

Block Context Plan

2343 Eglinton Avenue West
City of Toronto

Prepared For
1764174 Ontario Inc.
April 2025



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Introduction and Purpose

This Block Context Plan has been prepared by Bousfields Inc. in support of an application made by 1764174 Ontario Inc. to amend City-wide Zoning By-law 569-2013, as amended, with respect to an approximately 4,631-square-metre assembly of 6 parcels, municipally known as 2343, 2349, 2351, 2353, 2357, 2359, 2361, and 2363 Eglinton Avenue West (“Subject Site”). The application would facilitate the redevelopment of the subject site a mixed use transit-oriented development with an overall height of 43-storeys, including a 12-storey mid-rise building.

The Block Context Plan provides a description and analysis of how the physical form of the proposed development fits within the existing and planned context. The Block Context Plan includes an inventory and assessment of the physical features of the existing site context, including the existing built form as well as existing transportation and pedestrian network. It also provides an inventory of the planned context, including Official Plan land use designation and conceptual massing for potential redevelopment sites within the Study Area.

This Block Context Plan serves as a companion document to the Planning and Urban Design Rationale report and should be reviewed with the other reports and technical studies.

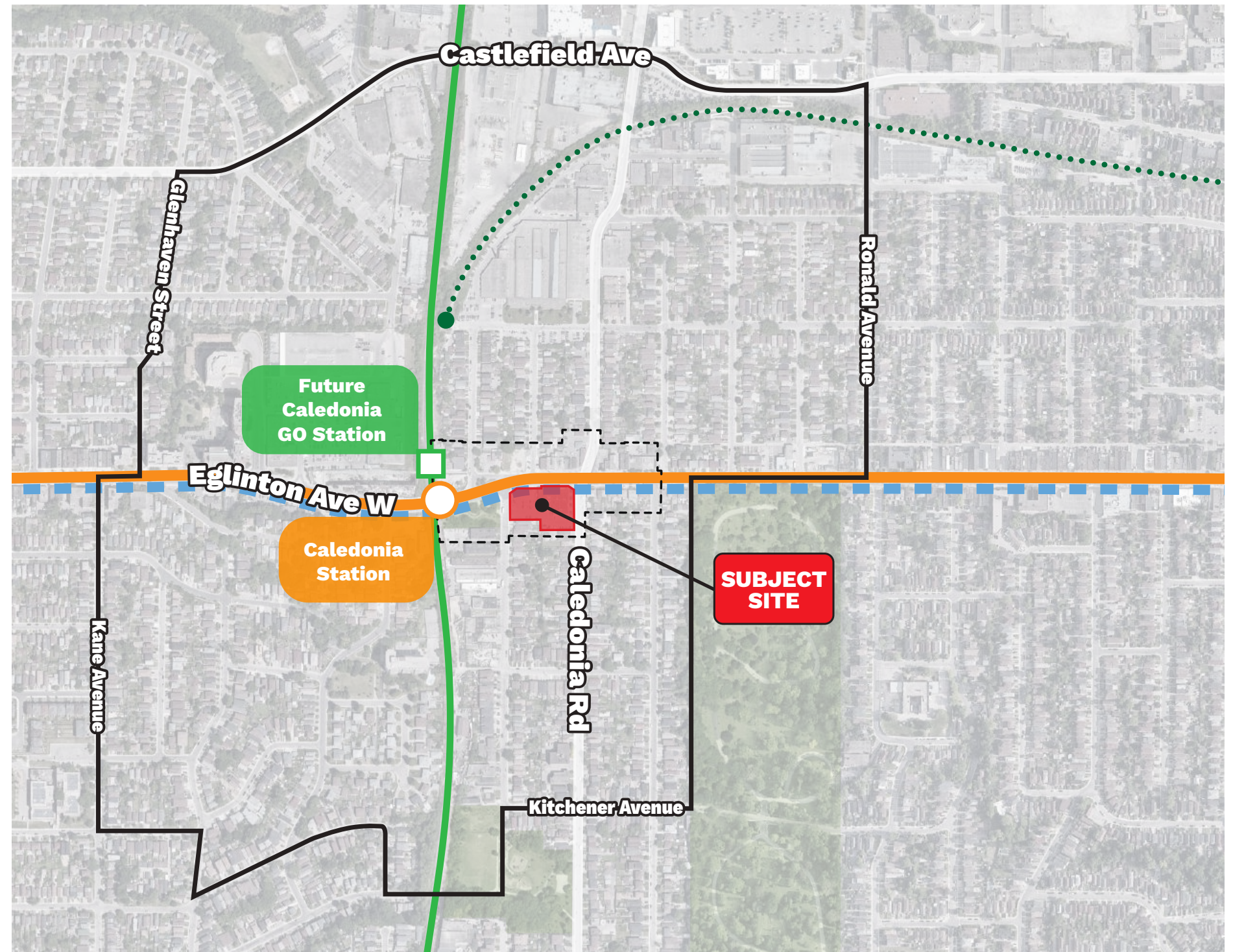









Figure 1 - Surrounding Context

Legend

- | | | | | | |
|---|---|---|--|---|---------------------------------------|
|  | Study Area Boundary |  | Line 5 (Under Construction) (Eglinton Crosstown) |  | York Beltline trail |
|  | SASP 674 Map 1 - Caledonia Protected Major Transit Station Area |  | GO Line |  | EglintonTODay Complete Street Project |
| | |  | Future GO Station | | |

Study Area

The Block Context Plan Study Area was determined in conjunction with City of Toronto Planning and Urban Design staff. As illustrated in **Figure 2**, the Study Area is generally defined as the lands along Eglinton Avenue West between the Barrie GO Line and Snider Avenue/McRoberts Avenue.

The Study Area is generally characterized by a mix of residential, commercial, and mixed-use buildings along Eglinton Avenue West, ranging in height from 1- to 8-storeys, as well as low-rise mixed-use, and mid-rise residential buildings within lands designated as *Neighbourhoods* and *Mixed Use Areas*.

In terms of planned land use, the entirety of the Study Area is within the Caledonia Protected Major Transit Station Area, as shown on **Figure 4**. Existing laneway access is planned to be expanded, as defined in SASP 476, and specific built form policies as per OPA 253/SASP 31 apply on the eastern properties of the Study Area.

The Study Area is well served by bus lines along Eglinton Avenue West and Caledonia Road. Furthermore, the Study Area is well connected by existing pedestrian infrastructure within the existing road network. One park is located within the Study Area, Eglinton-Gilbert Parkette.

The Study Area is positioned to receive several planned and under construction higher order transit lines, as shown on **Figure 10**. The Eglinton Crosstown LRT is under construction and will run underground through the Study Area, served by Caledonia Station to the west of the Study Area. On the western portion of the Study Area, a new Caledonia GO Station is planned to connect the area to the existing Barrie GO Line. Adjacent to Caledonia Station Westside Mall is transforming and intensifying the former mall as a Transit Oriented Development (“TOS”).

Street improvements envisioned in the EglintonToday Complete Street Project are also planned along Eglinton Avenue West and Croham Road, to add cycling infrastructure and connect the Study Area to the York Beltline Trail.



