

Lake Shore Boulevard West Study – Status Report

Date: August 29, 2025

To: Etobicoke York Community Council

From: Director, Community Planning, Etobicoke York District

Ward: 3 - Etobicoke-Lakeshore

Planning Application Number: 24 131323 WPS 00 TM

SUMMARY

This Report provides a status update on the Lake Shore Boulevard West Study. The study area is generally bounded by Brown's Line to the west and Dwight Avenue to the east. The purpose of the study is to review the policies and guidelines relating to density, height, public realm, and other considerations for this Avenue.

Given recent policy changes respecting Avenues and emerging Provincial policy direction, Staff are providing a Status Report to provide updated timelines for the study. A report with final recommendations is targeted for the second quarter of 2026.

RECOMMENDATIONS

The Director, Community Planning, Etobicoke York District recommends that:

1. The Etobicoke York Community Council receive this report for information.

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.

DECISION HISTORY

Protected Major Transit Station Areas and Major Transit Station Areas

On August 15, 2025, the Ministry of Municipal Affairs and Housing approved Official Plan Amendment [524](#), [537](#), [540](#), [544](#), [570](#), and [575](#), with modifications, respecting Protected Major Transit Station Areas (PMTSAs) and Major Transit Station Areas (MTSAs). As a result of these decisions, a total of 120 MTSAs and PMTSAs are now in-effect across the city. The decision increases building heights and densities near transit and supports more housing options for these areas. The Minister deferred making a final decision on nine identified MTSAs and PMTSAs, including the Long Branch GO Station.

Missing Middle and Mid-rise Housing Implementation Initiative

On July 23, 2025, City Council adopted item [PH23.6](#) - Missing Middle and Midrise Housing Implementation Initiative, with amendments. This Initiative is intended to expand permissions for missing middle and mid-rise housing forms, towards a phase that focusses on addressing development feasibility and encouraging uptake in these new forms of housing across the city.

Housing Action Plan: Avenues Policy Review (OPA 778)

On February 5, 2025, City Council adopted Phase 1 of the Avenues Policy Review, with amendments, which identified 283 kilometres of new *Avenues* and introduced updated *Avenues* policies that direct growth along *Avenues* to be up to the height and scale of mid-rise buildings. Policy updates also allow for growth and intensification to go beyond the height and scale of a mid-rise building within a 500 to 800-metre distance of an existing or planned transit station, including Long Branch GO Station. [Agenda Item History - 2025.PH18.5](#)

OPA 778 was appealed to the Ontario Land Tribunal (OLT). On July 31, 2025, the OLT issued a decision which brought OPA 778 into force, except identified properties still subject to a site-specific appeal. [2025 CanLII 77141 \(ON LT\) | 2441952 Ontario Inc. v Toronto \(City\) | CanLII](#)

Housing Action Plan: Mid-rise Design Guidelines

On December 5, 2024, the Planning and Housing Committee published new Mid-Rise Building Design Guidelines and directs staff to utilize the updated Guidelines in the evaluation of mid-rise development proposals. The updated Guidelines removed of angular planes (front and rear), simplified built form and rear transition standards, and contemplates additional height beyond the right-of-way on certain sites. [Agenda Item History - 2024.PH17.10](#)

Housing Action Plan: As-of-Right Zoning for Mid-Rise Buildings on Avenues

On November 13, 2024, City Council adopted Zoning By-law 1260-2024, which increased as-of-right heights and densities for mid-rise buildings on lands identified as *Avenues* and designated *Mixed Use Areas* in the Official Plan. The decision was appealed to the Ontario Land Tribunal and the Tribunal has not yet issued a decision on the matter. [Agenda Item History - 2024.PH16.1](#)

Lake Shore Boulevard West Avenue Study – Status Report

On September 23, 2024, Etobicoke York Community Council received for information a status update report about, what was called at that time, the Lake Shore Boulevard West Avenue Study, including study scope, initial timeline, guiding principles, and preliminary findings. [Agenda Item History - 2024.EY16.5](#)

Lake Shore Boulevard West Corridor Review

On January 29, 2024, the 2024 City Planning Division – Study Work Program Update was adopted by the Planning and Housing Committee, which included the “Lake Shore Boulevard West Corridor Review.” As part of the work program, City Planning and Development Review staff will study the Lake Shore Boulevard West *Avenue*, with a primary focus on built form policies and public realm improvements within the SASP 21 area. [Agenda Item History - 2024.PH9.6](#)

STUDY AREA

The Lake Shore Boulevard West study area is approximately four kilometres in length and is bounded by Brown’s Line to the west and Dwight Avenue to the east and is generally aligned with the boundary of Site and Area Specific Policy 21. See Attachment 1 for a map of the Study Area.

