

Lake Shore Boulevard West – City-initiated Official Plan and Zoning By-law Amendments – Final Report – Approval

Date: June 18, 2026

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 final recommendations as a result of the completion of the Lake Shore Boulevard West Study. The study was conducted in a three Phase process over the past two and a half years and has included extensive consultation with city staff, community members, residents, the local Councillor, landowners, businesses, local Business Improvement Areas (BIAs), Humber College, industry professionals, and other stakeholders.

Throughout the study period, changes were made to the applicable planning framework, particularly, Provincial policies and City-wide Official Plan policies, zoning by-laws, and guidelines. The proposed recommendations align with the City-wide Council-adopted policy framework for *Avenues* and include feedback received through the consultation process of the Study. This has resulted in recommendations that provide a tailored built form and public realm vision along the Lake Shore Boulevard West *Avenue* through the proposed Official Plan and Zoning By-law Amendments and the Lake Shore Boulevard West Urban Design and Streetscape Guidelines.

This report recommends that City Council adopt the following Official Plan and Zoning By-law amendments as well as the Lake Shore Boulevard West Urban Design and Streetscape Guidelines, which provide guidance for future development in the area.

The proposed Official Plan Amendment (951) includes:

- Re-designation of certain lands abutting the existing *Mixed Use Areas* lots fronting the *Avenue* within the Study Area from *Neighbourhoods* to *Mixed Use Areas*;
- Deletion of the existing Site and Area Specific Policies (SASP) 21 and 822;
- Amendments to SASP 23 to add a policy for a Precinct Plan to be provided with the existing requirement for a Block Context Plan (contained in Schedule 3 of the Official Plan) for new development on the lands; and

- Amendments Map 7A and existing policy C9 to establish new Identified Views from the from Lake Shore Boulevard West to Lake Ontario.

The Zoning By-law amendment would apply to lands designated *Mixed Use Areas* to provide development permissions for mid-rise buildings. The Urban Design and Streetscape Guidelines will illustrate urban design principles and best practices to guide new development, public works and local change as the area grows and evolves over time.

The recommended Official Plan and Zoning By-law Amendments are consistent with the Provincial Planning Statement (2024) (the "PPS 2024") and conforms to the City's Official Plan.

RECOMMENDATIONS

The Director, Community Planning Etobicoke York District recommends that:

1. City Council amend the Official Plan substantially in accordance with Official Plan Amendment 951 contained in Attachment 5 to the report.
2. City Council amend City of Toronto Zoning By-law 569-2013 substantially in accordance with the Draft Zoning By-law Amendment contained in Attachment 6 to the report.
3. City Council authorize the City Solicitor to make such stylistic and technical changes to the draft Official Plan and Zoning By-law Amendments as may be required.
4. City Council adopt the Lake Shore Boulevard West (Etobicoke Creek to Dwight Avenue) Urban Design and Streetscape Guidelines in Attachment 7 to the report and direct staff to use these Guidelines in the evaluation of all current and new development applications.

FINANCIAL IMPACT

There are no financial implications resulting from the recommendations included in this report in the current budget year or in future years.

DECISION HISTORY

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 angular planes (front and rear), simplified built form and rear transition standards, and

contemplated 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 and 14, 2024, City Council adopted Zoning By-law 1260-2024, which permits as-of-right heights and densities for mid-rise buildings on lands identified as *Avenues* and designated *Mixed Use Areas* in the Official Plan. Zoning By-law 1260-2024 is in effect full force and effect and has been applied to lands that have not been studied and have no site-specific policies or zoning amendment from a development approval. The City Council Decision may be found here:

<https://secure.toronto.ca/council/agenda-item.do?item=2024.PH16.1>. The Ontario Land Tribunal Decision and Order, issued on March 5, 2026, may be found here: <https://www.omb.gov.on.ca/e-decisions/OLT-24-001245-OCT-24-2025-ORD.PDF>.

Protected Major Transit Station Areas and Major Transit Station Areas

On August 15, 2025, the Minister of Municipal Affairs and Housing approved, with modifications, Official Plan Amendments [524](#), [537](#), [540](#), [544](#), [570](#), and [575](#), respecting 120 Protected Major Transit Station Areas (PMTSAs) and Major Transit Station Areas (MTSAs) across the city. The Minister deferred making a decision on fourteen identified MTSAs and PMTSAs, including the Long Branch GO Station. Therefore, the PMTSA delineation for Long Branch GO is not in effect.

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.

On May 7, 2026, the Planning and Housing Committee adopted item [PH30.8](#) - Mid-Rise Housing Implementation Initiative - Proposals Report, with amendments. City staff are to continue consultation with stakeholders and the public on the proposed draft zoning by-law amendment and report back with the final amendments in the second quarter of 2027. Enabling new mid-rise housing is a key component of the City's overall housing strategy and the goal of creating a more diverse housing supply. The focus of the Mid-Rise Housing Implementation Initiative is to support that policy work by addressing barriers and challenges that impact the viability of delivering new mid-rise housing.

Lake Shore Boulevard West Study – Status Reports

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](#)

On September 17, 2025, Etobicoke York Community Council received for information an additional status update report for the Lake Shore Boulevard West Study about

recent policy changes respecting *Avenues* and emerging Provincial policy direction that inform development along *Avenues*. [Agenda Item History - 2025.EY25.6](#)

City Planning Study Work Program 2024

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](#)

BACKGROUND

Purpose

The purpose of the Study was primarily focused on updating the existing SASP 21, which includes the majority of the Study Area lands, to reflect more recent planning policy documents and initiatives such as the Provincial Planning Statement, the Toronto Official Plan, and the Housing Action Plan, while providing direction on area-specific built form and improved public realm.

During the study process, changes were made to the applicable planning framework, particularly to Provincial policies, Official Plan policies, zoning by-laws, and guidelines. On August 15, 2025, the Province approved, with modifications, Official Plan Amendments respecting PMTSAs and MTSAAs across the city, which established in-force policies for development within transit stations. Long Branch GO Station has not received Minister approval. City Council adopted OPA 778, with amendments, on February 5, 2025, for *Avenues*, and adopted Zoning By-law 1260-2024 on November 13, 2024, for As-of-Right Mid-rise Buildings on *Avenues* in *Mixed Use Areas*.

Staff considered this evolving policy framework throughout the study process and aligned the recommended built form and public realm approach for Lake Shore Boulevard West Study with the City-wide vision for *Avenues*, based on Council-adopted policies and zoning. Without Site and Area Specific Policy 21, the policy and zoning changes to *Avenues* would otherwise have been applied to this area in the absence of this study. At this time, there are no recommended Official Plan Amendments or Zoning by-law Amendments for taller buildings in the Long Branch PMTSA area, as the Province has not approved the PMTSA.