Legend

- Subject Site
- Study Area Boundary
- Green Spaces
- Municipal Address
- Topographic Contours - 1m*
*From the Open Data Library, University of Toronto

Figure 2 - Block Context Plan Study Area

Legend







-  Subject Site
-  Study Area Boundary
-  Green Spaces
-  Residential/Commercial Mixed Use
-  Commercial
-  Residential



Figure 3 - Existing Built Form Character



Figure 4 - Existing Policy Context

Legend









-  Subject Site
-  Study Area Boundary
-  Mixed Use Areas
-  Neighbourhoods
-  Apartment Neighbourhoods
-  General Employment Areas
-  Parks
-  Other Open Space Areas



Figure 5 - Official Plan Land Use Map 17



Figure 6 - Existing Pedestrian Circulation

Legend

- Subject Site
- Study Area Boundary
- Green Spaces
- TTC Routes
- Bus Stops
- GO Train Lines



Figure 7 - Existing Transit Network



Figure 8 - Existing Road Network



Figure 9 - Planned Development Activity

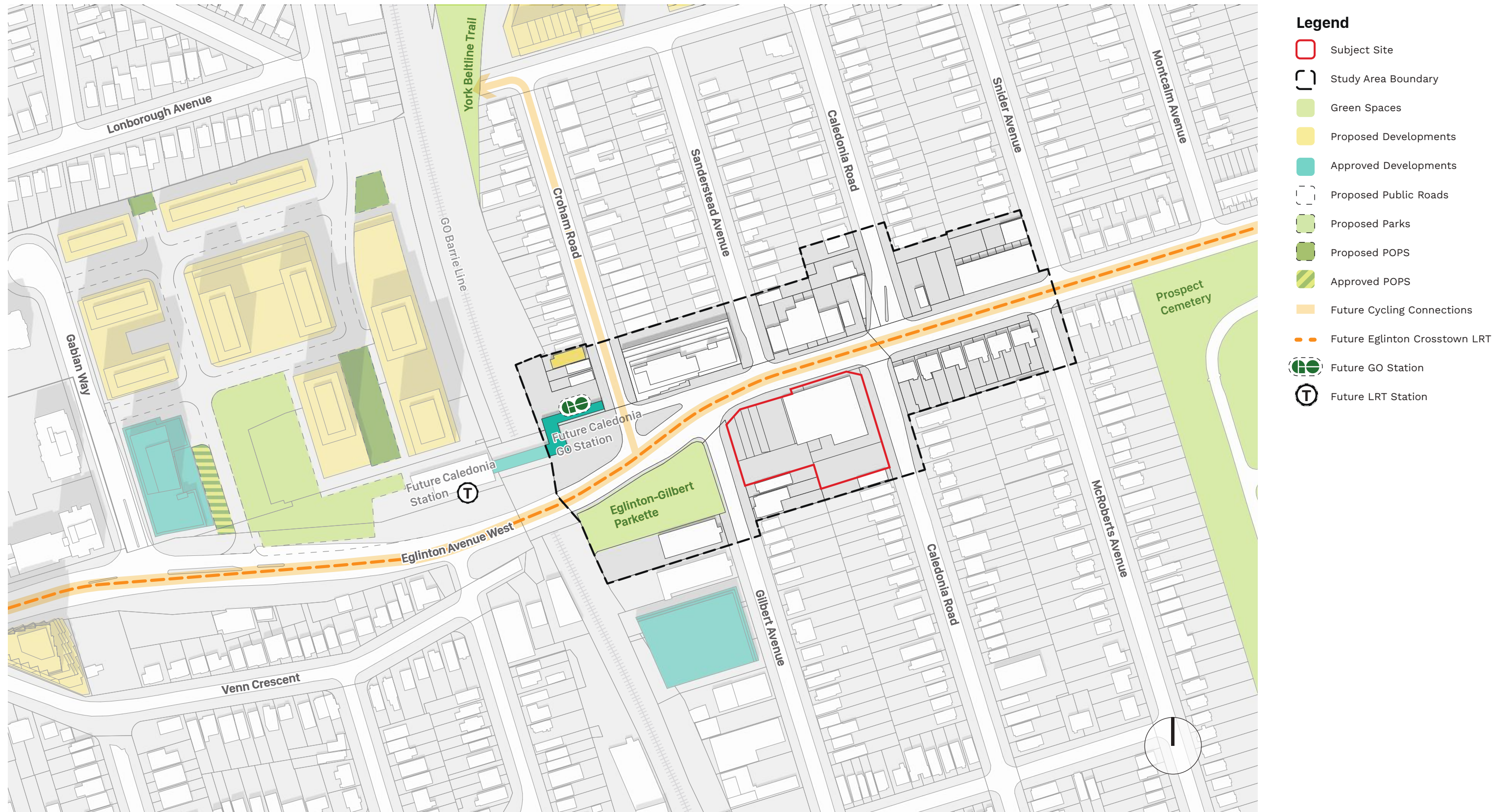


Figure 10 - Planned Transportation Network

Conceptual Redevelopment of the Study Area

The proposed development seeks to introduce a 43-storey mixed-use building to the subject site. 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 redevelopment sites that may develop in a manner that is generally in accordance with the planned and emerging built form pattern along Eglinton Avenue West.

Conceptual redevelopment sites are understood to be underutilized sites where opportunities exist to redevelop into a more intense, urban and transit-oriented land use and built form, including properties designated *Mixed Use Areas*, that are intended to provide for a broad mix of uses. In our opinion, the proposed built form approach, if applied to the conceptual redevelopment sites, will not result in adverse impacts on the surrounding context, and will support provincial and municipal policy directions for growth in appropriate locations well served by infrastructure and higher order transit.

For the purposes of this Block Context Plan, seven conceptual redevelopment sites have been identified in **Figure 11**. The built form principles used for the conceptual massings are consistent with the City's urban design policy and guideline framework. They are widely accepted as appropriate standards in urban design practice. A summary of the urban design approach applied to the conceptual redevelopment sites are as follows:

- Enhanced public realm should be provided with

active street frontages that are visually and physically accessible to the surrounding street network.

- Buildings should be sited and massed to limit shadow impacts on adjacent streets, parks and low-rise residential *Neighbourhoods*.
- Residential frontage should be visually separate from retail frontage and/or on a side frontage to provide an appropriate transition between building uses.
- *Vehicular Access* and servicing should be provided off of a laneway to minimize their impact and improve the safety and attractiveness of the public realm, the site and surroundings.

The proposed massing and design for each conceptual redevelopment site, as shown in **Figure 12**, has been based on several contextual considerations including:

- the size and depth of the site;
- proximity to existing and planned transit infrastructure and higher-order transit;
- proximity and transition to *Neighbourhoods*-designated lands;
- surrounding planned, existing, and emerging built form context.

In particular, the massing concepts were developed based on the following set of built form parameters:

- Provide a continuous minimum 7.5 metre rear yard

setback to allow for laneway vehicular access (as defined in SASP 476) and to support the transition to *Neighbourhoods* designated areas.

- Provide a street wall height that is scaled appropriately in relation to the surrounding buildings and up to a height equal to 80% of the width of the adjacent right of way.
- Provide a minimum 3.0 metre stepback above the streetwall at the 6th storey, on all street fronting building faces, where applicable.
- Provide a transition to adjacent *Neighbourhoods* designated properties by providing a minimum 2.5 metre stepback above the 6th storey on rear yard building faces, where applicable.
- Provide a building height generally equal to the planned right-of-way, with an opportunity for additional heights on deep lots given appropriate context, proportion, and transition.

