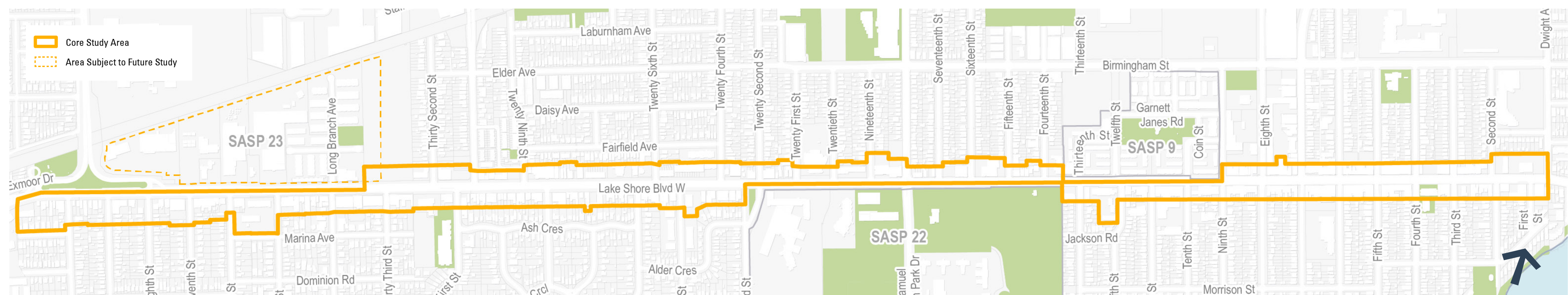
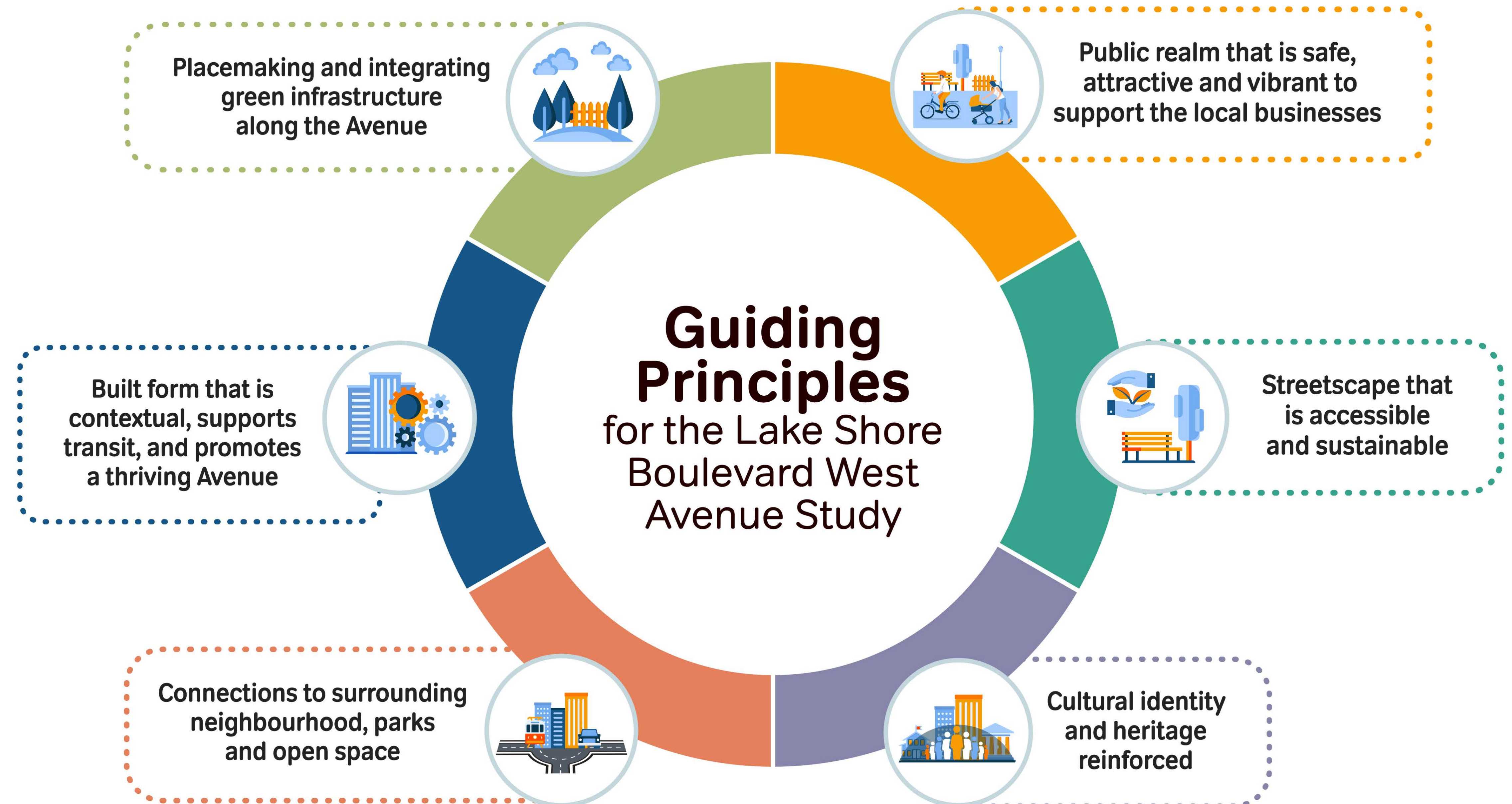


Lake Shore Boulevard West Avenue Study Overview

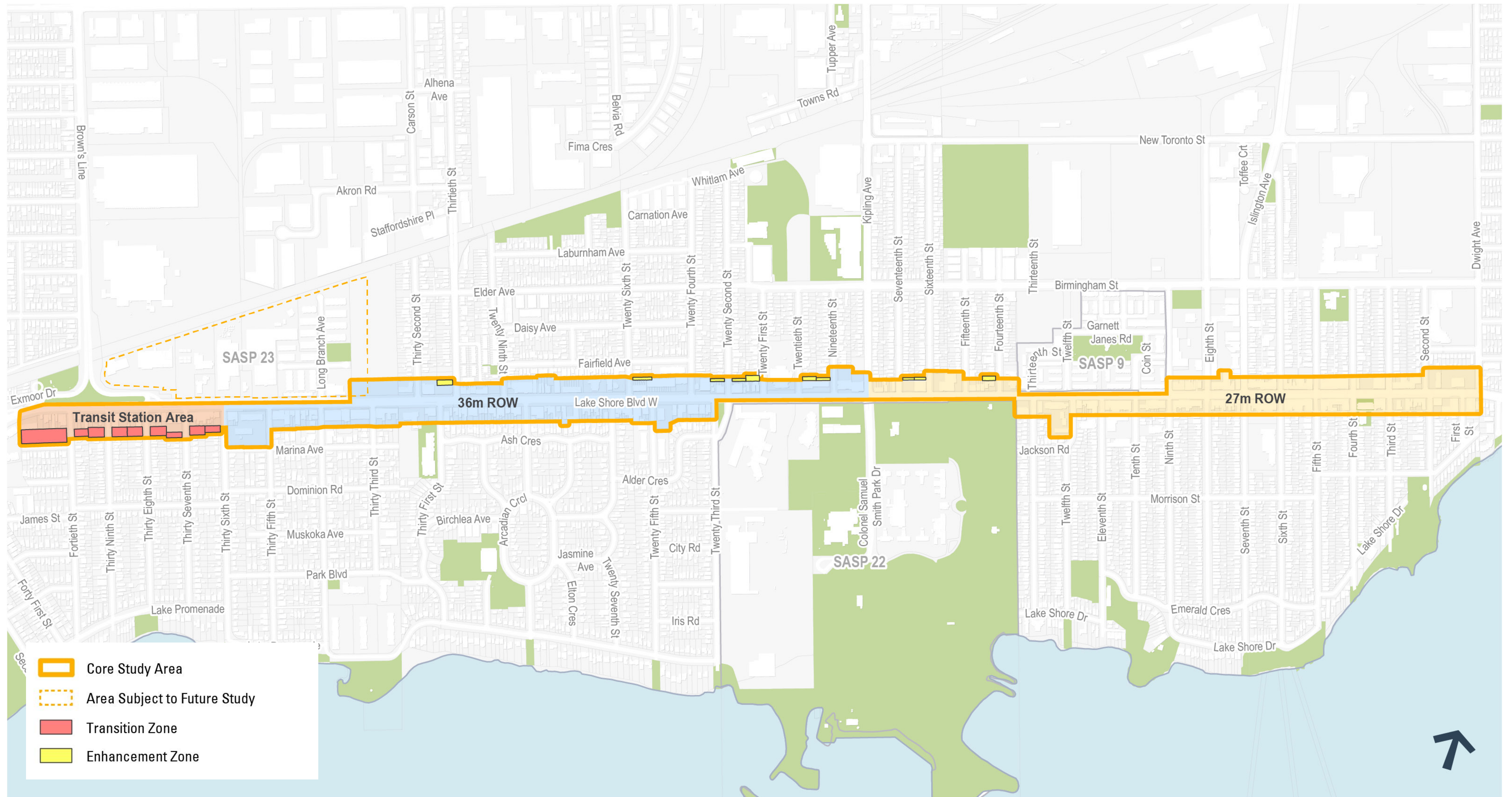
The Study

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 City policy directions for growth and housing.
- Identify opportunities to enhance the **public realm** to improve accessibility, mobility and the streetscape.



Proposed Study Area Changes



Study Process and Timeline



Q1-Q2 2024

Phase 1 Initial Consultation

TAC #1 

CCM #1 

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 

We are
here

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

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.

