

Consolidated Clause in Etobicoke York Community Council Report 9, which was considered by City Council on November 30, December 1 and 2, 2004.

25

**Avenues Study Implementation Report
Lake Shore Boulevard West - Long Branch
(Ward 6 - Etobicoke-Lakeshore)**

City Council on November 30, December 1 and 2, 2004, adopted this Clause without amendment.

The Etobicoke York Community Council recommends that:

- (1) Recommendation (6) of the report (September 28, 2004) from the Director, Community Planning, West District, be amended by adding the words “by the second quarter of 2005”; to read as follows:
 - “(6) request that Urban Development Services in consultation with Works and Emergency Services report back to Etobicoke York Community Council on the parking requirement issues raised in this report, in particular, as they relate to uses that enhance street life, by the second quarter of 2005;”
- (2) paragraph 3.B of Attachment 6: Draft Amendment to the Etobicoke Zoning Code, attached to the report (September 28, 2004) from the Director, Community Planning, West District, be amended by adding the words “and adult entertainment facilities”, to read as follows:
 - “B. Notwithstanding A. above, the following uses shall be prohibited: all vehicle related uses, including public garages and rental agencies, but public parking lots will be permitted; service stations; drive through-facilities; monuments related to cemeteries; and adult video and massage parlours and adult entertainment facilities.”; and
- (3) the staff recommendations contained in the Recommendations Sections of the report (September 28, 2004) from the Director, Community Planning, West District, as amended by the staff recommendations contained in the Recommendations Section of his supplementary report dated November 10, 2004, and by Recommendations (1) and (2) above, be adopted.

Action Taken by the Committee:

The Etobicoke York Community Council requested Commissioner, Urban Development Services, to report to the Etobicoke York Community Council on the feasibility of implementing the Draft Amendment to the Etobicoke Zoning Code to Lake Shore Boulevard West from the eastern boundary of Long Branch to Dwight Avenue.

The Etobicoke York Community Council held a continuation of the statutory public meeting that commenced on October 12, 2004.

The Etobicoke York Community Council submits the supplementary report (November 10, 2004) from the Director, Community Planning, West District:

Purpose:

As per Community Council's request, this report reviews and comments on the Central/Western Lakeshore Area Secondary Plan and how its policies are affected by the recommendations contained in the Avenues Study Implementation Report for Lake Shore Boulevard West – Long Branch; as well as what tools could be implemented to control redevelopment for lands on the north side of Lake Shore Boulevard West from Brown's Line to west of Thirty Second Street. This report also contains technical amendments to the Avenues Study Implementation Report for Lake Shore Boulevard West and associated attachments.

Financial Implications and Impact Statement:

There are no financial implications resulting from the adoption of this report.

Recommendations:

It is recommended that:

- (1) the lands on the north side of Lake Shore Boulevard West, from Brown's Line to west of Thirty Second Street, south of the CN tracks, be removed from the Lake Shore Boulevard West Avenues Study Area recommendations; and that the proposed draft amendments to the Etobicoke Official Plan, the Toronto Official Plan and the Etobicoke Zoning Code, as contained in the September 28, 2004 Avenues Study Implementation Report for Lake Shore Boulevard West – Long Branch, Attachments 4, 5 and 6 of that report respectively, be amended accordingly;



- (2) the applicable Official Plan policies and related zoning, as it pertains to the lands on the north side of Lake Shore Boulevard West from Brown's Line to west of Thirty Second Street and south of the CN tracks, be added to the UDS work program for future review;
- (3) the Avenues Study Implementation Report for Lake Shore Boulevard West – Long Branch, dated September 28, 2004, be amended to incorporate the following technical changes:
 - (a) that Recommendation (12) be deleted;
 - (b) that the following Paragraph be added after Paragraph 18 in the Draft Amendment to the Etobicoke Zoning Code:

“By-law No. 1997-78, as it applies to certain lands located north of Lake Shore Boulevard West and east of thirtieth Street (Long Branch), shall continue to apply notwithstanding the provisions of this By-law.”;
 - (c) that Schedule ‘A2’ of the Draft Amendment to the Etobicoke Zoning Code, be amended to exclude the lands known municipally as 1 Twenty Ninth Street;
 - (d) that Paragraph 6.(4) of the Draft Amendment to the Etobicoke Zoning Code, which defines live/work, be amended by deleting the words “and which does not occupy any more than 30 percent of the entire dwelling unit.”; and
 - (e) that Paragraph 6.(8) of the Draft Amendment to the Etobicoke Zoning Code, which defines the 45 degree Angular Plane, be amended to add the words “at-grade” after the words “lot line”; and
- (4) the draft By-laws appended to the Avenues Study Implementation Report for Lake Shore Boulevard West – Long Branch, dated September 28, 2004, be amended to remove permissions respecting maximum building heights of eight storeys.

Background:

On October 12, 2004, Community Council adopted a Motion requesting the Director, Community Planning, West District to report to its November 16, 2004 meeting on:

- (a) why the Central/Western Lakeshore Area Secondary Plan policies are not being carried forward; and
- (b) what tools could be implemented to control redevelopment on the north side of Lake Shore Boulevard West to encourage comprehensive redevelopment of the commercial/industrial lands.

At the October 12, 2004 meeting, the local Councillor, Mark Grimes, requested that an additional community information meeting be held prior to the continuation of the Public Meeting at the Etobicoke York Community Council meeting on November 16, 2004. As requested, Councillor Grimes and Planning staff held an additional community information meeting on

November 4, 2004, where the recommendations and strategic initiatives contained in the Implementation Report were reviewed and discussed.

Comments:

(1.0) Central/Western Lakeshore Area Secondary Plan

As discussed in Section (5.1) of the Avenues Study Implementation Report, the majority of Lake Shore Boulevard West in Long Branch is governed by the Central/Western Lakeshore Area Secondary Plan, save and except for a small high density residential portion located to the west of Brown's Line on the south side of Lake Shore Boulevard West. The lands within the Secondary Plan are designated Commercial-Residential Strip, but include parcels that are designated High Density Residential, Institutional and Potential Gateway Facility.

The Commercial-Residential Strip designation "generally takes the form of a series of stores, offices and other uses along an arterial road, directly oriented to the public sidewalk and is often served by on-street parking or public parking lots". Specific development policies include a maximum building height of four storeys, with six storeys considered between Twenty Second and Thirty Second Streets wherein the extra building height must be stepped back from the street. As well, the height adjacent to areas designated for low density residential is regulated by the absolute height limit, based on the site-specific zoning, and a 45 degree angular plane requirement.

The Central/Western Lakeshore Area Secondary Plan defines land uses and development policies for the area and establishes a long-term vision. It also identifies development concepts for sub-areas such as the Long Branch Mixed Use Area; Exmoor Drive/GO Station; Skeens Lane; and the Lake Shore Boulevard Commercial-Residential Corridor. Specific development policies and urban design guidelines include a continuous building frontage for at least 70%; building heights of four storeys at the build-to line, with a maximum of six storeys; net density not to exceed 3.0 floor space index; and a 45 degree angular plane requirement from the rear lot line.

As such, the Avenues concept along this portion of Lake Shore Boulevard West is generally consistent with the Central/Western Lakeshore Area Secondary Plan policies and merely carries forward the existing policies and vision. The main difference between current Official Plan policies and the proposed amendments is in regard to minimum and maximum building heights. The current policies prescribe maximum building height of four storeys, with a provision for six storeys between Twenty Second and Thirty Second Streets and do not contain a minimum building height requirement. The proposed Official Plan amendments recommend a minimum two storey (7.5 metre) building height; a maximum building height of six storeys (20 metres) for the entire study area; and for larger lots having depths greater than 35 metres, additional height and density may be considered subject to a review on a site by site basis.

An Official Plan amendment is required in order to redesignate all the lands to Commercial-Residential Strip, and to introduce a Site Specific Policy that illustrates the affected lands and to uniformly employ the prescribed policies for the entire study area. The draft

Official Plan amendment is appended to the Lake Shore Boulevard West Avenues Study Implementation Report as Attachment 4.

(2.0) Potential tools to control redevelopment for lands on the north side of Lake Shore Boulevard West from Brown's Line to west of Thirty Second Street

The subject lands are currently governed in the Etobicoke Official Plan by the Central/Western Lakeshore Area Secondary Plan, specifically, by policies contained in Section 17.4.0 Long Branch Mixed-Use Area. Section 17.4.0 describes the subject area and outlines the development concept and objectives, land use designations and policies, and urban design principles. The Commercial/Residential Strip designation applies across the Lake Shore Boulevard frontage in this area and is intended to provide for street-level retail commercial uses designed and developed with apartment-type residential uses above. Other policies for these lands include a continuous building frontage for at least 70 percent, building heights of four storeys with a possibility of six storeys, and a net density of 3.0 Floor Space Index.

The Toronto Official Plan carried forward the Central/Western Lakeshore Area Secondary Plan policies for this area through Site and Area Specific Policy 23, with a Mixed Use Area designation extending across the Lake Shore Boulevard West frontage and along the south side of the CN rail line.

The majority of the subject lands are zoned Class 1 Industrial, with two properties zoned Commercial and one property zoned Residential Multiple in the Etobicoke Zoning Code.

As discussed in the Avenues Study Implementation Report for Lake Shore Boulevard West, amendments to the Etobicoke and Toronto Official Plans and the Etobicoke Zoning Code are required essentially to redefine uses, establish building heights of six and eight storeys and to marginally reduce parking requirements. The general intent and purpose of the Etobicoke and Toronto Official Plans are effectively being carried forward in the proposed amendments and the Commercial-Avenues zoning merely implements these policies, with slight increases to the maximum building heights.

While the Central/Western Lakeshore Area Secondary Plan and Site and Area Specific Policy 23 illustrate a particular vision for the development and/or redevelopment for the entire Long Branch Mixed Use Area, they also recognize that different development scenarios, particularly on a site by site basis, are likely to occur within the general context of these specific policies.

There are approximately eight individual properties within the Long Branch Mixed Use Area, each with quite generous frontages (between 30 and approximately 120 metres) on Lake Shore Boulevard West. Encouraging consolidation of these individual lots would be challenging, as they are not only quite large, but also individually owned.

A Holding By-law is generally used to ensure that development, often in urban edge situations, takes place in a phased or timed manner, consistent with the policies of the Official Plan, particularly those policies relating to transportation and servicing. The value of implementing a Holding By-law for this area is limited, in part, because no proposals or expectations exist at this

time for the redevelopment of these lands. Holding provisions would require established zoning with all of the conditions to development listed.

Through the course of reviewing potential tools to ensure comprehensive development of these lands, staff question whether the existing Official Plan policies for these lands accurately reflect the long term vision anticipated. Furthermore, related concerns were raised at the November 4, 2004 community information meeting, along with a letter from the South Etobicoke Industrial Employer's Association (SEIEA), both expressing a desire to remove this industrial triangle from the study area.

While the act of implementing the proposed Commercial-Avenues zoning on the front 35 metres of these lands reaffirms the desired objectives and vision for Lake Shore Boulevard West, as outlined in Official Plan policies, it is acknowledged that further review of the Long Branch Mixed Use Area, in consultation with SEIEA and the community, would be a more acceptable method of confirming the ultimate vision for these lands. As such, staff are recommending that these lands be removed from the study area and that applicable Official Plan policies and related zoning be re-examined.

(3.0) Building Heights

The vast majority of area residents in attendance at the November 4, 2004 community information meeting expressed concern with respect to the proposed maximum building height of eight storeys for lots exceeding 35 metres in depth. Many residents feel that it is too high for the area and that it could negatively impact properties immediately abutting those fronting onto Lake Shore Boulevard West.

Section (7.1) of the Avenues Study Implementation Report discusses intensification strategies for the area, recognizing that Lake Shore Boulevard West will achieve the status of an urban Avenue, in part, through intensification of vacant and/or underutilized sites. One of the primary ways to intensify is through greater building densities and heights. To this end, the Implementation Report contains draft amending By-laws that recommend a minimum building height of two storeys (7.5 metres) be established for the area, along with a maximum building height of six storeys (20 metres) for lots with depths of 35 metres or less, and in cases where lots are over 35 metres in depth, a maximum of eight storeys (27 metres). Based in part on the consultant's study, staff believe that these minimum and maximum building height are appropriate for this particular stretch of Lake Shore Boulevard West and represent good planning. Through design principles such as maintenance of the 45 degree angular plane, the stepping of buildings and providing effective corner treatments, the impact of a higher building form can be minimized and ensure protection of the abutting low density residential neighbourhoods.

However, the Implementation Report also indicates that a six storey height limit would allow the Avenue to develop a critical building mass along the street edge that will foster the vision anticipated for the Avenue, as well as create an appropriate street proportion. Therefore, given that a six storey height limit is an effective building height allowing the Avenue to develop an appropriate building mass, combined with the community's concerns with eight storey heights, staff are recommending that the draft Zoning By-law, appended to the Implementation Report as

Attachment 6, be amended to remove permissions respecting maximum building heights of eight storeys. The draft Official Plan policies contained in the Implementation Report would still allow for increases in height and density based on a careful site by site review. While the proposed zoning will not prevent applications for additional height and density above six storeys from being submitted, it will ensure community participation in the planning process through a requirement for amendments.

(4.0) Technical Changes

(4.1) Deletion of Recommendation 12 of the Avenues Study Implementation Report

As part of evolving protocol, Community Planning is no longer recommending that Avenues reports be forwarded as a matter of course to Planning and Transportation Committee and Policy and Finance Committee for information. Recommendation (3) (a) of this report would delete Recommendation (12) in the Avenues Study Implementation Report.

(4.2) Inclusion of Site-specific By-law No. 1997-78

Site-specific By-law No. 1997-78 was inadvertently omitted from the draft Amendment to the Etobicoke Zoning Code as an in-force By-law that should have been ‘grandfathered’. Recommendation (3) (b) of this report would include By-law No. 1997-78 in the draft Amendment to the Etobicoke Zoning Code attached to the Avenues Study Implementation Report.

