

3807-3815 and 3819-3829 Lake Shore Boulevard West – Official Plan and Zoning By-law Amendment Application – Decision Report – Approval

Date: May 16, 2025

To: Etobicoke York Community Council

From: Director, Community Planning, Etobicoke York District

Ward: 3 - Etobicoke-Lakeshore

Planning Application Number: 22 236554 WET 03 OZ

Related Planning Application Number: 23 109926 WET 03 RH

SUMMARY

This Report recommends approval of the application to amend the Official Plan and Zoning By-law to allow for a 39-storey (124-metre, plus a five-metre mechanical penthouse) mixed-use building with 490 dwelling units (including 14 rental replacement units), and a minimum non-residential gross floor area of 436 square metres at 3807-3815 and 3819-3829 Lake Shore Boulevard West. A 74-square-metre Privately Owned Publicly-Accessible Space ('POPS') is proposed along the widened Pedestrian Walkway.

RECOMMENDATIONS

1. City Council amend the Official Plan for the lands municipally known as 3807-3815 and 3819-3829 Lake Shore Boulevard West substantially in accordance with the draft Official Plan Amendment 817 included as Attachment 6 to this Report.
2. City Council amend City of Toronto Zoning By-law 569-2013 for the lands municipally known as 3807-3815 and 3819-3829 Lake Shore Boulevard West substantially in accordance with the draft Zoning By-law Amendment included as Attachment 7 to this Report.
3. City Council authorize the City Solicitor to make such stylistic and technical changes to the draft Official Plan Amendment and draft Zoning By-law Amendment as may be required.
4. City Council request that the owner make reasonable commercial efforts to convey off-site parkland to the City equal to the value of the on-site parkland dedication, in fulfilment of the parkland dedication requirements pursuant to Section 42 of the

Planning Act, with the off-site parkland dedication to be acceptable to the General Manager, Parks and Recreation and free and clear of any above or below grade encumbrances, with the exception of any encumbrances as may be otherwise approved by the General Manager, Parks and Recreation, to be conveyed prior to the issuance of the first above grade building permit and;

- a. In the event that the off-site parkland dedication is less than the value of the on-site parkland dedication, then the owner will pay cash-in-lieu of parkland to make up for the shortfall in parkland dedication, prior to the issuance of the first above grade building permit;
- b. In the event that the owner is unable to provide an acceptable off-site parkland dedication to the City, the owner will be required to satisfy the parkland dedication requirement through the payment of cash-in-lieu; and
- c. The value of the cash-in-lieu of parkland dedication will be appraised through Real Estate Services and payment will be required prior to the issuance of the first above grade building permit.

FINANCIAL IMPACT

The Development Review Division confirms that there are no financial implications resulting from the recommendations included in this report in the current budget year or in future years.

The Chief Financial Officer and Treasurer has reviewed this report and agrees with the information as presented in the Financial Impact Section.

THE SITE AND SURROUNDING LANDS

Description

The site is located on the south side of Lake Shore Boulevard West, between Fortieth Street to the east and a Public Walkway to the west. The existing lot is 2,789 square metres, with a frontage of 81 metres, and depth that ranges from 25 metres (west) to 38 metres (east), respectively. The site is located at the south terminus of Brown's Line and Lake Shore Boulevard West, with a signalized intersection. Vehicles can access the site from Lake Shore Boulevard West. See Attachment 2 for the Location Map.

The site is comprised of four two-storey buildings containing a mix of commercial uses at grade and residential uses on the second floor, inclusive of 14 existing rental units. The site was expanded during the development review process by adding 3819-3829 Lake Shore Boulevard West, which is comprised of a two-storey commercial plaza.

Surrounding Uses

North: of Lake Shore Boulevard West and Brown's Line (southbound) is a public park and parkette and low-rise houses within an *Apartment Neighbourhoods* designation. The Metrolinx rail corridor and *Neighbourhoods* areas fall north of the rail corridor.

South: are low-rise houses within a *Neighbourhoods* designation.

East: of Fortieth Street are one- and two-storey mixed use buildings within a *Mixed Use Areas* designation.

West: of the bend of Lake Shore Boulevard West is the Long Branch GO Station, and the Long Branch Loop for streetcar and bus service. Three-storey walkup apartments, and two 15- to 16-storey apartment buildings within an *Apartment Neighbourhoods* designation and Marie Curtis Public Park.

THE APPLICATION

Description

A 39-storey (124 metres, excluding MPH) mixed use building, connected by a six-storey base building with two commercial units at grade. A POPS totaling 74 square metres is also proposed along the west property line.

Density

The proposal has a density of 11.97 times the area of the lot.

Residential Component

The proposal includes 490 dwelling units, including 14 rental replacement units, comprised of 320 one-bedroom (65.3%), 118 two-bedroom (24.1%), and 52 three-bedroom units (10.6%).

Non-Residential Component

The proposal includes 436 square metres of retail at-grade.

Amenity

The proposal includes 1,960 square metres of amenity space, with a total of 610 square metres located indoors. An additional 1,326 square metres of outdoor amenity space is located on the ground floor and floor seven, connected to the indoor amenity areas.

Access, Parking and Loading

The proposal includes a total of 71 vehicular parking spaces (including nine visitor spaces) located below grade, including two pick-up and drop-off, a total of 558 bike

parking spaces (108 short-term, 444 long-term, and six commercial) located above and below grade, and two loading spaces (One Type-G and One Type-C).

Vehicular and loading access, including access to the underground parking garage and pick-up and drop-off, is from Lake Shore Boulevard West at the signalized Brown's Line intersection.

A 1.76-metre wide conveyance is provided along the west property line.

Additional Information

See the attachments of this Report for the Application Data Sheet, Location Map, site plan, elevations, and 3D massing views of the proposal. Detailed project information including all plans and reports submitted as part of the application can be found on the City's Application Information Centre at: www.toronto.ca/3807LakeShore

Reasons for Application

The application to amend the Official Plan is required to remove the lands from the existing Site and Area Specific Policy which limits height and density.

The application to amend the Zoning By-law is required to allow for increased density, height, associated building performance standards, and to bring the lands into city-wide Zoning By-law 569-2013.

APPLICATION BACKGROUND

A pre-application consultation (PAC) meeting was held on June 29, 2022. Additional pre-consultations took place with the applicant on August 23, 2022.

The original application was submitted on December 8, 2022, and deemed complete on February 6, 2023. The original submission proposed an 11-storey mixed use building totaling 106 dwelling units, and 258 square metres of ground floor retail. Shortly after the submission, the applicant requested the application be put on hold to complete discussions with adjacent landowners regarding site expansion.

A resubmission was made on October 22, 2024, which expanded the site area to include 3819-3829 Lake Shore Boulevard West. The application was proposed as a 43-storey (140 metres, inclusive of the MPH) mixed use building with 165 square metres of ground floor retail. A Community Consultation Meeting was held after this resubmission.

The last resubmission was made on April 4, 2025, for a 39-storey (129 metres, inclusive of the MPH) mixed use building, with 436 square metres of ground floor retail (two retail units), and a 74-square-metre POPS on site.

The reports and studies submitted in support of this application are available on the Application Information Centre at www.toronto.ca/3807LakeShore.

Agency Circulation Outcomes

The application has been circulated to all appropriate agencies and City Divisions. Responses received have been used to assist in evaluating the application and to formulate appropriate Official Plan and Zoning By-law amendments.

POLICY AND REGULATION CONSIDERATIONS

Provincial Land-Use Policies

All decisions of Council in respect of the exercise of any authority that affects a planning matter shall be consistent with the Provincial Planning Statement (2024), and shall conform to provincial plans, including the Greenbelt Plan (2017), and others.

Official Plan

The Official Plan Urban Structure Map 2 identifies the site as *Avenues* and designates the site as *Mixed Use Areas*. See Attachment 3 of this Report for the Land Use. The Official Plan should be read as a whole to understand its comprehensive and integrative intent as a policy framework for priority setting and decision making.

Avenues Policy Review Update

Council adopted [Official Plan Amendment 778](#) on February 5, 2025, which included a recommendation to delete and replace Section 2.2.3 of the Official Plan with a new set of policies for intensification on *Avenues*. The new policies provide direction for the potential of taller than mid-rise buildings within 800 metres of an existing or planned transit station on Map 4 of the Official Plan, with the greatest height and scale focused at the station. OPA 778 remains under appeal.

