

3418 Lake Shore Boulevard West and 0 Skeens Lane – Official Plan Amendment and Zoning By-law Amendment Application – Decision Report – Approval

Date: October 2, 2025

To: Etobicoke York Community Council

From: Director, Community Planning, Etobicoke York District

Ward: 3 - Etobicoke-Lakeshore

Planning Application Number: 24 211777 WET 03 OZ

SUMMARY

This report recommends approval of an application to amend the Official Plan and Zoning By-law to permit a 12-storey (41-metre, including mechanical penthouse and enclosed amenity area above the eleventh storey) mixed-use building with 79 dwelling units, and a minimum non-residential gross floor area of 95 square metres at 3418 Lake Shore Boulevard West, and associated surface level parking at 0 Skeens Lane.

The Official Plan Amendment application is required to remove the lands from Site and Area Specific Policy 21 which limits height and density of development on the site.

RECOMMENDATIONS

The Director, Community Planning Etobicoke York District recommends that:

1. City Council amend the Official Plan for the lands municipally known as 3418 Lake Shore Boulevard West and 0 Skeens Lane substantially in accordance with the draft Official Plan Amendment 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 3418 Lake Shore Boulevard West and 0 Skeens Lane 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.

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

In 2016, 2017 and 2020, the owner submitted applications (A0142/17EYK and A0252/20EYK) for minor variances and a Site Plan Control Application (16 117628 WET 06 SA), for a five-storey mixed use building on the subject site, unrelated to the subject development proposal. All prior applications were appealed to the Ontario Land Tribunal (OLT) and are no longer being pursued. The Tribunal closed the applications on October 3, 2023.

THE SITE AND SURROUNDING LANDS

Description

The site is comprised of two lots, 3418 Lake Shore Boulevard West and 0 Skeens Lane, separated by an east west laneway (Skeens Lane). Skeens Lane ranges in width, where the western portion at Thirtieth Street is 3.5 metres and the eastern portion at Twenty Ninth Street (directly behind the proposed development) is 7.5 metres. The lane is partially public and partially private. There are existing easements over the private laneway lands to allow for full vehicular and pedestrian access to the site.

3418 Lake Shore Boulevard West

The lot is located on the northwest corner of Lake Shore Boulevard West and Twenty Ninth Street and is currently contains a surface level parking lot with landscaping. The existing lot is 804 square metres, with a frontage of 32.3 metres and a depth of 24.9 metres. The site abuts Skeens Lane to the north (rear). Vehicles can access the site from Lake Shore Boulevard West and Skeens Lane.

0 Skeens Lane

The lot is located on the north side of Skeens Lane and is comprised of soft landscaping, trees, and four lay-by parallel parking spaces. The total lot area is approximately 343 square metres and is irregularly shaped.

See Attachment 2 for the Location Map.

Surrounding Uses

North of Lake Shore Boulevard West is a public parkette and range of low-rise houses, inclusive of detached, semi-detached, multiplexes, and townhouse complexes, within a *Neighbourhoods* designation. The Metrolinx rail corridor is located further to the north beyond the *Neighbourhoods* areas.

South are two-storey mixed-use buildings fronting Lake Shore Boulevard West within a *Mixed Use Areas* designation. A TTC streetcar, bus, and on-street bicycle lane.

East of Twenty Ninth Street is a three-storey walk-up apartment, and a four-storey townhouse complex within a *Mixed Use Areas* designation, a TDSB School, and Humber College.

West of the site are two-storey mixed use buildings. Further west of Thirtieth Street is the Long Branch Public Library, multiple townhouse complexes ranging from four to five storeys, Syd Cole Public Park and a seven-storey mixed-use building.

THE APPLICATION

Description

A 12-storey (41-metre, including mechanical penthouse (MPH) and enclosed amenity area above the eleventh storey) mixed use building with one commercial unit at grade, and a parcel of land north of the existing laneway for parking and tree planting.

Density

The proposal has a net density of six times the area of the lot.

Residential Component

The proposal includes 79 dwelling units, 55 one-bedroom (70%), 16 two-bedroom (20%), and eight three-bedroom units (10%).

Non-Residential Component

The proposal includes a minimum 95 square metres of ground floor commercial space.

Amenity Space

The proposal includes 347 square metres of amenity space, with a total of 170 square metres located indoors. An additional 177 square metres of outdoor amenity space, connected to the indoor amenity areas is located on the mechanical penthouse floor and floor six.

Access, Parking and Loading

The proposal includes six visitor vehicular parking spaces, two located at-grade on the south parcel and four located at-grade on the north parcel, 66 bicycle parking spaces (eight short term and 58 long-term), located above and below grade, and one loading space (Type-G). No residential parking spaces are proposed.

Vehicular and loading access would be accessed from the rear laneway (Skeens Lane). Part of Skeens Lane is privately owned by the townhouse condominiums to the north.

A 1.6-metre wide conveyance is required to be provided along the Lake Shore Boulevard West south property line to achieve a planned right-of-way width of 36 metres.

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/3418LakeShoreBlvdW

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 of development on the site.

The application to amend the Zoning By-law is required to allow for increased density, height, associated building performance standards, and to bring the 3418 Lake Shore Boulevard West lands into city-wide Zoning By-law 569-2013. The application also amends the Zoning By-law to permit surface level parking at 0 Skeens Lane.

Agency Circulation Outcomes

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

POLICY & 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 3418 Lake Shore Boulevard West lot as *Mixed Use Areas*, and the 0 Skeens Lane lot as *Neighbourhoods*. See Attachment 3 of this Report for the Official Plan Land Use Map. 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

City Council adopted [Official Plan Amendment \(OPA\) 778](#) on February 5, 2025, which included a recommendation to delete and replace Section 2.2.3 Avenues: Creating Complete Communities Along Strategic Transit Corridors of the Official Plan with a new set of policies for intensification on *Avenues*. The new policies provide direction for development along *Avenues* up to the height and scale of a mid-rise building in *Mixed Use Areas* and *Apartment Neighbourhoods*, which is generally a one-to-one ratio of

building height to right-of-way width, and the potential for tall buildings within 800 metres of a high-order transit station. OPA 778 is partially in full force and effect.

Further, City Council adopted [Zoning By-law Amendment 1260-2024](#) on November 13, 2024, to facilitate as-of-right mid-rise buildings on *Avenues*, and incorporated the Updated Rear Transition Performance Standards into the draft consolidated Mid-Rise Building Urban Design Guidelines. Zoning By-law 1260-2024 remains under appeal.

