



Block Context Plan

2400-2440 Dundas Street West
Toronto, ON

Prepared For
Fora Developments

March 2023

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Introduction

This Block Context Plan has been prepared on behalf of Fora Developments, in support of a rezoning application for the lands municipally known as 2400–2440 Dundas Street West (“the subject site”), located on the east side of Dundas Street, approximately 130 metres north of the Bloor Go/UPX Station. The application would support the redevelopment of the site with two mixed-use buildings comprised of three towers ranging in heights from 18- to 36-storeys. The proposal will appropriately intensify an underutilized site and contribute to the reurbanization of the Bloor and Dundas area.

This Block Context Plan demonstrates how the physical form of the proposed development fits within the existing and planned context. The Plan will include an inventory, assessment and understanding of the existing physical context within the Study Area. This Block Context Plan serves as a companion document and should be reviewed with the accompanying reports and other technical studies.

Overall, it is our opinion that the proposed development fits within the existing and planned context and represents good urban design.



Study Area

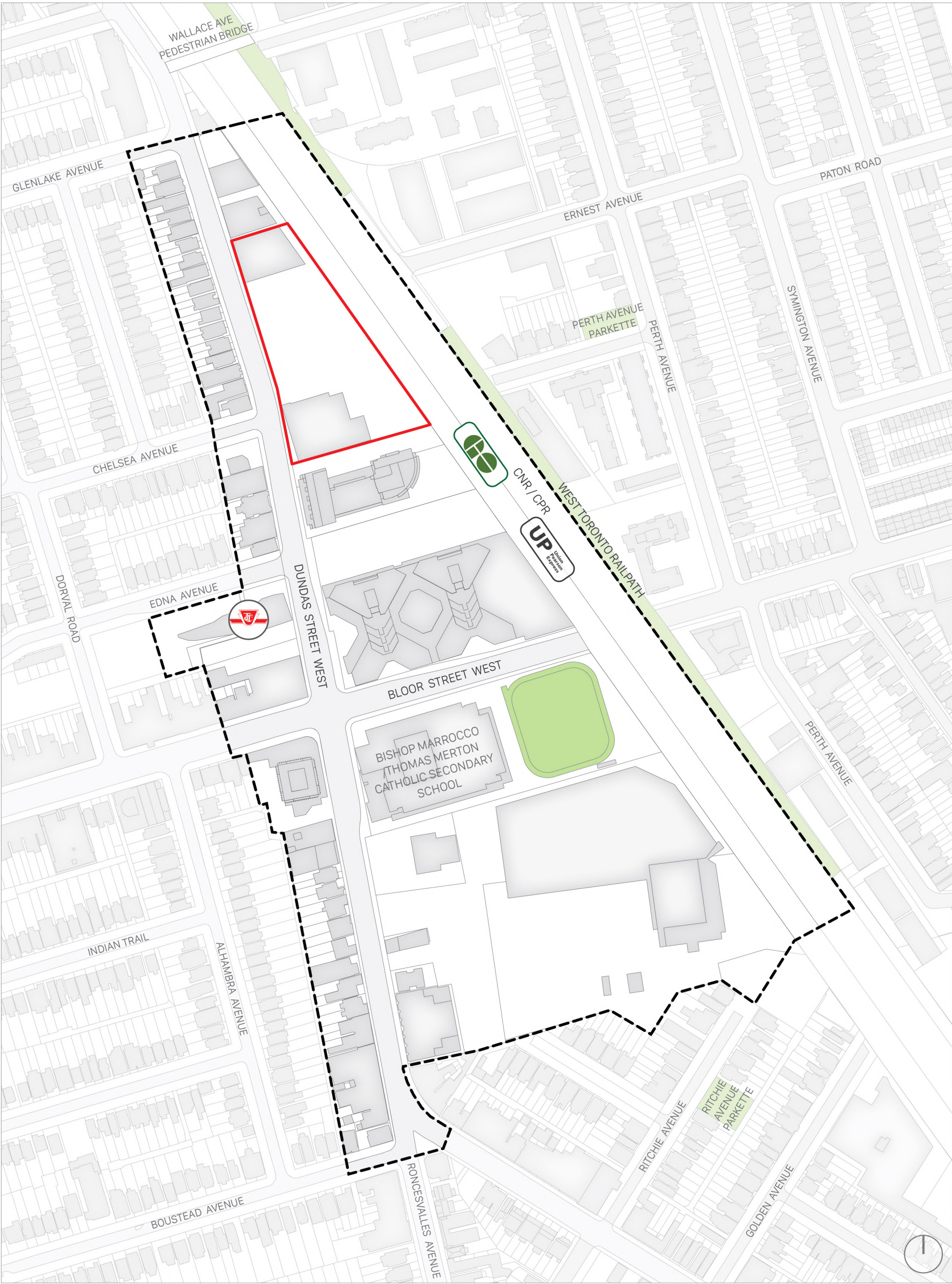
The Block Context Plan Study Area is bounded by the CPR/CNR rail corridors to the east, Glenlake Avenue to the north and Boustead Avenue to the south.

The Study Area is located at the Bloor-Dundas crossroads. This area is one of the most transit-accessible locations in the City and has been identified as a mobility hub (the Dundas West-Bloor Mobility Hub).

Bloor Street is one of the City's primary thoroughfares; spanning the majority of the City, together with its extension as Danforth Avenue east of the Don Valley. The nearby section of Bloor Street West was initially developed as a "streetcar suburb" along the Bloor Street streetcar route in the late 19th century, operating until the opening of the Bloor-Danforth subway line in 1966. The built form resembles other "mainstreets" that were built along Toronto's early streetcar routes. The lots are generally shallow with narrow frontages, and the buildings are generally built to the front lot line, establishing a consistent street rhythm.