Informed by extensive consultation and local context, the study process has allowed staff to align with the City-wide direction for development on *Avenues* and develop additional tailored recommendations to built form and public realm improvements through the Official Plan and Zoning By-law Amendments and the Lake Shore Boulevard West Urban Design and Streetscape Guidelines.

The recommended improvements through these planning tools will provide a framework to ensure new development along Lake Shore Boulevard West secures many of the positive attributes of this corridor identified through consultation including:

- *Avenue* built form characteristics such as the lowering of streetwall heights, building materiality, and opportunities for public art;
- Preserving views to the lake from the *Avenue*;
- Public realm improvements such as larger boulevards, new pedestrian connections, parks and enhanced landscape open spaces;
- Protecting against small business displacement aligning with policies to protect commercial spaces along the Avenue in the City-Wide Mid-Rise Guidelines;
- Improving mobility options for all,
- Prioritizing the strong retail presence and vibrancy of Lake Shore Boulevard West through new development; and
- Re-orienting commercial parking along the Avenue, while maintaining as much boulevard parking as feasible.

By developing a vision for the future of Lake Shore Boulevard West through the study process and clear direction on public realm improvements for the Study Area in the recommended Official Plan and Zoning By-law amendments as well as the Urban Design and Streetscape Guidelines, staff will be able to secure improvements to the public realm that support the vitality of this *Avenue*.

Study Area

The Lake Shore Boulevard West study area is approximately four kilometres in length and generally bounded by Forty Second Street to the west and Dwight Avenue to the east. Over the course of the Study, the boundary was expanded west to include the Etobicoke Creek for public realm and streetscape considerations. The primary built form focus of the Study Area is one block west of Fortieth Street to Dwight Avenue, which is generally consistent with SASP 21, while the public realm and streetscape focus is across the entire Study Area. See Attachment 1 for a map of the Study Area.

Most of the Study Area is occupied by two- and three-storey mixed-use commercial and residential 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. There are painted bicycle lanes along the western portion of the study area.

Table 1: Recent Development Activity 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.	Council Approved
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)

Study Process

The Lake Shore Boulevard West Study was carried out over a two and half year period in three Phases:

- Phase 1 (Q1 2024 – Q4 2024) – Included research on the existing policy and context, analysis to identify local constraints and opportunities, and identification of an emerging vision and guiding principles for the Study. Phase 1 included the following consultations and meetings: a Community Consultation Meeting, a Local Advisory Committee Meeting, a Technical Advisory Meeting, a Planners in Public Spaces Event, two Business Improvement Area Meeting, an Industry and Landowners Workshop, a Safety Audit Walk, and an Online Survey.
- Phase 2 (Q1 2025 to Q1 2026) – Included analysis of feedback from Phase 1 and development of draft recommendations. Phase 2 included the following

consultations and meetings: Community Consultation Meeting #2, Local Advisory Committee Meeting # 2, Technical Advisory Committee Meeting #2, Planners in Public Spaces Event # 2, Business Improvement Area Meeting #2, a New Toronto Residents Initiative Meeting, and a virtual Humber Polytechnic Meeting.

- Phase 3 (Q2 2026 to Q3 2026) – Included the refinement of draft recommendations, with inclusion of new Provincial and Official Plan policy updates. Phase 3 included the following consultations and meetings: Community Consultation Meeting # 3, Technical Advisory Committee Meeting #3, and Local Advisory Committee Meeting # 3.

Technical Advisory Committee

The Study included extensive inter-divisional staff collaboration, research and evaluation, community engagement, a Local Advisory Committee (LAC), and online engagement throughout each phase of the Study process. This also included a Technical Advisory Committee (TAC) made up of City divisions and agencies including Community Planning, Urban Design, Planning Research and Analytics, Transportation Planning, Transportation Services, Transportation Review, Engineering Review, Urban Forestry, Toronto Water, Community Services and Facilities, Parks Planning, and Graphics and Visualization. In addition, staff consulted with external agencies including the Toronto District School Board, Toronto Catholic District School Board, and the Toronto Transit Commission.

COMMUNITY AND STAKEHOLDER CONSULTATIONS

Below is a summary of consultation events that took place throughout the 3 Phased study process. Attachment 8: Public Consultation Summary attached to this report, contains a general summary of the comments provided throughout the 3 Phases of the Study process.

Community Consultation Meetings

Staff held three open-house Community Consultation Meetings (CCM) during each Phase of the study process at Lakeshore Collegiate, the first on May 23, 2024, the second on February 26, 2025, and the third on April 30, 2026. The meetings included a presentation from City staff with display boards to provide information and facilitate discussion. Approximately 100 community members and stakeholders attended the first meeting, and approximately 60 people attended the second and third meetings.

Online Survey

An online survey was created and posted to the Study's webpage in Phase 1. The survey received a total of 272 respondents, all of which either lived in the area or had an affiliation to the Avenue . The survey consisted of multiple-choice responses, ranking responses, and open forum responses as well.

Planners in Public Spaces

Two Planners in Public Spaces (PIPS) consultation events were held during the Study process. The first one was at the Lakeshore Village BIA Annual Grilled Cheese Festival on June 8, 2024, where staff engaged with approximately 50 local residents. The second PIPS event was at Deputy Mayor and Ward 3 Councillor Morley's Fall Fest on October 19, 2025. Staff spoke with approximately 40 residents about the study, responding to questions and gathering feedback to inform the study's analysis and recommendations.

Stakeholder Engagements

A Business Improvement Area (BIA) focused workshop was conducted on June 26, 2024, in person, at the Etobicoke Civic Centre in two segments. The first segment was a meeting between City staff and the Long Branch BIA; the second was with the Lakeshore Village BIA. A second in-person meeting with the Lakeshore Village BIA was held on April 2, 2026. The BIAs provided insights on the unique needs of their BIA and provided more detailed feedback on the Study, acknowledging that more mixed-use density on the Avenue is appropriate but also recommended the preservation or expansion of public parking options.

A one-hour virtual meeting was held with the New Toronto Residents' Initiative on March 2, 2026, which focused on improving the main street feel and safety across Lake Shore Boulevard West. City staff held a virtual meeting on January 13, 2025, with the Humber Polytechnic staff to provide an overview of how the Study would impact their sites along Lake Shore Boulevard West. Discussion was focused on the Study background and the recommended policy and zoning direction.

Lake Shore Boulevard West - Safety Audit Walk

On the evening of October 21, 2024, the Lake Shore Boulevard West Study team organized a walk to assess various safety aspects of Lake Shore Boulevard West Study Area between Long Branch GO Station and Dwight Avenue. The safety audit was conducted by 20 representatives and members of the Study team, Toronto Police Service, METRAC, Deputy Mayor Morley's office, Long Branch BIA, Long Branch Neighbourhood Association, Lakeshore Village Residents' Association, and the Lakeshore Village BIA.

