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Lake Shore Boulevard West Avenue Study Community Consultation Meeting #1

June 25, 2024



Thursday, May 23, 2024
6:00pm – 8:30pm
Lakeshore Collegiate Institute, 350 Kipling Avenue, Etobicoke, ON M8V 3L1

Introduction

On Thursday, May 23, 2024, the City of Toronto hosted the first Open House Community Consultation Meeting (CCM) for the Lake Shore Boulevard West Avenue Study (the “Study”). The meeting was held in the cafeteria of the Lakeshore Collegiate Institution at 350 Kipling Avenue, Etobicoke, ON, from 6:00pm to 8:30pm. The meeting agenda was divided into three key components: the Open House and Activity Stations, Presentation, and a Q&A session.

The purpose of this meeting was to launch the Study to the public and receive initial feedback on the study scope and objectives. Residents were also notified of the opportunity to apply to be part of the Local Advisory Committee (LAC) for the Study.

To advertise the event, 5,982 notices were mailed to residents and community organizations within the Study boundary, and the notice was also distributed by Ward 3 Deputy Mayor Morley’s newsletter. Approximately 104 people attended the meeting. Staff from the City of Toronto and Councillor Morley’s office were in attendance to assist with the CCM and answer questions from the public.

Open House and Activity Stations

Community members were welcomed to the meeting and were asked to sign into the registry list for the open house. They were also directed towards a QR code which took them to an online survey where they could provide their feedback on the study. The CCM began with a community open house that was hosted in the cafeteria of the Lakeshore Collegiate Institute.



There were 18 [display boards](#) presented, and Staff from the City’s Community Planning, Urban Design, and Transportation Planning divisions were stationed to provide community members with information and answer any questions about the Study.

There were four activity stations for community members to provide their input and display their comments.

Activity Station #1: Public Realm Improvement Options

The public realm improvement options feedback board listed nine types of public realm improvements and asked participants to place a dot in the box where they think the public realm improvements is important for the area. The chart below summarizes the number of dots each of the nine public realm improvements received:



Community feedback focused around a reduced dependence on cars, and improved road safety for vulnerable road users such as pedestrians and cyclists. There was also significant support for an improved pedestrian condition within the streetscape. Community members were also able to provide additional input that they felt was not included in the nine focus areas. These comments included:

1. More streetcar islands for pedestrian safety.
2. Improved transit.
3. Improved cycling infrastructure (protected cycle track).
4. Wider sidewalks.
5. Modest parallel parking.
6. Low impact development (permeable pavers, resilient infrastructure).



Activity Station #2: Streetscape Improvement Options

The community was asked to provide their input on specific streetscape related improvements to understand what the community would like to see along Lake Shore Boulevard West. The board displayed five topics: street trees and landscaping, public art, storefronts and patio seating, parkettes and pops, and the existing condition with boulevard parking. The community placed small stickers on either a "yes" or "no" box to show their support for either. The community was supportive of street trees and landscaping, storefronts and patio seating, public art, parkettes and Privately-Owned Publicly Accessible Spaces (POPS).



The community was split on the existing condition with boulevard parking, with seven voting yes and seven voting no. Overall, community members would like to see an improved streetscape condition with a focus on an improved pedestrian environment.

Activity Station #3: Mobility and Safety Comments

The Mobility, Accessibility and Safety discussion board showed the entire study area and the existing transportation infrastructure and places of interest. The community was asked to indicate places that they visit most often, what issues and opportunities they see for improving accessibility and safety and the ways that they get around in the study area. The places that people indicated they visit often are: retail, restaurants, friends, parks, and, playgrounds. The community identified various opportunities for improvement, including:



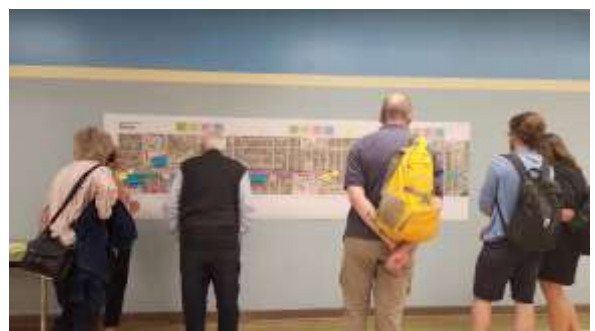
- Implementing protected bike lane as current cycling conditions are unsafe;
- TTC services can be improved by having its dedicated lane and adding streetcar islands;
- Eliminate obstructions in the sidewalk to improve accessibility; and
- Adding more rest areas for seniors such as seating.