A potential road widening consistent with the planned 27.0m right-of-way of Eglinton Avenue West, envisioned in the EglintonTOday Complete Street Project has been applied to select conceptual redevelopment sites, where applicable. In assessing possible impacts from the conceptual redevelopment identified in this Block Context Plan, the redevelopment of all sites would require property assembly or consolidation, which may or may not occur.

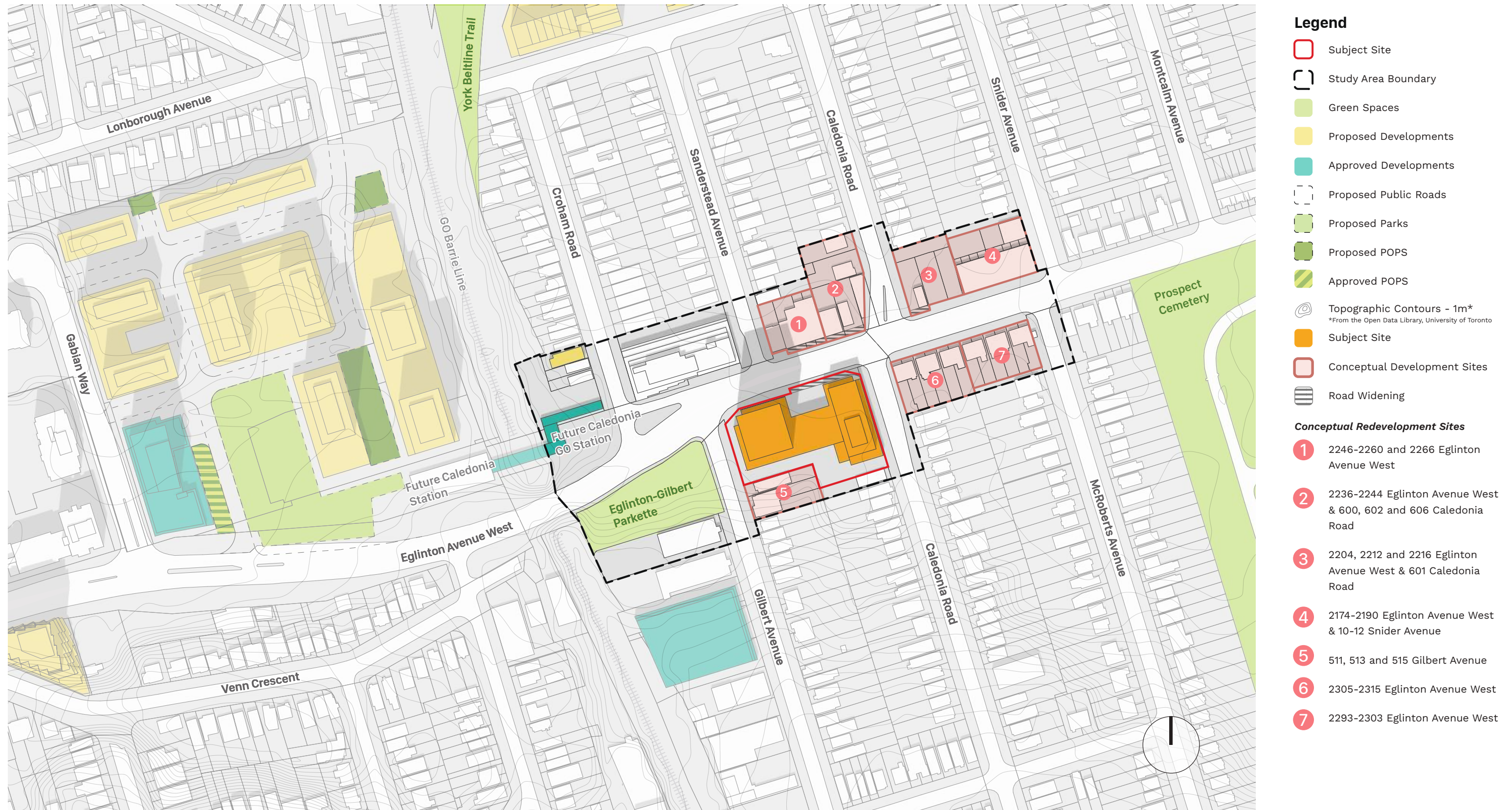


Figure 11 - Conceptual Redevelopment Sites

- Legend**
- Subject Site
 - Study Area Boundary
 - Green Spaces
 - Proposed Developments
 - Approved Developments
 - Proposed Public Roads
 - Proposed Parks
 - Proposed POPS
 - Approved POPS
 - Subject Site
 - Potential Future Development
 - Road Widening