Despite the presence of subway infrastructure, Bloor Street West, west of the Downtown, had experienced fairly limited development activity. However, in recent years, large-scale redevelopment projects have been dramatically transforming major intersections with transit interchanges along Bloor Street into higher density nodes.

The initial development of the Bloor-Dundas area was driven by the introduction of the rail corridors which produced conditions that were favourable for the introduction of industrial uses, and later, automobile-oriented big-box retail in the area. In recent years, many of the City's large retail plazas are becoming sites of redevelopment. Number of developments are redefining and regenerating the Dundas West-Bloor Mobility Hub as a mixed-use high-density area centred around a multi-modal transit node.



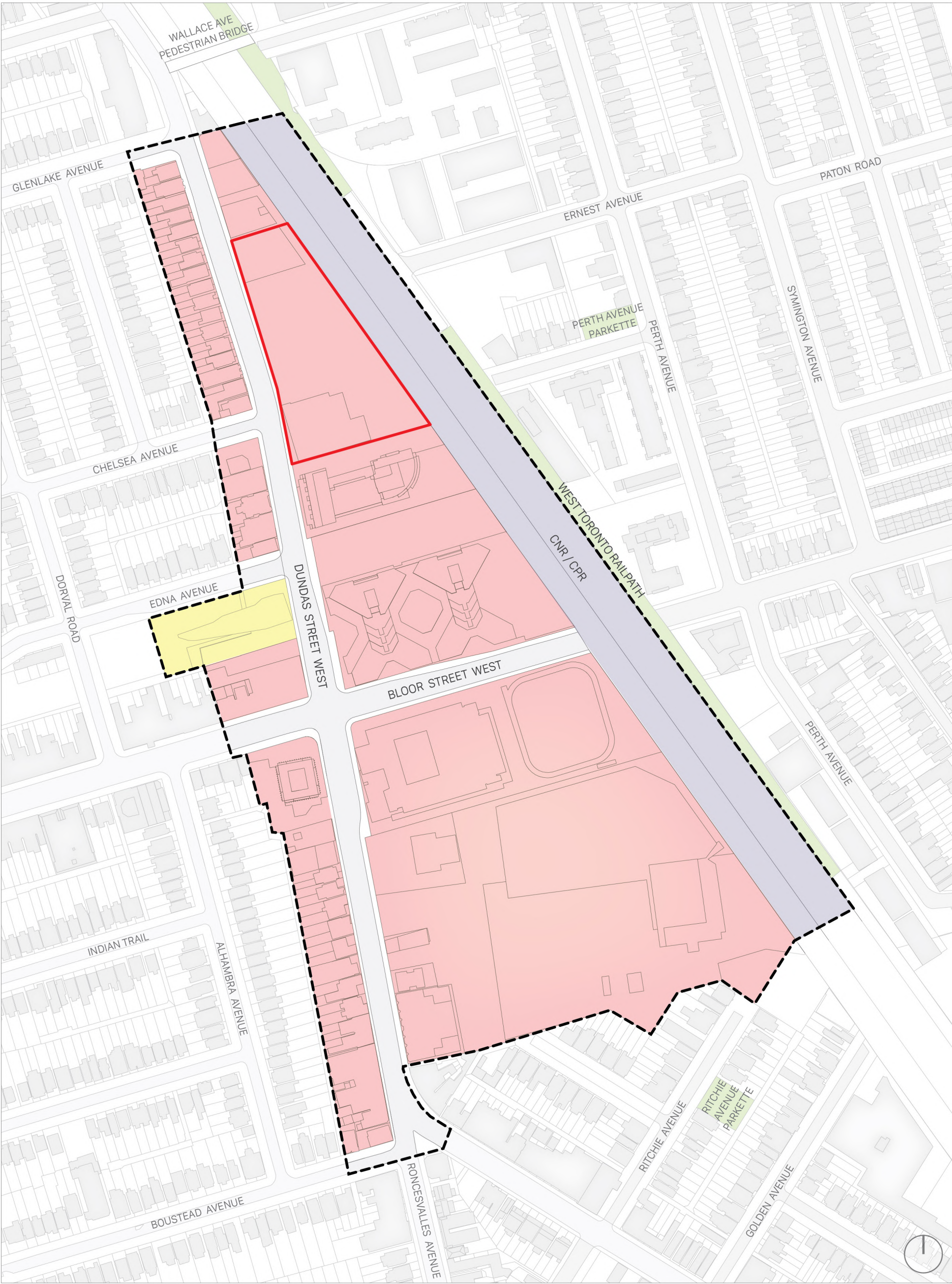
LEGEND

- STUDY AREA
- SUBJECT SITE
- DUNDAS WEST STATION
- BLOOR GO STATION
- UP EXPRESS STATION

Figure 1 - Block Context Plan Study Area



Existing Condition



LEGEND

- STUDY AREA - - - SUBJECT SITE MIXED USE AREAS NEIGHBOURHOODS UTILITY CORRIDORS

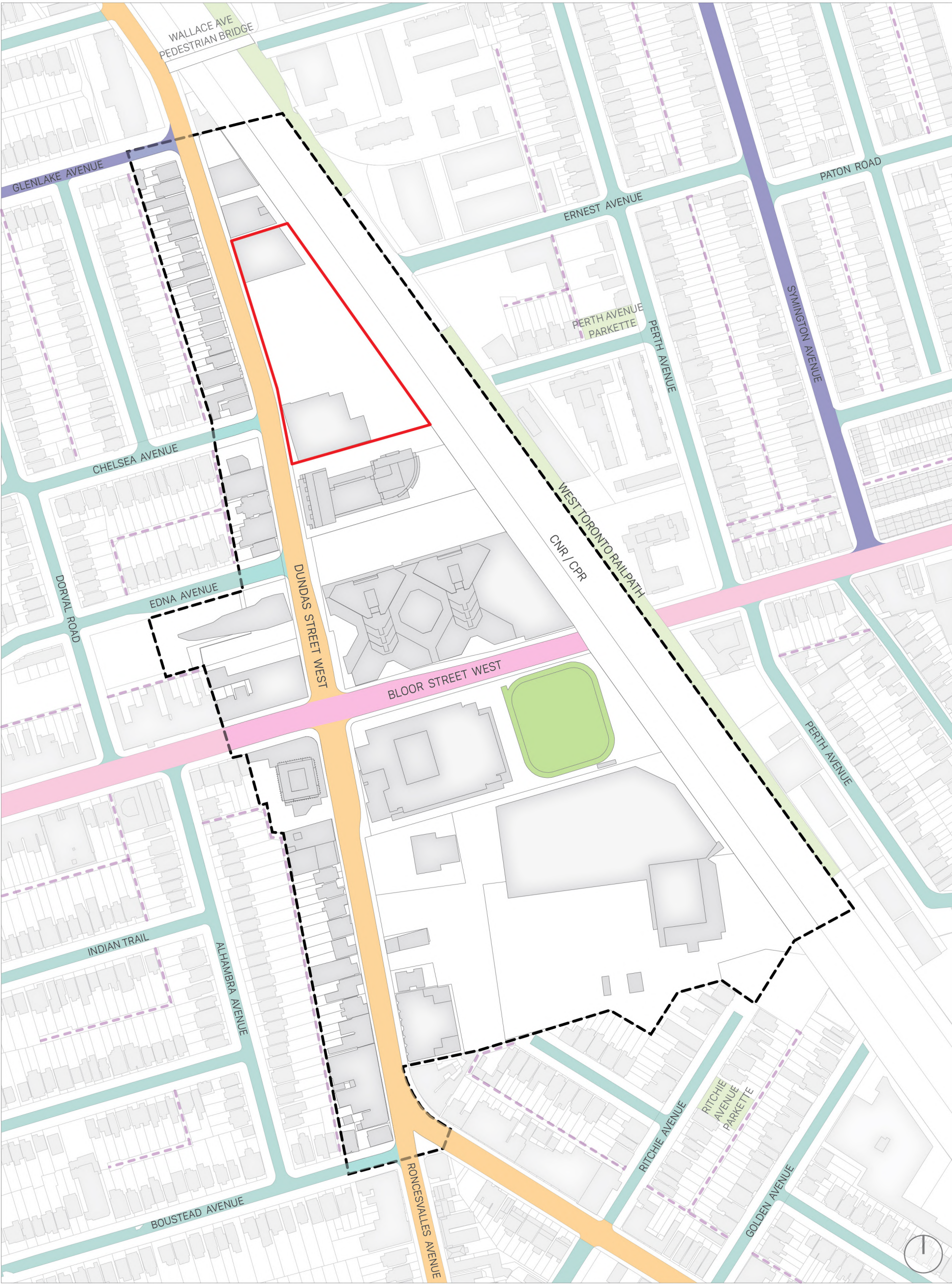
Figure 2 - Land Use- Official Plan



LEGEND

— — STUDY AREA

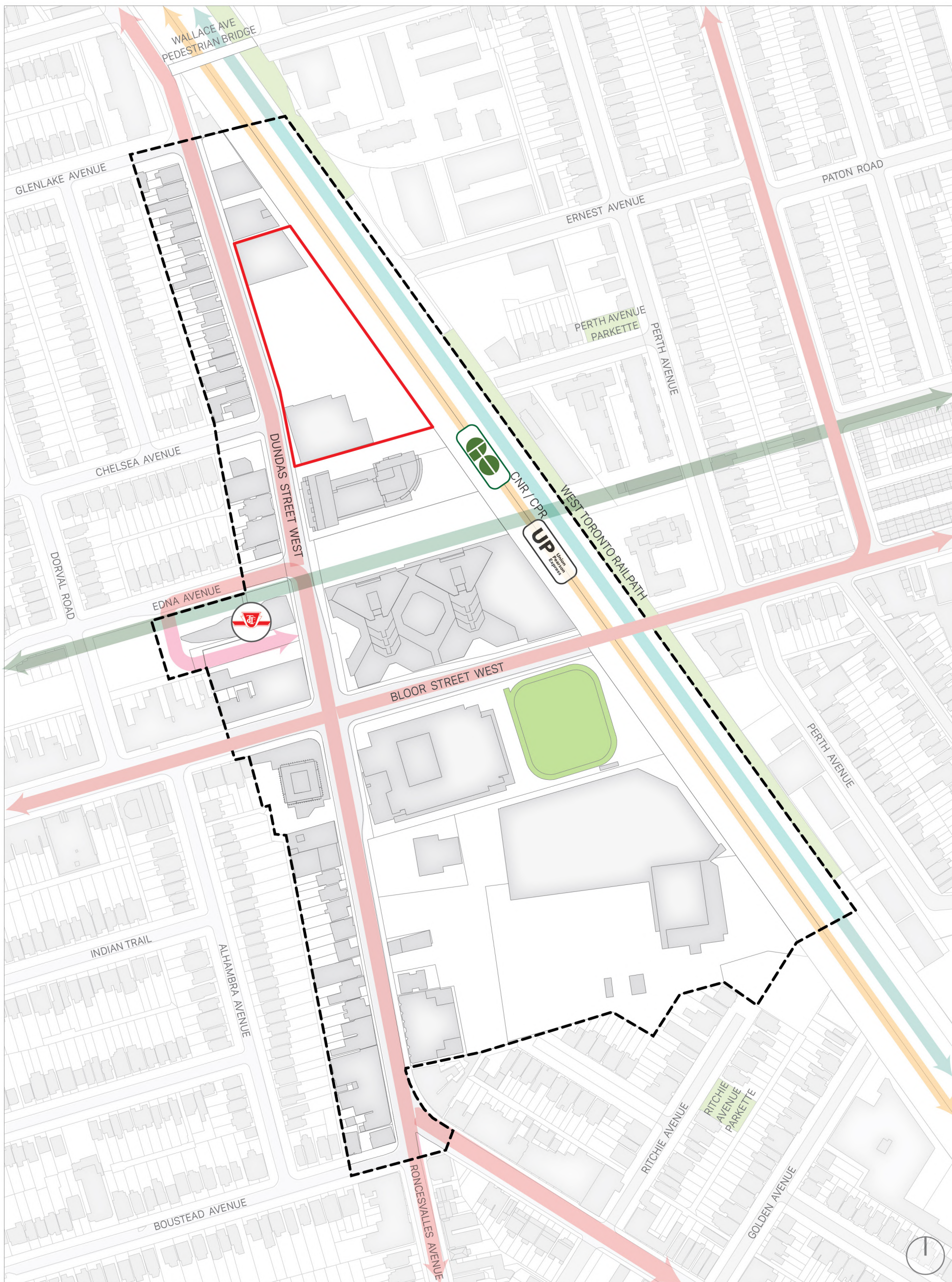
— SUBJECT SITE



LEGEND

- STUDY AREA
- SUBJECT SITE
- MAJOR ARTERIAL
- MINOR ARTERIAL
- COLLECTOR
- LOCAL
- LANEWAY

Figure 4 - Road Network



LEGEND

— — STUDY AREA


— SUBJECT SITE

 BUS / STREETCAR
ROUTE

UNION PEARSON EXPRESS
LINE

GO TRANSIT LINE

BLOOR - DANFORTH
LINE

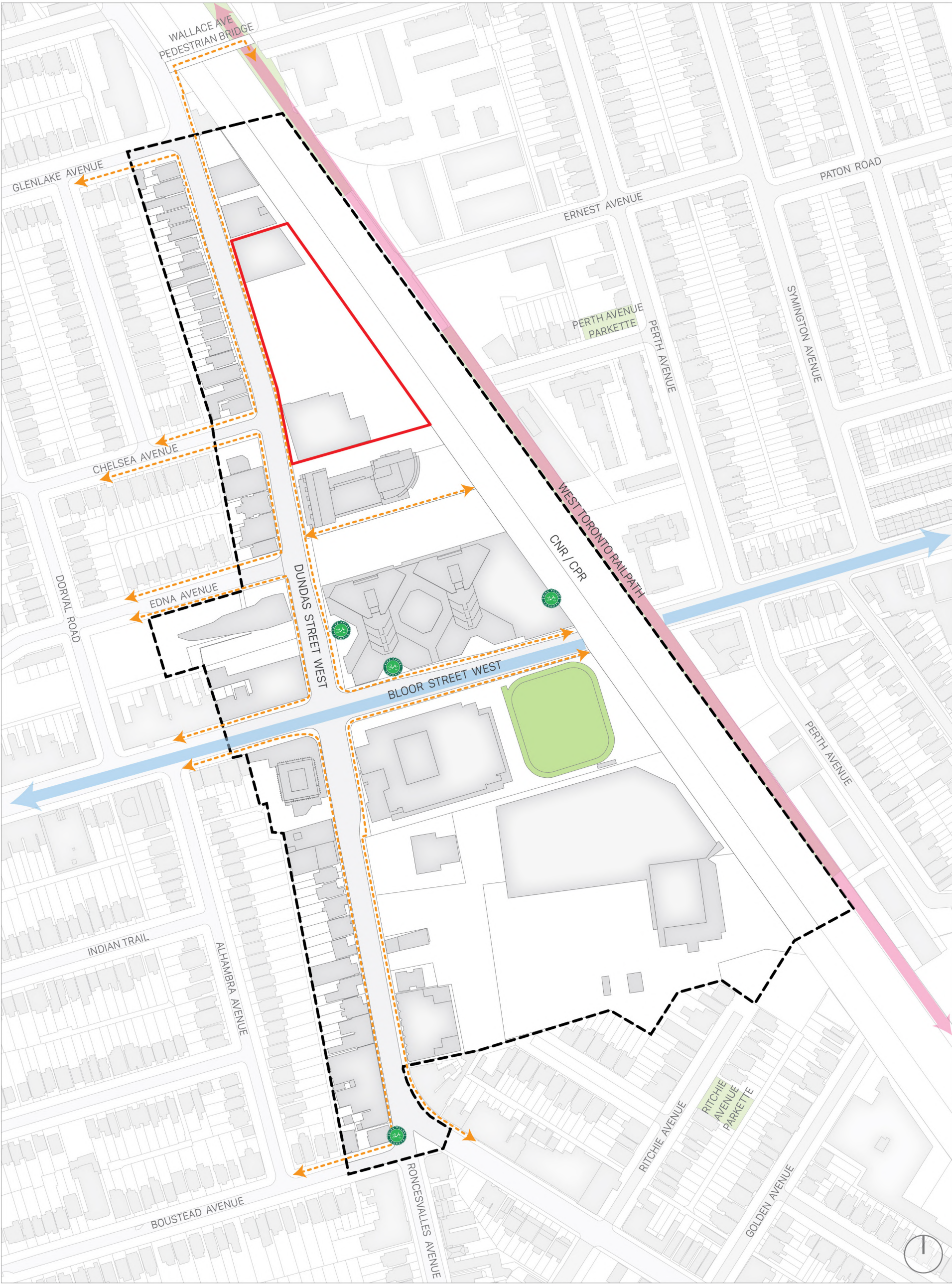


DUNDAS WEST