(4.3) Deletion of 1 Twenty Ninth Street from Schedule ‘A2’

No. 1 Twenty Ninth Street was included in Schedule ‘A2’ of the Draft Amendment to the Etobicoke Zoning Code. The property actually fronts on the side street and not onto Lake Shore Boulevard West and should not have been included. Recommendation (3) (c) of this report would delete 1 Twenty Ninth Street from Schedule ‘A2’.

(4.4) Deletion of 30 percent cap in live/work definition

The Ontario Building Code, Section 1.1.3.2, already caps live/work units at 150 square metres, therefore, the inclusion of a cap in the Draft Amendment to the Etobicoke Zoning Code attached to the Implementation Report is unnecessary. Recommendation (3) (d) of this report would remove the words “and which does not occupy any more than 30 percent of the entire dwelling unit” from the definition of live/work in the Draft Amendment to the Etobicoke Zoning Code.

(4.5) Change to ‘45 degree Angular Plane’ definition

Concerns were raised at the November 4, 2004 Community Information meeting with respect to where the 45 degree angular plane was measured. The community wished to include the words “at-grade” in the definition of angular plane to ensure the angular plane is measured from the rear lot line at-grade and not at an elevation higher than grade. Recommendation (3) (e) of this report would add the words “at-grade” in the definition of angular plane as contained in the Draft Amendment to the Etobicoke Zoning Code.

Conclusions:

The recommendations of this report respond to questions raised at the October 12, 2004 Etobicoke York Community Council meeting and comments raised at the November 4, 2004 community information meeting. Lake Shore Boulevard West in Long Branch offers significant revitalization potential. One of the most important concepts contained in the Implementation Report is to ensure that potential new development integrate into the local community, preserving and enhancing the physical characteristics unique to Long Branch. The recommendations of the Implementation Report, as modified by this report, will bring forward new Avenues policies and zoning to Long Branch which are appropriate and supportable for this area.

Contact:

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The Etobicoke York Community Council submits the report (September 28, 2004) from the Director, Community Planning, West District:

Purpose:

This report reviews and recommends new policies, regulations and implementation strategies to achieve, over time, the revitalization of Lake Shore Boulevard West in Long Branch as an 'Avenue'. Avenues are identified in the Toronto Official Plan as important corridors along major streets where reurbanization can yield positive results, through the creation of new housing and jobs while improving the pedestrian environment, the look of the street, and shopping opportunities supported by public transit. This portion of Lake Shore Boulevard West in Long Branch was selected as one of four areas for an Avenues study in 2003-2004 (Attachment 1).

Financial Implications and Impact Statement:

There are no financial implications resulting from the adoption of this report. The study's other recommended initiatives can be implemented through regular work programs and processes.

Recommendations:

It is recommended that City Council:

- (1) amend the Official Plan for the former City of Etobicoke substantially in accordance with the draft Official Plan Amendment attached as Attachment No. 4;



- (2) direct the City Solicitor to request the Ontario Municipal Board (OMB) to modify the Official Plan for the City of Toronto substantially in accordance with Attachment No. 5;
- (3) amend the Etobicoke Zoning Code substantially in accordance with the draft Zoning By-law Amendment attached as Attachment No. 6;
- (4) authorize the City Solicitor to make such stylistic and technical changes to the draft Official Plan Amendments and draft Zoning By-law Amendment as may be required;
- (5) request Works and Emergency Services to consult with Urban Development Services and Economic Development, Culture and Tourism at the time a work plan is being developed for scheduled improvements to the right-of-way within the study area to determine appropriate beautification improvements within the public right-of-way and the possible elimination of angled parking and construction of parallel parking;
- (6) request that Urban Development Services in consultation with Works and Emergency Services report back to Etobicoke York Community Council on the parking requirement issues raised in this report, in particular, as they relate to uses that enhance street life;
- (7) support, in principle, enhancements to pedestrian and cyclist amenities in the area, and direct Urban Development Services to work with the appropriate City Departments to review additional opportunities on matters such as improved lighting and signage through any initiatives related to streetscape improvements, bikeway connections, and access improvements in the area;
- (8) request Urban Development Services and Economic Development, Culture and Tourism to engage in discussions with industrial property owners regarding opportunities and initiatives related to streetscape improvements on the privately-owned lands immediately adjacent to the Lake Shore Boulevard West public right-of-way, including the provision of designs and cost estimates and possible shared costs of such undertakings;
- (9) request Urban Development Services and Economic Development, Culture and Tourism to work with local land owners, through the development application review process, to secure publicly accessible open space, parkland, and other landscaped open space, within the study area, where appropriate;
- (10) encourage street-related commercial and live/work uses, with direct at-grade access to Lake Shore Boulevard West, and direct Urban Development Services to consider opportunities, through the development application review process, for new or renovated buildings to be designed in a manner that supports this objective and other planning objectives described in this report;
- (11) request Urban Development Services in consultation with Economic Development, Culture and Tourism establish a District Public Art Plan for the study area; and
- (12) forward this report to the Planning and Transportation Committee and the Policy and Finance Committee for information.

Executive Summary

Toronto's Official Plan identifies selected corridors along major streets as 'Avenues' where transit-supportive reurbanization can create new jobs and housing while improving local streetscapes, infrastructure and amenities. Each Avenue varies greatly in terms of lot sizes and configuration, street width, existing uses, neighbouring uses, transit service and streetscape potential. Section 2.2.3 of the Toronto Official Plan provides that the framework for the reurbanization of each Avenue will be achieved through the preparation of Avenue studies.

The Lake Shore Boulevard West area (Attachment 2) that is the subject of this study is part of an area known as Long Branch. It is characterized by one to two storey commercial buildings or mixed use buildings with residential uses above grade-related commercial units that face onto both sides of Lake Shore Boulevard West between Etobicoke Creek and Twenty Third Street. Unique to this Avenue is an industrial area which occupies the majority of the block between Brown's Line and Thirty Second Street on the north side of Lake Shore Boulevard West. Although a few sites have recently been redeveloped with mid-rise mixed use buildings, many sites are underutilized and some remain vacant. The broader context of the study area is anchored by Etobicoke Creek (Marie Curtis Park) to the west; Colonel Samuel Smith Park (Humber College) to the east; CN Rail line to the north; and Lake Ontario to the south.

The Lake Shore Boulevard West study area is well situated with respect to: existing transportation infrastructure (local and regional roads); extensive natural amenities; and public transit to local destinations. Revitalization of the study area as an urban Avenue has considerable potential, specifically through initiatives that can generally be related to intensification, streetscape and transportation improvements and open space and public amenities. This report recommends initiatives in each of these four areas.

The recommendations proposed in this report have been developed through ongoing consultation with a local Advisory Group, City Departments and external Agencies, Boards and Commissions, and the Ward Councillor (Councillor Mark Grimes). Planning staff have also held wider community consultation meetings in the area. Study participants, including the TTC, Works and Emergency Services (WES) and Economic Development, Culture and Tourism (EDCT) staff, have expressed general support for the study's objectives and direction. The recommendations support the City's focus on investment in quality of life, the desire to link public initiatives with private investment to stimulate development, and the need to strategically create opportunities that reflect the desired future of the area. These initiatives will help implement the vision and objectives for the Lake Shore Boulevard West area as an Avenue and its designation as a predominantly "Mixed Use Area" as shown in the Toronto Official Plan (Attachment 3).

Background:

(1) City-wide Avenues Studies

As part of the preparation of the Toronto Official Plan, the following four pilot Avenue studies were undertaken in consultation with the adjacent communities and Councillors:

Bloor Street West, between Dundas Street West and Lansdowne Avenue;
The Queensway, between Mimico Creek and Kipling Avenue;
Kingston Road, between the Guildwood GO Station and Highland Creek; and
Finch Avenue, centred at Weston Road between Signet Road and Milvan Avenue.

The results of the pilot projects provided specific direction for future development and community improvements in each of the study areas, as well as established a generic approach for other future Avenue studies. The pilot projects also helped to identify criteria and a process for selecting priority Avenue studies. On February 4, 5 and 6, 2003, Council adopted a report that identified criteria and a process for selecting priority Avenue studies. The criteria are as follows:

- Presence of vacant and underutilized lands with redevelopment potential;
- Creation of new jobs and housing along transit lines;
- Existing zoning an impediment to area improvement and growth;
- Need for streetscape improvements and scheduling of road reconstruction;
- Market conditions exist for redevelopment;
- Physical infrastructure can accommodate additional growth;
- Community support for an Avenue study;
- Geographic distribution;
- Studies have been done but not implemented; and
- Consider existing economic development programs and initiatives.

On June 24, 25 and 26, 2003, Council adopted a report that identified the Avenue studies for 2003 and 2004 (Attachment 1), which are as follows:

College Street, between Bathurst Street and Ossington Avenue;
Lake Shore Boulevard West, between Etobicoke Creek and Dwight Avenue;
Bloor Street, between Mimico Creek and Prince Edward Drive; and
Wilson Avenue, between Dufferin Street and Keele Street.

The stretch of Lake Shore Boulevard West identified as an Avenue is approximately 4.3 km long. Given its relative length, Planning staff, in consultation with the Councillor's office, agreed that the study should be undertaken in smaller segments. The first segment, and the subject of this report, encompasses the area known as Long Branch and is approximately 2.5 km long.

(2) Study Process and Community Consultation

Phase 1 of the study consisted of a general analysis of existing conditions, including land use patterns, lot sizes, built forms, transportation network characteristics, and an examination of cultural and heritage resources. As part of the process, a local Advisory Panel was established to provide input into the planning process at key stages and help guide the development of a vision for the area. The Advisory Panel consisted of local Councillor Mark Grimes, area residents, business owners, other area interest groups and various City Departments, Agencies, Boards and Commissions, all with a keen interest in the community.

Phase 2, which was community consultation, began with an introductory community information meeting held on December 16, 2003, where the concept of the Lake Shore Boulevard West Avenues study was first introduced. On January 21, 2004, a planning workshop was held. Three sub-workshops were conducted: one for the Advisory Panel; one for developers and business owners in the area; and one for community residents. The workshops were an interactive forum where people exchanged views and helped create a planning vision for the study area. The workshops helped promote a shared understanding of the opportunities and constraints in the study area. It also provided staff with insights regarding local issues and priorities, as well as specific ideas to assist in the development of this report.

On June 15, 2004, Planning staff and the consultant team, led by Sterling Finlayson Architects, held a third community information meeting to present the findings from the workshops held in January 2004 and to detail some of the recommendations of the consultants' study and proposed changes to the Etobicoke Zoning Code. Meeting participants were generally supportive of the study initiatives and of efforts to reurbanize the area, specifically, to provide for greater development density as well as possibly higher building forms, provided the general intent and integrity of the abutting residential communities was maintained. It was also apparent that the local community wanted the City to take a lead role in the rejuvenation of the area through streetscape improvements, tree planting, and other improvements within the public right-of-way.

Phase 3, which are recommendations and other implementation strategies, have been led by City Planning staff in consultation with other City Departments, Agencies, Boards and Commissions and is the subject of this report.

(3) Area Characteristics

Lake Shore Boulevard West in Long Branch is approximately 2.5 kilometres long. It is designated as a major arterial road in the Council approved Road Classification System, carrying moderately high volumes of traffic. The existing transportation network in place is relatively good. It is serviced by public transit, however, the area would benefit with improved transit service along Lake Shore Boulevard West and improved access to a network of transit priority routes focussed on the downtown core. It also has a relatively wide right-of-way of 36 metres.

The Long Branch community is located at the most southwestern portion of Toronto adjacent to Lake Ontario and effectively serves as a gateway between the City of Mississauga and the City of Toronto. The community is a dynamic mix of residential areas, a large industrial area on the north side of Lake Shore Boulevard West and a commercial strip along Lake Shore Boulevard West. Analysis of three census tracts for the area indicate that the study area has seen little change in population between 1991 and 2001, where population grew by less than two percent from 12,804 to 12,905. In 2001, immigrants accounted for 36 percent of the population, which is lower than the City as a whole at 51 percent.

Household size and average number of persons per household also did not change significantly between 1991 and 2001. There was, however, a change in the number of owners versus renters and between 1991 and 2001 owner households increased from 44 percent to 51 percent, which is consistent with the City overall. At the same time, the number of families rose by two percent from 3,470 to 3,540 during the same time period. The average family and household incomes in

the area for 2001 were lower than the averages across the City. At the same time, the unemployment rate for the study area was 6.5 percent, similar to the City's unemployment rate of seven percent.

The Lake Shore Boulevard West study area is home to 177 businesses, which employed 1,598 employees as of summer 2003. The number of firms, and employment, in the study area was highest in the late 1980s (205 businesses employing 2,010 people) and then declined in the early 1990s (197 businesses employing 1595 employees). It has been relatively constant since.

A decline in the study area's manufacturing base has taken place between 1987 and 2003, which mirrors the City as a whole. By 2003, manufacturing accounted for just under 40 percent of the area's employment.

In other ways, the employment base in this area is unique. Just under 75 percent of the establishments (130) and 39 percent of the area's employment (624 employees) are found in the retail shopping and retail service sectors. This contrasts with the City as a whole, where under one-quarter of the establishments, and just over 10 percent of the City's total employment are in these categories. These sectors have been remarkably stable showing very little fluctuation over the period between 1987 and 2003. Many of the changes in these sectors are the result of broader market forces, such as the Canada-wide movement to fewer bank branches employing fewer people, as well as the change in employment of real estate agents found in real estate broker's offices, which follows the ebb and flow of the residential real estate market.

Physically, Lake Shore Boulevard West is characterized by one and two storey commercial buildings or mixed use buildings with residential uses above grade related commercial units. Recently, a number of sites have been redeveloped with mid-rise mixed use buildings (see Section (4) below).

Land use regulations play a large role in defining the physical and built environment of a community. Changes in land use and regulations governing it can have a major impact on a community and its population. While the Central/Western Lakeshore Area Secondary Plan established a long-term vision, the consultants' retained for the Avenues study believe that the present zoning has been an impediment to growth and area improvements. Regulatory constraints must be addressed in order to support the kind of intensification that will be necessary to transform Lake Shore Boulevard West.