Most of the study area is occupied by two and three-storey commercial buildings with angled or parallel on-street parking, as well as some townhouse developments and six to eight-storey buildings.

The planned right-of-way (ROW) width for Lake Shore Boulevard West is 36 metres (west of Kipling Avenue) and 27 metres (east of Kipling Avenue). There is an established rear laneway network east of Twelfth Street. The corridor is served by the Toronto Transit Commission (TTC) bus network and the TTC streetcar that operates from Long Branch GO Transit station to Broadview Station. Painted bicycle lanes exist along the western portion of the study area.

Table 1 Recent Developments in Study Area

Address	Application Type	Details	Status
3807-3815 and 3819-3829 Lake Shore Boulevard West	OPA and ZBA	39-storey mixed-use building. 490 units.	Under Appeal, Active (OLT)
3560, 3580, and 3600 Lake Shore Boulevard West	OPA, ZBA, SB, SPC	5-storey townhouse blocks, mixed-use and residential. 525 units.	Constructed
3526 Lake Shore Boulevard West	OPA, ZBA, SB, SPC	5-storey townhouse blocks, mixed-use and residential. 415 units.	Notice of Approval Conditions Issued
3471 Lake Shore Boulevard West	OPA, ZBA	6-storey mixed-use building. 19 units.	Council Approved
3418 Lake Shore Boulevard West and 0 Skeens Lane	OPA, ZBA	11-storey mixed-use building. 79 units.	Under Review

Address	Application Type	Details	Status
3353-3359 Lake Shore Boulevard West	OPA, ZBA	6-storey mixed use building. 60 units.	Council Approved
2950 & 2970 Lake Shore Boulevard West	OPA, ZBA	9-storey mixed-use building. 95 units.	Under Appeal, Closed (OLT)

POLICY CONTEXT

Provincial Land-use Policies

All decisions of City Council in respect of the exercise of any authority that affects a planning matter shall be consistent with the Provincial Planning Statement (2024) (PPS).

Official Plan Policies and Planning Studies

The Official Plan Urban Structure Map 2 identifies the study area along Lake Shore Boulevard West as an *Avenue* (see Attachment 2 for the Avenues Map). The land use designation for the majority of the lands within the study area is *Mixed Use Areas*, with a few areas designated *Apartment Neighbourhoods*, and *Neighbourhoods*. See Attachment 3 of this report for the Land Use Map.

Avenues

The Official Plan provides direction to achieve growth and intensification on *Avenues* by permitting development up to the height and scale of a mid-rise building in *Mixed Use Areas* and *Apartment Neighbourhoods*. Further, the policies provide that development may go beyond the height and scale of mid-rise building in *Mixed Use Area* when located within a 500 to 800-metre walking distance of an existing or planned subway station, light rail transit station, or GO rail station as shown on Map 4 of the Official Plan. The greatest height and scale should be focused at the station. Further direction is provided for activating ground floors, addressing small business displacement, improving the public realm and the streetscape, placemaking and conserving heritage properties and transportation infrastructure.

Protected Major Transit Station Areas

On August 15, 2025, the Ministry of Municipal Affairs and Housing (MMAH) approved, with modifications, 120 MTSA and PMTSA boundaries and policies. The decision defers consideration or approval of the PMTSA for Long Branch GO Station (Site and Area Specific Policy 646).

Generally, aspects of the decision clarify where conflicts may occur between the Minister’s decision and existing Secondary Plans or Site and Area Specific Policies (SASP), the more permissive density permissions will prevail. In addition, sites located in a *Mixed Use Areas* or *Apartment Neighbourhoods* designation within 200 metres of

the station would permit an FSI of 8.0, and 6.0 if the site is within 200 metres to 500 metres. The policy states that zoning for sites that can accommodate three towers or more will permit heights up to 30 storeys within 200 metres of the transit station, and up to 20 storeys within 200 to 500 metres of the transit station.

