

# Lake Shore Boulevard West Avenue Study

Open House Community Consultation Meeting #2

February 26, 2024



# Land Acknowledgment

We acknowledge the land we are meeting on is the traditional territory of many nations including the Mississaugas of the Credit, the Anishnabeg, the Chippewa, the Haudenosaunee and the Wendat peoples and is now home to many diverse First Nations, Inuit and Métis. We also acknowledge that Toronto is covered by Treaty 13 with the Mississaugas of the Credit.



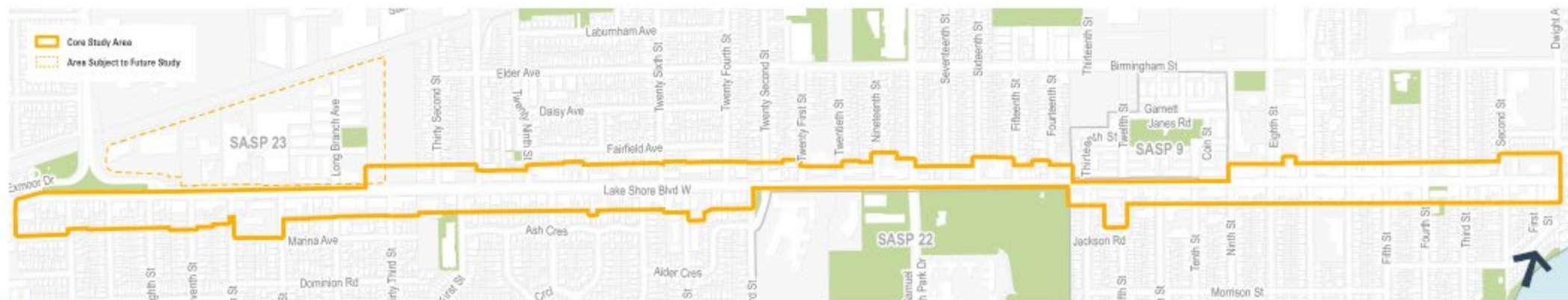
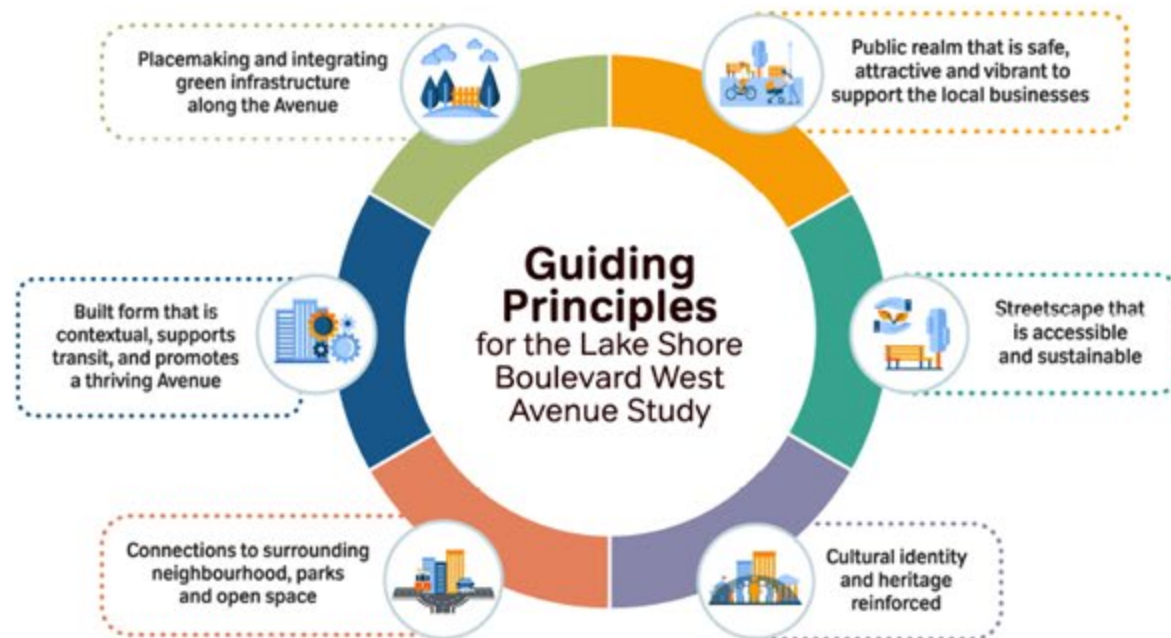
# Meeting Agenda