Site and Area Specific Policy Policy 21 - Lake Shore Boulevard West Between Etobicoke Creek and Dwight Avenue

The site is located within the boundary of SASP 21, see Attachment 4. The former City of Etobicoke completed the Central/Western Lakeshore Area Secondary Planning Study, which resulted in a Secondary Plan within the City of Etobicoke Official Plan in 1993, where many of the policies were carried forward into the consolidated Toronto Official Plan as SASP 21.

In December 2004, City Council adopted an amendment to the Central/Western Lakeshore Area Secondary Plan to implement recommendations from the Avenues Study Implementation Report for Lake Shore Boulevard West – Long Branch. This OPA applied to lands along Lake Shore Boulevard West from Forty Second Street to Twenty Second Street in the Long Branch area. Recommendations that came from this study in 2004 were to ensure redevelopment supported policies of the Official Plan and conformed to the existing SASP 21.

Across Lake Shore Boulevard West, a maximum height of four to six storeys, a net density of 3.0 for residential and non-residential uses, and a rear 45-degree angular

plane from the low-rise residential property line, applies. Additional height may be permitted where lot depths exceed 35 metres between Twenty Third Street and 3829 Lake Shore Boulevard West.

Site and Area Specific Policy 646 - Long Branch Station Protected Major Transit Station Area (PMTSA)

The site is included within the boundary of SASP 646, which will require development in the Long Branch Station PMTSA to achieve a minimum population and employment target of 150 residents and jobs per hectare, and a minimum Floor Space Index of 1.5 for lots that front Lake Shore Boulevard West. OPA 570 is currently waiting for a Ministerial decision under the *Planning Act* and is not yet in force.

Avenue Study - Lake Shore Boulevard West

The site falls within the active Lake Shore Boulevard West avenue study area. The Avenue Study assessed the built form, streetscape and public realm of Lake Shore Boulevard West to develop an updated vision for the *Avenue* that aligns with Council direction and responds to the existing and planned context.

Zoning

The site is zoned Commercial Avenues (C1-AV), Zoning By-law 1055-2004, under the Former Etobicoke Zoning Code. The C1-AV zoning category permits a mix of residential and commercial units with a maximum height of six storeys (20 metres). See Attachment 5 of this Report for the existing Zoning By-law Map.

Design Guidelines

The following [design guidelines](#) have been used in the evaluation of this application:

- Tall Building Design Guidelines;
- Lake Shore Boulevard West Urban Design [Guidelines](#);
- Growing Up Guidelines: Planning for Children in New Vertical Communities;
- Design Guidelines for Privately Owned Publicly-Accessible Spaces 'POPS';
- Pet Friendly Design Guidelines and Best Practices for New Multi-Unit Buildings; and
- Retail Design Manual.

Toronto Green Standard

The Toronto Green Standard (TGS) is a set of performance measures for green development. Applications for Zoning By-law Amendments, Draft Plans of Subdivision and Site Plan Control are required to meet and demonstrate compliance with Tier 1 of the TGS. Tiers 2 and above are voluntary, higher levels of performance with financial incentives (partial development charges refund). Tier 1 performance measures are secured on site plan drawings and through a Site Plan Agreement or Registered Plan of Subdivision.

PUBLIC ENGAGEMENT

Community Consultation

A community consultation meeting for the tall building proposal took place on January 29, 2025, with approximately 123 people in attendance. The following comments and issues were raised during the consultation:

- The application should support local businesses with more retail and contribute to the public realm;
- Need for more two- and three-bedroom units to accommodate families, and affordable housing;
- The proposed building is too tall, and a mid-rise building is more appropriate;
- Support of redevelopment in the community and adding more housing;
- Privacy mitigation should be increased, along with more trees planted on private property and in the streetscape;
- Questions about how the proposal provides sufficient transition to low-rise neighbourhoods;
- Lack of parking for residential and visitors, and that parking on residential streets will occur without enforcement;
- Traffic impacts in the area, and concerns for pedestrian safety;
- Existing transit infrastructure is not sufficient to support increased density;
- Impact on existing community uses such as schools, libraries, parks, and daycares;
- There is overdevelopment occurring in the surrounding area;
- Comments about shared private easement along east property line between development site and adjacent neighbour; and
- Impact of construction on the surrounding community.

The issues raised through the community consultation process have been considered through the review of the application and commented on as necessary in the body of this Report.

Statutory Public Meeting Comments

In making their decision with regard to this application, City Council members have an opportunity to hear the oral submissions made at the statutory public meeting held by the Etobicoke York Community Council for this application, as these submissions are broadcast live over the internet and recorded for review.

COMMENTS

Provincial Planning Statement and Provincial Plans

Staff's review of this application has had regard for the relevant matters of provincial interest set out in the *Planning Act*. Staff find the proposal consistent with the PPS (2024).

Official Plan Policies and Design Guidelines

This application has been reviewed against the Official Plan policies, and planning studies, design guidelines described in the Policy and Regulation Considerations Section of this Report.

Land Use

There are no proposed land use changes. The proposed land use is appropriate within *Mixed Use Areas*.

Rental Housing Demolition and Replacement

The proposal would result in the demolition of 14 existing rental units. A related Rental Housing Demolition application will be considered at the June 4, 2025, Etobicoke York Community Council meeting. The RH Report includes review and analysis of the rental housing demolition and replacement matters, including assistance to impacted tenants.

Density, Height, Massing

The site is located on an *Avenue* within a *Mixed Use Areas* designation abutting an *Apartment Neighbourhoods* area to the west, and *Neighbourhoods* area to the south. The site is also within the Council adopted Long Branch GO Station PMTSA. This site is within approximately 250 metres from the existing station entrance, and roughly 150 metres from the future east station entrance.

The tower is proposed at 39 storeys (124 metres, excluding MPH), stepping down to the east. The proposed height and massing is in keeping with the Tall Building Design Guidelines and is informed by the new Official Plan Avenue policies and the emerging Lake Shore Boulevard West Avenue Study. Staff are satisfied that the proposed height fits within the emerging context of the Lake Shore Boulevard West Avenue area.

The base building is proposed at six storeys (23.8 metres), inclusive of a mezzanine floor. The base building height is appropriate for the planned context of the area and will contribute positively to a pedestrian scale, framing the street with good proportion and defining the arrival into the main street context of the *Avenue* from the west, particularly with the proposed widened sidewalk zone.

The base building is consistent in height and scale across the site at six storeys (23.8 metres). The base building is designed to curve with the bend in the road. The scale and alignment of the streetwall, reinforces the "gateway" or arrival of the *Avenue*. Framed projecting balconies are proposed to provide articulation along the streetwall massing and increase the distinction between the base building and tower above.

The ground floor includes some variation in setbacks to the property lines. The west side of the ground floor is setback 4.4 to 5.8 metres from the west property line, post land conveyance, which provides space for the proposed POPS area and short-term bike parking. The western ground floor commercial unit fronting Lake Shore Boulevard West frames the edge of the property line, while maintaining the nine-metre-wide sidewalk zone. The remainder of the base building is setback 5.8 metres from the west

property line, up to the sixth floor. The remaining ground floor is setback 1.5 to 2.8 metres from the north property line which differentiates the two commercial spaces from the main residential entrance. The remainder of the base building is setback 1.5 to 3.2 metres from the north property line, up to the sixth floor.

A three-metre setback is provided along the east property line from the ground floor up to the sixth floor of the base building. A varying setback to the south property line is proposed between nine metres (southeast) and 9.4 metres (southwest) across the base building from floors one to six.

The tower is proposed to frame the north property line, similarly to the base building below, by creating three distinct sections of the tower floorplate. Each distinct section of the tower is established by proposing two 3.5-metre offsets along the front tower face, and two 1.5-metre offsets along the rear tower face. The tower is setback from all sides of the base building below.

The east and west tower setbacks are 15 metres (east property line) and 17 metres (west property line), respectively. The north and south tower setbacks vary due to the intentional offset tower plate design. The proposed south property line tower setbacks range from 12.9 metres at the southwest corner at its smallest point and increases to 15.5 metres at the southeast corner. The proposed north property line setbacks range from three metres at the northwest corner at its smallest point and increases to 4.5 metres at the northeast.

The proposed tower setbacks, and offset tower floorplate, articulates the building in a way that reduces the scale and visual impact of the taller building elements. The rear separation to adjacent low-rise *Neighbourhoods* is in keeping of the Tall Building Design Guidelines, and is further improved through the offset tower floorplate design. The base building provides a minimum nine-metre rear setback, inclusive of outdoor amenity and a three-metre landscape buffer with tree planting.

The proposed height and density provides appropriate transition in scale along the *Avenue*, and fits the planned context where potential higher forms of intensification, such as Tall Buildings, can be located within 800 metres of a GO Station.

