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**To:** [Etobicoke Community Council](#); [Councillor Crisanti](#); [Councillor Holyday](#); [Councillor Morley](#); [Councillor Nunziata](#); [Councillor Perruzza](#); [lfairclough.mpp.co@liberal.ola.org](mailto:lfairclough.mpp.co@liberal.ola.org)  
**Subject:** [External Sender] Letter of Objection Letter of Objection EY23.7 – 3807-3815 and 3819-3829 Lake Shore Blvd West Official Zoning Application By Law Amendment Application  
**Date:** June 3, 2025 12:21:00 PM

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## South Etobicoke History and Culture



June 1, 2025

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**Letter of Objection EY23.7 – 3807-3815 and 3819-3829 Lake Shore Blvd West  
Official Zoning Application By Law Amendment Application**

We entered this process with an open mind and expected an increase in heights to be considered, however we were not prepared for such a significant increase. The rationale using the UNAPPROVED Lake Shore Blvd West Avenue Study as a guide.

Of the 123 residents who participated in the public consultation, there was no feedback that 39 storeys was an appropriate height or density. Reasonable concerns included:

- Unfavourable impacts for such a tall building on the low density neighbourhood south of Lake Shore.
- No Government commitment for infrastructure improvement (more schools, medical, emergency services, community centres and parks)
- Electrification of the GO station to achieve subway comparable service has not been planned. There are limited north bus routes and connections into Mississauga.
- Elimination of retail spaces at grade
- No offerings of Affordable housing.

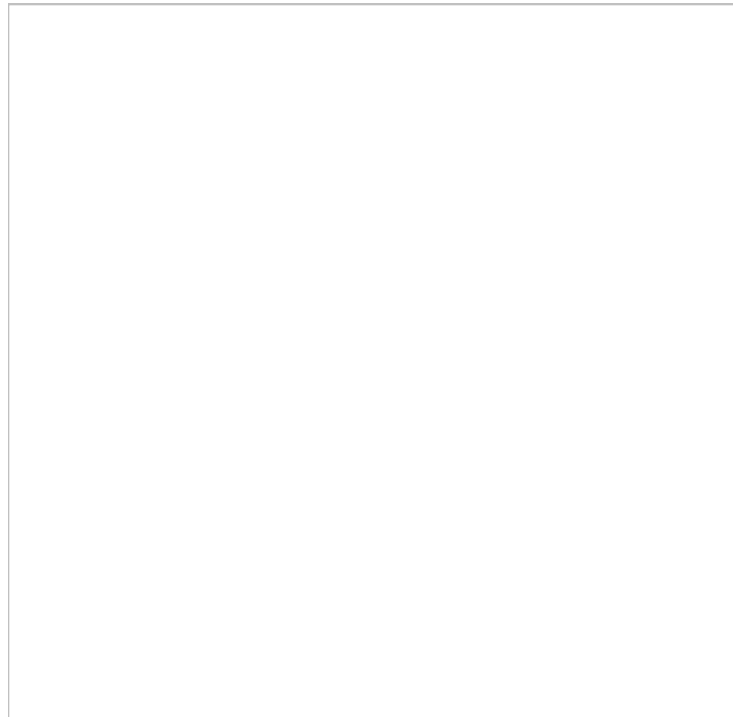
We are disappointed that the final application has been submitted and has crystallized even more shortcomings.

**Proposal is based on Unapproved Policy - Proposing Significant Height increases and Towers in the PMTSA without SASP 23**

It is inappropriate that this height increase ‘gets a pass’ based on an unapproved Lake Shore Blvd West Ave Study.

We do not agree that the proposed increase in height along the Avenue within the Long Branch PMTSA should be considered without resolving appropriate density within SASP 23. This is a flaw that is also present in the Lake Shore Blvd West Avenue Study.

SASP 23 is a significant plot of land that



backs onto the CN railway lines and fronts onto Lake Shore on the same side of Lake Shore as all the transit in the Lake Shore Loop and GO Station. Maximum density on this site sits at 2.5 - 3 with a maximum height at 8 storeys. There is a density of 1 on the GO Station property.