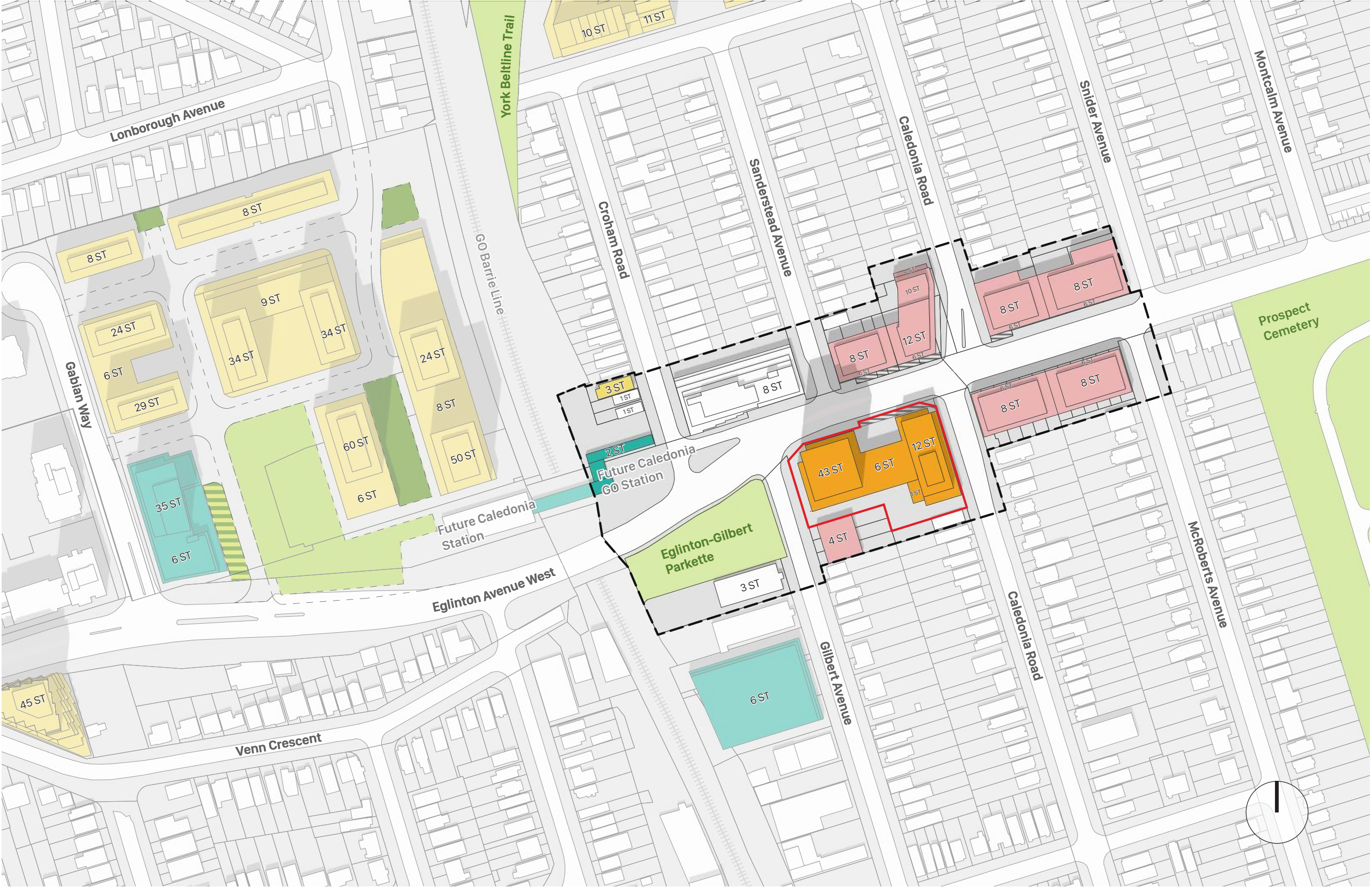


Figure 12 - Conceptual Redevelopment of Study Area

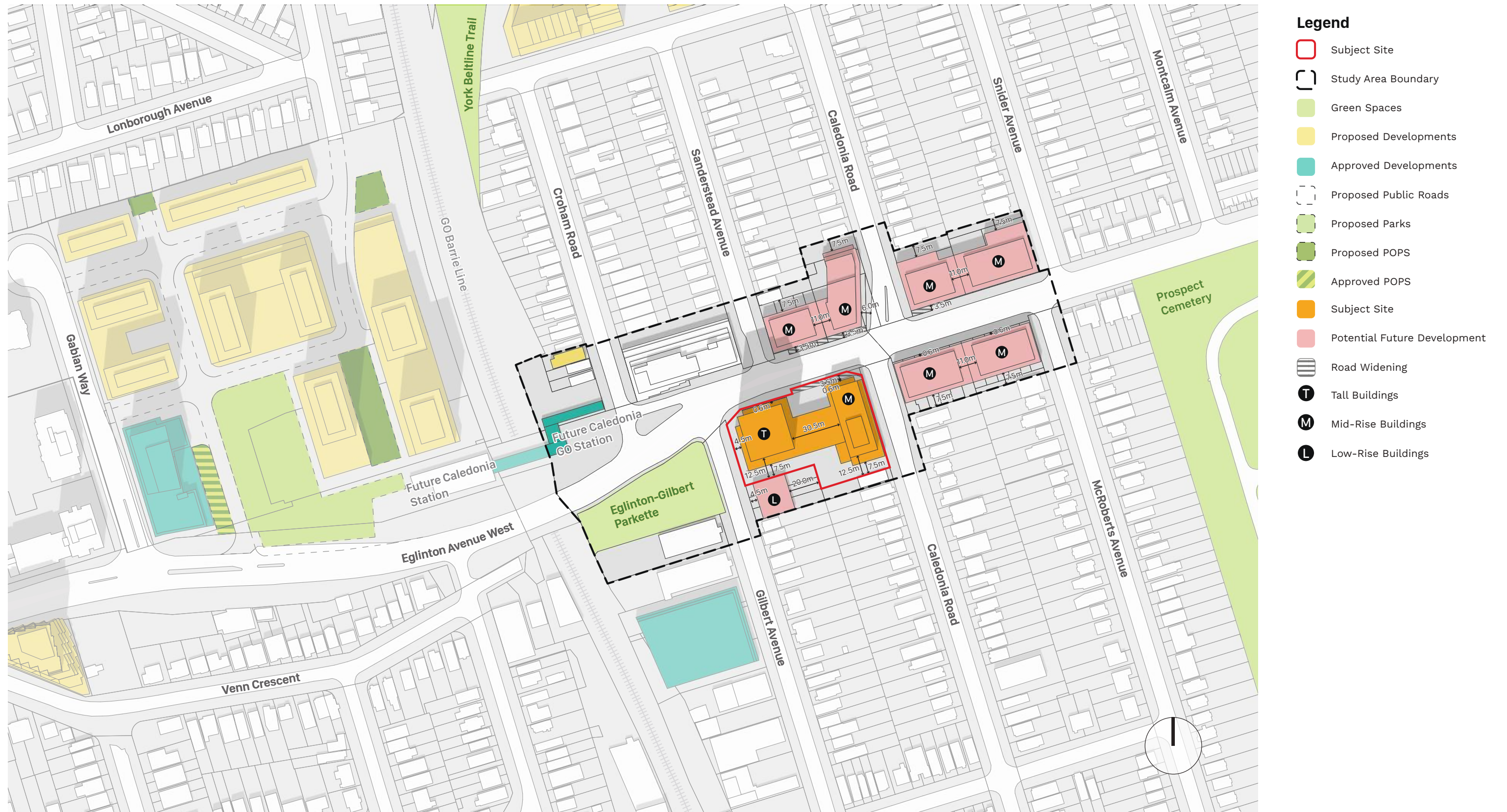


Figure 13 - Proposed Setbacks and Separation Distances

Legend

- Subject Site
- Study Area Boundary
- Green Spaces
- Proposed Developments
- Approved Developments
- Proposed Public Roads
- Proposed Parks
- Proposed POPS
- Approved POPS
- Subject Site
- Potential Future Development
- Road Widening
- Existing Laneway Access
- Proposed Laneway Access
- Non-Residential Frontage
- Residential Access
- Existing Trees*
*Approx. from Google Maps
- Proposed Trees