Public Realm

The proposed development incorporates numerous public realm improvements, which provide a high-quality conceptual streetscape design and pedestrian experience in alignment with emerging policies and guidelines from the Lake Shore Boulevard West Avenue Study, and Council-adopted *Avenues* policies.

Improvements include the provision of a nine-metre sidewalk zone, of which seven to eight metres is within the public right-of-way, with space for street trees, planters, street furniture, and bicycle parking infrastructure along Lake Shore Boulevard West. The proposal removes three vehicle access points from Lake Shore Boulevard West and provides a three-metre-wide pedestrian clearway along this frontage. Two retail units are proposed to front onto Lake Shore Boulevard West, which continues retail uses

along the *Avenue*, while providing opportunities for activation and seasonal patio spaces due to the wide sidewalk zone.

There is an existing 2.4-metre-wide north-south Public Walkway running along the west side of the property. The application is providing a 1.76-metre widening as required by the Official Plan. A POPS space of approximately 74 square metres is being provided as a further widening of the Public Walkway of approximately three metres and provides opportunities for at-grade activation of the retail space located along the northwest corner and frontage of Lake Shore Boulevard West. The final design and program of the POPS would be determined through the Site Plan Control review process.

Shadow Impact

A detailed sun and shadow study was submitted in support of the proposed development, which outlines the shadows cast by the proposed 39-storey building. The study demonstrates no shadow impacts to the *Neighbourhoods* north of the rail corridor between the spring/fall equinoxes, and reduced impacts to the public park. No negative shadow impacts are experienced from the proposal on the *Neighbourhoods* or public park during the month of June.

Wind Impact

A Pedestrian Level Wind Study was submitted in support of the proposed development, which assesses pedestrian wind conditions within and surrounding the site to ensure wind comfort and safety. The applicant has also provided an addendum to the original wind study to include changes in wind impacts from the proposed revisions.

Most grade-level areas within and surrounding the site were predicted to experience acceptable conditions for the intended pedestrian uses throughout the year, inclusive of nearby public sidewalks, and in the vicinity of the building's access points. Additional design considerations to further respond to potential wind impacts will be reviewed and secured through the Site Plan review process, as recommended in the Wind Study.

Servicing

Engineering Review staff have reviewed the submitted materials and accept the reports associated with the proposed development.

Road Widening

To satisfy the Official Plan requirement of a six-metre right-of-way for this segment of the Public Walkway (Ww W Fortieth S Lake Shore), a 1.76-metre road widening dedication along the West property line is required and is proposed to be conveyed to the City through the Site plan Control process.

Traffic Impact

The applicant submitted a Transportation and Parking Study in support of the proposal. The current TIS states that the proposed development is expected to generate 117 and

102 two-way vehicle trips during the weekday morning and evening peak hours, respectively.

Vehicular access is proposed from the Lake Shore Boulevard West and Brown's Line signalized intersection. To mitigate impacts at the existing signalized intersection, a signal timing optimization plan is proposed for the existing condition, along with increasing the cycle length to 140 seconds. These changes improve the overall intersection and movement operations.

In addition, signalization of the Lake Shore Boulevard West and Brown's Line/Thirty Eighth Street intersection is warranted based on existing conditions. A new signal timing plan with a 140 second cycle length is proposed, which will improve the overall intersection and movement operations.

Given the expected trip generated, signal optimization plan, and the results of the traffic analyses, the report concludes that the projected traffic generated by the development will have minimal impacts on area intersections and can therefore be accommodated on the adjacent road network.

Access, Vehicular and Bicycle Parking and Loading

A Transportation Impact Study was submitted to assess the traffic impact, access, parking, and loading arrangements for this development.

Vehicular access for residents, visitors, pick-up and drop-off, loading, and commercial parking is proposed from Lake Shore Boulevard West at the Brown's Line intersection. A total of 71 vehicular parking spaces are proposed, with nine of the spaces proposed for visitor and commercial parking, within two levels of underground parking. Two at-grade short-term pick-up and drop-off spaces are proposed on the site. A limited number of parking spaces are to be reduced in size to accommodate adjustments to the size of the underground garage.

The proposal also includes a total of 558 bicycle parking spaces (inclusive of six commercial bicycle parking spaces), consisting of 446 long-term and 112 short-term spaces, within the first level of underground parking, at-grade, and within the mezzanine floor. The proposal includes one Type G, and one Type C loading area as required for the residential and commercial uses.

The site currently has four curb cuts along Lake Shore Boulevard West, with three primarily used for vehicles. Through the redevelopment of the site, vehicular access would be centralized to one access point at the signalized intersection of Brown's Line and Lake Shore Boulevard West. This separates pedestrians from vehicles and significantly improves the existing conditions along Lake Shore Boulevard West. Transportation Review staff are satisfied with the proposed access point.

Parkland

In accordance with Section 42(3) of the *Planning Act*, the applicable alternative rate for on-site parkland dedication is one hectare per 600 residential units to a cap of 10% of

the development site as the site is less than five hectares, with the non-residential uses subject to a 2% parkland dedication rate. In total, the parkland dedication requirement is 275.4 square metres.

In this instance and as per the Toronto Municipal Code Chapter 415-26, Parks and Recreation request the applicant to investigate the possibility of an off-site conveyance of land to satisfy the parkland dedication for this development. The off-site dedication shall comply with Policy 3.2.3.8 of the Toronto Official Plan. The size and location of the off-site conveyance would be subject to the approval of the General Manager, Parks and Recreation and would be subject to this Division's conditions for conveyance of parkland prior to the issuance of the first above-ground building permit.

As per Toronto Municipal Code Chapter 415-29, the appraisal of the cash-in-lieu value of the parkland dedication owed will be determined under the direction of the Executive Director, Corporate Real Estate Management. Should the value of the off-site dedication not fulfill the value of the on-site dedication, the remaining value shall be provided in cash-in-lieu, prior to the issuance of the first above-ground building permit.

Should the owner be unsuccessful in acquiring a suitable off-site dedication, then in accordance with [Section 42](#) of the *Planning Act*, the owner is required to satisfy the parkland dedication requirement through cash-in-lieu. As per [Toronto Municipal Code Chapter 415-29](#), the appraisal of the cash-in-lieu will be determined under the direction of the Executive Director, Corporate Real Estate Management. Additionally, the [Toronto Municipal Code Chapter 415-28](#), requires that the payment be made prior to the issuance of the first above-ground building permit for the land to be developed.

Tree Preservation

The application is subject to the provisions of the City of Toronto Municipal Code, Chapter 813, Trees, Articles II (Trees on City Streets) and III (Private Tree Protection), commonly referred to as the 'Street Tree By-law' and the 'Private Tree By-law'. The applicant submitted an Arborist Report, Landscape Plans, including a Tree Management Plan and Soil Volume Plan.

The Arborist Report indicates that the development will impact 12 By-law protected trees, including removal of seven city-owned trees, removal of two private trees, removal of two boundary trees, and preservation with injury of one city-owned tree. Urban Forestry will require the submission of a complete "Application to Injure or Remove Trees."

The applicant proposes 16 trees, four in the right-of-way and twelve on private property. Cash-in-lieu for additional replacement trees that cannot be planted on site would be required. Staff will continue to explore opportunities for additional tree planting on the site and in the adjacent public realm.

Noise and Vibration

A Noise and Vibration Feasibility Study was submitted in support of the proposed development, which assesses noise sources in proximity to the site and summarizes the

mitigation measures that are proposed to ensure acceptable sound levels. Incorporation of the recommended mitigation measures and warning clauses will be implemented and secured through the site plan review process.

Unit Mix

The Official Plan directs that a full range of housing in terms of form, tenure and affordability be provided to meet the current and future needs of residents. This proposal would result in 490 dwelling units, with a unit mix that includes 24% two-bedroom units and 10% three-bedroom units, meeting the Growing Up Guidelines.

Toronto Green Standard

The applicant is required to meet Tier 1 of the TGS in force at the time of a complete application for Site Plan Control. The applicant is encouraged to achieve Tier 2 or higher to advance the City's objectives for resilience and to achieve net-zero emissions by 2040 or sooner.

Community Services and Facilities

The Official Plan establishes and recognizes that the provision of and investment in community services and facilities supports healthy, safe, livable, and accessible communities. Community services and facilities are the building blocks of our neighbourhoods, foundational to creating complete communities and include matters such as recreation, libraries, childcare, schools, public health, and human and cultural services. Providing for a full range of community services and facilities in areas that are inadequately serviced or experiencing growth is a shared responsibility.