The City Council adopted SASP 646, which is not yet in force, indicates that Long Branch Station is planned for a minimum population and employment target of 150 residents and jobs per hectare. The lots that front onto Lake Shore Boulevard West also have a minimum density of 1.5 times the area of the lot. Five blocks within the study area, between Thirty Sixth to the east and Fortieth Street to the west, are located within the PMTSA boundary.

See Attachment 4 for the boundary of the PMTSA.

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

The former City of Etobicoke adopted the Central/Western Lakeshore Area Secondary Plan in 1993. At the time of amalgamation, in December 2004, City Council brought forward many of the policies from the Secondary Plan into the consolidated Toronto Official Plan as SASP 21.

The SASP delineates that across Lake Shore Boulevard West, development should have 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. Additional height may be permitted where lot depths exceed 35 metres between Twenty Third Street and 3829 Lake Shore Boulevard West.

See Attachment 5 for the SASP boundaries.

Zoning By-law

The sites within the study area, west of Twenty Third Street are subject to By-law 1055-2004 under the former City of Etobicoke Zoning Code. This by-law permits buildings with a maximum height up to six storeys (20 metres) that fit within a 45-degree angular plane measured from any lot line of an adjacent low-scale residential property or public open space. All vehicular access is to be restricted to the flanking street or laneway, where possible.

The sites within the study area located east of Twenty Third Street are mostly subject to the city-wide Zoning By-law 569-2013. These sites are mostly designated Commercial Residential (CR) with a height permission of up to 14 metres and maximum floor space index of three times the lot area. The sites are also mostly subject to Development Standard Set 2 (SS2) under the Zoning By-law which applies to *Avenues* with street-related non-residential uses within a mid-rise built form that is subject to 45-degree angular planes.

See Attachment 6 for the Existing Zoning By-law map.

Guidelines

On December 5, 2025, as part of the Housing Action Plan, the Planning and Housing Committee directed City Staff to utilize the updated Mid-Rise Building Design Guidelines in the evaluation of mid-rise development proposals, including development along Lake Shore Boulevard West.

Key changes of the updated guidelines include:

- **Height Increase:** The updated guidelines contemplate height for mid-rise buildings up to 14 storeys (45 metres) adjacent to streets with a 45-metre ROW width. On streets of any right-of-way width, additional height, taller than the adjacent ROW width, may be considered on deep sites.
- **Elimination of Angular Planes:** Both front and rear angular plane requirements are removed, simplifying building massing. Certain setback and step-back requirements are included to ensure appropriate building massing.
- **Flexible Massing:** The guidelines offer increased flexibility in building massing promoting a performance-based approach rather than prescriptive standards. This approach supports a simplified built form with increased gross floor area and opportunities for additional residential units.
- **Enhanced Public Realm Objectives:** Guidance for wide sidewalk zones, prioritizing new tree planting and the preservation of existing mature trees, as well as soft landscaping to create beautiful comfortable, sustainable, safe, and accessible pedestrian environments.

City staff continue to consult the public and stakeholders on the consolidated Mid-Rise Building Design Guidelines in conjunction with the on-going Official Plan and Zoning By-law work programs for *Avenues* during subsequent phases and may recommend modifications in alignment with potential changes from any Official Plan and or Zoning By-law changes.

CONSULTATION AND FEEDBACK

Staff held two open-house Community Consultation Meetings (CCMs) at Lakeshore Collegiate, the first on May 23, 2024, and the second on February 26, 2025. The meetings included a presentation from City staff and information boards with further information for discussion. Over 100 community members and stakeholders attended each meeting.

Along with the consultation meetings, staff conducted seven additional events, including:

- A Planners in Public Spaces (PIPS) full-day event on June 8, 2024, at the Lakeshore Village BIA Annual Grilled Cheese Festival, where approximately 50 residents were engaged;
- An in-person workshop with the Long Branch and Lakeshore Village Business Improvement Associations (BIAs) on June 26, 2024, at the Etobicoke Civic Centre;
- A virtual meeting with representatives of Humber College on January 13, 2025;

- A virtual landowner’s meeting for the Transit Station Area (Blocks Thirty Sixth Street to Fortieth Street, including the “Transition Zone Properties”) on January 16, 2025;
- A hybrid industry professionals meeting, inclusive of architects, planners, and developers, was held on January 24, 2025, at the Etobicoke Civic Centre; and,
- Two Local Advisory Committee (LAC) meetings, comprised of 20 members ranging in technical expertise, demographics, and knowledge of the area. The first meeting was held in person the evening of July 3, 2024, at the Royal Canadian Legion, and the second meeting was held in person the evening of Monday, December 16, 2024, at Lakeshore Collegiate Institute.