Local Advisory Committee (LAC) Meetings

A LAC was established in Phase 1 of the study process and was made up of 20 key stakeholders within the Study Area as well as local residents that expressed interest in participating in a more in-depth discussion for the Study. The stakeholders that participated in the LAC include representatives from Humber Polytechnic, Long Branch BIA, Long Branch Neighbourhood Association, South Etobicoke Community Land Trust, New Toronto Lakeshore Village Resident's Association, Lakeshore Village BIA, Etobicoke South Cycling Committee, and South Etobicoke Transit Action Committee. Three LAC meetings were held, one in Phase 1 on July 3, 2024, and the second and third meeting was in Phase 2 on December 16, 2024, and March 12, 2026.

Industry and Landowners Workshops

A hybrid industry workshop was held on January 24, 2025. A total of 26 industry representatives attended, ranging from professional planners, architects, and developers. Staff presented the draft recommendations and received input from the development industry and owners with land that are impacted by the Study. A virtual landowner meeting within the Long Branch Station Area was held on January 16, 2024, where staff discussed the policy framework along the Avenue, the potential redesignation concepts and streetscape improvements within the Long Branch Transit Station Area.

Draft Urban Design and Streetscape Guidelines

In March 2025, City staff posted draft Urban Design and Streetscape Guidelines on the Study webpage for public review and comment. Responses from community and industry representatives were received. Key feedback from this outreach, and subsequent community and stakeholder consultation events, was considered in preparing the final Guideline document.

Statutory Public Meeting Comments

In making their decision with regard to the Recommended Official Plan and Zoning By-law Amendments, Council members have an opportunity to hear the oral submissions made at the statutory public meeting held by the Etobicoke York Community Council for the recommended amendments, as these submissions are broadcast live over the internet and recorded for review.

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 should be read as a whole to understand its comprehensive and integrative intent as a policy framework for priority setting and decision making. The Official Plan can be found here: [Official Plan – City of Toronto](#)

Chapter One of the Official Plan sets out a vision that informs how the city will grow over the next 30 years. The priorities, vision, and principles reflect the shared values of Torontonians and are expressed in a way to guide development and are the foundation of the other chapters in the Plan. The new vision sets out actionable goals to become a city of complete communities with equitable access to services and amenities, a sustainable and climate resilient city, and the most inclusive city in the world.

Chapter Two of the Official Plan integrates transportation and land use policies to guide growth across the city. Its policies support this aim by attracting more people and jobs to

targeted growth areas in the city that are supported by good, affordable transit services and other infrastructure, and directing growth to the *Centres, Avenues, Employment Areas* and *Downtown*.

The Official Plan Urban Structure Map 2 identifies the lots fronting Lake Shore Boulevard West as an Avenue (see Attachment 2 for the Avenues Map). The land use designation for 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*. Development may go beyond the height and scale of a mid-rise building within proximity of high-order transit stations. The vision for *Avenues* is to serve as strategic growth areas by aligning growth with transit, creating opportunities for more complete communities, bringing commercial and institutional uses closer to where people live.

Further direction is provided for activating ground floors, addressing small business displacement, improving the public realm and the streetscape, placemaking and conserving properties on the Heritage Register, and transportation infrastructure.

On December 16, 2025, City Council adopted Official Plan Amendment 861 and 862 as part of the Housing Action Plan: Avenues Policy Review Phase 2 work program which studies new and previously unexamined *Avenues* to determine where redesignation to *Mixed Use Areas* or *Apartment Neighbourhoods*, with corresponding zoning, is appropriate to enable mid-rise development. The associated policy and zoning amendments have been passed in Ward 9 (Davenport) and Ward 11 (University-Rosedale). City Planning is continuing this work program and evaluation of *Avenues* across the city.

Site and Area Specific Policies (SASP) - 21, 23, and 822

SASP 21 - Lake Shore Boulevard 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.

SASP 23 - North Side of Lake Shore Boulevard West from Browns Line to East of Thirty-Third Street

The policy permits up to 2,200 residential units within a mixed-use development that incorporates employment uses, with a maximum density of 3.0 times the lot area and mid-rise built form that steps back from Lake Shore Boulevard West. It also requires a new public road network, a potential transit terminal, and transition in building height, protects compatibility with existing industrial uses, and allows limited density transfers while supporting up to six-storey development.

SASP 822 - 3353-3359 Lake Shore Boulevard West

On February 8, 2023, City Council adopted OPA 639, which included SASP 822, to permit a six-storey mixed use building that must be located within a 45-degree rear angular plan with a net density of 3.6 times the area of the lot at 3353-3359 Lake Shore Boulevard West.

Protected/Major Transit Station Area

Part of the study area is located within the Council-adopted Long Branch GO Protected Major Transit Station Area, identified in Site and Area Specific Policy 646 (SASP 646). The Minister has not made a decision on the Long Branch PMTSA.

The 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 planned targets for population and jobs per hectare were established using a Council-approved development framework, taking into account in-effect Official Plan land use designations, as-of-right zoning by-law permissions, density permissions included in Secondary Plans, and approved developments that have not yet been built. Minimum population and employment targets are intended to apply across the entire delineated area for each P/MTSA. Population and employment targets are intended to be achieved through the build out of the area over time.

The lots that front onto Lake Shore Boulevard West also would 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 Council-adopted Long Branch PMTSA boundary.

Lands being within a PMTSA boundary, designated *Mixed Use Areas*, *Apartment Neighbourhoods*, or *Regeneration Areas*, are permitted a Floor Space Index (FSI) of 8.0 or more when the lands are within 200 metres of a transit station or a Floor Space Index (FSI) of 6.0 or more when the lands are within 200-500 metres of a transit station. The permitted FSI in Policy 6 of Chapter 8 is not a minimum requirement. Appropriate density for the site will be determined in the context of the site and by reading the Official Plan as a whole. The PMTSA policies must be applied together with all other appropriate policies of the Official Plan and the applicable Secondary Plan including matters of heritage, built form and public realm, servicing, natural areas, parks and other open spaces, and others.

Chapter 8, Policy 7 identifies sites that can accommodate three or more towers will have zoning that permits building heights up to 20 and up to 30 storeys. Additional

height is permitted if applicants submit a block context plan which demonstrates elements such as new public streets, new parks, publicly accessible open spaces, mid-block connections, public art, and a mix of building types and heights.

City Planning is undertaking required zoning updates for Ministerial approved PMTSAs and MTSAAs and a report with recommendations will be brought to the Planning and Housing Committee when the work is finalized.