CONTACT

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SIGNATURE

Oren Tamir
Director, Community Planning
Etobicoke York District

ATTACHMENTS

City of Toronto Information/Drawings

- Attachment 1: Application Data Sheet
- Attachment 2: Location Map
- Attachment 3: Official Plan Land Use Map
- Attachment 4: Site and Area Specific Policy
- Attachment 5: Existing Zoning By-law Map
- Attachment 6: Draft Official Plan Amendment
- Attachment 7: Draft Zoning By-law Amendment

Applicant Submitted Drawings

- Attachment 8: Site Plan
- Attachment 9: Elevation (North)
- Attachment 11: Elevation (East)
- Attachment 12: Elevation (South)
- Attachment 13: Elevation (West)
- Attachment 13: 3D Massing Model (Southeast)
- Attachment 14: 3D Massing Model (Northwest)

Attachment 1: Application Data Sheet

Municipal Address: 3807-3815 & 3819-3829 Lake Shore Boulevard West Date Received: December 6, 2022

Application Number: 22 236554 WET 03 OZ

Application Type: Official Plan Amendment and Rezoning

Project Description: A 39-storey (124-metre, excluding mechanical penthouse) mixed-use building with 490 dwelling units (14 replacement rental units), and a minimum non-residential gross floor area of 436 square metres. A 74-square-metre Privately Owned Publicly-Accessible Space (POPS) is proposed along the west property line.

Applicant	Architect	Owner
WND Associates	Studio JCI	3807 LAKE SHORE WEST CO-OWNERSHIP

EXISTING PLANNING CONTROLS

Official Plan Designation:	Mixed Use Areas	Site Specific Provision: SASP 21
Zoning:	C1-AV	Heritage Designation: No
Height Limit (m):	20	Site Plan Control Area: Yes

PROJECT INFORMATION

Site Area (sq m):	2,789	Frontage (m):	81	Depth (m):	38
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Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq m):	875		1,174	1,174
Residential GFA (sq m):	1,050		32,955	32,955
Non-Residential GFA (sq m):	752		436	436
Total GFA (sq m):	1,802		33,391	33,391
Height - Storeys:	2		39	39
Height - Metres:	6		124	124

Lot Coverage Ratio (%):	58	Floor Space Index:	11.97
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Floor Area Breakdown	Above Grade (sq m)	Below Grade (sq m)
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Residential GFA:	32,955	4,563
Retail GFA:	436	0
Office GFA:	0	0
Industrial GFA:	0	0
Institutional/Other GFA:	0	0

Residential Units by Tenure	Existing	Retained	Proposed	Total
Rental:	14	0	14	14
Freehold:	0	0	0	0
Condominium:	0	0	490	490
Other:	0	0	0	0
Total Units:	14	0	490	490

Total Residential Units by Size

	Rooms	Studio	1 Bedroom	2 Bedroom	3+ Bedroom
Retained:	0	0	0	0	0
Proposed:	0	0	320	118	52
Total Units:	0	0	320	118	52

Parking and Loading

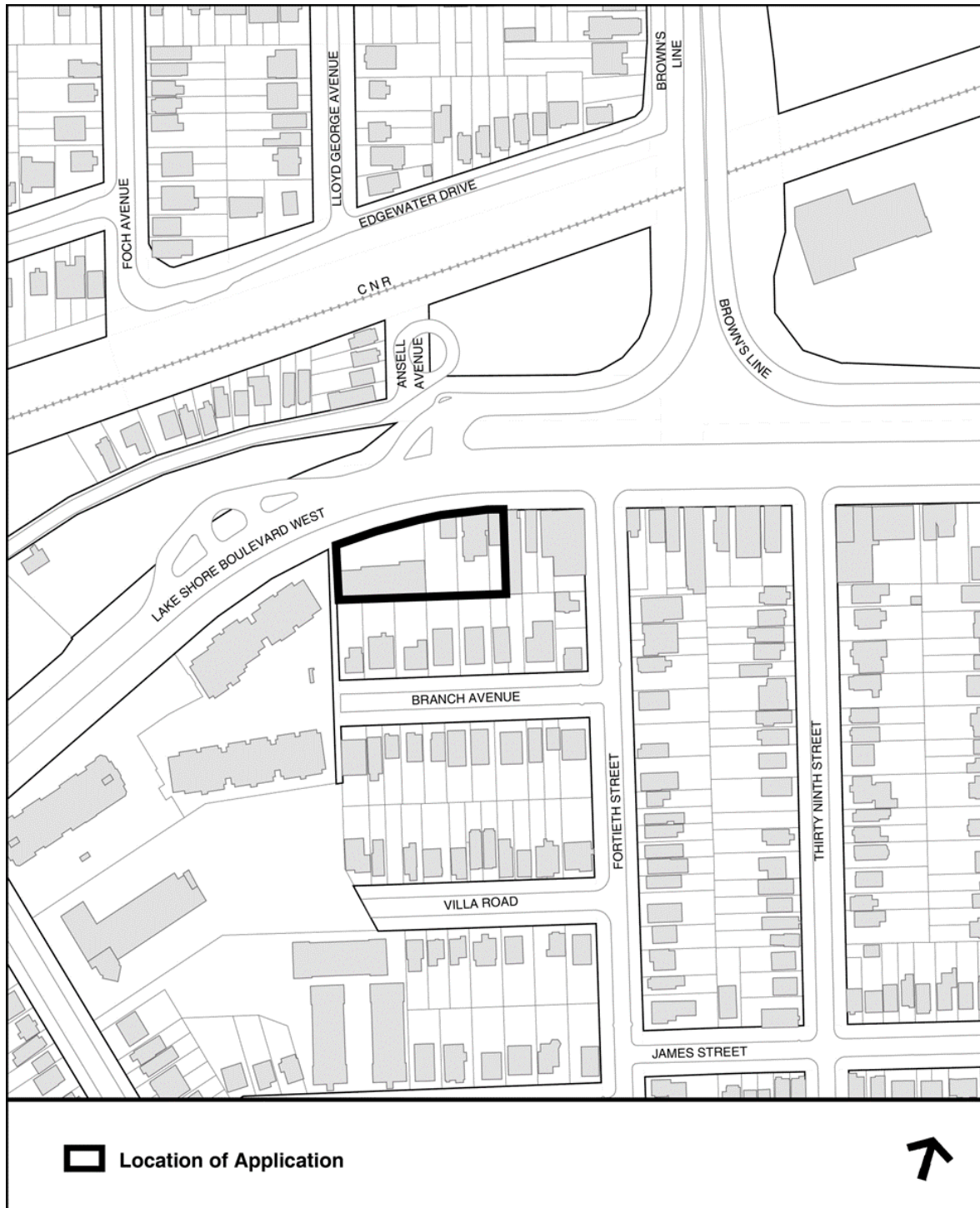
Parking Spaces:	71	Bicycle Parking Spaces:	558	Loading Docks:	2
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CONTACT:

