



BOUSFIELDS INC.

PLANNING | DESIGN | ENGAGEMENT

# Block Context Plan

**1543-1551 The Queensway &  
66 & 76 Fordhouse Boulevard**

City of Toronto

**Prepared For**  
Community Affordable Housing Solutions

December 2024





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Introduction

This Block Context Plan (“BCP”) has been prepared by Bousfields Inc., on behalf of Community Affordable Housing Solutions, in support of Official Plan (“OPA”) application for a consolidation of properties municipally known as 1543, 1545, 1547, 1549 and 1551 The Queensway and 66 and 76 Fordhouse Boulevard (hereafter referred to as the “Subject Site”). Located on the south side of The Queensway, north of Fordhouse Boulevard and west of Algie Avenue, the proposed amendments would permit the redevelopment of the Subject Site with a mixed use development comprising of four residential mixed-use buildings with heights ranging from 30 to 45 storeys.

The BCP provides an analysis of how the proposed development fits within the existing, planned and emerging context of a defined Study Area boundary. The BCP includes an inventory and assessment of the physical features of the defined Study Area, including the existing built form context, recent development activity, and the transportation and pedestrian networks. It also provides an inventory of the planned context, with consideration for relevant Official Plan policies and related guidelines. Furthermore, this BCP provides a demonstration on how the remainder of the Study Area boundary may potentially redevelop in the future.

This document serves as a companion document to the Planning and Urban Design Rationale report, also prepared by Bousfields Inc., and should be reviewed in conjunction with other reports and technical studies comprising these applications.

2

Study Area

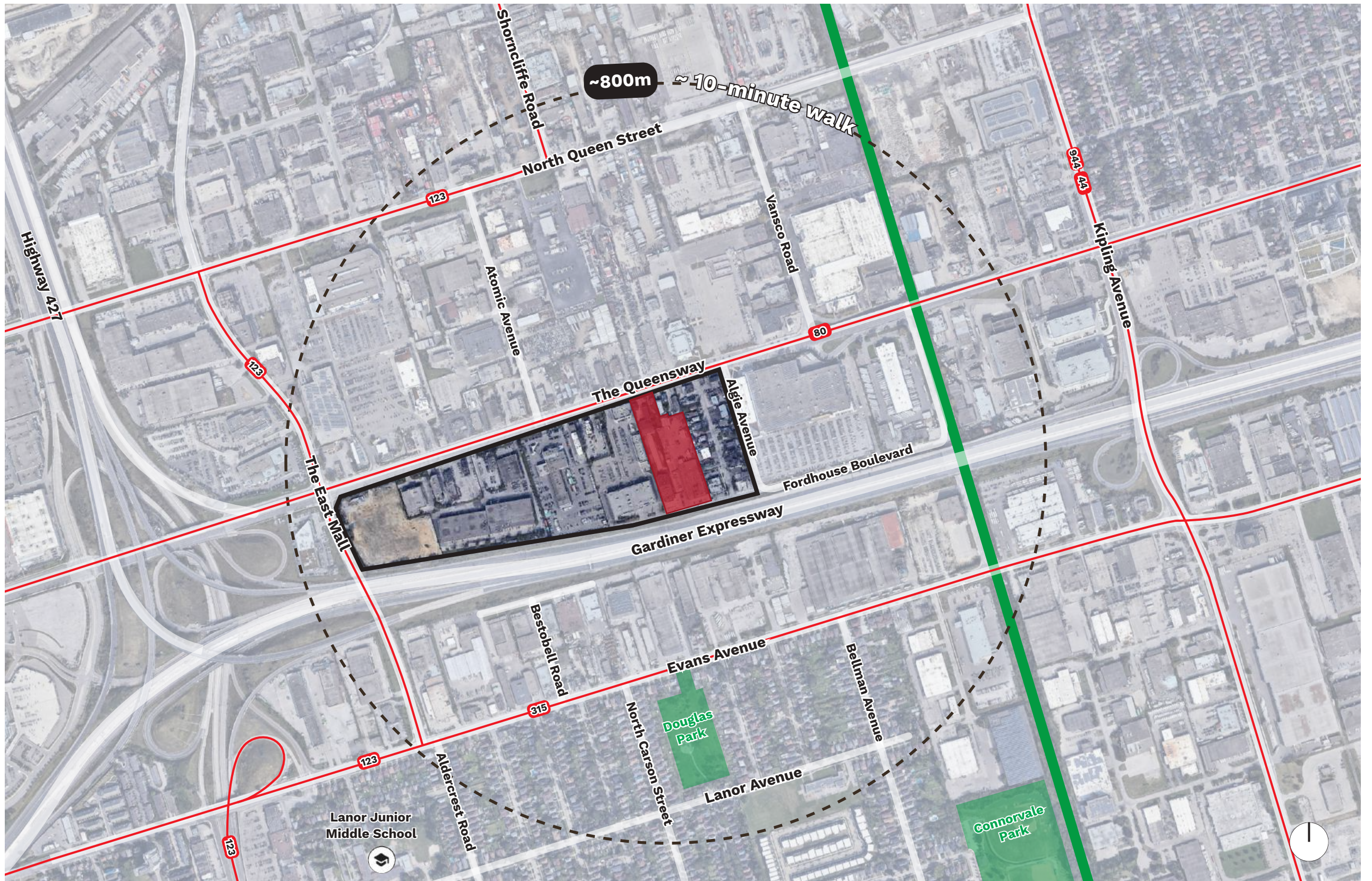
The BCP Study Area boundary was determined in conjunction with City of Toronto Planning staff. As illustrated in **Figure 1**, the Study Area is bounded by The Queensway to the north, the rear property lines of parcels along the east side of Algie Avenue to the east, the north side of Frederic G. Gardiner Expressway (“Gardiner Expressway”) to the south and The East Mall to the west.

The lands comprising the Study Area are designated *General Employment Areas* and *Core Employment Areas* in the City’s Official Plan. The Study Area is generally characterized by low-rise commercial/service buildings with residential units along Algie Avenue.



# Legend

- Study Area Boundary
- Subject Site
- TTC Bus Routes
- Canadian Pacific Rail



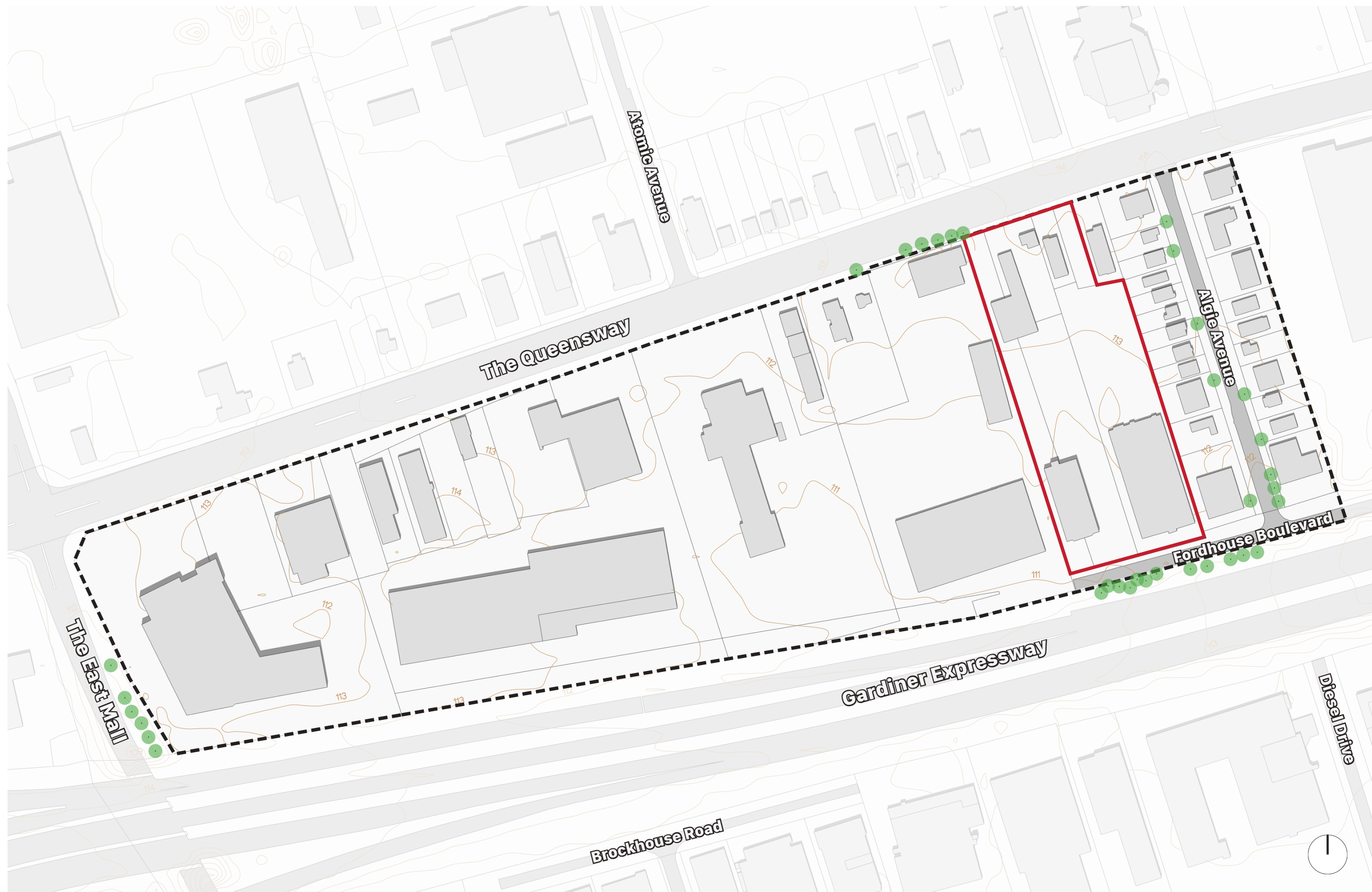


3

Existing Conditions

# **Legend**

- Study Area Boundary
- Subject Site
- Existing Contour Lines (1.0m intervals)\*
- Existing Tree Location (Approximate)\*\*







\*Existing Contour Lines generated from publicly available data through the University of Toronto Open Data Library.