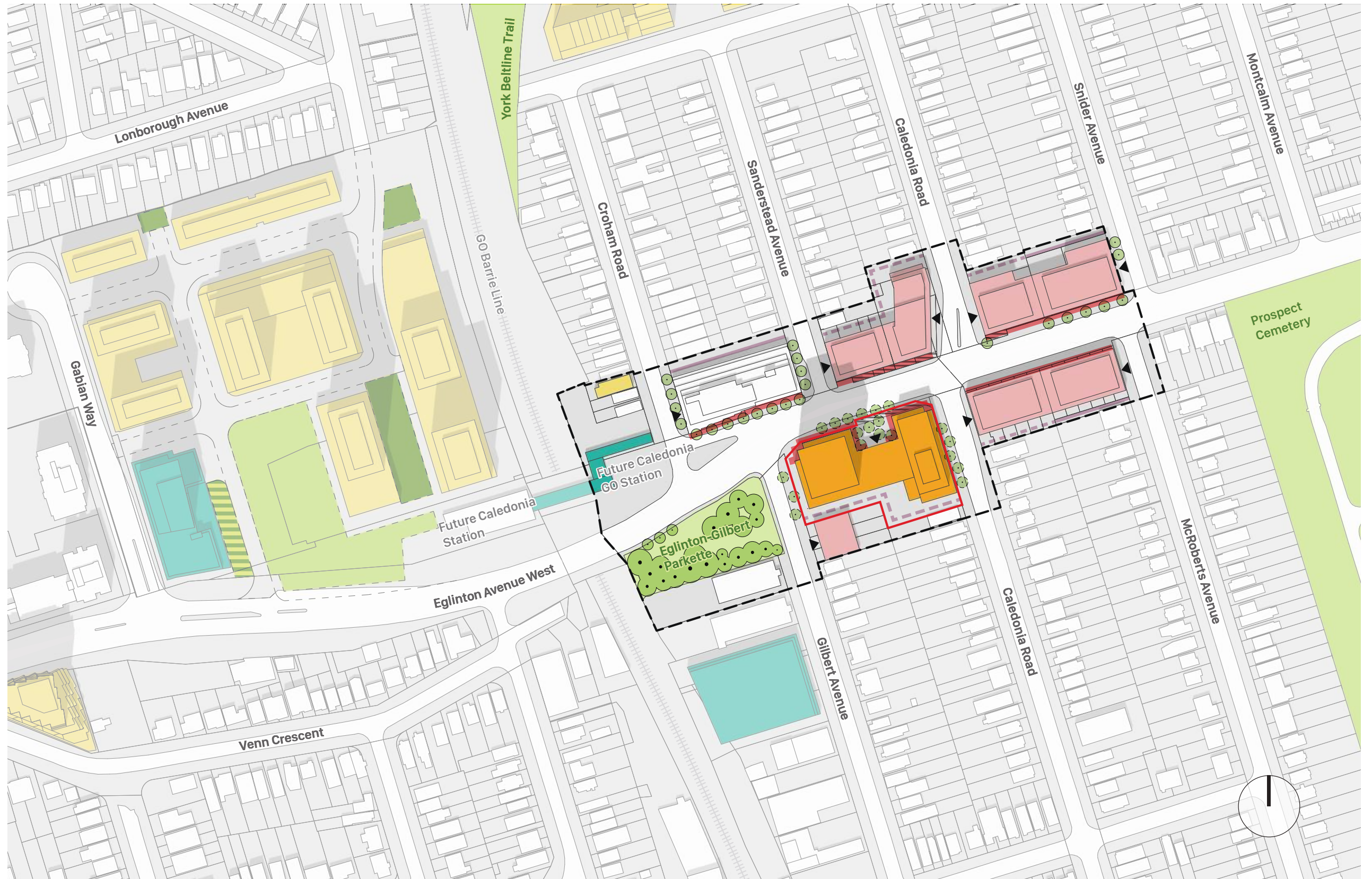


Figure 14 - Proposed Frontage and Access

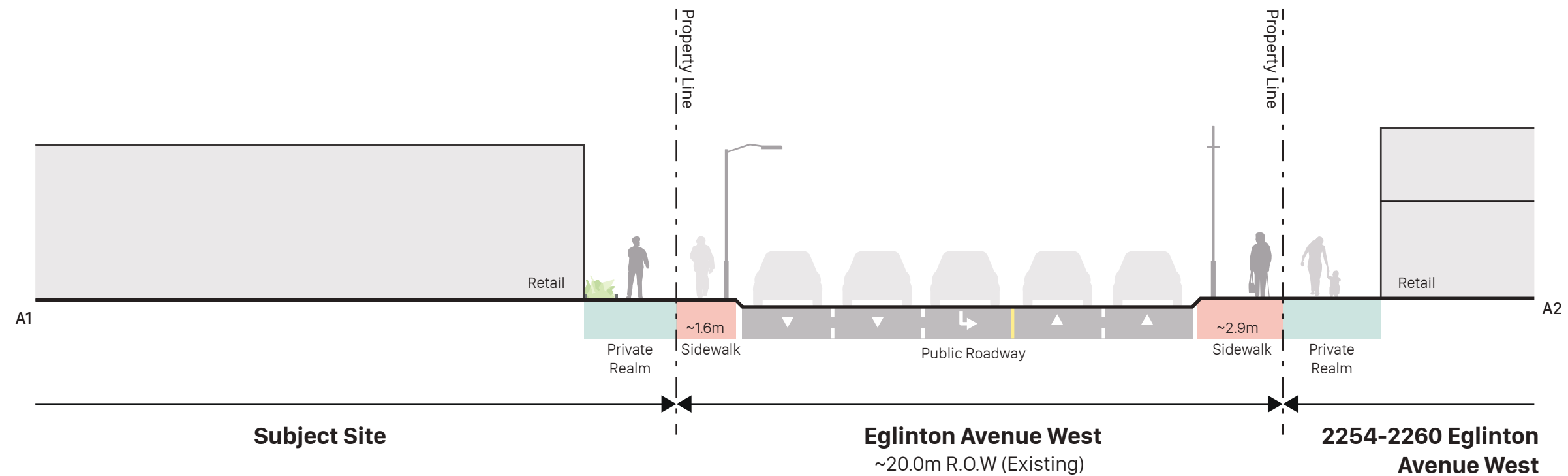


Figure 15 - Section A1-A2 Eglinton Avenue West (Existing)

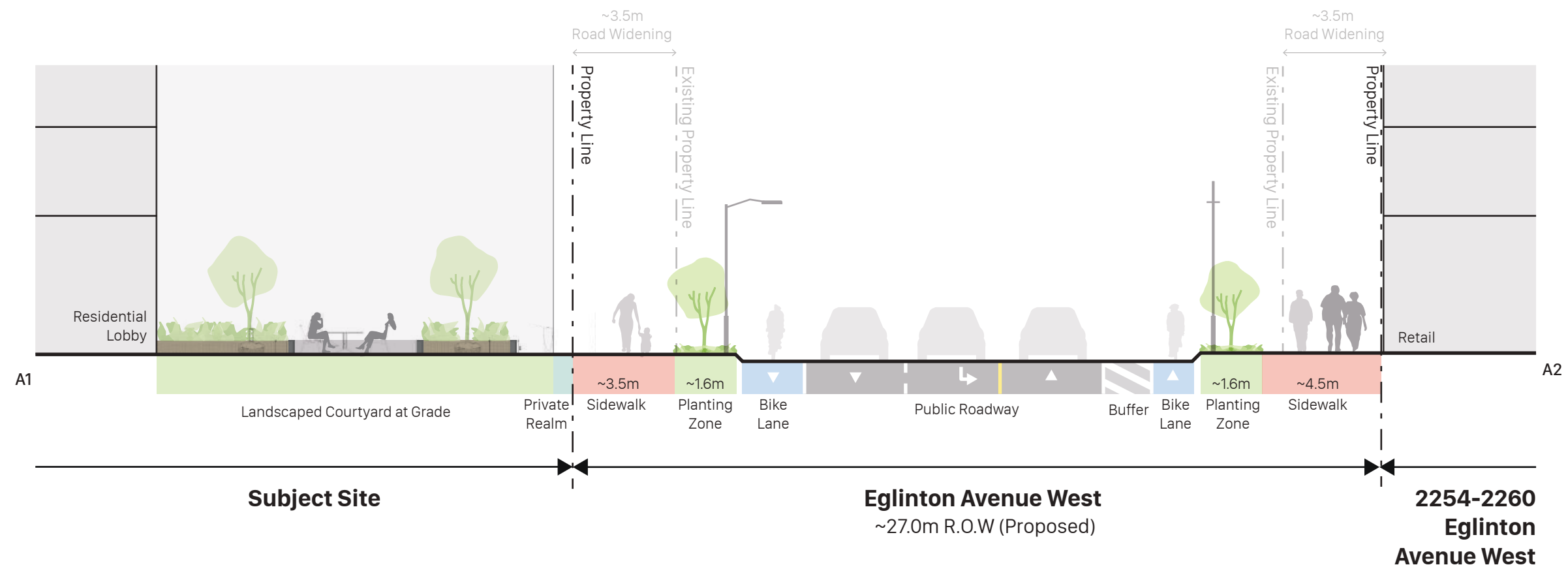


Figure 16 - Section A1-A2 Eglinton Avenue West (Proposed)