Zoning

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 mixed-use buildings with a maximum height up to six storeys (20 metres) to 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 shall 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) which applies to *Avenues* with street-related non-residential uses within a mid-rise built form that is subject to 45-degree front and rear angular planes. There are few lots to the rear of the Lake Shore Boulevard West fronting lots that are zoned Residential Detached (RD) and Residential Multiple (RM).

Design 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 in 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

COMMENTS

Provincial Planning Statement (2024) and Provincial Plans

The Planning Act governs land use planning in Ontario and sets out the means by which a municipality must implement land use planning decisions, and requires that municipalities, when carrying out their responsibility under this Act shall have regard to matters of provincial interest.

The Provincial Planning Statement (PPS 2024) provides province-wide policy direction on land use planning and development. The PPS 2024 sets the policy foundation for regulating the development and use of land province-wide, helping achieve the provincial goal of meeting the needs of a fast-growing province while enhancing the quality of life for all Ontarians

Staff's review of the recommended amendments has had regard for the relevant matters of provincial interest set out in the Planning Act. The recommended amendments are consistent with the PPS (2024).

Recommendations: Overview

The associated policy, zoning, and guideline recommendations have been informed by the Study work program, Provincial and Council-adopted planning framework changes, consultation with other City divisions and agencies, residents, businesses, land owners, and other stakeholder groups.

The recommendations follow Council-adopted policies that would otherwise apply in this area, update zoning to support appropriate growth, provide a range of housing options, and maintain a main street character with a safe and accessible public realm. Along Lake Shore Boulevard West, the recommended built form is consistent with the in-effect *Avenues* policies, which is mid-rise scale. Development may go beyond the height and scale of a mid-rise building in *Mixed Use Areas* within proximity to High-order transit, consistent with the in-effect *Avenue* policies.

The recommendations also promote a high-quality public realm while balancing the needs of the business community. In review of the Study Area, in conjunction with feedback received from the consultation process, the recommendations bring an emphasis to improving wayfinding, access, and views to Lake Ontario through amendments to the Official Plan.

The final recommendations that were developed through extensive consultation are described below.

Policy Recommendations

- Redesignate certain residential lands to the rear of existing *Mixed Use Areas* and Avenue fronting lots within the Study Area from *Neighbourhoods* to *Mixed Use Areas*;
- Delete existing Site and Area Specific Policies 21 and 822 in Chapter 7 of the Official Plan;
- Amend Chapter 7, Site and Area Specific Policy 23 to add a policy for a precinct plan; and
- Amend Map 7A: Identified Views from the Public Realm and existing policy C9 under Schedule 4: Description of Views, to add new “windows on the Lake” from Lakeshore Boulevard West to Lake Ontario through identified streets.

Zoning Recommendations

- Recommend rezoning of all *Mixed Use Areas* along *Avenues*, where no site-specific zoning by-law amendments have been approved or are under review, and to rezone the rear residential lots abutting the *Avenue* where a redesignation to *Mixed Use Areas* is proposed. The proposed zoning is Commercial Residential (CR) with the SS4 standard set. The rear lot, when consolidated with the *Avenue* fronting lot, would receive the SS4 standard set. The base CR zoning would apply to the rear lot if not consolidated with the *Avenue* fronting lot. Policy Area 4 would apply across all CR lots;
- Assign the “Retail Priority Segment” zoning across the *Avenue*;
- Recommend within the 27-metre right-of-way area, east of Kipling Avenue, a 1.2-metre ground floor front setback, and at certain intersections along the Study corridor at associated Views to the Lake locations, a 1.2-metre building side setback; and
- Recommend side main wall setbacks of three metres above 20 metres where buildings are proposed with no windows facing side lot lines.

Urban Design and Streetscape Guideline Recommendations

- Establish an implementation tool to advance the planned vision, Official Plan policies and Zoning By-law permissions resulting from the Lake Shore Boulevard West Study.
- Illustrate urban design principles and best practices to guide new development, public works and local change as the area grows and evolves over time.
- The guidelines will be used to provide direction to City staff in their review of development applications and the planning of public works, and by landowners to shape development proposals.
- Identify opportunities for new open spaces (parks, enhanced landscaped areas, publicly accessible areas), improved pedestrian connectivity, civic activations, and a more accessible *Avenue*.

Land Use

Approximately 400 parcels were evaluated across the study area, representing approximately 17.3 hectares. The majority of the lands are designated *Mixed Use Areas*, as well as some lands designated *Apartment Neighbourhoods*, and *Neighbourhoods*.

A total of 17 lots are proposed to be redesignated from *Neighbourhoods* to *Mixed Use Areas* to support development consistent with *Avenues* policies of the Official Plan. The immediately adjacent residential properties to the rear of the Lake Shore Boulevard West fronting lots between Thirty Sixth Street and Fortieth Street are proposed to be redesignated to *Mixed Use Areas* from *Neighbourhoods*, for a total of seven lots. Ten lots are proposed to be redesignated to *Mixed Use Areas* from *Neighbourhoods* on the north side of Lake Shore Boulevard West between Thirty Second Street and Fourteenth Street. These lots are also located immediately to the rear of the lots fronting Lake Shore Boulevard West

Consolidation of the *Avenue* fronting Mixed Use Area lot with the rear re-designated Mixed Use Area lot would enable the *Avenues* zoning to be applied to the rear consolidated lot. This would encourage the development of mid-rise buildings with a sufficient depth along the *Avenue*, and would create a continuous land use pattern, also facilitating the potential continuation or introduction of a rear laneway network where possible.

Built Form

Development on Avenues

The policies in Section 2.2.3, *Avenues*, of the Official Plan establish the vision for development along the *Avenues*, which allow development up-to the height and scale of a mid-rise building. Staff are recommending as-of-right mid-rise buildings within the draft zoning by-law amendment, which would align Lake Shore Boulevard West within the Study Area with the City-wide approach to mid-rise intensification on *Avenues*.

East of Kipling Avenue, within the 27-metre right-of-way area, mid-rise zoning permission would be up to eight storeys achievable with associated zoning performance standards. West of Kipling Avenue, within the 36-metre right-of-way area, mid-rise zoning permissions would be up to eleven storeys achievable with associated zoning performance standards. In support of the recommended redesignations described above, the recommended Zoning By-law Amendments establish appropriate zoning standards to achieve mid-rise built form that considers the context of Lake Shore Boulevard West.

The policies in Section 2.2.3, *Avenues*, of the Official Plan may permit development beyond the height and scale of a mid-rise building within proximity of high-order transit stations. At this time, there are no recommended Official Plan Amendments or Zoning by-law Amendments for taller buildings in the Transit Station Area, within the Council-adopted Long Branch PMTSA, beyond the in-effect Official Plan *Avenues* policies. There are sections in the Urban Design and Streetscape Guidelines that provide

guidance for development that may go beyond height and scale of mid-rise buildings. Development along the *Avenue* must conform to the Official Plan.