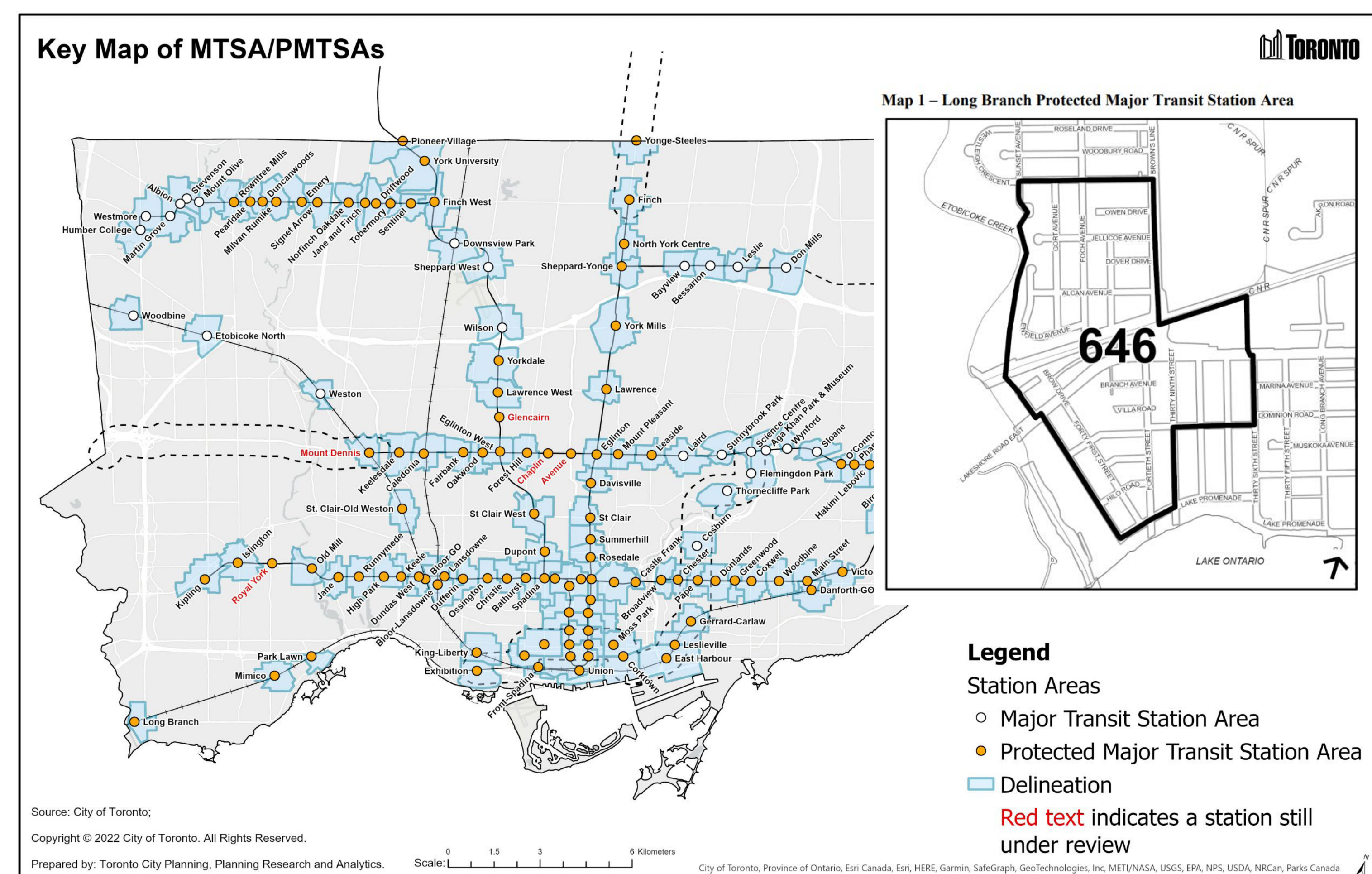
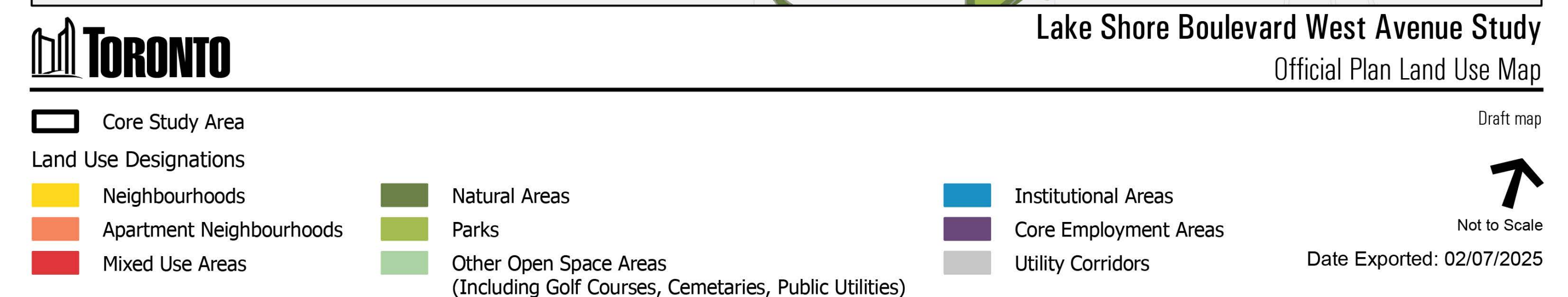
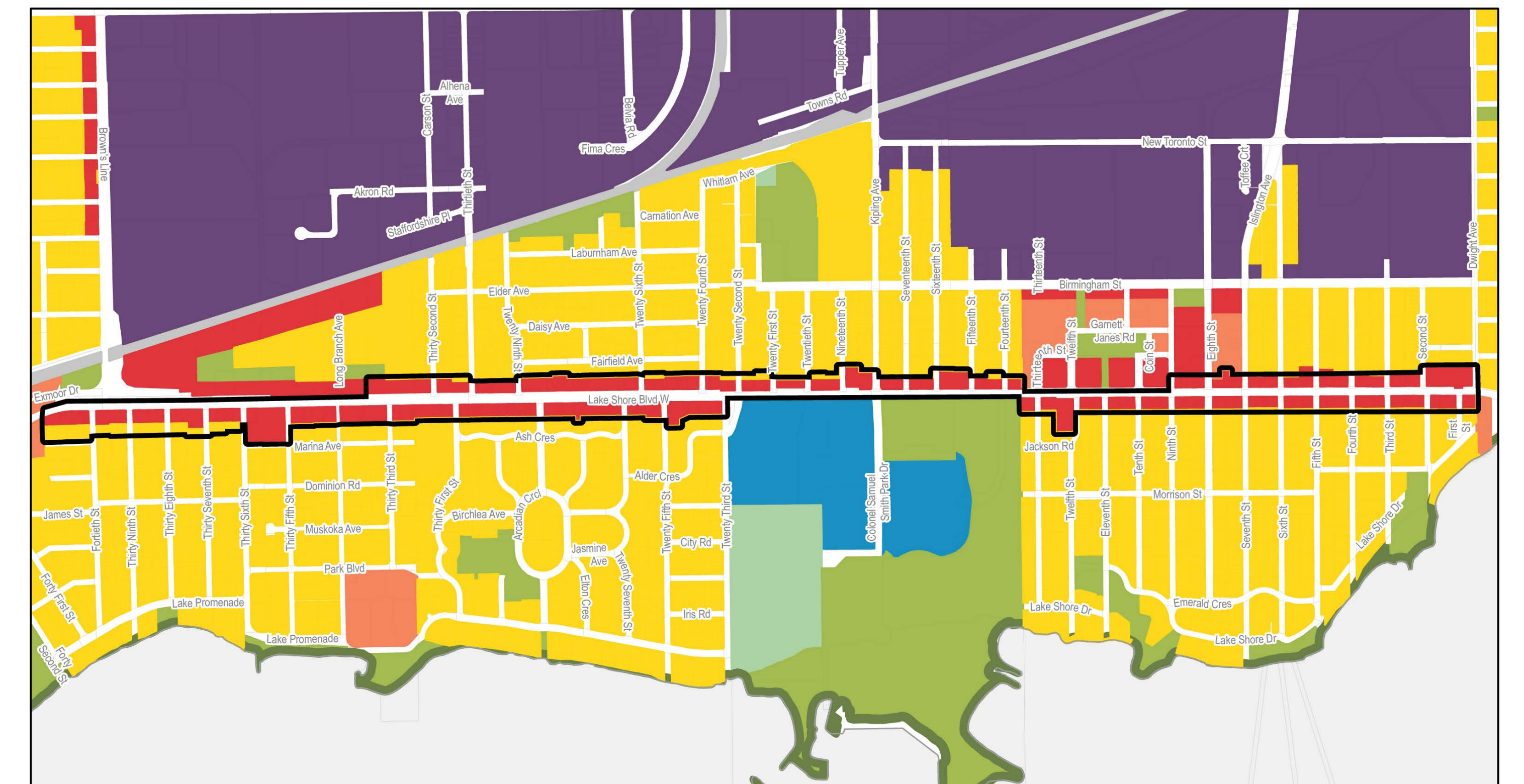
Avenues are important corridors along major streets where reurbanization is anticipated and encouraged to create new housing and job opportunities while improving the pedestrian environment, the look of the street, shopping opportunities and transit service for community residents.

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 (PMTSA), identified as Site and Area Specific Policy 646. This was approved by City Council on July 19, 2022 and is now awaiting approval by the Ministry of Municipal Affairs and Housing. The Long Branch PMTSA is targeted to provide a minimum 150 residents and jobs combined per hectare.



City-wide Policy and Initiatives

Housing 2020 - 2030 Action Plan

VISION ZERO



Avenue Policy Review

- New Avenue Policies (PHC Jan 2025)
- Identifying New Avenues (PHC Feb 2025)
- Expanding Mixed-Use Area Designations (Q2 2025)
- Transition Zones

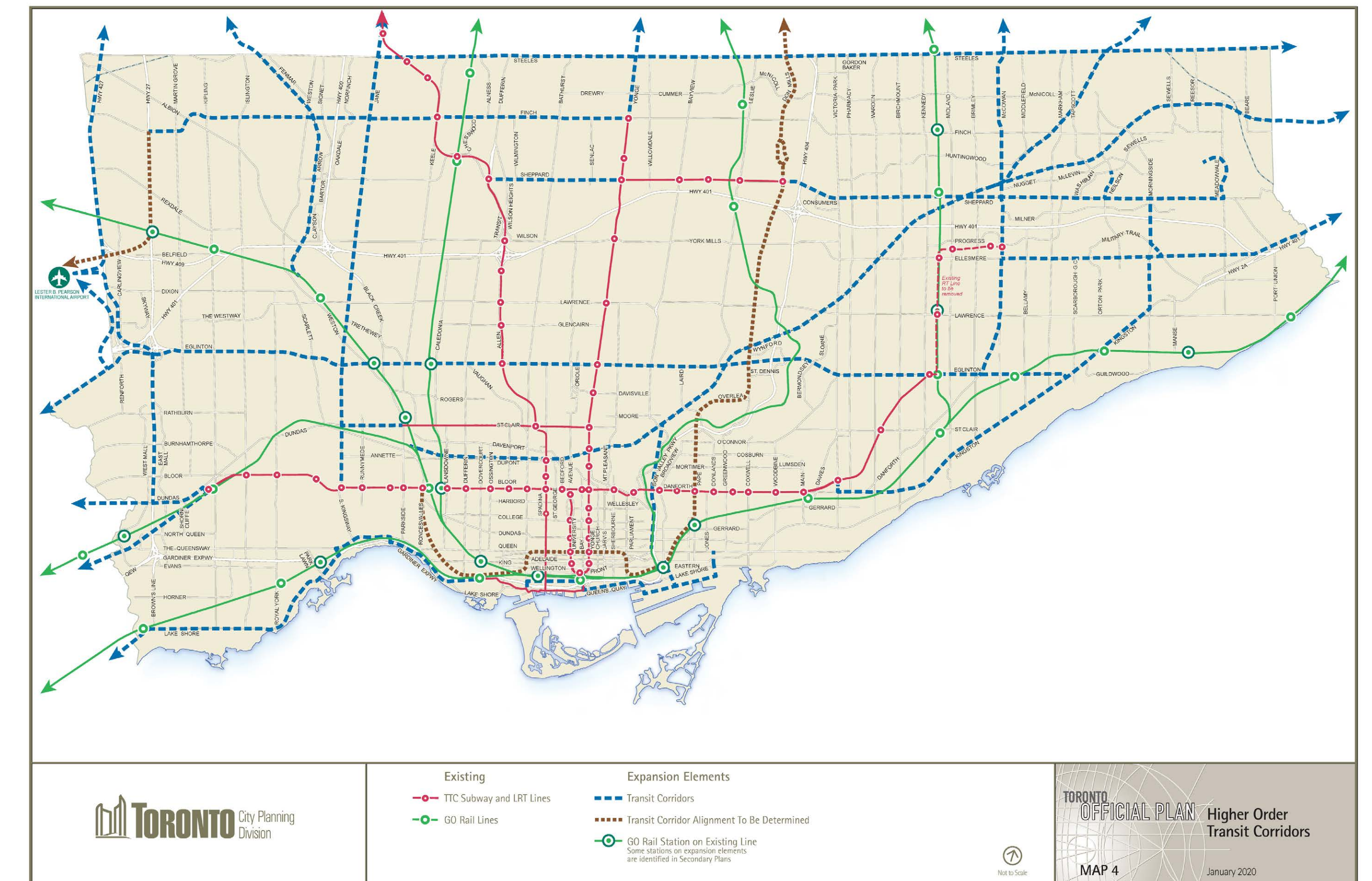
Zoning and Guideline Updates

- As-of-Right Mid-rise Buildings on Avenues without Avenue Studies (Nov 2024)
- 1:1 Building Height to Right-of-Way Widths
- Updates to Mid-rise Building Design Guidelines (PHC Dec 2024)
- Transition Zones