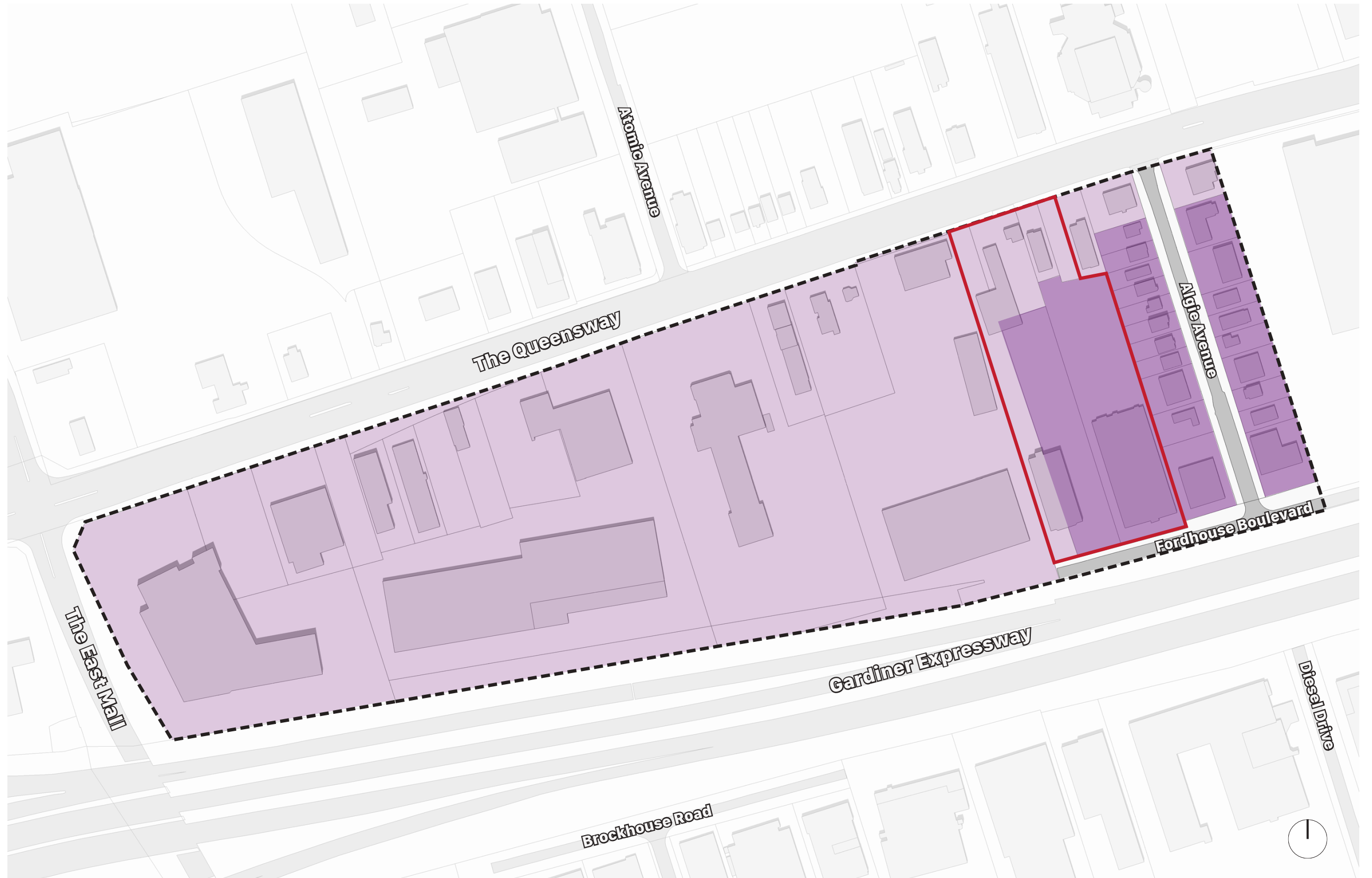
\*\*Existing tree data taken from City of Toronto Maps.

**Figure 2 - Existing Topography and Trees**



**Legend**

-  Study Area Boundary
-  Subject Site
-  General Employment Area
-  Core Employment Area



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

# Legend

- Study Area Boundary
- Subject Site
- Provincial Expressway
- City Expressway
- Major Arterial
- Minor Arterial
- Collector
- Local
- TTC Transit Route
- TTC Bus Stop

