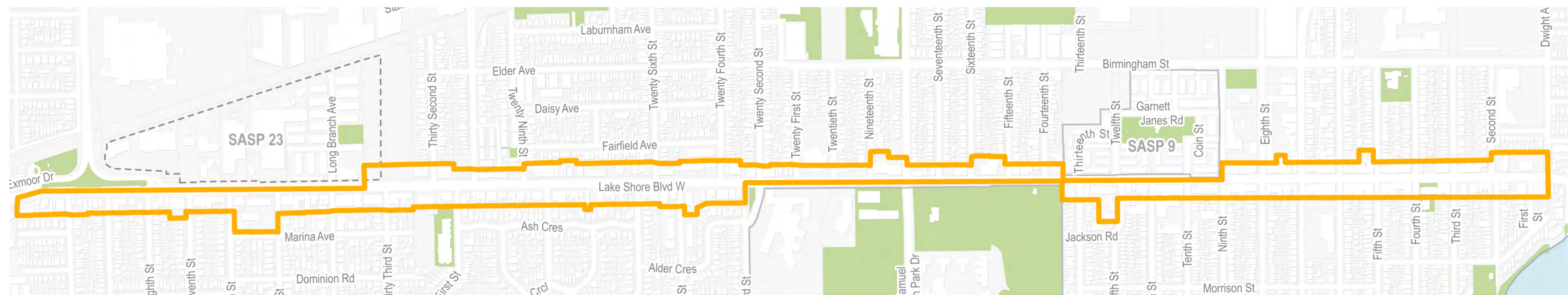
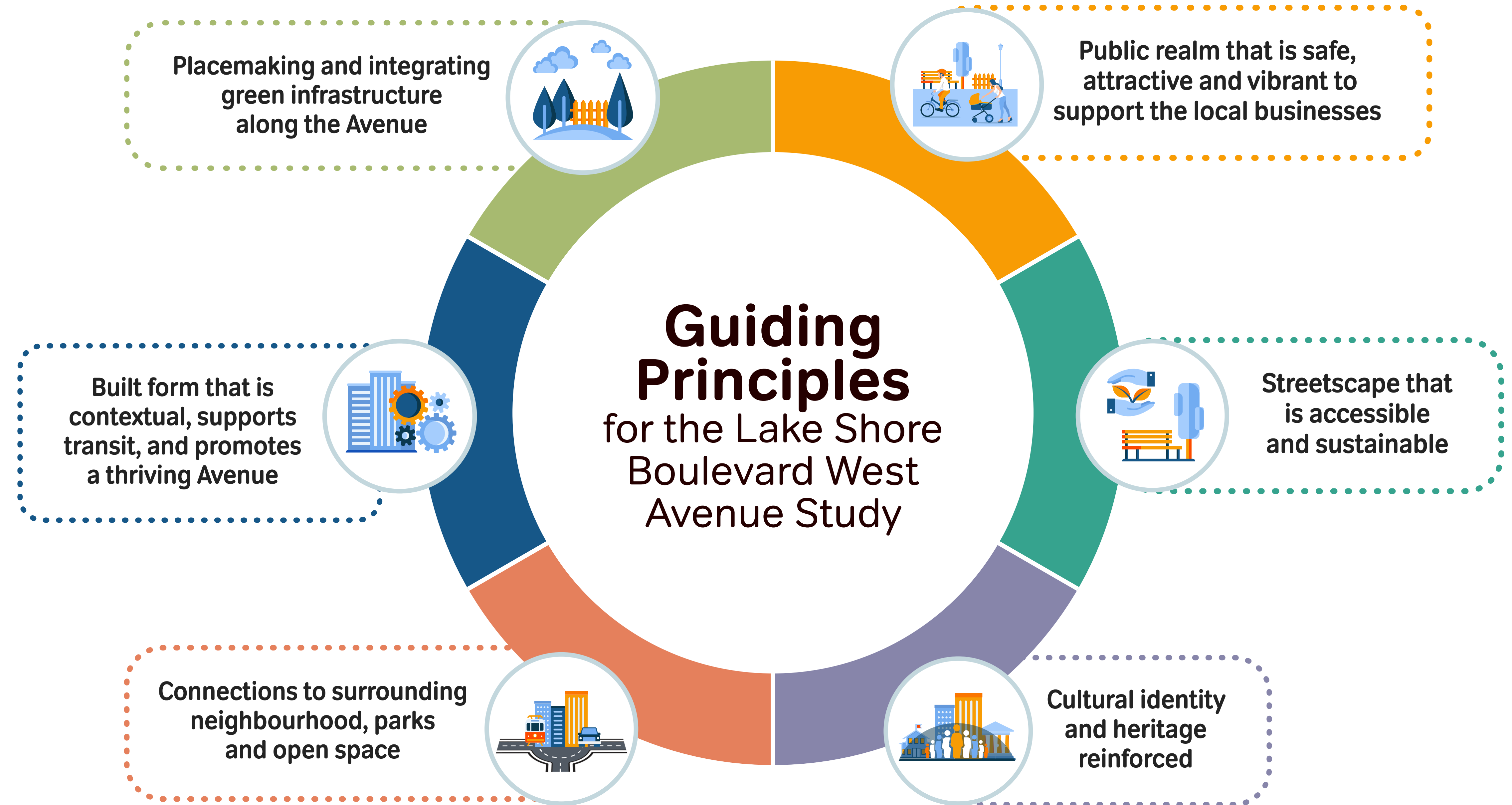


# Lake Shore Boulevard West Avenue Study Overview

## The Study

The City of Toronto is undertaking the Lake Shore Boulevard West Avenue Study to evaluate existing area characteristics and identify appropriate policies, principles and guidelines that will guide change along the Avenue. The study focuses on:

- Update built form permissions to reflect the Provincial and City policy directions for growth and housing.
- Identify opportunities to enhance the public realm to improve accessibility, mobility and the streetscape





# Study Process and Timeline



Q1-Q2 2024

## Phase 1 Initial Consultation

TAC #1 

CCM #1



We are  
here

Existing and Planned  
Conditions Analysis

Opportunities and  
Constraints Analysis

Local Advisory Meeting 1 

Q2-Q3 2024

## Phase 2 Draft Recommendations

Draft recommendations

TAC #2 

Local Advisory Meeting 2 


Refine recommendations

Community Council –  
Status Report 

Q4 2024 to Q1 2025

## Phase 3 Implementation

TAC #3 

CCM #2 

Draft Final Report and  
Recommendations

Community Council –  
Final Report 

Implementation of  
Recommendations



Community  
Consultation  
Meeting (CCM) or  
Public Meetings



Technical  
Advisory  
Committee  
workshops



Scoped Engagement  
Opportunities and Local  
Advisory Committee  
Meetings



# What are we studying?



## Public Realm and Streetscape

- Existing public realm conditions assessment: pedestrian facilities (sidewalks, mid-block connections, paths/trails, street trees, street furniture), cycling facilities, and transit facilities.
- Review existing street cross sections and evaluate them against complete street guidelines.
- Identify public realm improvement opportunities
- Incorporate sustainability and climate change resilience into the streetscape.
- Identify opportunities to improve safety



Dundas Street, Photo Credit: Prachi Patel



2291 Danforth Ave, Photo Credit: Prachi Patel

## Built Form

- Review existing built form conditions
- Understand existing permissions and recent developments
- Review the existing Site and Area Specific Policy (SASP) 21 for opportunities to align with Provincial and City directions, including to facilitate more housing and achieve more sustainable built form
- Update the existing Zoning By-law based on policy changes



Source: Parks, Forestry & Recreation, City of Toronto



Syd Cole Park, Long Branch - New and Expanding Park, Source: Parks, Forestry & Recreation, City of Toronto



Don Mills Retirement Residence, Photo Credit: Prachi Patel

## Parks, Open Space and Community Services & Facilities

- Review existing park locations
- Identify park and public space network improvement opportunities
- Review existing community services and facilities including childcare, schools, libraries, and recreation facilities.

## Infrastructure

- Existing conditions
- Capacity assessment



## What is not part of the study?

- Improvements or policy changes beyond the study area
- Duplication of City-wide policies, guidelines, or standards
- Transportation capacity analysis
- Changes to recently completed or ongoing development approvals
- Detailed recommendations for SASP 23 as that will be done through a future precinct plan



# Policy Framework

## Official Plan

Land use designations and urban structure classifications are among the Official Plan's key implementation tools for achieving the growth strategy set out in Chapter Two of the Official Plan – to direct major growth to some parts of the City and away from others. Lake Shore Boulevard West is identified as an Avenue and the study area is mostly designated as Mixed Use Areas.