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

The 3418 Lake Shore Boulevard West lot is located within the boundary of SASP 21, see Attachment 4. The former City of Etobicoke adopted the Central/Western Lakeshore Area Secondary Plan on Lake Shore Boulevard West in 1993, where many of the policies were carried forward into the Toronto Official Plan as SASP 21. In December 2004, City Council adopted an amendment to the Central/Western Lakeshore Area Secondary Plan between Forty Second Street and Twenty Second Street to ensure redevelopment supported policies of the Official Plan and conformed to the existing SASP 21.

Applicable policies across Lake Shore Boulevard West include a maximum height of four to six storeys, a net density of 3.0 times the area of the site 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.

Lake Shore Boulevard West Study

The 3418 Lake Shore Boulevard West lot falls within the Lake Shore Boulevard West Study area. The purpose of the study is to assess the built form, streetscape and public realm of Lake Shore Boulevard West and develop an updated vision that aligns with City Council direction for development on *Avenues* and responds to the existing context. A Final Report is targeted for the second quarter of 2026.

Missing Middle and Mid-rise Housing Implementation Initiative

On July 23, 2025, City Council adopted item [PH23.6](#) - Missing Middle and Mid-rise Housing Implementation Initiative, with amendments. This report provides an overview of the initiative which is intended to expand City Planning's work on expanding permissions for missing middle and midrise housing forms, towards a phase that focusses on addressing development feasibility and encouraging uptake of these new forms of housing across the city.

Zoning

The 3418 Lake Shore Boulevard West lot is zoned Commercial Avenues (C1-AV) under for the former Etobicoke Zoning Code, Zoning By-law 1055-2004. The C1-AV zoning category permits a mix of residential and commercial units with a maximum height of six storeys (20 metres).

The 0 Skeens Lane lot is zoned Residential Townhouse (RT)(x5) under the city-wide Zoning By-law 569-2013. The RT zone permits a range of residential uses and a building height of 10 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:

- Lake Shore Boulevard West Urban Design Guidelines;
- Mid-Rise Building Performance Standards and Draft Mid-Rise Building Design Guidelines;
- Growing Up Guidelines for Children in Vertical Communities;
- Pet Friendly Design Guidelines for High Density Communities; 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 virtual Community Consultation Meeting was hosted by City staff on January 13, 2025. Approximately 58 people in attended, as well as the applicant and the Ward Councillor. At the meeting, City staff and the applicant's team gave presentations on the planning policies, development review process and the details of the proposal. Following the presentations, City staff led a question and comment period. Issues raised by attendees at the meeting and through other correspondence included:

- 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 for the existing area;
- General support of redevelopment in the community and adding more housing;
- 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 would occur without enforcement;

- Traffic impacts in the area, and concerns for increased use of the privately owned portions of Skeens Lane;
- Existing transit infrastructure is not sufficient to support increased density and lower parking rates;
- Impact on existing community uses such as schools, libraries, parks, and daycares;
- Request for a focused workshop with the applicant and condo corporation of the Skeens Lane townhouses;
- Comments about maintenance obligations of Skeens Lane abutting the development site; and
- Impact of construction, noise, dust, and odour on the surrounding community.

A virtual workshop was held on April 24, 2025, with members of the Skeens Lane townhouse condo corporation, the applicant, Community Planning, and members of the Councillor's office, to further discuss the building height, lack of retail, parking, and garbage collection. The revised application updated the massing and articulations, introduced retail at-grade, and added Type G loading for public garbage collection within the building.

The issues raised through the community consultation process have been considered in 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 is 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 proposal is appropriate within *Mixed Use Areas* (3418 Lake Shore Boulevard West) and *Neighbourhoods* designation (0 Skeens Lane).

Density, Height, Massing

The development site is located on an *Avenue* within a *Mixed Use Areas* designation abutting *Mixed Use Areas* fronting onto Lake Shore Boulevard West to the west, and adjacent to a *Neighbourhoods* area to the north, separated by an existing 7.5-metre wide laneway and a privately owned landscape boulevard with lay-by parking (0 Skeens Lane). This site is located on a High-order Transit Corridor identified on Map 4 of the Official Plan, and on a Transit Priority Segment identified on Map 5 of the Official Plan with a planned right-of-way width of 36 metres as identified on Map 3 of the Official Plan.

The mid-rise building is proposed at 12-storeys (41-metre, including a MPH and enclosed amenity area above eleventh storey), with a six-storey streetwall (21.5 metres) and a 2.5-metre stepback at the front of the building above the sixth-storey.

The proposed height and massing is in keeping with the Mid-rise Design Guidelines, where buildings are generally to be no taller than the width of their adjacent street right-of-way, and demonstrates appropriate rear transition to low-rise residential areas. Staff are satisfied that the proposed height, massing, and transition in scale fits the emerging context and aligns with Council-adopted policies on *Avenues*.

The proposed six-storey streetwall (21.5 metres) is appropriate for the area and would contribute positively to a pedestrian scale, framing the street with good proportion and support the main street character of the *Avenue*. A two-metre ground floor setback, in addition to the required 1.6-metre road widening is provided across the Lake Shore Boulevard West frontage, which secures a nine- to 11.5-metre wide sidewalk zone.

The streetwall height is consistent across the Lake Shore Boulevard West and includes a mix of projecting and inset balconies to provide articulation along the streetwall massing. Floors seven to 11 are setback a total of 2.8 metres from the front lot line to better define the six-storey street wall. A three-metre west side stepback is proposed above the sixth-storey to reduce the massing and protect for adequate separation from future development immediately to the west of the site. The west side stairwell projects three metres into this setback for a small portion of the side wall. There are no windows facing west within floors one to six, and only secondary windows facing within floors seven to 11. The proposed east side setbacks fronting Twenty Ninth Street range between 0.3 metres to 2.4 metres from the ground floor up to floor 11 and predominately include secondary windows.

The proposal is consistent with the updated Rear Transition Performance Standard of the Mid-rise Design Guidelines. A simplified rear main wall design is permitted when a 7.5-metre to 12.5-metre or greater separation to adjacent rear *Neighbourhoods* properties is provided. The proposed rear separation of the rear main wall to the closest residential property to the north is 12.9 metres, inclusive of a laneway, lay-by parking spaces, and a landscaped boulevard with proposed tree planting. This provides sufficient transition to low-rise *Neighbourhoods* and enables a functional mid-rise building design on a shallow lot. Rear balconies are proposed to be inset to reduce the building massing and mitigate overlook impacts.