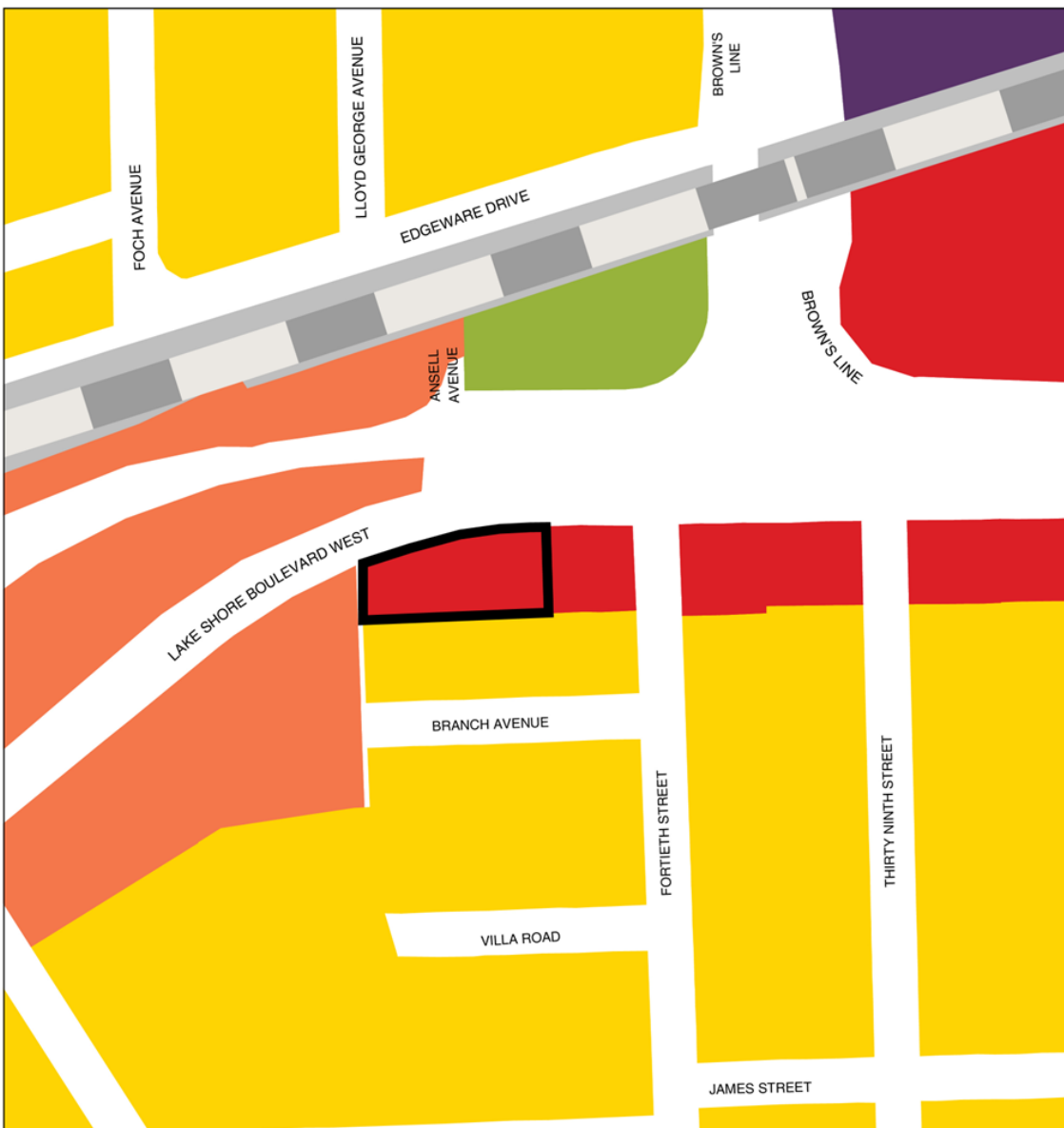
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Attachment 2: Location Map



Attachment 3: Official Plan Land Use Map



Official Plan Land Use Map #15

3807-3829 Lake Shore Boulevard W

File # 22 236554 WET 03 02



Location of Application

Neighbourhoods

Apartment Neighbourhoods

Mixed Use Areas

Parks

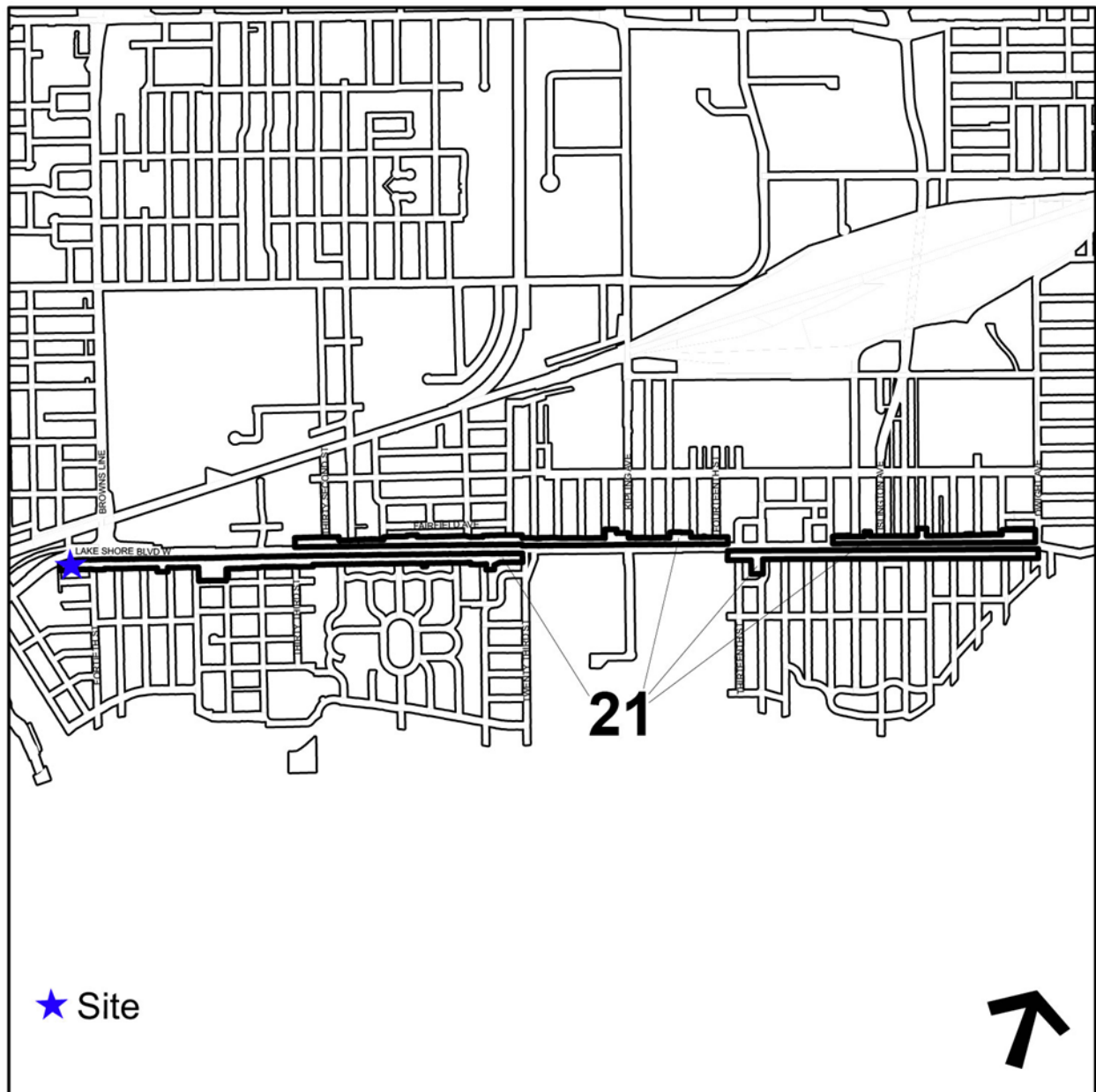
Utility Corridors

Core Employment Areas



Not to Scale
Extracted: 12/12/2022

Attachment 4: Site and Area Specific Policy 21



Attachment 5: Existing Zoning Map



3807-3815 and 3819-3829 Lake Shore Boulevard W.

Zoning By-law 569-2013

File # 22 236554 WET 03 0Z

	Location of Application
RD	Residential Detached
RM	Residential Multiple
E	Employment Industrial
OR	Open Space Recreation
UT	Utility and Transportation

	See Former City of Etobicoke (Long Branch) By-Law No. 23/64 Amended by Zoning By-law 1055-2023
RS	Residential Single-Family
RM1	Residential Multiple-1
RMA	Residential Multiple Apartments
C1	Commercial
C1-AV	Commercial-Avenues



Not to Scale
Extracted: 12/12/2022

Attachment 6: Draft Official Plan Amendment

Authority: Etobicoke York Community Council Item ~ as adopted by City of Toronto Council on ~, 2025

Enacted by Council: ~, 20~

CITY OF TORONTO
Bill XXX
BY-LAW XXX

To adopt Official Plan Amendment 817 for the City of Toronto respecting the lands known municipally in the year 2024, as 3807, 3809, 3811, 3813, 3815, 3819, 3821, 3823, 3825, 3827, and 3829 Lake Shore Boulevard West

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

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 enacts:

1. The attached Amendment No. 817 to the Official Plan is hereby adopted pursuant to the Planning Act, as amended.

Enacted and Passed this ~ day of ~, A.D. 20~.

