

# Lake Shore Boulevard West Avenue Study

## URBAN DESIGN AND STREETScape GUIDELINES

### City of Toronto

The Draft Urban Design and Streetscape Guidelines for the Lake Shore Boulevard West Avenue Study are presented below for community feedback.

Submit your comments on these Draft Guidelines to the City staff team.

A final version of the Guidelines will be published and presented to Etobicoke York Community Council for consideration at the June 4, 2025 meeting to be recommended to Council for adoption as Urban Design Guidelines.

## Mandate

City Planning and Development Review staff are undertaking the Lake Shore Boulevard West Avenue Study as a result of the Lake Shore Boulevard West Corridor Review being identified on the 2024 work program adopted by Planning and Housing Committee (PH9.6) on January 29, 2024.

The Lake Shore Boulevard West Urban Design and Streetscape Guidelines apply to the lands generally along Lake Shore Boulevard West, generally between one block West of Fortieth Street to Dwight Avenue and certain lands South of Lakeshore Boulevard West generally West of Thirty Sixth Street and North of Branch Avenue to the Fortieth S Lake Shore Walkway. These are to be read in conjunction with the Official Plan, the Site and Area Specific Policy (SASP) and Zoning By-law for the Study Area.

This supporting document provides detailed implementation guidance to ensure that development is coordinated and consistent with the SASP. This document will provide direction to City staff in their review of development proposals and public works. This document illustrates design principles and provides a point of reference that demonstrates the vision for the area.

The Lake Shore Boulevard West Urban Design and Streetscape Guidelines are to be used in conjunction with other applicable City-wide urban design guidelines such as those for Tall, Mid-rise and Low-rise Buildings. In the event of a conflict, the Lake Shore Boulevard West Urban Design and Streetscape Guidelines will take precedence in consideration of area specific conditions, opportunities, and constraints.

# 1.0 INTRODUCTION

## 1.1 Background and Role of Guidelines

The Lake Shore Boulevard West Avenue Study Urban Design and Streetscape Guidelines (the “**LSBW Guidelines**”) are based on the background analysis and the testing of options completed through the Lake Shore Boulevard West Avenue Study (the “**Study**”) and implement new Site and Area Specific Policy (the “**SASP**”). The LSBW Guidelines illustrate the essential aspects that will guide change to the built environment in the SASP Area.

The Study aimed to establish built form and public realm recommendations to direct future development along the corridor and in the SASP Area to create a sustainable and pedestrian-friendly urban environment, support growth and stimulate investment to support the main street. The Study included: establishing contextual as-of-right mid-rise permissions along Lake Shore Boulevard West in the SASP Area; providing policy direction on consolidation of lands in proximity to the Long Branch GO Station to achieve appropriately scaled tall buildings, where they can be accommodated; updating the built form for the SASP Area; and establishing a public realm policy framework to identify and direct public realm improvements in the SASP Area, including boulevard and streetscape improvements and additional laneway policies. The vision for the improved public realm in the SASP Area will enhance the amenity and vibrancy of the area to support the local businesses, new and existing residents, and development of the area.



*Figure 1 Lake Shore Boulevard West Street view and Humber Lakeshore Campus building.*



The majority of the Study area is occupied by 2- to 3-storey commercial buildings with angled or parallel on-street parking, there are also some newer townhouses and a few 6- to 8-storey residential buildings along the corridor. There is an established rear laneway network along the eastern portion of the corridor, east of Twelfth Street. The surrounding context has remained relatively stable over time.

The planned right-of-way width west of Kipling Avenue is 36-metres and east of Kipling Avenue is 27-metres. Painted bicycle lanes exist along the western portion of the Study area; however, the 1.5-metre width is sub-standard and does not continue along the entire corridor. Additionally, the Study area is served by the Toronto Transit Commission (TTC) bus network and the 508 Lake Shore TTC streetcar that operates from Long Branch GO Transit station to the Broadview Station. The west end of the Study area is served by the Long Branch GO Transit Station with planned all-day two-way GO train service at a 15-minute frequency.

## 1.3 Heritage

There is cultural heritage value in the area including clusters of main street commercial area. The conservation of cultural heritage resources is an integral component of good planning, contributing to a sense of place, economic prosperity, and healthy and equitable communities. Official Plan Section 3.1.6 Heritage Conservation provides the policy framework for heritage conservation in the City. It includes policies that require development on or adjacent to heritage resources respect the scale, character and form of the heritage resource. A portion of the Official Plan's non-policy text reads: "Cultural heritage is an important component of sustainable development and place making. The preservation of our cultural heritage is essential to the character of this urban and liveable City that can contribute to other social, cultural, economic and environmental goals of the City."

Potential and existing properties of cultural heritage value or interest, including cultural heritage landscapes will be identified through area planning studies and detailed analysis should occur on a site-by-site basis. Development will be encouraged to adaptively re-use heritage properties for community facilities, arts and culture spaces and other civic uses while maintaining heritage integrity. A site-specific approach with additional stepbacks and/or setbacks may be required to address the unique characteristics of on-site heritage buildings, subject to the findings of a Heritage Impact Assessment submitted through a development application.



## 1.4 Vision Statement

The SASP Area will evolve through new development and change as a vibrant complete community that defines and supports the area's local unique character. The established main street will continue to support local businesses and other diverse non-residential uses and new buildings will create new homes for people to live and work.

The public realm will create a walkable and pedestrian oriented environment that has well-designed streetscapes with trees, walkways and street furniture that become spaces for the community to gather. Mid-rise buildings, that are generally no greater than the right-of-way width, as well as tall buildings (as permitted by the SASP) strategically located close to the Long Branch GO Station will give form and structure to the corridor and give shape to the public realm.

This vision supports a transit-supportive urban environment, placemaking, design excellence and sustainable design practices for the incremental development of the Lake Shore Boulevard West.

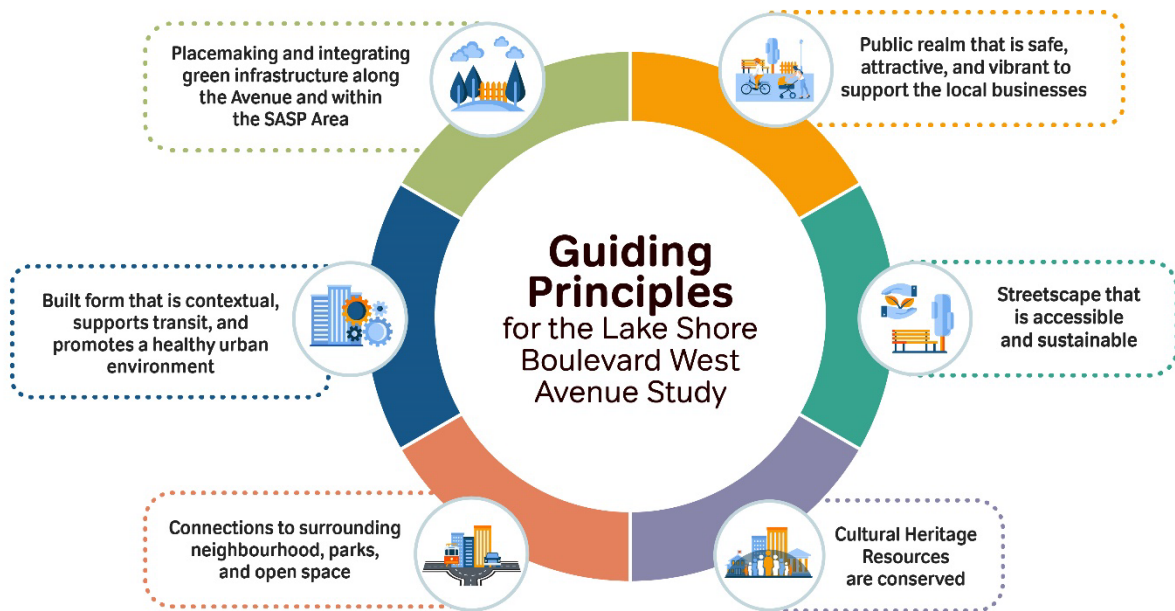
Development will:

- Establish the SASP Area as a destination to boost local economy;
- Attract investment to this community to support reurbanisation;
- Celebrate unique local features like connections to Lake Ontario to create a sense of place;
- Establish a more cohesive and improved public realm while providing for flexibility to incorporate future mobility improvements.

## 1.5 Guiding Principles

The following guiding principles were developed to guide the Study process to achieve the Vision for development of the Lake Shore Boulevard West and the SASP Area:

- Built form that is contextual, supports transit, and promotes a healthy urban environment;
- Placemaking and integrating green infrastructure along the *Avenue* and within the SASP Area;
- Public realm that is safe, attractive, and vibrant to support the local businesses;
- Streetscape that is accessible and sustainable;
- Connections to surrounding neighbourhood, parks, and open space; and
- Cultural Heritage Resources are conserved.