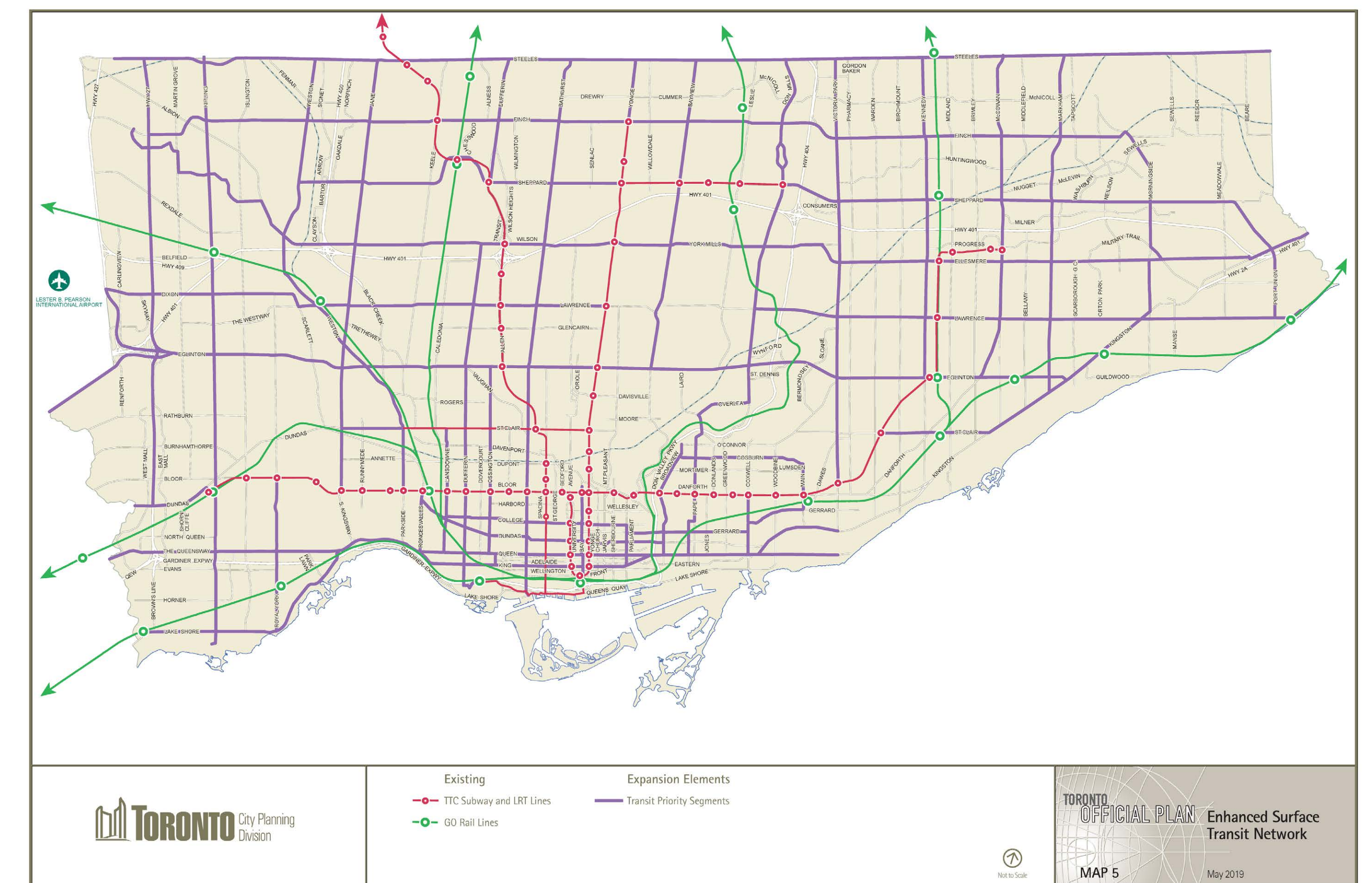
Scan with your smartphone camera for the Mid-rise Building Design Guidelines ►



Higher Order Transit Corridors




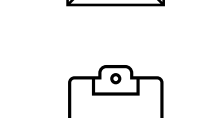
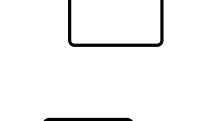

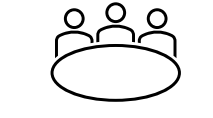
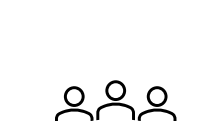


Surface Transit Priority Network



What We Heard



-  104 participants at the kick off Open House Consultation meeting
-  15 comment forms
-  22 emails
-  257 online survey responses
-  50 conversations at the Planners in Public Spaces event
-  2 Local Advisory Committee meetings
-  Met with landowners in proximity to Long Branch GO Station and the development industry
-  Met with Long Branch BIA and Lakeshore Village BIA board members



What is great about LSBW?

- Shops
- “Village feel”
- Lots of community services and diversity of residents
- Connection to the lake

Public Realm Priorities:

- Improve road safety for vulnerable road users
- Widen sidewalks
- Retain the commercial uses at grade; and
- Greening the streets.

What are opportunities for improvement?

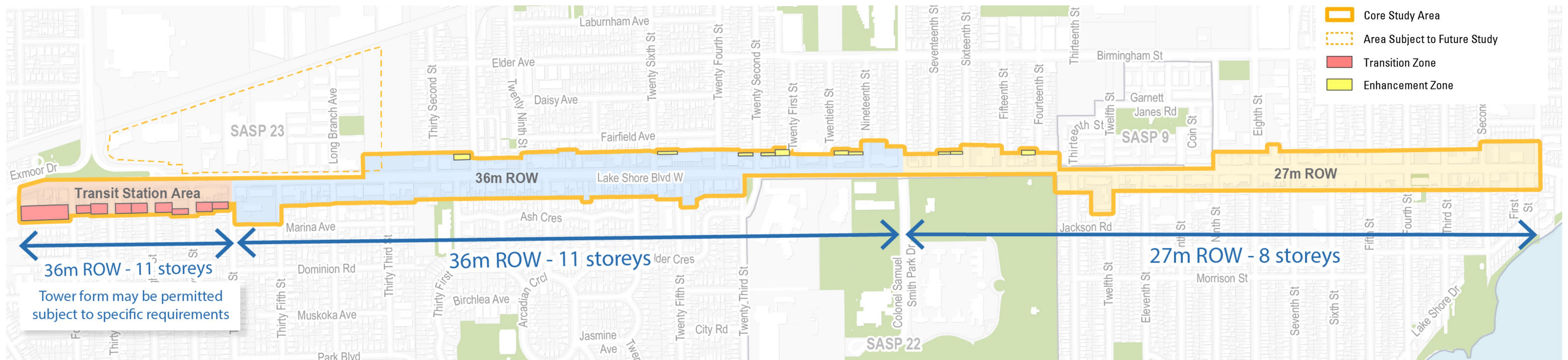
- Safety for vulnerable road users
- More trees and green space
- Cycling infrastructure (separated bike lanes)
- Transit (more street car islands and dedicated street car lane)
- Improved sidewalks
- Diversity of housing options

Built Form:

- Mid-rise buildings makes sense for the Avenue
- Emphasis on “village feel” and “village character”
- Some people were supportive of towers within the PMTSA

Draft Built Form Recommendations

The proposed built form changes along the Avenue will generally align with updated **City-wide** direction for **as-of-right mid-rise building heights and densities** that are **proportionate to the right-of-way width** and responds to the local area context.



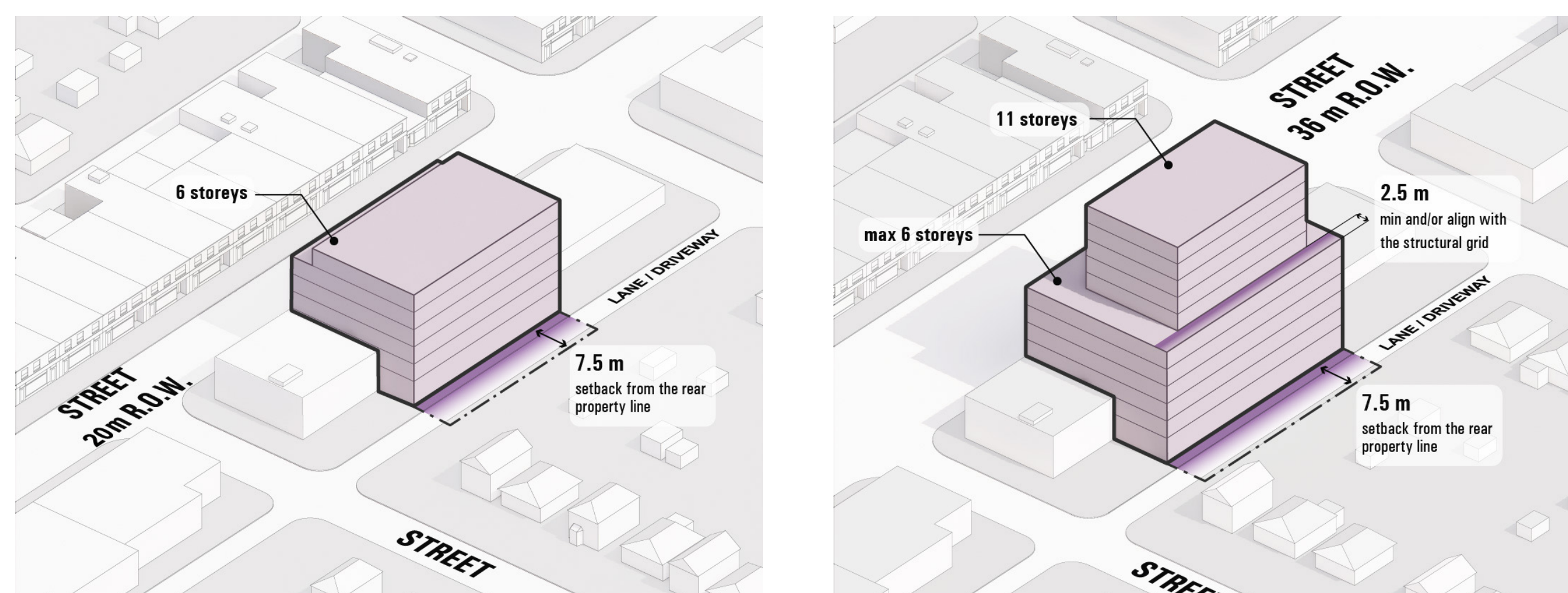
83%

83% of lots have sufficient lot depth (more than 30 metres) for mid-rise buildings and would have as-of-right Zoning By-law permissions

17%

17% of lots have shallow lot depth (less than 30 metres) and may need to consolidate with an “Enhancement Zone” to achieve the full 1:1 potential mid-rise building height and density. Shallow lots will have as-of-right Zoning By-law permission for 6-storeys.