Deletion of SASP 21

The existing SASP 21 limits development to a maximum height of four to six storeys, a net density of 3.0 for residential and non-residential uses and imposes a rear 45-degree angular plane from the low-rise residential property line. Staff recommend deletion of this area specific policy and replacing it with current development performance standards and criteria for mixed-use buildings on an *Avenue*.

Deletion of SASP 822

On February 8, 2023, City Council adopted OPA 639, which included SASP 822, to permit a six-storey mixed use building that must be located within a 45-degree rear angular plan with a net density of 3.6 times the area of the lot at 3353-3359 Lake Shore Boulevard West. City staff are recommending deletion of SASP 822.

Amendment to SASP 23

SASP 23 is an existing comprehensive policy for the lands north of Lake Shore Boulevard West and east of Brown's Line on the south side of the rail corridor. The policies require a new public road network, a potential transit terminal, and limits to overall height and density for development with a total permission of 2,200 residential units. Given the evolving planning framework in the Province and City of Toronto, staff recommend a minor amendment to SASP 23 to add a policy for a Precinct Plan to be provided with the existing requirement for a Block Context Plan (contained in Schedule 3 of the Official Plan) when new development on the lands come forward.

The Study includes land use and built form recommendations that respond to the local area context that slightly differ from City-wide zoning standards, while still enabling mid-rise scale, as listed below:

- Shallow Lots; and
- Setbacks.

Shallow Lots

Certain lots along the corridor that are considered shallow may be constrained to achieve the mid-rise performance standards, including sufficient building setbacks with efficient floor plates. In review of the corridor, approximately 73% of lots along the *Avenue* exceeded the ideal lot depth for a mid-rise building, which may include an existing rear laneway for the purpose of rear separation.

The shallow lot parcels have been assessed to determine whether they could be feasibly assembled with rear neighbouring lots currently designated as *Neighbourhoods*. In instances where a lot depth is shallow, staff have recommend re-designation abutting *Neighbourhoods* lots to *Mixed Use Areas* to better enable mid-rise building permissions. These re-designated lots are also proposed to be rezoned to the CR zone. Where the abutting re-designated and rezoned *Mixed Use Area* lot is consolidated with the *Avenue* fronting *Mixed Use Area* lot, it would enable the full zoning permissions for a mid-rise building, as supported by the Mid-rise Building Design Guidelines. In the absence of consolidation, these rear redesignated properties receive

base commercial residential permissions in the Zoning By-law, with up to four storeys (13 metres), and Policy Area 4 which includes provisions for additions to legally non-conforming buildings.

Setbacks

Setbacks help enhance the public realm and improve the pedestrian experience by providing space for trees, comfortable and accessible pedestrian walkways, and other streetscape elements to support local business activities and community amenities.

Staff are recommending a ground floor front yard setback of 1.2 metres, east of Kipling Avenue, where the right-of-way is 27-metres to support pedestrian activity and streetscape improvements. Staff are also recommend a building side setback of 1.2 metres for corner lots along the Study corridor that correspond to intersections identified in the associated amendment made to Schedule 4 views to Lake Ontario in the Official Plan. This will support additional landscaped open space, tree planting, pedestrian amenities and streetscape improvements to frame and enhance the view and connection to Lake Ontario.

Public Realm

The Study recommends various public realm improvements to implement the vision for a vibrant, pedestrian-oriented main street along Lake Shore Boulevard West. The Public Realm Plan identifies locations for higher volume pedestrian areas, midblock connections, and areas where parks, open spaces and public art should be prioritized to complement the existing and planned open space network and reinforce the connection to Lake Ontario. The Public Realm Plan is described in detail in the Guidelines, and are supported by policies in the Official Plan, including updated made in the draft Official Plan Amendment, and the regulations contained in the draft Zoning By-law Amendments.

Sidewalk Zones

A key objective for this corridor is to establish a sidewalk zone of at least 6 metres or greater along the entire *Avenue* to ensure sufficient space for an accessible pedestrian clearway, street trees and placemaking opportunities. Beyond providing safe pedestrian movement and access, sidewalk zones also serve as vital public spaces that contribute to the city's economic, social, and environmental well-being. Elements that help create a vibrant, attractive, safe and green streets for people include street furniture, lighting, sales and marketing space, curb and sidewalk extensions, and way finding.

In the Long Branch Station Area (illustrated in Figure 12 of the Guidelines), an eight-metre sidewalk zone is required to achieve a pedestrian clearway of three metres or more to accommodate higher volumes of pedestrian activity near the Long Branch GO station. In the Long Branch Neighbourhood area, west of Kipling Avenue, there is adequate space to achieve the six-metre sidewalk zone within the public right-of-way. Re-orientation of angled commercial boulevard parking to layby parallel parking within the Long Branch Neighbourhood area is recommended through new development. This would achieve a balance of objections for wider, safer, accessible, and greener streetscapes, while limiting the reduction of boulevard parking which serve the local businesses along Lake Shore Boulevard West.

The New Toronto area, east of Kipling Avenue, is constrained to achieve a six-metre sidewalk zone entirely within the public right-of-way without the removal of a vehicle travel lane. A 1.2-metre ground floor setback fronting Lake Shore Boulevard West is recommended to allow for a six-metre sidewalk zone, where 4.8 metres is in the ROW and 1.2-metres is along private property.

On flanking streets, the Design Guideline also recommends a 4.8-metre sidewalk zone in New Toronto and six-metre sidewalk zone in Long Branch and Long Branch Station Area (illustrated in Figure 12 of the Guidelines).

Open Spaces, Midblock Connections, and Public Art

Open spaces are essential for contributing to the livability, health, and environmental quality of urban areas. These spaces support recreation, social interaction, and complete communities, while also contributing to greening streetscapes, stormwater management, and climate resilience. Open spaces further help ensure that growth is balanced with adequate outdoor space for residents and the surrounding community.

Open spaces, such as enhanced landscaped setbacks and publicly accessible private spaces contribute positively to the public realm, but remain privately owned and maintained. The Public Realm Plan identifies intersections that have views and access to Lake Ontario, which represent a priority opportunity for corner activation and enhanced landscaped open space. Some such locations can be developed as publicly accessible spaces, enhanced landscaped setbacks and complementary streetscape improvements to strengthen the community's connection to Lake Ontario. Public realm improvements can help create a sense of place and ownership and offer opportunities to animate the public realm, create spaces to socialize, support retail activity and become identity markers to help with wayfinding. These open spaces will be evaluated against the policies of the Official Plan and should include consultation with the local BIA and be informed by the City's Guidelines where applicable. Public art is encouraged be integrated through private development and/or within public spaces such as Parks, publicly accessible spaces, and midblock connections.