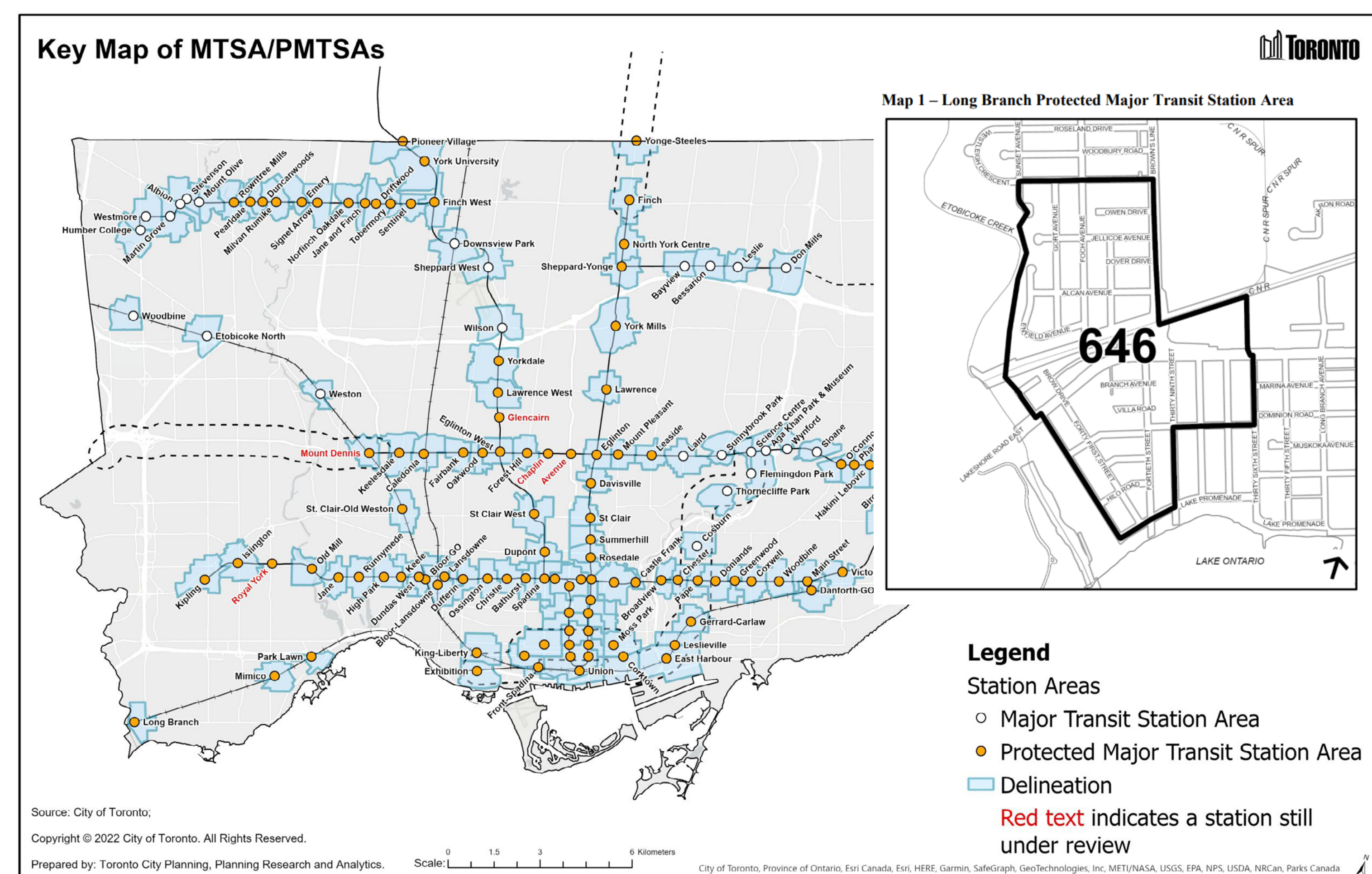
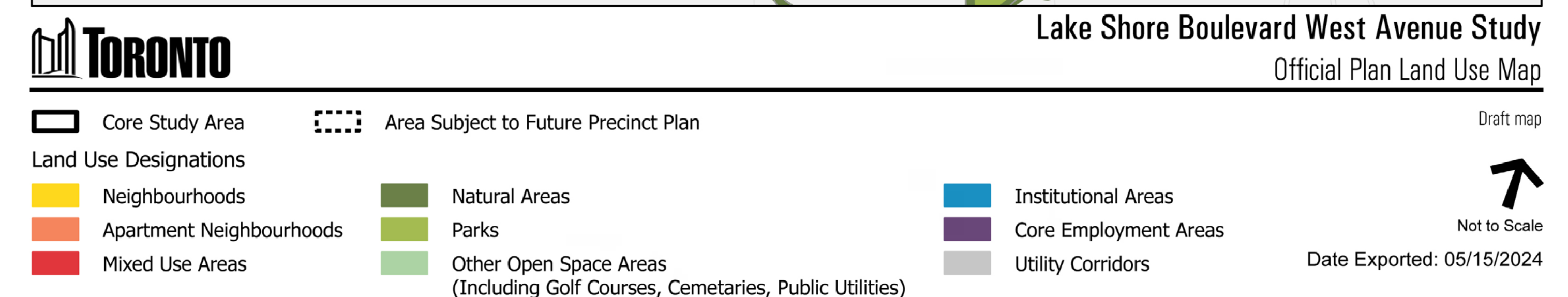
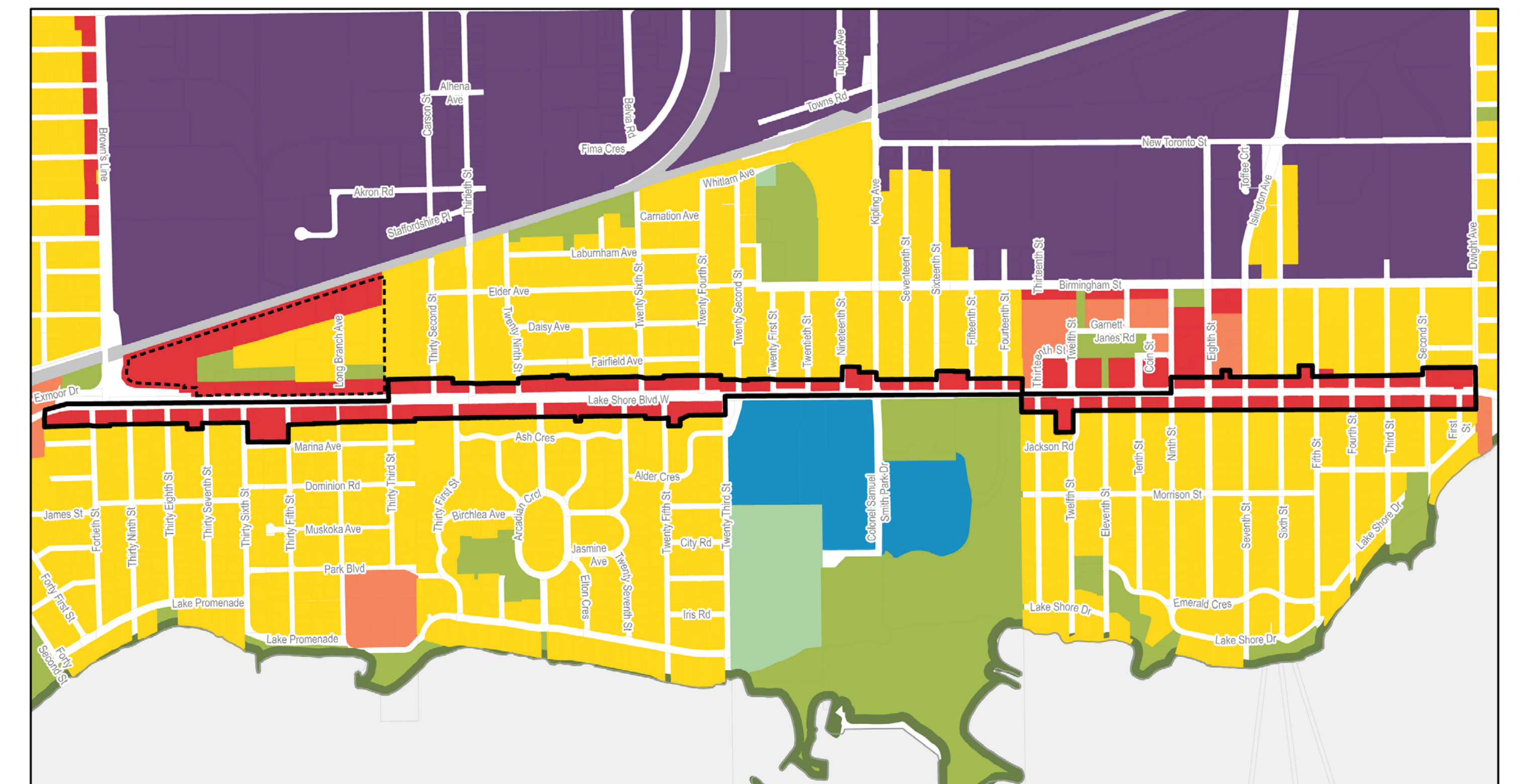
Avenues are important corridors along major streets where reurbanization is anticipated and encouraged to create new housing and job opportunities while improving the pedestrian environment, the look of the street, shopping opportunities and transit service for community residents.

Mixed Use Areas will absorb most of the anticipated increase in retail, office and service employment in Toronto in the coming decades, as well as much of the new housing.

## Major Transit Station Areas (MTSA)

As part of Toronto's Municipal Comprehensive Review, the City is required to demonstrate that it has a transit-oriented plan in place to accommodate minimum density targets around planned and existing higher-order transit stations.

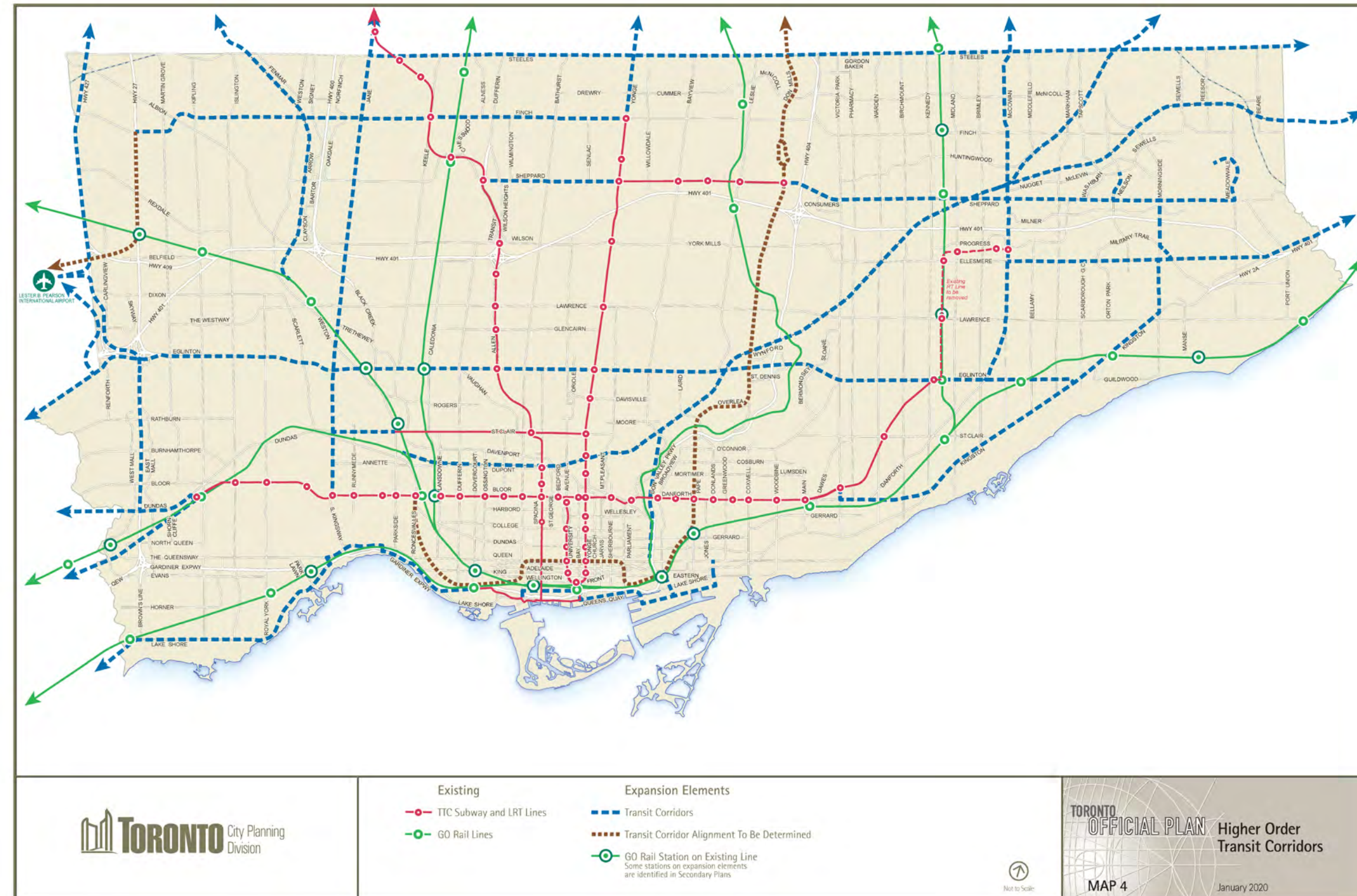
The Province's Growth Plan defines a MTSA as the areas generally within 500 to 800 metre radius of a transit station, representing about a 10-minute walk. Each MTSA will be subject to a minimum density target across the area as a whole. Part of the study area is located within Long Branch Protected Major Transit Station Area, identified as Site and Area Specific Policy 646.