(4) Recent Redevelopment Approvals and Proposals

Recent redevelopment has occurred within the study area. Four examples that effectively illustrate some of the necessary elements to begin the transformation of Lake Shore Boulevard into an Avenue include: two Queenscorp developments (3609 and 3531-3543 Lake Shore Boulevard West); Eden Oaks (3400 Lake Shore Boulevard West); and a Dynamite Construction project (3551 Lake Shore Boulevard West).

The Queenscorp development at 3609 Lake Shore Boulevard West is a three-storey main street building containing 14 dwelling units and five at-grade commercial units. The development can be seen as a successful main street building in Long Branch.

The Queenscorp development at 3531-3543 Lake Shore Boulevard West is a four-storey main street building containing 46 dwelling units, with live-work units at-grade and a pair of semi-detached dwellings on Thirty-Third Street. The four-storey height strengthens the street edge and provides a good example of a built form desired along the corridor. The semi-detached dwelling units provide an appropriate transition of scale and density to the adjacent lower density residential neighbourhood to the south.

The Dynamite Construction project has illustrated how smaller scale infill development can facilitate the revitalization of the area at 3551 Lake Shore Boulevard West. The two-storey mixed use building was renovated into four, two-storey live-work units.

The Eden Oaks development at 3400 Lake Shore Boulevard West is currently under construction. Once complete, it will consist of a four-storey main street building containing 40 residential units, including four grade related live/work units fronting onto Lake Shore Boulevard West.

(5) Official Plan Policies

(5.1) Etobicoke Official Plan

The majority of Lake Shore Boulevard West subject to this report is designated Commercial-Residential Strip, but includes portions that are designated High Density Residential, Institutional and Potential Gateway Facility. The study area, save and except for a small high density residential portion located to the west of Brown's Line on the south side of Lake Shore Boulevard West, is also subject to the Central/Western Lakeshore Area Secondary Plan.

The Commercial-Residential Strip designation "generally takes the form of a series of stores, offices and other uses along an arterial road, directly oriented to the public sidewalk and is often served by on-street parking or public parking lots". Specific development policies include a maximum building height of six storeys, wherein a building must be stepped down to a lower height or separated by a distance or buffers where necessary to respect the proximity of nearby low density residences. As well, the height adjacent to areas designated for low density residential is regulated by the absolute height limit, based on the site-specific zoning, and a 45 degree angular plane requirement from the rear lot line.

Development policies in the High Density Residential designation provide for an opportunity to develop sites with denser forms of residential uses. Specific development policies include a maximum net density of 185 units per hectare, with a floor space index not exceeding 2.5.

The Institutional designation, as it applies to the study area, recognizes major existing institutions that play a role in serving the needs of the surrounding area. They include schools, libraries and churches.

Lands designated Potential Gateway Facility are intended to recognize the potential of this area to facilitate relocation of the GO Station and TTC streetcar loop from the existing Exmoor Drive location. However, the Exmoor Drive location is recognized as having limited potential for

facility improvements due to significant site related constraints including grade, configuration of the property, and access for streetcars to and from Lake Shore Boulevard West. Further studies would be required.

The Central/Western Lakeshore Area Secondary Plan defines land uses and development policies for the area and establishes a long-term vision. It also identifies development concepts for sub-areas such as the Long Branch Mixed Use Area; Exmoor Drive/GO Station; Skeens Lane; and the Lake Shore Boulevard Commercial-Residential Corridor. Specific development policies and urban design guidelines include a continuous building frontage for at least 70% of the frontage; building heights of four storeys at the build-to line, with a maximum of six storeys; net density not to exceed 3.0 floor space index; and a 45-degree angular plane requirement from the rear lot line.

As such, the Avenues concept along this portion of Lake Shore Boulevard West is generally consistent with the Central/Western Lakeshore Area Secondary Plan policies. An Official Plan Amendment is required in order to redesignate all the lands to Commercial-Residential Strip, and to introduce a Site Specific Policy that sets out appropriate policies for the study area. The draft Official Plan Amendment is appended as Attachment 4.

(5.2) Toronto Official Plan

When it comes into effect, the new Plan will designate the majority of the Lake Shore Boulevard West study area as Mixed Use Area. Mixed Use areas are made up of a broad range of commercial, residential and institutional uses, as well as parks and open spaces. These areas are intended to absorb, over time, a portion of Toronto's expected growth, and will vary in scale and intensity of development to reflect the context of their local conditions and infrastructure.

A small portion of the study area (western boundary) is made up of lands that are designated Apartment Neighbourhoods, which are areas comprised of apartment buildings and parks, local institutions, cultural and recreational facilities, and small-scale retail, service and office uses that serve the needs of area residents.

The study area is included in the City's Surface Transit Priority Network (Map 5 in the Toronto Official Plan). The implementation of transit priority measures in the corridor will offer local residents and employees with improved transit service along Lake Shore Boulevard West and improved access to a network of transit priority routes focussed on the downtown core. The implementation of the network is a long term planning objective. Details on how improved levels of transit service will be achieved have yet to be addressed. In part, improvements in transit service will follow the pace and scale of redevelopment along the corridor.

The Toronto Official Plan carried forward Secondary Plan policies through Site and Area Specific Policies 21 and 23. Site and Area Specific Policy 21 sets out general design guidelines, height and density provisions for this area. Site and Area Specific Policy 23 pertains to lands on the north side of Lake Shore Boulevard West between Brown's Line and Thirty Second Street. Modifications to Site and Area Specific Policies 21 and 23 are required and are appended as Attachment 5.

(6) Zoning

The proposed zoning amendments are to lands that front onto Lake Shore Boulevard West in the study area and will affect four existing zoning categories. The majority of the corridor is zoned Commercial (C1), with a block of land on the north side of Lake Shore Boulevard West zoned Class 1 Industrial (I.C1), and a few properties zoned Residential Multiple Apartments (RMA) and Residential Multiple (RM1). Within the C1 zoning category, sites can be developed for a mix of commercial and residential uses, and stand-alone retail/commercial uses, provided they do not exceed a floor space index of 2.0 and a maximum height of 20 metres. Development within the RM1 zoning category must not exceed a floor space index of 0.6 and a maximum height of 11 metres and in the RMA zoning category development must not exceed a floor space index of 1.0 and a maximum height of 20 metres. These current zoning regulations limit the opportunity for change and require modifications. By rezoning these lands to Commercial-Avenues (C1-AV), their development potential is effectively being increased.

The existing Industrial area occupies the majority of the block of land on the north side of Lake Shore Boulevard West between Brown's Line and Thirty Second Street. Development within the I.C1 zoning category is based on a floor space index of 0.6 times the lot area.

In order to implement the Avenues policies of the Toronto Official Plan and much of the earlier vision of the Central/Western Lakeshore Area Secondary Plan, amendments to the Etobicoke Zoning Code are recommended. Amendments include redefining the uses, development standards, building heights and parking requirements. The draft Zoning By-law amendment is appended as Attachment 6.

Comments:

To achieve the gradual transformation of Lake Shore Boulevard West into an urban Avenue, the area requires clear guidance with respect to the appropriate form of new development, streetscape improvements, and Official Plan and Zoning provisions that more accurately reflect the desired future of the area. Transportation improvements to make more effective use of a significant local and regional infrastructure resources, as well as improvements to open spaces and other public amenities, are also important to the long-term success of the Lake Shore Boulevard West area.

The consultants, comprised of Sterling Finlayson Architects, The Planning Partnership, Envision-The Hough Group and URS, have completed a comprehensive study, where they have reviewed the area and its surroundings, analyzed constraints to development and identified some opportunities for change. Planning staff have carefully reviewed the consultants' study recommendations. While most of the consultants' recommendations and good ideas are supported and reflected in the following sections, some of their recommendations have not been carried over into the implementing By-law for reasons explained in this report.

The consultants' study also incorporated a number of images in response to input from the three community consultation meetings, as well as from reviewing a variety of urban spaces throughout the city and farther afield. One conceptual transformation of a portion of the study area to an urban Avenue has been included as Attachment 7. This transformation illustrates the

possible future form of Lake Shore Boulevard West as it evolves over time. The scale, design and timing of the actual build-out depends on several factors, including investment decisions to be made by both the public and private sectors.

The following sections outline the proposed re-urbanization strategies for the Lake Shore Boulevard West study area. The specific initiatives have been grouped into four major areas: intensification strategies; streetscape improvements; transportation; and open space and public amenities.

(7.1) Intensification Strategies

The Lake Shore Boulevard West corridor will achieve the status of an urban Avenue through the intensification of vacant and/or underutilized sites and a greater intensity of street-related activity on Lake Shore Boulevard West and the resulting revitalization of the study area. Based on careful review of the consultants' assessment of the land use context, the land use standards recommended for the Lake Shore Boulevard West study area in this report are consistent with the Toronto Official Plan's proposed land use policies and with the Plan's provisions for structuring and directing growth to certain areas, especially Avenues.

The majority of the prescribed policies contained in this report are consistent with the existing policies in the Etobicoke and Toronto Official Plans. However, an amendment to the Etobicoke Official Plan is required to redesignate all of the lands in the study area to Commercial-Residential Strip and to establish a Site Specific Policy that sets out the guiding principles for the study area. Modifications to the Toronto Official Plan, Site and Area Specific Policies 21 and 23 are required to allow for increased heights. The proposed draft Amendment to the Etobicoke Official Plan and proposed draft Modifications to the City of Toronto Official Plan incorporating these standards are appended as Attachments 4 and 5, respectively.

With this report, a Site Specific Zoning By-law has been crafted to permit, as-of-right, an appropriate mix of residential and non-residential uses along the Lake Shore Boulevard West study area corridor. The proposed By-law continues to recognize the existing residential areas that abut the Avenue to the rear, as well as the viable industrial component that exists on the north side of Lake Shore Boulevard West. The By-law also incorporates specific development standards that include minimum and maximum building heights, build-to lines, setbacks and densities in order to create appropriate building envelopes with transitions to lower-scale areas. The proposed draft Zoning By-law amendment incorporating these site specific standards is appended as Attachments 6.

Land Use

The proposed mixed use permissions reflect an appropriate range of uses. Mixed use buildings with street-oriented commercial uses at-grade should be encouraged along Lake Shore Boulevard West. To create a vibrant street edge that provides opportunities for businesses and services compatible with the Avenues concept and the intensification objectives of the Toronto Official Plan. Allowing for live/work uses will also provide opportunities for new employment and create more animated spaces at-grade. Both will provide residents with employment and shopping opportunities close to home.

Heavy industrial uses, automobile service-type uses, drive-through facilities and other uses that are inconsistent with the vision for this urban Avenue should be prohibited. A recommended list of prohibited uses is contained in the proposed Zoning By-law (Attachment 6).

As previously noted, there is a block of land within the study area on the north side of Lake Shore Boulevard West between Brown's Line and Thirty Second Street that currently has underlying industrial land use permissions as well as viable existing business operations. While staff recommend that the Commercial-Avenues zone be continued along these lands to a depth of 35 metres, the draft Zoning By-law has been crafted in a manner that allows the lands to continue to be used as Class 1 Industrial (I.C1) provided they comply with the provisions of the Etobicoke Zoning Code for I.C1 zones. If the property is changed from a Class 1 Industrial use to a Commercial-Avenues use, Class 1 Industrial uses will no longer be permitted on such property.

Building Heights

As discussed in Section (3) of this report, the predominant building height along Lake Shore Boulevard West is presently one and two storeys. Both the Etobicoke and Toronto Official Plans have policies that establish building heights between four and six storeys along the majority of the street.

The study prepared by the consultants' recommends a minimum building height of three storeys (12.5 m). Planning staff are concerned that a minimum height limit of three storeys may be too onerous for many of the property owners in this area and may represent an obstacle to renewal and redevelopment. Previous Avenues studies, such as The Queensway, established a minimum height limit of two storeys, which has proven quite achievable. While staff hope that higher building heights will occur, it is recommended that a minimum height limit of two storeys (7.5 m) be established for the area. Staff believe that two storeys will still allow for the establishment of an effective though minimal framing of the street edge. The proposed minimum height of 7.5 metres takes into account a base height of 4.5 metres for the grade related floor (typically commercial/retail or office uses) and three metres for the residential component above grade.

The consultants' study also recommends a maximum building height of six storeys (20 metres) for lots with depths of 35 metres or less, and in cases where lots are over 35 metres in depth, they are recommending a maximum height of eight storeys (27 metres). A six storey height limit would allow the Avenue to develop a critical building mass along the street edge that will foster the vision anticipated for the Avenue as well as an appropriate street proportion. Some sites within the study area have lot depths that are deeper than 35 metres and some that are not reflective of the predominant lot pattern. These sites provide an opportunity to create unique and interesting building forms and a gateway to the City. As such, staff are recommending that greater building heights may be considered for these sites. Through design principles, such as maintenance of the 45 degree angular plane, the stepping of buildings and providing effective corner treatments, the impact of a higher building form can be minimized. The draft Zoning By-law amendment, shown as Attachment No. 6, establishes the building heights along this Avenue.

Given the current built form along Lake Shore Boulevard West, there will be cases of existing developments that do not comply with the new standards. As such, they will be lawful non-conforming. However, new development proposals would be required to meet the minimum building height and built form standards of the proposed Commercial-Avenues By-law.

Density

A maximum floor space index of 3.0 times the lot area has been recommended by the consultants. Planning staff did re-review the density limit and conclude that the 3.0 times the lot area maximum is an appropriate density for the study area and that it is consistent with Official Plan policies for mixed use areas. Accordingly, this recommendation has been reflected in the attached draft amendments.

Setbacks

Mainstreets have traditionally developed directly adjacent to the streetline and as a general rule, it is recommended that buildings fronting onto Lake Shore Boulevard West be constructed close to the street edge. Opportunities have been identified to create setbacks for landscaping and/or tree planting on private property where additional landscaping would not be feasible on adjacent public lands. The following setbacks are proposed:

Front Yard: Minimum of 0 metres and maximum of 1.5 metres.