The Public Realm Plan also identifies opportunities for mid-block connections for the larger blocks to improve pedestrian permeability and walkability. Intersection improvements were identified based on community feedback and the safety audit. Those intersections will be assessed for crossing improvements to improve safety through development applications and/or City-led initiatives. There are multiple civic improvement locations identified in the public realm plan, primarily at the Brown's Line Lakeshore Parkette, the Brown's Line Municipal Park, and on the south side of Lake Shore Boulevard West and Twenty Third Street where there is an opportunity to establish a better public realm connection to the existing parkette, and other activation and greening opportunities throughout the year.

Gateway Locations

Key gateway locations are identified at the intersection of Kipling Avenue (Humber Polytechnic Lakeshore Campus node), Islington Avenue, and at the two edges of the Study boundary. At key gateway locations, full block developments may have taller

streetwall heights at the corner to accentuate the prominence of these intersections and break up the length of the building to provide variation in the street wall.

Retail, Commercial Uses and Other Active Non-residential Uses at Grade

An important objective of the Study is to support a vibrant public realm that encourages pedestrian movement, community activity, and commerce. To build upon and grow existing retail and commercial uses, the recommendations identify Lake Shore Boulevard West as a priority retail street. In response to community feedback and consideration of the local *Avenue* context, the recommended amendments and guidelines plan for the long-term viability of retail on Lake Shore Boulevard West.

Priority retail zoning is designed to protect and promote active, pedestrian-friendly commercial main streets. It prevents ground-floor spaces in key areas from being converted into inactive uses (like residential units or blank-wall offices) by requiring that a specific percentage of street-level building frontage be dedicated to retail, dining, or local services. The priority retail zoning by-law would be applied across the *Avenue* in the CR zone.

Views from the Public Realm and Windows on the Lake

Staff have recommended an amendment to Map 7A of the Official Plan “Identified Views from the Public Realm,” by adding views identified in the recommended Official Plan Amendment for the purpose of protecting views to Lake Ontario from the public street at certain intersections looking south along Lake Shore Boulevard West. To facilitate these protected views on Map 7A, the Official Plan is also being amended by adding street intersections along Lake Shore Boulevard West that have “windows on the Lake” to ensure views of Lake Ontario are framed by trees and landscaped setbacks.

Parks

Parkland provision is calculated by determining the amount of total park area (metres square) per person in each census dissemination block. A parkland provision of 28 square metres per person is considered to be the city average. Areas under 12 square metres per person are considered to have low parkland provision. Areas under four square metres per person are considered to have very low parkland provision.

Within the Study Area, staff have identified that along Lake Shore Boulevard West between Thirty Sixth Street to Twenty Seventh Street, and from Islington Avenue to First Street, the parkland provision ranges between four square metres to 21 square metres per person and would be considered underserved. The other areas of the Study Area have a parkland provisions over 28 square metres, and in most cases, a parkland provision over 100 square metres, which is considered well above the city averages, and is attributed to large existing parks at Marie Curtis Park, Etobicoke Valley Park, Colonel Samuel Smith Park, and a number of other local medium sized parks.

Staff have identified opportunities for potential new parks at certain larger sites along Lake Shore Boulevard West. These can be viewed within the Public Realm Plan within the Urban Design Guidelines.

Where development sites are not large enough to accommodate on-site parkland, coordination to provide opportunities to expand current and create new parkland would be crucial for developing quality, accessible parkland for current and future residents, particularly for locations with lower parkland provision levels.

Mobility

The Study Area contains a wide range of transportation modes, such as buses, streetcars, single-occupancy vehicles, GO Trains, and cycling options (painted bicycle lanes). The existing context within the Study Area also includes many surface level parking options, either as on-street commercial boulevard parking, or TPA managed Green P Parking Lots. While the area has great optionality of transit modes, facilitating car movement and access has primarily been prioritized for many years. Although personal vehicles play a role in the functionality of a community, the Official Plan establishes a vision of how to prioritize transit overtime.

The Study recommendations build upon policies of the Official Plan, and see to reduce auto dependency, increase active transportation, and public transit use, improve overall pedestrian, cyclist, and vehicle safety over the long-term, and plan for shared mobility strategies that support the use of existing transit, and better connect the community, and future residents, to forms of higher-order transit.

In review of previous comprehensive development application Transportation Impact Studies (TIS) at various stages in the review process, data shows these corridors are generally well-served by existing transit and active transportation infrastructure. TTC advised that forecast population increase from individual developments across the *Avenue* at a mid-rise scale are not expected to affect service capacity in the Study Area.

The recommendations support transit use, improve public realm site conditions, and achieve a balanced approach to on-street commercial boulevard parking that is safe, convenient, and responds to local BIA feedback and resident comments.

Laneways

Laneways should be safe for pedestrians, cyclists, and vehicles, while still providing critical servicing to buildings along the *Avenue*. Rear laneways provide alternative site access options for vehicles and loading. This minimizes curb cuts and improves the movement of vehicles by reducing queueing for turning vehicles. To facilitate sustainable, complete communities that are attractive to residents and businesses, *Avenues* policies encourage new or improved laneways. Staff will continue to work with developers to secure rear laneways, where possible, to improve safety, the movement of vehicles, and loading operations.

Heritage Conservation

The Urban Design and Streetscape Guidelines include direction to conserve properties on the Heritage Register as valuable elements of the area's past that will be leveraged to enrich its future. The guideline directs that development on, or adjacent to, a property on the Heritage Register will require a site-specific approach that conserves their cultural heritage value and achieves a contextually appropriate solution.

A heritage assessment may be required for properties in the Study Area that are included in proposed future redevelopments to evaluate potential cultural heritage value.

Housing

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. The City's Growing Up: Planning for Children in New Vertical Communities would apply to all developments of 20 or more units. The Guidelines speak to the collective responsibility to address quality of life for children and youth in vertical communities. This includes ensuring the provision of safe streets to support children's independent mobility, parks, schools, community facilities, retail and amenities in addition to a diversity of housing sizes to accommodate larger households, including multi-generational households with seniors.

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, economic and cultural services. Providing a full range of community services and facilities in areas that are inadequately serviced or experiencing growth is a shared responsibility.

In consultation with City Planning, an assessment of potential population estimates was done to evaluate existing community services and facilities. At the planned scale of mid-rise development, the corridor is well served in the following areas: Community Recreation Centre, Toronto Public Libraries, Economic Development and Culture, and Social Development. While new development is expected to be incremental, staff continue to encourage large development sites to consider non-profit licensed childcare spaces within buildings. City staff will continue to monitor the capacity of Community Services and Facilities as the area grows.

