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**Attn: Etobicoke York Community Council**

**Comments - EY9.2 - 105 Thirty First Street - Zoning By-law Amendment Application - Decision Report and EY9.7 - 3471 Lake Shore Boulevard West - Zoning By-law Amendment Application - Decision Report**

We have read the decision report for these two items and have the following comments.

We are concerned the precedent the assembly of two lots will set. 3471 Lake Shore as a Commercial lot on an Avenue, and absorbing a residential lot, 105 Thirty First Street in a Neighbourhood. Both applications are dependent on each other for success. As such are being considered as one development split into two applications.



Figure 1- EHON : Major Streets

We acknowledge the Applicant has reduced their request from 10 to 8 units but this is still double the 4 units that is permitted in Neighbourhoods.

We have been assured that this is not a precedent setting application, however after reading the **Major Streets Study**, lot assembly is being considered as a policy amendment where Neighbourhood properties abutting properties on Major Streets albeit the example shows a limit of 4 units. While still in the Study Phase, it would be inconsistent that Major Streets be considered for Lot Assembly and not Avenues. One of the goals of

intensification on the Avenue was to protect inappropriate development in Neighbourhoods, this application as a precedent works against that.



Figure 2- Lanes 90 Ash and 84 Ash

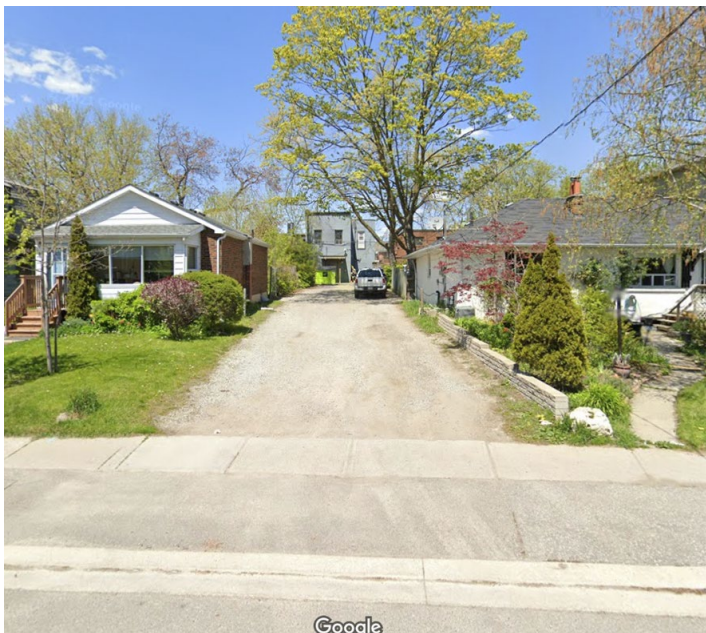


Figure 3 – 84 Ash being used as a lane accessing 3451 Lake Shore

In our experience, development is precedent based. If approved, this may “complete the corner” from a planning perspective, but combining an Avenue property with a local street property is precedent setting in this area of Long Branch. Ash is a unique street with on long block that has north south “lanes” for access to Lake Shore properties. The long blocks run parallel to Lake Shore. In light of the existing lot configuration and the Major Streets Study, if this application is approved, the homeowners on Ash do not have any assurances that lot assembly will not continue between the Ash Neighbourhood Properties and Lake Shore Avenue Properties upsetting the stability of the Neighbourhood.

In 2012, 76 Ash Cr was the first severance in Long Branch and was approved through an OMB Decision (Member M. A. Mills). In his decision he said: "Undoubtedly, preserving the character of the neighbourhood is of utmost importance to local residents. The apparent fear is that allowing the property to be severed will establish a precedent, which will eventually entirely change the make-up of their neighbourhood. The Board finds there is no basis for such a notion, and these concerns amount to little more than an apprehension of impact."

The residents of Long Branch know that the apprehension was founded. More affordable bungalows continue to be transformed into the most expensive housing on the market and fuelled the affordability crisis, pushing out the people that will live in them. Permitting double the units on a property and the precedent of lot assembly between Avenues and Neighbourhoods does not protect Neighbourhoods from speculation and continual removal of more affordable housing to create the most expensive property on the street.

Without the Neighbourhoods Policy 4.1.5, OPA 320 establishing the definition of prevailing physical characteristics and the clarification offered with the Council approval of the Long Branch Character Guidelines, this land speculation would have continued unchecked.

We support the Zoning By-law Amendment for 3471 Lake Shore in principle as it supports the SASP 21 and

puts density on the Avenue. We also acknowledge that the unit diversity for the Lake Shore property has improved to include more family units which will hopefully lessen the need for more parking by decreasing households. We still have concerns about the “lift parking” as it seems aspirational and do not have any expertise on its impacts to a Neighbourhood. We requested examples of this form of parking be shared in the Community Consultation however have yet to see it. It not only has to be functional but usable to ensure the parking does not flow onto Neighbourhood Streets and create frustrated drivers.



*Figure 4 Stacked parking sits unused in a small Kingston apartment building off a major street.*

We also acknowledge that the “No Left Turn” in the morning hours will serve as a test to improve the safety at the corner, however we do not think this goes far enough. This corner has been referred to as a “failing corner” by City Staff. There are several visual impediments on this corner including a TTC shelter on a median, angled parking, street beautification items (flower pots) and an intermittent visual block when the west bound TTC streetcar stops at the shelter. Special skills are required to negotiate this turn in the form of lane by lane clearing from Thirty First Street. This is not limited to the am rush hour. We propose that am rush hour “No Left Turns” from Thirty First Street travelling North to Lake Shore travelling West should be changed to “No Left Turns” during am and pm rush hours. Once the change is made,

there should also be TPS resources dedicated to this site for an appropriate amount of time to educate drivers before ticketing infractions. We would also recommend that this corner be further studied after the change to assess the consequences of this change and add further measures to improve safety for the residents and school.

Sincerely,

Steven Vella  
Vice Chair  
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