Rear Yard: Minimum of 7.5 metres.

Side Yard: No side yard is required, however, a flanking street side yard setback of 1.5 metres will be required.

While the consultants' study recommends a maximum front yard setback of 3.0 metres, this report is recommending a maximum of 1.5 metres in order to create an appropriate street proportion. Street proportion is the degree to which a street is enclosed or defined. The proportion of a street is defined as the ratio of the height of buildings along the edge of the street and the width of the space between the building faces on each side of the street including setbacks. Lake Shore Boulevard West is wide, with an average right-of-way of 36 metres, and it is important that anticipated heights of six storeys, in conjunction with a 1.5 metres setback, work with the relative width of the street to ensure that the street maintains an appropriate spatial character, including access to sunlight and skyview.

Minimum Building Frontage

In keeping with the spirit of the Avenues objectives, a continuous street wall helps to define a main street, making it an urban space. Expanses of surface parking at the street edge, along with numerous driveways interrupting the street wall cannot meet this objective. Therefore, in order for Lake Shore Boulevard West to become a cohesive urban space, each lot should have a substantial length of its Lake Shore Boulevard West frontage as built form. The policies contained in the Etobicoke Official Plan and Secondary Plan, as well as in the Toronto Official Plan and relevant Site and Area Specific policies, established a build-to-line of 70 percent. The consultants have included this requirement in their recommendations. Accordingly, a build-to-line of 70 percent of the lot frontage has been incorporated into the draft Zoning By-law.

(7.2) Streetscape Improvements

The area between the building façade and the public boulevard contributes to the image and character of the public street. These spaces are a vital part of the community and should be designed to promote their comfortable use and to integrate into the overall character of the street. While there are portions of Lake Shore Boulevard West that have some of the physical attributes of an Avenue, improvements are required across the entire corridor to create a unified foreground for both existing and new buildings on Lake Shore Boulevard West in the study area. Efforts to improve the streetscape in the area have been made through collaborations between the City and the local Business Improvement Area (BIA) with respect to pedestrian scale lighting, local area identity signage and street furniture, however it is not consistent along the full length of the corridor. A co-ordinated and comprehensive approach is required to address the inconsistent width of sidewalks in the area, determine street furniture needs, to co-ordinate vehicular access points and create new opportunities to 'greet' the street. A measure of continuity along the corridor streetscape will also help to establish a unique identity for the area.

Pedestrian Environment

At all of the community meetings, there was a strong objective and desire on behalf of the community to improve the pedestrian realm. In a poll conducted at the January 14, 2004 workshop, area residents clearly agreed on the need for significant improvements to the public realm, including more trees and wider sidewalks. The consultants' advise that planning in the study area should not be based upon the long term accommodation of angled parking. In fact, the presence of angled parking along the south side of Lake Shore Boulevard West significantly reduces the width of the sidewalk. In some cases the sidewalk is only 1.2 metres, which does not allow for the desired level of pedestrian activity or the provision of amenities, such as trees, decorative paving, lighting and street furniture.

As noted earlier, the study area has a 36 metre right-of-way and accommodates four lanes of vehicular traffic, bicycle lanes, parking spaces, TTC streetcar tracks and platforms. The overall impression is one of a large expanse of asphalt paving, which often seems more highway-like than main street. Utility poles, snow storage and overhanging parked cars further reduce boulevard widths. In order to improve the pedestrian environment, both aesthetically and functionally, the following initiatives should be pursued:

- (a) increase sidewalk widths where possible;
- (b) eliminate angled parking where possible and replace with bay parking and off-street parking facilities;
- (c) minimize, or ideally eliminate, mid-block driveways in favour of rear laneway access to parking, loading and other service facilities with new development or redevelopment;
- (d) eliminate front yard parking in favour of rear yard or underground parking with new development or redevelopment; and

- (e) increase opportunities for safe pedestrian crossing of Lake Shore Boulevard West through the installation of new traffic control signals, where appropriate.

Items (c) and (d) above are included in the proposed Avenues Zoning By-law. Items (a), (b) and (e) are ideas of direction for the staff review of future applications.

The consultant team has developed a series of proposed streetscape plans in consultation with staff. The proposed streetscape plans should be implemented over time through the approval of individual development proposals and capital infrastructure budgets. In addition, Planning staff have developed a conceptual streetscape detail for consideration for new development and possibly some redevelopment sites along Lake Shore Boulevard West (Attachment 8, Streetscape Details – Development Treatment Option). New streetscape improvements should comply with the following: maximizing tree planting opportunities within public boulevards; establishing a consistent theme of boulevard tree planting; and providing pedestrian scale lighting and street furniture.

Landscaping on City Property

Where possible, sidewalk paving, tree planting and pedestrian lighting and furniture should be implemented with a consistent and high quality design elements in accordance with City standards. Opportunities for new tree planting have been identified as one component of an improved streetscape, not only along the corridor, but also along residential streets and pedestrian connections linking existing parks with Lake Shore Boulevard West. There are some opportunities that exist within the study area where additional tree planting could occur within the public right-of-way. Should staff determine that redevelopment of these properties is unlikely in the near future, possibilities exist for additional tree planting. Planning staff have developed an interim treatment for the streetscape in front of these areas, which has been appended as Attachment 9, Streetscape Details – Interim Treatment Option A. This strategy, and possibly other options that focus on planting techniques which maximize street tree health, may be explored in conjunction with the City's budget process through its capital works programs.

Landscaping on Private Property

The design and treatment of privately owned setbacks is determined by balancing the desire to extend and reflect the character of setbacks on adjacent properties and the design program intended for the entire street. There are areas within the study area that are adjacent to the existing industrial and commercial uses on the north side of Lake Shore Boulevard West that are particularly challenging from a public realm and streetscape perspective. The industrial and commercial buildings along this stretch are set back substantially from the street and have parking located along the majority of the street edge. Opportunities to improve the landscaping along the property edges should be undertaken with the property owners, in conjunction with proposed improvements within the City right-of-way, to improve the public realm. Planning staff have developed an interim treatment for the streetscape in front of these areas, which has been appended as Attachment 10, Streetscape Details – Interim Treatment Option B. It is recommended that staff discuss potential joint venture opportunities for improvements to the landscaping along this corridor, including direct consultation with property owners.

(7.3) Transportation

TTC/GO

The TTC operates the 501 Streetcar within mixed traffic along this corridor with the end of line loop located on the north side of Lake Shore Boulevard West, west of Brown's Line. The TTC has indicated that the streetcar primarily services the local needs with few trips originating in the area destined to the downtown core due to delays encountered downstream along Queen Street. In fact, the TTC indicated that a higher volume of local trips are destined towards the west.

The Long Branch GO station is located in the west end of the study area at Exmoor Drive and interfaces with the TTC streetcar loop and surface bus routes. The GO station is located on the full service Lake Shore corridor and provides fast convenient service to the downtown core as well as westerly to Hamilton.

Bike Lanes

Bicycle lanes in the corridor were implemented as part of the streetcar platform installation undertaken in 1998 and extend from Twenty Second Street in the east to approximately Fortieth Street in the west. The bicycle lanes range in width from 1.3 metres to 1.5 metres with a 0.9 metre buffer area incorporated in the eastbound direction due to the presence of angled parking along the south side of the corridor.

The City of Toronto Bike Plan, dated June 2001, identifies on-street bicycle lanes along this section of Lake Shore Boulevard West extending from Etobicoke Creek to Thirtieth Street. WES staff have indicated that the preferred width of a bicycle lane adjacent to parallel bay parking is 1.8 metres, which would allow for optimal safety and manoeuvrability for cyclists.

Parking

Parking requirements are one of the major factors that affect the ultimate built-form and density that can be achieved on a site. Surface parking is land consumptive and can hinder the achievement of urban design objectives. Underground parking, while desirable from an urban design perspective, is often not economically feasible for small-scale development projects.

One of the biggest constraints to development expressed by local developers at the charrette relates directly to the existing parking requirements contained within the Etobicoke Zoning Code. The Etobicoke Zoning Code currently requires 1.25, 1.4 and 1.55 parking spaces for one, two and three bedroom apartment units, respectively. These ratios include a provision of 0.2 spaces per unit for visitor parking. The current general commercial (retail) parking requirement is one parking space for every 29 square metres of gross shopping area, excluding some uses identified with individualized standards, including restaurants. Medical/dental offices are required to provide 5.5 parking spaces for every 93 square metres of commercial floor area.

The consultants noted that recent empirical data/studies of parking utilization on other main streets have identified opportunities to reduce parking standards without impacting an area's ability to supply sufficient parking. At the January 14, 2004 workshop, developers in the area

advised that the current Etobicoke parking standards make it very difficult to redevelop land at affordable costs. Furthermore, there have been some recent redevelopments along Lake Shore Boulevard West and in south Etobicoke where parking ratios lower than those established by the Etobicoke Zoning Code have proved to be successful and function well. WES staff have also noted that slight reductions in parking ratios would not negatively affect the surrounding area because of the availability of on-street parking to offset retail and residential parking needs and the expectation that new residential development would be transit oriented.

The consultants recommended overall parking ratio reductions, noting that Lake Shore Boulevard West has the potential to intensify in a transit supportive way. The consultants acknowledged that further detailed study, beyond the scope of their review, is required to determine exactly what reductions could be possible for the study area. As a result, WES, in conjunction with Planning staff, are recommending the following marginally reduced parking requirements for mixed residential/commercial developments:

- (a) a minimum of 1.0 parking space for each residential unit having two bedrooms or less, excluding visitor parking;
- (b) a minimum of 1.2 parking spaces for each residential unit having more than two bedrooms, excluding visitor parking;
- (c) a minimum of 0.2 visitor parking spaces per residential unit;
- (d) a minimum of 2.5 parking spaces for every 93 square metres of commercial floor area, excluding, restaurants, hotels, theatres, undertaking establishments, athletic/fitness establishments, health centres, bowling alleys/curling rinks, commercial schools, nursery schools/day nurseries, government uses and institutional uses, which will continue to be governed by existing zoning code requirements; and
- (e) a minimum of 4.0 parking spaces for every 93 square metres of medical/dental office floor area.

These reduced standards have been incorporated into the draft Zoning By-law amendment appended to this report (Attachment No. 6).

Based on examples such as The Queensway Avenues study, staff can support that shared parking be permitted in mixed residential/commercial developments on Lake Shore Boulevard West. Specifically, residential visitor and commercial parking may be shared. The total number of residential visitor and commercial parking spaces shall be the greater of either the residential visitor parking requirement or the commercial parking requirement.

To ensure an adequate supply of parking is available in a manner that can be shared by multiple users, initiatives will be pursued to increase the amount of municipal parking, both on-street and off street in lots operated by the Toronto Parking Authority. The availability of municipal parking will increasingly become an important component of the overall parking supply as intensification occurs along the corridor.

Further work is required to identify additional opportunities to reduce the Zoning Code parking requirements and to achieve efficiencies in the design of parking facilities. To achieve the desired transit supportive densities and built-form envisioned for the study area, opportunities to further reduce parking requirements should be investigated by City staff and reported to the Etobicoke York Community Council. These issues are of particular concern as they relate to restaurant and other uses that directly contribute to an enhanced street environment. These issues will also be examined more closely through the City-wide Zoning By-law project that is currently underway.

Municipal Parking

An abundant supply of on-street metered and non-metered parking extends the full length of the corridor comprising approximately 74 parallel spaces on the north side and 272 angled spaces on the south side for a total of 346. In addition, parking is available on the majority of local streets adjacent to the flankage of the commercial developments.

As redevelopment occurs and the on-street parking supply is altered due to the eventual and expected conversion of angled parking to parallel bay parking, opportunities to implement off-street municipal lots operated by the Toronto Parking Authority should be pursued.

(7.4) Parks and Public Amenities

The study area includes a significant inventory of parks and public amenities which serve the surrounding community. An evaluation of the area as part of the Parkland Acquisition Strategic Directions Report (2001) completed by EDCT did not identify an immediate need for parkland acquisition; however, their report acknowledges that areas of gradual change (which includes identified Avenues) should be monitored over time with respect to future acquisition opportunities. The condition and functionality of the existing public amenities was not assessed as part of the report; however, pursuant to Section 2.2.3 of the Official Plan, an Avenue study will also speak to park improvements in existing parks.

The study area is uniquely characterized by two large anchor parks at the east and west ends: Colonel Samuel Smith Park and Marie Curtis Park/Arsenal Lands respectively. While Colonel Samuel Smith Park was not included in the immediate study area, its effects upon the surrounding community due to the large number of significant public amenities on-site, warrant its consideration. Marie Curtis Park, at the western terminus of the study area, provides significant open space, which has frontage on Lakeshore Boulevard and access to the Lake (in a similar fashion as Col. Samuel Smith Park) in addition to access to Etobicoke Creek and its associated north-south trail system. Marie Curtis Park will also be integrated with the adjacent Arsenal Lands park development project to the west in the City of Mississauga, which will create a 41 hectare (101 acres) regional park. Both of these district-scale open spaces, which have regional draw, are effectively linked by Lake Shore Boulevard West and the Waterfront Trail system that weaves through the southern quadrant of the study area.

In addition to the substantial anchoring parks, the study area has numerous local park spaces scattered throughout within one to two blocks of Lake Shore Boulevard West (north and south). These spaces vary in size from 600 square metres (6,450 square feet) to two hectares (five acres) and in their facility compliment from basic parkettes to multi-facility local parks.

In the centre of the study area is the Long Branch Public Library and the James S. Bell Community School. Both public amenities have important roles in providing educational, social, cultural and recreational opportunities to local residents.

Lastly, the study area is unique in its proximity to Lake Ontario. The Lake Shore Boulevard West corridor is connected to this amenity at both termini via large public open spaces and at various other points via the local street network.