Conclusion

The recommended amendments are consistent with PPS (2024) and conform to the Official Plan. The amendments advance Provincial policy direction for transit supportive communities and Official Plan policies that support resilient, well-designed neighbourhoods to support a range of housing options, daily activity, support business activity, and provide amenities and services within easy reach. The amendments and the associated guidelines reflect the outcome of extensive community consultation and a comprehensive review of the Study Area.

Staff recommend that Council adopt the recommended Official Plan and Zoning By-law Amendments and associated Urban Design and Streetscape Guidelines.

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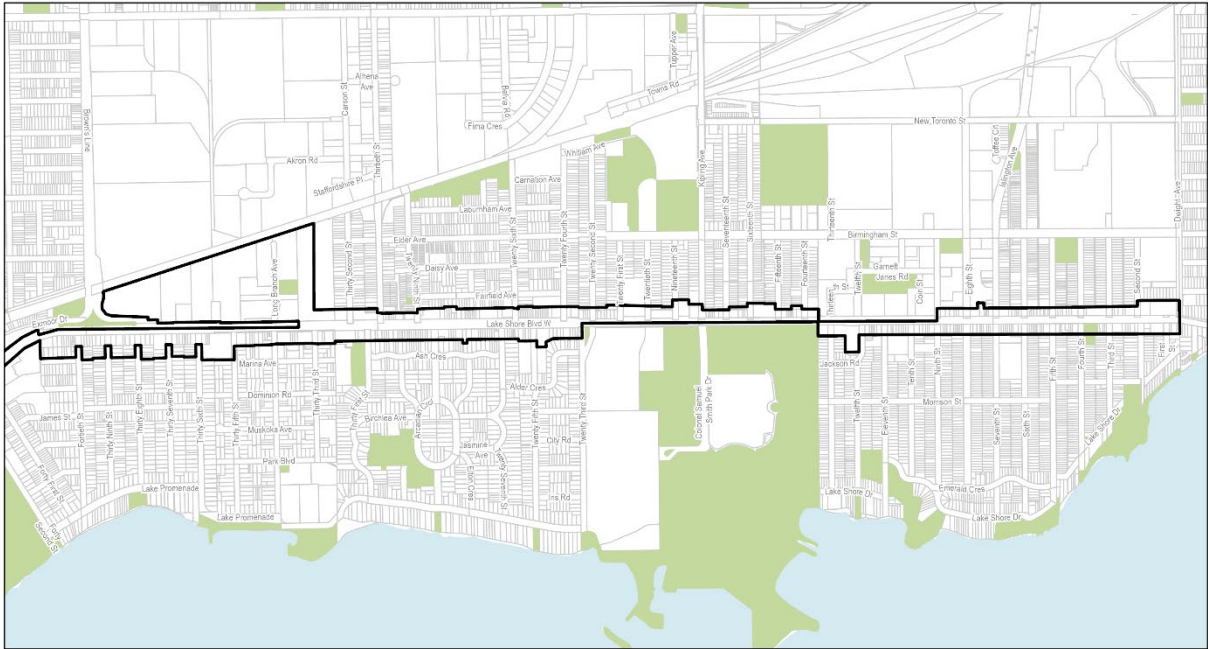
Alex Teixeira, MCIP, RPP
Director, Community Planning
Etobicoke York District

ATTACHMENTS

City of Toronto Information/Drawings

- Attachment 1: Study Area
- Attachment 2: Map 2 Urban Structure
- Attachment 3: Official Plan Land Use Map
- Attachment 4: Existing Zoning Map
- Attachment 5: Draft Official Plan Amendment
- Attachment 6: Draft Zoning By-law Amendment
- Attachment 7: Lake Shore Boulevard West (Etobicoke Creek to Dwight Avenue) Urban Design and Streetscape Guidelines
- Attachment 8: Public Consultation Summary