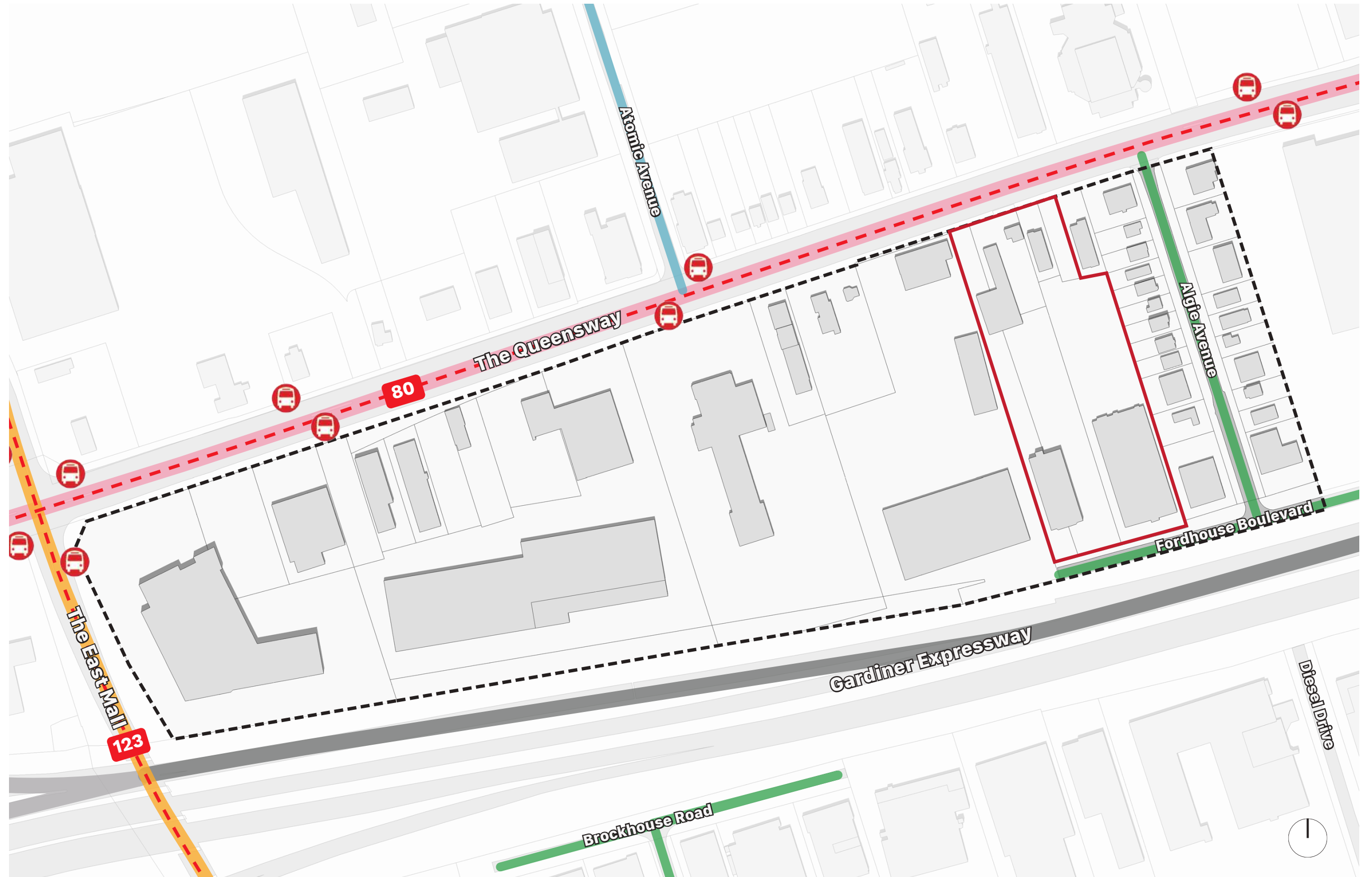







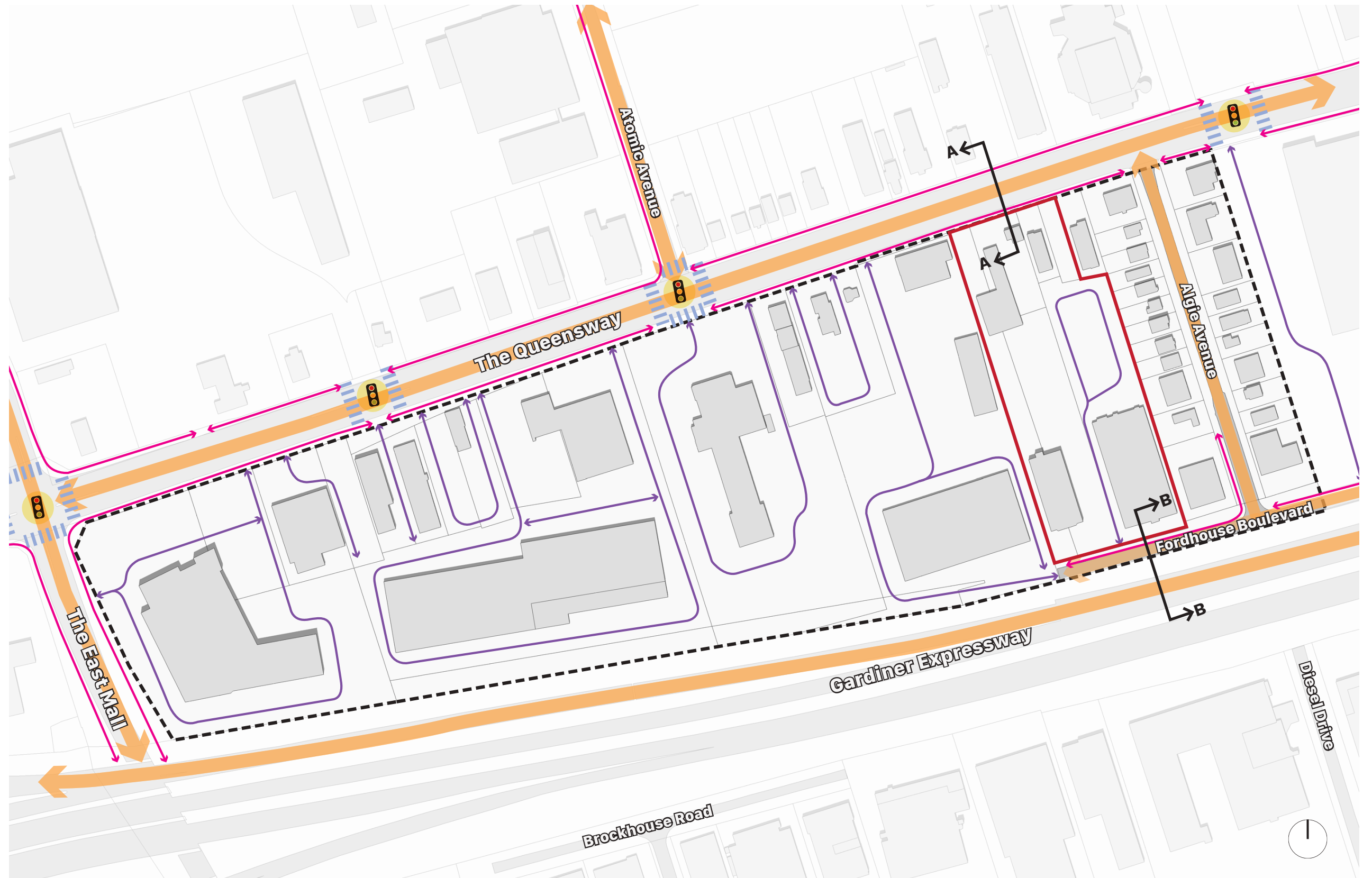


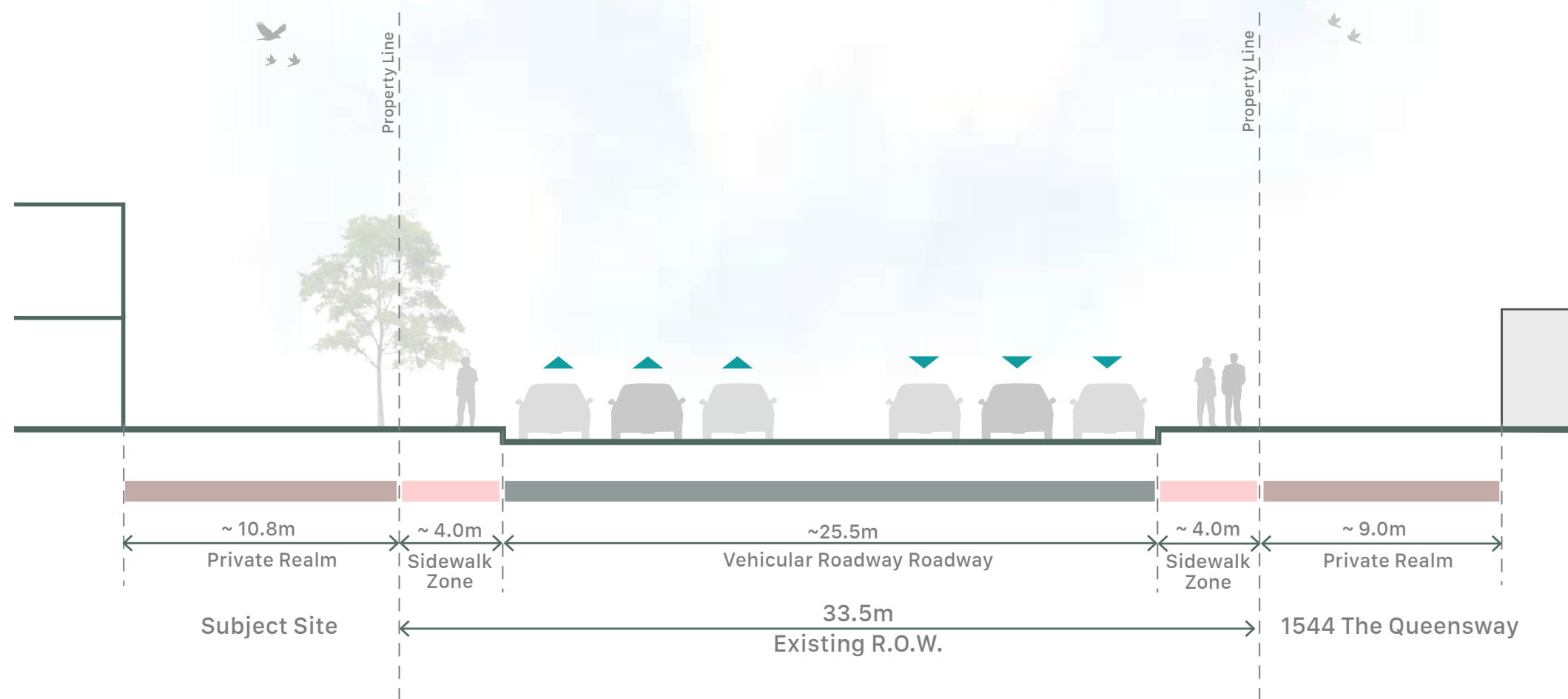
Figure 4 - Existing Road Network and Transit Connections



- Legend**
-  Study Area Boundary
  -  Subject Site
  -  Crosswalk
  -  Pedestrian Route
  -  Internal Driveway
  -  Vehicular Route
  -  Signalized Intersection

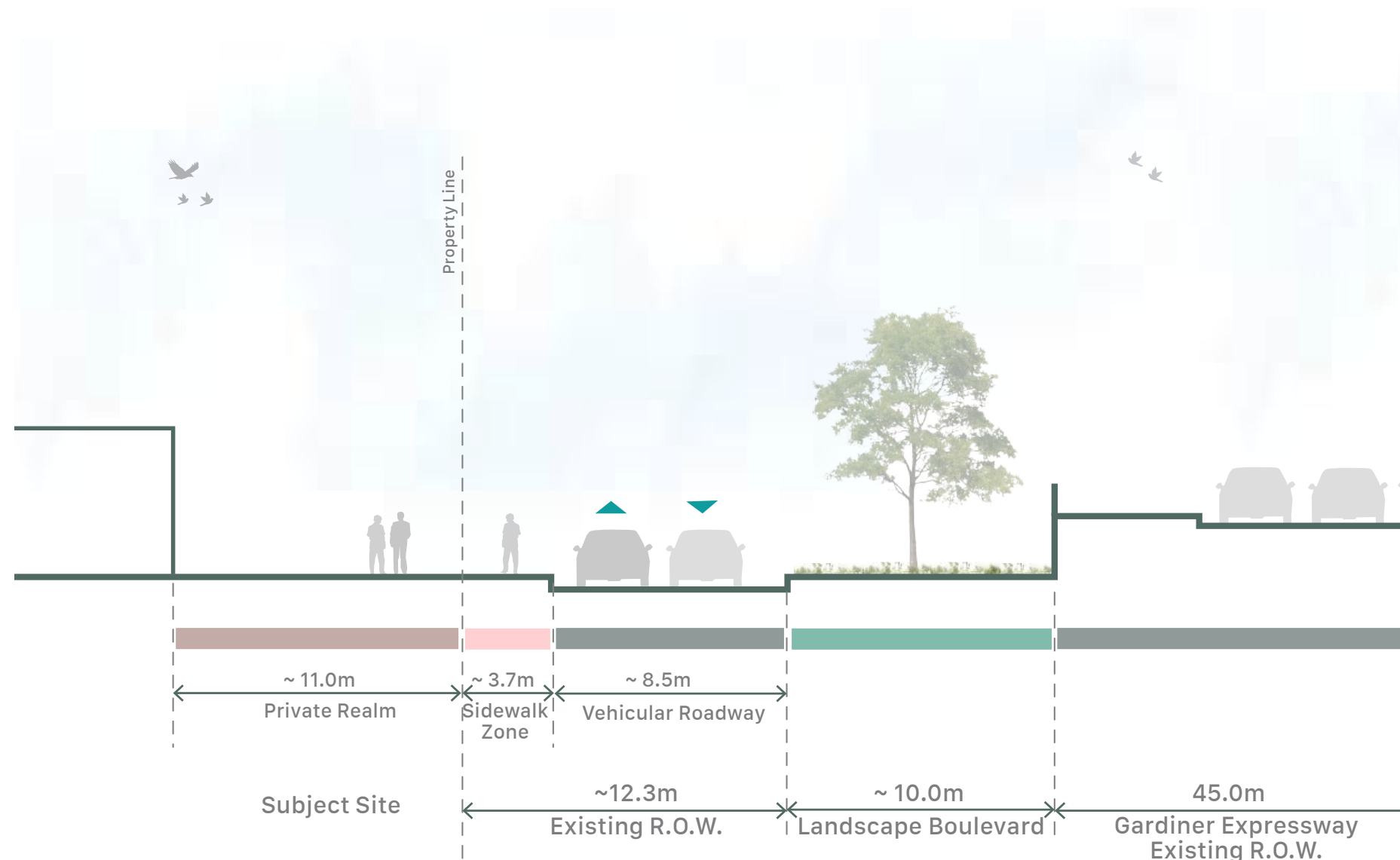


**Figure 5 - Existing Pedestrian and Vehicular Circulation**






**Figure 6 - Existing The Queensway Section Looking West (A-A)**

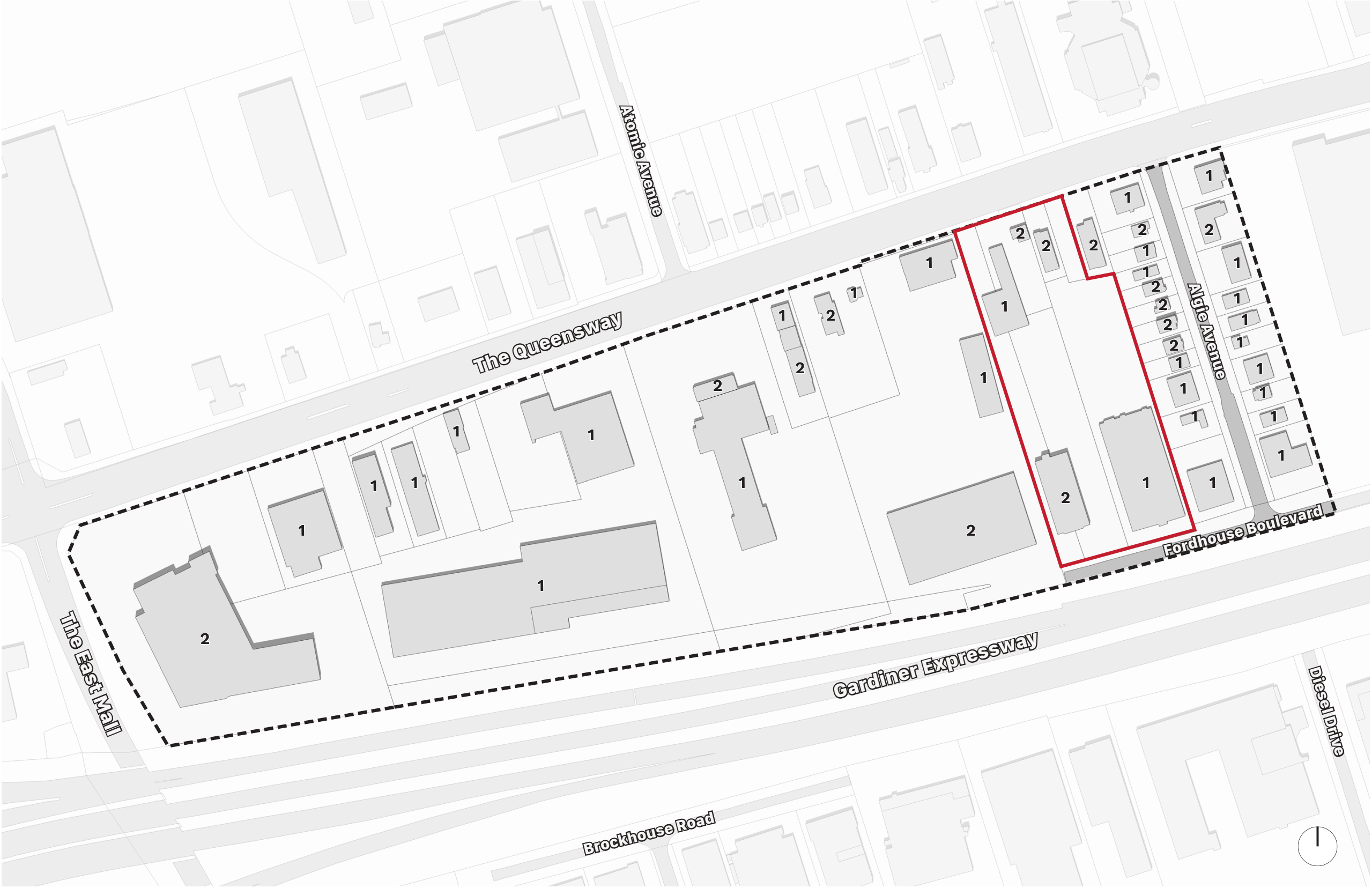




**Figure 7 - Existing Fordhouse Boulevard Section Looking East (B-B)**

**Legend**

-  Study Area Boundary
-  Subject Site
-  # Height (Storeys)