Frances Nunziata, John D. Elvidge,
Speaker City Clerk

(Seal of the City)

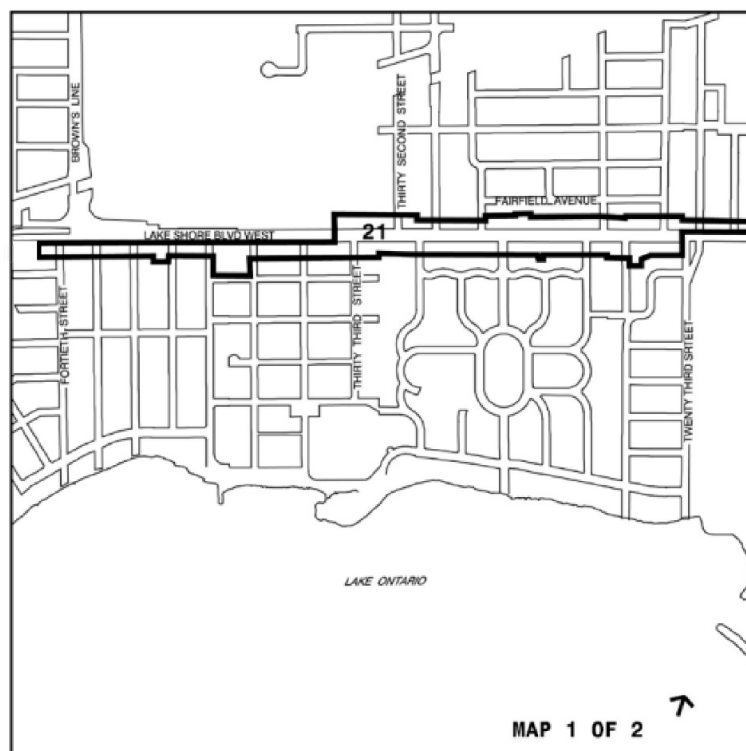
AMENDMENT NO. 817 TO THE OFFICIAL PLAN

LANDS MUNICIPALLY KNOWN IN THE YEAR 2024 AS
3809, 3811, 3813, 3815, 3819, 3821, 3823, 3825, 3827, AND 3829 LAKE SHORE
BOULEVARD WEST

The Official Plan of the City of Toronto is amended as follows:

1. Map 26, Site and Area Specific Policies, is amended by deleting the lands known municipally as 3807, 3809, 3811, 3813, 3815, 3819, 3821, 3823, 3825, 3827, and 3829 Lake Shore Boulevard West from the lands being shown as Site and Area Specific Policy No. 21.
2. Chapter 7, Site and Area Specific Policies, is amended by deleting the lands known municipally as 3807, 3809, 3811, 3813, 3815, 3819, 3821, 3823, 3825, 3827, and 3829 Lake Shore Boulevard West from Map 1, Site and Area Specific Policy No. 21, as shown on Appendix A.

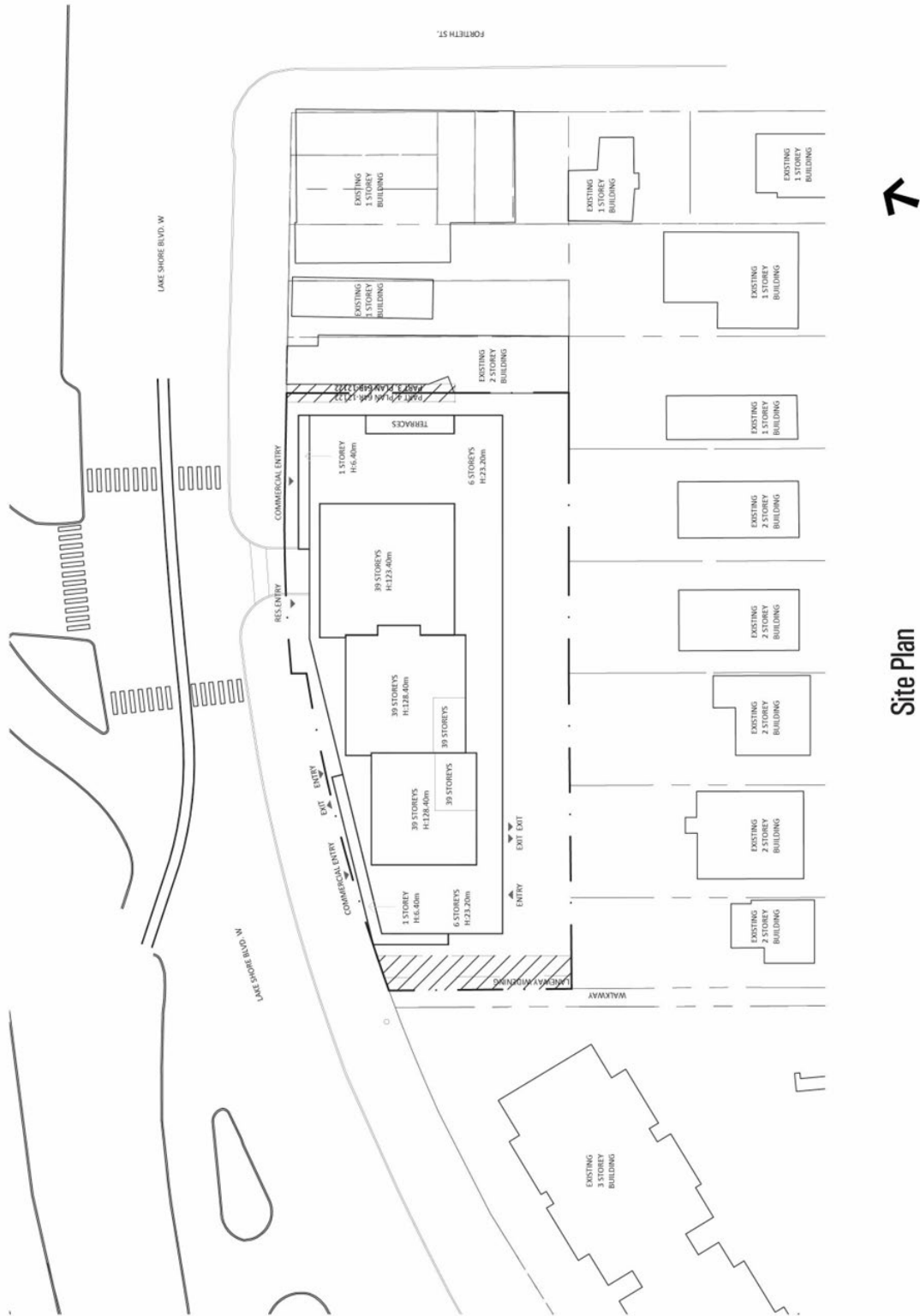
Appendix A



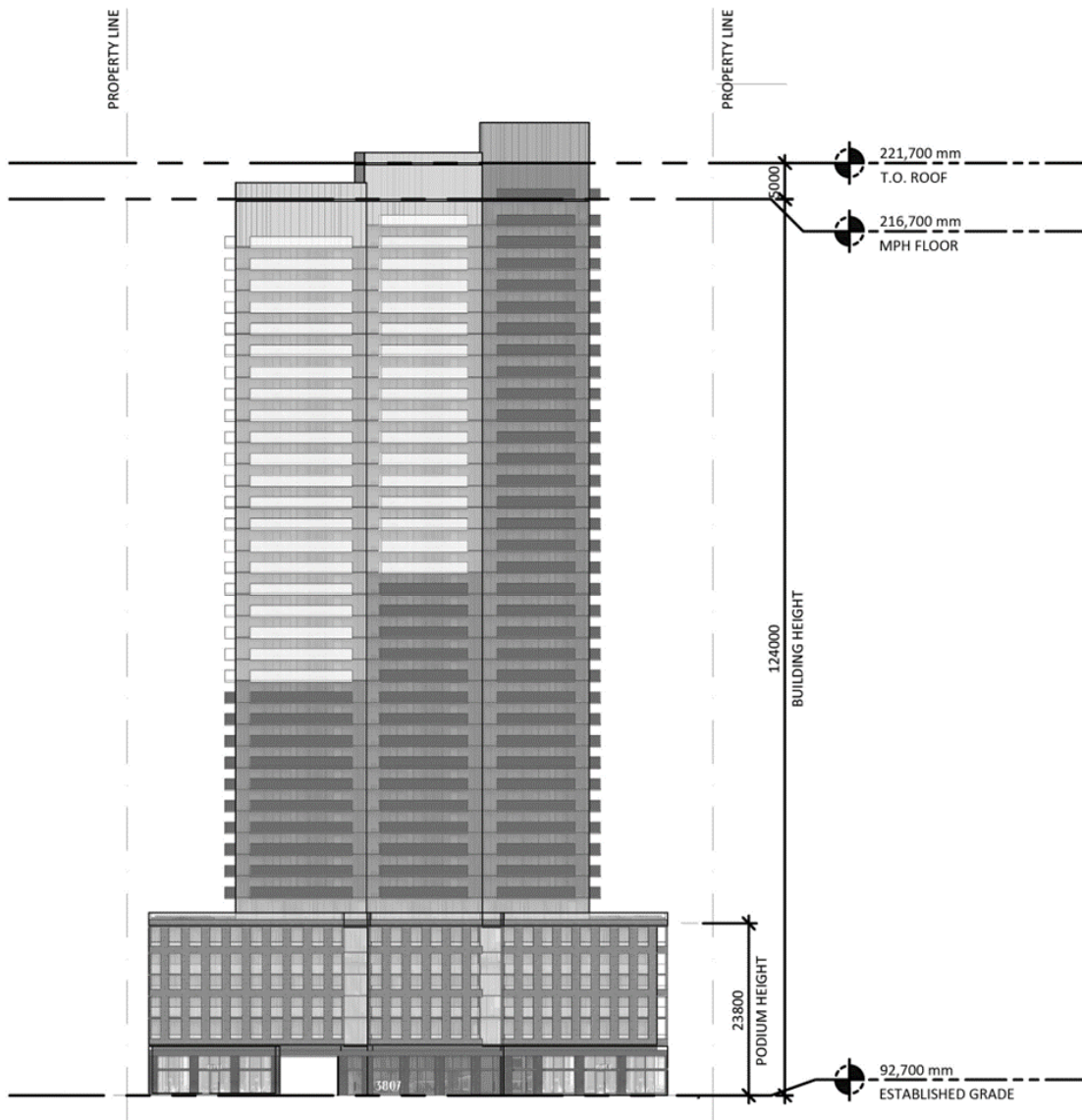
Attachment 7: Draft Zoning by-law Amendment