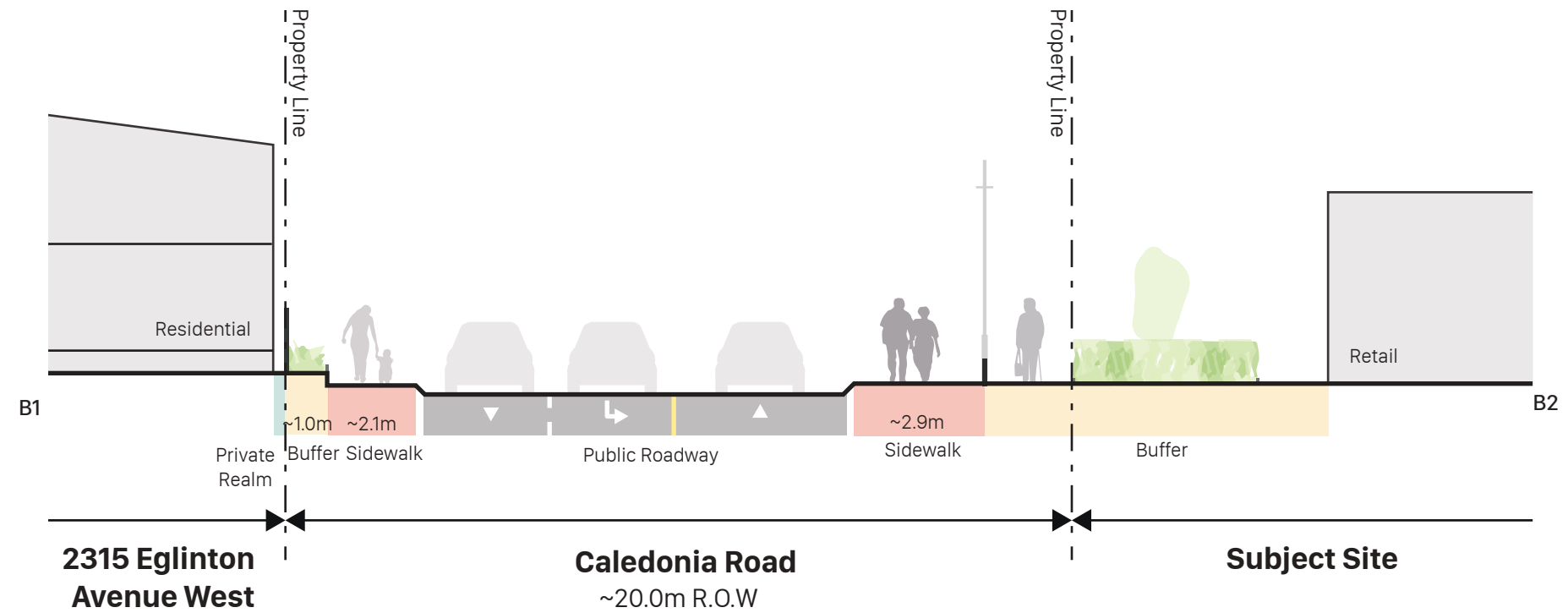


Figure 17 - Section B1-B2 Caledonia Road (Existing)

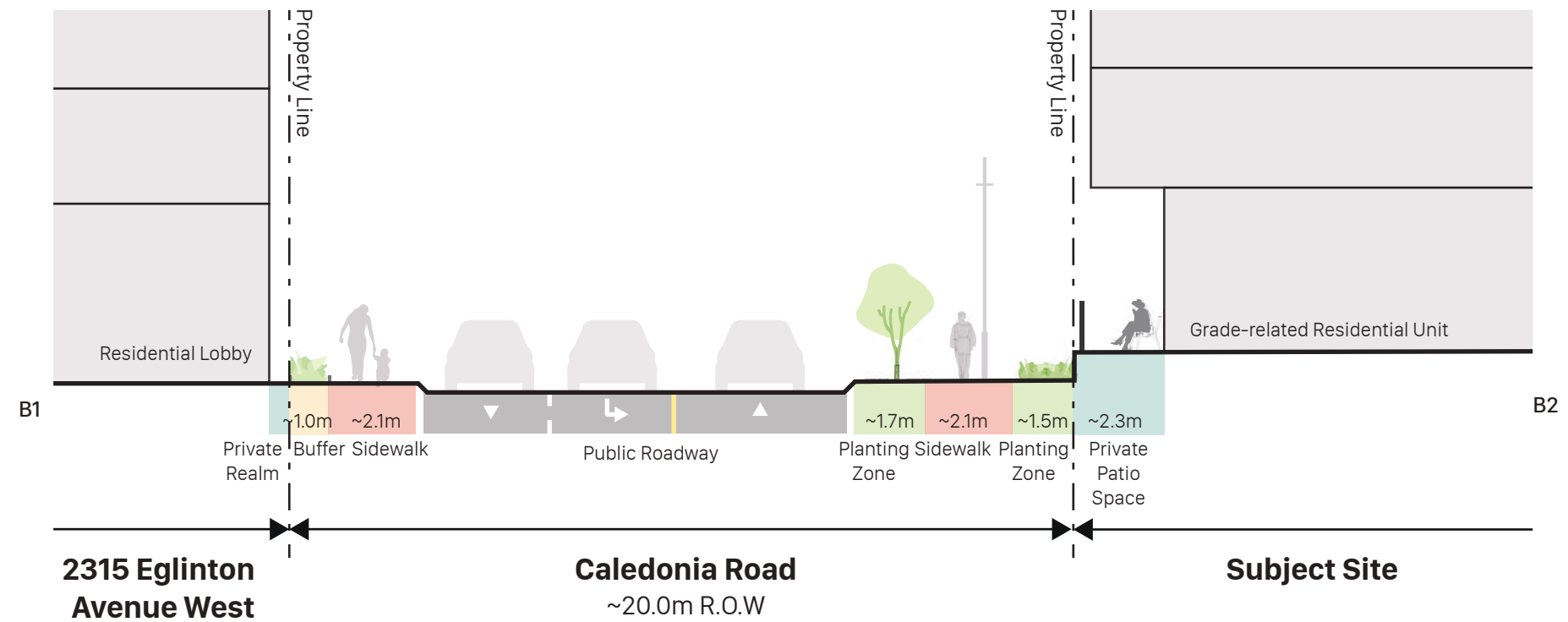


Figure 18 - Section B1-B2 Caledonia Road (Proposed)