*Figure 3 Guiding Principles for the Study*

## 2.0 BUILT FORM

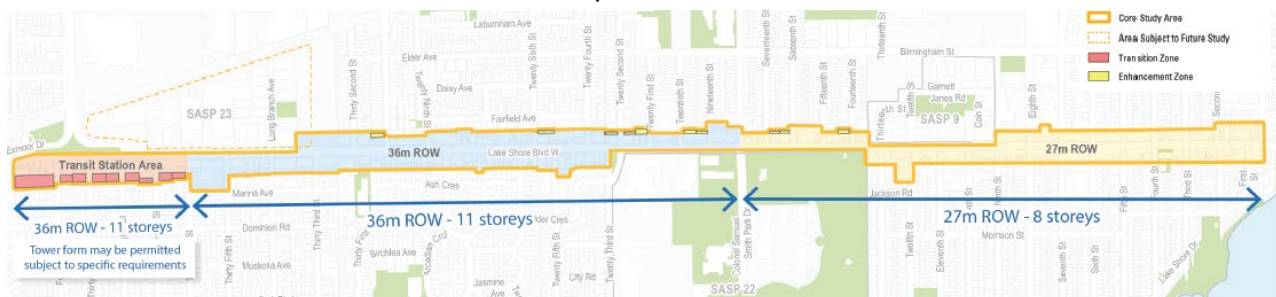
The SASP Area is intended to intensify, grow, and develop incrementally over a period of time. New buildings will frame, define and animate the public realm while seamlessly integrating into the existing built context. The built form guidelines will be used to support development that implements the SASP that reflects the unique context of the area. The SASP and the LSBW Guidelines establish a framework for development that responds to the unique context of the SASP Area while allowing for flexibility and creative architectural expression.

### 2.1 Built Form Typology

Mid-rise buildings are a transit-supportive form of development and identified as the primary form of intensification along *Avenues* and in the SASP Area. The guiding principles, built from analysis, and public consultation have also identified mixed-use, mid-rise buildings being the appropriate built form typology to support the commercial ‘main street’ character of Lake Shore Boulevard West, including the Transit Station Area (identified on Figure 4). Further built form analysis and public consultation also supports potential tall buildings, subject to the implementation of land consolidation and conformity with the development criteria identified in the SASP, within the Transit Station Area.

In the SASP Area, development along the Lake Shore Boulevard West corridor may be permitted in a form consistent with one of the following building typologies:

- Mid-Rise Buildings proportional to the right-of-way widths are permitted along the entire corridor, where lot depths can achieve the maximum heights.
- Shallow Lot Buildings permitted along the entire corridor.
- Low-rise Buildings permitted along the entire corridor.
- Tall Buildings permitted only within the Transit Station Area, where lands are consolidated to achieve the SASP policies.



*Figure 4 – Study area map, showing the 27-meter and 36-meter right of way extent. Transit Station Area identified where tall buildings may be permitted.*



### **2.1.1.Mid-Rise Buildings**

- a) The overall height of the mid-rise buildings will respect the 1:1 ratio with the width of the adjacent right-of-way. Along the 27-metre east of Kipling Avenue and where lot depths are sufficient, an 8-storey mid-rise building is permitted. Along the 36-metre right-of-way width west of Kipling Avenue and where lot depths are sufficient, an 11-storey mid-rise built form is permitted. Mid-rise development will be evaluated against policies of the Official Plan and the City's Mid-rise Building Design Guidelines.
- b) Within the Transit Station Area blocks, an 11-storey mid-rise building associated with the adjacent 36-metre right-of way are permitted and will be evaluated against the City's Mid-rise Building Design Guidelines.
- c) Lots that have depth less than 34-metres, may result in narrower upper storeys. These shallow floor plates can be designed using innovative strategies to optimize the floor plate. Double loaded corridor with wide shallow units, "skip-stop" elevator design can be space efficient and/or duplex apartments where a unit occupies two floors can be used to get an efficient floor plate at upper levels. The narrower upper storeys can also be used as amenity space to maximise the utility of the floor plate.

### **2.1.2.Shallow Lot Buildings**

- a) Lots along the corridor that have lot depths less than 30-metres can be developed as a 6-storey building or 20-metre height, and will maintain good street proportion to the right-of way width, which relate to the scale of the existing buildings within the SASP area.

### **2.1.3.Low-Rise Buildings**

- a) The minimum building height along the lots fronting Lake Shore Boulevard West will be 4-storeys or approximately 13.5-metres in height and the minimum building height within the Transit Station Area will be 6-storeys or 20-metres in height. This low-rise building supports the objective to create an appropriate pedestrian environment and responds to the scale of the existing main street buildings and new mid-rise buildings.

## 2.1.4.Tall Buildings

- a) Tall buildings may be permitted within the Transit Station Area, which are lands in proximity to the Long Branch GO Station, subject to conformity with the development criteria in the SASP and achieving the intent of Section 2.3 “Building Design” of these Guidelines. The lands located on Blocks 1 to Block 5 identified on the Figure 5 below fall within the Transit Station Area.
- b) Where tall buildings are permitted in the SASP Area, tall buildings will be comprised of a base building with good street proportion, a middle and top, integrated in a compact, point tower form. Tall Buildings will be evaluated against the policies of the Official Plan and the City-wide Tall Building Design Guidelines.

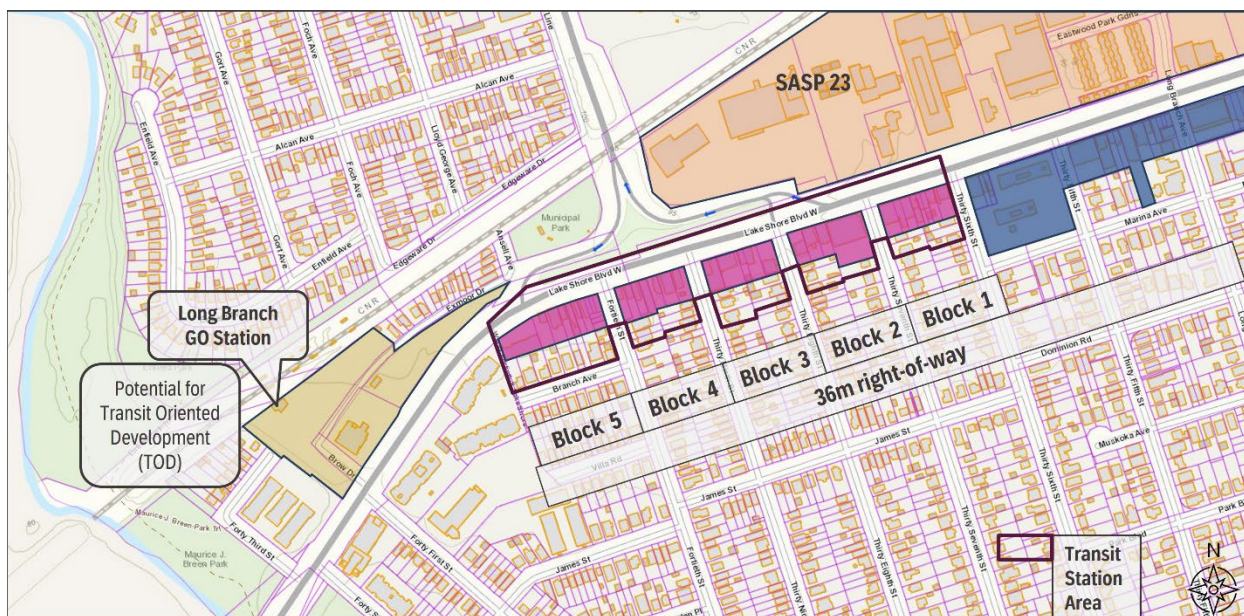


Figure 5 Transit Station Area Blocks 1 to Block 5

## 2.2 Lot Patterns and Characteristics

The majority of the lots within the Study area have similar lot configurations, size, and characteristic; however, lot depths can impact the design and feasibility of mid-rise buildings. For lands that front Lake Shore Boulevard West, there is generally a minimum lot depth of 30 to 34-metres available for an 8 to 11-storey building, net of any required road widenings as contemplated by the Official Plan, including any existing laneways at the rear of these properties. Based on the lot depth analysis, 73% of lots have lot depth more than 33-metres including existing laneways. The 33-metres lot depth is the most

common occurring lot depth that can accommodate a mid-rise form supported by the City's Mid-Rise Design Guidelines.

For each of Blocks 1 to 4 in the Transit Station Area as identified on Figure 5 (existing as of the date of the LSBW Guidelines) have an approximate width of 80-metres and an approximate depth of 36-metres with one lot that is over 50-metre deep. Blocks 1 to 4 have rear lots that are oriented east-west. Block 5 has an overall length of approximately 118-meters with north-south oriented rear lots and a street in the rear (in the south) called Branch Avenue, with a property listed in the heritage register at 118 Fortieth Street.

### 2.2.1. Enhancement Zones

A "shallow lot" is defined as a lot that is less than 30-metres deep. These shallow lots can be consolidated with a rear adjacent lot in the lands designated *Neighbourhoods* as contemplated in the SASP. These *Neighbourhoods* lots which may be consolidated with the *Avenue* fronting lot to achieve a more appropriate lot depth to support the built form standards for the planned mid-rise built form. These consolidated lots are referred to as the "Enhancement Zone" which support mid-rise buildings up to the height proportional to the right-of-way width. Where sufficient consolidated lot depth is achieved, as-of-right zoning permission would support the full mid-rise building height that is proportional to the adjoining right-of-way width. If no consolidation occurs, the maximum height would be limited to 6-storeys or 20-metres.