The proposed height and density provides appropriate transition in scale along the *Avenue* and to the *Neighbourhoods* to the rear and fits the planned context for appropriate forms of intensification in mid-rise form.

Public Realm

The proposed development secures a sidewalk zone of nine to 11.5 metres, of which seven to 9.5 metres is within the public right-of-way fronting Lake Shore Boulevard West. This setback would allow for public realm improvements, such as with space for street trees, planters, accessible sidewalks, street furniture, bicycle parking infrastructure, and is in alignment with the emerging context from the Lake Shore Boulevard West Study, and Council-adopted *Avenues* policies.

The proposal removes one vehicle access point from Lake Shore Boulevard West and would provide a 2.1 to three-metre-wide pedestrian clearway along the frontage. One commercial unit is proposed to front onto Lake Shore Boulevard West, which would continue retail uses along Lake Shore Boulevard West.

Shadow Impact

City staff find the shadow impact resulting from the proposal to be acceptable. The shadow study shows the extent of the shadow from the proposed building during the spring and fall equinoxes (March 21 and September 21). The proposal would have limited impacts on the low-rise *Neighbourhoods* properties to the north, primarily during during the morning hours of 9:18 am to 11:18 am, and minimal impacts on surrounding parks and the public realm during the hours of 12:18 to 5:18 pm. Due to the proposal's location on the north side of Lake Shore Boulevard West, there would be no shadow impact on the public realm along Lake Shore Boulevard West between 12:18 pm and 5:18 pm.

Wind Impact

City staff have reviewed the pedestrian level wind study, and are satisfied with the assessment, conclusions, and recommendations contained within the study. The study indicates that all areas at, and above grade, would be suitable for their intended uses through the year and no pedestrian areas surrounding the subject site would experience conditions that could be considered unsafe. Consideration of final design details and landscape features can further improve wind conditions, which will be reviewed and secured as part of the site plan control process.

Servicing

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

Road Widening

To satisfy the Official Plan requirement of a 36-metre right-of-way for this segment of Lake Shore Boulevard West, a 1.6-metre road widening dedication along the Lake

Shore Boulevard West frontage of the site is required and will be conveyed to the City as a condition of site plan approval.

Traffic Impact, Access, Vehicular and Bicycle Parking, and Loading

The applicant submitted a Transportation Impact Study (TIS) in support of the proposal. The current TIS states that the proposed development is expected to generate 18 two-way vehicle trips during the weekday morning and afternoon peak hours, respectively.

Vehicular access is proposed from the rear laneway (Skeens Lane), which is accessible from both Twenty Ninth Street and Thirtieth Street.

Given the expected trip generated and the results of the traffic analyses, the report concludes that the projected traffic generated by the development would have minimal impacts on area intersections and areas surrounding the site and can be accommodated on the adjacent road network.

Vehicular access for visitors, loading, and commercial parking is proposed from Skeens Lane to the rear. Skeens Lane, directly to the rear of 3418 Lake Shore Boulevard West, is currently a 7.5-metre wide laneway that is partially public and partially private. The City's Surveying and Mapping Division, and the applicant, have confirmed easements are in place over the private lands to allow for full vehicular and pedestrian movements, which allows for appropriate access to and from the site, and to the proposed four layby visitor parking spaces. A total of six visitor vehicular parking spaces are proposed at-grade, with two located inside the building and four outside on the north side of Skeens Lane. There are existing parallel layby commercial boulevard parking spaces along Lake Shore Boulevard West, which are to remain. The proposal also includes a total of 66 bicycle parking spaces, consisting of 58 long-term and eight short-term spaces, within the first underground level and at-grade.

The proposal includes one Type G loading area for residential and commercial uses. Garbage collection would occur on-site and inside the building,

Transportation Review staff are satisfied with the proposed parking supply, transportation demand, loading configuration, garbage collection, and the vehicular access point.

Parkland

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.

Archaeological Assessment

The subject property is located in an area of general archaeological potential as identified by the City of Toronto's Archaeological Management Plan. The applicant submitted a Stage 1 Archeological Assessment prepared by ASI Archaeological and Cultural Heritage Services Inc. In support of this application which recommends the property be cleared of further archaeological concern. Heritage Planning Archaeology has reviewed the submitted report and concurs with the recommendation that the subject property can be considered free of further archaeological concern. No further archaeological assessment is required.

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 would impact one By-law protected tree, including removal of city-owned tree. During the review of the Site Plan Control application, a more detailed review of streetscape drawings would determine if an additional four city-owned trees may be injured or removed. Urban Forestry would require the submission of a complete "Application to Injure or Remove Trees."

The applicant proposes eight trees, three in the right-of-way and five 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.

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 79 dwelling units, with a unit mix that includes 20% two-bedroom units and 10% three-bedroom units, meeting the Growing Up Guidelines.

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 Control process.

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

Alex Teixeira, MCIP, RPP
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 Map
- 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 10: Elevation (East)
- Attachment 11: Elevation (South)
- Attachment 12: Elevation (West)
- Attachment 13: 3D Massing Model (Southwest)
- Attachment 14: 3D Massing Model (Northeast)

Attachment 1: Application Data Sheet

Municipal Address: 3418 Lake Shore Blvd W & 0 Skeens Lane Date Received: September 16, 2024

Application Number: 24 211777 WET 03 OZ

Application Type: Official Plan Amendment and Rezoning

Project Description: Official Plan and Zoning By-law Amendment to allow for a 12-storey (41-metre, including mechanical penthouse and enclosed amenity area above the eleventh storey) mixed-use building with 79 dwelling units, and a minimum non-residential gross floor area of 95 square metres at 3418 Lake Shore Boulevard West, and associated surface level parking at 0 Skeens Lane.

Applicant	Agent	Architect	Owner
Weston Consulting	Weston Consulting	SRN Architects Inc.	Eden Oak Homes Inc.