STATION



BLOOR GO STATION

UP EXPRESS STATION



LEGEND

— STUDY AREA

— SUBJECT SITE

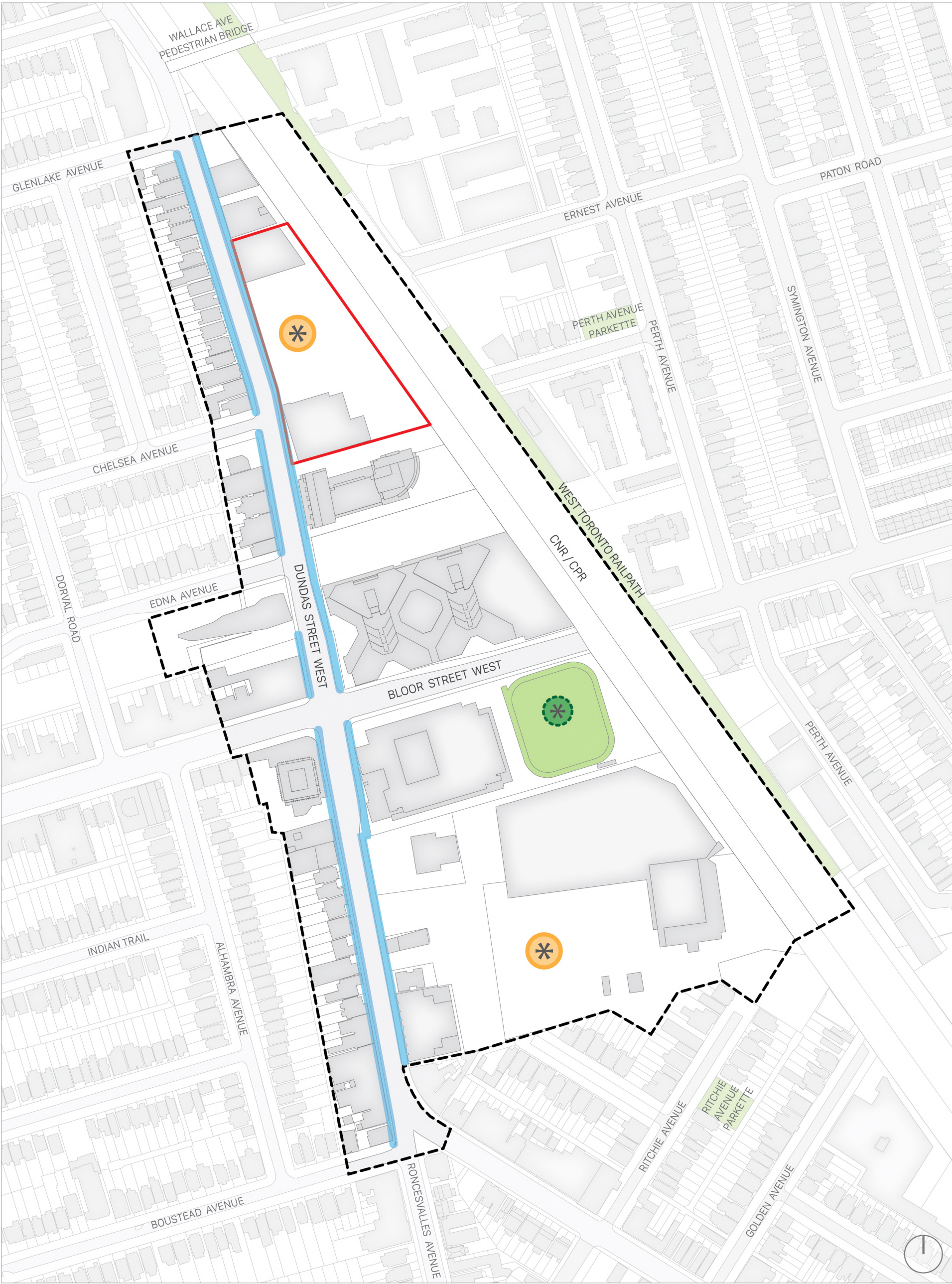
--- PEDESTRIAN CONNECTION

— WEST TORONTO RAILPATH

— BIKE LANES



Figure 6 - Pedestrian and Cycling Connections



LEGEND

- STUDY AREA
- SUBJECT SITE
- SIDEWALK IMPROVEMENTS & TREE PLANTING WITH REDEVELOPMENT *
- ⊗ PUBLIC REALM EXTENDED INTO LARGE SITES THROUGH REDEVELOPMENT *
- ⊗ OPPORTUNITY FOR PUBLICLY-ACCESSIBLE GREEN SPACE *

Figure 7 - Public Realm

*As per Bloor Dundas Avenue Study



LEGEND

- STUDY AREA
- SUBJECT SITE
- ACTIVE DEVELOPMENT PROPOSAL
- DEVELOPMENT UNDER CONSTRUCTION
- APPROVED DEVELOPMENT PROPOSAL
- PROPOSED PARK

- 1 2238-2290 DUNDAS STREET WEST & 104-105 RITCHIE AVENUE - 6 TO 38 STOREYS
- 2 1540-1550 BLOOR STREET WEST - 27 STOREYS
- 3 2376-2388 DUNDAS STREET WEST - 27 STOREYS

Figure 8 - Development Activity



Proposed Condition

This Block Context Plan demonstrates how the development proposal fits with the existing, planned and emerging context within the Study Area. Moreover, it identifies conceptual soft sites that may develop in a manner that is generally consistent with the emerging built form pattern along Dundas Street West. The built form principles used for the conceptual massings are consistent with the City's policy and guideline framework and are widely accepted as appropriate standards in urban design practice. In our opinion, the proposed built form approach, if applied to the conceptual soft sites, will not have adverse impacts on the surrounding context and will support provincial and municipal policy directions for growth.