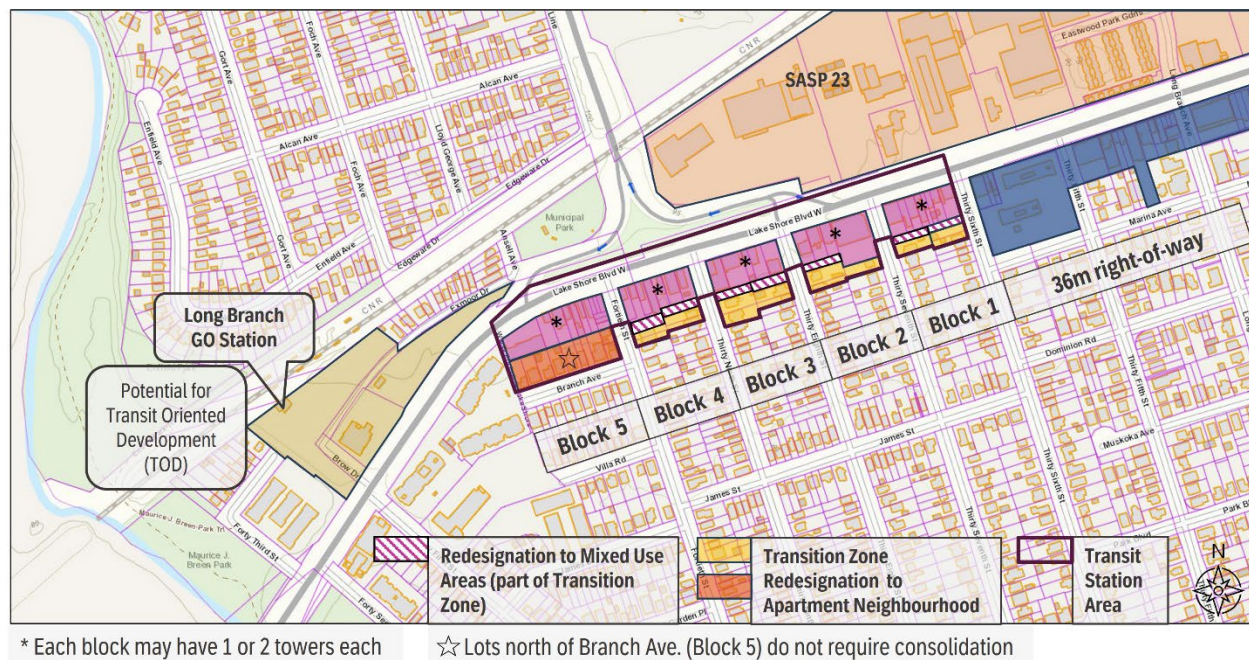
- a) As permitted by the SASP, the "Enhancement Zone" lots would remain designated as *Neighbourhoods* and are permitted to be used to secure the minimum 7.5-metre rear setback and, where appropriate, a laneway for service access when consolidated with Avenue facing Mixed Use Area lot(s).
- b) As permitted by the SASP, the "Enhancement Zone" can be used to incorporate on-site amenity space or open space, driveway, service areas, a portion of the building attached to the mixed-use building, where it supports a compatible relationship to the *Neighbourhoods* outside of the SASP Area and their existing lower-scaled buildings and uses.





Consolidation will continue to be encouraged for Block 5 to provide for comprehensive development of the broader block.

- a) Transition Zones will ensure developments will be comprehensively planned with appropriate setbacks, step-backs, good street proportion, including consideration for wider sidewalks and tree planting along public streets.
- b) Where consolidated with rear lots (designated *Neighbourhoods* and *Mixed Use Areas*), Transition Zones may be used to provide the required 20 metre rear tower separation to the *Neighbourhoods* outside of the SASP Area and may include open space and/or appropriately scaled transitional built form to relate to the existing and planned context of *Neighbourhoods* outside of the SASP Area.
- c) Transition Zone may be used to provide vehicular access to the building and for servicing and loading and to incorporate on-site publicly accessible and/or private open space.
- d) Where the Transition Zone is used to incorporate a transitional built form to the *Neighbourhoods* outside of the SASP Area, the transitional built form shall generally not exceed six-storied in height and should be connected to the base building of tall building.



*Figure 7 Map highlighting Transition Zones behind Blocks 1 to 4 shown in yellow along with the lands redesignated to Mixed-use Areas. Block 5 shows rear lots redesignated to Apartment Neighbourhoods that functions as Transition Zone.*



## 2.3 Building Design

Lake Shore Boulevard West is a commercial and retail main street where the residents of the neighbourhood come to shop. It is also a place for people to meet and interact with their community. The village feel, the range of community services and the connection to Lake Ontario are important aspects of the main street that the community values.

The Study, SASP and LSBW Guidelines collectively reinforce these aspects of the corridor and make it a destination for the community to shop, linger and celebrate the unique aspects of their neighbourhood. To support these important aspects of the corridor, the built form will be directed to intensify in a manner that will give shape to the public realm and the space between buildings while reinforcing the main street feel of the community. The LSBW Guidelines will guide development to ensure all developments will fit harmoniously within the surrounding main street context, promote sustainability and achieve design excellence.

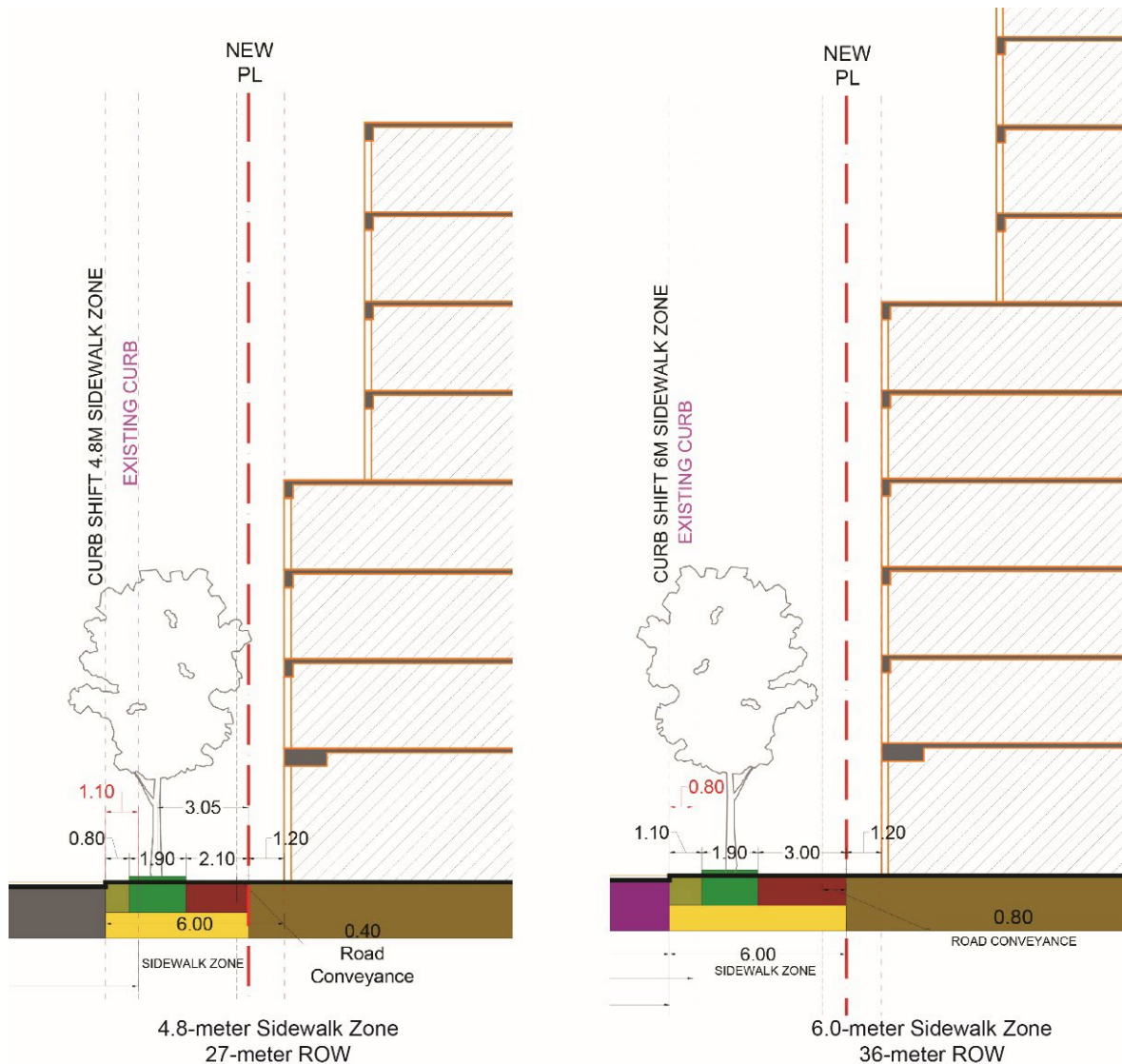
### 2.3.1. Setbacks

Setbacks help enhance the public realm and improve the pedestrian experience by providing space for trees, comfortable and accessible pedestrian walkways and other streetscape elements to support local business activities and community amenity. Setbacks along the main street will reinforce a key guiding principle for the local area to create a public realm that is safe, attractive and vibrant to support local businesses.

The existing condition of the Study corridor contains boulevard parking along its entire stretch, angled parking along the Long Branch Main Street frontage, and parallel parking along the Humber Polytechnic Lakeshore Campus and the New Toronto/Lake Shore Village Main Street frontages. There are several opportunities to expand on the existing street tree canopy, plan for wider pedestrian clearway along the corridor by rearranging angled parking spaces to be parallel to the street and optimizing parallel parking spaces along the Study corridor. A consistent minimum sidewalk zone, measured from the existing or future planned curb edge to the primary building face, is required along the corridor to ensure sufficient space for a vibrant, accessible and sustainable streetscape.