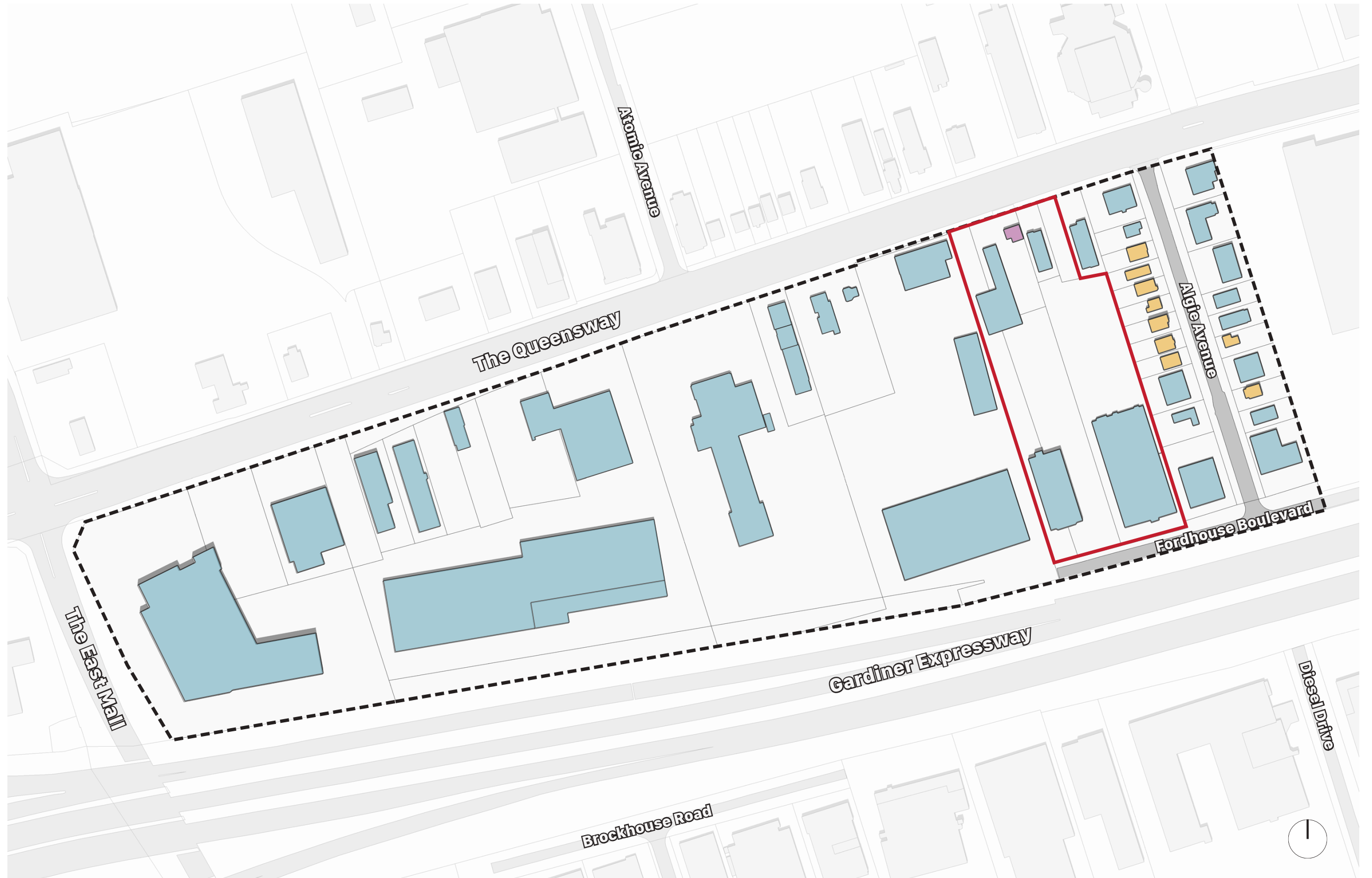


**Figure 8 - Existing Built Form Context**



# **Legend**

- Study Area Boundary
- Subject Site
- Low-Rise Service/Commercial
- Low-Rise Residential
- Low-Rise Vacant Building



**Figure 9 - Existing Built Form Character**

# Legend

- Study Area Boundary
- Subject Site
- Proposed 5-storey Automotive Dealership (1599-1603 The Queensway)
- # Height (Storeys)

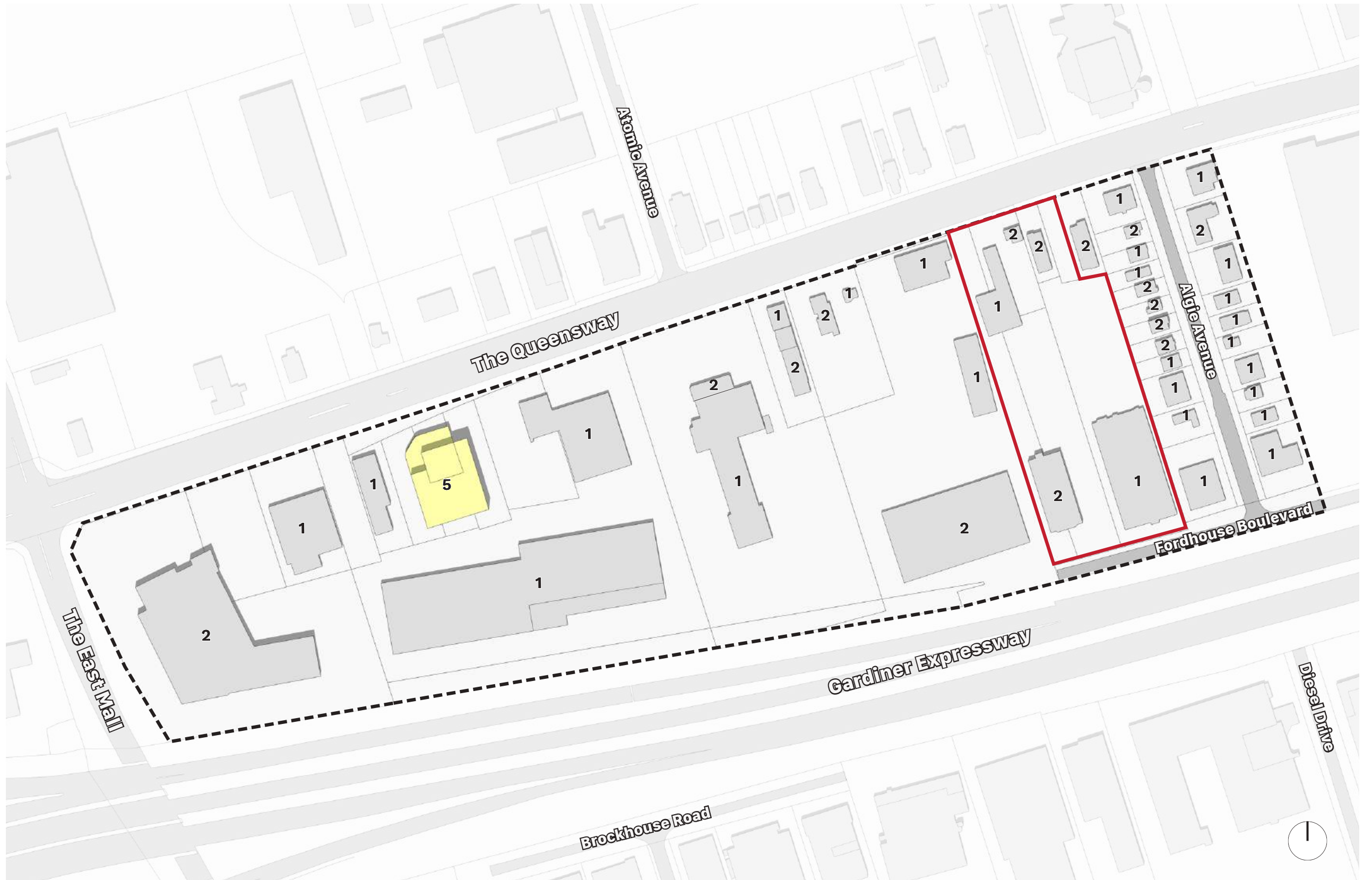









Figure 10 - Recent Development Activity

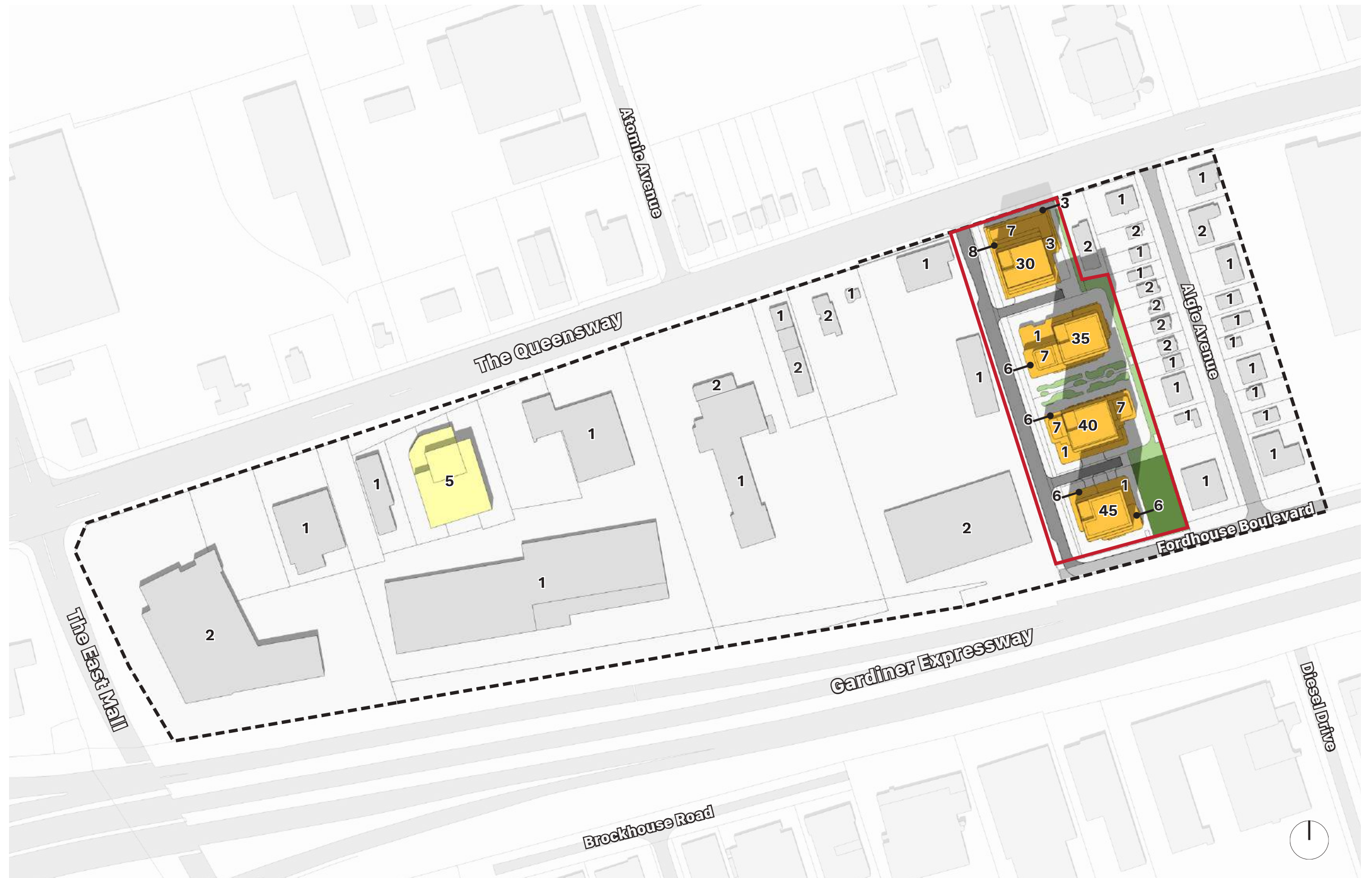


4

Proposed Conditions

# **Legend**

-  Study Area Boundary
-  Subject Site
-  Proposed Development
-  Active Application Development
-  Landscape Area
-  Proposed Park
-  # Height (Storeys)