When these low densities were highlighted in 2022 during the PMTSA study, the LBNA stated numerous times through our Councillor and MPP that permitting more density on these sites should be encouraged. Especially on the GO Train site where deeply affordable housing could be achievable on Public Land with Government assistance.

Before significant increases in height are permitted in the PMTSA between Thirty Sixth and Forty First Street Lane in the south side, opportunities to achieve the same density through permission of towers in SASP 23, also located within the PMTSA, should be decided and be presented as one cohesive plan.

**Does not adhere to the lot depth recommendations of the Lake Shore Blvd West Avenue Study** The final recommendations of the Lake Shore Boulevard West Avenue Study emphasize that sufficient lot depth is critical to ensure tall buildings do not negatively impact the surrounding neighbourhood. It specifically requires applicants to assemble deeper sites, including acquiring properties to the rear, to meet this standard. To achieve the necessary depth, properties on North Branch Avenue would need to be included.

Approving this application without that depth directly contradicts the study's intent. Staff state in the report that this application aligns with the recommendations of the Lake Shore Boulevard West Avenue Study, yet this is a key area where it clearly does not. The two positions are inconsistent, and approving the application as-is undermines the credibility of both the planning process and the study's foundational guidelines.

### **Preservation of Retail Space at Grade**

Currently there are 10 retail spaces at grade serving the Long Branch community at approximately 1096m<sup>2</sup> of retail space (ref City of Toronto Interactive Maps). The application proposes to reduce this to 436m<sup>2</sup>. How is it possible that this dramatic increase in population would require less retail services?

### **No Affordable Housing is Proposed**

Long Branch is one of the few communities that still has some affordable housing – this application over the long term does not add to the affordable housing stock and in fact eliminates it. This is directly against the vision of the PMTSA as the lands were supposed to be protected for increasing affordable housing stock in transit. This policy was approved by Council and they should stand strong against significant density increases without affordable housing.

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Long Branch Neighbourhood Association: PO Box 48525 Long Branch Etobicoke M8W 4Y6

### **Parkland Dedication is Proposed Outside of Long Branch**

This is unacceptable in our mind – how does this density benefit the community without ANY parkland dedication to the community that is absorbing the density. Long Branch is a Lakeside community that should not be sold off for its parts so other communities get benefits. If there is insufficient land in Long Branch for a park to service the new residents – the application should be scaled back

### **Insufficient Parking**

The Long Branch GO Station is at the end of the commuter line, and the proposed density does not reflect local commuting patterns. Many residents do not travel to Union or Exhibition stations but instead commute westward, north to Midtown, or to other parts of the GTA, where public transport service is less frequent. In Etobicoke, car ownership remains essential for managing daily life efficiently, especially given limited east-west and northbound transport options.

!4 Storey Buildings along Lake Shore near the GO Station have not shown excess parking capacity. This proposal's limited parking will likely force overflow onto nearby narrow residential streets, increasing congestion and strain on local infrastructure. A more realistic parking allocation is needed to reflect actual community needs and avoid negative impacts on the neighbourhood.

**Missing Infrastructure – this is a Significant Change with No Community Benefits**

Long Branch is not an area that is suffering from a declining population. The last Census measured the population increase at 13%, well above the City of Toronto average of 3.2%. Improvement of infrastructure has not kept up. Collectively, our schools are overenrolled, we have an undersized Library, no Community Centre, no commitment to electrification of the GO and no plan to ensure that these shortcomings are addressed in concert with the proposed intensification and increased population on this site.

As it currently stands, this proposal proposes a significant increase in density and falls short of any meaningful community benefits in exchange. Despite staff recommendations, we hope this Council will side with the taxpayers and refuse this application requesting that Staff and the Applicant review reduce the density and keep community benefits such as affordable housing, retail at grade and parkland dedication that benefits Long Branch.  
Respectively

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