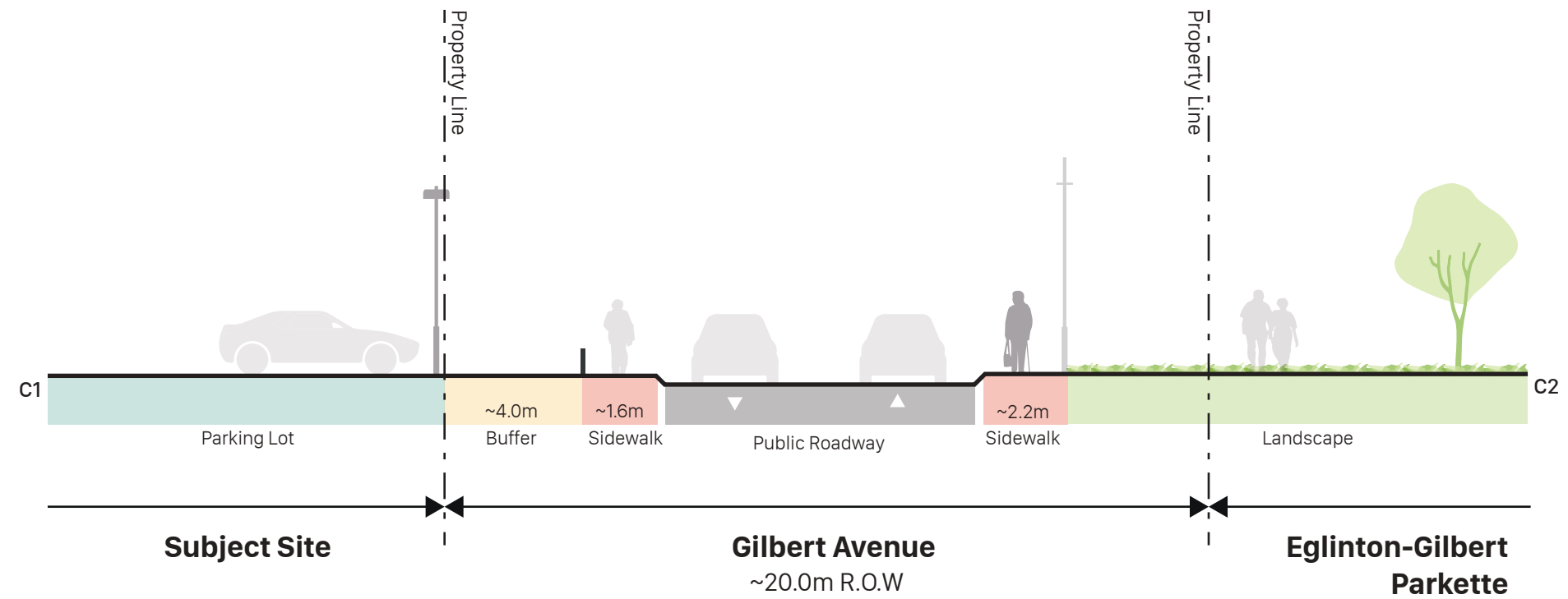


Figure 19 - Section C1-C2 Gilbert Avenue (Existing)

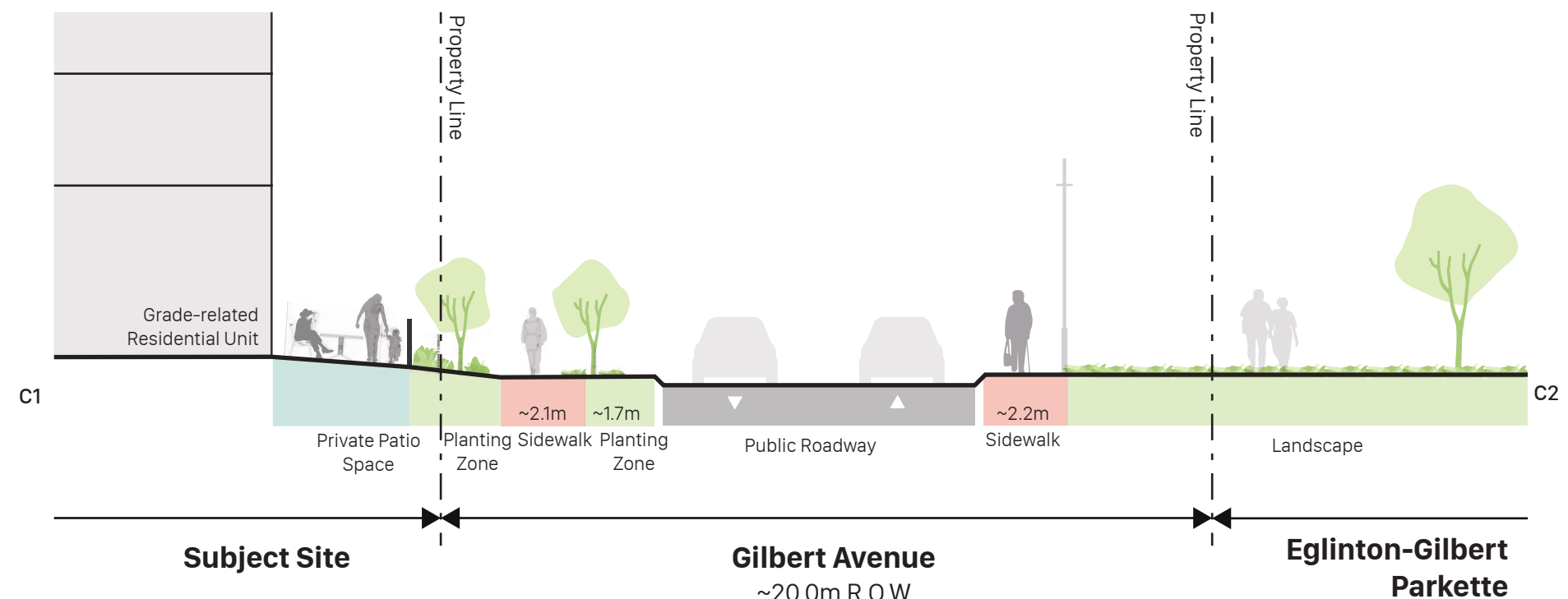


Figure 20 - Section C1-C2 Gilbert Avenue (Proposed)

Legend

- Subject Site
- Study Area Boundary
- Green Spaces
- Proposed Developments
- Approved Developments
- Proposed Public Roads
- Proposed Parks
- Proposed POPS
- Approved POPS
- Subject Site
- Potential Future Development
- Road Widening

