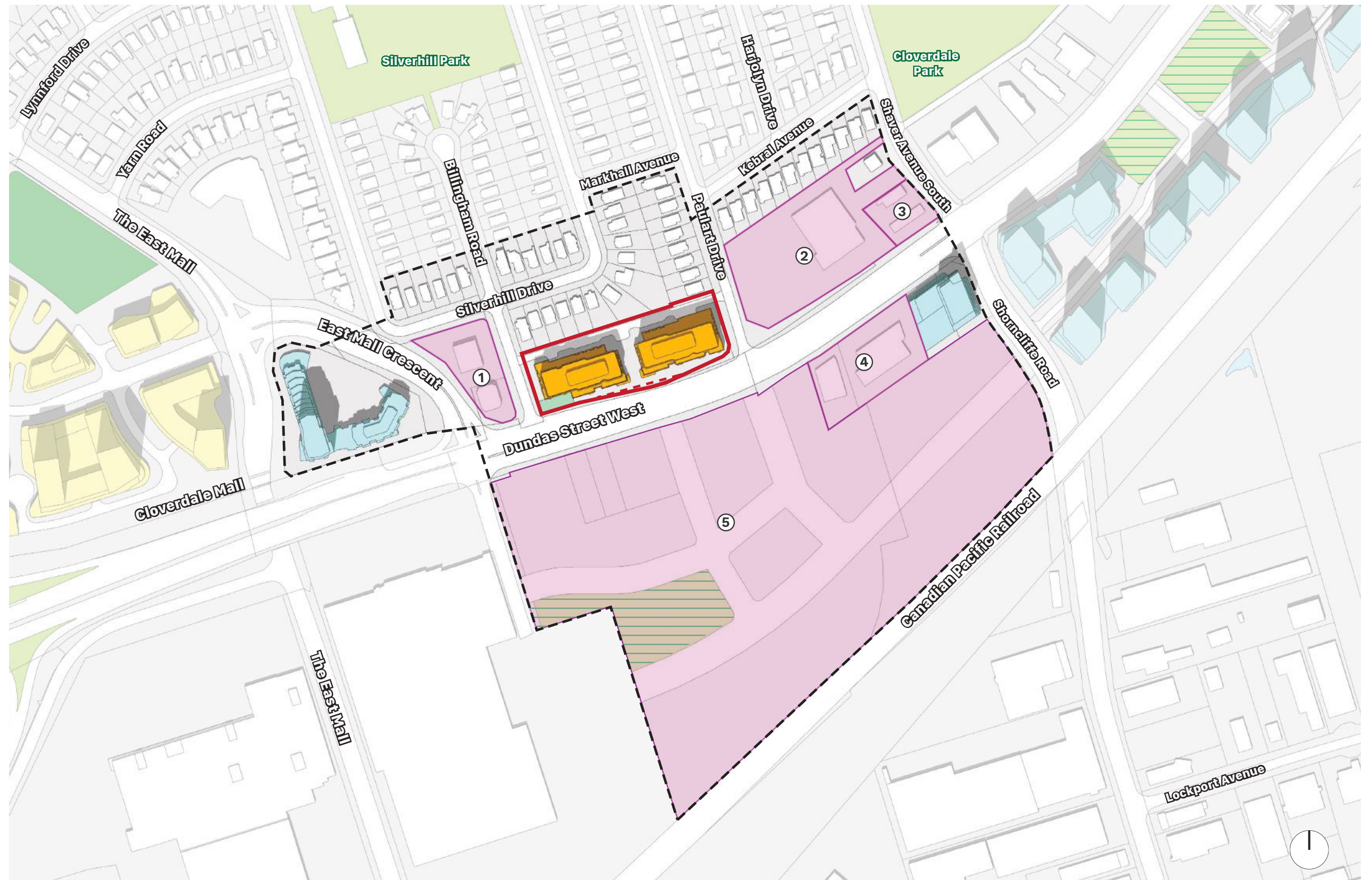


Figure 18 - Proposal and Soft Sites within Development Context

Legend

- Study Area Boundary
- Subject Site
- Extent of Servicing Easement
- Development Proposal
- Approved Development
- Active Development Application
- Conceptual Massing
- Existing Park/Open Space
- Approved Park
- Proposed Park
- Proposed POPS
- # Height (Storeys)
- T Tower Form
- M Mid-Rise Form