Quality of Place

The consultants' report recognizes the importance of parks and open spaces and other public amenities in contributing to an area's quality of place. Avenues are considered to be important corridors where there is potential for growth and redevelopment and to potentially transform over time and contribute to a distinct local identity. The City's Economic Development Strategy (2000), Five-Year Tourism Action Plan (2003) and Culture Plan (2003) reference the contributing effect of quality in parks and public amenities in fostering economic growth and diversity, supporting tourism and events, and fostering and preserving cultural heritage. As the owner/manager of these assets, the consultants' report highlights the City's role in encouraging development and as a promoter of change.

Linkages

While the consultants' report identifies some of the circulation systems and reinforces the importance of quality of place, only limited discussion is provided in terms of recommended improvements. The Waterfront Trail is a significant east-west, multi-use trail system in the study area. The trail is accessible to Lake Shore Boulevard West via Marie Curtis and Col. Sam Smith Parks and via the local street network. Additional spurs to the trail system are also proposed as part of the development of the Arsenal Lands (a joint park project between the City of Toronto, City of Mississauga, Toronto and Regional Conservation Authority and the Region of Peel).

Lake Shore Boulevard West and the Waterfront Trail also connect directly to the Etobicoke Trail system, which will eventually continue north into Caledon through the Etobicoke Creek valley corridor. Also, weaving through the study area are a number of components to the City's Bicycle Master Plan (2001). In addition to those listed above, the Bike Plan identifies two, proposed north-south routes on Thirty First Street and Twenty Third Street which will also create connections between the Lake and Lake Shore Boulevard West.

There is a significant pedestrian/cyclist trail system, which meanders through the study area and intersects the Lake Shore Boulevard West corridor at various points. Improved signage and trail-head mapping would enhance way-finding in the overall trail system and with enhancements to the park access points off Lake Shore Boulevard West (at Marie Curtis Park) linkages to the Lake Shore Boulevard West corridor would also be increased.

Improvements to Community Facilities and Amenities

The Parks and Recreation Strategic Plan (Our Common Grounds (2004)) focuses on three areas which include Lifelong Active Living, Environmental Stewardship, Children and Youth. To facilitate improved quality of place, the parks in the study area should be assessed for their relative abilities to meet these three areas of interest and for any necessary improvements and enhancements. Consideration should also be paid to the amenities which have frontage or access to Lakeshore Boulevard. Where the City is the controlling landowner of the property abutting the right-of-way, a particular streetscape design format could be implemented while also enhancing/ promoting the adjacent public amenity. The matter of funding for these initiatives should be reviewed with sources such as Development Charges considered for assisting funding needs.

Public Art

A high quality public realm along Lake Shore Boulevard West will help develop a sense of pride amongst residents and help improve the commercial profile for the area. The provision of public art in the public realm will further assist the creation of a sense of place and overall recognition of Lake Shore Boulevard West. Public art can create character by celebrating the history and identity of the area and its community.

It is anticipated that development will occur incrementally along Lake Shore Boulevard West and individual contributions to public art may not be significant enough to generate a full-scale piece or installation. A District Public Art Plan could be created as a mechanism to pool public art funds and co-ordinate locations, funding and artist selection processes over time. Accordingly, Planning staff recommend the creation of a District Public Art Plan, thereby encouraging the inclusion of public art projects or financial contributions along Lake Shore Boulevard West.

Conclusions:

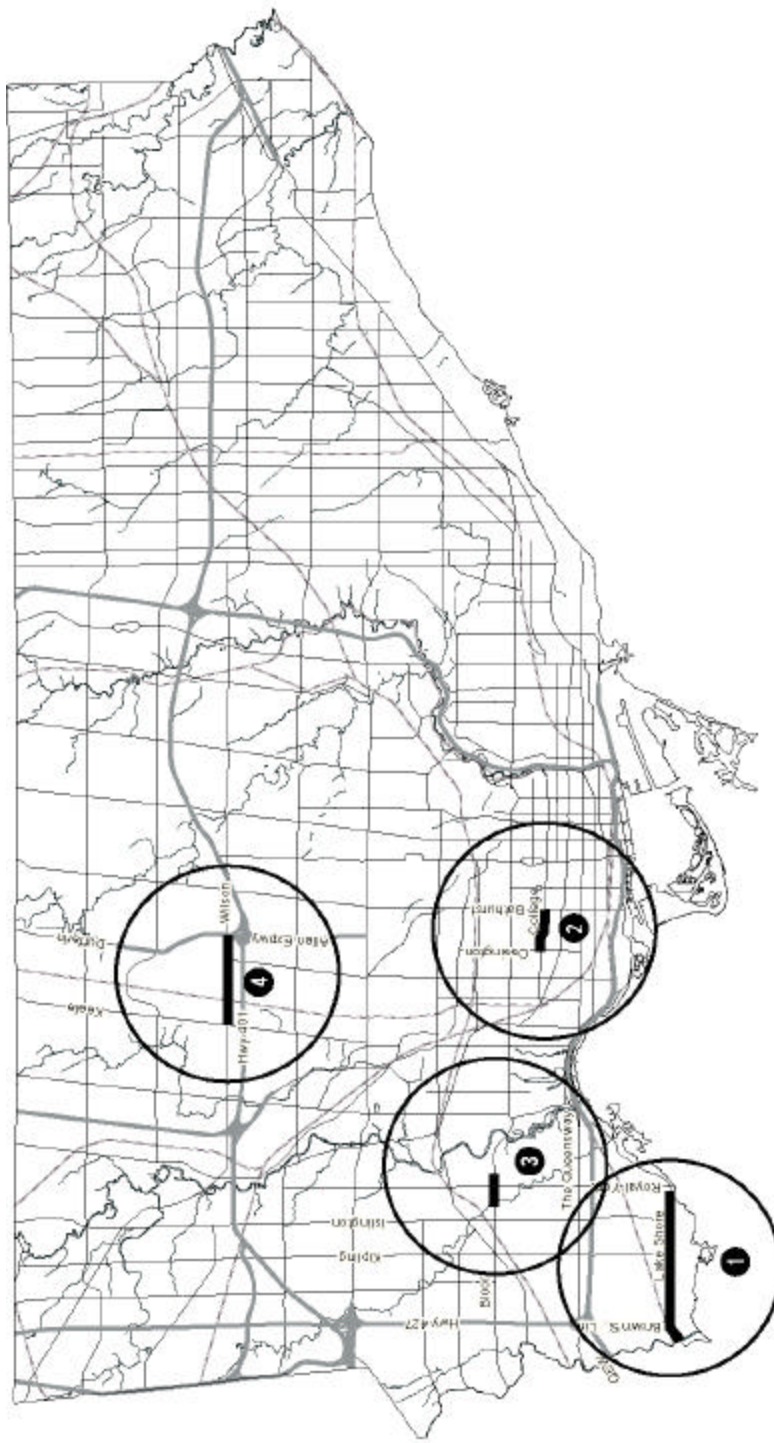
Lake Shore Boulevard West in Long Branch offers significant potential to develop, over time, as a vital, animated and well-planned Avenue. It is important that potential new development integrate into the local community, preserving and enhancing the physical characteristics unique to Long Branch. This study recommends strategic initiatives to realize this potential through streetscape improvements, as-of-right zoning, parking reductions, and improved open space and community amenities. These changes will occur incrementally through initiatives of both the private sector and various public sector agencies. The recommended initiatives will implement the objectives of the Toronto Official Plan for this Avenue.

Contact:

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E-mail: kpicken@toronto.ca

Attachment 1

Key Map of Avenue Study Areas 2003-2004



Lake Shore Boulevard West Avenues Study

Key Map of Avenue Study Areas
2003 - 2004



- 1 Lake Shore Boulevard West between Etobicoke Creek and Dwight Avenue
- 2 College Street between Balfour Street and Ossington Avenue
- 3 Bloor Street between Mimico Creek and Prince Edward Drive
- 4 Wilson Avenue between Dufferin Street and Keele Street

September 2004
File # SS_LSBW

Attachment 2

Lake Shore Boulevard West Avenues Study Area



Study Area

Toronto
Lake Shore Boulevard West Avenues Study

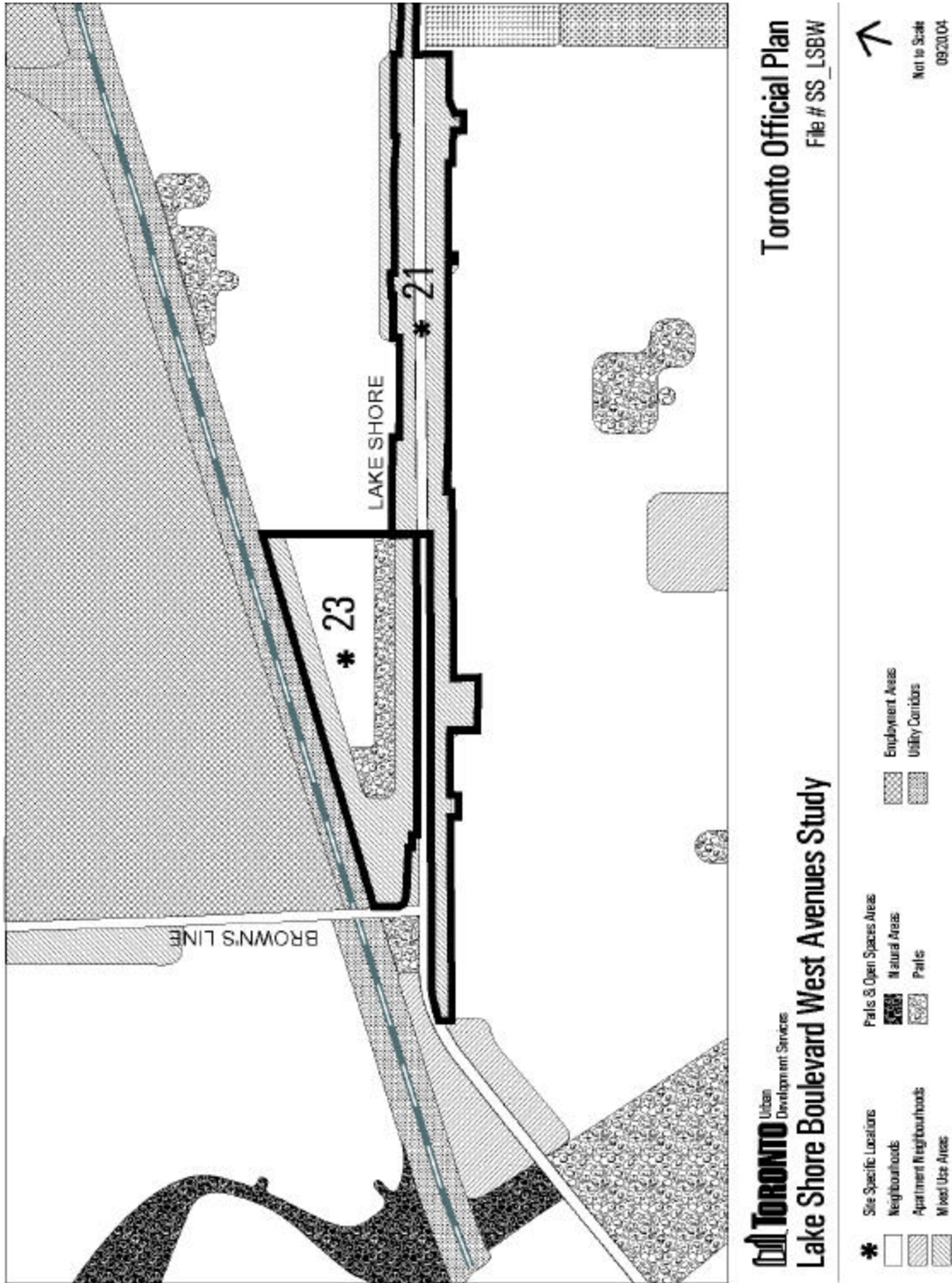


September 2004

File # SS_LSBW

Attachment 3

Toronto Official Plan



Attachment 4

Draft Amendment to the Etobicoke Official Plan

Authority: Etobicoke York Community Council Report No. ~, Clause No. ~,
as adopted by City of Toronto Council on ~, 2004
Enacted by Council: ~, 2004

CITY OF TORONTO

Bill No. ~

BY-LAW No. 124-2004

To adopt Amendment No. 124-2004 to the Official Plan of the Etobicoke Planning Area in order to redesignate certain lands from Institutional, High Density Residential and Potential Gateway Facility to Commercial-Residential Strip for the area located on the north and south side of Lake Shore Boulevard West, between Etobicoke Creek and Twenty Third Street (Long Branch).

WHEREAS authority is given to Council under the *Planning Act*, R.S.O. 1990, c.P. 13, as amended, to pass this By-law; and

WHEREAS Council of the City of Toronto has provided adequate information to the public and has held at least one Public Meeting in accordance with the *Planning Act*;

The Council of the City of Toronto HEREBY ENACTS as follows:

1. THAT the attached Amendment No. 124-2004 to the former Official Plan of the Etobicoke Planning Area, consisting of Part Two of the accompanying amendment, is hereby adopted pursuant to the *Planning Act*, R.S.O. 1990, c.P.13.

ENACTED AND PASSED this ~ day of ~, A.D. 2004.

DAVID R. MILLER,
Mayor

ULLI S. WATKISS,
City Clerk

(Corporate Seal)

PART ONE – PREAMBLE

1.1 LOCATION AND PURPOSE

Official Plan Amendment No. 124-2004 applies to a stretch of Lake Shore Boulevard West approximately 2.5 kilometres in length. The lands affected by this policy are generally located on the north and south side of Lake Shore Boulevard West, in the former Village of Long Branch, between Etobicoke Creek and Twenty Third Street.

The purpose of this amendment is to introduce a Site Specific Policy redesignating the lands to Commercial-Residential Strip, as well as allowing increased building heights. This amendment introduces the Avenues policies of the Toronto Official Plan, thereby allowing the lands to be developed over time with a mix of uses. It is anticipated that the redevelopment of this portion of Lake Shore Boulevard West will occur on an incremental basis over the next few decades.

