



July 6, 2026

Additional Comments on Draft Lake Shore Boulevard West Etobicoke to Dwight Avenue Urban Design and Streetscape Guidelines, SASP 23 and Draft Zoning By-law Amendment Lake Shore Boulevard West generally between Forty Second Street and Dwight Avenue

Dear Planning Staff and Members of Community Council,

The Long Branch Neighbourhood Association appreciates the opportunity to provide additional comments regarding the Draft Lake Shore Boulevard West Etobicoke to Dwight Avenue Urban Design and Streetscape Guidelines, the associated Draft Zoning By-law Amendment, and the need to ensure that the direction of SASP 23 remains consistent with the planning vision, built form principles, and density framework established through the established built form achieved through SASP 21.

While the Association supports appropriate and well-planned evolution along Lake Shore Boulevard West, there is significant concern that the proposed framework represents a departure from the established planning direction for Long Branch and does not respect the scale, hierarchy, and built form principles previously identified through the SASP 21 planning process and instead proceeds to achieve density goals by using a City Wide standard. **The LBNA urges Council to not adopt the recommendations before you for the following reasons.**

Inconsistency with SASP 21 Built Form and Density Direction

The existing SASP 21 framework established a planning vision for Lake Shore Boulevard West that contemplated growth while maintaining an appropriate relationship between new development, existing neighbourhoods, and the character of Long Branch.

The current proposal appears to move beyond the intent of SASP 21 by introducing maximum heights of 11 storeys which is significantly greater than the scale contemplated through the previous planning exercise and inconsistent with height increases proposed east of Kipling.

SASP 21 was developed with the understanding that intensification would occur in a controlled manner, with height and density transitioning appropriately and reinforcing the identity of Lake Shore Boulevard West as a main street corridor. The current approach risks replacing this balanced vision with a substantially more intensive urban form without corresponding infrastructure improvements.

The Long Branch Avenue Clock Tower as an Established Community Landmark

The Long Branch Avenue Clock Tower currently functions as an important visual and community reference point within the neighbourhood. The height of 7 storeys with a mechanical building above retains the small town feel of Long Branch while directing density to the Avenue. The partially completed SASP 21 vision has this area evolving around a recognizable centre and focal point along the corridor. The corresponding buildings are of a similar height of 6-7 storeys or less.



Figure 1 - **green outline** - new development less than 10 years old

However, the proposed maximum heights would fundamentally change this relationship.

A successful main street should have identifiable places and landmarks that are enhanced by surrounding development. It should not result in existing community features being visually and functionally diminished by buildings of a scale that were never contemplated in the original planning vision.

Rather than reinforcing the existing character and strengthening this emerging community centre, the proposed scale of development risks overwhelming the existing landmark and creating a built form environment where the Clock Tower and surrounding community identity become secondary elements. The existing relationship between building height, density, parking availability, and the public realm between Kipling Avenue and Forty Second Street has evolved over decades and reflects the established character of the corridor.

While the Association recognizes the importance of improving pedestrian safety and creating a more accessible streetscape, the proposed Guidelines introduce a significant change in built form without adequately addressing the transition period or the practical realities of incremental redevelopment. The proposed pedestrian realm is largely development-driven and dependent on individual redevelopment occurring over time. The Guidelines do not provide a guarantee that a continuous and consistent public realm will be achieved without the potential for block fragmentation, partial redevelopment, or prolonged periods where sidewalk widths, streetscape treatments, and pedestrian conditions vary significantly from one property to the next.

Conversely, the implementation of SASP 21 has demonstrated a more integrated approach, where new development has been required to incorporate and respond to the existing streetscape conditions. These newer developments have been designed within the context of the existing corridor, rather than relying on future redevelopment to achieve a complete transformation. It is not reasonable to expect that recently completed or future SASP 21-informed developments will be reconstructed or significantly altered to meet new streetscape standards for decades.

As a result, the proposed approach risks creating a corridor where the intended pedestrian environment remains incomplete and inconsistent for a prolonged period, dependent on redevelopment timing rather than a coordinated and achievable implementation strategy.

Height Must Reflect Existing Community Context

The proposed maximum heights appear to be based primarily on the availability of land and the width of the right-of-way rather than the established character and planning objectives of the area.

Long Branch is not an undeveloped growth corridor. It is an established community with a mix of residential forms, commercial areas, and neighbourhood streets that require careful transition.