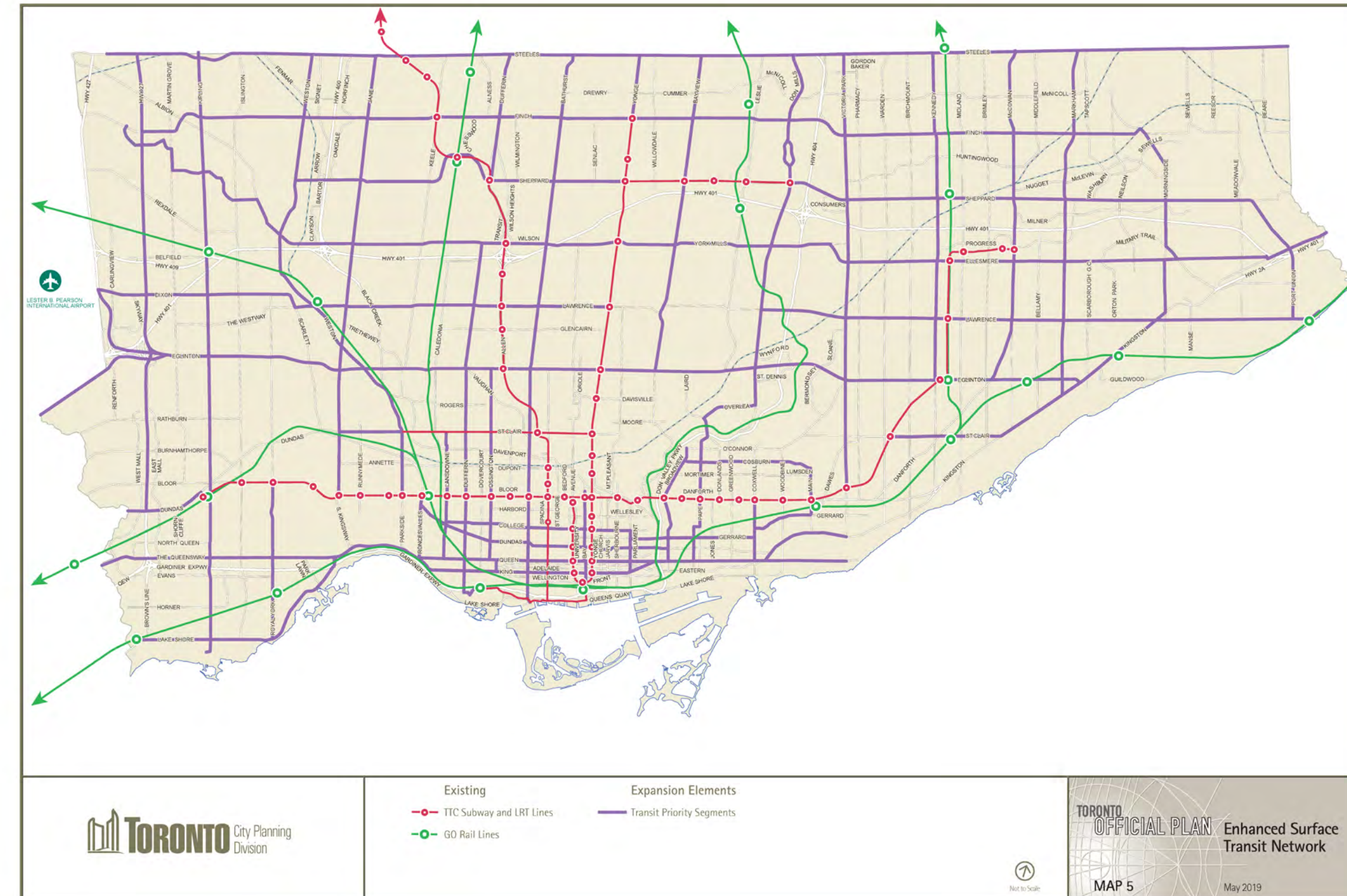


# Policy, Guidelines & Initiatives

## Higher Order Transit Corridors



## Surface Transit Priority Network



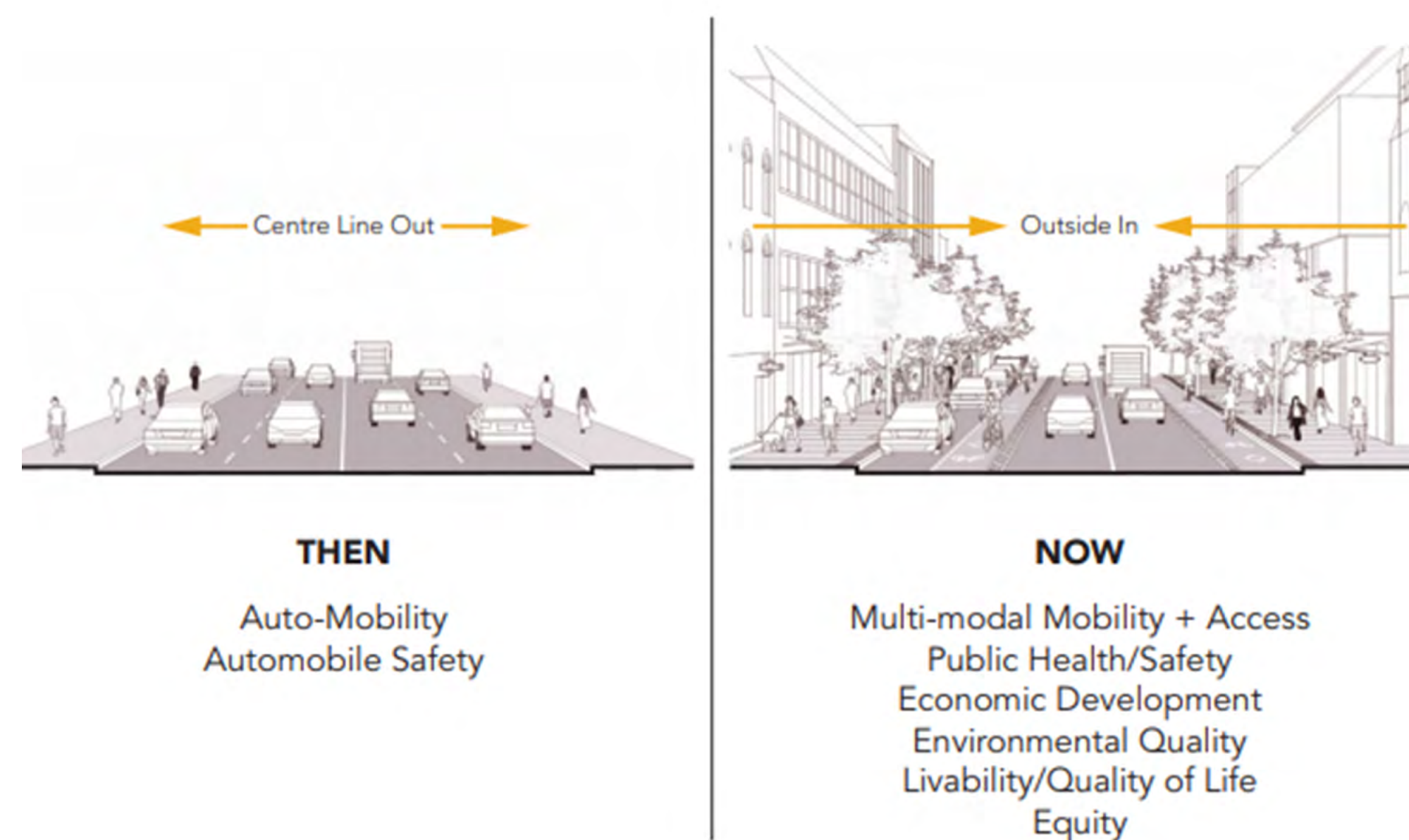
## HousingTO

2020 - 2030 Action Plan

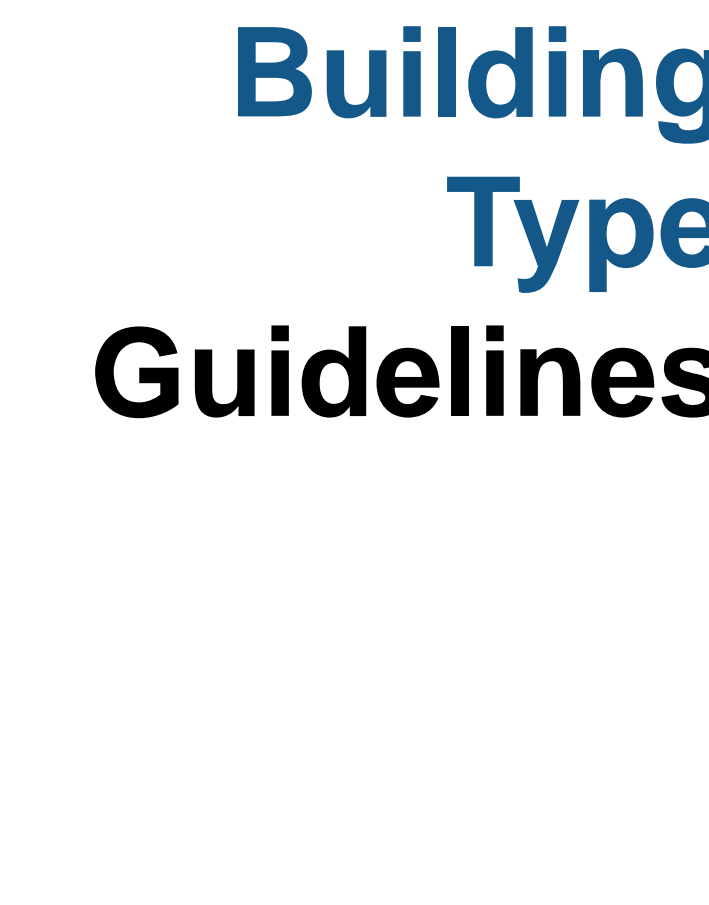
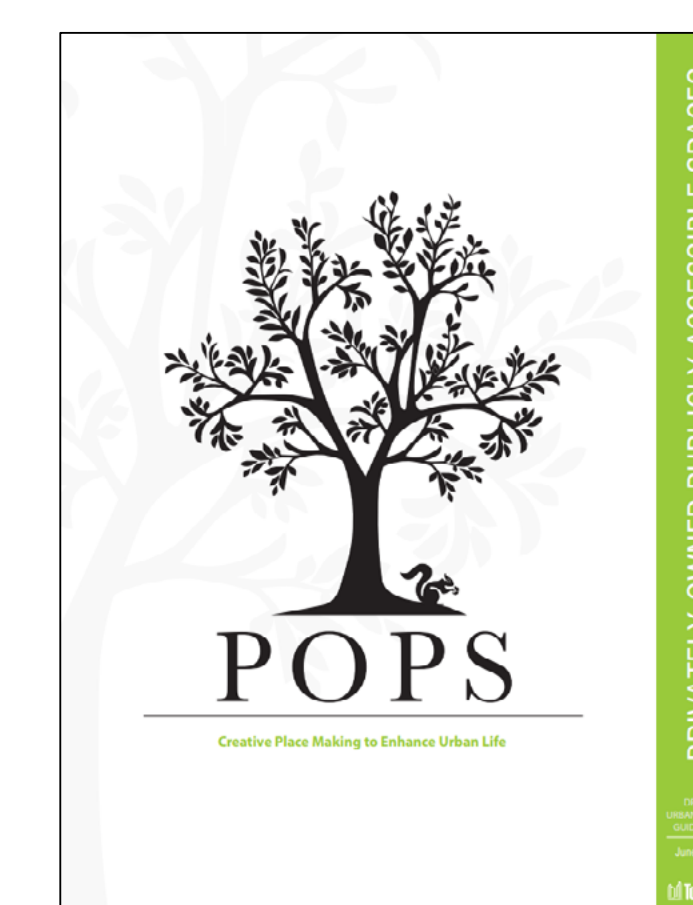
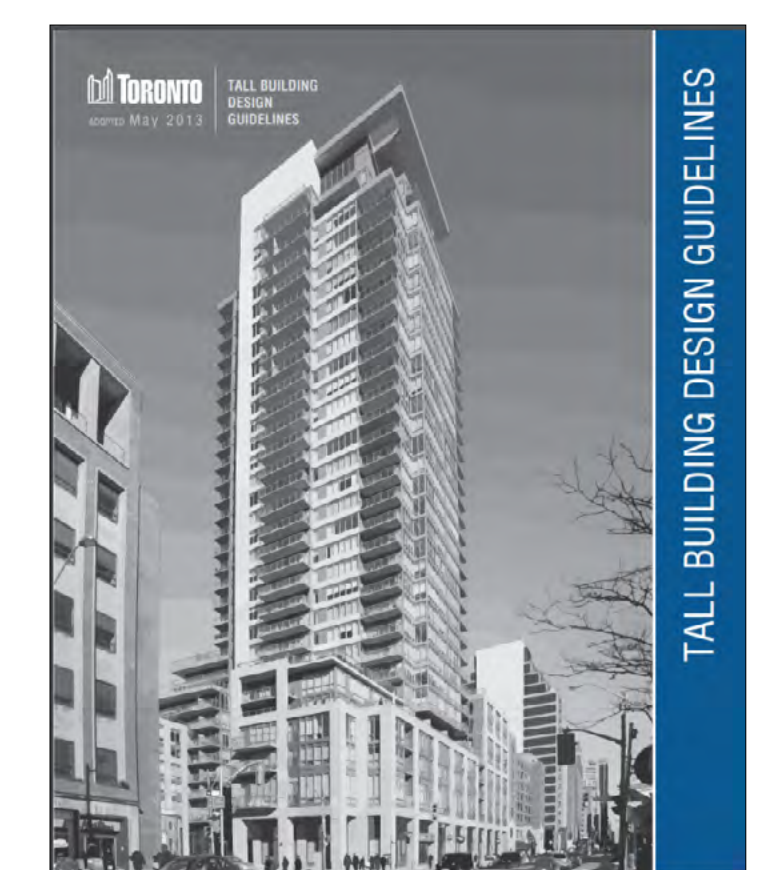
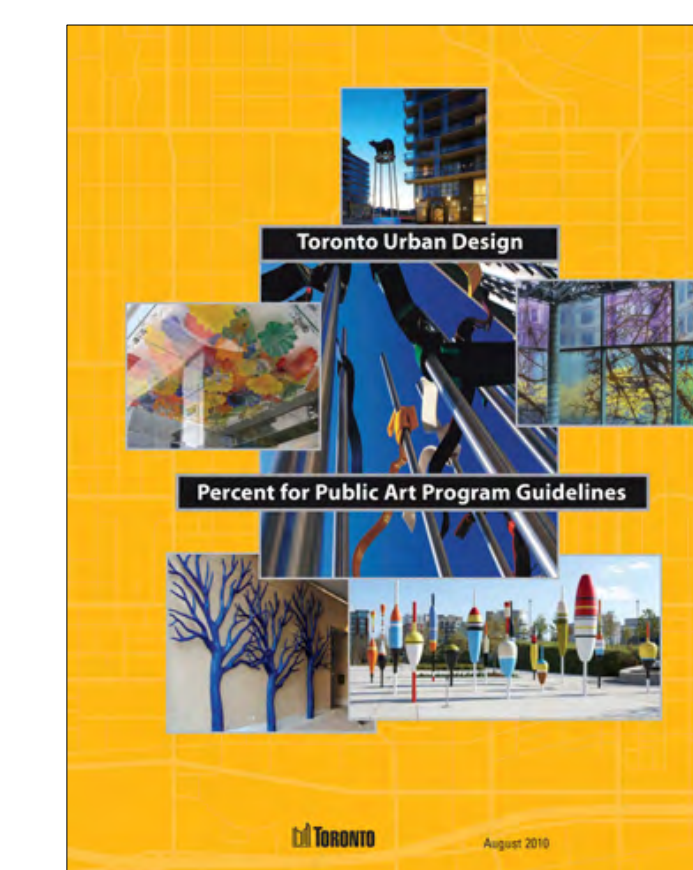
## VISIONZERO

- Road safety plan to eliminate serious injury and fatalities
- Improvements include road design changes, speed management, safe crossing locations

### OUR DESIGN GOALS HAVE CHANGED



## City-Wide General Guidelines





# Public Realm



## Public Realm (Official Plan Policy 3.1.1)

- Provide a comfortable, attractive and vibrant, safe and accessible setting for civic life and daily social interaction;