- 6:00 – 7:00 pm: Open House
- 7:00 – 7:30 pm: Staff presentation
- 7:30 – 8:00 pm: Question and Answer
- 8:00 – 8:30 pm: Open House

# Study Overview

The Lake Shore Boulevard West Avenue Study focuses on:

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



# Study Process and Timeline

Q1-Q2 2024

## Phase 1 Initial Consultation

Staff Walking Tour 

TAC #1 

CCM #1 

Existing and Planned  
Conditions Analysis

Opportunities and  
Constraints Analysis


Local Advisory Meeting 1 

Q4 2024

## Phase 2 Draft Recommendations

Draft recommendations

TAC #2 

Community Council – Status  
Report 


Local Advisory Meeting 2 

Refine recommendations

Q1 2025 to Q2 2025


## Phase 3 Implementation

TAC #3 

CCM #2 

We are  
here

Draft Final Report and  
Recommendations

Community Council – Final  
Report 

Implementation of  
Recommendations

# Engagement Summary



104 participants at the CCM/Open House



15 comment forms



22 emails



257 survey responses



50 conversations at the PiPs



2 Local Advisory Committee meetings



Met with other stakeholders including landowners in proximity to Long Branch GO Station, the development industry, and the BIAs



# What We Heard

What is great about LSBW?

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

What are some opportunities for improvement?

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

Public Realm Priorities:

- Improve safety for vulnerable road users
- Wider and improved sidewalks
- Retain the commercial uses at grade; and
- More trees and green space

Other:

- Cycling infrastructure (separated bike lanes)
- Transit (more street car islands and dedicated street car lane)
- Diversity of housing options

# Recap of City-wide Avenues Approach

## Housing Action Plan: City-wide *Avenues* Policy Review



### Avenues Policy Review

New Avenue Policies  
(Feb 2025)

Identifying New Avenues  
(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)

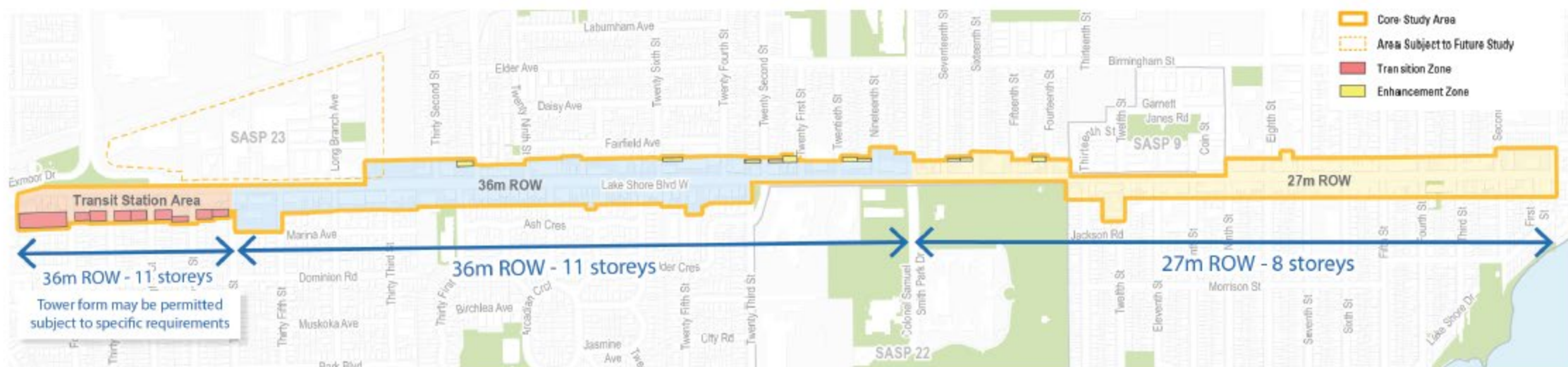
Transition Zones

### Built Form for the Lake Shore Boulevard West Avenue Core Study Area

Aligns the Site and Area Specific Policy  
with the City-wide *Avenues* Policy  
Review

Includes other goals: achieve  
more sustainable built  
form, public art, cultural identity  
and heritage, laneway networks,  
and parks and open space  
opportunities

# Draft Built Form Recommendations



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.