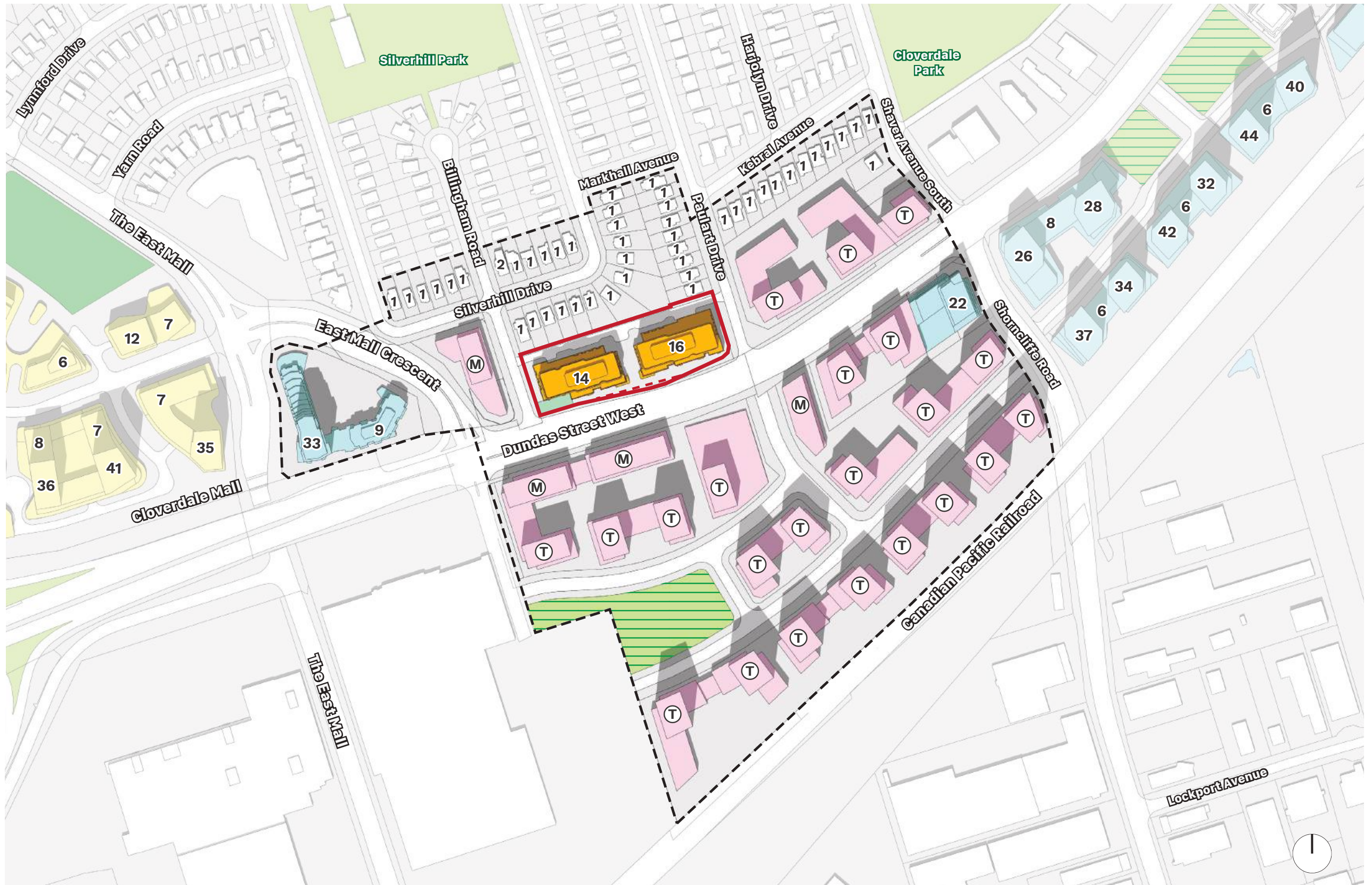


Figure 19 - Long-term Conceptual Redevelopment of Study Area

Legend

- Study Area Boundary
- Subject Site
- Development Proposal
- Approved Development
- Active Development Application
- Conceptual Massing
- Existing Park/Open Space
- Approved Park
- Proposed Park
- Proposed POPS
- # Height (Storeys)
- T Tower Form
- M Mid-Rise Form