**Figure 11 - Proposal within Emerging Context**







# Legend

- Study Area Boundary
- Subject Site
- Proposed Development
- Conceptual Massing
- Proposed Park
- Landscape Area
- Pedestrian Routes
- ↔ Mid Block Connection
- Crosswalk
- Vehicular Route
- ↔ Proposed Public Road
- Internal Driveway
- ▶ Proposed Vehicular Access to Underground Parking
- ▶ Proposed Vehicular Access to Loading Area
- ▶ Residential Building Entrance
- ▶ Non-Residential Building Entrance
- ⬆ Signalized Intersection
- # Height (Storeys)

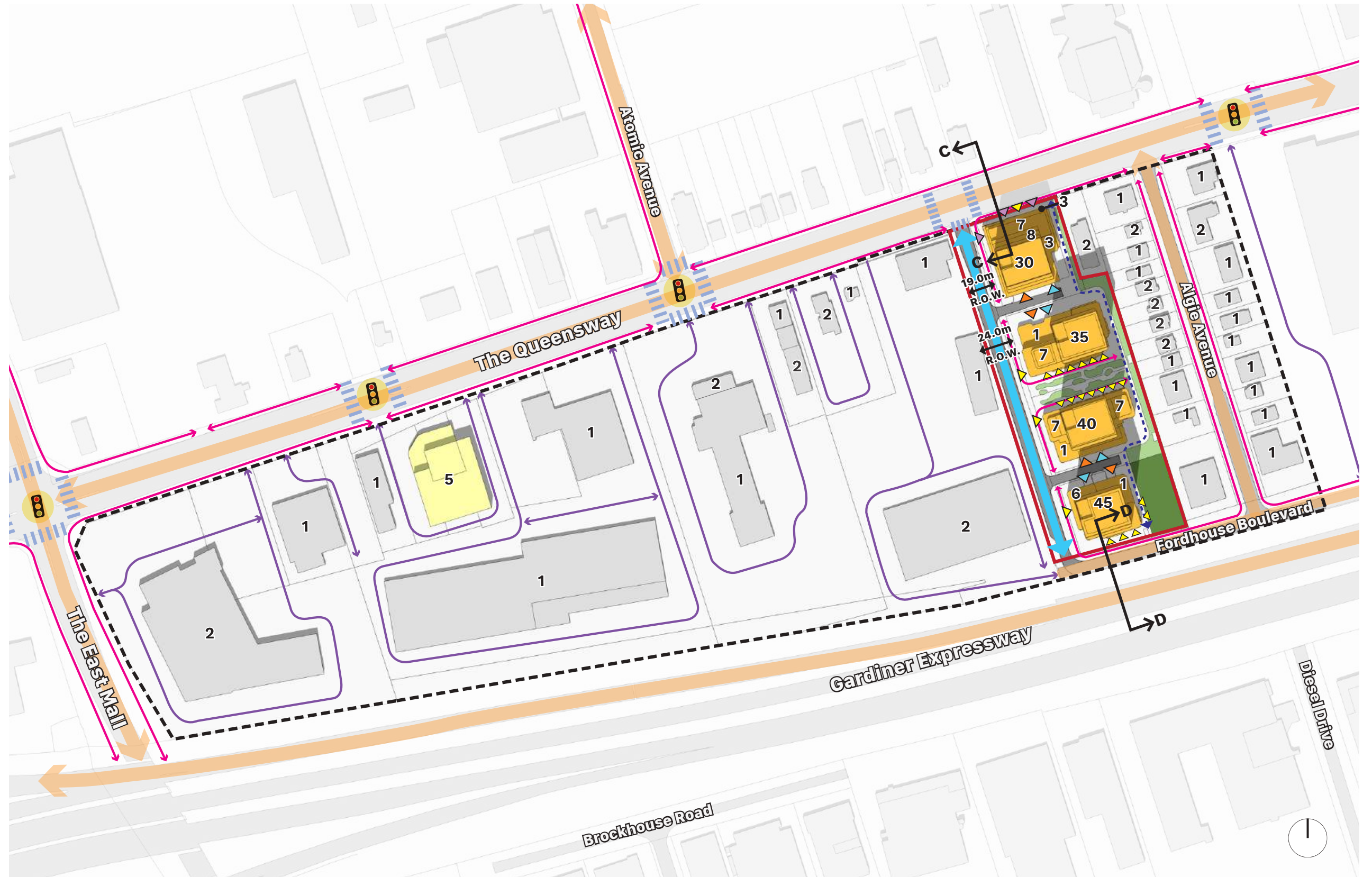
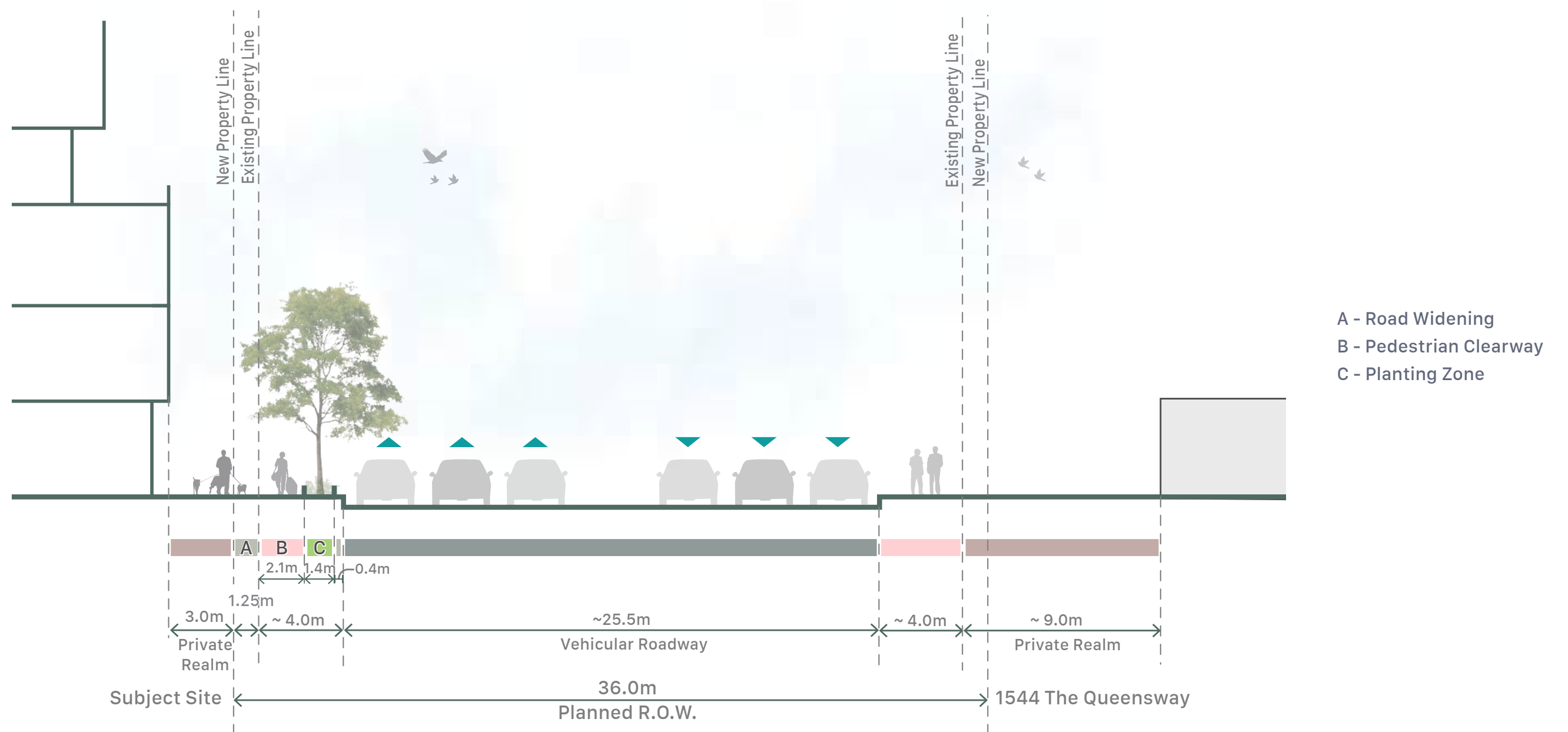
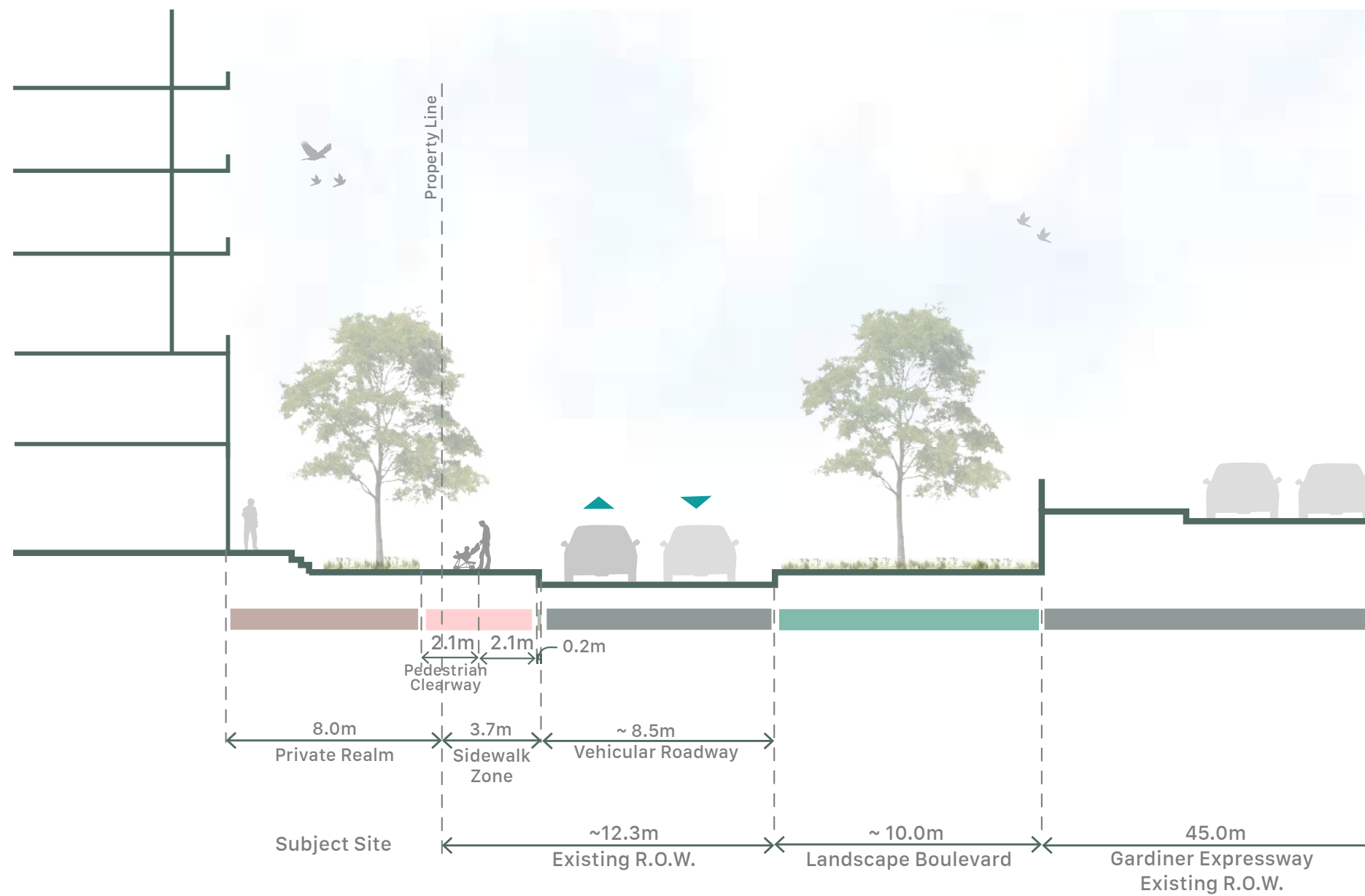