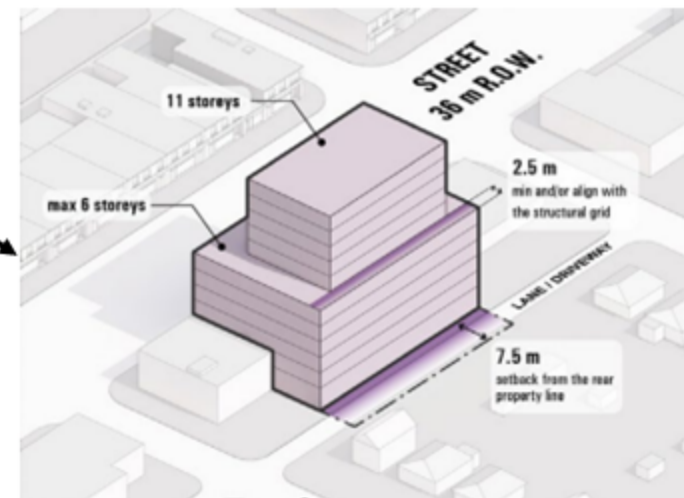
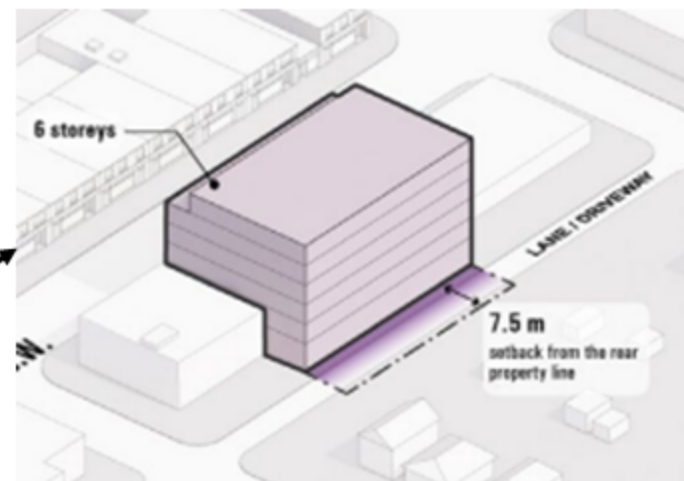
# Enhancement Zones for Mid-rise

A “shallow lot” that is less than 30 metres deep can be consolidated with the “Enhancement Zone” to permit a building that is proportional to the ROW. If no consolidation occurs, the maximum height would be six-storeys (20 metres).