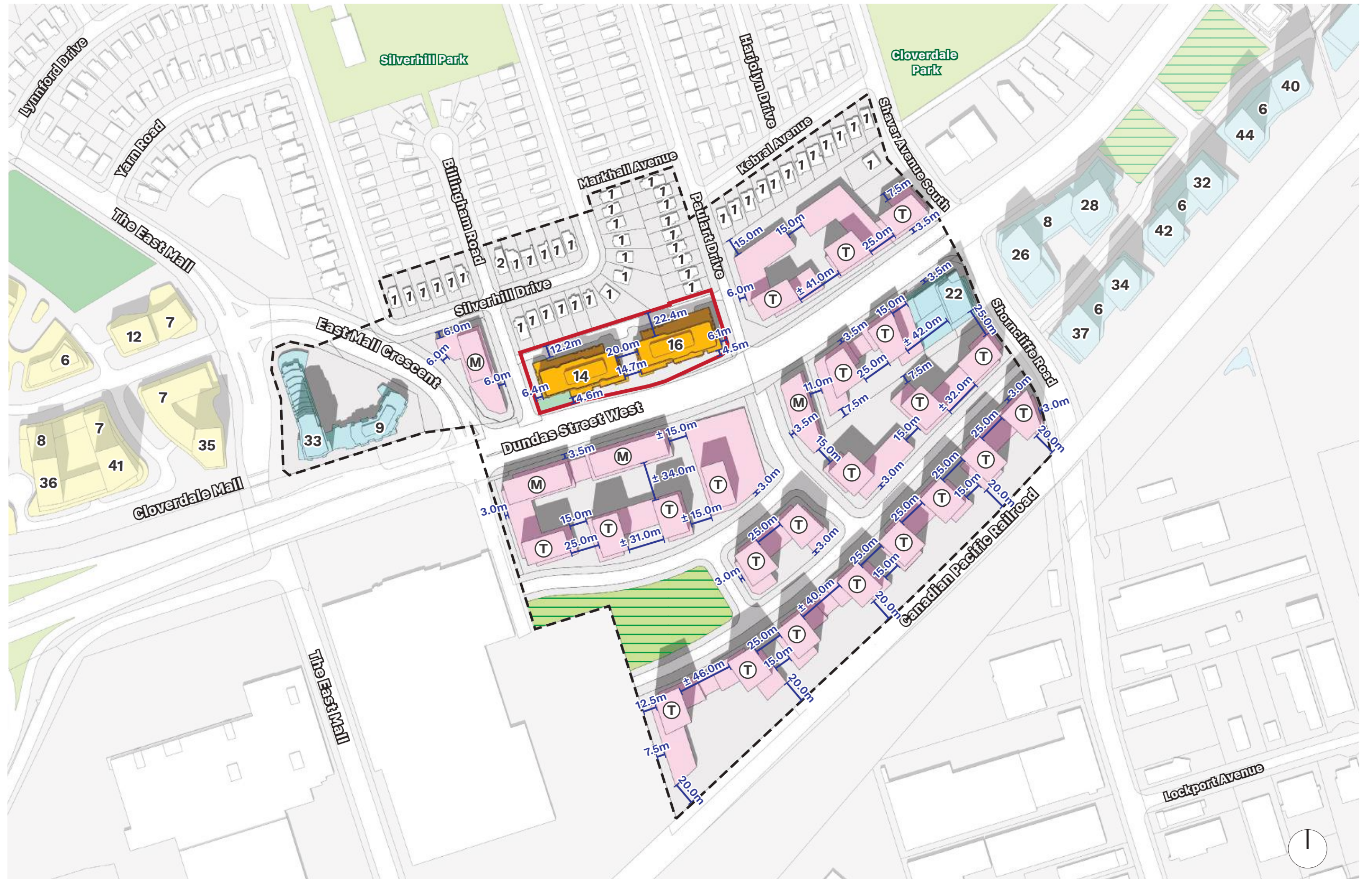


Figure 20 - Long-term Conceptual Redevelopment - Building Setbacks and Separation Distances