- Contribute to the identity and physical character of the City and its neighbourhoods;
- Support active transportation and public transit use; space for trees, landscaping and green infrastructure

## What is Public Realm?

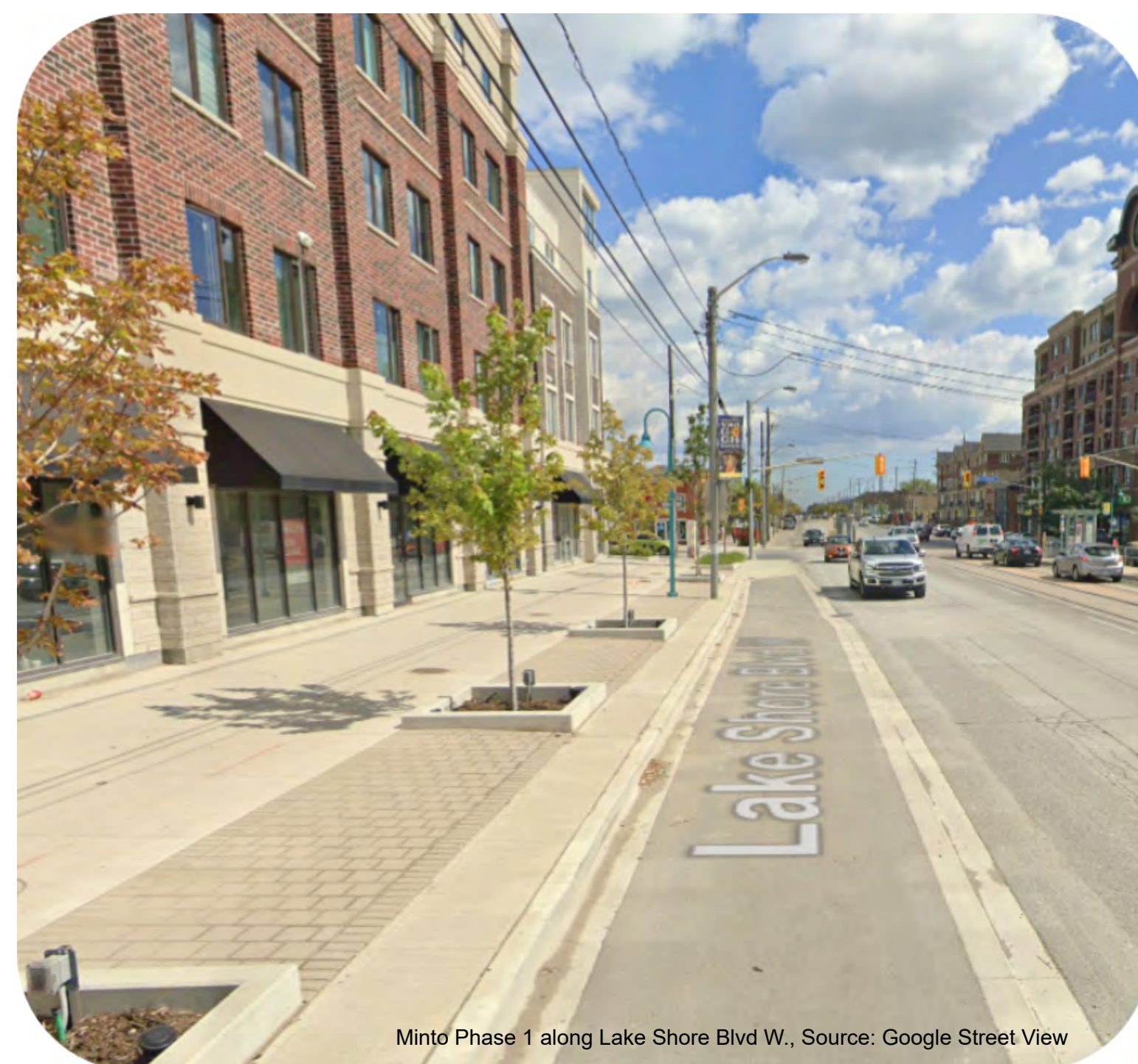
The public realm is the network of all public and private spaces to which the public has access that draw people together and foster a sense of community including:

- Streets and trails
- Open spaces and parks
- POPS, plazas and public places

**What is POPS?** POPS are Privately Owned Publicly-Accessible Spaces - a specific type of open space that the public is welcome to enjoy but remain privately owned.