EXISTING PLANNING CONTROLS

Official Plan Designation:	Mixed Use Areas, Neighbourhoods	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):	804	Frontage (m):	32.3	Depth (m):	24.9
Site Area (sq m):	343	Frontage (m):	-	Depth (m):	-

Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq m):	-	-	456	456
Residential GFA (sq m):	-	-	6,472	6,472
Non-Residential GFA (sq m):	-	-	104	104
Total GFA (sq m):	-	-	6,576	6,576
Height - Storeys:	-	-	12	12
Height - Metres:	-	-	40	40

Lot Coverage Ratio (%)	62	Floor Space Index:	6.0
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Floor Area Breakdown	Above Grade (sq m)	Below Grade (sq m)
Residential GFA:	6,472	424
Retail GFA:	104	0
Office GFA:	0	0
Industrial GFA:	0	0
Institutional/Other GFA:	0	0

Residential Units by Tenure	Existing	Retained	Proposed	Total
Rental:	0	0	0	0
Freehold:	0	0	0	0
Condominium:	0	0	79	79
Other:	0	0	0	0
Total Units:	0	0	79	79

Total Residential Units by Size

	Rooms	Studio	1 Bedroom	2 Bedroom	3+ Bedroom
Retained:	0	0	0	0	0
Proposed:	0	0	55	16	8
Total Units:	0	0	55	16	8

Parking and Loading

Parking Spaces:	6	Bicycle Parking Spaces:	66	Loading Docks:	1
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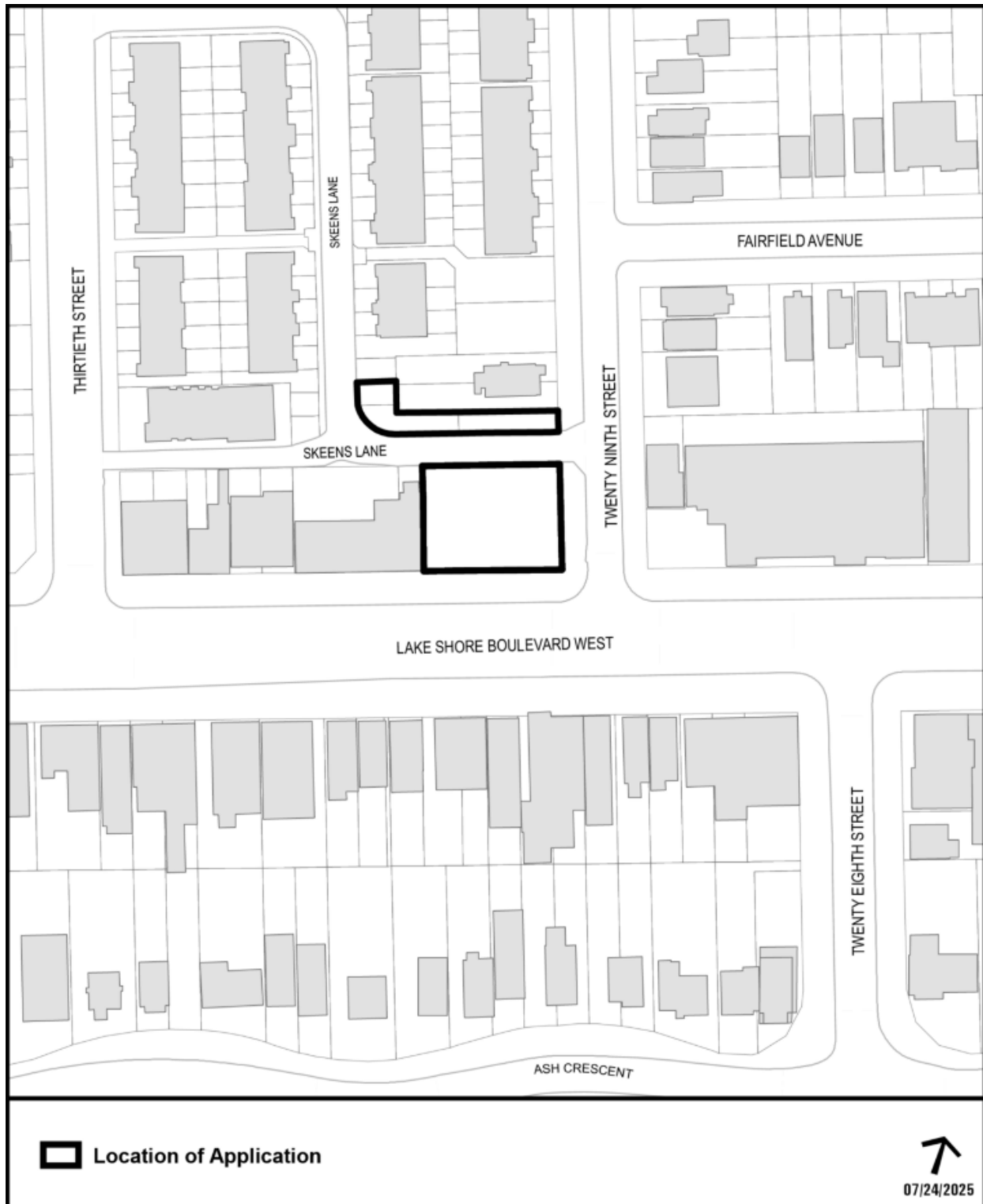
CONTACT:

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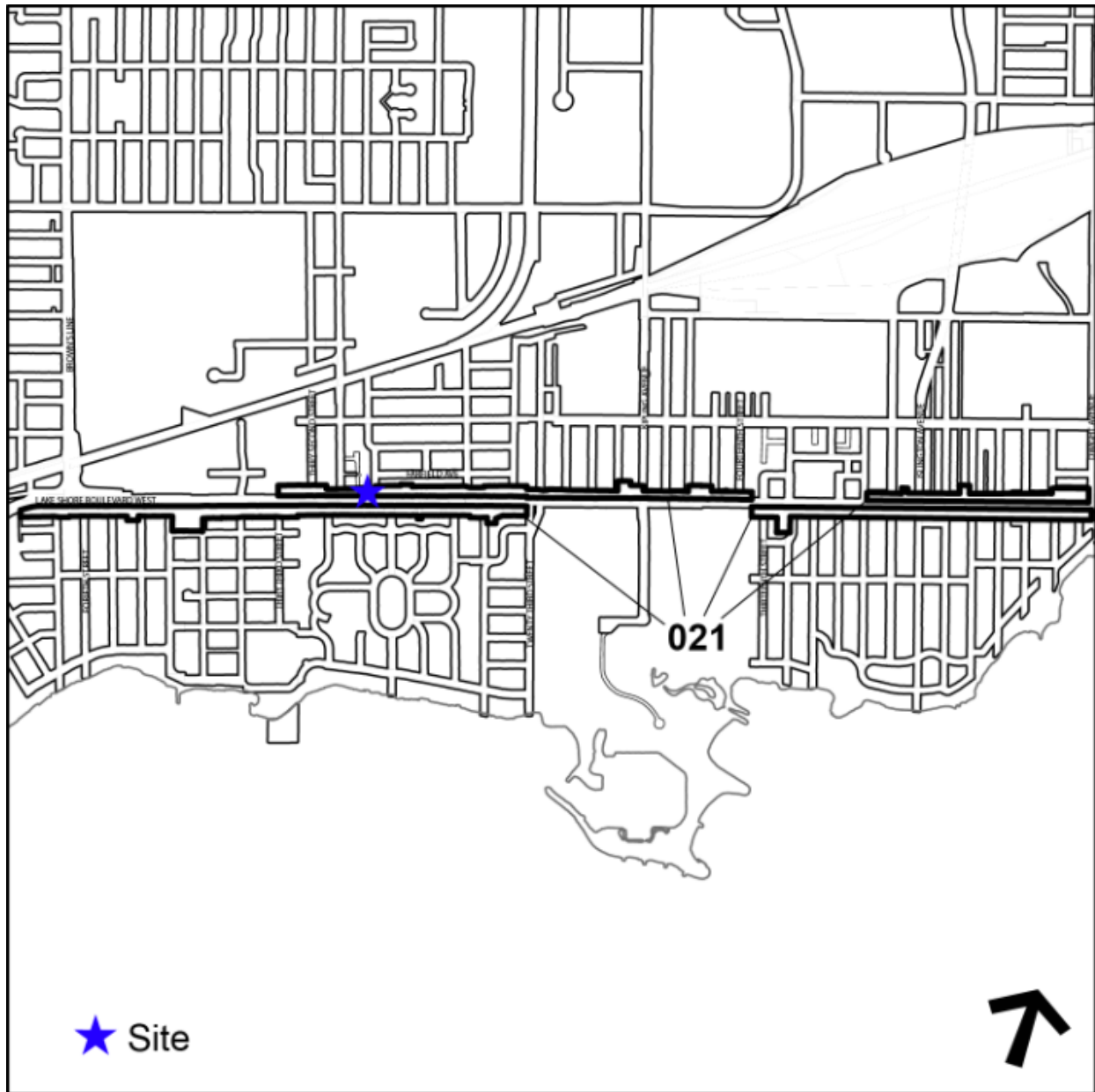
Attachment 2: Location Map



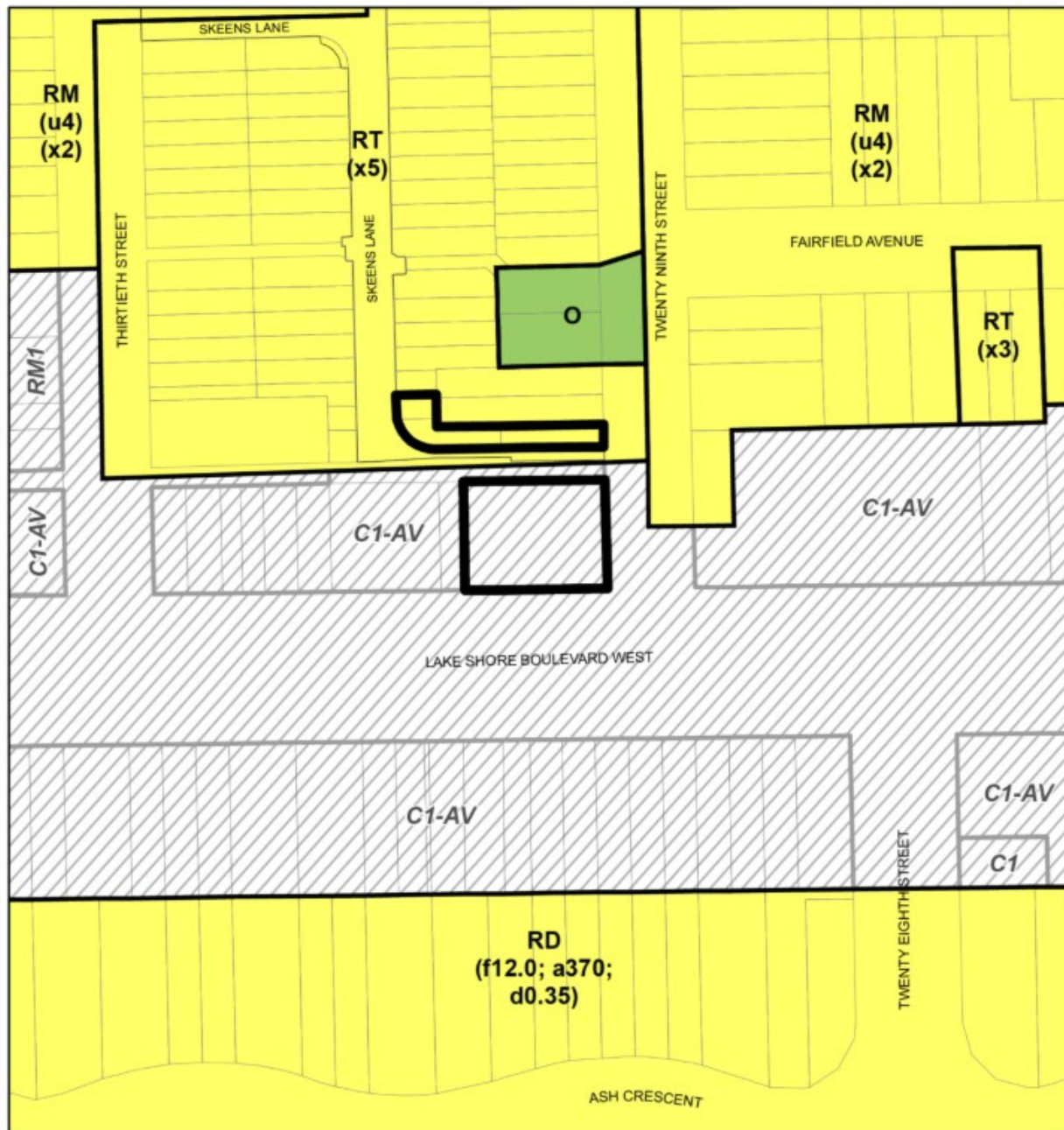
Attachment 3: Official Plan Land Use Map



Attachment 4: Site and Area Specific Policy 21



Attachment 5: Existing Zoning By-law



Zoning By-law 569-2013

**3418 LAKE SHORE BOULEVARD WEST
AND 0 SKEENS LANE**
File # 24 211777 WET 03 02

- Location of Application
- RD Residential Detached
- RT Residential Townhouse
- RM Residential Multiple
- O Open Space