In addition to these consultation events, an online survey was created and posted to the study's webpage from April to May 2024. The survey received a total of 272 respondents, all of which either lived in the area or had an affiliation with the *Avenue*. The consultation summaries can be found on the [study website](#).

Feedback Received To-Date

There has been a wide range of comments expressed through the consultation process. The comments, both of support and of concern, are related to the following themes expanded on below:

Built Form

- Whether heights of eight to 11-storeys, with streetwall heights of four to six storeys, are appropriate or too tall, and if the hard and soft infrastructure can support future development;
- 11-storey mid-rise buildings may conflict with the "village feel" and "village character" of the area;
- Buildings should provide an appropriate rear separation to low-rise residential areas;
- The PMTSA boundary may be appropriate to support heights that are taller than mid-rise buildings;
- Whether to require lot consolidation to facilitate taller than mid-rise development within 800 metres of the GO Station or mid-rise development on a shallow lot;
- Growth and density should be concentrated to the lands located within SASP 23, on the north side of Lake Shore Boulevard West and south side of the rail corridor, specifically between Brown’s Line and Long Branch Avenue;
- Minimum tower separation to low-rise residential areas;
- Materiality of buildings to retain the character of Lake Shore Boulevard West, such as brick, stone, and siding; and,
- A ground floor setback at-grade or a building setback, to achieve a desired six-metre-wide sidewalk zone is supported.

Public Realm

- Prioritization of road safety for vulnerable road users, wider sidewalks and greening the streets;
- A minimum six-metre-wide sidewalk zone should be provided;

- More opportunities for public spaces on Lake Shore Boulevard West and to protect views to Lake Ontario;
- Additional tree planting with a variety of tree species along Lake Shore Boulevard West;
- Explore activation opportunities at the south side of Twenty Third Street and Lake Shore Boulevard West for public use like seasonal programming and a park;
- More boulevard patios and Privately Owned Publicly-Accessible Spaces (POPS) to strengthen placemaking and foot traffic for local businesses;
- Non-residential uses at-grade to activate the frontage of buildings and create vibrant public space on Lake Shore Boulevard West; and,
- Whether to reconfigure angled boulevard parking on Lake Shore Boulevard West to layby parallel parking.

Additional Feedback

- Whether to redesignate certain lots from *Neighbourhoods* to *Mixed Use Areas* or *Apartment Neighbourhoods* to facilitate the potential for taller than mid-rise buildings within 800 metres of the GO Station;
- Whether new development would overcrowd municipal infrastructure;
- Improve cycling safety on this portion of Lake Shore Boulevard West through a raised cycle track;
- Transit improvements are wanted along Lake Shore Boulevard West;
- Vehicles often drive too fast along Lake Shore Boulevard West, and traffic calming should be looked at;
- Preserving of heritage character on Lake Shore Boulevard West;
- Preservation of local grocery stores; and,
- New development should contain larger dwelling units with two and three bedrooms.

NEXT STEPS

Final recommendations on the Lake Shore Boulevard West Study were forecasted for this calendar year, but additional time is needed to align the study's built form approach with updated Provincial decisions respecting PMTSAs, City Council direction respecting Avenues and emerging city-wide policies, zoning, and guidelines.

The next phase of the study will undertake this alignment exercise and identify additional public realm improvements and placemaking opportunities. Staff will continue to incorporate feedback received by the community, stakeholders, and interdivisional study partners into the ongoing work program.

A Final Report to the Etobicoke York Community Council is targeted for the second quarter of 2026.