Legend

- Study Area Boundary
- Subject Site
- Development Proposal
- Approved Development
- Active Development Application
- Conceptual Massing
- Existing Park/Open Space
- Approved Park
- Proposed Park
- Proposed POPS
- Existing Vehicular Route
- ↔ Proposed Driveway
- ↔ Long-term Vehicular Route
- ▶ Proposed Vehicular Access
- ▶ Approved Vehicular Access
- ▶ Potential Vehicular Access



Figure 21 - Long-term Conceptual Redevelopment - Vehicular Circulation and Access

Legend

- Study Area Boundary
- Subject Site
- Development Proposal
- Approved Development
- Active Development Application
- Conceptual Massing
- Existing Park/Open Space
- Approved Park
- Proposed Park
- Proposed POPS
- Proposed Mid-Block Connection
- Existing Mid-Block Connection
- Proposed Non-residential
- Pedestrian Route
- Crosswalk
- Signalized Intersection
- Approved Building Entrance
- Potential Building Entrance

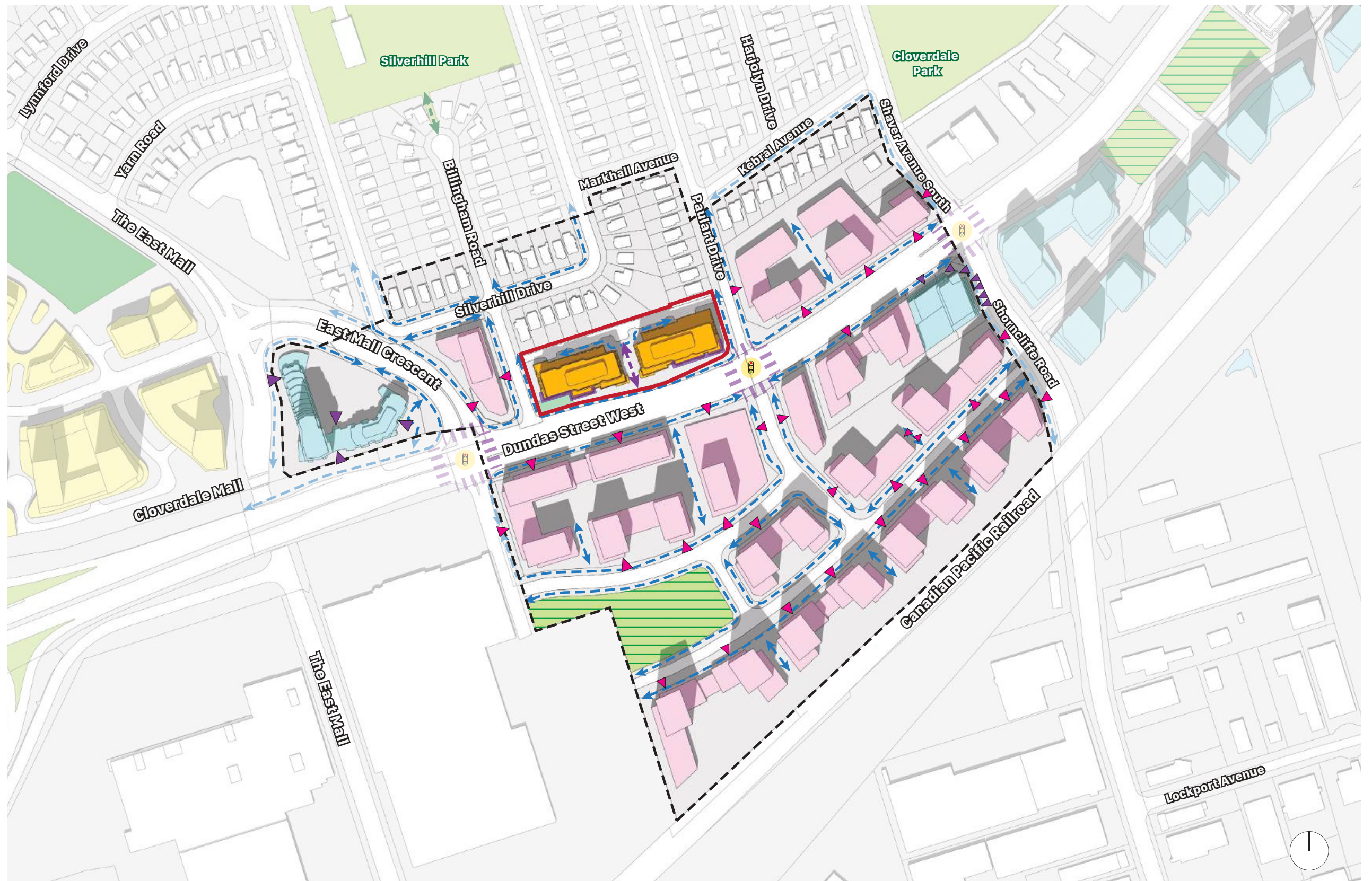


Figure 22 - Long-term Conceptual Redevelopment - Pedestrian Circulation and Access