To be available prior to the June 4, 2025, Etobicoke York Community Council Meeting.

Attachment 8: Site Plan

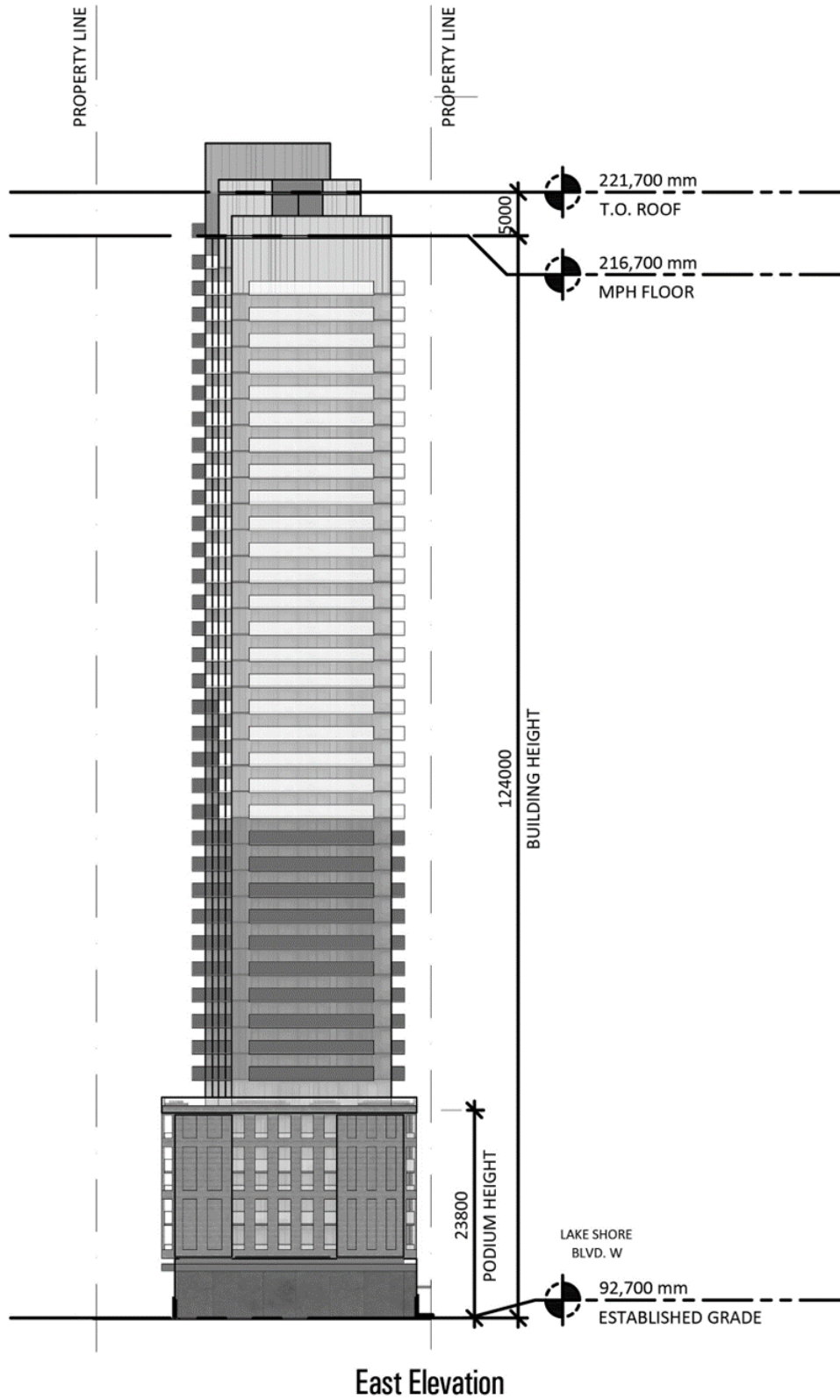


Attachment 9: Elevation (North)

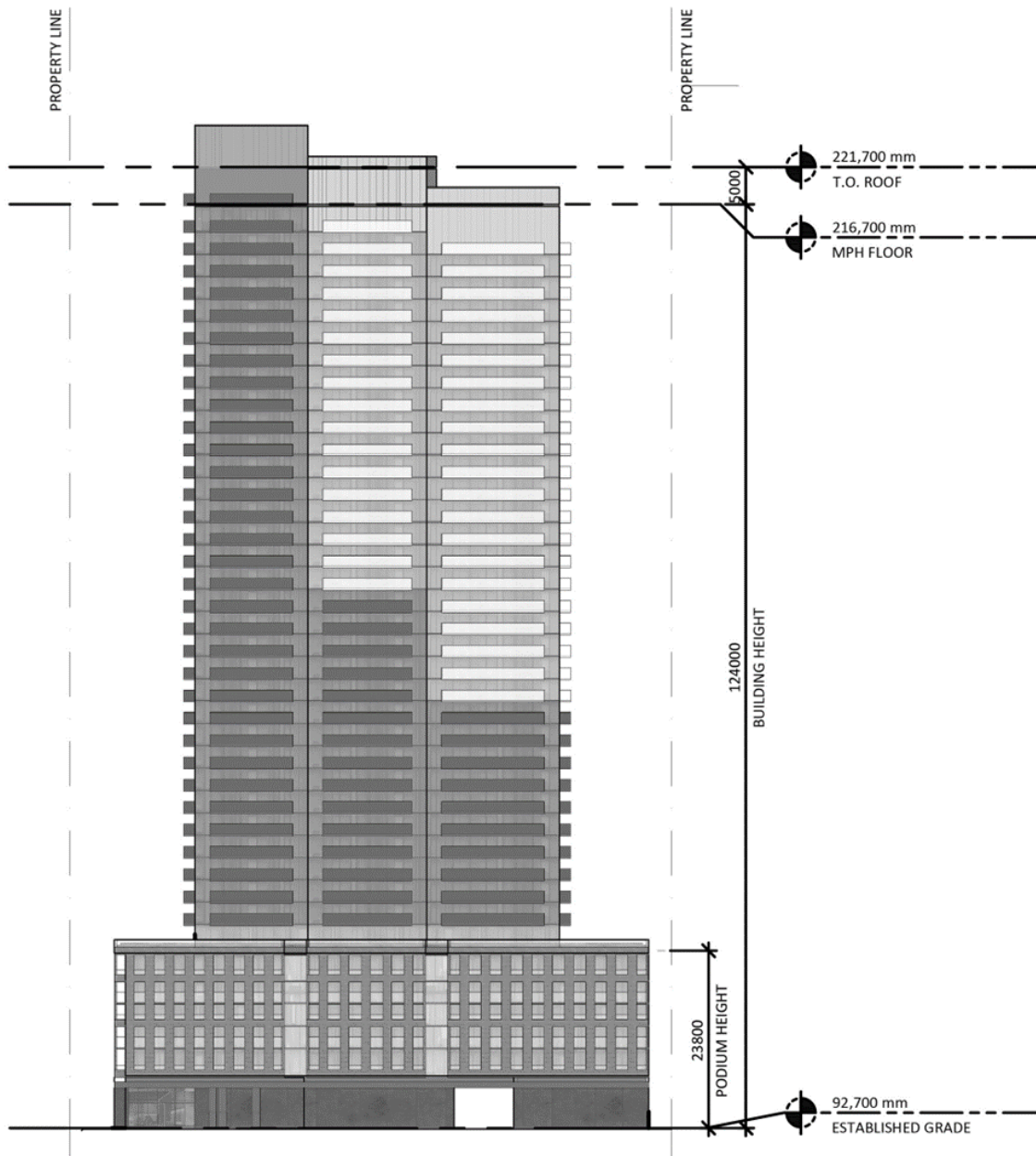


North Elevation

Attachment 10: Elevation (East)