- a) A consistent minimum 6-meter sidewalk zone is required across the 27-metre and 36-metre right-of-way portion of the corridor except an 8-metre sidewalk zone is required within the Transit Station Area details for which are explained further.
- b) **New Toronto (Dwight Avenue to Kipling Avenue)** - A minimum building setback of 1.2-meters is required to plan for a 6-metre sidewalk zone along the Humber Polytechnic Lakeshore Campus and the New Toronto/Lake Shore Village Main

Street frontages. This will ensure adequate streetscape space is provided to augment the minimum 4.8-metre sidewalk zone within the public boulevard. Above the ground floor, the setback area may be used as a projection zone for framed balconies projections, weather-protective canopies, and other architectural projections to articulate the streetwall and reinforce the existing and planned main street character. In appropriate locations, building reveals may also be considered to articulate the streetwall and reinforce the existing and planned main street character.



*Figure 8 Sidewalk zone including the setback area. Typical cross section along the 27-meter and 36-meter right-of-way along Lake Shore Boulevard West*

- c) **Long Branch (Kipling Avenue to Thirty-sixth Street)** - A building setback of 1.5-metres is recommended for this portion of the corridor. Above the ground floor, the setback area may be used as a projection zone for framed balconies projections, weather-protective canopies, and other architectural projections to articulate the streetwall and reinforce the existing and planned main street character. In appropriate locations, building reveals may also be considered to articulate the streetwall and reinforce the existing and planned main street character.
- d) **Transit Station Area (Thirty-sixth Street to Etobicoke Creek)** - Wider sidewalks are to be planned within the Transit Station Area as a high volume of pedestrian activity is anticipated from greater potential development scale and desired sight lines leading to and from the Long Branch GO station. An 8-metre sidewalk zone is recommended. This setback can be planned as a full building setback, and, at appropriate locations, as an at-grade setback. Above the ground floor, the setback area may be used as a projection zone for framed balconies projections, weather-protective canopies, and other architectural projections to articulate the streetwall and reinforce the existing and planned main street character.
- e) **Flanking/Side Streets** - A minimum building setback is required on all flanking streets to achieve a minimum sidewalk zone of 4.8-metres along the 27-metre stretch of the corridor and a minimum sidewalk zone of 6-metres along the 36-metre stretch of the corridor. Additional building setbacks on side streets may be required to plan for enhanced streetscapes, Privately-Owned Publicly Accessible Space (POPS), and Public Art where views and access to Lake Ontario have been identified on the Public Realm Plan, refer figure 18. A 6- to 8-metre sidewalk zone is recommended in these locations subject to detailed review of a development application.
- f) **Rear yard setbacks (tall buildings)** – Where tall buildings are permitted, the base buildings of tall buildings will provide a rear setback of 7.5m or greater from the lot line to maintain the similar setback as required for the mid-rise buildings across the corridor and establish a more consistent rear condition adjacent to *Neighbourhoods* outside of the SASP Area.
- g) Development located within proximity to existing and planned parks and open spaces will achieve a minimum 5-metre setback between park and building face to address fire separation requirements and to ensure any exterior building features and amenities can be provided, serviced, and maintained wholly on the development site without impacts to the adjacent park.

### 2.3.2. Streetwall and Tower Base Building

The streetwall is the portion of the building closest to the street that is most readily experienced by pedestrians, helps define and activate the streetscape and creates a sense of enclosure for the public realm. Similarly, the base building creates the streetwall for a tall building and will be used as a key defining element that responds to pedestrian scale and will ensure the more intense form of development fits with the lower-scale of other buildings in the surrounding context.

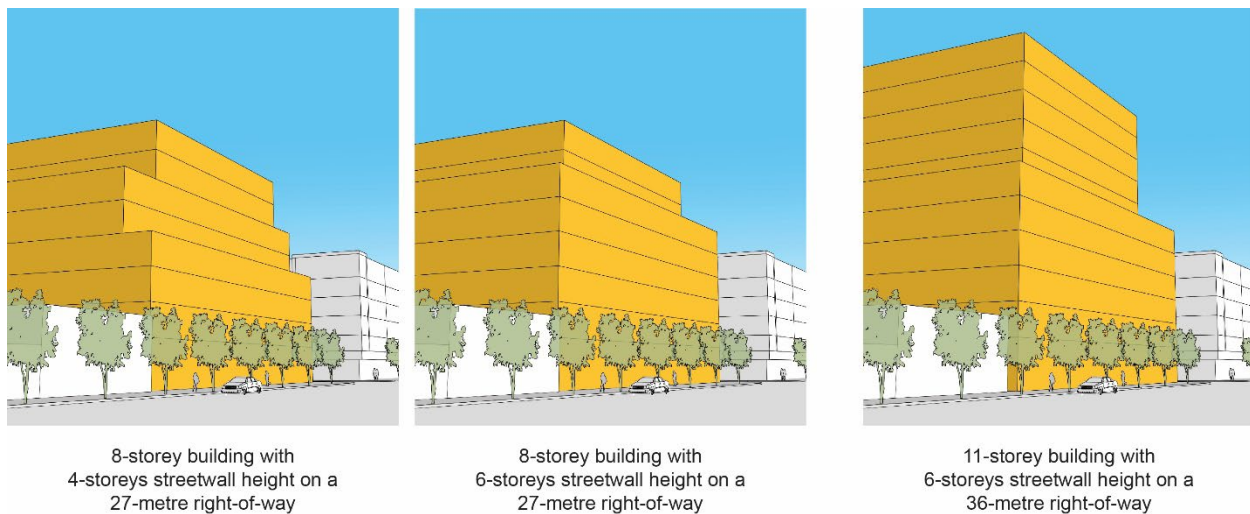
Pedestrian perception is influenced by the height and articulation of the streetwall and the base building. Development will be designed to maintain good street proportion, sunlight access onto the street and the public realm and a dynamic, interesting, and lively street façade. The streetwall height along the corridor will respond to the varying right-of-way widths resulting in an coherent and well-proportioned pattern of development in the SASP Area.

The existing main street character in the Study area is established by 2-storey buildings with narrow shops and multiple entrances along each block. The façade design of new development should be compatible and reflect this contextual expression through a high degree of articulation and architectural elements within the ground floor and streetwall design.

- a) East of Kipling Avenue, where the right-of-way is 27-metres wide and up to 8-storey mid-rise buildings are permitted, a streetwall height of 4-storeys is required.
- b) West of Kipling Avenue, where the right-of-way is 36-metres wide and up to 11-storey mid-rise buildings are permitted, a streetwall height of 6-storeys is required.



*Figure 9 Demonstration of street views along 27-meter and 36-metre right-of-ways*



*Figure 10 Demonstration of varying streetwall height*

- c) Within the Transit Station Area, where a tall building is permitted by the SASP, the base building should not generally exceed 6-storeys in height to achieve good street proportion and relate to the scale of the mid-rise building streetwall. Up to additional 2-storeys of height may be permitted for the base building, subject to detailed review of a development application and associated performance standards that impact matters such as sunlight access on the public realm, fit and transition, including stepping down in height to the rear Neighbourhoods outside of the SASP Area.
- d) Key gateway locations are identified at the intersection of Kipling Avenue (Humber Polytechnic Lakeshore Campus node) and Islington Avenue, including the two edges of the Study boundary. At key gateway locations and in the case of full block development, there is potential to have taller streetwall heights that may be permitted to cover an extent up to 30% of the façade frontage along the main street. This taller streetwall height is to be strategically used to accentuate corners, break up the length of a building to bring variation. Where 8-storey mid-rise buildings are permitted, the 6-storey streetwall height as permitted in the by-law should be used to achieve the above noted intent and where 11-storey mid-rise buildings are permitted, streetwall height can go up to 8-storeys as specified above.
- e) Streetwall and base building articulation should be reflective of the fine grain main street shopping character of the area. Use of architectural elements like cornices, recesses, reveals, canopy projections, framed balconies and other architectural design features to bring in rhythm, conserve heritage properties, and the existing



main street datums are recommended approaches to articulate façades along the corridor.

- f) Prioritize the use of high-quality, durable, long lasting, and contextually appropriate materials particularly for the portion of the building that is experienced by pedestrians. Promote sustainable design practices such as mass timber and prefabricated construction.