1.2 BASIS

This amendment represents an opportunity to achieve, over time, the revitalization of Lake Shore Boulevard West in Long Branch as an 'Avenue'. This portion of Lake Shore Boulevard West was selected as one of four Avenues for study in 2003-2004. The purpose of the study was to establish Avenues policies and regulations for the selected Lake Shore Boulevard West and to develop a tool kit to assist the City and landowners in directing and implementing change along them.

The study concluded that building heights of six storeys are appropriate for areas along Lake Shore Boulevard West in Long Branch predominantly designated as Commercial-Residential Strip. Furthermore, for those lands designated Commercial-Residential Strip that exceed 35 metres in depth, heights greater than six storeys may be considered on a site-by-site basis.

PART TWO – THE AMENDMENT

2.1 INTRODUCTION

All of this part of the Amendment, consisting of the following text and attached maps designated as Schedules "A" and "B", constitutes Amendment No. 124-2004 to the former Official Plan for the Etobicoke Planning Area. The Plan is hereby amended as follows.

2.2 MAP CHANGES (SCHEDULES "A" AND "B")

Map 4 – The Area affected by Official Plan Amendment No. 124-2004 is hereby added to Map 4, 'Land Use', as shown on Schedule "A" of this Amendment to reflect the redesignation of the subject lands from Institutional, High Density Residential and Potential Gateway Facility to Commercial-Residential Strip.

The area affected by Official Plan Amendment No. 124-2004 is hereby added to Chapter 5-Site Specific Policies of the Etobicoke Official Plan. Map 5-Site Specific Policies as shown on Schedule "B" of Official Plan Amendment 124-2004 is hereby amended by adding Site Specific Policy No. 94.

2.3 TEXT CHANGES

The development of the lands affected by this Amendment will be consistent with the applicable policies in the Official Plan of the Etobicoke Planning Area and with the

following Site Specific Policy, which is hereby added to section 5.1.2 of the Etobicoke Official Plan.

“94. Lands located on the north and south side of Lake Shore Boulevard West, from Etobicoke Creek to Twenty Third Street.

Notwithstanding Chapter 17 - Central/Western Lakeshore Area Secondary Plan, the following policies shall apply to the lands identified on Site Specific Policy 94 on Schedule “B” attached hereto:

- (a) For lots with a depth of 35 metres or less:
 - (i) The maximum gross floor area shall be 3.0 times the lot area;
 - (ii) The maximum building height shall be six storeys;
 - (iii) Building heights shall not exceed a 45 degree angular plane from any property line of adjacent low-scale residential properties or open space;
 - (iv) The build-to area shall be a minimum of 70% of continuous lot frontage;
 - (v) The maximum building setback from the Lake Shore Boulevard West frontage shall not exceed 1.5 metres.
- (b) For larger lots having depths greater than 35 metres, paragraphs (i) to (v) above shall apply; however, additional height and density may be considered subject to review on a site-by-site basis.
- (c) In addition to the policies noted above, where Institutional (e.g. libraries and schools), High Density Residential (e.g. apartment buildings) and Potential Gateway Facility uses exist prior to adoption of this Site Specific Policy, such uses shall be deemed to continue to comply with and shall be subject to the provisions of the Etobicoke Official Plan.”

2.4 IMPLEMENTATION

The policy established by this Amendment will be implemented by a site specific amendment to the Etobicoke Zoning Code, Council’s conditions to approval and the signing and registering of the appropriate agreements.

2.5 INTERPRETATION

The provisions of the Official Plan as amended from time to time with respect to the interpretation of the Plan shall apply to this Amendment.

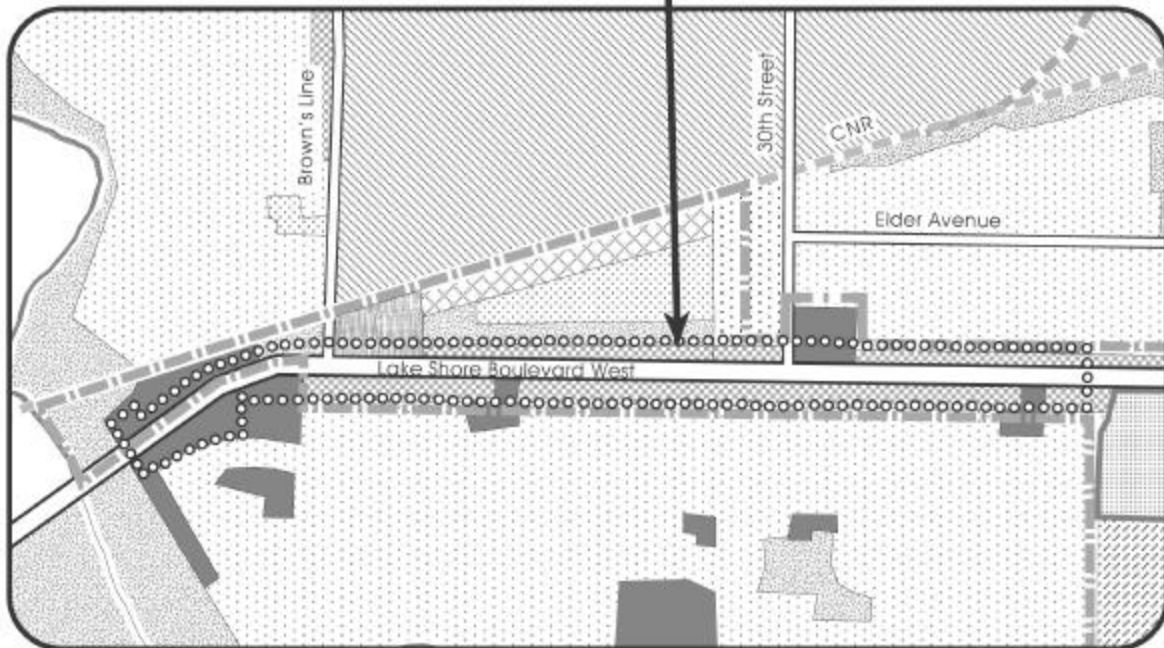
Etobicoke Official Plan Amendment No. 124 - 2004 Schedule "A"

Lake Shore Boulevard West Avenues Study

File # SS_LSBW



Map 4
is amended by redesignating lands from Institutional, High Density Residential and Potential Gateway Facility to Commercial-Residential Strip.



Land Use

	Low Density Residential		Industrial		Utility
	Medium Density Residential		Commercial - Residential Strip		Potential Gateway Facility
	High Density Residential		Mixed Use		Secondary Plan Area
	Institutional		Open Space		

↑
Not to Scale
Extracted 09/21/04 - MH

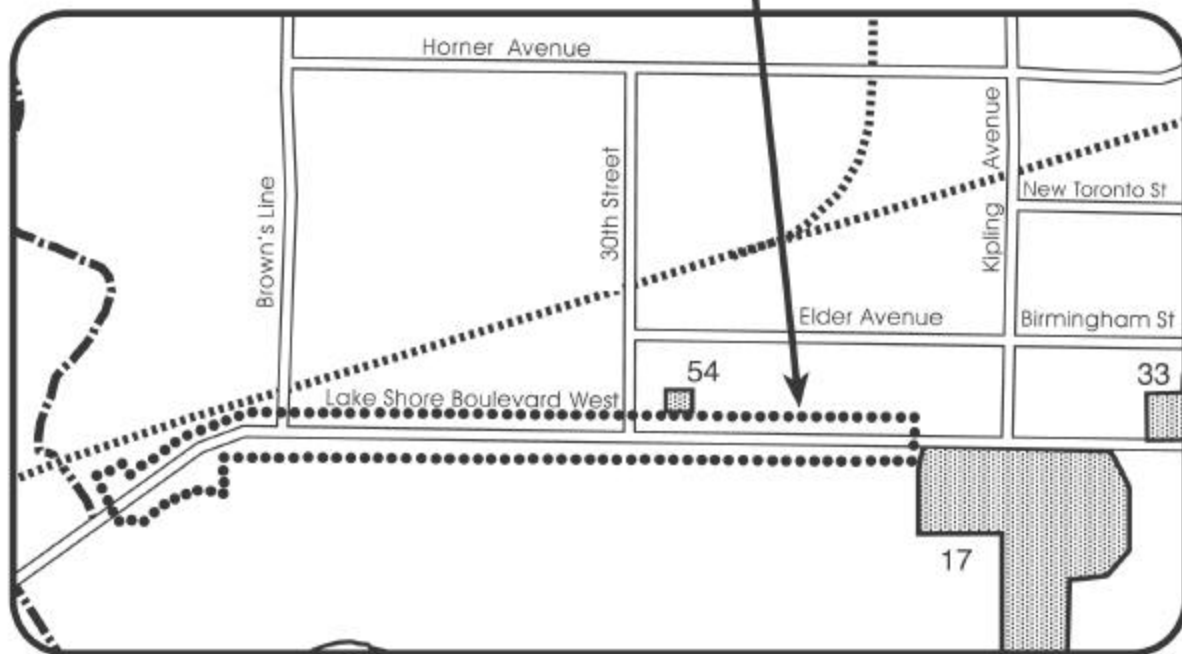
Etobicoke Official Plan Amendment No. 124 - 2004 Schedule "B"

Lake Shore Boulevard West Avenues Study

File # SS_LSBW

 Area of Amendment

Map 5
is amended by introducing
Site Specific Policy No. 94.



Site Specific Policies

 Area Affected By
Site Specific Policy

54 Site Reference Number
(see Section 5.1.2)



Not to Scale
Extracted 09/20/04 - MH

Attachment 5

Proposed Modifications to the City of Toronto Official Plan

The Official Plan of the City of Toronto, Chapter 7, Site and Area Specific Policies is modified as follows:

1. Site and Area Specific Policy 21, Lake Shore Boulevard West Between Etobicoke Creek and Dwight Avenue is modified by replacing paragraph a) with the following:
 - “(a) Buildings should be built to the Lake Shore Boulevard West street line with a discretionary setback zone of 1.5 metres. Development blocks should provide a continuous building face for at least 70% of the frontage on Lake Shore Boulevard West. Building heights should not exceed four storeys, except:
 - (i) Between Twenty Second Street and Twenty Third Street, where a six storey building is permitted if the extra height is stepped back from the street; and
 - (ii) For the area between Twenty Third Street and 3829 Lake Shore Boulevard West (one block west of Fortieth Street), where a six storey building is permitted; however, in areas where lot depths exceed 35 metres, higher building heights may be considered.

Building height should not exceed a 45° angular plane from the property line of the adjacent low-scale residential properties; and”

2. Site and Area Specific Policy 23, North Side of Lake Shore Boulevard West from Brown’s Line to East of Thirty Third Street is modified by replacing paragraph c) with the following:
 - “(c) The maximum net density of Mixed Use Area lands located on the north side of Lake Shore Boulevard West is 3.0 times the lot area. Buildings should be built close to the Lake Shore Boulevard West street line with a discretionary setback zone of 1.5 metres. Development blocks between intersecting streets should provide continuous building frontage for at least 70% of the frontage. Building heights should not exceed six storeys at the build to line. The development blocks along Lake Shore Boulevard West will be of sufficient depth to provide a generous sidewalk along the frontage, driveway access and appropriately sized and sited mixed use buildings. Building height should not exceed a 45° angular plane from the property line of the adjacent low-scale residential properties or open space;”

Attachment 6

Draft Amendment to the Etobicoke Zoning Code

Authority: Etobicoke York Community Council Report No. ~, Clause No. ~,
as adopted by City of Toronto Council on ~, 2004

Enacted by Council: ~, 2004

CITY OF TORONTO

BY-LAW NO. ~ 2004

To amend Chapter 330 of the Etobicoke Zoning Code with respect to certain lands fronting on the north and south side of Lake Shore Boulevard West, between Twenty Third Street and Etobicoke Creek (Long Branch), to introduce an Avenues zoning area and associated development standards.

WHEREAS authority is given to Council by Section 34 of the *Planning Act*, R.S.O. 1990, c.P. 13, as amended, to pass this By-law; and

WHEREAS the matters herein set out are in conformity with Official Plan Amendment No. 124-2004 as adopted by the Council of the City of Toronto; and

WHEREAS Council of the City of Toronto has provided adequate information to the public and held at least one Public Meeting in accordance with the *Planning Act*;

THEREFORE the Council of the City of Toronto HEREBY ENACTS as follows:

1. That the Zoning Map referred to in Section 330-2, Article II of the Zoning Code, originally attached to the Village of Long Branch By-law No. 23/64 as amended, be and the same is hereby amended by changing the classification of the lands located in the former Village of Long Branch as described in Schedules 'A1' and 'A2' annexed hereto from Commercial (C1), Residential Multiple Apartments (RMA), Residential Multiple (RM1) to Commercial-Avenues (C1-AV).
2. That the Zoning Map referred to in Section 330-2, Article II of the Zoning Code, originally attached to the Village of Long Branch By-law No. 23/64 as amended, be and the same is hereby amended by changing the classification of the lands located in the former Village of Long Branch as described in Schedules 'A1' and 'A2' annexed hereto (identified as a strip of land 35 metres in depth) from Class 1 Industrial (I.C1) to Commercial-Avenues (C1-AV). Provided that the subject lands are used and continue to be used for a Class 1 Industrial (I.C1) use, they shall be subject to all requirements under Section 304-36 of the Etobicoke Zoning Code; however, if the use of any property is changed from a Class 1 Industrial (I.C1) use to a Commercial-Avenues (C1-AV) use, Class 1 Industrial (I.C1) uses will no longer be permitted on such property.