Figure 13 - Proposed Vehicular and Pedestrian Circulation and Access





**Figure 14 - Proposed The Queensway Section Looking West (C-C)**



**Figure 15 - Proposed Fordhouse Boulevard Section Looking East (D-D)**

# Legend

- Study Area Boundary
- Subject Site
- Proposed Development
- Proposed Park
- Residential
- Residential Communal Area / Lobby
- Non-Residential (Daycare/Haven/Food Bank)
- Service and Circulation Area
- Indoor Amenity Area
- Outdoor Amenity Area
- Daycare Outdoor Space
- Buildings Primary Frontage
- Existing Tree (Approximate)\*
- Proposed Tree\*\*



\*Existing tree data taken from City of Toronto Maps.

\*\*This figure does not depict trees within the entire BCP Boundary. Only proposed trees within the Subject Site have been identified based on the Landscape Plan prepared by Land Art Design Landscape Architects Inc.

**Figure 16 - Proposed Public Realm and Ground Floor Uses**



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Long-term Conceptual  
Redevelopment

This BCP provides a conceptual demonstration of how the remainder of the Study Area may potentially redevelop in a manner that is generally consistent with the proposed and emerging built form pattern of the immediate area. As illustrated in Figure 17, the remaining areas that comprise of the Study Area have been identified as potential long-term redevelopment sites due to their underutilization and the potential for intensification. This conceptual redevelopment scenario demonstrates the location of potential building forms, pedestrian and vehicular circulation routes and open spaces in relation to the proposed development and the surrounding context.

The structure of the long-term conceptual redevelopment of the Study Area was generally based on the following urban design principles:

- A logical street pattern that is informed by proposed and existing intersections and roadways within, and surrounding, the Study Area;
- Opportunities for an enhanced public realm with active street frontages that are visually and physically accessible from the surrounding street network;
- Compact development blocks that are appropriately scaled for pedestrians and can accommodate a variety of building typologies;
- A distribution of parks and open spaces that are accessible and generally within walking distance from one another; and

- Building that are informed by the proposed and emerging context, while continuing to be generally consistent with the City’s built form policy and guideline framework. As such, buildings will generally consider the following parameters:
  - Buildings should be sited and massed to adequately limit shadow impacts on adjacent streets and parks;
  - Base elements and mid-rise, street-related buildings should provide a continuous street-wall edge supporting an animated public realm through the inclusion of active at-grade uses;
  - Base elements and 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, where necessary;
  - Base buildings and tower elements both should be sited and massed to fit within the existing and planned context, through a contextually appropriate and pedestrian-scaled streetwall with a tower stepback above; and
  - Tower elements should be scaled and appropriately separated from each other in keeping with the City’s Tall Building Design Guidelines.

The conceptual massings shown on the potential redevelopment sites consider the built form policies of the Official Plan and it has regard for the Mid-Rise Performance Standards. To that end, the conceptual massings have been demonstrated based on several contextual considerations and built form parameters, including:

- The size and depth of consolidated redevelopment sites;
- An emerging urban structure that maintains a mid-rise presence immediately along The Queensway, with a transition to taller building heights adjacent to the Gardiner Expressway and the intersections of The East Mall and Atomic Avenue;
- Providing a setback along the front property line, where necessary, to align with the existing setback pattern, and/or to achieve the planned right-of-way width;
- Ensuring tower elements are set back above base buildings to maintain a mid-rise presence along The Queensway and to minimize the vertical mass of the tower from the public realm;
- Locating towers to protect access to sunlight and sky view within the surrounding context of streets, parks, public and private open space and other shadow sensitive areas;

- Siting towers to achieve a minimum separation distance of 25.0 metres from potential future adjacent towers, measured from the exterior walls of the buildings;
- Locating the base of tall buildings to frame the edges of streets, parks and open spaces to fit harmoniously with the existing context;
- Designing the base building to fit harmoniously within the existing context of neighbouring building heights, and to respect the scale and proportion of adjacent streets, parks and public or private open spaces;
- Providing an appropriately scaled building depth for mid-rise forms; and
- Providing a separation distance of 25 metres minimum between towers.








In assessing the possible constraints for the conceptual redevelopment of the remaining Study Area, several important factors to be considered include:

- The redevelopment of the remaining Study Area may require property assembly or consolidation, which may or may not occur; and
- For redevelopment sites that do not comply with the existing policy context, an Official Plan Amendment, rezoning, and/or minor variance application would be required, which may or may not be approved.

In our opinion, the conceptual redevelopment of the remaining Study Area, would generally not result in adverse impacts on the surrounding context and will support provincial and municipal policy directions for growth and intensification.

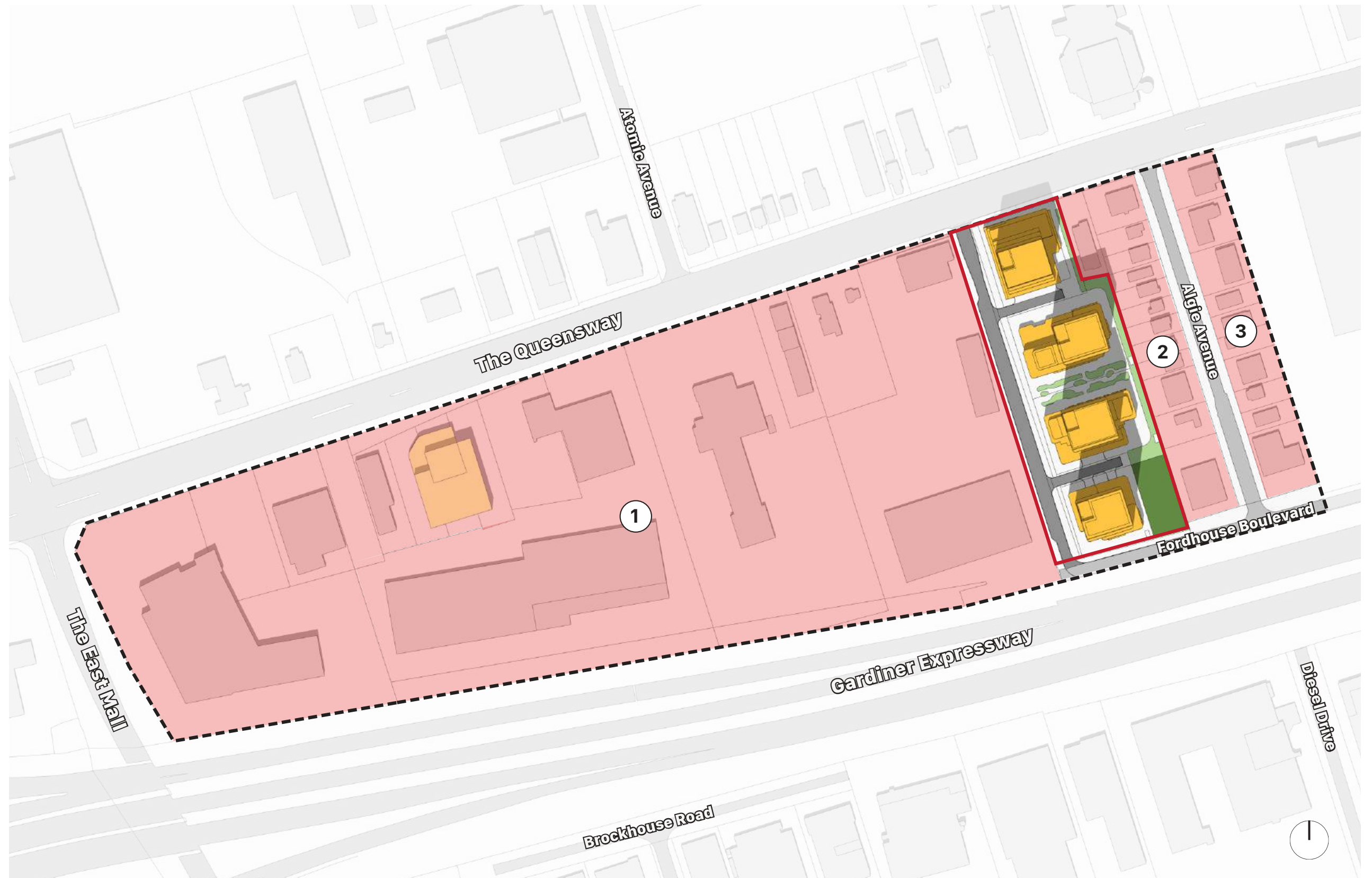


## Legend

-  Study Area Boundary
-  Subject Site
-  Proposed Development
-  Active Application Development
-  Potential Redevelopment Sites
-  Proposed Park
-  Landscape Area

## Redevelopment Sites

- ① 1555-1633 The Queensway  
1533-1541 The Queensway & 26-48 Algie Avenue & 64 Fordhouse Boulevard
- ② 1509 The Queensway & 29-55 Algie Avenue & 60 Fordhouse Boulevard
- ③ 1509 The Queensway & 29-55 Algie Avenue & 60 Fordhouse Boulevard



**Figure 17 - Potential Long-Term Redevelopment Sites**



# Legend

- Study Area Boundary
- Subject Site
- Proposed Development
- Conceptual Massing
- Potential Podium School Site
- Potential Podium Community Centre
- Proposed Park
- Potential Future Park
- Landscape Area
- # Height (Storeys)
- T Tower Form
- M Mid-rise Form