*Figure 11 Illustration of streetwall articulation through architectural elements. (Source: Google street view, 3600 Lake Shore Blvd W – Minto Phase 1)*



*Figure 12 Figure 8 Illustration of streetwall articulation through architectural elements. (Source: Google street view, 2301 Danforth Avenue – 8 storeys (27 m right-of-way))*

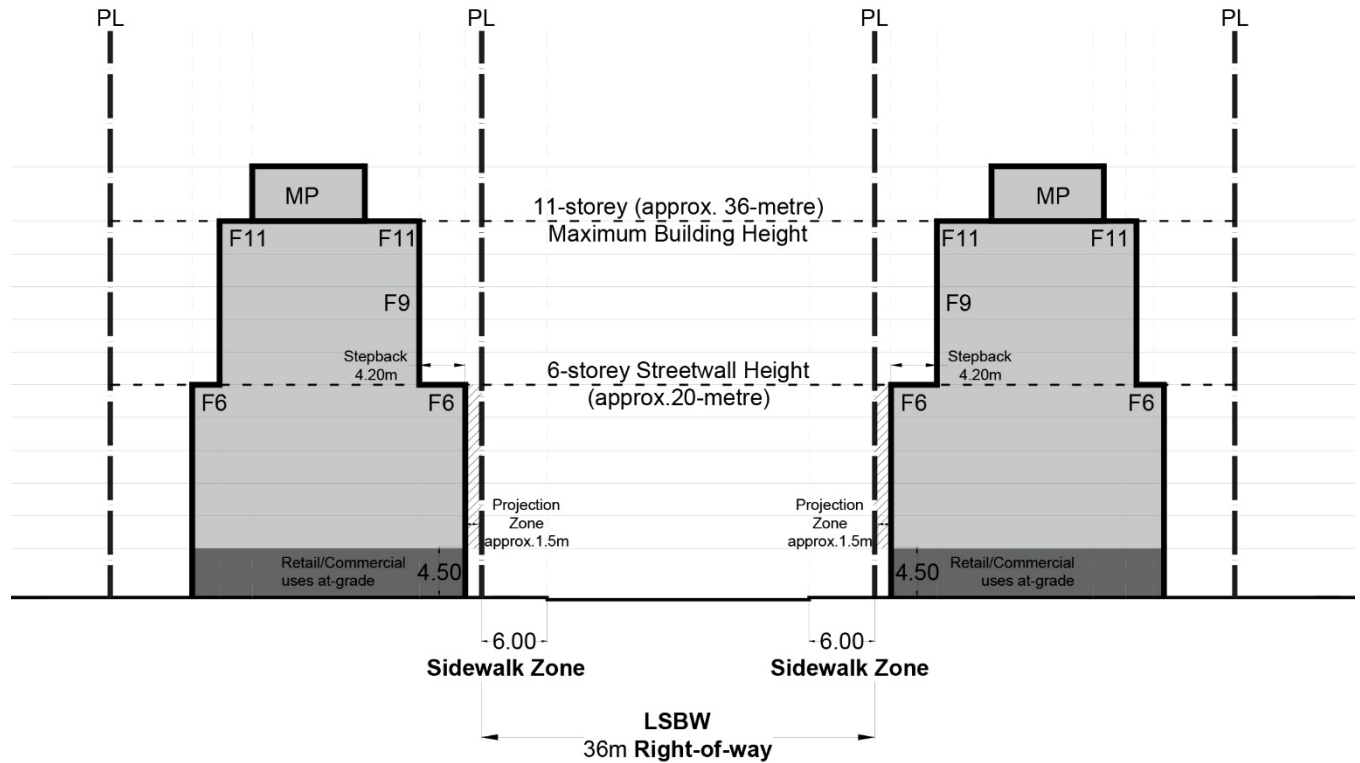


Figure 13 Demonstration of an 11-storey mid-rise building with a 6-storey street wall

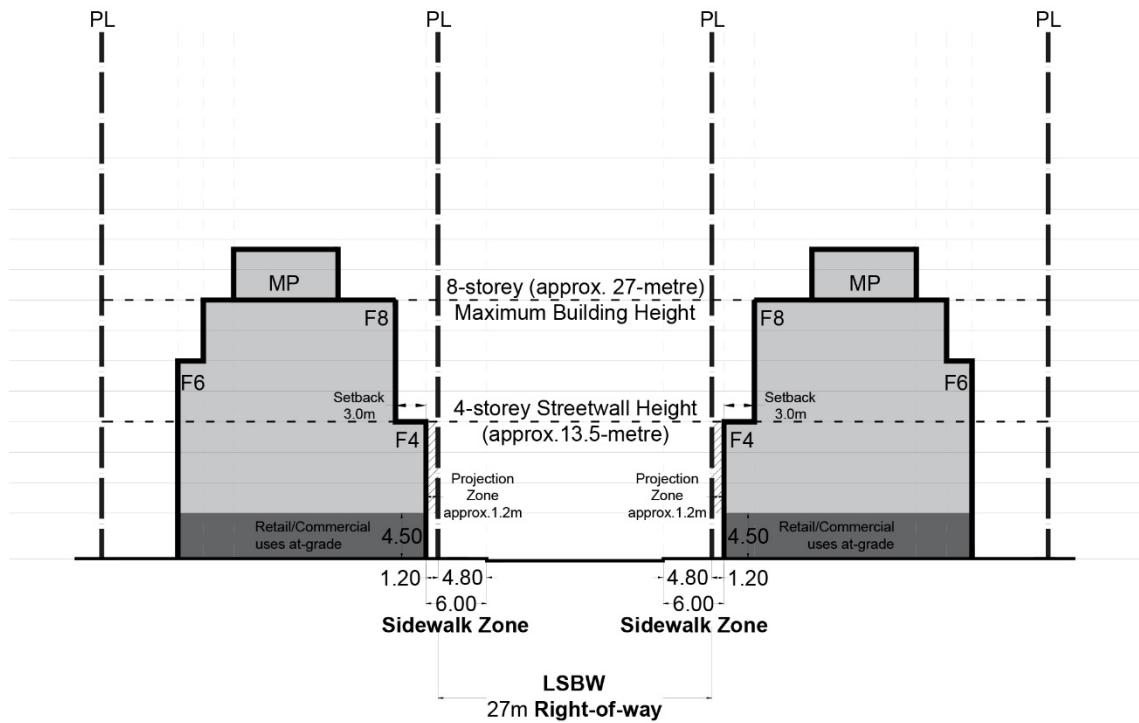


Figure 14 Demonstration of an 8-storey mid-rise building with a 4-storey street wall

### **2.3.3. Grade Related Uses and Pedestrian Experience**

The Study area will create a vibrant public realm that is supported by the grade level activities that promote “eyes on the street” and pedestrian activity that creates an active and safe environment. At-grade retail uses will support the commercial main street shopping experience along the corridor and serve the needs of the local community. It will be defined by the fine grain character of retail that exists along the corridor. In addition to retail, the ground floor may incorporate residential building entrance lobbies and community spaces.

- a) Development will provide active, non-residential uses at grade with consideration for small-scale, independent retail spaces to support the fine-grain main street character. It is recommended to provide retail unit bays of width between 6.5- to 8-metres, most suited for pedestrian experience.
- b) Development should design buildings to have multiple retail entrances facing the street that have direct access from the municipal sidewalk. Each retail unit should provide continuous weather protection for pedestrian comfort that is integrated into the building design. Refer to the Retail Design Manual for more direction on the design and configuration of retail spaces at grade.
- c) Retail storefronts should have clear glazing to promote visually engaging experiences that promote safe and vibrant streetscapes. Development will provide a ground floor ceiling height of a minimum 4.5-metres to support retail uses and that generally is in keeping with the scale of existing commercial buildings.
- d) Development should use high-quality materials that are durable, long-lasting, and interesting to touch. The size and scale of materials that create finer grain details that help break down the rhythm of the block to create interesting pedestrian-scaled environment are strongly encouraged to be used along the retail frontages.

### **2.3.4. Thermal Comfort (Sunlight and Pedestrian Level Wind)**

The Official Plan directs built form to be located and massed in a manner to ensure that the public realm has direct access to sunlight and in the case of tall buildings, development maintains open views to the sky and limits shadow impacts on the public realm and surrounding properties.

Sunlight access on the public realm is critical to the growth of trees and vegetation as well as for creating a comfortable environment for pedestrians and cyclists particularly

during the shoulder seasons of spring and autumn when sunlight access can markedly improve comfort. The Official Plan also requires that development in *Mixed Use Areas* adequately limit shadow impacts on adjacent *Neighbourhoods*.

Comfortable and safe pedestrian level wind conditions along streets, private or public open spaces are important to preserve the utility and intended use of these spaces. Built form height and massing will be designed to provide for comfortable wind conditions and air circulation at the street and adjacent open spaces to preserve the utility and intended use of the public realm, including sitting and standing.

- a) Development will limit shadow impacts on the public realm, sidewalks, private and public open spaces and neighbouring properties using strategies such as including larger building setbacks, open spaces at grade, building step backs, appropriate scale and massing, and appropriate transition in building heights.
- b) As Lake Shore Boulevard West is generally oriented east-west, development will ensure the mid-rise built form height and massing allows for a minimum of 5-hours of continuous sunlight access on the north sidewalk during the spring and fall equinoxes.
- c) Where permitted within the Transit Station Area, tall buildings will be oriented, designed and articulated to minimize their shadows and maximize sunlight on parks and the public realm. The tower portion of the tall buildings should generally be oriented north-south.
- d) Design the shape and size of tower floor plates to create slender and fast-moving shadows at ground level. The cumulative impact of existing, proposed, and future potential towers on sunlight, comfort and quality of public realm will to be evaluated as per the policies in The Official Plan and the Tall Building Guidelines.
- e) Building will be massed and designed to provide comfortable wind conditions to ensure:
  - i. Public sidewalks and walkways are comfortable for walking throughout all times of the year;
  - ii. Public and private outdoor amenity spaces, parks and open spaces, and transit stops are comfortable for sitting in the spring, fall and summer months;
  - iii. Building entrances are comfortable for standing during all times of the year; and
  - iv. Uncomfortable or unsafe pedestrian wind conditions do not result from the proposed development/redevelopment.