CONTACT

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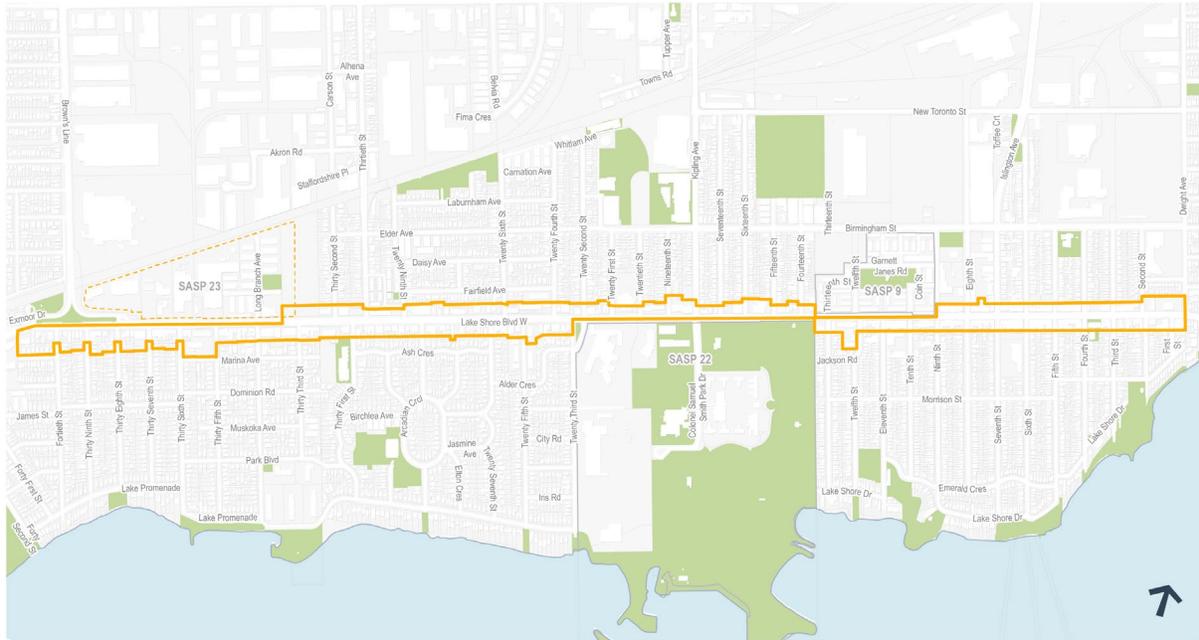
Oren Tamir
Director, Community Planning
Etobicoke York District

ATTACHMENTS

City of Toronto Data/Drawings

- Attachment 1: Study Area
- Attachment 2: Avenues
- Attachment 3: Official Plan
- Attachment 4: Site and Area Specific Policies
- Attachment 5: Protected Major Transit Station Areas
- Attachment 6: Existing Zoning By-law