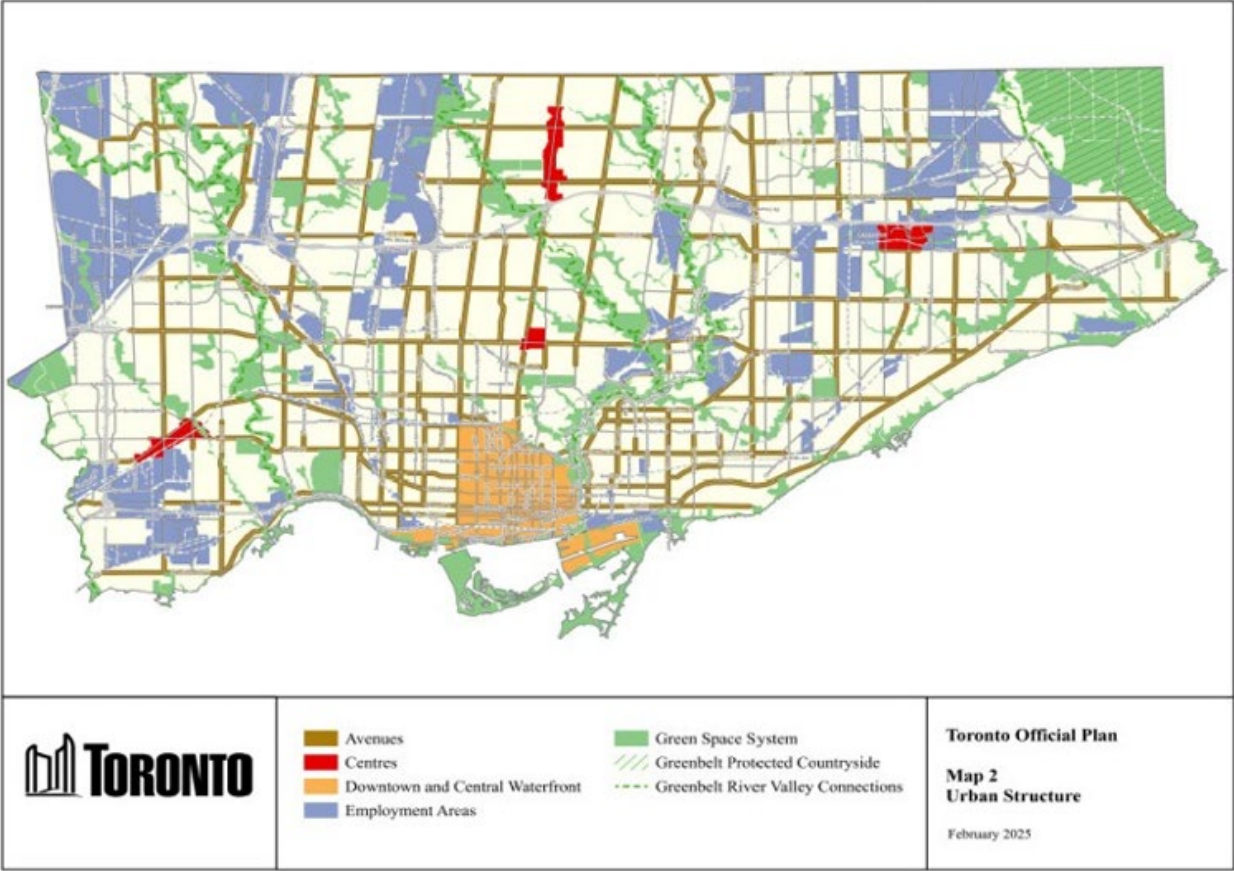
Attachment 1: Study Area



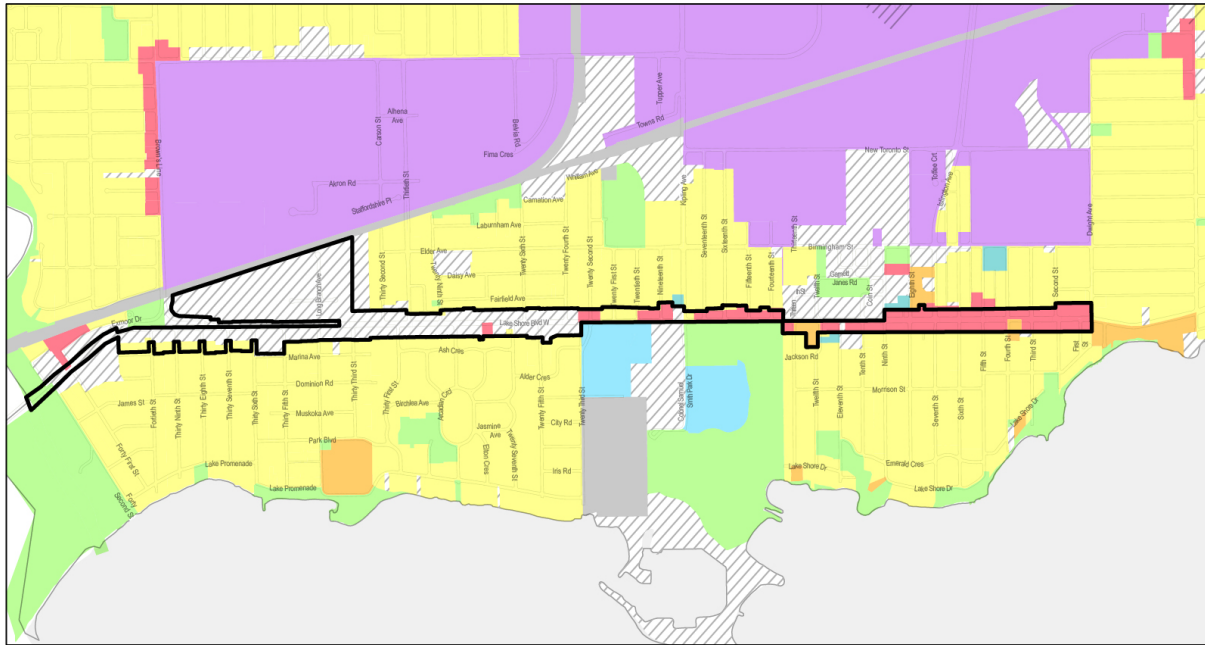
Study Boundary

Lake Shore Boulevard West Study
Schedule 1 - Study Area

Attachment 2: Avenues



Attachment 4: Existing Zoning Map



Lake Shore Boulevard West Avenue Study
Existing Zoning Map - Zoning By-law 569-2013

Core Study Area

Zoning Area

Residential

Residential Apartment

Commercial Residential

Employment

Institutional

Parks and Open Space

Utility / Transportation

Draft map



Not to Scale

Date Exported: 06/17/2026

Attachment 5: Draft Official Plan Amendment

This attachment will be provided prior to the July 7, 2026 Etobicoke Community Council Meeting.

Attachment 6: Draft Zoning By-law Amendment

This attachment will be provided prior to the July 7, 2026 Etobicoke Community Council Meeting.

Attachment 7: Lake Shore Boulevard West (Etobicoke Creek to Dwight Avenue) Urban Design and Streetscape Guidelines

This attachment will be provided prior to the July 7, 2026 Etobicoke Community Council Meeting.

Attachment 8: Summary of Public Consultation

Below is a summary of a wide range of comments received throughout the three Phases of the consultation process. The comments are categorized in the following themes below:

Guiding Principles:

- Residents and community stakeholders are supportive of the proposed guiding principles, and the project's vision, scope, and process.

Built Form:

- Concerns 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 Council-adopted PMTSA boundary may be appropriate to support heights that are taller than mid-rise buildings;
- Interest in stepbacks above the streetwall to reduce perceived massing and maintain a pedestrian-friendly scale;
- Concerns about requiring 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;
- Concerns regarding shadowing impacts on sidewalks, parks, and private properties;
- Desire for greater consistency in built form performance standards along the *Avenue* to avoid piecemeal development;
- 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;
- Interest in incorporating family-friendly design elements, such as larger unit sizes, indoor/outdoor amenity space, and landscaped setbacks; 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;
- Requests for additional pedestrian safety measures at intersections, including improved crossings, curb extensions, and signal timing;
- 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 publicly-accessible spaces to strengthen placemaking and foot traffic for local businesses;
- Desire for more street furniture, including benches, bike racks, and waste receptacles, to support usability of the public realm;
- Interest in incorporating public art and cultural elements that reflect the local character and history of the area;
- Interest in enhanced lighting along Lake Shore Boulevard West to improve safety and comfort during evening hours;
- Non-residential uses at-grade to activate the frontage of buildings and create vibrant public space on Lake Shore Boulevard West;
- Whether to reconfigure angled boulevard parking on Lake Shore Boulevard West to layby parallel parking;
- Tree planting along the *Avenue* is something all residents would like to see. There is a desire to see a variety of tree species line the boulevards, not only to beautify the street, but to also encourage sustainability by expanding the tree canopy;
- Retaining the commercial use at grade is important; and
- Residents of the community, stakeholders within study area, and visitors to this main street all support retaining a strong presence of non-residential uses at-grade along the *Avenue*. Providing non-residential uses at-grade is a way to activate the frontage of buildings and create vibrant public space along the *Avenue*.

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;
- Support for improved transit frequency and connectivity, including better integration with GO Transit and TTC services;
- Vehicles often drive too fast along Lake Shore Boulevard West, and traffic calming should be looked at;
- Concerns about traffic congestion and spillover impacts onto local streets as a result of intensification;
- Parking for commercial businesses should be increased in the form of new parking lots or parking structures, or at minimum preserved;
- Concerns regarding construction impacts, including noise, dust, and disruption to local businesses;
- Interest in securing community benefits, such as park improvements, childcare facilities, and community services, through redevelopment;
- 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.