Based on the responses received for the modal split, there are similar responses for walking, cycling, and driving (approximately 8 votes each). Given the low response rate, the modal split unlikely to be representative of the entire study area.

Activity Station #4: Character Areas

Activity station five was a map of the study boundary where community members could place comments directly where they would like to see improvements. There were four sticky colours: green represented something great about the study area, yellow to highlight what needs improving, pink for other ideas or concerns, and blue for public realm improvements to help promote economic development. Some key feedback included:

1. Keep affordable grocery stores.
2. Protected cycle track.
3. Improve intersection safety and sightlines.
4. Improved access to park space.
5. Maintain the sense of community.
6. Improved density along the Avenue.
7. Integrate the Long Branch Loop and GO Transit Station into the study.
8. Reduced parking along the Avenue.
9. Diversity of restaurants.



Presentation

On behalf of Councillor Amber Morley, Matt Cook provided opening remarks and welcomed the public. Desiree Liu and Daniel Kolominsky from the City's Community Planning department began the presentation with a land acknowledgment and a subsequent presentation introducing the purpose of the CCM, an overview of the Study, engagement process, and timelines. The presentation can be found [here](#).



Questions and Answers

At the end of the presentation, Desiree Liu, Daniel Kolominsky and Prachi Patel hosted an open Q&A forum from 7:30pm to 8:30pm. The public provided comments and asked questions related to:

1. Increase bike infrastructure and bike share stations along the avenue;
2. More retail uses to support the proposed population density;
3. Increase school capacities to support proposed population density;
4. Maintain the “village atmosphere”;
5. Concerned that development projects will be left “incomplete”;
6. Maintain views of the lake; and
7. Limited shadow impact on neighbouring gardens and homes.

Feedback Received

Based on the feedback forms that we have received, the preliminary online survey results, conversation we had with the community members, email feedback, and the engagement boards, below is a high-level summary of what we heard at the Community Consultation Meeting:

Streetscape and Public Realm:

1. There was strong support for street trees and more greenery across the entire study area;
2. There was strong support for wider sidewalks;
3. Residents would like to see more public spaces and improved parks;
4. Improving the attractiveness of the streetscape is a priority;
5. More lights can improve the safety at night;
6. Provide more benches and seating options;
7. Streetscape design should celebrate Lake Shore Boulevard West's connection to Lake Ontario;
8. Would like to see small local businesses thrive, such as independent grocers and bakeries, restaurants, and coffee shops; and
9. More patio spaces.

Land Use and Built Form:

1. Residents highly value the commercial character of the street and would like to see active street frontages;
2. Most people were in support of the mid-rise built form within the corridor, some felt that we should incorporate a variety of heights;
3. Most people were in support of higher than mid-rise built form within the PMTSA area;
4. Emphasis on the “village feel/character”; and
5. Increase the density and provide a range of housing options.

Transportation:

1. More streetcar islands to improve transit safety;
2. Dedicated streetcar lane would improve transit reliability;
3. Most feedback supported dedicated bike lanes to improve safety for cyclists but some were not in support of bike lanes on Lake Shore Boulevard West;
4. Most people were in support of eliminating angled parking since they are unsafe and occupy a lot of road space; however, some expressed the need for on-street parking; and
5. Other ideas to improve safety include reducing speed limits, adding more stop signs and improving intersections.

Community Services and Facilities:

1. Maintain and incorporate community meeting spaces; and
2. Ensure the infrastructure can manage the growth, including transportation, school capacity, and servicing capacity.

Other:

1. Need more public washrooms;
2. Protect heritage buildings;
3. Extend study area west to Etobicoke Creek;
4. Concerned about laneway traffic;
5. Incorporate low-impact development practices; and
6. Concerns regarding the high water table.

What's Next?

The first CCM is the initial community consultation for phase one of the study. The city will use the comments provided by community members to inform the analysis and draft recommendations of phase two. A Status Report is tracking for September Etobicoke York Community Council and a second Open House Meeting will be scheduled in Q4 2024 to discuss the draft recommendations.