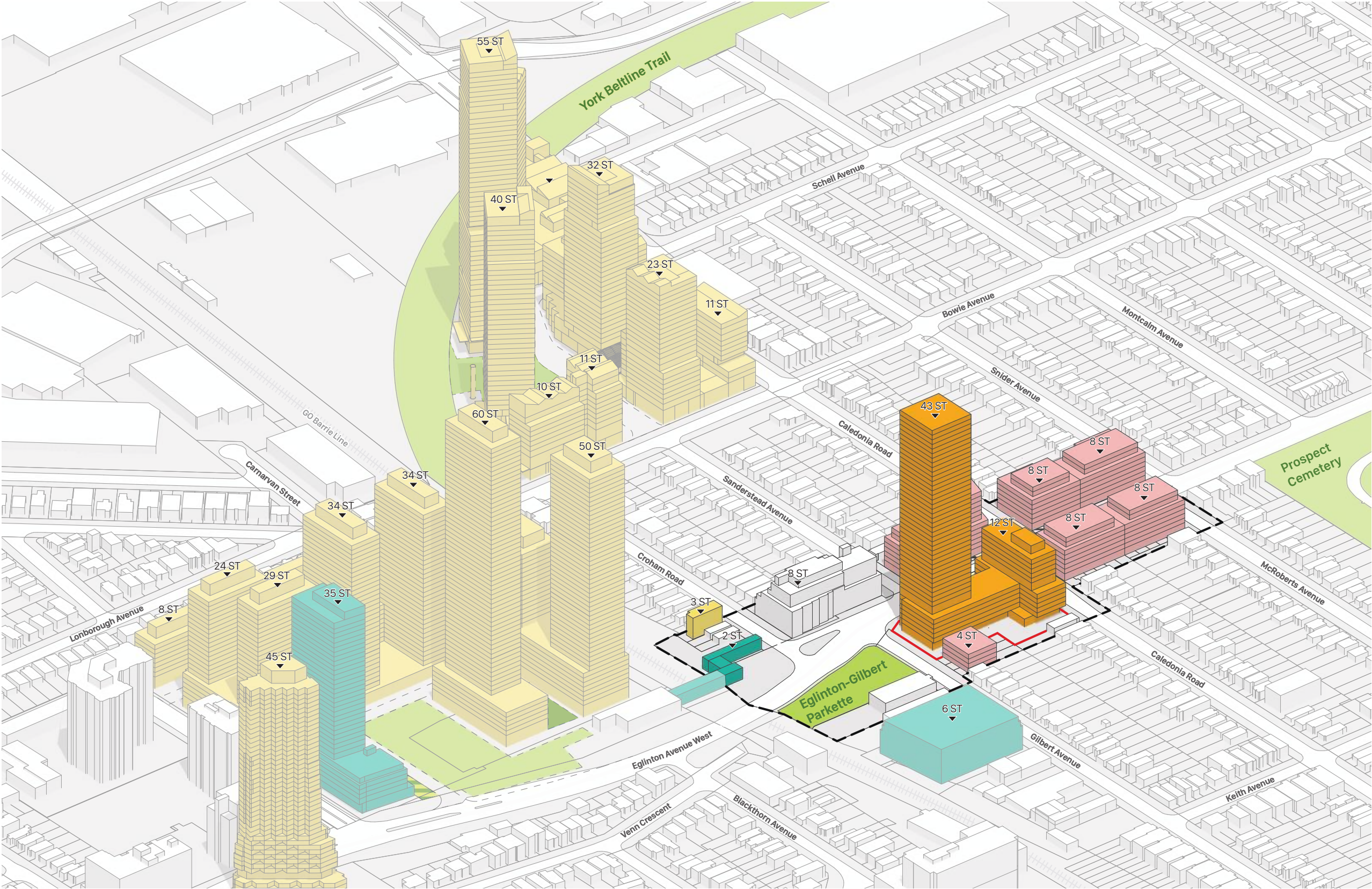


Figure 21 - Axonometric View Looking Northeast

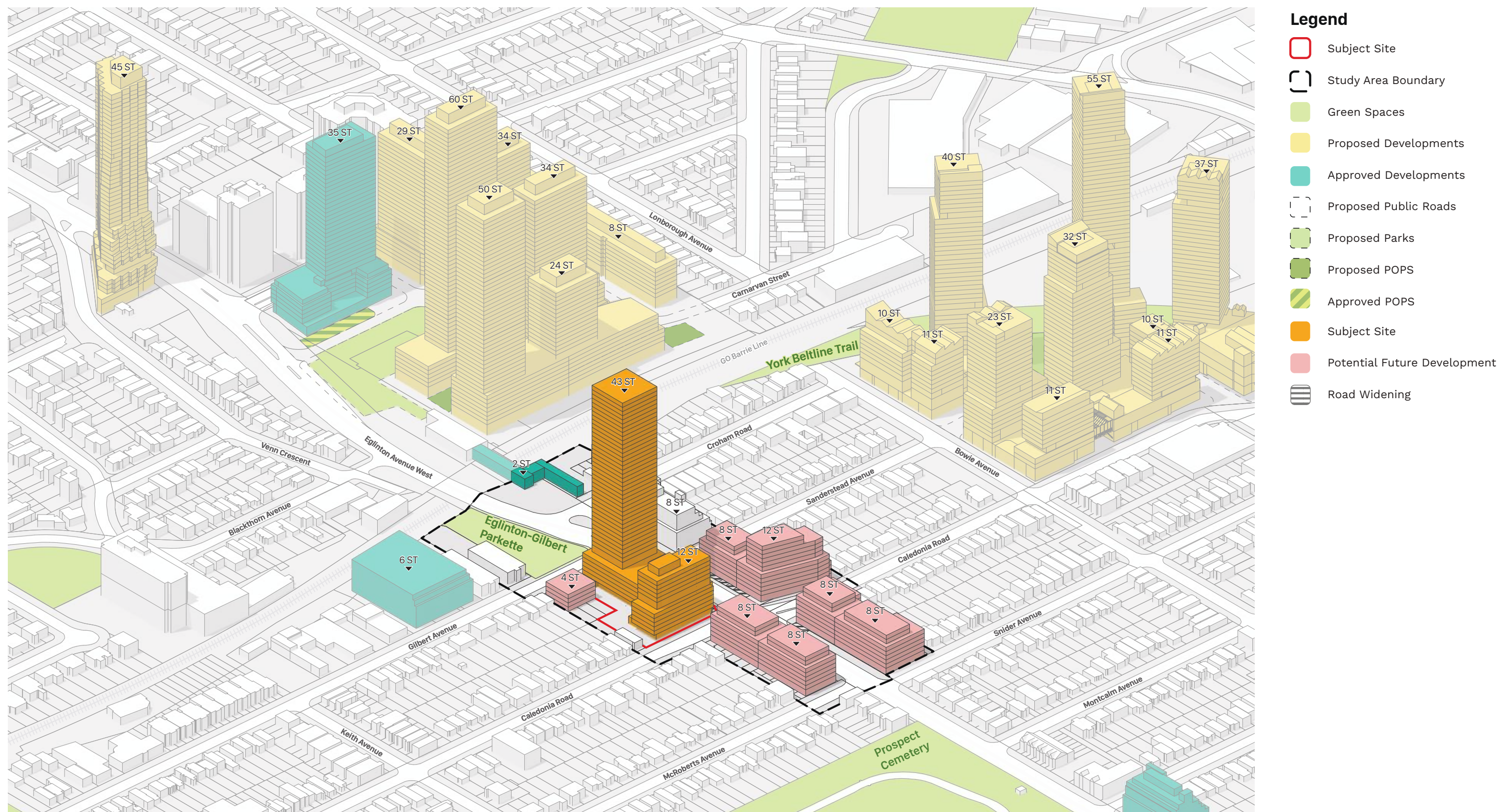


Figure 22 - Axonometric View Looking Northwest