Legend

- Study Area Boundary
- Subject Site
- Development Proposal
- Approved Development
- Active Development Application
- Conceptual Massing
- Existing Park/Open Space
- Approved Park
- Proposed Park
- Proposed POPS
- Approximate Location of Existing and Approved Trees*
- Proposed Trees



*Existing trees location derived from Toronto Interactive Maps

Figure 23 - Long-term Conceptual Redevelopment - Public Realm

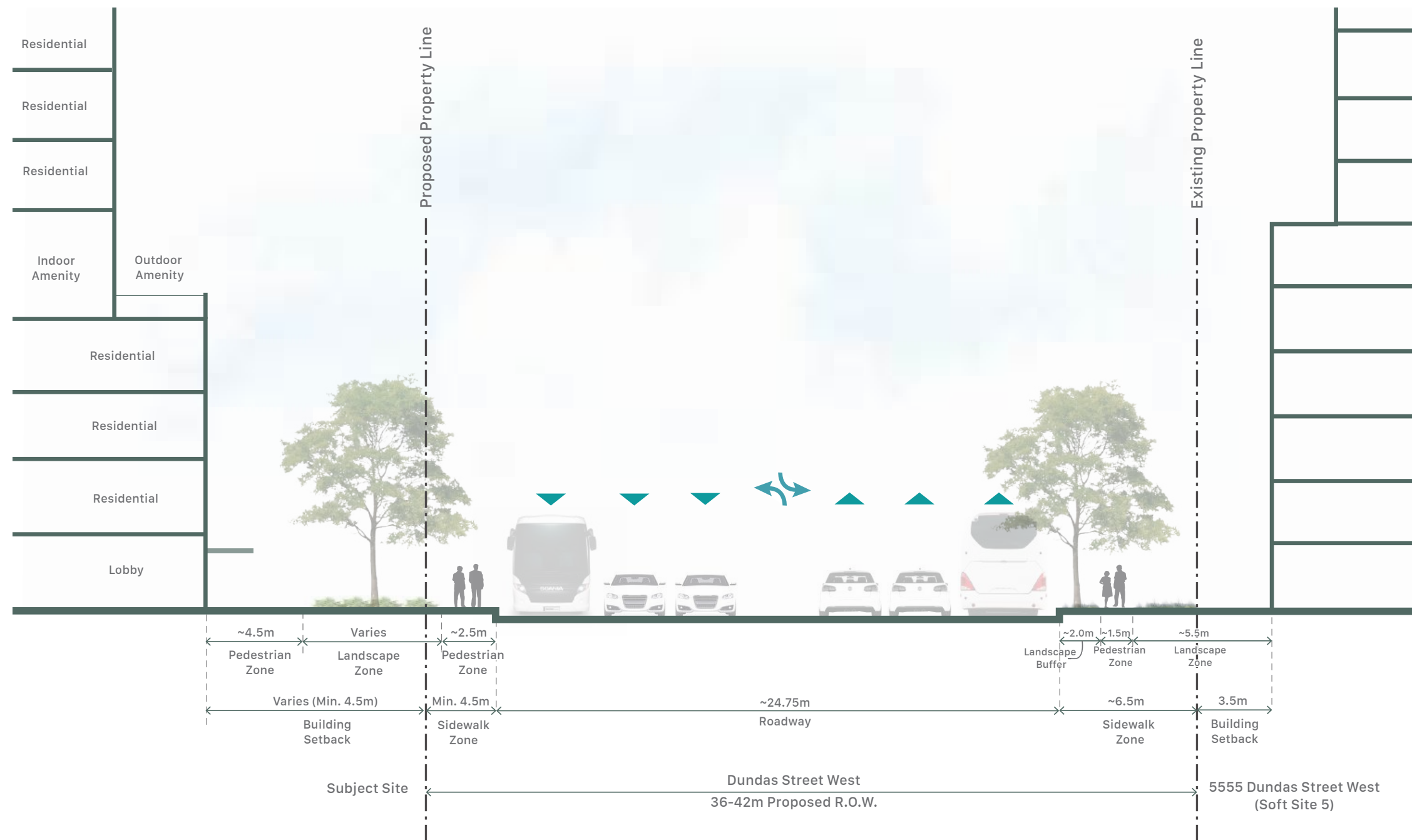


Figure 24 - Proposed Dundas Street West Section Looking East (D-D)

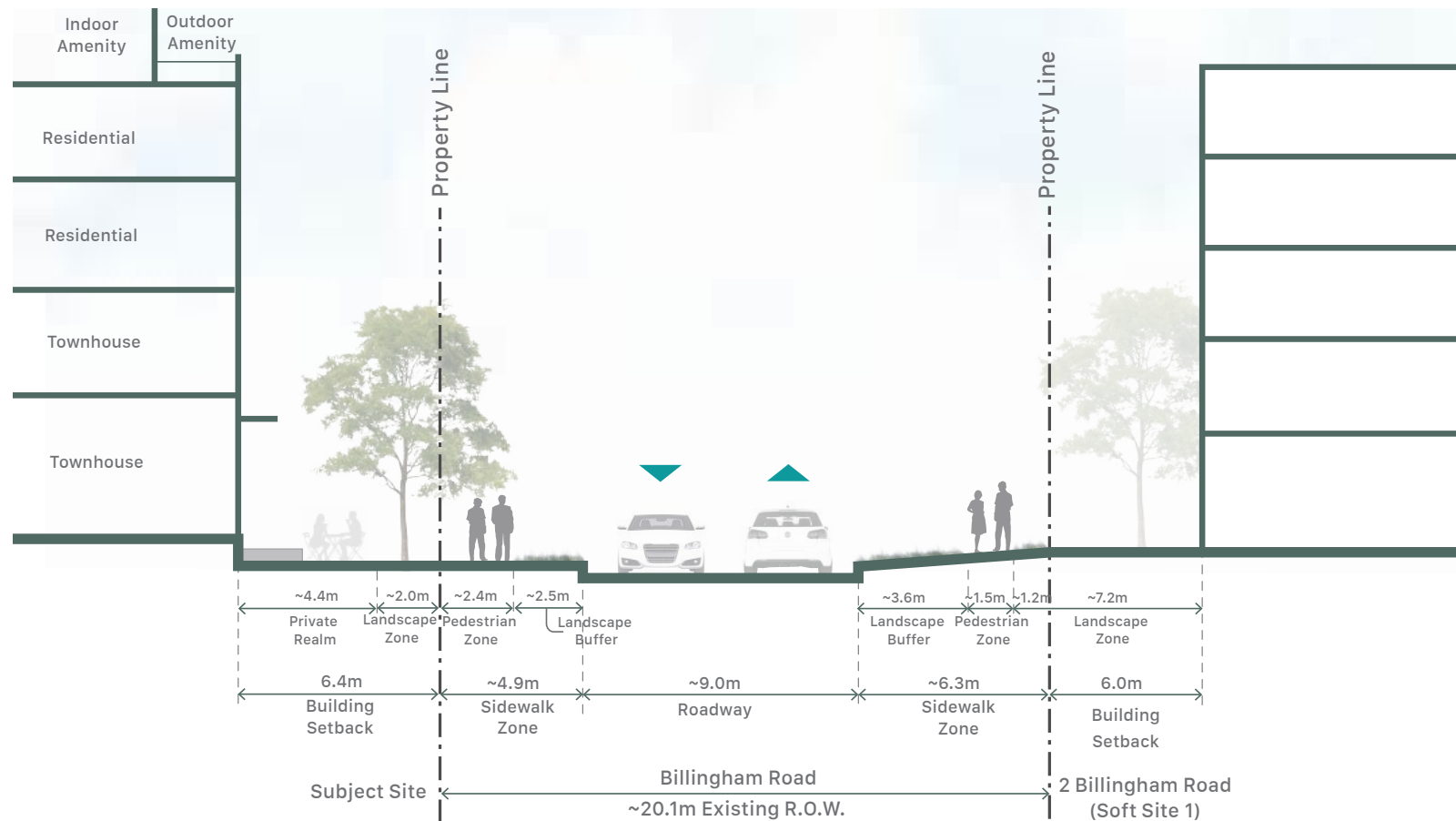


Figure 25 - Proposed Billingham Road Looking South (E-E)