- See Former City of Etobicoke (Long Branch) By-law No. 23/64
- RM1 Residential Multiple-1
- C1 Commercial
- C1-AV Commercial-Avenues



Not to Scale
Extracted: 07/24/2025

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 848 for the City of Toronto respecting the lands known municipally in the year 2024, as 3418 Lake Shore Boulevard West and 0 Skeens Lane

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. 848 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)

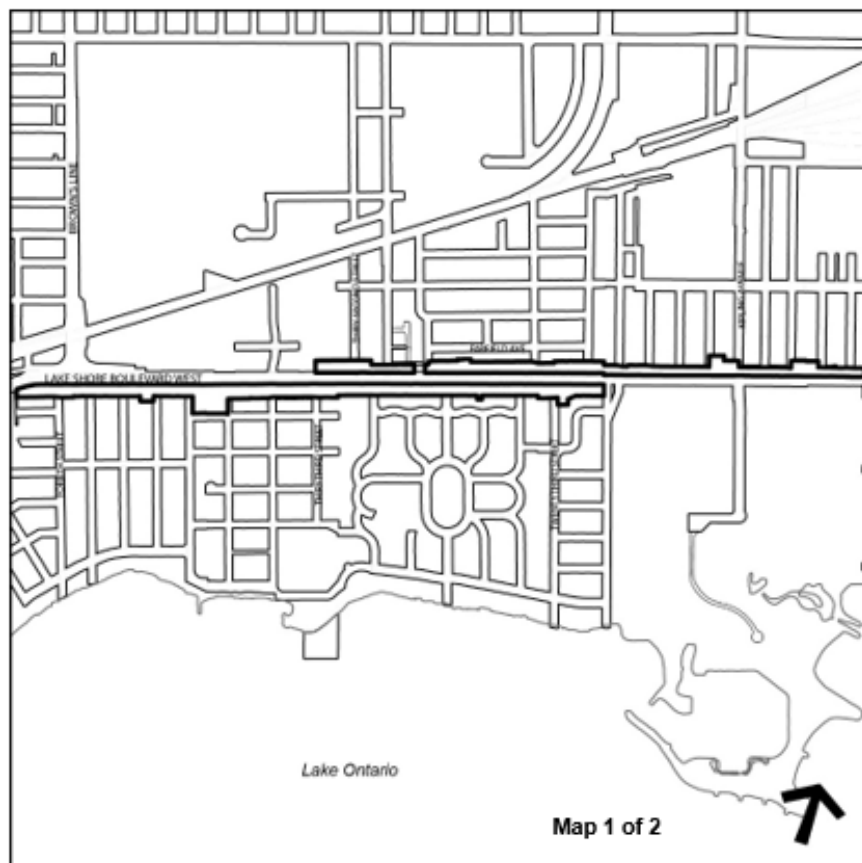
AMENDMENT NO. 848 TO THE OFFICIAL PLAN

LANDS MUNICIPALLY KNOWN IN THE YEAR 2024 AS 3418 LAKE SHORE
BOULEVARD WEST AND 0 SKEENS LANE

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

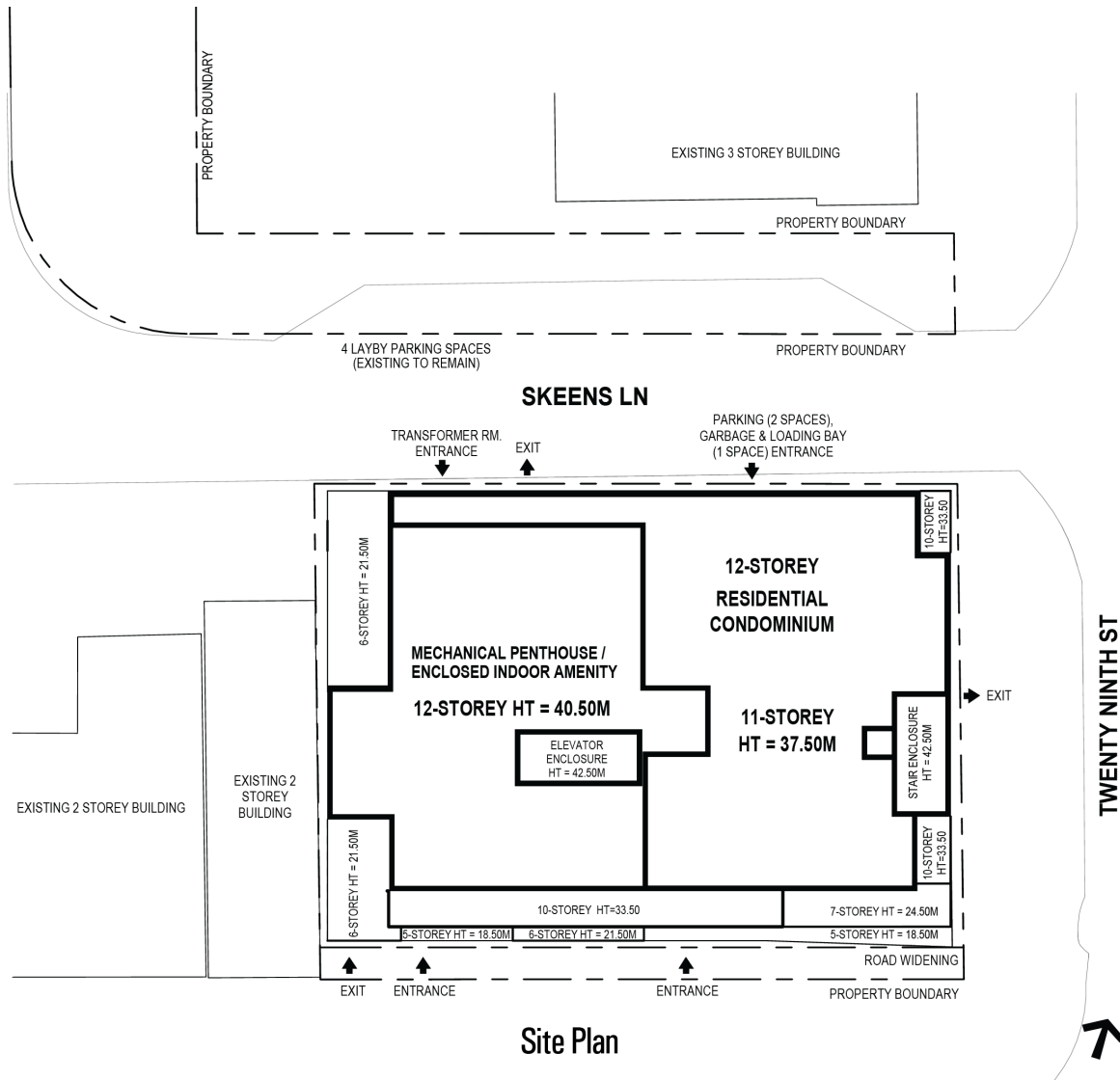
1. Map 26, Site and Area Specific Policies, is amended by deleting the lands known municipally as 3418 Lake Shore Boulevard West from the lands being shown as Site and Area Specific Policy No. 21.
2. Chapter 7, Site and Area Specific Policies, is amended by deleting the lands known municipally as 3418 Lake Shore Boulevard West from Map 1, Site and Site and Area Specific Policy No. 21, as shown in Appendix A.