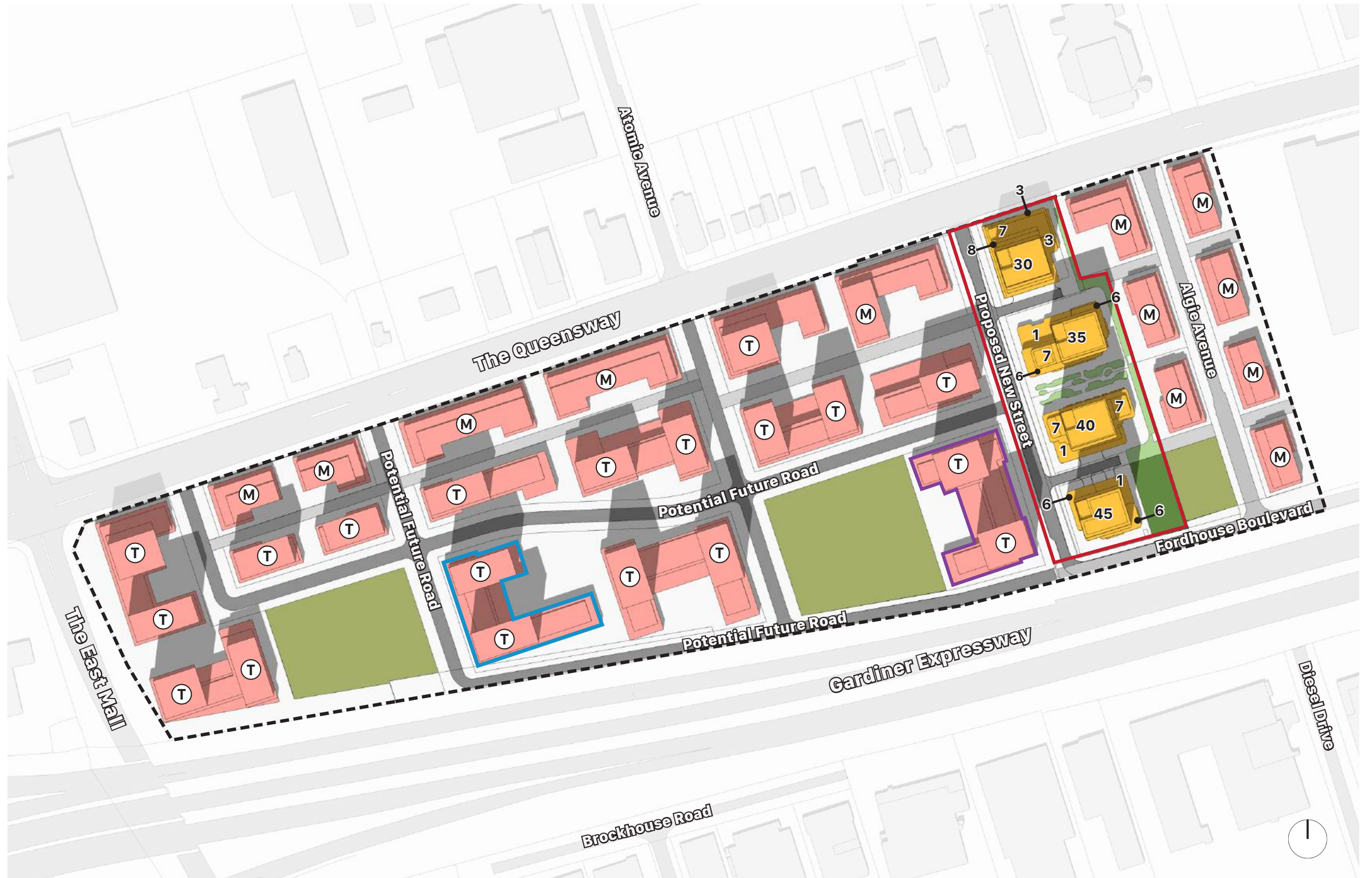


Figure 18 - Conceptual Redevelopment of Study Area







# Legend

- Study Area Boundary
- Subject Site
- Proposed Development
- Conceptual Massing
- Proposed Park
- Landscape Area
- Potential Future Park
- Proposed Public Road
- Potential Public Road
- Proposed Vehicular Access to Underground Parking
- Proposed Vehicular Access to Loading Area
- Potential Future Vehicular Access
- # Height (Storeys)
- T Tower Form
- M Mid-rise Form

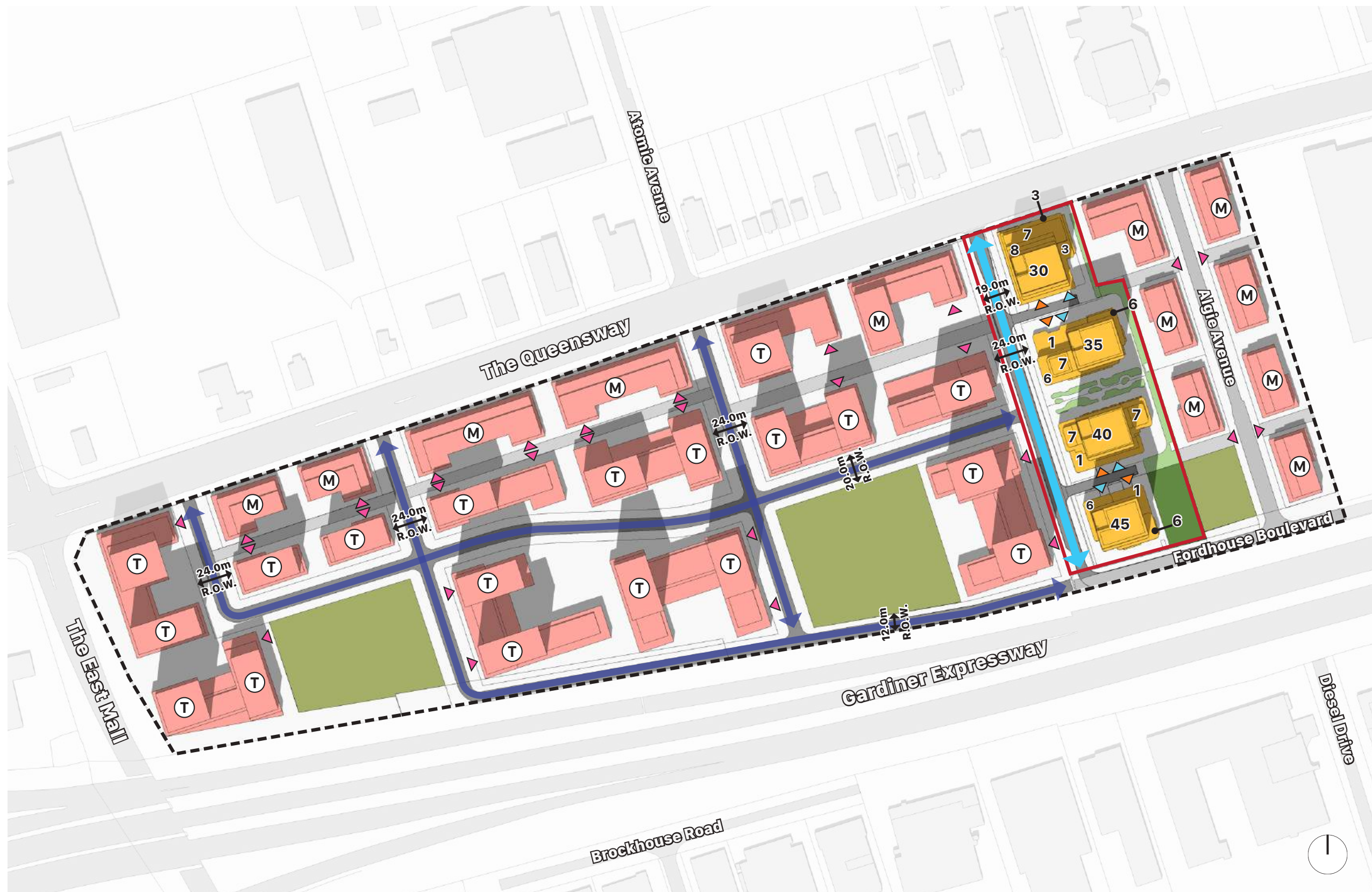


Figure 20 - Potential Vehicular Circulation and Access



# Legend

- Study Area Boundary
- Subject Site
- Proposed Development
- Conceptual Massing
- Proposed Park
- Landscape Area
- Potential Future Park
- Pedestrian Routes
- Mid Block Connection
- Proposed Crosswalk
- Residential Building Entrance
- Non-Residential Building Entrance
- # Height (Storeys)
- T Tower Form
- M Mid-rise Form