## Public Realm opportunities/potential improvements the Avenue Study will capture:

- Create complete streets and implement streetscape typologies that can support retail activity.
- Improve the public boulevard to include street trees, street furniture to expand the public realm as a space for social interaction.
- Improving walkability through pedestrian connections to help increase foot traffic to different destinations including transit stations.



Minto Phase 1 along Lake Shore Blvd W., Source: Google Street View



The KIP District POPS, Source: Concert Properties



Photo credit: DTAH



# Built Form



## Built Form (Official Plan Policy 3.1.3)

- New development should fit harmoniously within the existing and planned context.
- New buildings should frame and define streets, parks, and open spaces with good proportion and limit visual impacts of servicing and vehicular access.
- New buildings will create appropriate transitions in scale to neighbouring existing and/or planned buildings and limit shadow and wind impacts on streets, open spaces and parks.

## Why is this important?

- Scale and massing of buildings define the edges of, and give shape to, the public realm.
- Creates comfortable and enjoyable spaces between the buildings.
- Maintains, complements and/or improves area characteristics
- Encourages street related retail and/or active uses
- Reinforces relationships between the building and street
- Provides the physical space for people to live and work in a growing and thriving city.



## Built Form for the Avenues Study will capture:

- Relationship of the building to its surrounding environment such as setbacks and streetwall heights in relation to streets, parks, and open spaces;
- Fine grained/ main street grade-related uses and their relationship to the street.
- Evaluate appropriate permissions for building massing, height, setbacks and transition.



# What is a Mid-rise Building?

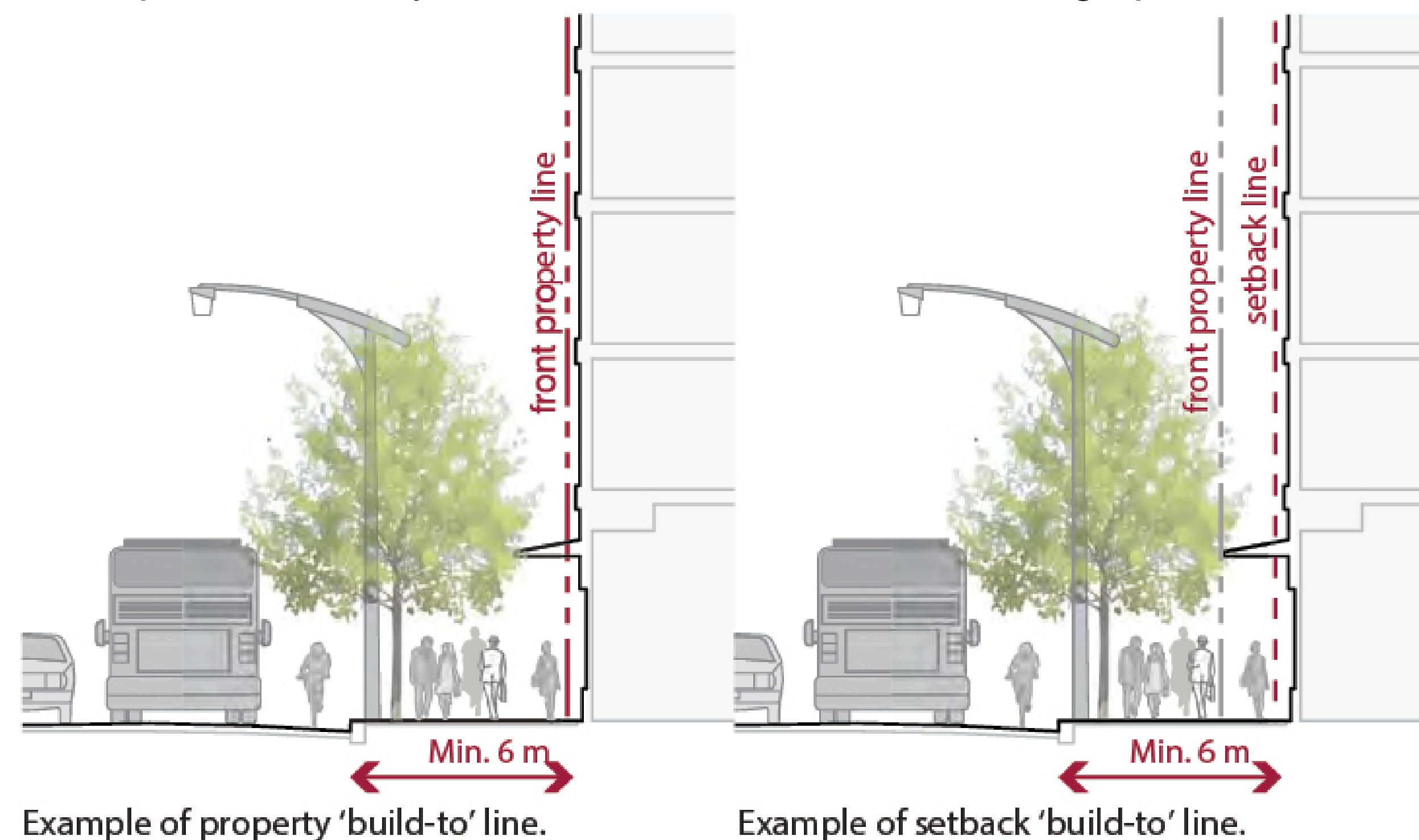
## Mid-Rise Building (The Official Plan Policy):

Mid-rise buildings are transit supportive form of development that provide a level of intensification at a scale between low rise and tall building forms.

- have heights generally no greater than the width of the right-of-way that it fronts onto;
- maintain street proportion and open views of the sky from the public realm by stepping back building massing generally at a height equivalent to 80% of the adjacent right-of-way width;
- allow for daylight and privacy on occupied ground floor units by providing appropriate facing distances, building heights, angular planes and step-backs.

## Sidewalk Zone

Mid-rise buildings may be required to be set back at grade to provide a minimum sidewalk zone/ public boulevard that allows for an Edge Zone, Continuous Tree Trench, and the Pedestrian Clearway. Additional space that may be desired for cafés, marketing spaces etc.



Based on the Toronto Green Standards, a 6m wide sidewalk zone, measured from curb to buildings face, is recommended to support a variety of streetscape elements including the pedestrian clearway, trees, furniture, lighting, utilities, cafés, etc. that contribute to a vibrant and complete street.

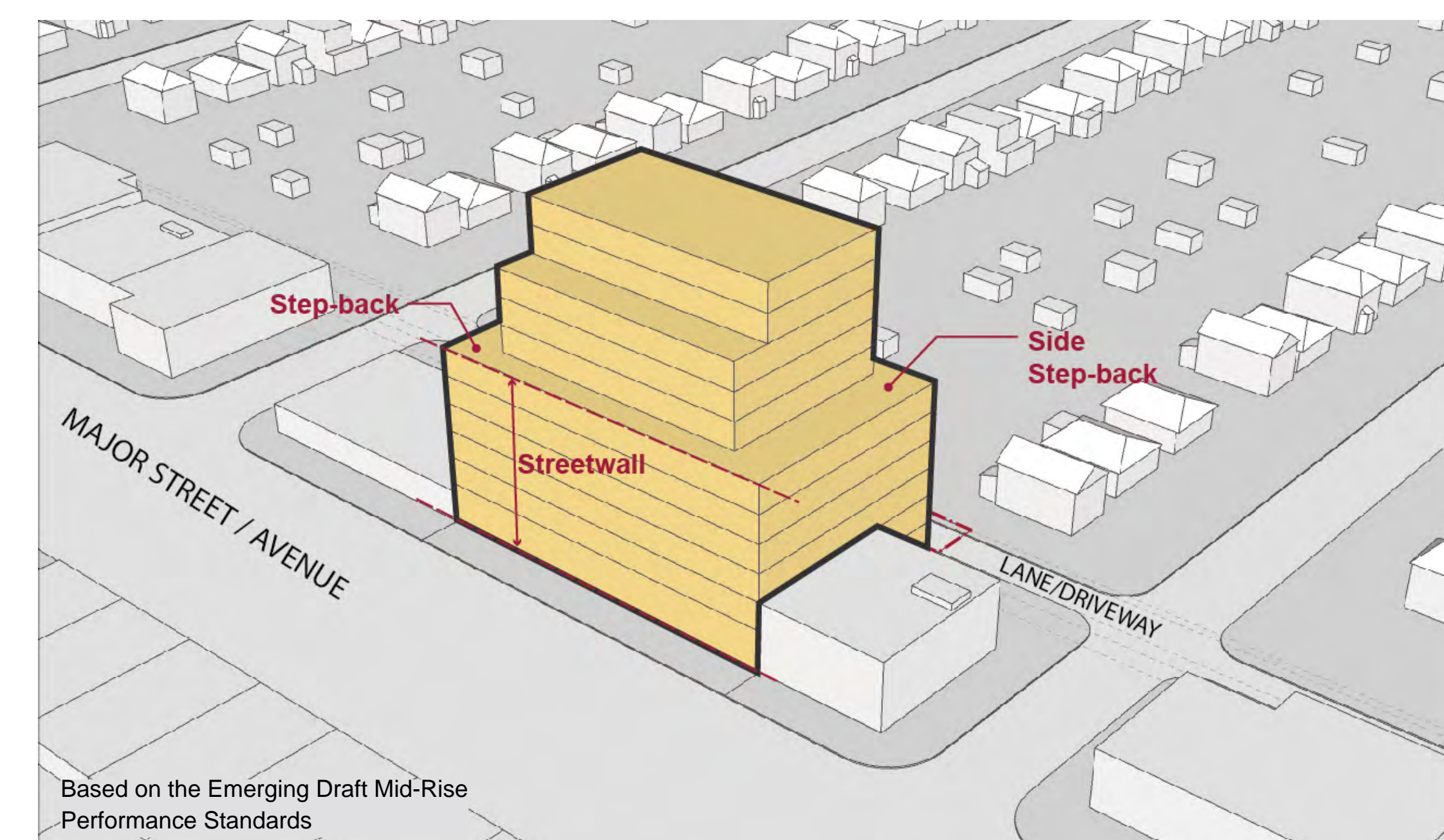
Source: Draft Mid-rise Guidelines document

## Setback (front or rear)

The distance between a property line and a building on the lot.

