

## **Lake Shore Boulevard West Avenue Study**

### **Local Advisory Committee “LAC”**

#### **Meeting #1 Minutes**

**July 3, 2024, from 6:00 pm – 8:00 pm  
Royal Canadian Legion – In Person**

#### **Local Advisory Committee Member Attendees:**

Annette Heatherington, Resident	Action Committee
Bev Kurmey, Resident	Nolan Xuereb, Resident
Christian Murillo, Resident	Paul Chomik, Resident
Corey Bowes, Long Branch BIA	Robert Pylpiw, Resident and member of
Elizabeth McCullough, Resident	Etobicoke South Cycling Committee
Joanne Yano, New Toronto Lakeshore	Sarah Mackel, Resident
Village Residents Association	Scott Valens, Humber College
Judy Gibson, Long Branch	Thaddeus Sherlock, South Etobicoke
Neighbourhood Association	Community Land Trust
Lee Scott, Resident	
Mark McKeon, Resident	Regrets:
Matt Switzer, Resident	David Dwyer, Lakeshore Village BIA
Michele Harris, Long Branch BIA	James Lester, Resident
Mike Olivier, South Etobicoke Transit	Peter Maes, Resident

#### **City Staff in Attendance:**

Desiree Liu, Senior Planner, Community Planning, Project Lead  
Daniel Kolominsky, Planner, Community Planning, Project Lead  
Prachi Patel, Senior Urban Designer, Project Lead  
Al Rezoski, Manager, Community Planning  
Berardo Mascioli, Assistant Planner, Community Planning  
Joshua Bassett, Senior Planner, Transportation Planning  
Aysha Ahmadjan, Constituency Assistant to Deputy Mayor Morley

### **The Local Advisory Committee Overview**

The Local Advisory Committee (LAC) for the Lake Shore Boulevard West Study was created to form a non-political advisory body with a mandate to provide a forum for feedback, guidance, and advice to the project team at key points during the study process. The LAC members represent a diverse range of interest in the study area the LAC is a sounding board to provide input on the study approach and direction.

City Planning have reached out to community stakeholders within the study area and received applications from residents to participate in the LAC. A total of 30 applications were received, however to keep the conversation effective and scoped, 20 members were selected in consultation with Deputy Mayor Amber Morley to form the LAC.

### **Introductions and City Staff Presentation**

This is the first kick-off meeting for the LAC members. The meeting started with introductions from City staff and the LAC members, then Desiree Liu started a presentation that included the land acknowledgement and an overview of the purpose of the LAC and member responsibilities. All LAC members acknowledged and agreed that their names, affiliation and input will form part of the public record. Daniel Kolominsky then continued the presentation to provide an overview of the Lake Shore Boulevard West Avenue Study, its purpose, objectives, vision, and process.

The presentation included feedback that has been collected to date from the 245 points of engagement since the study began, including the community consultation meeting, comment forms filled out, email comments, online survey responses, and the residents staff spoke to at the Planners in Public Spaces event at the Grilled Cheese Festival. A high-level summary of the feedback collected so far was presented to the LAC members.

### **Round Table Discussions**

Following the presentation, the LAC members were then split up into two smaller tables for more in depth discussion facilitated by City staff. Table 1 consisted of stakeholders that are mostly in the Long Branch area, west of Kipling Avenue. Table 2 consisted of stakeholders that are mostly in the New Toronto area, east of Kipling Avenue. Printed materials were provided on the tables for discussion around public realm improvements and the proposed built form vision.

## Table 1 Feedback Summary

### Streetscape Elements

- Increase tree canopy along the street to ameliorate the heat island effect from the abundance of concrete and asphalt.
- Tree species should be identified in the guidelines to provide shade and tree longevity.
- Reference to Greenville, South Carolina for the type of street improvements and trees planted.
- More opportunities for patio seating should be explored through wider sidewalks and having space for tree plantings while still permitting pedestrian and disabled movement. Existing sidewalks in New Toronto are very narrow, and they should be widened.
- Move the hydro-electric services underground to free up sidewalk space to 2.1 metres wide.
- Street furniture is incomplete and not maintained in Long Branch. There is not enough seating or bicycle lock stands. Streetscape should have a cohesive identity within each character area.

### Parking

- Eliminate angle parking to improve sidewalk width and permit bicycle lanes. Wider sidewalks make patio spaces safer and more comfortable.
- Overall loss of parking spaces with removal of angled parking to be made up within new developments to accommodate businesses and seniors who need to drive.
- The BIA was concerned about the removal of angle parking while other stakeholders feel the space can be better used for streetscape improvements.

### Safety and Transit

- Safety for pedestrians and transit users crossing Lake Shore Boulevard West can be improved by lowering vehicle speeds, reducing lane widths, and implementing better enforcement.
- Better streetcar islands and signalization for safe operation and access.
- The street should be re-designed to be calmer and more of a pedestrian oriented main street, moving away from operating as a portion of the historic Highway 2.
- Street and sidewalk improvements to include filling in bicycle lanes throughout avenue.

### Streetscape Improvement Timing

- Explore options to implement City-initiated improvements instead of waiting for development applications to come in to implement boulevard improvements on a

site-by-site basis.

- The streetscape improvement priorities should be identified to ensure the improvements will be cohesive.
- Pursue Council to direct capital improvements to Lake Shore Boulevard West like they did for Roncesvalles Avenue and engage the BIA to help fund that work.