Attachment 1: Study Area



Lake Shore Boulevard West Avenue Study

Study Area

- Core Study Area
- Area Subject to Future Study

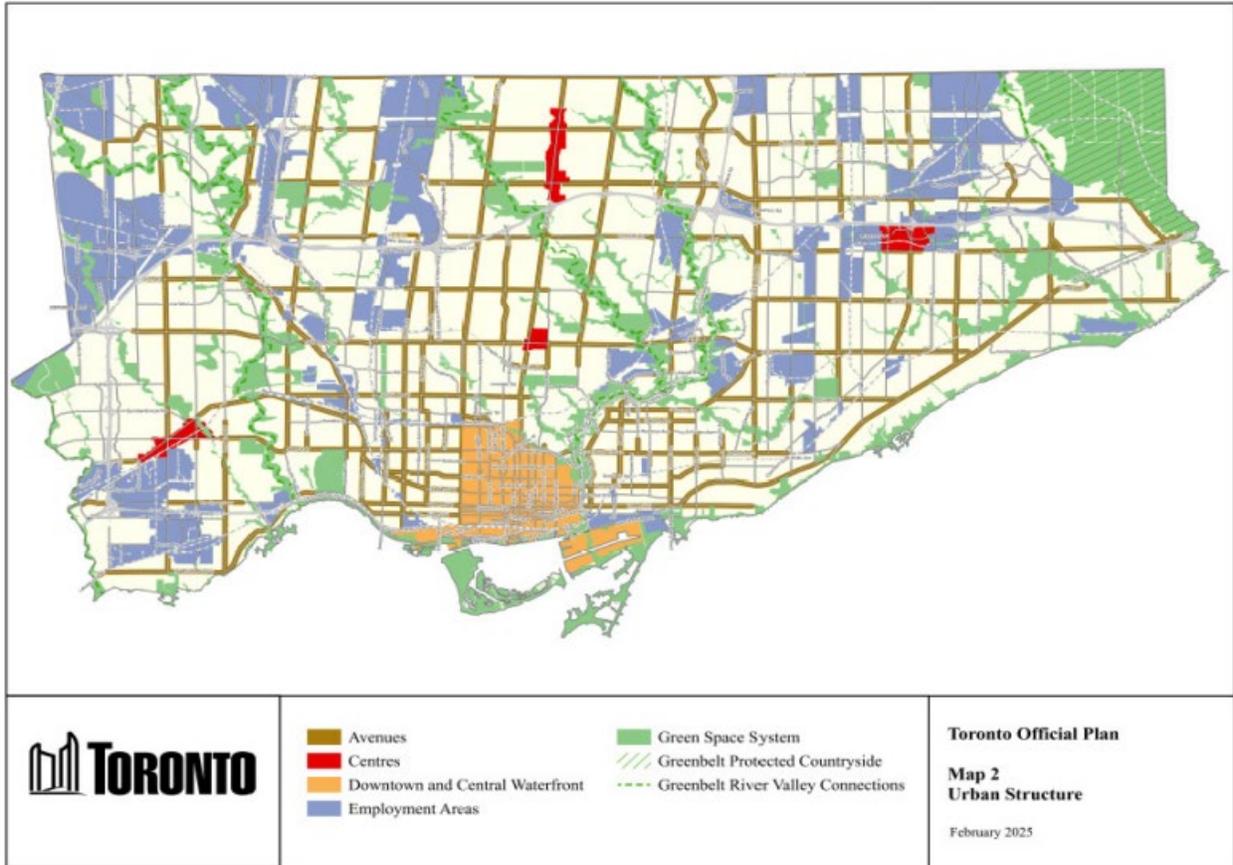
Draft map



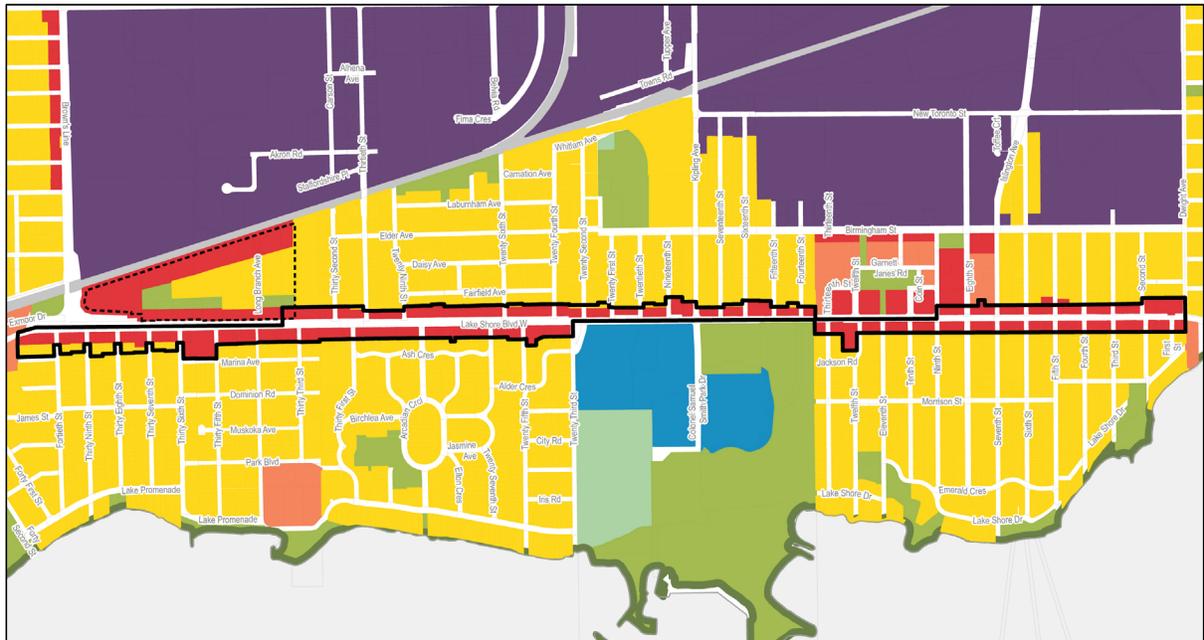
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Attachment 2: Avenues