3. The following uses shall be permitted in the Commercial-Avenues (C1-AV) zone:
 - A. All uses permitted under the Commercial (C-1) zone and shall also include: live/work units; and mixed use buildings, which shall include apartment buildings with grade related commercial uses.
 - B. Notwithstanding A. above, the following uses shall be prohibited: all vehicle related uses, including public garages and rental agencies, but public parking lots will be permitted; service stations; drive through-facilities; monuments related to cemeteries; and adult video and massage parlours.
4. Notwithstanding Sections 330-23, 330-26, 330-32 and 330-40, 41 and 42, the following development standards shall be applicable to the (C1-AV) lands described on Schedules 'A1' and 'A2' – Zoning Map, attached hereto.
 - A. Building Setbacks
 - (1) Front Yard:
 - (i) The minimum front yard building setback shall be 0 metres.
 - (ii) The maximum front yard building setback shall be 1.5 metres.
 - (2) Rear Yard:
 - (i) The minimum rear yard building setback shall be 7.5 metres.
 - (ii) A minimum 2.0 metre landscape strip shall be provided along the rear lot lines abutting RS, RM1 and RMA zones.
 - (iii) Notwithstanding Section (2) (ii) above, where a laneway abuts a development site, the landscape strip shall not be required.
 - (3) Side Yard:
 - (i) No side yard setback is required for properties that front onto Lake Shore Boulevard West.
 - (ii) Notwithstanding (i) above, flanking street side yard setback of 1.5 metres shall be required.
 - (4) Balconies and architectural elements are permitted provided they comply with (1), (2) and (3) above.
 - B. Density
 - (1) The maximum Gross Floor Area (GFA) shall be 3.0 times the lot area.

C. Build-to Line

- (1) The Build-to Line, as defined, shall be a minimum of seventy (70) percent of the lot frontage abutting a public street.

D. Lot Frontage

- (1) No minimum or maximum lot frontage is required.

E. Lot Coverage

- (1) No minimum or maximum lot coverage is required.

F. Building Heights

- (1) For lots 35 metres or less in depth, height shall be limited to a maximum of six storeys (20 metres).
- (2) For lots over 35 metres in depth, height shall be limited to a maximum of eight storeys (27 metres).
- (3) All buildings and structures, excluding attendant booths and monuments, shall maintain a minimum building height of two (2) storeys or 7.5 metres, excluding the mechanical penthouse.
- (4) Where a building exceeds the six storey height limit, all additional storeys above the six storey level shall provide an additional total setback of 1.5 metres from the front lot line and flanking street side yard, where applicable.

G. Angular Plane

- (1) All buildings and structures shall be within a 45 degree angular plane measured from any lot line of an adjacent low-scale residential property or public open space beyond which no building or structure shall be permitted. Where a public laneway abuts the development site, the laneway may be included for the purposes of establishing the 45 degree angular plane.
- (2) In cases where a development has been constructed and a laneway is deemed surplus and sold by the City, the development shall be deemed to comply with the 45 degree angular plane provision.

H. Miscellaneous

- (1) For the purposes of the Commercial-Avenues (C1-AV) zone, lawful non-conforming uses shall be subject to Section 330-6 of the Etobicoke Zoning Code.
- (2) Main building entrances shall abut and be directly accessible to the public street.
- (3) All vehicular access shall be restricted to the flanking street or laneway, unless the only available access is direct access to Lake Shore Boulevard West.
- (4) Buildings containing 20 or more dwelling units shall be required to provide two (2) square metres of indoor residential amenity space, as defined, for each dwelling unit.
- (5) Buildings containing 20 or more dwelling units shall be required to provide two (2) square metres of outdoor residential amenity space for each dwelling unit, of which at least 40 square metres is to be provided in a location adjoining or directly accessible from the indoor residential amenity space.

5. Notwithstanding Section 330-16, the following parking standards shall be applicable to the (C1-AV) lands described on Schedules 'A1' and 'A2' – Zoning Map, attached hereto.

A. Vehicular Parking

- (1) Where a development consists of a mix of residential and commercial uses, parking for residential uses shall be required on the basis of one (1) parking space per residential dwelling unit (where there are 2-bedroom units or less); and 1.2 spaces per residential dwelling unit where there are three or more bedrooms.
- (2) A minimum of 0.2 visitor parking spaces shall be required per residential dwelling unit.
- (3) Where a development is residential only, parking shall be provided subject to sections 330-9 B.
- (4) Parking for commercial uses shall be required at 2.5 parking spaces per 93 square metres of gross floor area.
- (5) Parking for hotels, motels, theatres, undertaking establishments, bowling alleys/curling rinks, day nurseries and nursery schools, clubs, lodges, churches and similar places of public assembly, all public uses such as post offices and firehalls, billiard or pool rooms, lodging houses and other

permitted uses not listed above, shall comply with the parking standards listed under section 330-16 of the Zoning Code.

- (6) Parking for medical centres or medical and dental offices shall be required on the basis of 4.0 parking spaces per 93 square metres of gross floor area.
- (7) For the purposes of this by-law, residential visitor and commercial parking may be shared. The total number of residential visitor and commercial parking spaces shall be the greater of either the residential visitor parking requirement or the commercial parking requirement on the same parcel of land and/or situated within the same building or structure.
- (8) Parking for all restaurants shall be required to comply with the parking standards listed under section 330-43 of the Zoning Code.
- (9) Parking stall sizes shall be required to comply with section 330-9A. of the Zoning Code.
- (10) Handicapped parking shall be required to comply with section 330-17 of the Zoning Code.

B. Bicycle Parking

- (1) Buildings containing 10 or more dwelling units, other than senior citizens' housing, shall be required to provide 0.75 bicycle parking spaces for each dwelling unit, or a fraction thereof equal to or greater than 0.5, to a maximum of 200 bicycle parking spaces.
- (2) The requirements of paragraph 5.B.(1) above shall not apply to any floor space used on or before October 12, 2004.
- (3) The bicycle parking spaces required by paragraph 5.B.(1) above shall be provided in the following proportion: 80 percent of bicycle parking spaces shall be for occupants and 20 percent for visitors.
- (4) Not more than 50 percent of bicycle parking spaces for occupants shall be provided in a manner that requires a person to park the bicycle in a vertical position.
- (5) Bicycle parking spaces required by paragraph 5.B.(1) above shall not be provided within a dwelling unit or a balcony nor within commercial suites.

6. For the purposes of the By-law, the following definitions shall apply:

- (1) 'Minor projections' means minor building elements which may project from the main wall of the building into required yards, including but not limited

to roof eaves, window sills, railings, cornices, guard rails, balustrades, porches, balconies and bay windows.

- (2) 'Height' shall mean the vertical distance between grade and the highest point of the roof surface of the building, but shall exclude mechanical equipment, mechanical penthouses, parapets, stairs and stair enclosures located on the roof of the building.
 - (3) 'Grade' shall mean the average elevation of the natural, unaltered elevation of the ground level at the intersection of the side lot lines and the minimum front yard setback.
 - (4) 'Live/work' shall mean a unit that contains a subsidiary business, which business is conducted only by an individual that lives/resides in the dwelling and which does not occupy any more than 30 percent of the entire dwelling unit. The subsidiary business use shall be restricted to the ground/main floor only. The uses allowed as a subsidiary business include restricted business offices (not including any medical, dental, medical laboratories, massage therapy, holistic office, restaurant, food preparation, food retail, video sales/rentals, automotive repair, rental or parts, printing or photo finishing, dry cleaning establishments), but shall exclude retail stores.
 - (5) 'Mixed Use Building' shall mean a building containing grade related commercial or retail uses, including live/work uses, with residential units above.
 - (6) 'Build-to Line' shall mean the area of the lands within which a streetwall of a building or structure shall be located.
 - (7) 'Streetwall' shall mean any exterior wall of a building abutting a public street.
 - (8) '45 degree Angular Plane' shall mean a point originating at a lot line and projecting at a 45 degree angle toward the development.
 - (9) 'Indoor Residential Amenity Space' shall mean a multi-purpose room or contiguous multi-purpose rooms, at least one of which contains a kitchen and a washroom.
7. All provisions regarding fencing shall be subject to the Municipal Code Fencing By-law No. 472-2000.
 8. The provisions of the Etobicoke Zoning Code shall continue to apply, except that where the provisions of this By-law conflict with the provisions of the Etobicoke Zoning Code, the provisions of this By-law shall prevail.

9. By-law No.1988-27, as it applies to lands located on the north side of Lake Shore Boulevard West, between Thirtieth and Thirty Second Streets, shall continue to apply notwithstanding the provisions of this By-law.
10. By-law No.1989-24, as it applies to certain lands east of Brown's Line, South of the C.N.R. Tracks, west of Registered Plan No.1752, and north of Lake Shore Boulevard West, excluding the property municipally known as 3580 Lake Shore Boulevard West, shall continue to apply notwithstanding the provisions of this By-law.
11. By-law No.1984-199, as it applies to certain lands located on the south side of Lake Shore Boulevard West, west of the southerly terminus of Brown's Line, shall continue to apply notwithstanding the provisions of this By-law.
12. By-law No.1997-77, as it applies to certain lands located north of Lake Shore Boulevard West and east of Thirtieth Street, shall continue to apply notwithstanding the provisions of this By-law.
13. By-law No.1981-218, as it applies to certain lands located on the north side of Lake Shore Boulevard West, east of Twenty Ninth Street, shall continue to apply notwithstanding the provisions of this By-law.
14. By-law No.2754, as it applies to certain lands situated on the south side of Lake Shore Boulevard West, west of Thirty Fifth Street, shall continue to apply notwithstanding the provisions of this By-law.
15. By-law No.2762, as it applies to certain lands situated on the south side of Lake Shore Boulevard West, west of Thirty Fifth Street, shall continue to apply notwithstanding the provisions of this By-law.
16. By-law No.366-1999, as it applies to certain lands located on the south side of Lake Shore Boulevard West, west of Thirty Third Street, shall continue to apply notwithstanding the provisions of this By-law.
17. By-law No.4031, as it applies to certain lands located at the south west corner of Lake Shore Boulevard West and Thirty First Street, shall continue to apply notwithstanding the provisions of the By-law.
18. In addition to the provisions of this By-law, By-law No.304-2000 as it applies to certain lands located at the north east corner of Lake Shore Boulevard West and Brown's Line municipally known as 3672 and 3730 Lake Shore Boulevard West, shall also continue to apply.
19. Chapter 324, Site Specifics, of the Etobicoke Zoning Code, is hereby amended to include reference to this By-law by adding the following to Section 324-1, Table of Site Specific By-laws:

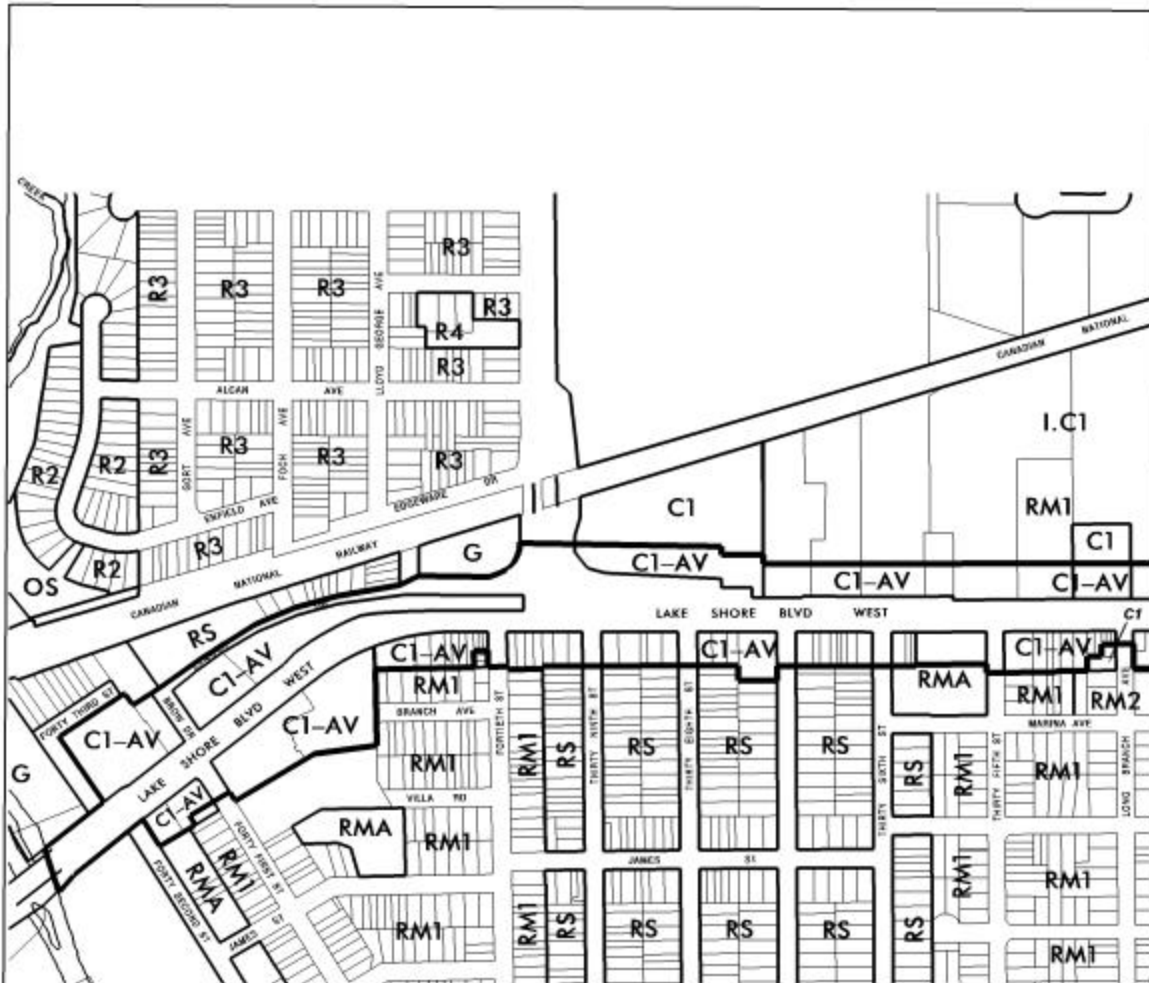
BY-LAW NUMBER AND ADOPTION DATE	DESCRIPTION OF PROPERTY	PURPOSE OF BY-LAW
_____-2004 _____, 2004	Lands located on the north and south side, fronting onto Lake Shore Boulevard West, between Etobicoke Creek and Twenty-Third Street.	To rezone the lands from Class 1 Industrial (IC.1) Commercial (C1), Residential Multiple Apartments (RMA) and Residential Multiple (RM1) to Commercial-Avenues (C1-AV).