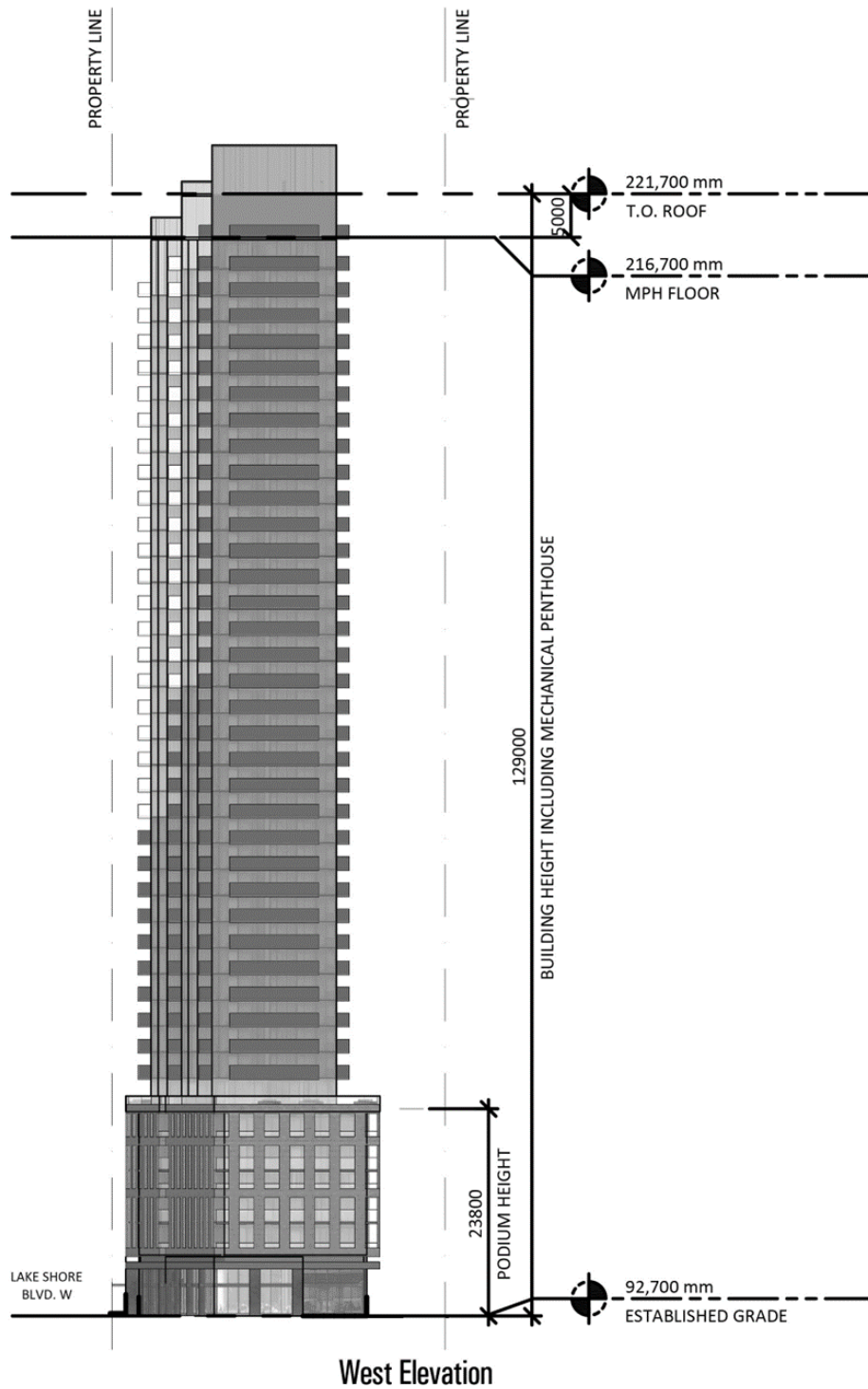


Attachment 11: Elevation (South)

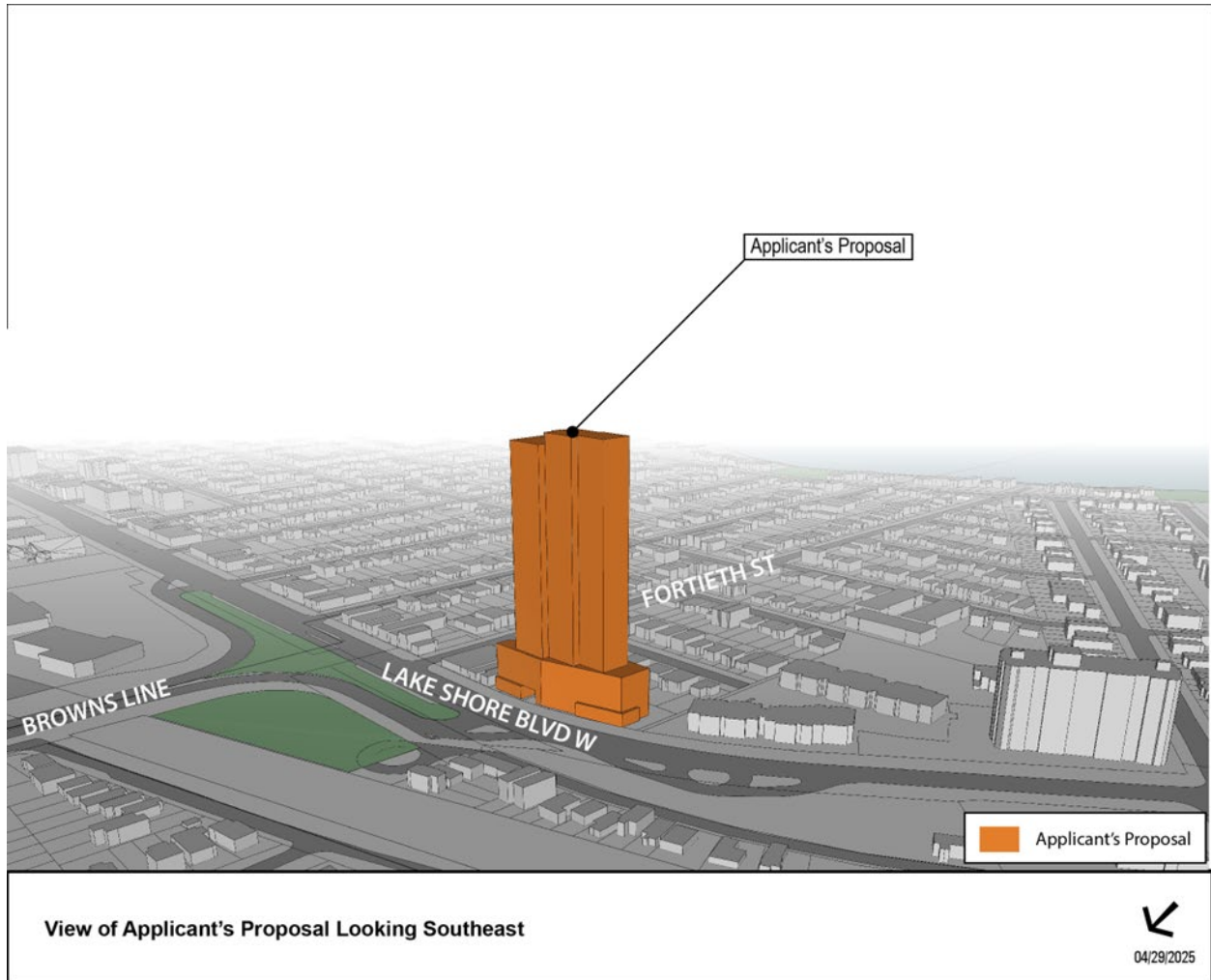


South Elevation

Attachment 12: Elevation (West)



Attachment 13: 3D Massing Model (Southeast)



Attachment 14: 3D Massing Model (Northwest)