The height strategy must recognize that Lake Shore Boulevard West serves as a transition between higher-intensity areas and established neighbourhoods. Development should reinforce this relationship rather than create abrupt changes in scale which are proposed by these recommendations.

Growth Must Follow Infrastructure Capacity

The concern regarding height and density is also directly connected to infrastructure capacity.

The current proposal assumes that future transportation improvements will accommodate increased density; however, no plan has been proposed by the City for transportation improvements that could support the proposed scale of development and the needs of current or future residents of Long Branch.

Long Branch remains an end-of-line transit location within the City of Toronto, with no subway connection and significant reliance on existing streetcar, bus, and GO services. The Long Branch GO Station already serves both local residents and regional commuters offering insufficient parking that overwhelms local streets.

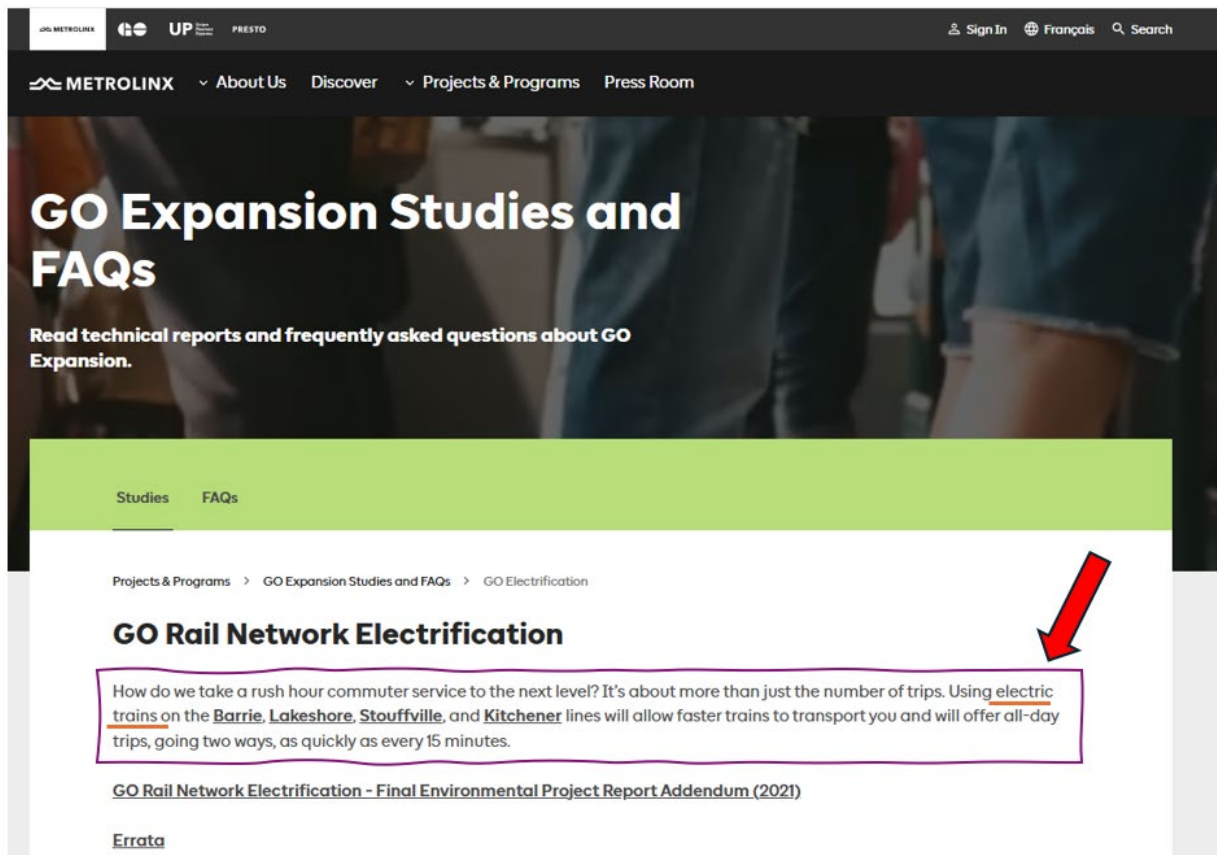
Additional density should be directed and calibrated based on realistic transportation investments. The existence of a wider right-of-way in isolation should not be interpreted as evidence that the corridor has the transit capacity to support substantial additional population growth.

It is important to note that transit is not created overnight – and planning for it takes years. Available literature states that there is no commitment for a Transit Oriented Community (TOC) at Long Branch GO station. There are significant differences to utilization of regional rail transit (Long Branch GO) which does not function as a subway station.