ENACTED AND PASSED this ____ day of ____, 2004.

David Miller,
Mayor

Ulli Watkiss,
City Clerk

TORONTO Schedule 'A1' BY-LAW

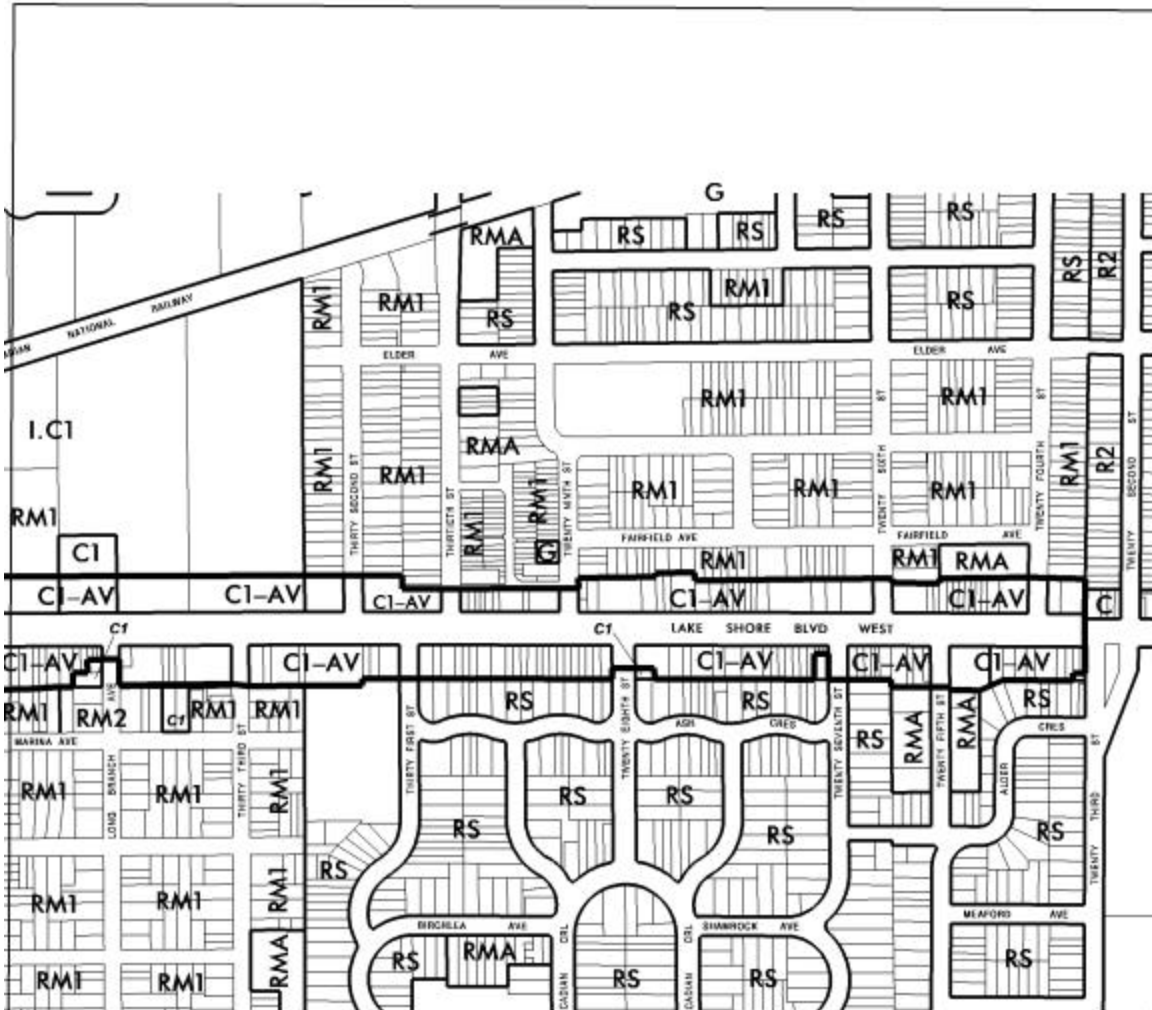


**THE AVENUES – LAKE SHORE BOULEVARD WEST
 ZONING MAP**

Applicant's Name:		CITY OF TORONTO	
Assessment Map L.B.	Zoning Code Map/s L.B.		
File No.	Drawing No.	Drawn By: K.P.	scale:



TORONTO Schedule 'A2' BY-LAW



**THE AVENUES – LAKE SHORE BOULEVARD WEST
ZONING MAP**

Applicant's Name:		CITY OF TORONTO	
Assessment Map L.B.	Zoning Code Map/s L.B.	scale:	
File No.	Drawing No.		



Attachment 7

Possible Future Transformation

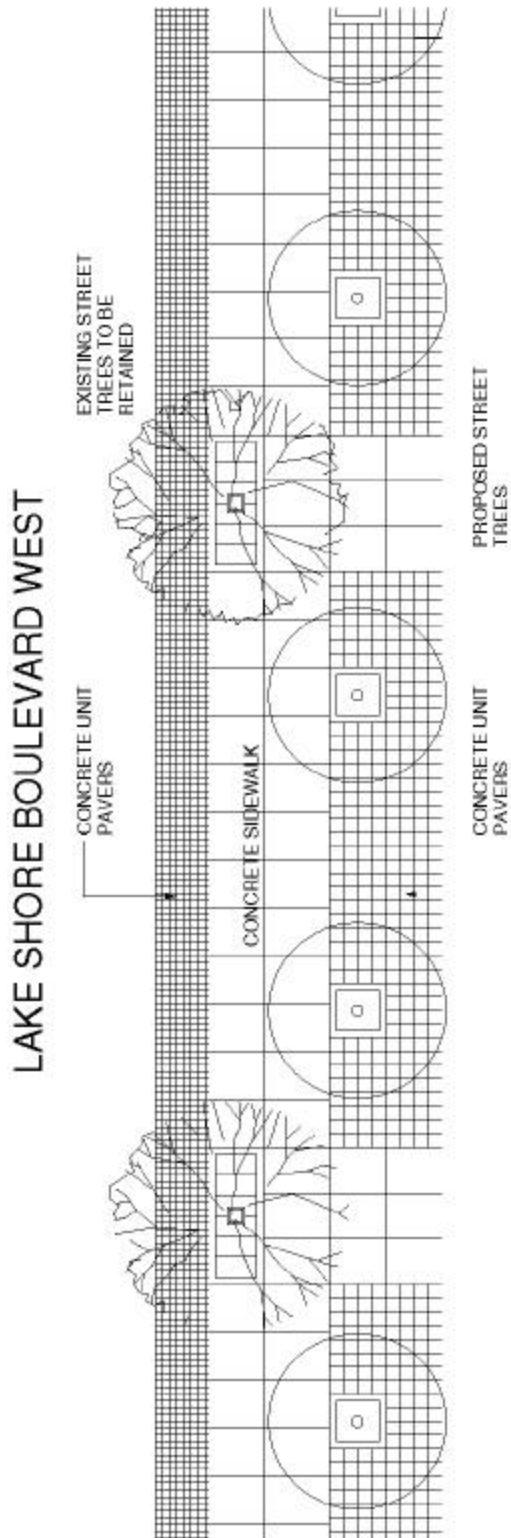


Toronto
Lake Shore Boulevard West Avenue Study

Possible Future Transformation
September 2004
File # SS_LSBW

Attachment 8

Streetscape Details – Development Treatment Option



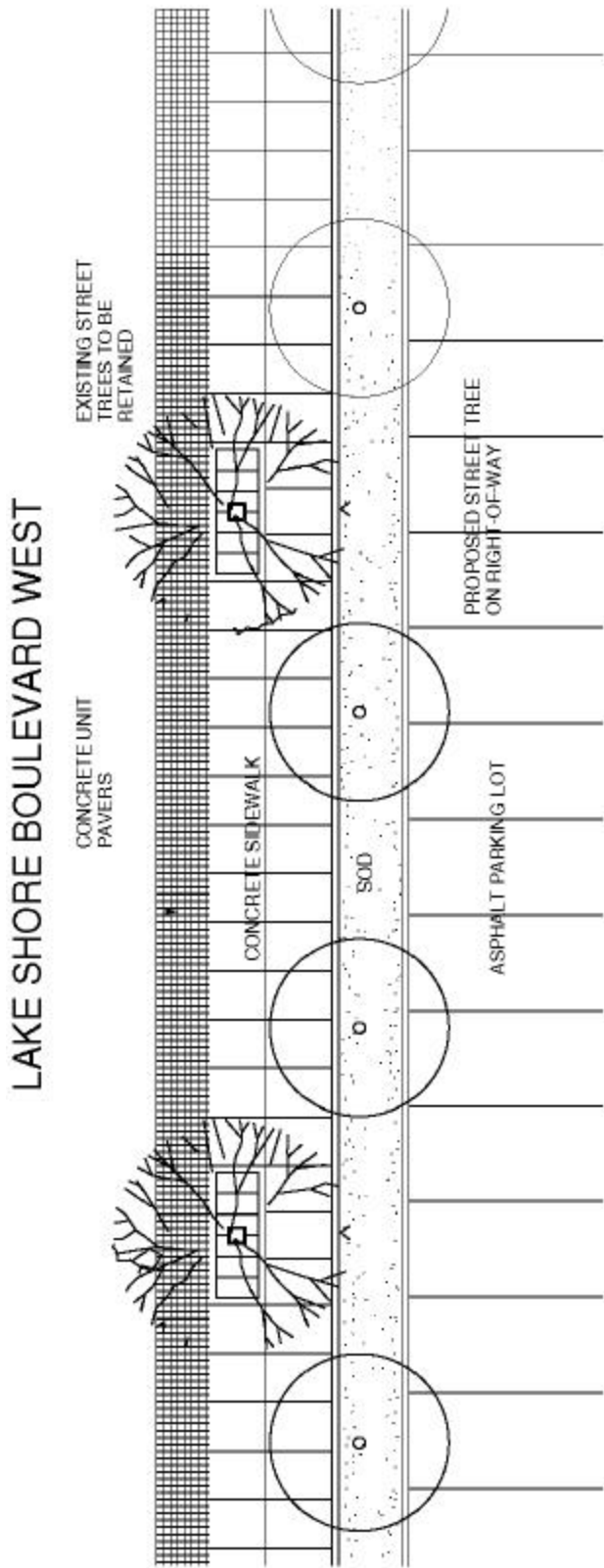
Toronto
Lake Shore Boulevard West Avenues Study

Streetscape Details
Development Treatment Option

September 2004
File # SS_LSBW

Attachment 9

Streetscape Details – Interim Treatment Option A



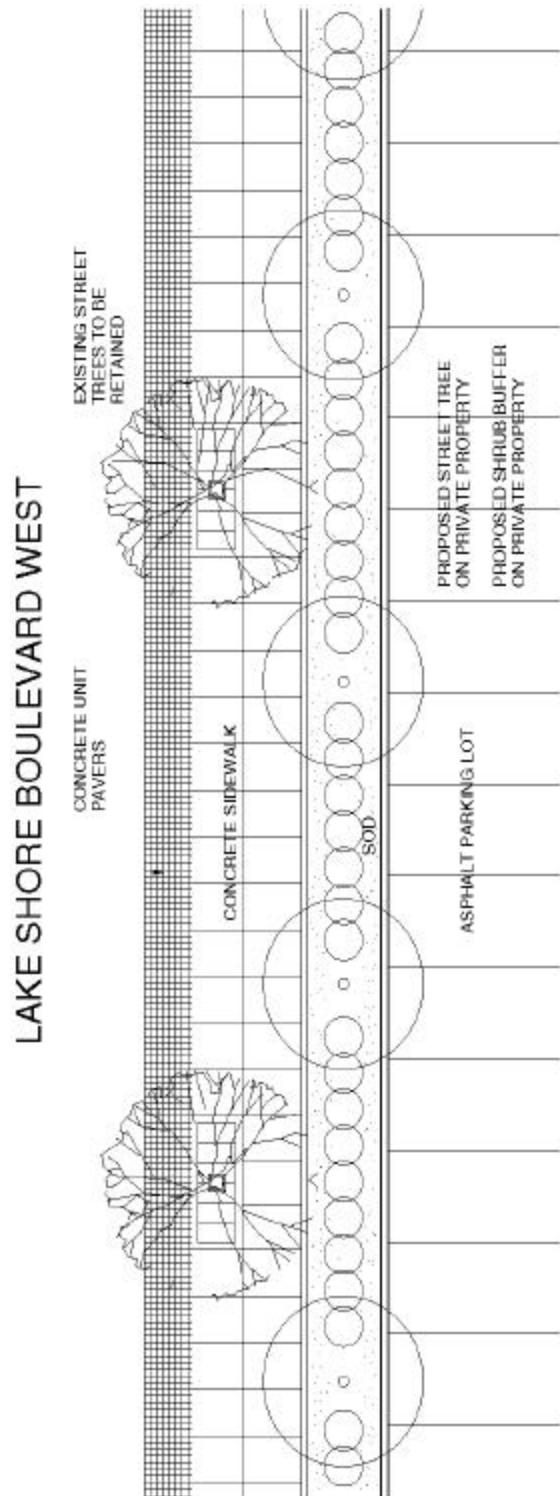
TORONTO
Lake Shore Boulevard West Avenues Study

Streetscape Details
Interim Treatment Option A

September 2004
File # SS_LSBW

Attachment 10

Streetscape Details – Interim Treatment Option B



Toronto
Lake Shore Boulevard West Avenues Study

Streetscape Details
Interim Treatment Option B

September 2004
File # SS_LSBW

The Etobicoke York Community Council also had before it the following communications:

- (i) (October 8, 2004) from Therese Stewart.
- (ii) (October 8, 2004) from Mona Berube.
- (iii) (October 26, 2004) from Al Brezina, President, South Etobicoke Industrial Employers Association.

The following people appeared before the Etobicoke York Community Council in connection with this matter:

- Debbie Wagdin, and filed a submission; and
- Nick Buczok.