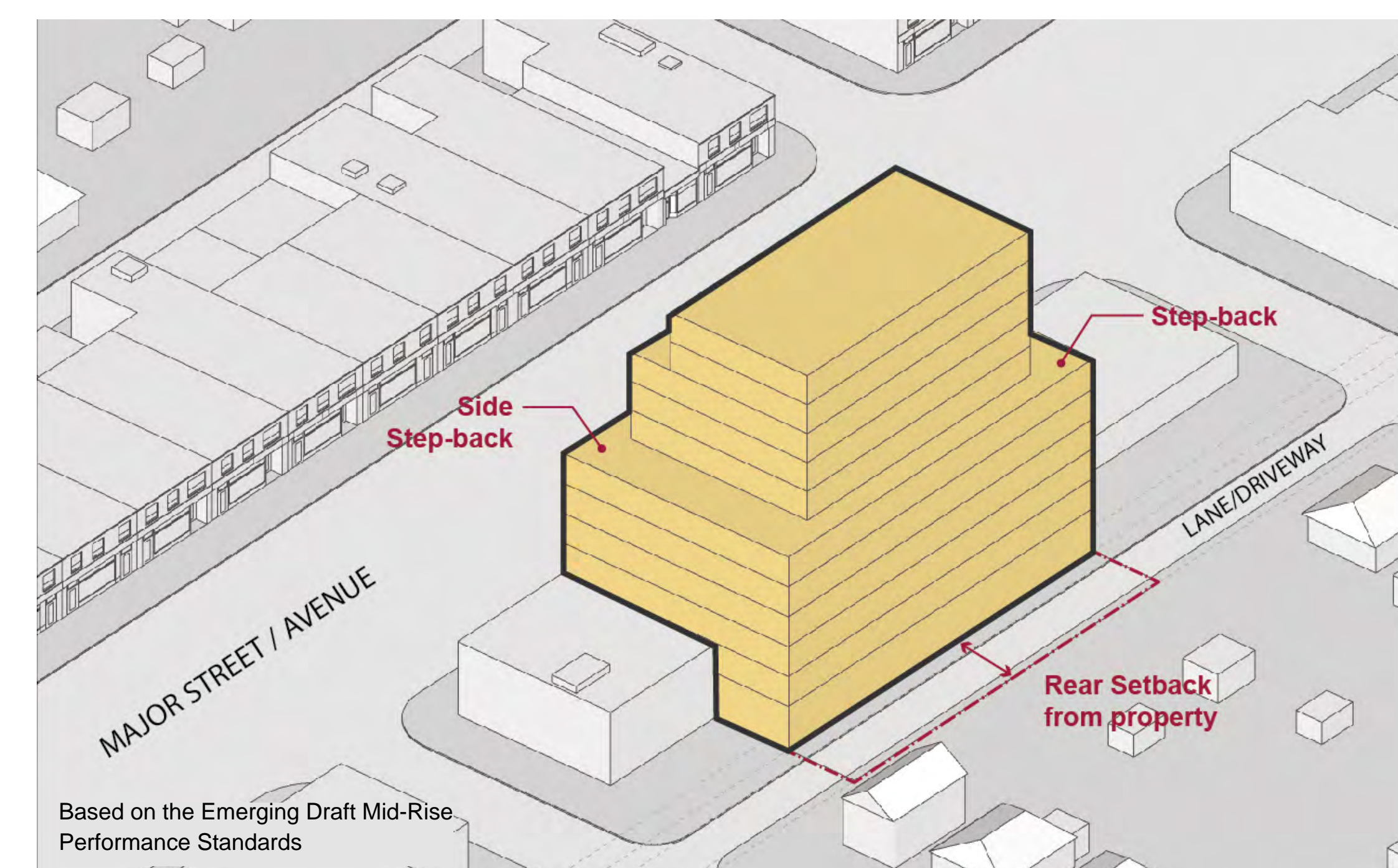
## Streetwall

The Streetwall is the part of the building that is closest to the edge of the street. In most areas the streetwall has a consistent height, above which the building “steps back”.



## Step-backs and Side Step-backs

Describes the distance that upper storeys of a building are required to be pushed back from the edges of the building below.



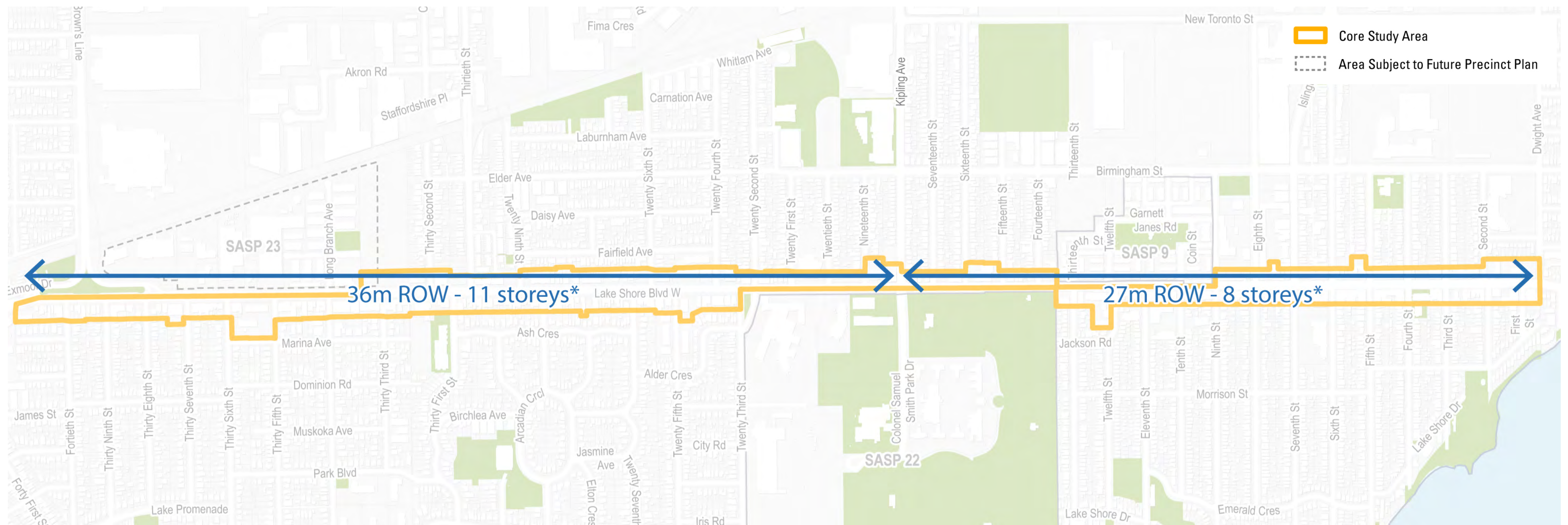


# Mid-rise Building Height



The proposed built form changes along the Avenue will generally align with the **City-wide** updates to the **as-of-right heights and densities** that are **proportionate to the right-of-way width**, appropriate for the area context.

The study will use this direction as its foundation, carefully evaluating the existing condition and the area's context to provide built form recommendations.



\*where contextually appropriate, as determined through the study process



# Mobility and Complete Streets

Streets function as:

- a movement corridor for pedestrians, cyclists, public transportation and vehicles,
- support many social and business activities; and
- Is a vital part of Toronto's public open space system.

A key objective of the study is to improve accessibility and safety for all transportation modes within the study area through public realm and streetscape improvements.

This study will evaluate the existing multi-modal transportation network to inform recommendations for the urban design guideline and streetscape improvements.

## Complete Streets



**Streets for People**

- Safe, active, and accessible to people of all ages and abilities
- Give People Mobility Choices
- Make Connected Networks
- Promote Healthy and Active Living



**Streets for Placemaking**

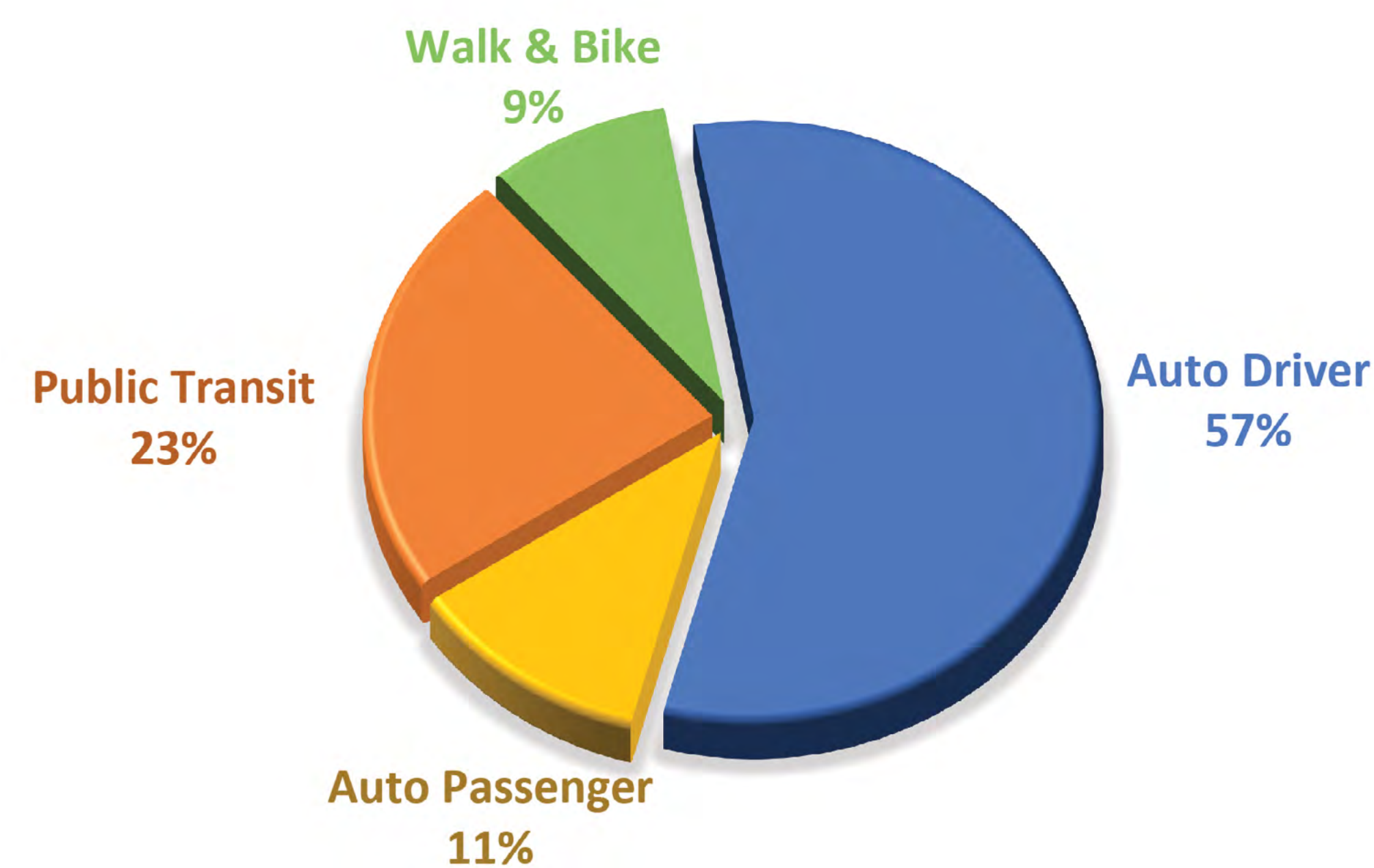
- Active and vibrant public spaces
- Improve Environmental Sustainability
- Respond to Local Area Context
- Green streets with landscaping and manage stormwater runoff