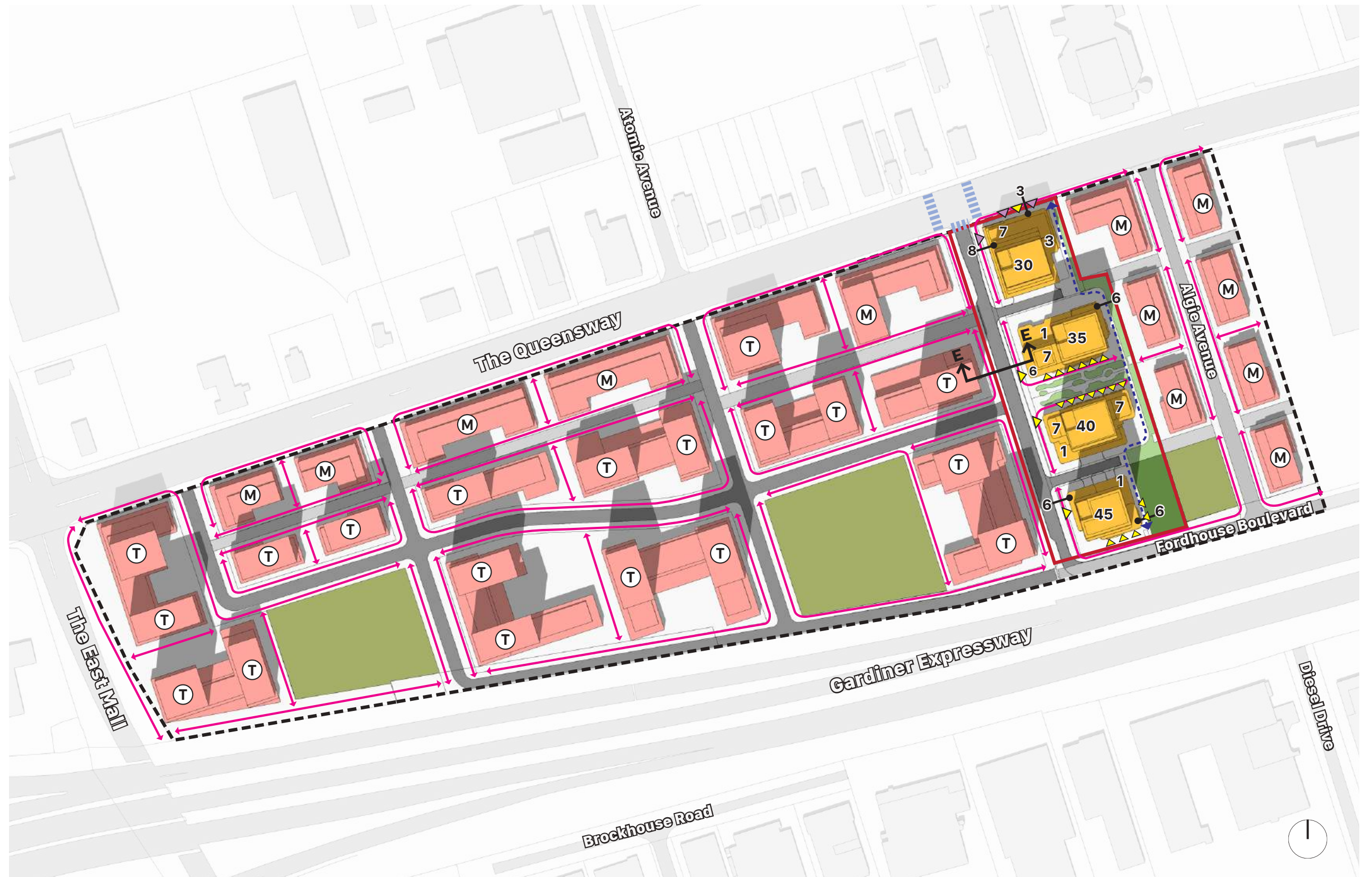
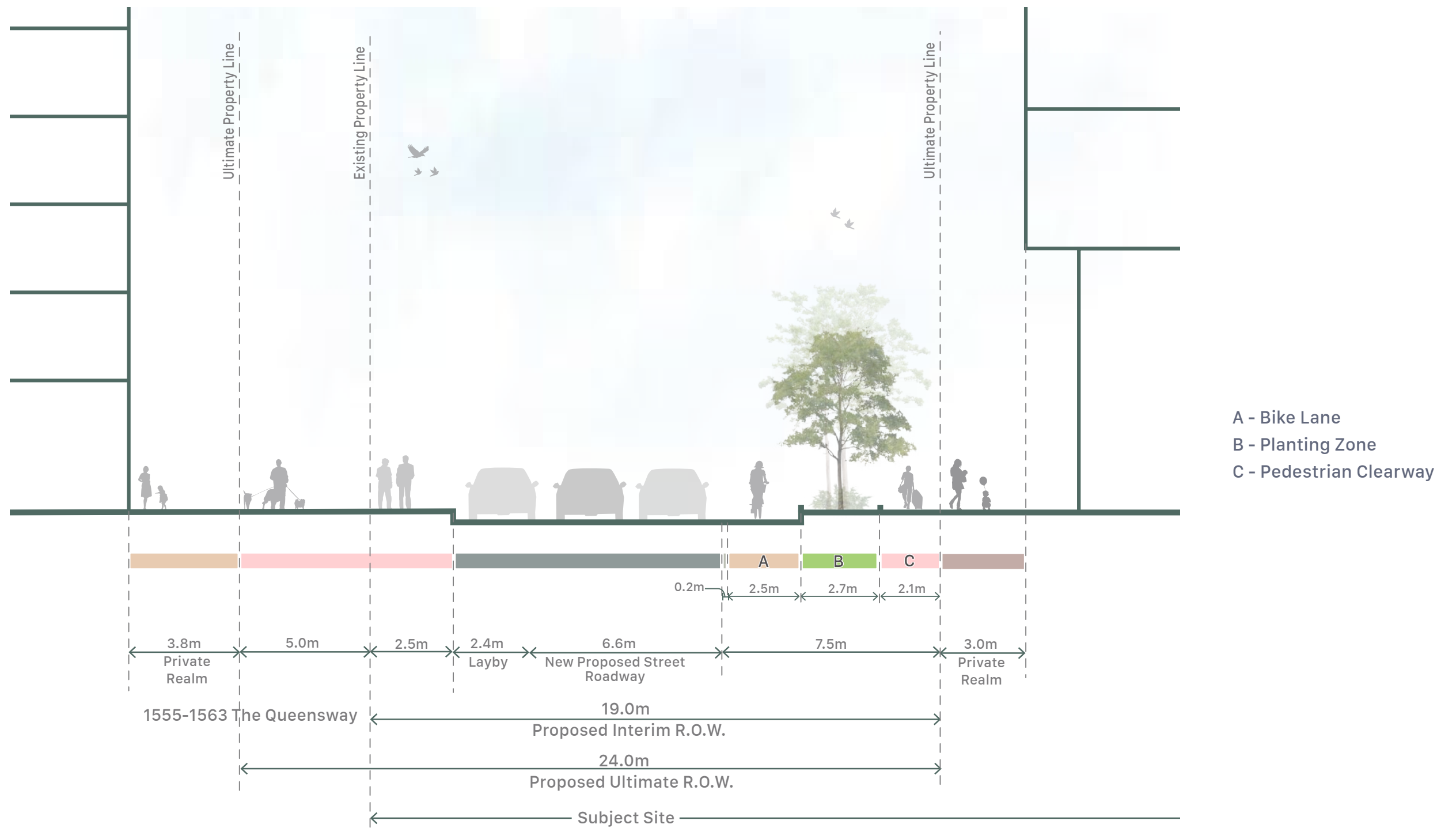


Figure 21 - Potential Pedestrian Circulation and Access



**Figure 22 - New Street (C) Section Looking North (E-E)**



# Legend

- Study Area Boundary
- Subject Site
- Proposed Development
- Conceptual Massing
- Proposed Park
- Potential Future Park
- # Height (Storeys)
- T Tower Form
- M Mid-rise Form



Figure 23 - Long-Term Conceptual Redevelopment of Study Area - Axonometric View Looking Northeast



# Legend

- Study Area Boundary
- Subject Site
- Proposed Development
- Conceptual Massing
- Proposed Park
- Potential Future Park
- # Height (Storeys)
- T Tower Form
- M Mid-rise Form



Figure 24 - Long-Term Conceptual Redevelopment of Study Area - Axonometric View Looking Southwest

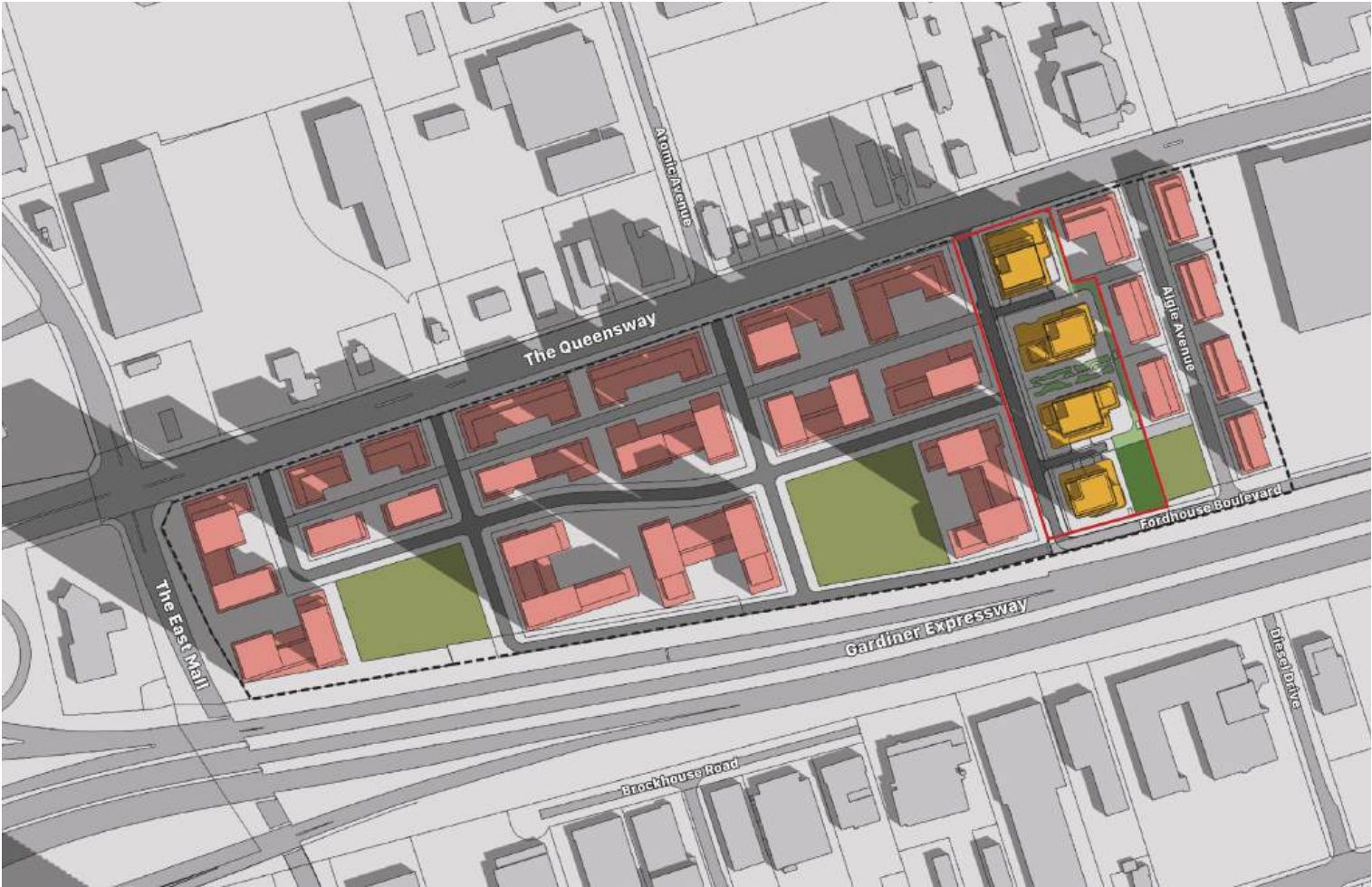


# Preliminary Shadow Study

March 21st - 9:18 am



March 21st - 10:18 am



**Legend**

- Study Area Boundary
- Subject Site
- Proposed Development
- Conceptual Massing
- Proposed Park
- Landscape Area





# Preliminary Shadow Study

March 21st - 11:18 am



March 21st - 12:18 pm



- Legend**
- Study Area Boundary
  - Subject Site
  - Proposed Development
  - Conceptual Massing
  - Proposed Park
  - Landscape Area





# Preliminary Shadow Study

March 21st - 1:18 pm



March 21st - 2:18 pm



- Legend**
- Study Area Boundary
  - Subject Site
  - Proposed Development
  - Conceptual Massing
  - Proposed Park
  - Landscape Area





# Preliminary Shadow Study

March 21st - 3:18 pm



March 21st - 4:18 pm



**Legend**

- Study Area Boundary
- Subject Site
- Proposed Development
- Conceptual Massing
- Proposed Park
- Landscape Area





# Preliminary Shadow Study

March 21st - 5:18 pm



March 21st - 6:18 pm



- Legend**
- Study Area Boundary
  - Subject Site
  - Proposed Development
  - Conceptual Massing
  - Proposed Park
  - Landscape Area





6

Conclusion

It is our opinion that the redevelopment of the Study Area would likely take the form of residential and/or mixed-use buildings varying in height and built form according to site-specific constraints, location, and opportunities. The proposal, together with the active and potential future developments demonstrated in this report, will contribute to a complete community within the Etobicoke City Center neighbourhood.

Overall, it is our opinion that the proposed development fits within the existing and planned context and will inform an appropriate scale of future development within the immediate area.