Mid-rise Building Design Guidelines (2024) would apply:



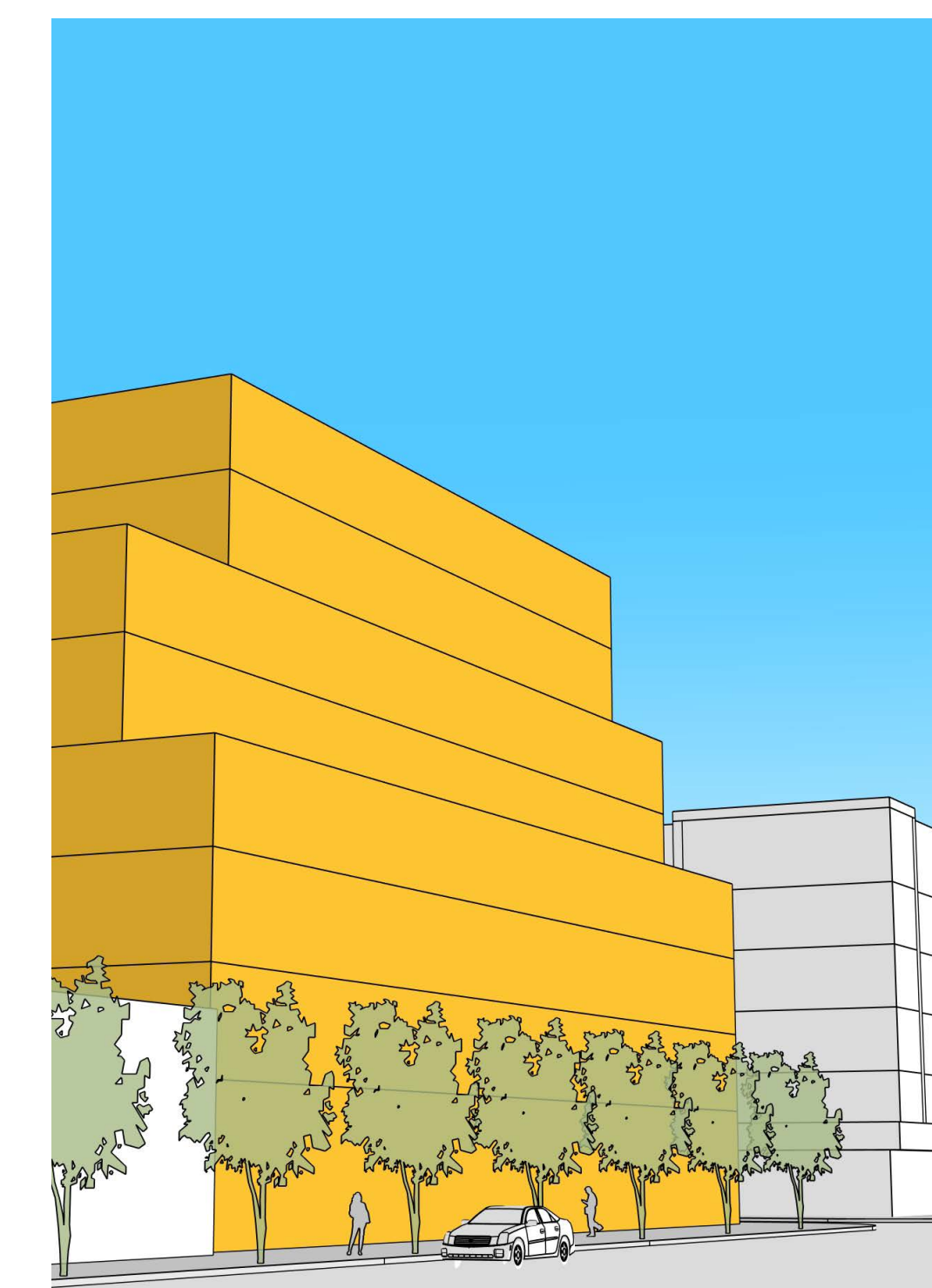
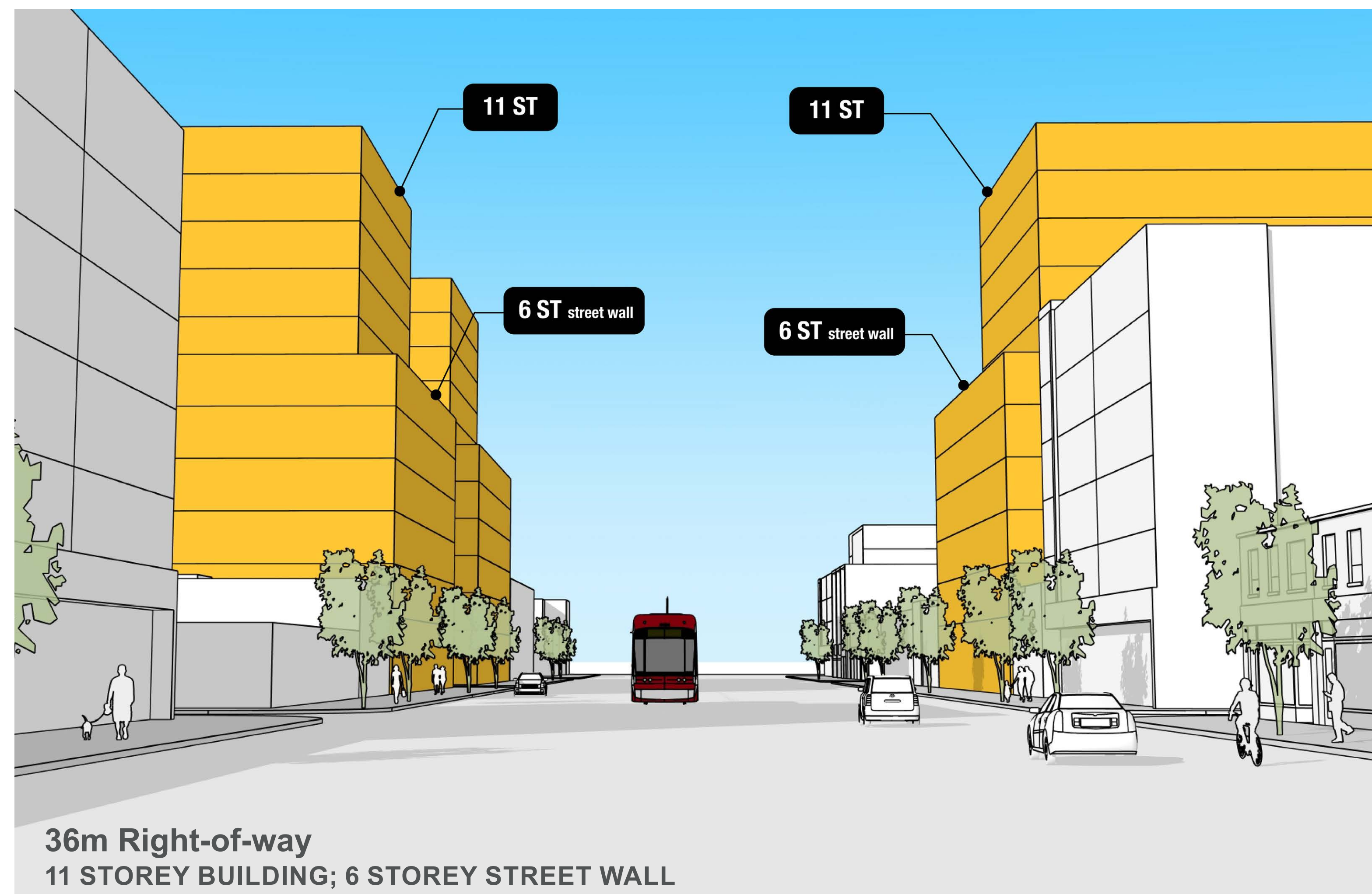
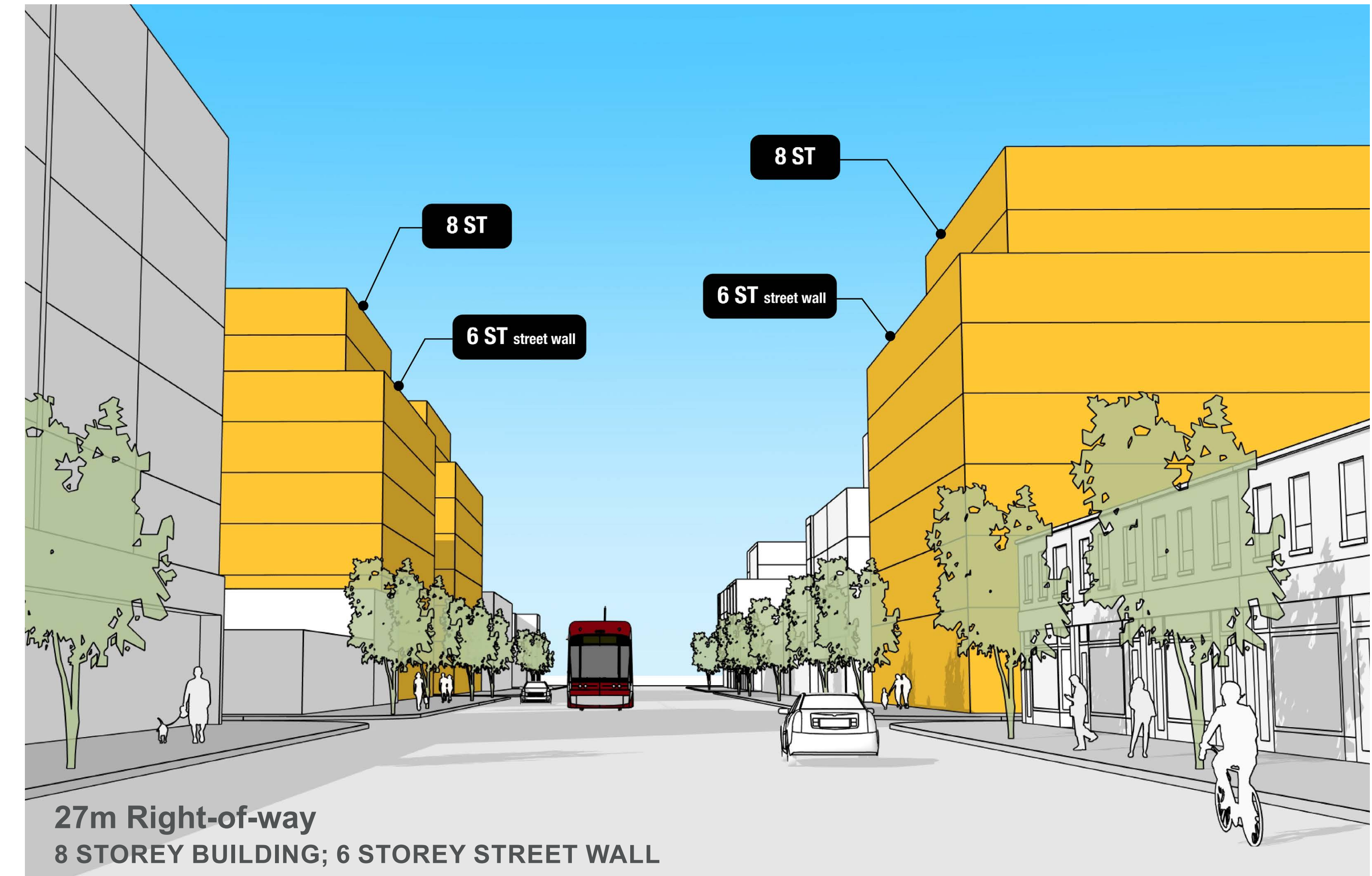
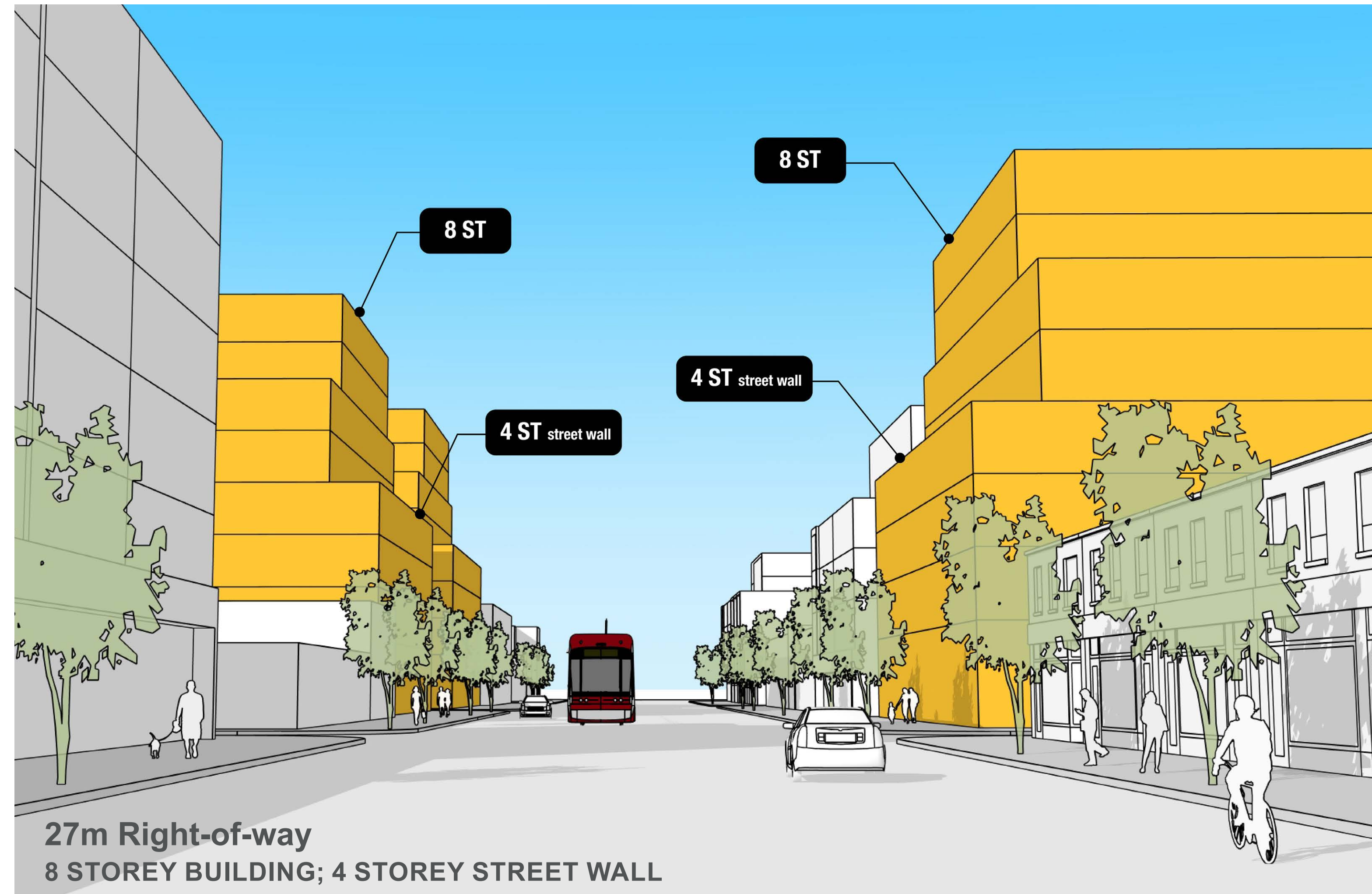
Streetwall Heights:

- 4-6 storeys east of Kipling for 8-storey mid-rise buildings
- 6 storeys west of Kipling for 11-storey mid-rise buildings

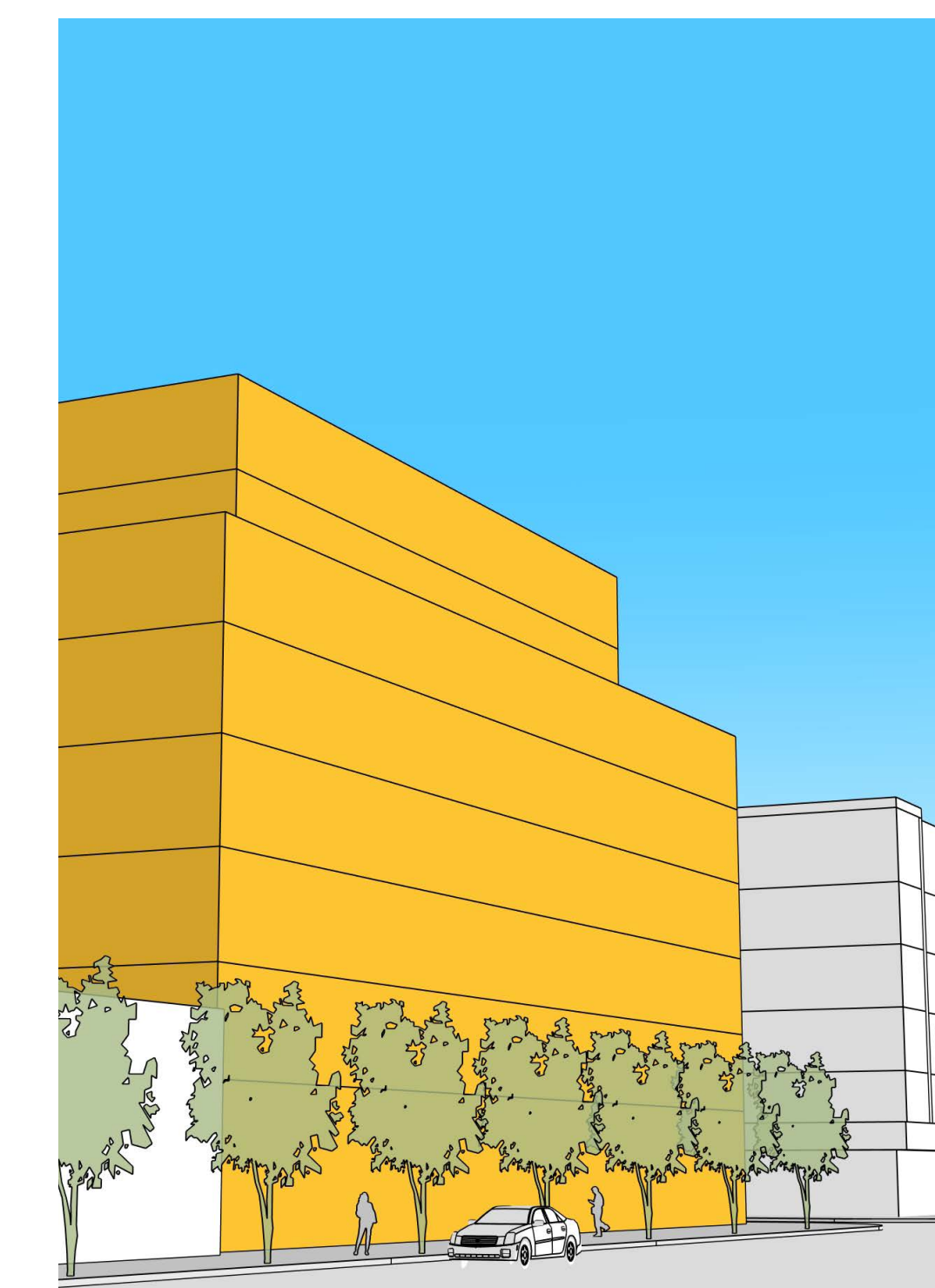


The “Enhancement Zone” lots would remain designated as Neighbourhoods and would secure the required rear separation and/or rear lane way.