### 2.3.5. Tower Placement, Orientation and Floorplates

Subject to development criteria, the SASP establishes the potential for tall buildings within the Transit Station Area that are in close proximity to the Long Branch GO Station. Most of the blocks in the Transit Station Area (refer Figure 7) may be able to accommodate up to two tall buildings. The placement, size and orientation of these tall buildings influences the relationship of the building to the lands designated *Neighbourhoods* outside of the SASP Area, as well as sunlight, wind and sky view conditions that contribute to the quality of life within the area.

- a) Tower portion of tall buildings should be placed away from streets, parks, and neighbouring properties to ensure the visual and physical impact of the tower on the public realm is reduced and that, the base building establishes good street proportion, including providing for comfortable wind conditions., Development should setback the tower (including balconies) from the face of the base building by at-least 4-metres or more along street frontages.
- b) Tall buildings will be located to maintain daylight, privacy and promote views between buildings, improve energy performance and natural ventilation. Tall buildings will be oriented to maximize sunlight access and sky view for surrounding streets, parks, open spaces and properties as well as for comfortable pedestrian level wind condition at grade. The design of the tower floor plate shape and its orientation should be given special consideration. Tower portions of tall buildings should generally be oriented north-south and avoid elongated floor plates.
- c) Tower portions of tall buildings should include floor plates no larger than 750 square metres, which includes all built area measured from the exterior wall to exterior wall excluding balconies. By limiting tower floorplates, up to two towers may be possible on each block and sunlight and sky view access will be maintained for the surrounding public realm.

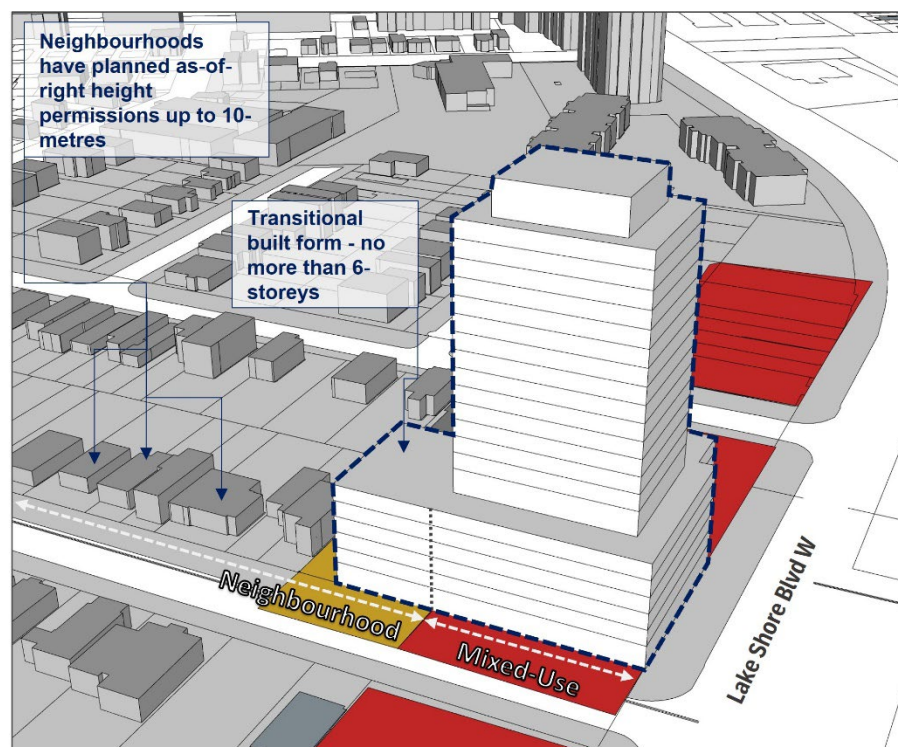
### 2.3.6. Transition and Tower Separation (Tall Buildings)

The development criteria in the SASP reinforces the Official Plan policy direction to “locate and mass new buildings to provide a transition between areas of different development intensity and scale, as necessary to achieve the objectives of this Plan, through means such as providing appropriate setbacks and/or a stepping down of heights, particularly towards lower scale *Neighbourhoods*,” (Mixed Use Areas 4.5.2.c) and that, “transition in scale will be provided within the development site(s) and measured from shared and adjacent property line(s).” (Built Form 3.1.3.7). New



developments will achieve fit and transition to respect the unique character and the context of the area.

- a) Within the 20-metre or greater separation distance required by the SASP from a tower to Neighbourhoods outside of the SASP Area, provide a gradual transition in the form of the following: a transitional built form that is generally no greater than 6-storeys in height and/or an open space. The transitional built form can be designed through a range of building types and heights.
- b) For Blocks 1 to 4, the transition zone, is within the site and guideline 2.3.6.a. will apply. For Block 5, if the rear lots are not part of the comprehensive development application, then respective developments should provide setbacks such that a minimum 15 metres separation between the base buildings is achieved and a minimum 20 metres between the tower and the adjoining base building. If the rear lots are a part of the comprehensive development application, a transitional built form or open space will be required.



*Figure 15 Conceptual Tower form proposal demonstrating the relationship and transition in scale with the Neighbourhoods through a 6-storey transitional built form*

- c) Protect for tower separation distance between towers within the same block of 25-metres or greater.
- d) Maintain a tower setback of at least 15-metres to the centreline of an adjacent flanking street to provide good access to sunlight and sky view, promote a comfortable microclimate at grade and reinforce a well-defined pedestrian scale streetwall along the local side streets.
- e) Where a mid-rise building is planned next to tall building within the same block, all of the required setbacks and separation distances as per the City's Mid-rise Building Design Guidelines and Tall Building Guidelines will be applicable.

### 2.3.7. Tower Heights and Variation

Tall buildings within the Transit Station Area will serve to emphasize the area in close proximity to the Long Branch GO Station, which will establish a focal point for the corridor. The tallest heights and density are anticipated at the Long Branch Go Station. All new buildings will fit harmoniously within the existing and planned context. SASP [##] directs that tall building development will demonstrate transition in height as a gradual and proportional increase from the mixed use, mid-rise context east of Thirty-sixth Street up toward the western edge of the SASP Area (one block west of Fortieth Street).

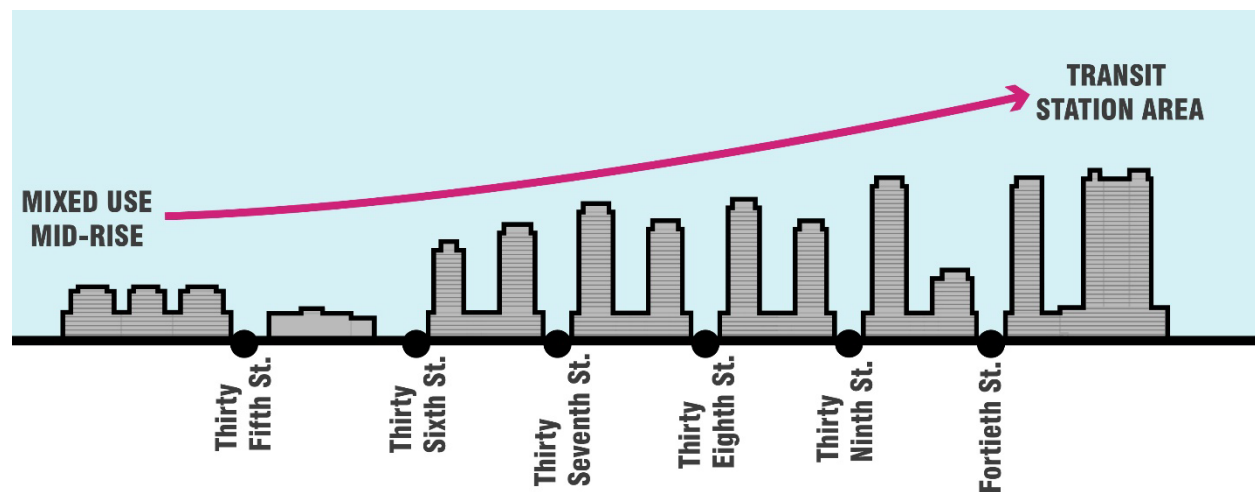


Figure 16 Illustration of potential height transition

- a) Maximum tower heights within the Transit Station Area are generally defined by ratios for each Block (as generally shown on Figure 17) relative to the width of the adjacent 36-metre right-of-way width and increases relative to the 36-metre maximum building height for an 11 storey mid-rise building to support the policy

objectives of the SASP, as illustrated in figure 16 and achieve appropriate transition in height and scale in the Transit Station Area:

- i. Block 1 has an intended ratio of 1:2
  - ii. Block 2 and Block 3 have an intended ratio of 1:2.5
  - iii. Block 4 and Block 5 have an intended a ratio of 1:3
- b) Within each height ratio and each block, as defined in the guideline above, tower height variation of 5 or more storeys is recommended to achieve a dynamic and varied skyline and reinforce the gradual progression in height toward the west. The tallest tower within each block should be set back from the Lake Shore Boulevard West by 10-metres or greater, while maintaining at least 20-metres or greater separation to the Neighbourhoods outside of the SASP Area or from the abutting *Neighbourhood* lot within the SASP that is not consolidated with the *Mixed Use Areas* lands.
- c) Block 4 may have only be able to accommodate one potential tall building due to its lot characteristics. This tall building will also need to be designed to acknowledge the Browns Line view terminus with a signature architectural expression.