[illegible]

Electrification of the GO rail corridor is required to support the densities. While it has been proposed and has been discussed in long-range planning documents and the public facing Metrolinx Website, it remains aspirational, with no approved funding, implementation schedule, or construction timeline. And that would only get people in and out of downtown – not north south within Etobicoke.

Mimico tap/traction station power substation, the Mimico switching station, Oakville switching station and Burlington tap station have no publicized construction schedules. Planning decisions should therefore be based on existing or firmly committed infrastructure, not speculative future service enhancements.



To ensure that development is real, timely, and aligned with available transit capacity, intensification should be approved at a scale appropriate to the level of transit service that Long Branch can provide today, namely regional rail service. Current renovations at Long Branch GO Station are focused on accessibility improvements and do not include confirmed increases in service frequency. This approach is consistent with the gateway concept identified in SASP 23, which remains in force and contemplates a moderate, transitional built form rather than high-intensity tower development.

Given that electrification is likely many years or decades away, and will not achieve subway levels, densifying is premature and exceeds capacity to approve and construct tower-scale development immediately adjacent to the Long Branch GO Station.

Mid-rise development near Long Branch GO is achievable in the near term and can deliver housing now while remaining proportionate to existing transit service levels and neighbourhood context.

North-south and east-west surface transit connectivity within the area is limited and discontinuous, with service patterns fragmented by multiple transit jurisdictions. While the geographic distance to community services is relatively short, the lack of direct routes, low service frequency, and required transfers materially reduce the functional accessibility of these destinations by transit. As a result, travel behaviour is skewed toward private automobile use rather than transit reliance.

Today an LRT connection along Lake Shore is not feasible due to insufficient ROW widths east of Kipling. (page 18/29 Waterfront West Light Rail Transit – Environmental Assessment Report – Executive Summary) bottlenecking Long Branch from fast north, west and east transit connections.

Protecting the Long Branch Planning Vision

The Association believes the City should complete the planning vision established through SASP 21 rather than replacing it with a new framework based on a ROW designation.

The community is not opposed to change. Long Branch has demonstrated that multiple forms of housing can successfully coexist when development respects context, scale, and infrastructure limitations.

However, planning consistency matters. Residents should not see an approved planning framework partially implemented only to have its underlying principles replaced by substantially greater density expectations.

The final guidelines and zoning framework should:

- Respect the height and density principles established and **actioned** through SASP 21;
- Maintain the Clock Tower and Long Branch Avenue area as an identifiable community focal point;
- Ensure that new development enhances rather than overwhelms existing community landmarks;

- Apply a consistent corridor-wide approach aligned with the planning frameworks west of Kipling through New Toronto and Mimico;
- Match density increases with confirmed transportation improvements.

The City has an opportunity to create a successful Lake Shore Boulevard West corridor, but that success depends on maintaining a balanced relationship between growth, infrastructure, and community identity.

Protecting All of Toronto's Waterfront

Recent discussions regarding the proposed Billy Bishop Airport expansion and the introduction of jet service have demonstrated a strong and united commitment to protecting Toronto's waterfront and ensuring that decisions affecting this valuable public asset are carefully considered. That same recognition must extend across the entire waterfront, including Etobicoke. Toronto's waterfront does not end at Mimico Creek, and the Etobicoke waterfront represents an equally important part of the city's natural, recreational, and community landscape.

The proposed intensification along Lake Shore Boulevard West between Forty Second Street and Kipling in Long Branch appears to place significant emphasis on the availability of right-of-way (ROW) and the presence of a GO Station as justification for increased density. While ROW is an important consideration in city-building, it should not be applied in isolation or become the determining factor for the scale of development. A wider 2 km ROW does not automatically translate into the infrastructure capacity, transit availability, or community context required to support substantially increased density.

A comprehensive planning approach must consider the full range of factors, including existing neighbourhood character, transportation capacity, pedestrian infrastructure, parking realities, and the long-term vision for the waterfront. The Etobicoke waterfront should not be viewed simply through the lens of available road width or redevelopment opportunity, but as an important and valued part of Toronto's waterfront system that requires a balanced and context-sensitive approach to growth.

We respectfully request that these recommendations not be adopted and for Council to reconsider the proposed heights and densities and ask staff to come back with revised recommendations that ensure they remain consistent with the established planning vision for Long Branch.

Sincerely,



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