Key Map

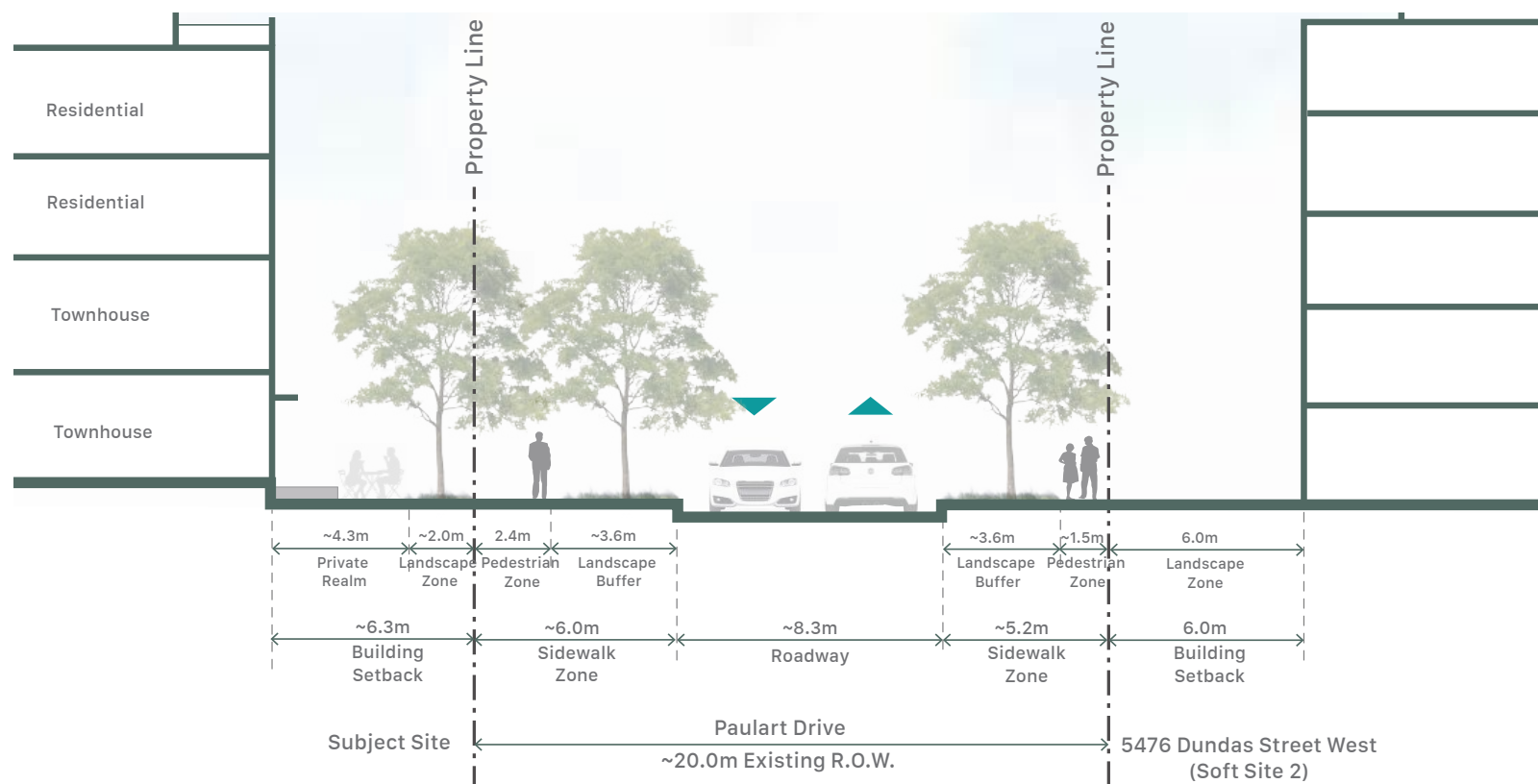
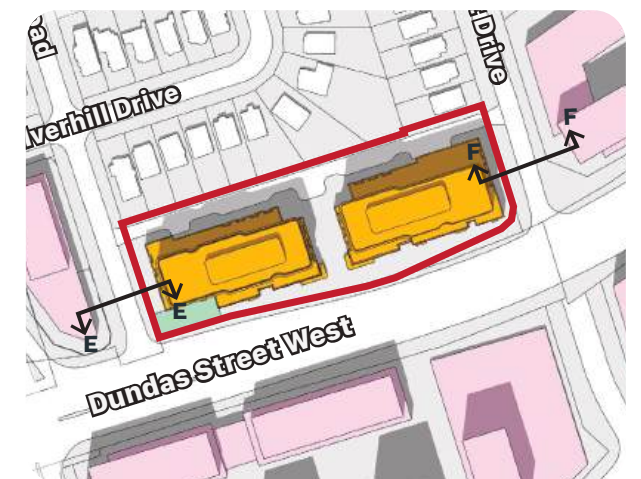