A summary of the built form principles applied to the conceptual redevelopment sites are provided below:

- An enhanced public realm should be provided with active street frontages that are visually and physically accessible from the surrounding street network;
- Buildings should be sited and massed to limit shadow impacts on adjacent streets, parks and low-rise residential neighbourhoods;
- Mid-rise, street-related buildings should provide a continuous street-wall edge promoting active at-grade uses;
- Key terminus sites and intersections should be enhanced and be made visually prominent;
- Mid-rise, street-related buildings should be located parallel to the street with a consistent front yard setback that appropriately widens the adjacent right-of-way as necessary.

4.1 Built Form within Soft Sites

The conceptual massing demonstrated for this Block Context Plan considers the development criteria and built form policies of the Official Plan, and key guidelines from Performance Standards for Mid-rise Buildings, where applicable.

The proposed massing and design for each conceptual redevelopment site, as shown in Figure 10, was based on a number of contextual considerations including:

- the size and depth of the site;
- proximity to existing and planned transit infrastructure;
- proximity to Neighbourhoods designated properties; and
- preliminary analysis of shadow impacts.

In particular, the massing concepts were developed based on the parameters:

- provide an overall building height that relates to, and frames, the adjacent right-of-way. The conceptual heights were based on site general characteristics, and proximity to major intersections, among other considerations;
- provide a floor-to-floor height of 4.5 metres at grade to accommodate retail uses, while all subsequent floors above achieve a floor-to-floor height of 3.0 metres for residential uses;
- for mid-rise buildings, provide a setback above the streetwall ;
- provide an appropriate transition in scale down to lower-scaled buildings, parks and open spaces;
- provide an average building depth of 22.0 metres;
- provide a transition to adjacent Neighbourhoods designated properties by applying a 45-degree angular plane from the opposite side of existing public lanes;
- provide a streetwall height generally equivalent to

80% of the width of the adjacent right of way;

- provide a minimum 5.5-metre setback side yard setback above the streetwall or at grade where appropriate.

In assessing possible impacts from the conceptual redevelopment identified in this Block Context Plan, a number of important factors were considered, including:

- the redevelopment of several conceptual soft sites would require demolition of existing commercial or institutional uses, which may or may not be economically viable;
- the redevelopment of all of the conceptual soft sites would require property assembly or consolidation, which may or may not occur; and
- the conceptual redevelopment identified for each of the sites does not comply with the existing zoning and would require either an application for rezoning or a minor variance, which could be refused or reduced through the application review process.

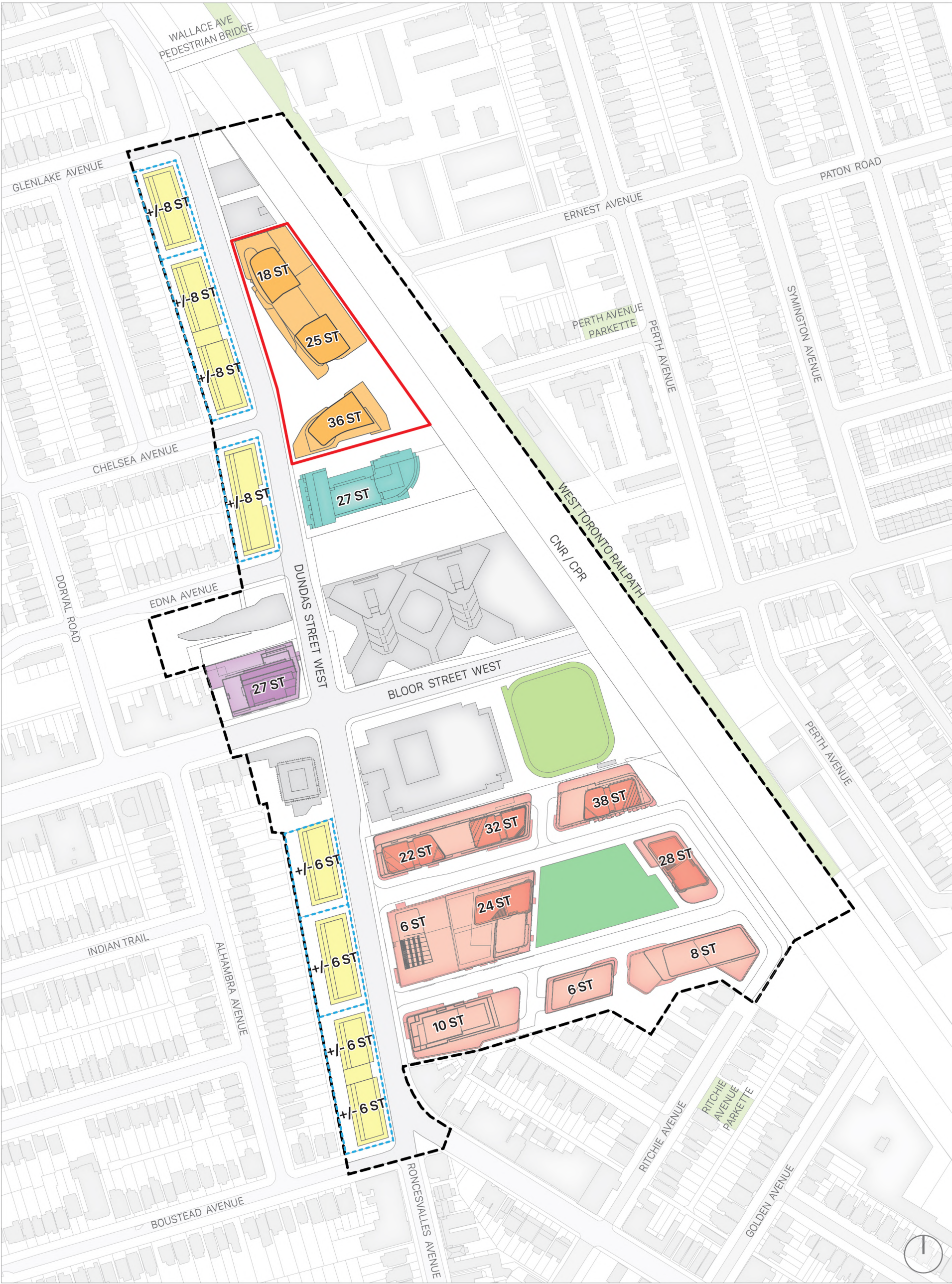
As a result, although the conceptual development identified in this Block Context Plan is theoretically achievable, it is likely that some of the sites may not redevelop.