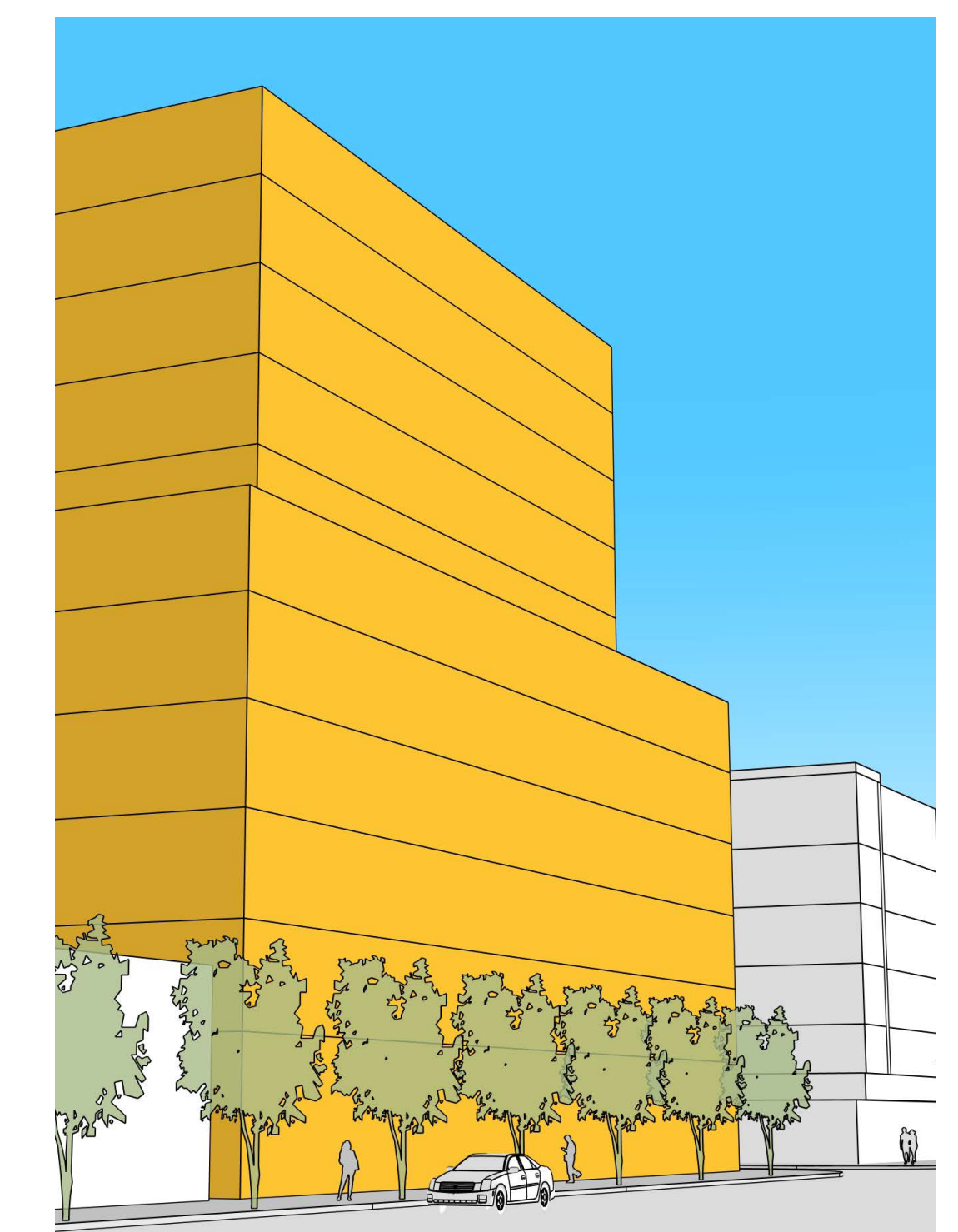
Street Views Demonstrations



8 storey building with 4 storey street wall
on a 27m ROW



8 storey building with 6 storey street wall
on a 27m ROW



11 storey building with 6 storey street wall
on a 36m ROW



Demonstration for Illustration and Discussion Purposes Only

Potential Tall Building Heights in the Transit Station Area

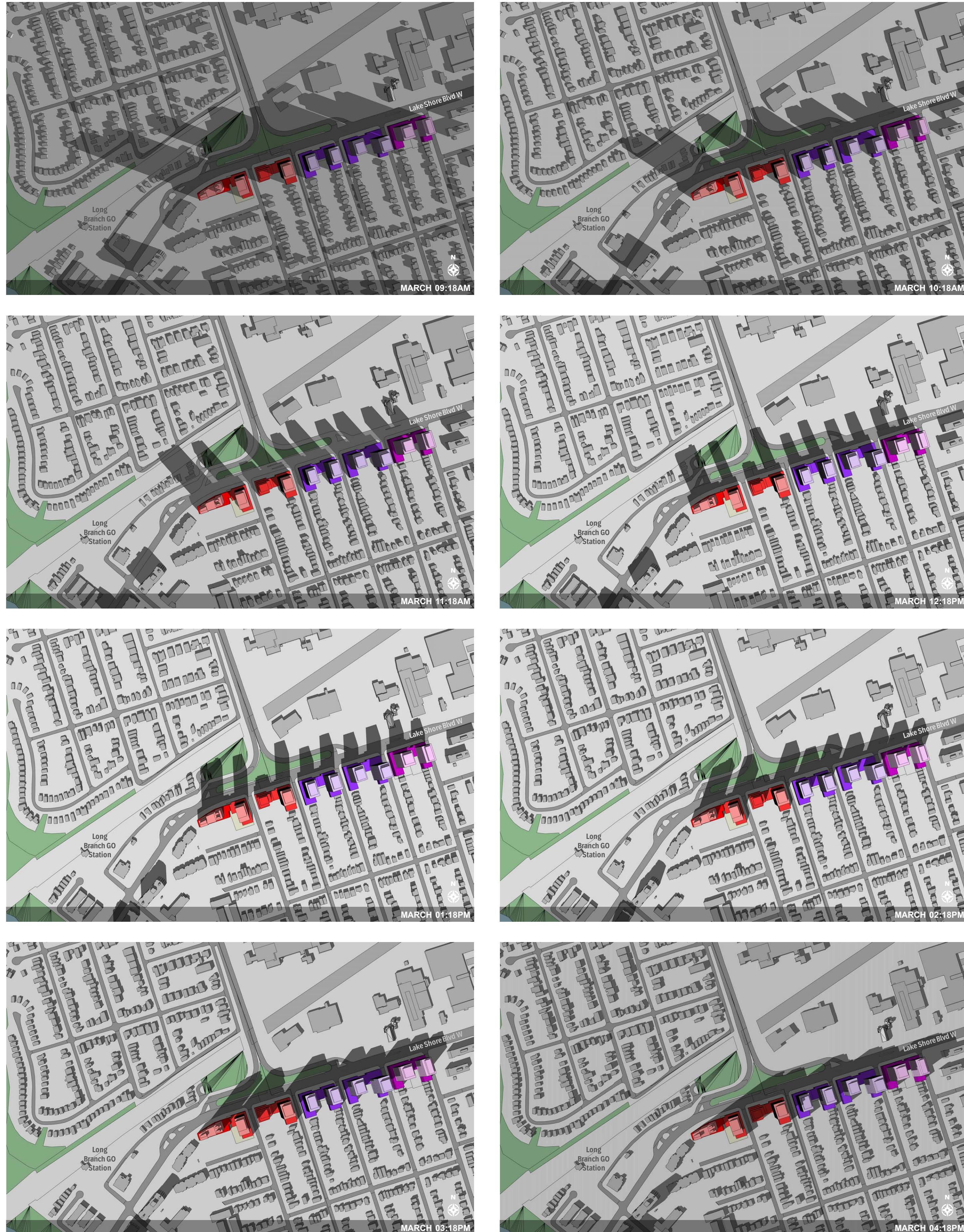


Demonstration Plan for Illustration and Discussion Purposes Only

Shadow Studies for Potential Tall Building Heights



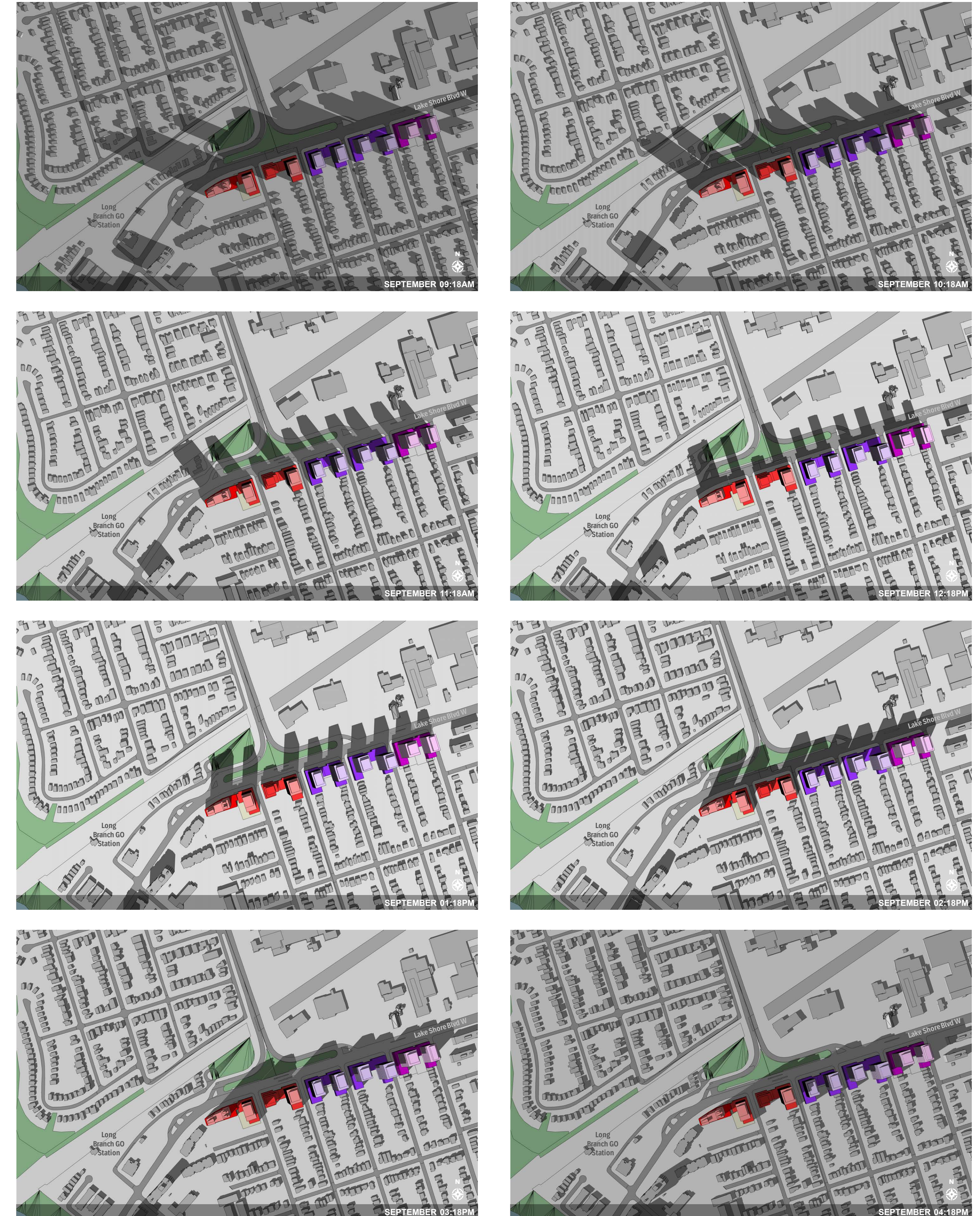
March 21st



June 21st

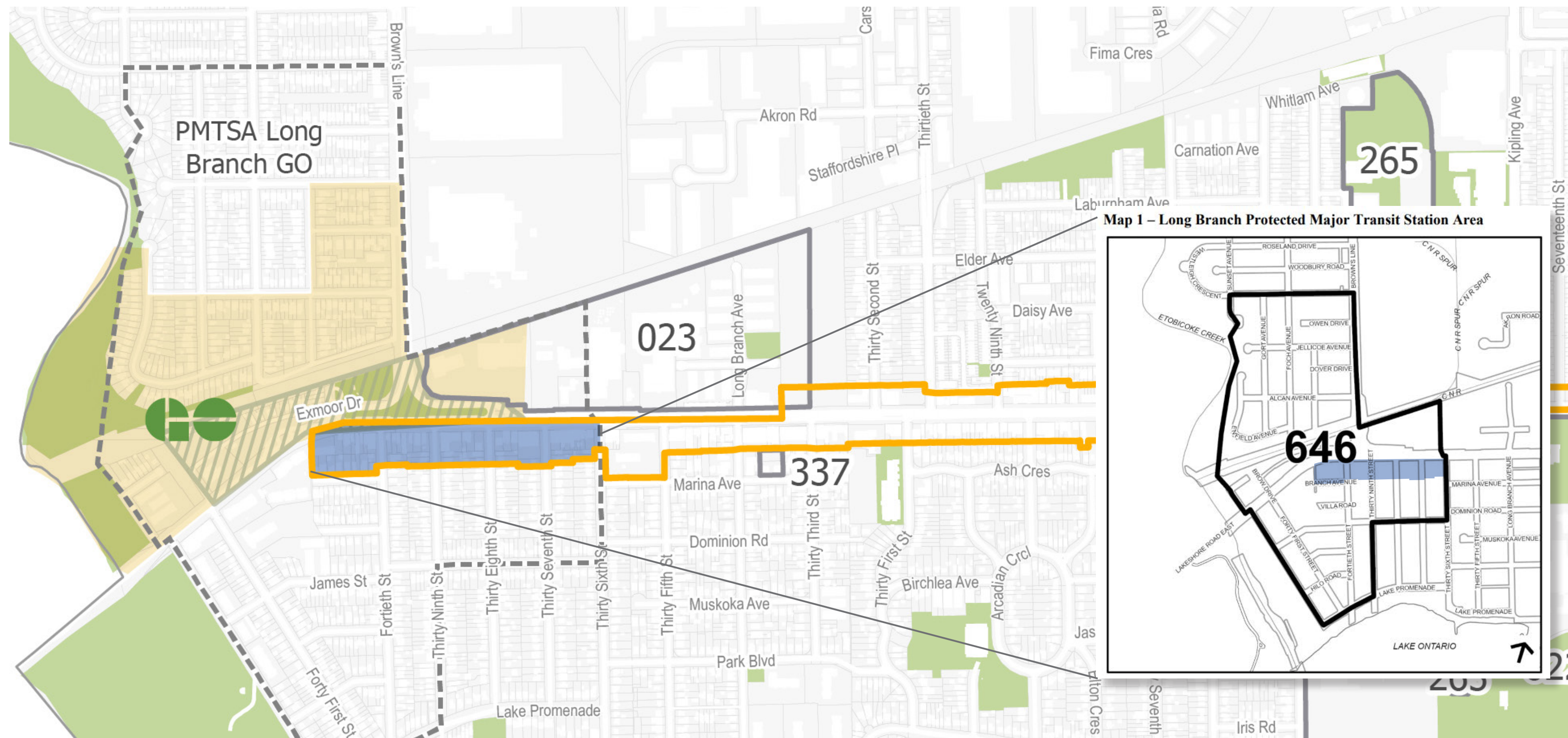


September 21st



Draft Built Form Recommendations

The draft policy identifies opportunities for additional height and density in the form of tall buildings within a 800 metre radius of the Long Branch Go station, representing a 10-minute walk.



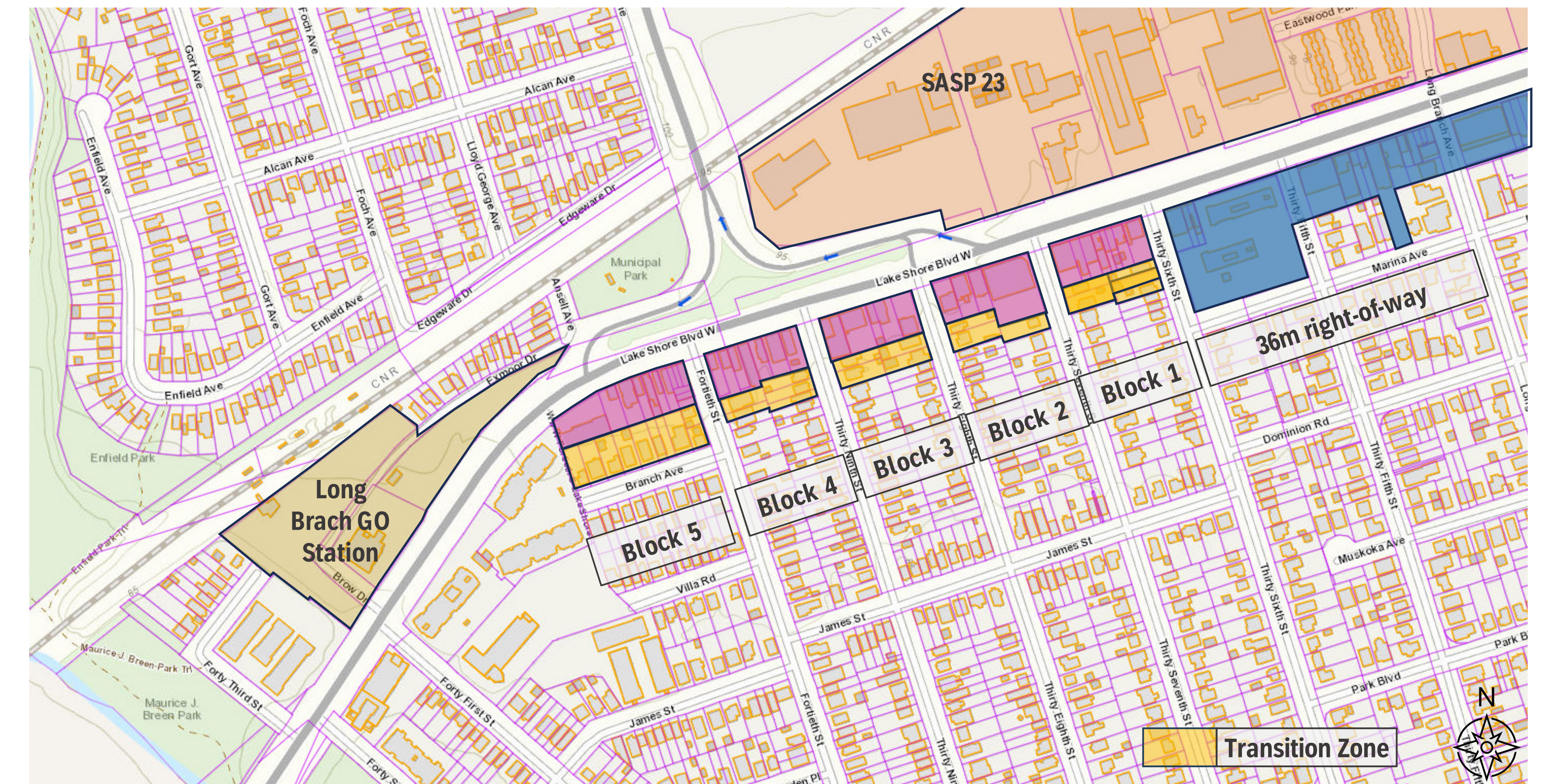
Site and Area Specific Policy:

- **Potential for Tall Buildings** through implementation of the Key Parameters:

KEY PARAMETERS FOR TALL BUILDING PROPOSALS

- **Lot consolidation** along the Avenue
- Lot consolidation with rear lots is required for transition in scale to achieve an adequate separation to the neighbourhoods in the rear i.e. defined as a “Transition Zone”;
- Require block context plan to respect development rights on neighbouring properties;
- Transition in height – lowest heights at the eastern boundary, and gradual transition in height towards the western edge with closer proximity to the Long Branch GO station.
- Built form parameters - appropriate scale, good street proportion, maximise sunlight access, minimize wind impact, comfortable public realm etc.

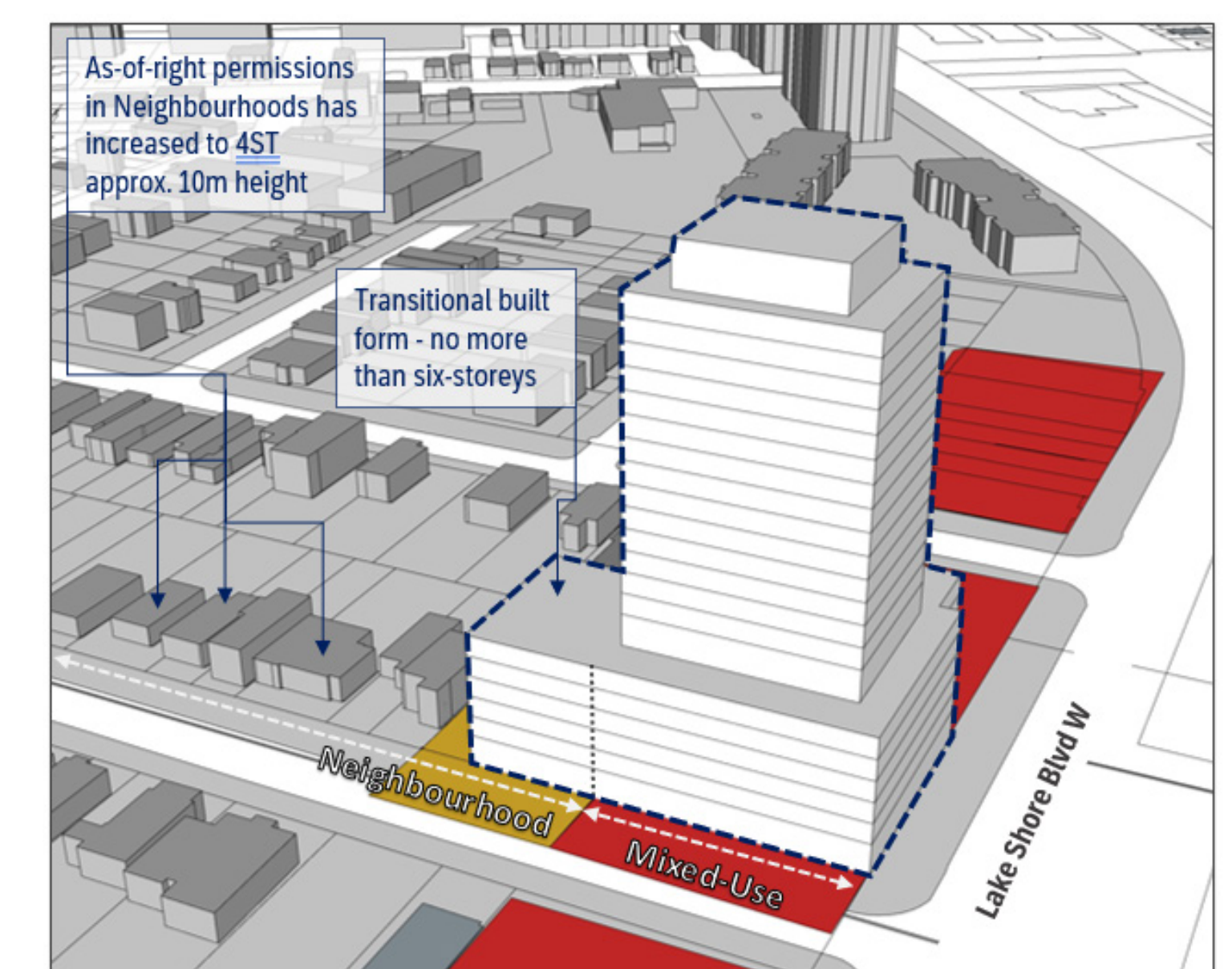
Blocks within the Transit Station Area



“Transition Zones” will ensure towers can be accommodated with consideration for wider sidewalks, tree planting at grade and providing appropriate transition to low-scale neighbourhoods:

- A tower/rear separation of generally 20 metres, or more, to the neighbourhoods
- Permitted to include a **transitional built form** that is no more than six-storeys (except for the required setback), that is connected to the base building*
- Used to provide access for servicing, loading, and vehicle access for a building.
- Used to incorporate public and/or private open space.

* Lots north of Branch Avenue (Block 5) will not be required to be consolidated since they have a unique north/south lot orientation and is proposed to be redesignated to Apartment Neighbourhoods.



Conceptual Tower form proposal demonstrating the relationship with the neighbourhood through a transitional built form

Draft PMTSA Tall Building Options



Post your comments

Option 1

Transition Zone

- Requires **consolidation** of 2-3 rear lots.
- Secure a tower/rear separation of generally 20 metres, or more, to the stable neighbourhoods outside of the “Transition Zone”.
- Max **six-storey built form** permitted within the transition zone, joined to the tower base building.
- ☆Branch Ave. does not require consolidation.

Tower Applications

- Must comply with the above, deviation will result in OPA.

* Each block may have 1 or 2 towers each ☆ Lots north of Branch Ave. (Block 5) do not require consolidation

Benefit

Facilitates tall building development while ensuring transition to the neighbourhoods.

Challenges

The mixed-use lots are shallow which restricts the feasibility of tall buildings on some sites.

Please provide your feedback below

Option 2

Expanding the public realm – New Public Street

- Transition Zone extension to Marina Ave, while delivering new public street.

Transition Zone

- Requires **consolidation** of 8-9 rear lots.
- Secure a tower/rear separation of generally 20 metres, or more, to the stable neighbourhoods outside of the “Transition Zone”.
- Max **six-storey built form** permitted within the transition zone lots, joined to tower base building.
- ☆Branch Ave. does not require consolidation.

Tower Applications

- Must comply with the above, deviation will require OPA.

* Each block may have 1 or 2 towers each ☆ Lots north of Branch Ave. (Block 5) do not require consolidation

Benefit

Larger transition zone, opportunity for a new street that would improve the street network and provide opportunity to expand the public realm by adding new open spaces.

Challenges

Assembly of 8-9 rear lots will be challenging and makes this option less feasible.

Please provide your feedback below

Option 3 (Preferred)

Transition Zone

- Requires **consolidation** of 2-3 rear lots.
- Secure a tower/rear separation of generally 20 metres, or more, to the stable neighbourhoods outside of the “Transition Zone”.
- Max **six-storey built form** permitted within the transition zone lots, joined to tower base building.
- One rear lot to be re-designated to Mixed-use to unlock tower potential.
- ☆Branch Ave. does not require consolidation.

Tower Applications

- Must comply with the above, deviation will require OPA.

* Each block may have 1 or 2 towers each ☆ Lots north of Branch Ave. (Block 5) do not require consolidation

Benefit

Optimizing the orderly intensification of the block to support increased transit ridership and ensure sufficient lot sizes to accommodate the higher intensity of growth in tall building form while increasing sunlight access into the public realm.

Challenges

Please provide your feedback below

Draft Public Realm Plan

Map Legend

- Study Area - Long Branch West

Study Area - Long Branch Main Street

Study Area - Humber College Frontage

Study Area - Lakeshore Village Main Street

Area Subject to Future Study

School

Greenspace and Facilities

Existing Parkland

Potential Park or POPS
- Approved/ Under Review Parkland

Views to the Lake

Wayfinding – Cycling

Wayfinding – Lake access

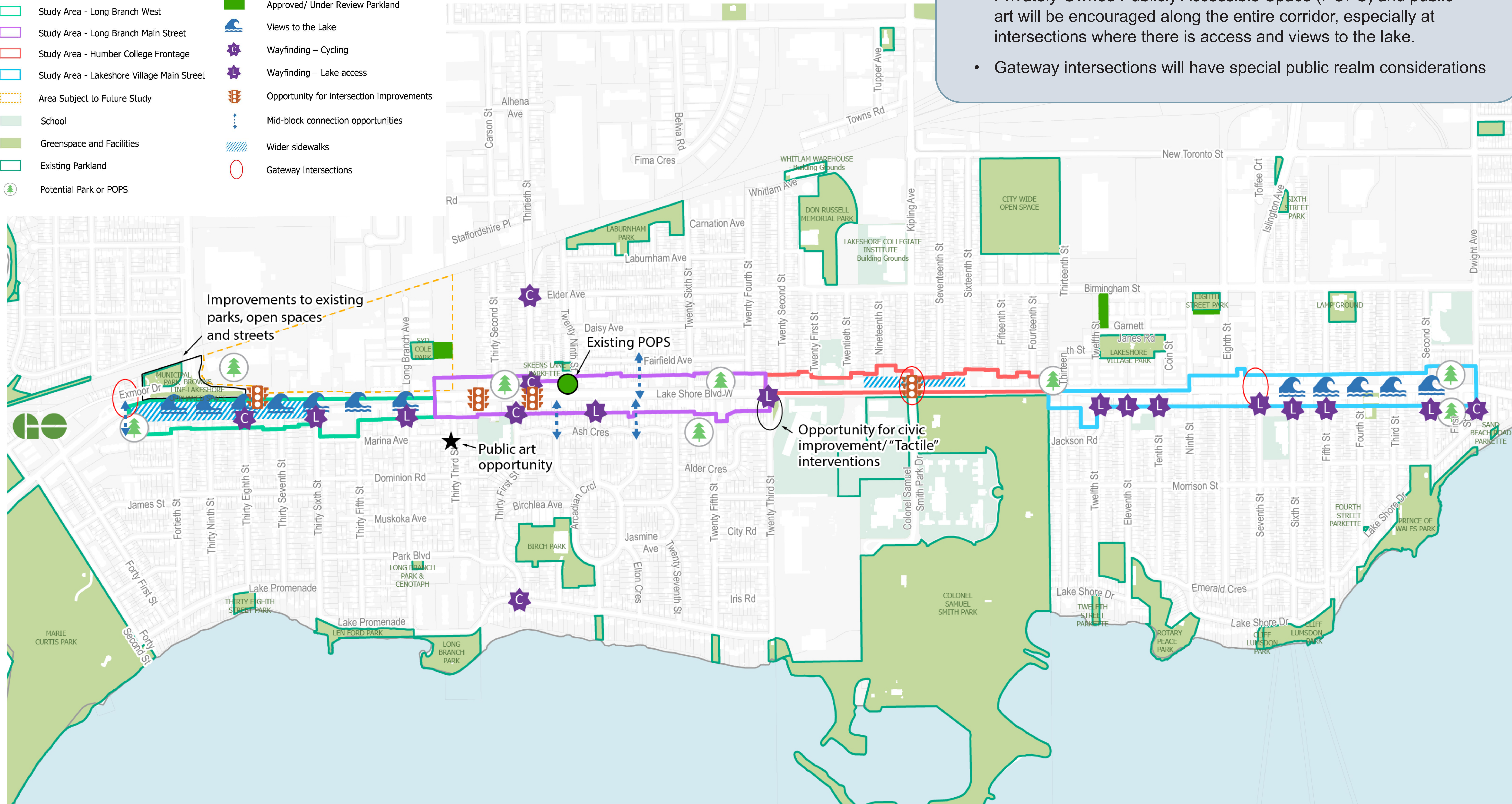
Opportunity for intersection improvements