Appendix A

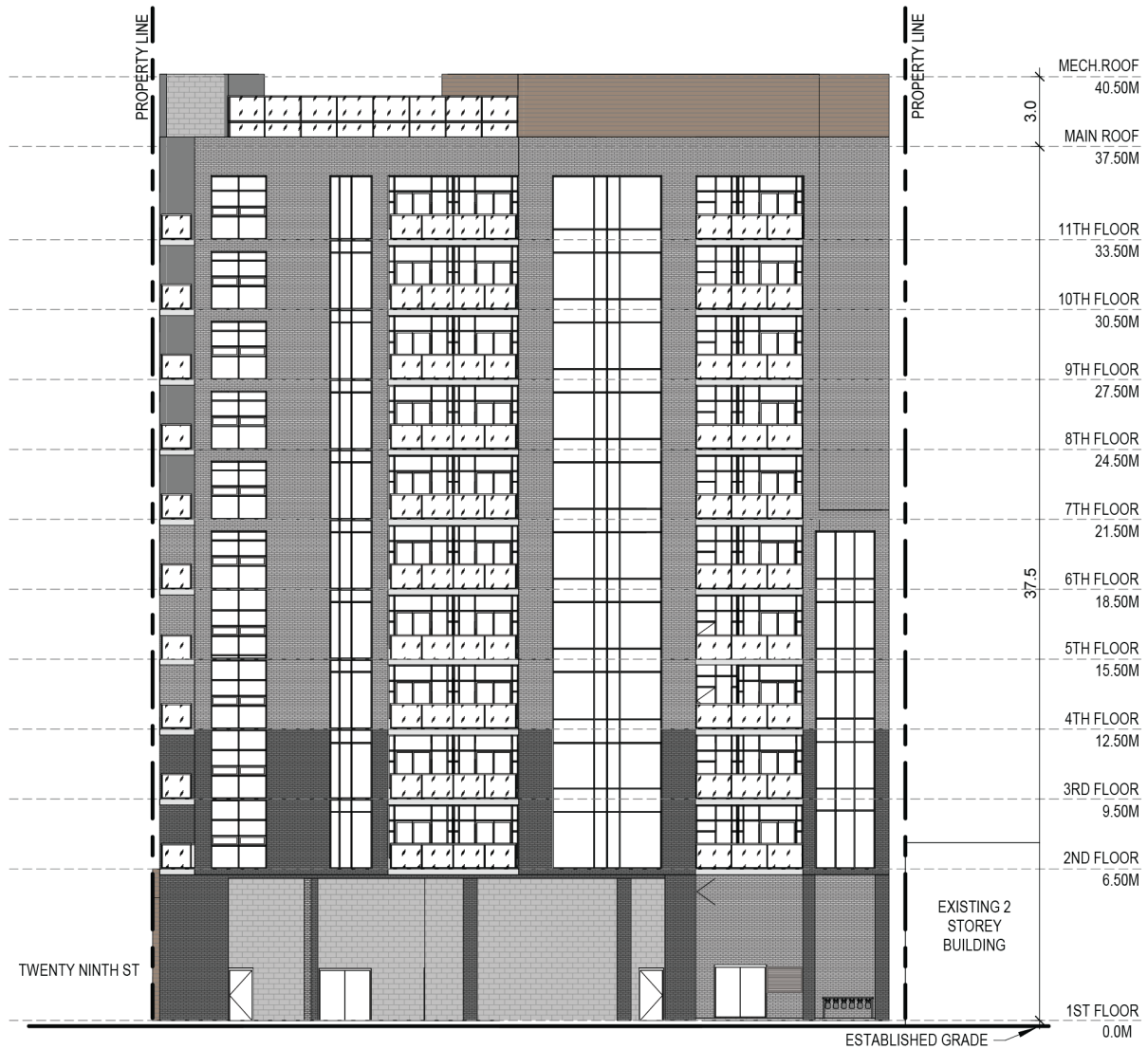


Attachment 7: Draft Zoning By-law Amendment (To be provided separately)

Attachment 8: Site Plan



Attachment 9: Elevation (North)