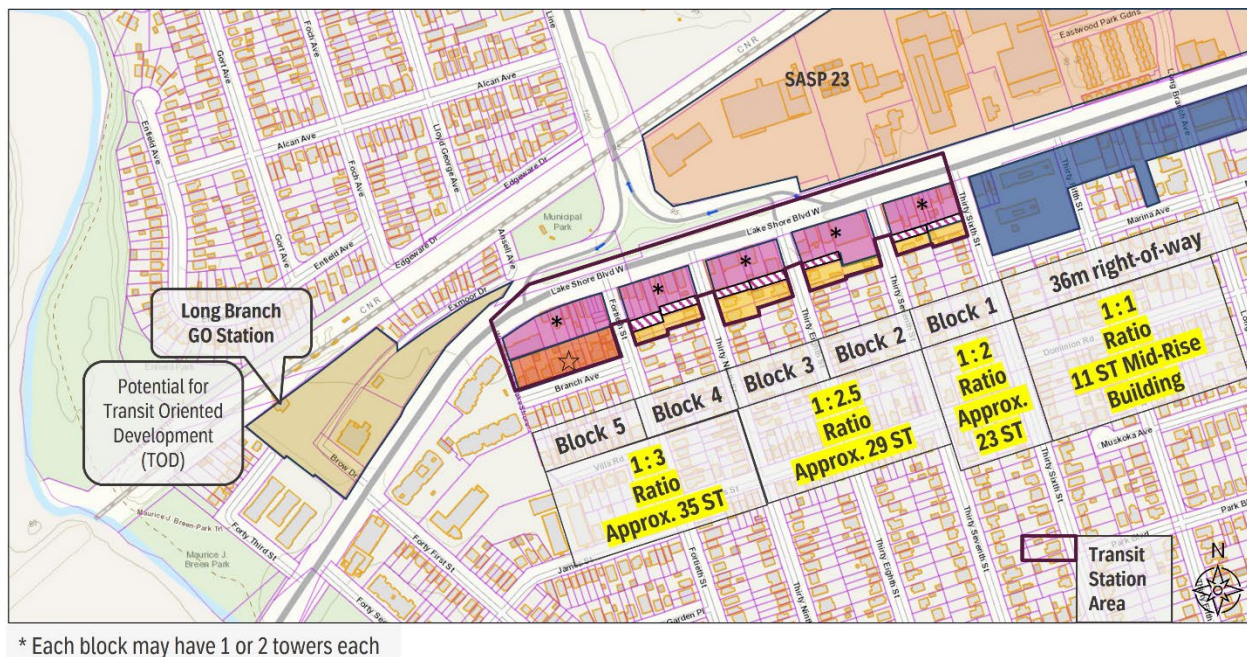


Figure 17 Potential height ratio map



### 3.0 PUBLIC REALM

The SASP specifies, new development and public realm improvements will prioritize active transportation and promote safe, accessible, convenient, comfortable and resilient public spaces. Development will also expand and enhance the public realm character to create a distinctive, high quality and vibrant environment to improve the quality of life of the existing and new residents.



Figure 18 The Public realm Plan

The Public Realm Plan in Figure 18 identifies:

- Key gateways;
- Opportunities for intersection improvements;
- Mid-Block Connections;
- Potential location for Privately Owned Publicly Accessible spaces (POPS);
- Views, and access to Lake Ontario waterfront;
- Opportunity for civic improvement/ “tactile” interventions e.g. Plaza at Twenty Third St.
- Improvements to existing Parks and open spaces e.g. Brown’s line terminus

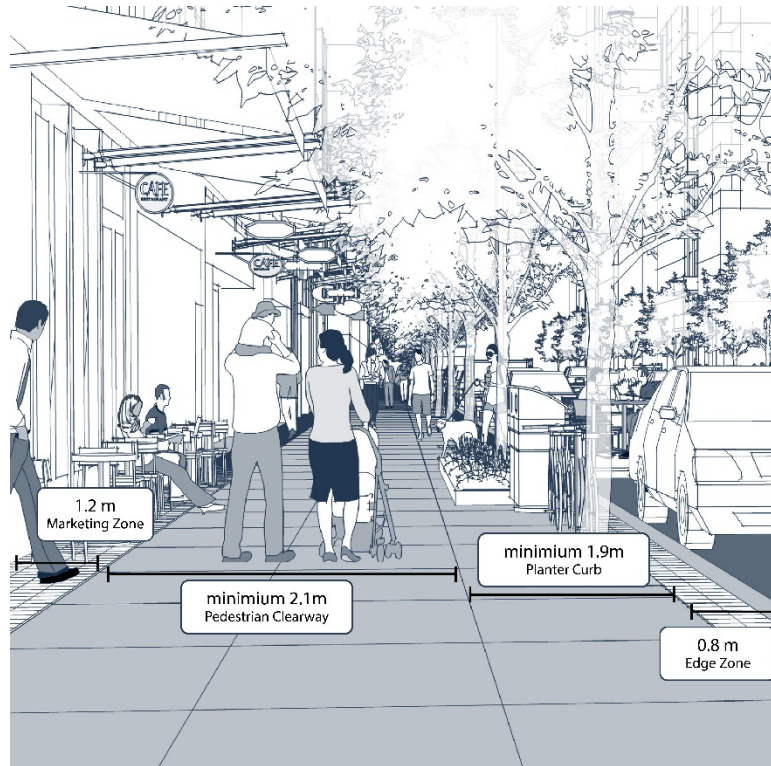
### 3.1 Streetscapes and Boulevard Spaces

Lake Shore Boulevard West is an established main street that is used by residents to shop locally. The west end of the corridor is the Long Branch GO Station. The existing public realm conditions within the Study area contains sub-standard sidewalk widths, lack of street trees, inconsistent parking solutions that include angled, perpendicular or parallel on-street parking, and lack of street furniture such as benches, waste bins, bicycle post and lock up rings. The streetscapes within the SASP Area is required to be improved with more space and amenities to achieve a vibrant, sustainable, and complete street.

- a) New developments will provide a minimum 6-metre sidewalk zone, measured from face of existing or future curb to the building face, except where there is a conflict with a retained heritage building.
- b) The streetscape should consist of four distinct zones: Frontage and Marketing Zone, Pedestrian Clearway, Tree Planting/Furniture Zone, and the Edge Zone consistent with the Toronto Complete Streets Guidelines and the Streetscape Manual.
  - i. **Frontage and Marketing Zone:** The area adjacent to properties, used for building entry forecourts, marketing and display, café seating, and building-related utilities. This area may be part of the public right-of-way, or private, if a building setback is present.
  - ii. **Pedestrian Clearway Zone:** The most important area of the street for safe, accessible, and efficient movement of pedestrians. The width depends on the street context, minimum width required is 2.1-metres. In the Transit Station Area, a minimum width of 3-metres is required to support higher volume of pedestrian activities on the street.



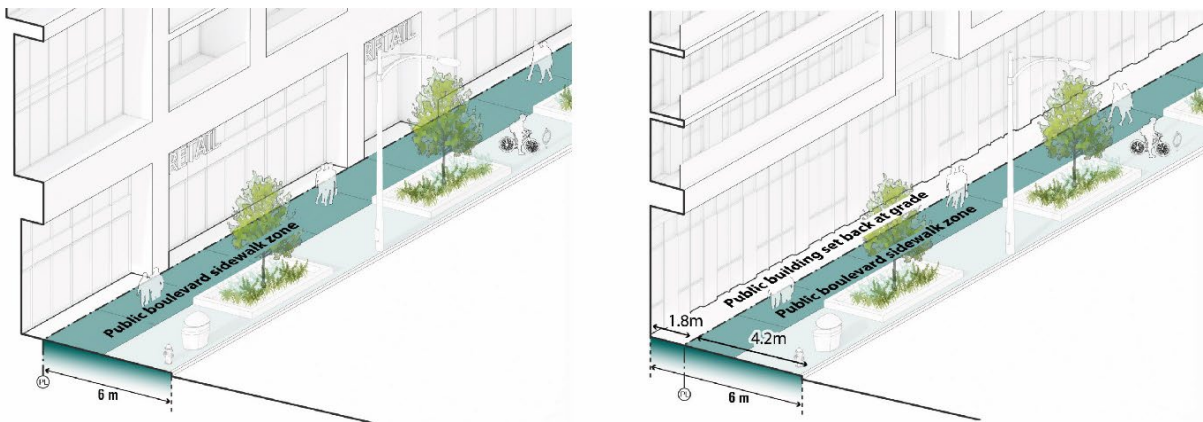
- iii. **Furnishing and Planting Zone:** This zone in the boulevard provides space for a wide range of streetscape elements such as trees, other plantings, waste receptacles, benches, streetlights, and bicycle parking.
- iv. **Edge Zone:** The space behind the curb that acts as a buffer between moving/parked vehicles and the other sidewalk/boulevard functions. May accommodate signposts, parking machines, decorative pavers, waste bins set out for collection and snow storage.