Mid-block connection opportunities

Wider sidewalks


Gateway intersections

- Privately-Owned Publicly Accessible Space (POPS) and public art will be encouraged along the entire corridor, especially at intersections where there is access and views to the lake.
- Gateway intersections will have special public realm considerations



Public Space Improvements Precedents



Examples of a **PUBLIC REALM IMPROVEMENTS** at intersections that have  **VIEWS TO THE LAKE** and/or have been identified as **GATEWAY INTER-SECTIONS** in the Public Realm Plan can be implemented through:

- Enhanced streetscape
- Greening and generous planting design
- Street Furniture
- Innovative seating design
- Public Art



Seating integrated with planting
Corner articulation



PUBLIC REALM IMPROVEMENTS help create a **sense of place and ownership**, offer opportunity to:

- Animate the Public realm
- Socialize
- Help with wayfinding
- Support retail activity
- Strengthen community connection to the Lake

Bloor-Annex BIA Howland Ave. Parkettes



BEFORE - 2019



AFTER - 2020

Source: Google Street views

Example - Opportunity for Community Activation



Twenty Third St. along Lake Shore Blvd W

Source: Google Street views



Jane Finch Corner Commons

Source: Photo by Yader Guzman / The Local

Liberty Village Parkettes



BEFORE - 2020



AFTER - 2021

Source: <https://branchplant.com/projects/liberty-village-parkettesbuilt>

Draft Public Realm Recommendation

West of Kipling - 36 m right-of-way



Figure 4.1.1: Illustration of commercial frontage with a generous sidewalk zone to support an active frontage and vibrant pedestrian environment.

East of Kipling - 27m right-of-way

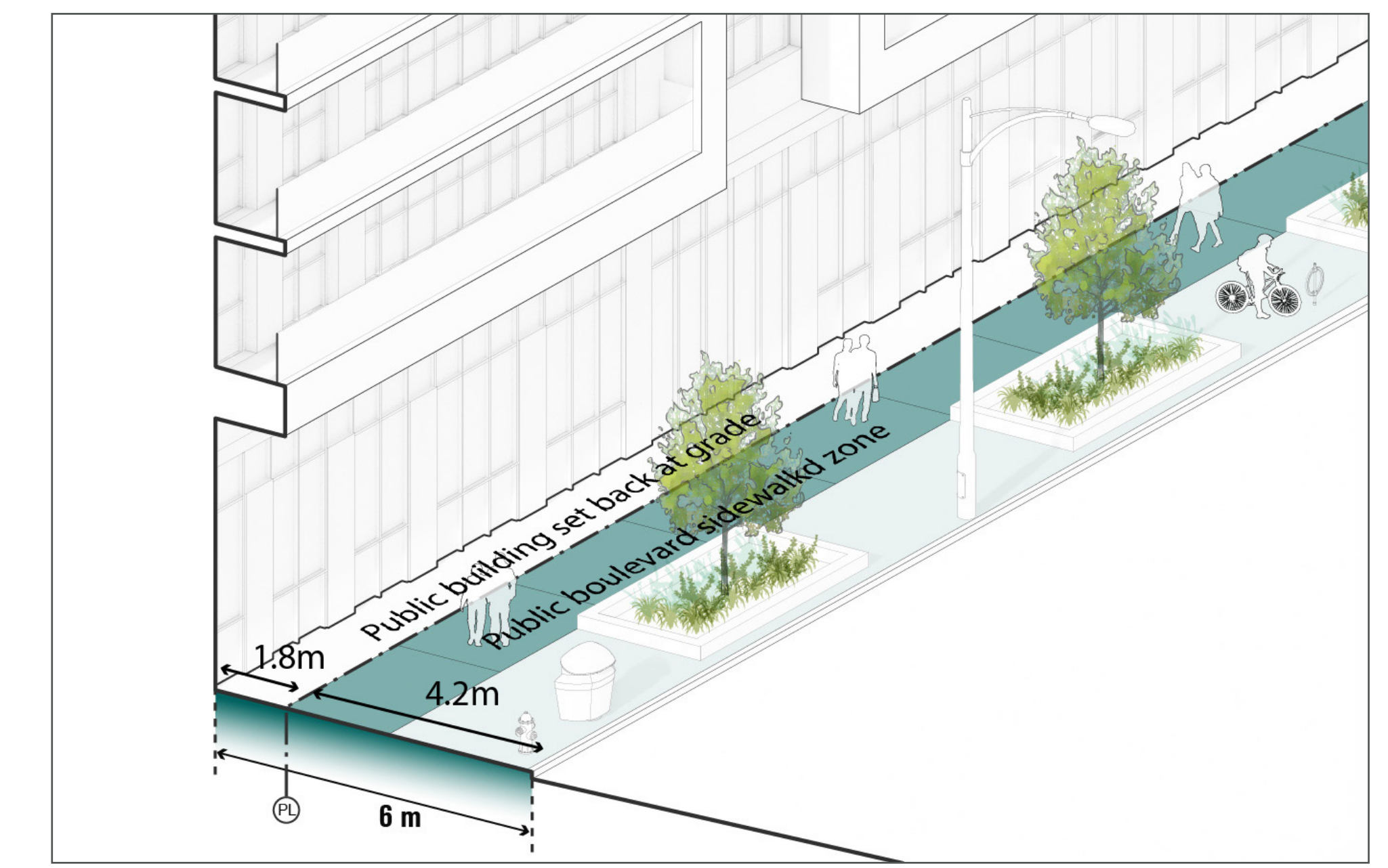
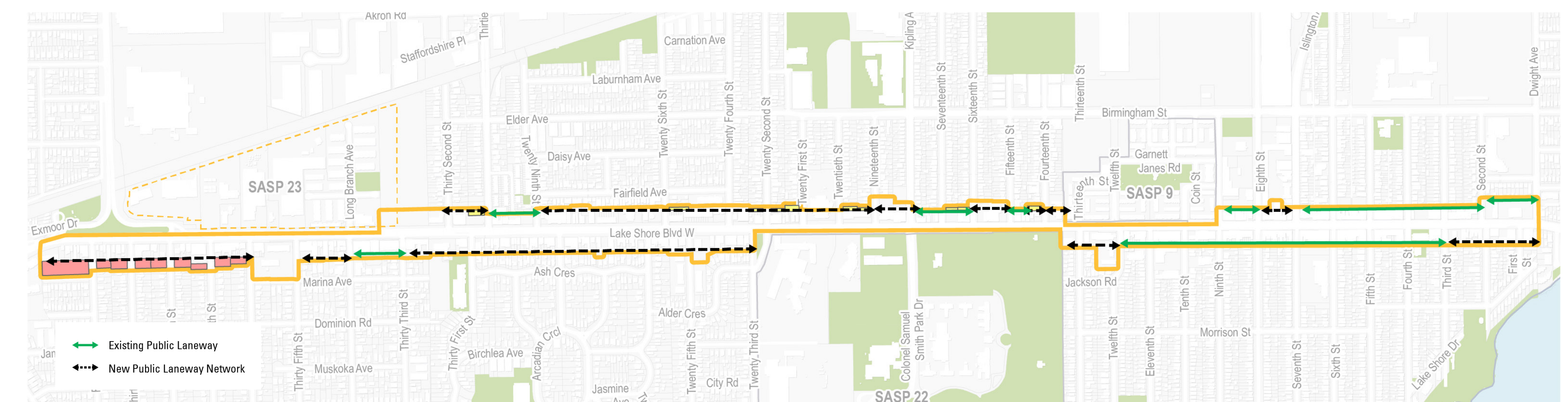


Figure 4.1.2: Sample illustration of an exception to the 6.0-metre sidewalk zone where a cantilever is appropriate.

Lane ways



- 6-metre-wide public lane ways are required, unless otherwise deemed appropriate by the City.
- Where a public lane way is deemed not required by the City, development must provide surface public easements over private lands for public access to ensure the creation or expansion of a rear lane way system is established.

- The Toronto Green Standard requires a minimum sidewalk zone of six metres to achieve a vibrant and complete street
- In addition, the streetscape should be flexible to accommodate for future transit/cycling upgrades that are planned

Emerging Policy Directions



	Range of Housing Options/ Built Form	Sustainability	Public Realm	Retail
Required/ Permitted	<ul style="list-style-type: none"> • Mid-rise built form typology are permitted along the entire Avenue • Tall buildings near the Long Branch GO station are permitted subject to development criteria. • Minimum 10% three bedroom, and 25% two bedrooms or more for any building over 80 units 	<ul style="list-style-type: none"> • Sustainable building practices 	<ul style="list-style-type: none"> • Generous and continuous sidewalks and walkways with street trees and other landscaping; • Minimize the number of curb cuts along Lake Shore Boulevard West, • Loading and garbage removal that is on-site and located away from the public realm; • New public spaces will be located on prominent sites including public street corners; 	<ul style="list-style-type: none"> • Ensure new development provides retail on the ground floor. • Limiting retail frontage width in the by-law in order to maintain the rhythm and character of the existing retail fabric along Lake Shore Boulevard West. • Large format retailers can utilize the first and second level of a building, or behind small-scale retailers.
Encouraged	<ul style="list-style-type: none"> • Affordable rental and/or ownership housing, where appropriate. • Affordable and adaptable non-residential spaces at grade to support small-scale arts, culture, and business uses; • Student housing and communal living; 	<ul style="list-style-type: none"> • Sustainable streetscape through integration of green infrastructure 	<ul style="list-style-type: none"> • Public art is encouraged to be provided in POPS, setbacks, accessible open spaces, public parks and important intersections to promote a sense of identity and place. 	<ul style="list-style-type: none"> • Below-grade publicly accessible parking lots within a development where appropriate and feasible • Provision of affordable and adaptable non-residential spaces at grade to support small-scale arts, culture, and business uses

Thank You and Stay Tuned!



Thank you for attending tonight's Open House Community Consultation Meeting

Following the Open House Meeting, there will be additional opportunities for community engagement throughout the study. The draft Site and Area Specific Policy is posted on the study website: www.toronto.ca/LakeShoreStudy

Scan with your smartphone camera for project webpage



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

If you have further questions or would like to contact the study team, you can reach out to:

Desiree Liu, Senior Planner, Community Planning at Desiree.Liu@toronto.ca

Daniel Kolominsky, Planner, Community Planning at Daniel.Kolominsky@toronto.ca

Prachi Patel, Senior Planner, Urban Design at Prachi.Patel@toronto.ca

General inquiries about the study can be sent to LSBWstudy@toronto.ca