Attachment 3: Official Plan

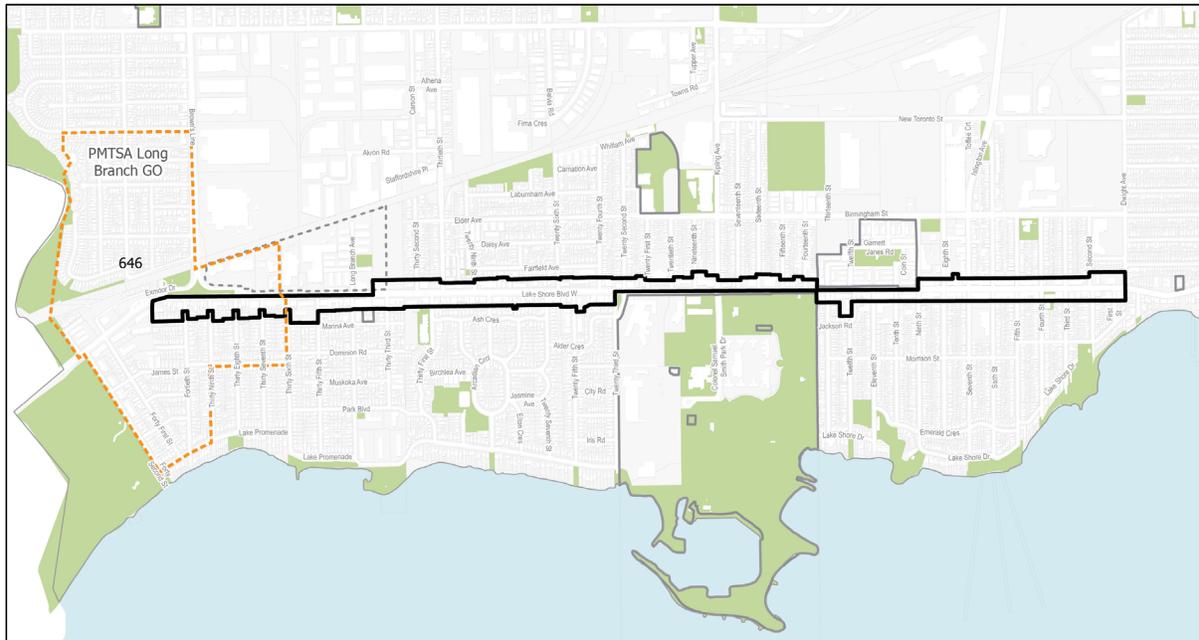


Lake Shore Boulevard West Avenue Study
Official Plan Land Use Map

Core Study Area	Area Subject to Future Study	
Land Use Designations		
Neighbourhoods	Natural Areas	Institutional Areas
Apartment Neighbourhoods	Parks	Core Employment Areas
Mixed Use Areas	Other Open Space Areas (Including Golf Courses, Cemeteries, Public Utilities)	Utility Corridors

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Attachment 4: Protected Major Transit Station Area



Lake Shore Boulevard West Avenue Study
Long Branch PMSTA (SASP 646) Boundary

-  Core Study Area
-  Area Subject to Future Study
-  Protected Major Station Transit Area

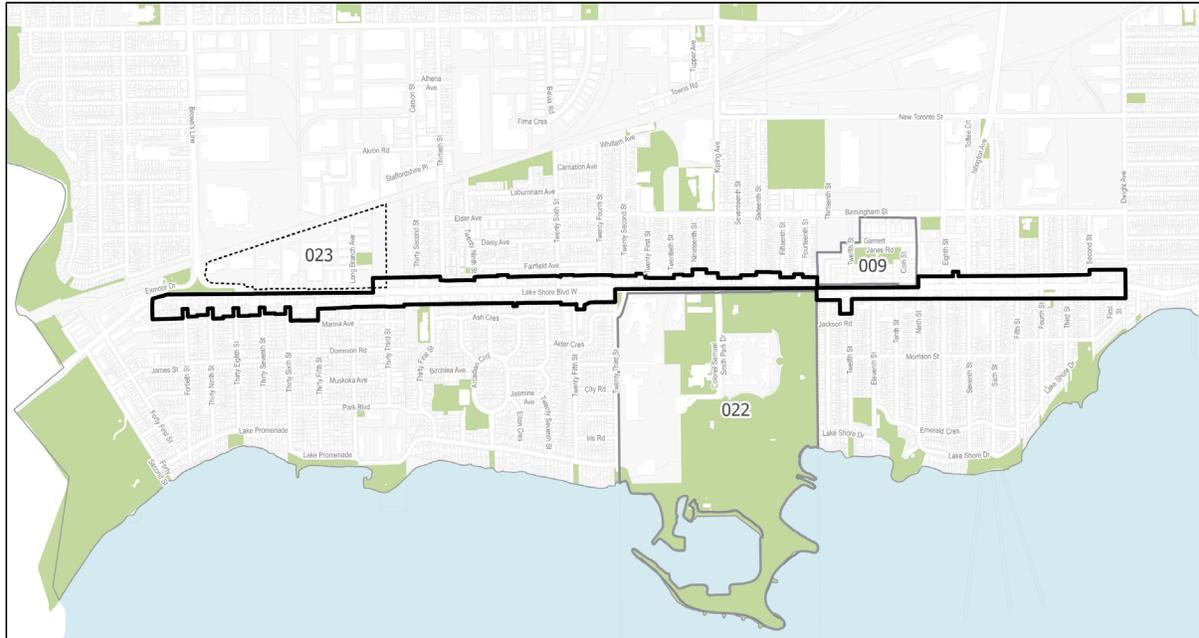
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Attachment 5: Site and Area Specific Policy Areas