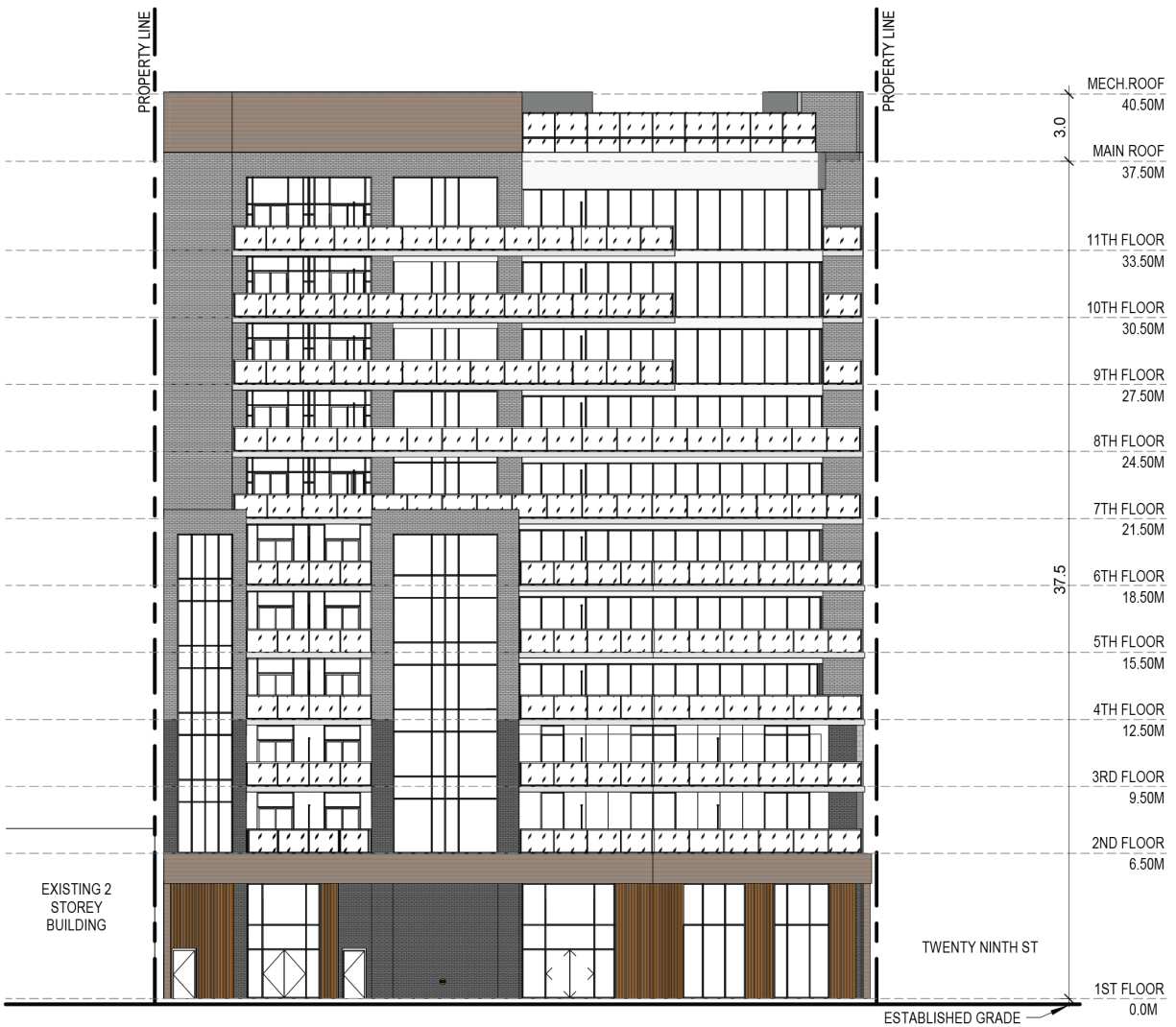
North Elevation

Attachment 10: Elevation (East)



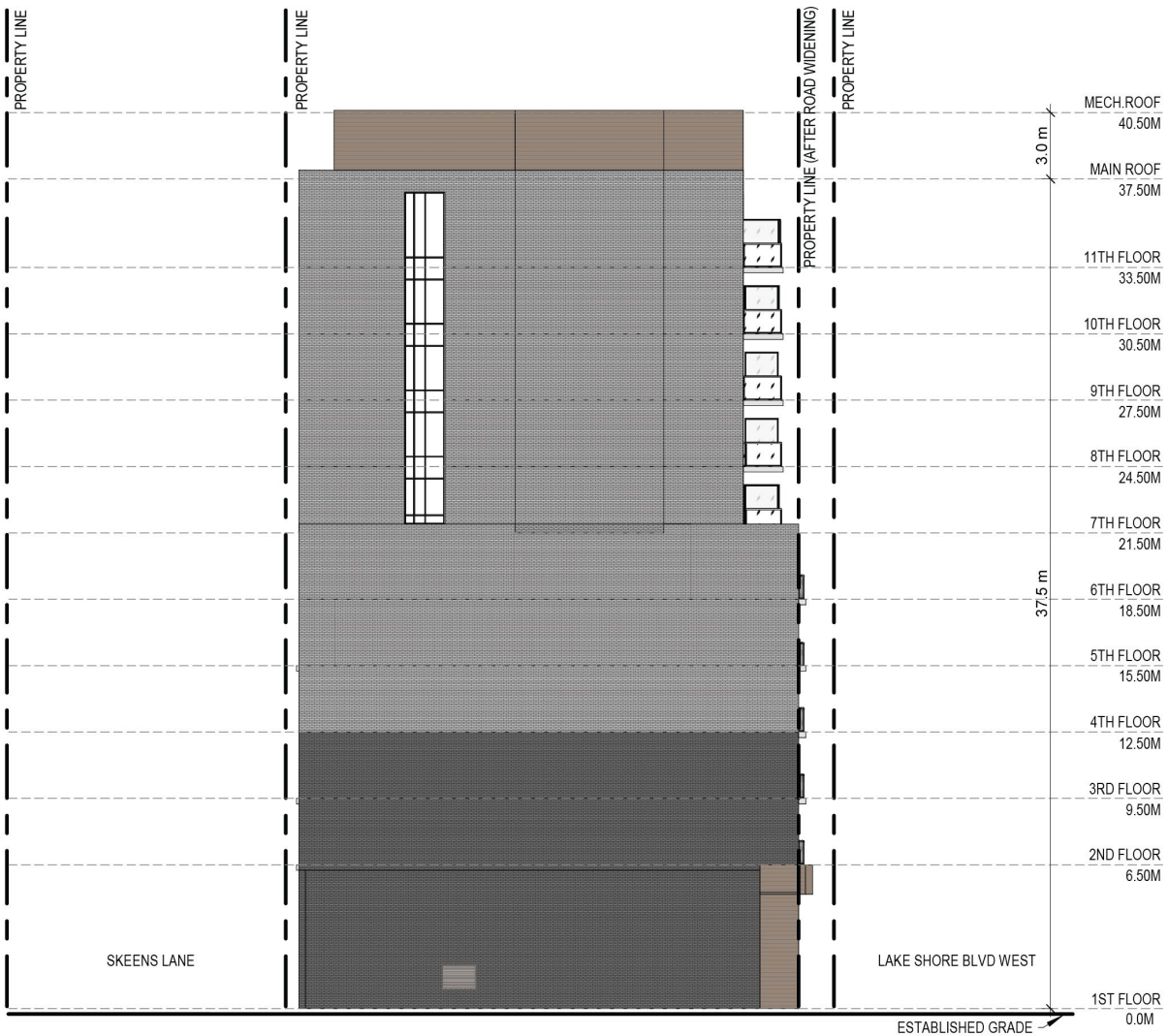
East Elevation

Attachment 11: Elevations (South)



South Elevation

Attachment 12: Elevations (West)



West Elevation

Attachment 13: 3D Massing Model (Southwest)



Attachment 14: 3D Massing Model (Northeast)