#### Placemaking and Character

- Identify more public parks or placemaking opportunities along the avenue through redevelopment. One example is the urban plaza space at St. Lawrence Market with public seating, raised planters, bandshells, etc.
- Explore Privately Owned Publicly Accessible Space “POPS” where development warrants them if public parks are not feasible.
- Support small retail and service locations in new developments to avoid homogenization of the streetscape.
- Identification markers/signs and way finding tools to show local attractions, parks and distance to Lake Ontario.
- Prepare design guidelines for streetscape including sidewalks, lighting, tree plantings, street furniture, signage for trails.

#### Built Form

- Encourage a mix of materiality and a variety of building colours to keep buildings vibrant and interesting.
- A lot of support for retaining retail at grade and ensuring commercial units have ample space with opportunity for local shops to remain.
- Taller buildings within the PMTSA area generally makes sense.
- There should setbacks of buildings at the front and rear, especially at upper floors.
- Eight to 11 storey buildings works on the avenue, however, there is some apprehension to 11 storeys because there is nothing comparable right now.
- There are concerns about the proposed heights limiting sunlight around public spaces and neighbourhood areas.
- Street wall height of four to six storeys is sufficient.
- Area of transition is supportable; however, it should not be too deep into the neighbourhood.
- Desire to move vehicular access off Lake Shore Boulevard West to limit the number of driveways.

## Table 2 Feedback Summary

### Safety and existing TTC transit infrastructure

- Key concern is about fast-moving cars, community would like to see reduced car speeds to improve safety for pedestrian and cyclists.
- TTC standard requires a right-of-way of at least 36 metres to accommodate segregated streetcar route. What is being done about that?
- Consider adding signal priority at streetcar stops.
- Can public realm interventions help slow down traffic speeds? Should we explore more traffic calming measures as a part of our public realm strategy?

### Parking

- Parking is important for main street businesses if you want a thriving retail base, however there are lots of side street parking already in the New Toronto area.
- Can the city explore different options for parking, residents/locals get to park free, and visitors need to pay. For example Richmond Hill has implemented tiered car parking rates in some areas.
- Explore if school parking lots can be open to the public since they are underutilized outside of school hours.
- Support more parallel parking instead of angled or boulevard parking which would open up opportunities for enhanced sidewalks and additional street tree planting.
- Identify opportunities to add more “Green P” lots underground in new developments.

### Cycling Infrastructure

- Existing cycle lanes are often being used as passing lanes since they are not marked in a lot of locations. This makes cycling along this stretch unsafe.
- This is a cycling community and there is a need for a commuter cycling connection along Lake Shore boulevard West. There are residents that want to cycle to downtown (20-30 minutes) if the infrastructure is in place.
- There is a preference for unidirectional cycle tracks.
- Secondary streets like Birmingham Street have better infrastructure, but these routes have limitations of not being a connected network. The Waterfront Trail is a recreation route. Lake Shore Boulevard West should be a commuter cycle track.
- Cycle lanes can serve as a buffer for pedestrians from fast moving vehicles.

### Character at-grade

- More people have started working from home post COVID-19 so residents are using this community during more hours during the day. There is a greater need to

have better streetscape infrastructure, retail, commercial establishments along the corridor for it to become a complete community/destination. What can be done to attract more artists and small businesses such as dance studios and visual artists?

- Don't want to see giant retail, how can we retain local shops in newer development?
- Residents would like to see more service-based retail at-grade like dentist and hairdresser, etc.
- Encourage incorporation of more glazing at grade and make use of better material like brick.
- Canopy is important for at-grade retail for pedestrians to take refuge along the street.
- Murals and furnishing contribute to the area character.

#### Streetscape

- Locals use side streets primarily to walk and only go onto Lake Shore Boulevard West where they need to access services as the pedestrian environment on Lake Shore Boulevard West is not pleasant for walking (lack of trees, narrow sidewalk widths, lack of benches).
- Happy with City's recommendations for streetscape improvements, however, consistency should be ensured.
- Views to the lake – would like to identify such spaces for additional civic improvements.
- Like the idea of markers to identify lake community, better signage for wayfinding is one such recommendation. The signage can include distance to the nearest parkettes and views to the lake.
- Seasonal variation using different plant species, including flowering plants and consideration for winter months needs to be looked at.
- Happy with the recommendation to add murals and/or public art.

#### Built Form

- Generally, stakeholders support eight to 11 storeys but worried about 'canyon effect' for the mid-rise buildings, including concerns about sky views, sunlight access and shadow onto neighbourhoods.
- Street wall height as proposed at three to six storeys is fine.
- Within the Protected Major Transit Station Area lands, higher than 11 storeys can be explored.
- Stakeholders are generally ok with taller than mid-rise buildings within the PMTSA area.

- Generally, support density as new development will mean net improvement for the area and will better support the local businesses.
- Support the proposed rear transition direction as it is an improvement from the previous angular plane requirements. Encourage staff to explore how this can support mass timber construction.

#### Public Laneways

- Stakeholders support the direction of connecting missing laneways where possible, as this would reduce pedestrian and vehicular conflict on the avenue and provide service access in the rear.

#### Other

- Need more affordable housing.
- Secure new daycare through Community Benefits Charge.