Figure 26 - Proposed Paulart Drive Looking North (F-F)

Legend

- Study Area Boundary
- Subject Site
- Development Proposal
- Approved Development
- Active Development Application
- Conceptual Massing
- Existing Park/Open Space
- Approved Park
- Proposed Park
- Proposed POPS
- # Height (Storeys)
- T Tower Form
- M Mid-Rise Form



Figure 27 - Long-Term Conceptual Redevelopment of Study Area - Axonometric View Looking Northeast

Legend

- Study Area Boundary
- Subject Site
- Development Proposal
- Approved Development
- Active Development Application
- Conceptual Massing
- Existing Park/Open Space
- Approved Park
- Proposed Park
- # Height (Storeys)
- T Tower Form
- M Mid-Rise Form



Figure 28 - Long-Term Conceptual Redevelopment of Study Area - Axonometric View Looking Southwest

March 21st - 10:18 am



March 21st - 12:18 pm



March 21st - 3:18 pm



Legend

- Study Area Boundary
- Subject Site
- Development Proposal
- Approved Development
- Active Development Application
- Conceptual Massing
- Existing Park/Open Space
- Approved Park
- Proposed Park
- Proposed POPS

Figure 29 - Preliminary Shadow Analysis (March 21st)

September 21st - 10:18 am



September 21st - 12:18 pm



September 21st - 3:18 pm



- Legend**
- Study Area Boundary
 - Subject Site
 - Development Proposal
 - Approved Development
 - Active Development Application
 - Conceptual Massing
 - Existing Park/Open Space
 - Approved Park
 - Proposed Park
 - Proposed POPS

Figure 30 - Preliminary Shadow Analysis (September 21st)

5 Conclusion

It is our opinion that the Proposal relates appropriately to the size and location of the subject site, the scale and proportion of the adjacent streets and roadways, and the existing and planned heights in the surrounding area. From a built form perspective, it is our opinion that, through its scale and massing, the proposed development fits harmoniously within the broader scale and built form character of the existing and emerging context. The proposed buildings are set back from the *Neighbourhoods* to the north and provide a generous public realm along the Dundas Avenue West streetscape. The podium elements frame the public realm with good proportion, and the taller mid-rise heights reflect the wider width of the Dundas Street right-of-way in the vicinity of the subject site.

The Block Context Plan demonstrates that the Proposal is compatible with the existing and emerging context in terms of the massing configuration, proposed setbacks and resulting separation distances between buildings. From a built form perspective, the Proposal is appropriately scaled to the broader urban structure, mediating the scale of

emerging intensification at Cloverdale Mall and that near to the Kipling Transit Hub, while responding to its direct adjacency to the established low-rise neighbourhoods to the north. Further, the conceptual massing illustrated in the BCP is in keeping with the existing and emerging tall building context. While the Block Context Plan demonstrates mid-rise and tall building soft sites within the Study Area, none would be negatively impacted by the Proposal from a built form perspective. Together with the recently approved developments and potential future development concepts demonstrated in this report, the Proposal is of a form and scale that provides appropriate transition down to and spatial separation from nearby *Neighbourhoods* and *Parks*, with shadow impacts on such areas being adequately limited and without adversely affecting their utility.