LEGEND

- STUDY AREA
- SUBJECT SITE
- PROPOSED DEVELOPMENT
- ACTIVE DEVELOPMENT PROPOSAL
- DEVELOPMENT UNDER CONSTRUCTION
- APPROVED DEVELOPMENT
- PROPOSED PARK PROPOSAL

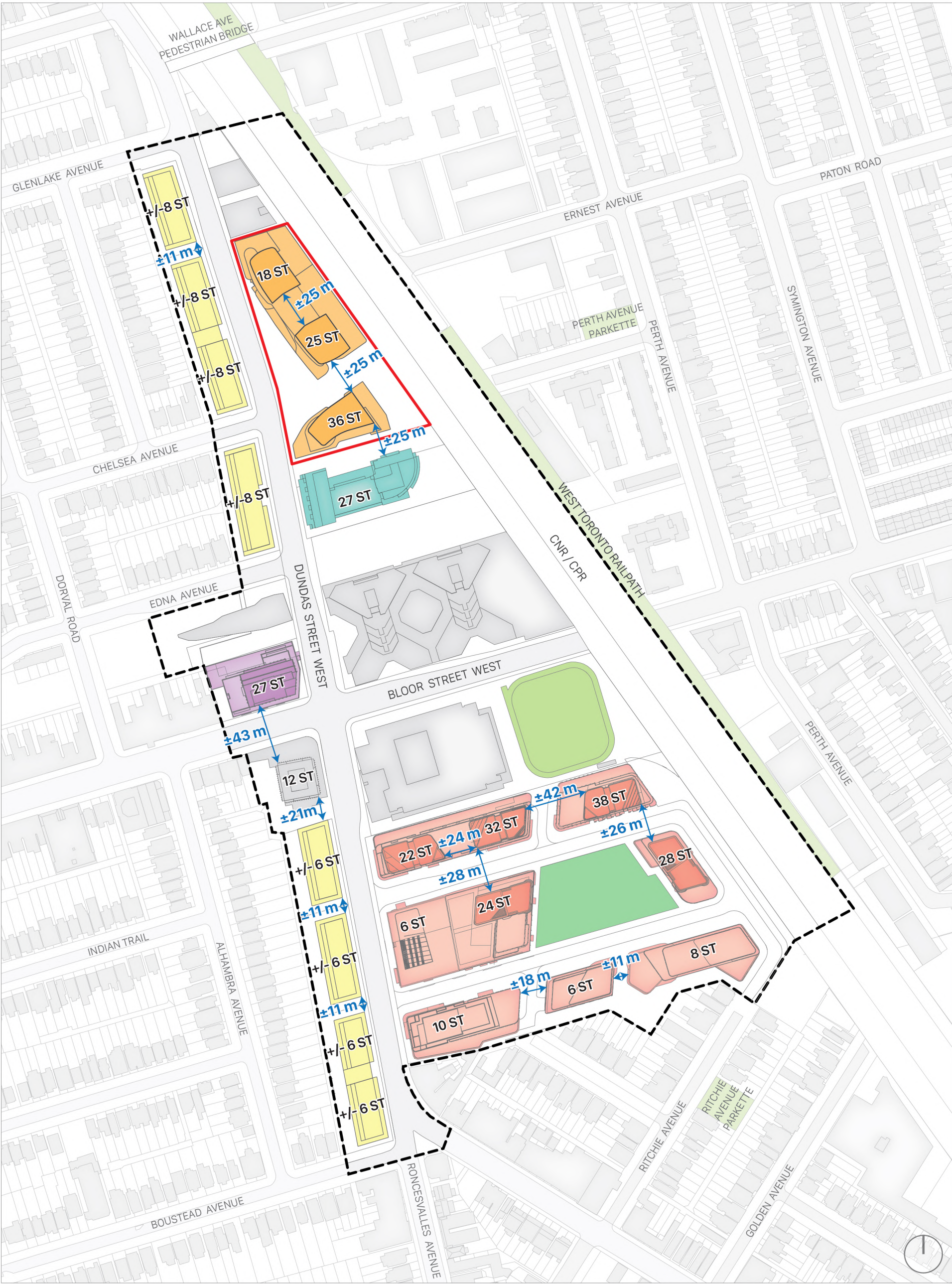
Figure 9 - Proposed Development



LEGEND

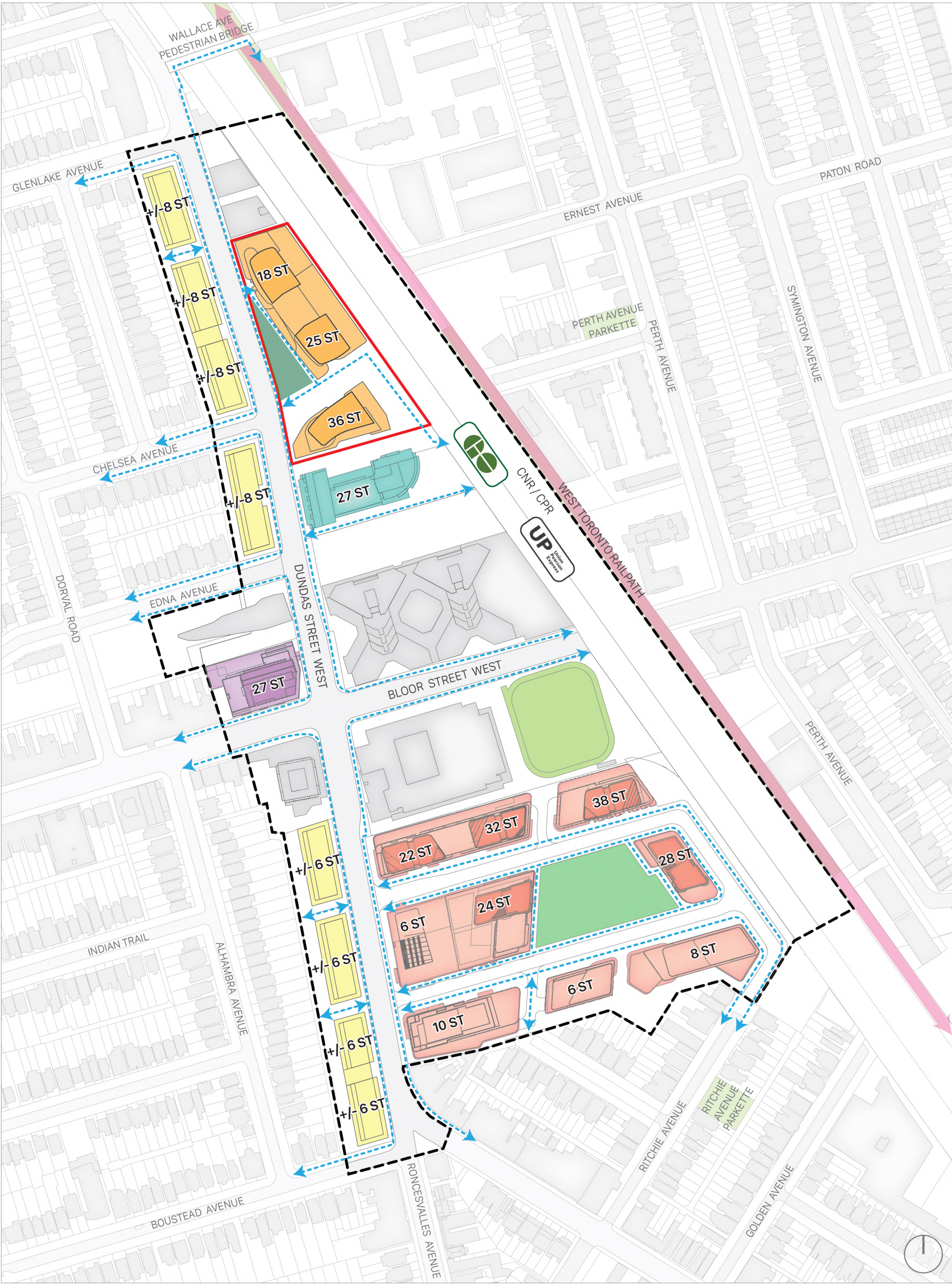
- STUDY AREA
- SUBJECT SITE
- PROPOSED DEVELOPMENT
- ACTIVE DEVELOPMENT PROPOSAL
- APPROVED DEVELOPMENT PROPOSAL
- PROPOSED PARK
- POTENTIAL FUTURE DEVELOPMENT
- SOFT SITE DEVELOPMENT
- DEVELOPMENT UNDER CONSTRUCTION

Figure 10 - Conceptual Redevelopment of Study Area



LEGEND

- STUDY AREA
- SUBJECT SITE
- PROPOSED DEVELOPMENT
- ACTIVE DEVELOPMENT
- DEVELOPMENT UNDER CONSTRUCTION
- APPROVED DEVELOPMENT
- PROPOSED PARK
- POTENTIAL FUTURE DEVELOPMENT



LEGEND

- STUDY AREA
- SUBJECT SITE
- PROPOSED DEVELOPMENT
- ACTIVE DEVELOPMENT
- DEVELOPMENT UNDER PROPOSAL
- APPROVED DEVELOPMENT PROPOSAL
- PROPOSED PARK
- PROPOSED POPS/PARKS
- POTENTIAL FUTURE DEVELOPMENT
- PEDESTRIAN CONNECTION
- WEST TORONTO RAILPATH

Figure 12 - Pedestrian Connection and Open Space



Figure 13 - Axonometric View Looking Northeast



Figure 14 - Axonometric View Looking Southwest

LEGEND

- STUDY AREA
- SUBJECT SITE
- PROPOSED DEVELOPMENT
- ACTIVE DEVELOPMENT PROPOSAL
- DEVELOPMENT UNDER CONSTRUCTION
- APPROVED DEVELOPMENT
- PROPOSED PARK PROPOSAL
- POTENTIAL FUTURE DEVELOPMENT



Conclusion

Overall, it is our opinion that the proposed development at 2400-2440 Dundas Street West fits within the existing and planned context and will inform an appropriate scale of future development within the adjacent properties. The Proposed Development will provide new housing, retail, office, cultural and open space in the Bloor-Dundas area, with transit-supportive density and design that prioritizes its integration with the surrounding community. The land use strategy supports community by animating the ground floor with active retail uses such as food store, as well as POPS/park and open spaces. The Proposal's pedestrian realm and built form design support a human-scaled development with an inviting public realm. The proposed tower design supports this as well, with minimum 25 metres separation distances and varying orientations and heights that will let in light and provide a visually appealing skyline.

It is our opinion that the redevelopment of the Study Area would likely take the form of mixed-use buildings varying in height and built form according to site-specific constraints. The proposal, together with the active, approved and potential future developments, will contribute to a complete community by providing a mix of uses in a transit-supportive built form and in proximity to frequent transit service.