Lake Shore Boulevard West Avenue Study Site and Area Specific Policies

-  Core Study Area
-  Area Subject to Future Study
-  SASP Areas Excluded from Study Area

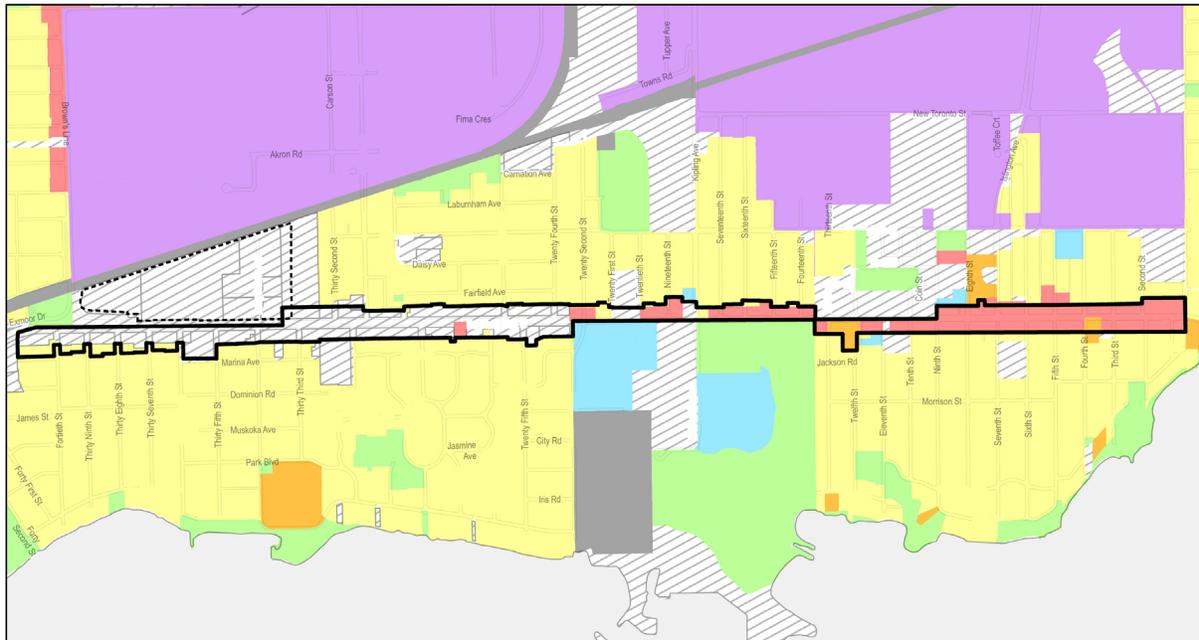
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Attachment 6: Existing Zoning By-law



Lake Shore Boulevard West Avenue Study

Existing Zoning Map - Zoning By-law 569-2013

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|------------------------|------------------------------|--------------------------|
| Core Study Area | Area Subject to Future Study | |
| Zoning Area | | |
| Residential | Employment | Utility / Transportation |
| Residential Apartment | Institutional | |
| Commercial Residential | Parks and Open Space | |

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Date Exported: 04/17/2025