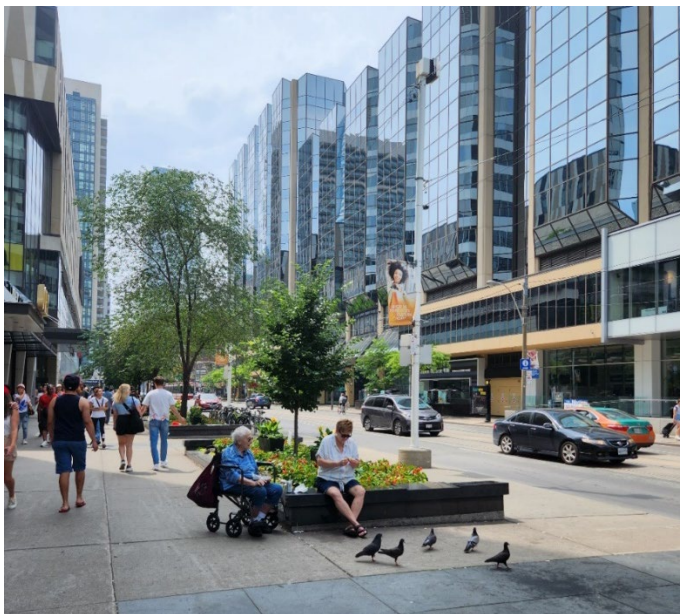
*Figure 19 Sidewalk zone details, Source: Complete Street Guidelines*

- c) Development will provide growing space for high branching deciduous street trees that ensure sufficient soil volume and growing medium support growth of the City's tree canopy. Raised planter beds integrated with seating is also encouraged in areas where space is available.
- d) Provide high quality street furnishing elements like benches, bike parking rings, waste receptacles, pedestrian scale lighting within the furniture zone.

- e) Applicants should engage with the Long Branch and the Lake Shore Village business improvement areas (BIA) on streetscape improvements that reflect the BIA's vision for the area.
- f) Boulevard spaces will be designed to integrate green infrastructure, such as trees, green walls, and low impact development (LID) stormwater infrastructure to promote cooling, enhance biodiversity, sustainability, and resilience.
- g) Boulevard spaces should be enhanced by introducing public art, patios that support local businesses, parkettes/ POPS that can be planned with additional building setbacks that contributes to enhancing the public realm.



*Figure 20 Options illustrating commercial frontage with a generous sidewalk zone to support an active frontage and vibrant pedestrian environment.*



*Figure 21 Example of seating integrated planter beds*

## 3.2 Open Spaces

Parks play an important role in making the City healthy and liveable as they provide space for recreation and relaxation through passive and active activities. New on-site parkland dedications from developments are positively contribute to the creation of complete communities. When sites are not large enough and development is in the form of incremental infill, it is often difficult to secure new on-site parks. However, opportunities shall be explored for off-site parkland dedications to expand an existing park or create a new park.

Privately Owned Publicly-Accessible Spaces (POPS) are spaces that contribute to the public realm but remain privately owned and maintained. POPS do not account for parkland dedication nor do they replace the need for new public parks and open spaces. The public realm plan identifies potential locations for POPS along the corridor. The public realm plan also identifies intersections that have views and access to Lake Ontario, which represent a priority opportunity for corner activation. Some such locations can be developed as POPS to strengthen the community's connection to Lake Ontario. Public realm improvements can help create a sense of place and ownership and offer opportunity to: animate the public realm, create spaces to socialize, support retail activity and become identity markers to help with wayfinding. These open spaces will be evaluated against the policies of the Official Plan and guided by the City's POPS Guidelines.



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



Source: Google Street Views

*Figure 22 Examples of Parkettes. Left Image - Liberty Village Parkettes, Right Image - Bloor-Annex BIA Howland Ave. Parkettes*

- a) New developments are encouraged to identify opportunities for new parks spaces, including off-site parkland dedications, that can be developed in the form of parkettes. Developments with larger site areas shall identify opportunities for on-site



parkland dedications where appropriate. Opportunities shall be explored to expand new and existing parks wherever possible.

- b) New developments are encouraged to identify and develop POPS spaces that can function as forecourts, extensions to existing open spaces and as mid-block connections, and landscaped setbacks. Carve out spaces within development sites to plan for POPS by providing additional setbacks at grade, around a heritage property, in gaps between buildings and/or where there is visibility and access from the public realm to Lake Ontario are encouraged.
- c) Development will provide space for landscaping and mature tree planting, comfortable seating options and other amenities such as lighting, public art, other landscape features, special paving, and design these as high-quality, durable and resilient spaces to meet the needs of all ages and abilities.

### **3.3 Mid-Block Pedestrian Connections**

Mid-block pedestrian connections help break up long blocks, link important open spaces, transit destinations, parks, and community spaces, thereby contributing to improve pedestrian permeability, and improve the walkability within the area. The Public Realm Plan identifies potential connections along the corridor. New connections or improvements to existing connections are to be secured through new developments and public works.

- a) New developments are encouraged to identify new pedestrian connections and enhance existing connections that follow desire lines to expand the public realm network. Pedestrian mid-block connections should be located in areas that have clear visual and physical access to and from the public realm.
- b) A mid-block connection should have a minimum 2.1-metre wide pedestrian walkway. A minimum 3-metre-wide landscape tree planting zone on one or either side of the walkway is recommended. Where connections are planned through buildings, ensure the height of such connections is at least 6-metres.
- c) Secure public surface access easements where such connections are identified through private property.

- d) Ensure mid-block connections are designed for safety and legibility. Animate such connections by planning active uses such as retail with clear glazing and entrances along it for natural surveillance, design landscape and tree planting to have clear sight lines, incorporate pedestrian scaled lighting.
- e) Provide high-quality, safe, accessible, comfortable, and convenient pedestrian mid-block connections that can be designed using elements such as special paving for ease of identification, seating and landscaping for comfort, wall murals, and signage.

### 3.4 Public Art

Public art is an important element of the public realm that can contribute to the urban environment in different ways based on its type and location. It can also have profound impact on the community by helping them develop a sense of place and shared identity. Public art can be a moment to pause in the public realm or ignite a conversation about local histories.

These can be designed in a wide variety of forms such as murals, art installations, sculptures and direction is provided through the City's Percentage for Public Art Program. Lake Shore Boulevard West offers several opportunities to provide for new public art to contribute to the variety and character of the area.

- a) Public art should be encouraged at every opportunity to be integrated through private development and/or within public spaces such as Parks, POPS and mid-block connections. Applicants should engage with the City's Percent for Public Art program, as well as the BIA, residents' associations, local organizations such as Lakeshore Arts to assess and contribute to public art opportunities in the community.
- b) Consider the history of Indigenous communities, and the history of the development of Lake Shore Boulevard West and its surrounding neighbourhoods, as inspiration for public art that further support's the area's distinctive sense of place.
- c) Public art should respond to the local context and is encouraged to consider its scale, fit, proportion, material, durability, and maintenance. It should be located to have clear views and access from the public realm and/or assist in wayfinding.
- d) Consider murals for the exterior walls of new developments where they are visible from the public realm.



### 3.5 Other Public Realm Opportunities

- a) Other public realm improvements and opportunities noted in the public realm plan are to be reviewed and identified on a site-by-site basis as a part of the development review process. These can be implemented in collaboration with City divisions, the BIA and consultation with local residents' groups using strategies such as:
- i. Enhanced streetscape design
  - ii. Greening and generous planting design
  - iii. Innovative seating design
  - iv. Community activation opportunities like weekly markets,
  - v. Introducing signage as a wayfinding strategy that includes distance to the lake and/ the transit station, maps with waterfront cycling routes, etc.



*Figure 23 Community activation, Jane Finch Corner Commons*



*Figure 24 Fairford Parkette, Fairford and Coxwell Avenues, East York*



*Figure 25 Barbara Hall Park, Church Street and Wellesley Street East, Toronto*



- b) Broader level public realm improvements and opportunities includes the revival and expansion of the municipal park at Brown's Line, the Brown's Line - Lakeshore Parkette and the Brown's Line reconfiguration. These are identified as aspects subject for future study to be implemented in collaboration with various City divisions as capital projects with significant public realm impacts. Consultation with the Design Review Panel at an early stage as part of undertaking these projects is recommended. These projects will identify:
- i. Opportunities to expand and improve the existing public parks and open spaces
  - ii. New safe pedestrian and cycling connections between the community, the park and transit as a priority
  - iii. Reducing Brown's Line highway infrastructure
  - iv. Level grade pedestrian crossing potentially to the east and the SASP 23

## 4.0 SITE ACCESS, LANEWAYS AND SERVICING

A key aspect of success in establishing a pedestrian-friendly urban environment along Lake Shore Boulevard West is minimizing the number of curb cuts along street to improve the pedestrian experience and minimize conflicts between pedestrians and vehicles. A rear laneway network can provide vehicular and service access required for new development to function will be prioritized to ensure the creation or expansion of a rear laneway system.

Where a public laneway is deemed not required or feasible by the City, development must provide surface easements over private lands for public access. The Study corridor has an established rear laneway network along the eastern portion of the corridor, east of Twelfth Street.

Parking ramps, vehicular parking, servicing and loading activity, storage areas, utilities required for the functioning of the building are to be organized and integrated within the building away from the public realm and in particular away from Lake Shore Boulevard West.

### 4.1 Site Access, Laneways and Servicing

- a) Prioritize vehicular access into the site from flanking streets or laneways. Ensure the width of the public or private laneway meets City standards. Where a private lane is permitted, public a surface easement access will be provided and the location and design of the laneway should facilitate future connections to service adjacent properties.
- b) Optimize the extent of driveways and/or paved surfaces within the site and across the block. Make provision to provide access to neighbouring properties through the site and look for opportunities to share access with adjoining properties that have surface access easements.
- c) Consolidate and integrate back of house servicing functions such as waste storage and staging, loading areas, parking ramps, vehicular parking, and utilities within the building and away from the public realm.
- d) Provide safe, comfortable, and convenient walkways alongside laneways and driveways connecting various building entrances within and beyond the site for safe and comfortable pedestrian movement.