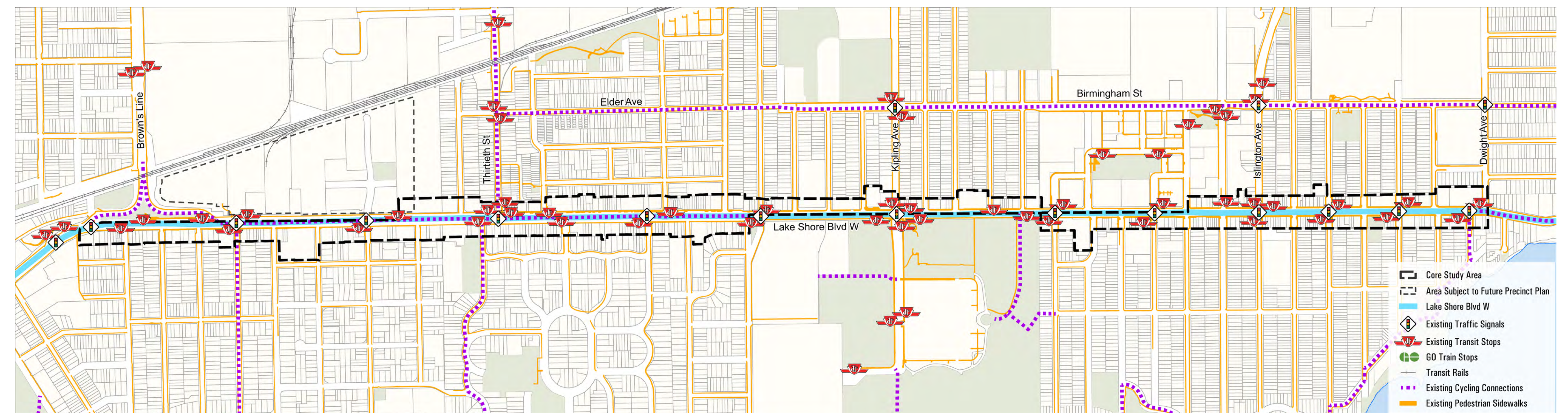
**Streets for Prosperity**

- Support local businesses and access to jobs and schools
- Support Economic Vitality
- Enhance Social Equity
- Balance Flexibility and Cost-Effectiveness

## Mode Share



## Existing Pedestrian and Cycling Network

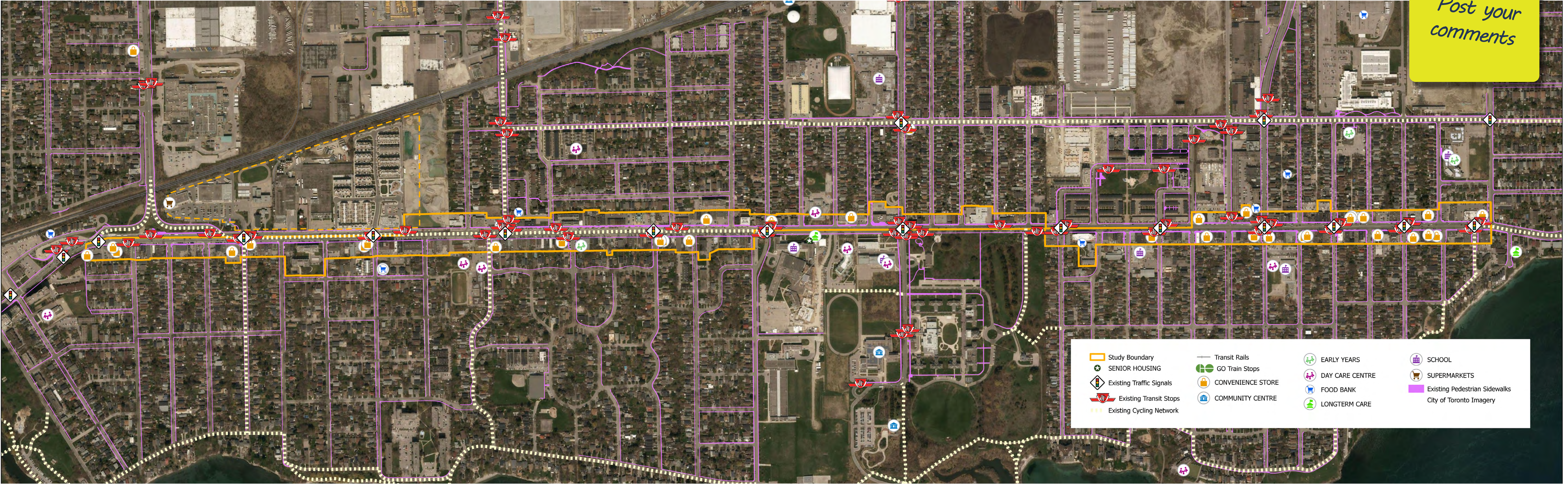




# Mobility, Accessibility and Safety



Post your comments



Where are the places visit most often?

What issues and opportunities do you see for improving accessibility and safety?

How do you get around? Please indicate with dots:

Walking

Cycling

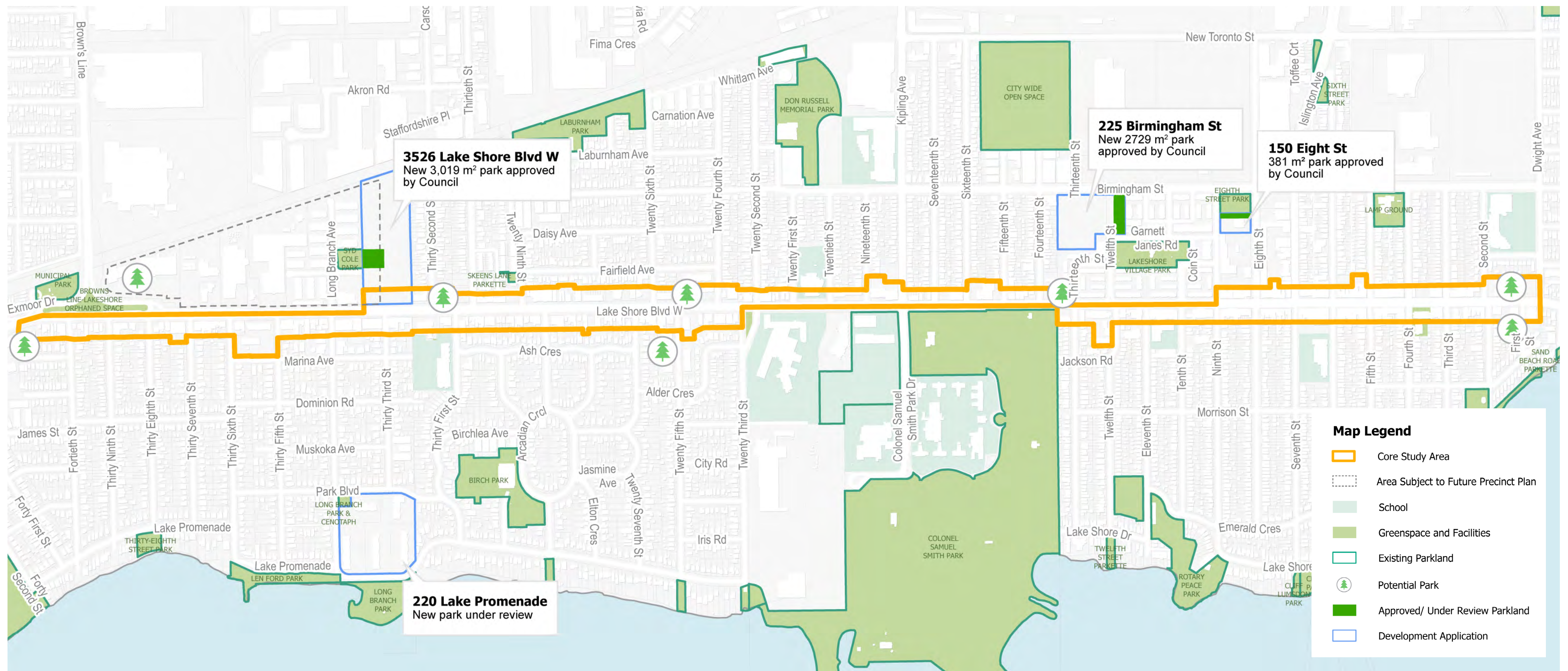
Driving





# Parks and Open Spaces

The existing and proposed public parks are shown in the image below. The tree icon also identifies areas where additional park or open space may be possible as lands are developed. There are three ways in which a parkland dedication requirement, where applicable, can be satisfied through an on-site dedication, off-site dedication or cash-in-lieu of a land dedication.

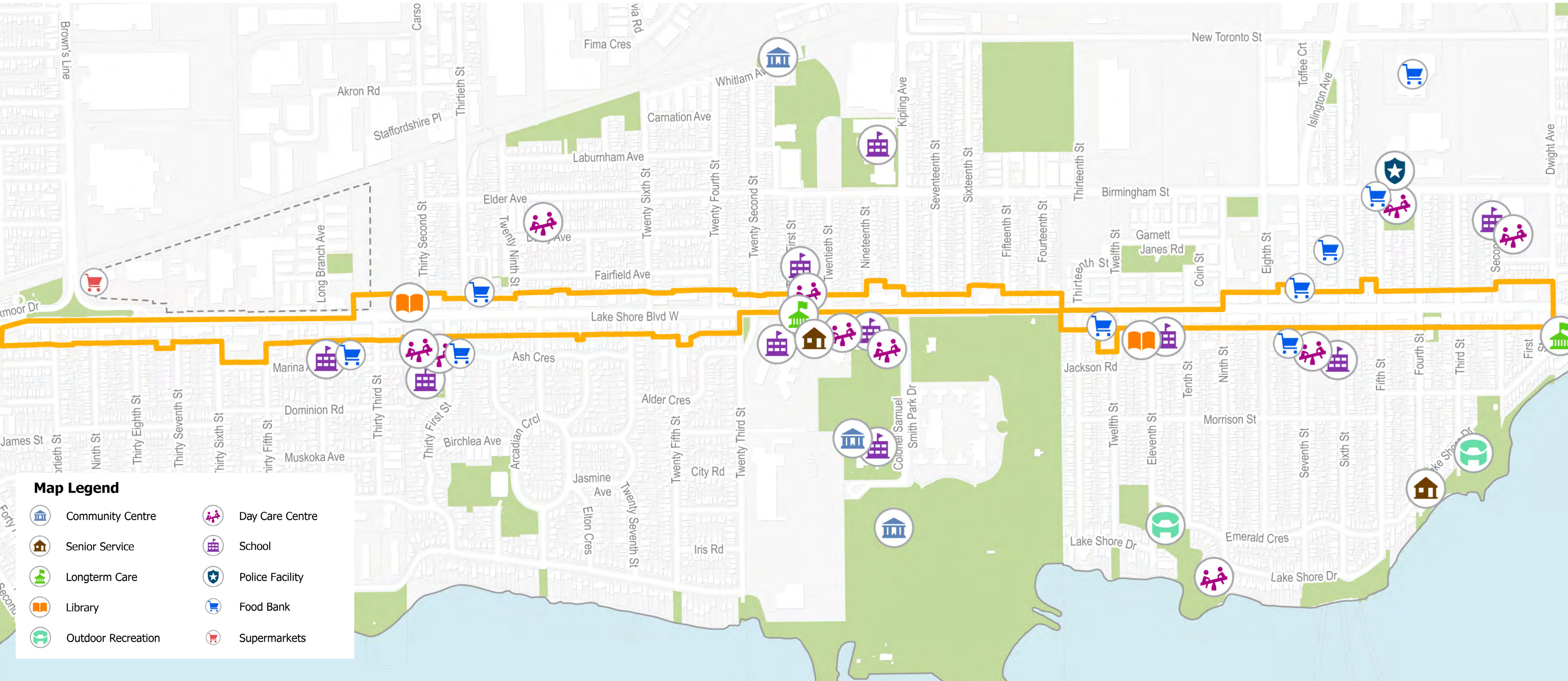




# Existing Community Services and Facilities

Community Services and Facilities include community recreation centres, libraries, childcare, public schools and community agency spaces for the provision of a range of social, employment and health services. Community services facilities act as neighbourhood focal points for people to gather, learn, socialize and access services, and are an essential component of complete communities.

The map below shows the existing community services and facilities near the study area. Through the review process of future development, new applications with 150-200 or more units will be required to provide a community services and facilities study.





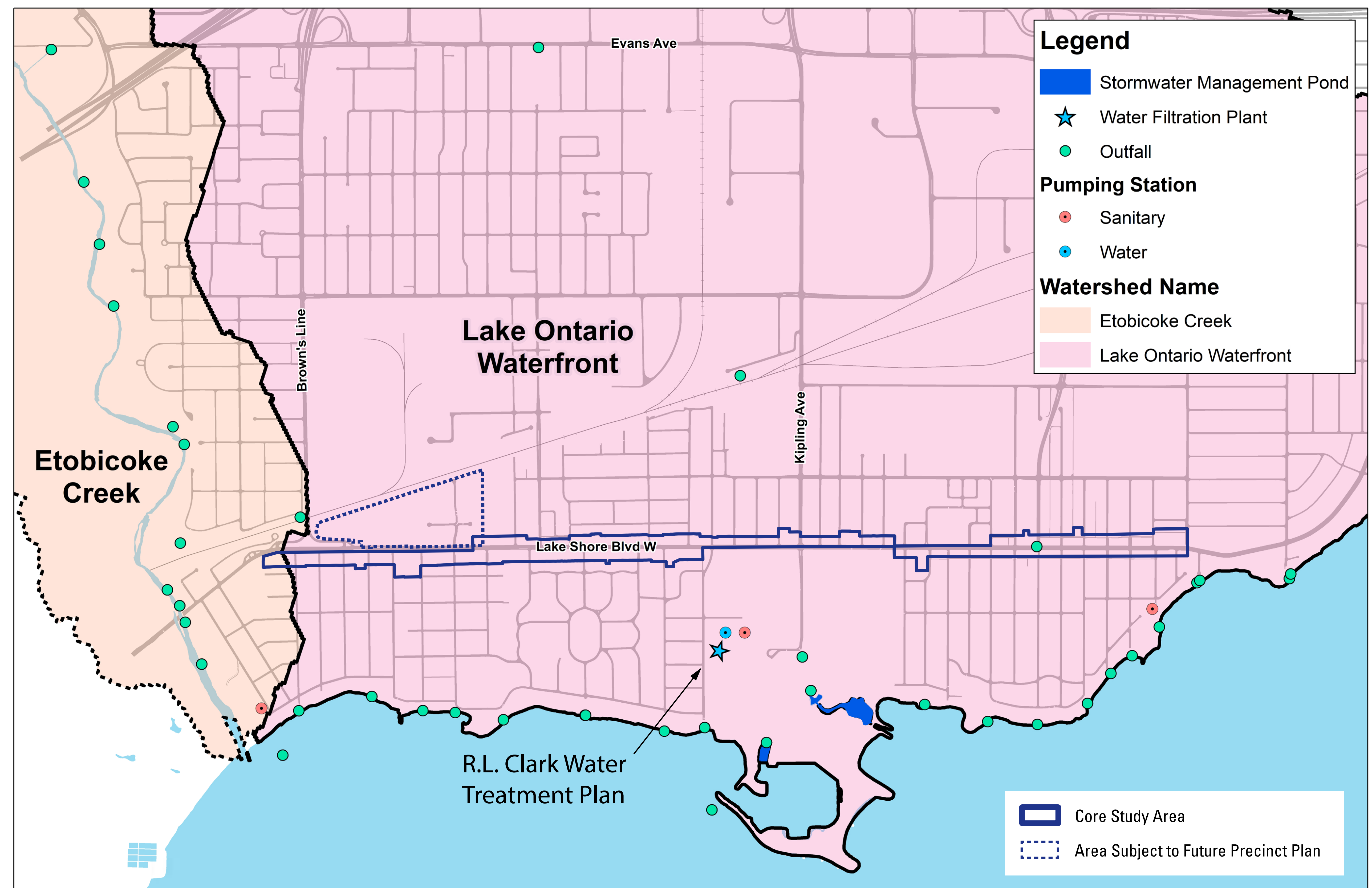
# Servicing Infrastructure



## Lake Shore Boulevard West Watersheds and Servicing Infrastructure

The capacity of infrastructure in the study area requires analysis to determine performance considering proposed densities.

The City is planning to study sewage pumping station capacity in this area, with the R. L. Clark Sewage Pumping Station scheduled for study commencement in the next five years.





# Tell Us What You Think



Street with Street Trees and Landscaping



Street with Storefronts and Patio Seating



Existing Condition with Boulevard Parking



Public Art



Parkettes or POPS





# Tell Us What You Think



*Post your  
comments*

Please place a sticky dot under the public realm improvement(s) that you think is important for the study area:

Reducing the amount of space  
dedicated to boulevard parking

Greening the streets (e.g. street  
trees and landscaping)

Better use of the right-of-way to  
improve sidewalk conditions

Other (please specify):

More patio spaces

More public seating areas  
and furniture

Reduce reliance on motor  
vehicles

Reinforcing a distinctive identify

Identify opportunities for place  
keeping and new public spaces

Improve road safety for  
vulnerable road users  
(pedestrians and cyclists)



# Thank You and Stay Tuned!



Thank you for attending tonight's Open House Kick-off Meeting

Following the Open House Kick-off Meeting, there will be additional opportunities for community engagement throughout the study. These opportunities will include:

- The establishment of a Local Advisory Committee
- Additional Community Consultation Meetings
- On-line engagement opportunities

Please ensure you signed-in today. By signing-in you will be notified of any future meetings and community engagement opportunities

## Local Advisory Committee

As part of the study, a Local Advisory Committee (LAC) will be established. The LAC is intended to provide a forum for discussion of approaches, concepts, and alternatives as part of the Study. The LAC membership will comprise of representatives from organizations, businesses, and residents in the study area. The LAC will be limited to 10-12 members in total. If you are interested in applying to be part of the LAC, please take an application form and return it to the City Planner no later than May 30th, 2024.



<https://twitter.com/CityPlanTO>



**Get Involved**  
in Shaping Your City!

Scan with your smartphone camera for project webpage



[www.toronto.ca/LakeShoreStudy](http://www.toronto.ca/LakeShoreStudy)



# History of Lake Shore Boulevard West



Long Branch, Lake Shore Boulevard between Long Branch Ave and 35th Street, looking south (image from Montgomery's Inn)

“Long Branch developed into a **cottage area** starting in 1886 with high-end summer homes, followed by more modest cottages over the next few decades. Day visitors arrived by **steamer and streetcar**, and local residents opened stands where these visitors could eat, buy souvenirs, play games and danced in the open air”

– The Etobicoke Guardian, 2015

The **streetcar services** along Lake Shore Road started operating in 1895, running from Toronto all the way to the Etobicoke Creek, built by the Toronto and Mimico Electric Railway (Right in Niagara)



An old streetcar in Long Branch (Toronto Archives)



10720 Waiting Room, Humber Loop, Lake Shore Rd. (318-11) Nov. 23/34.

Humber Loop, 1937 (Toronto Archives)

**Lake Shore Boulevard West** was the first road surveyed through Etobicoke in 1791. Its route followed that of an **ancient aboriginal trail** along the north shore of Lake Ontario from the Town of York to Burlington Bay. It was originally called **Lakeshore Road**. In 1917, it also became the first numbered provincial highway in Ontario, **King's Highway 2**. The road was renamed **Lake Shore Boulevard West** and East in 1959 when various roads across Toronto along the lake were reconstructed to form one continuous roadway from Woodbine Avenue in the east to Etobicoke Creek in the west. (Etobicoke Historical Society)



Lake Shore Road and Ninth Street in New Toronto, looking east, 1927 (Toronto Archives)