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

Policy  
Zoning  
Guideline

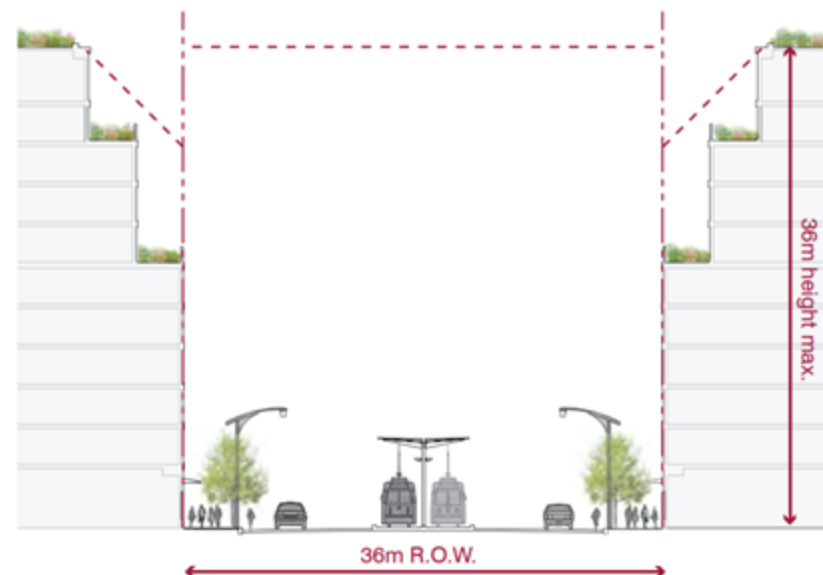
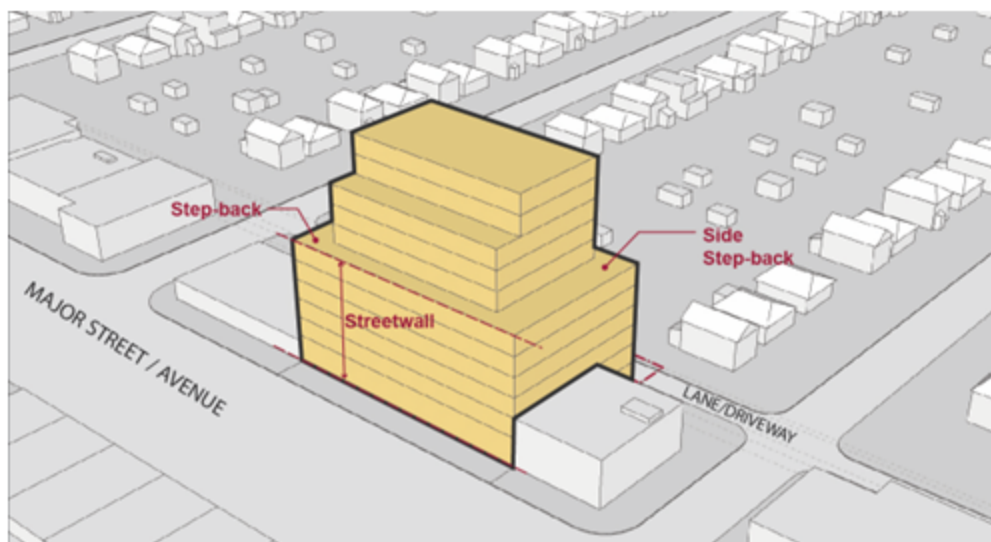


# Draft Built Form Recommendations

## Streetwall Heights

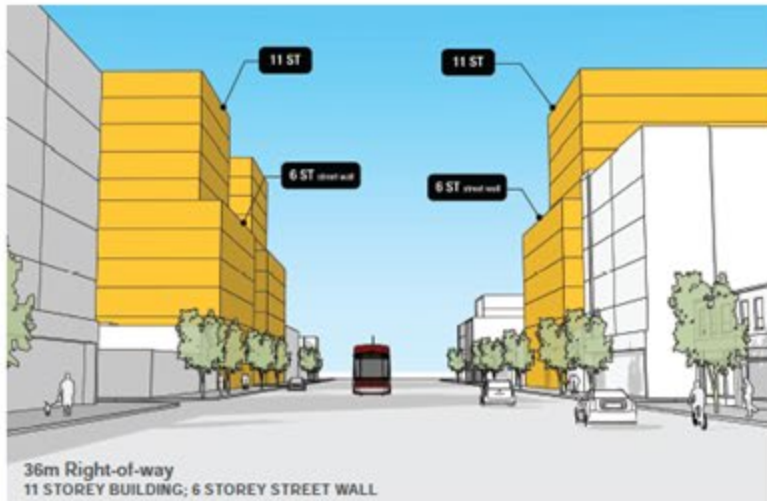
- Maximum streetwall of six-storeys (Harmonized with city-wide by-law)
- Generally, 4-6 storeys east of Kipling Avenue
- Generally, 6 storeys west of Kipling Avenue

Policy  
Zoning  
Guideline



# Mid-Rise Street Level Views

Demonstration for  
Illustration and Discussion  
Purposes Only



# Mid-rise Examples in Context



2301 Danforth Avenue – 8 storeys (27 m right-of-way)

# Mid-rise Examples in Context



689 The Queensway 9ST (30 metre right-of-way)



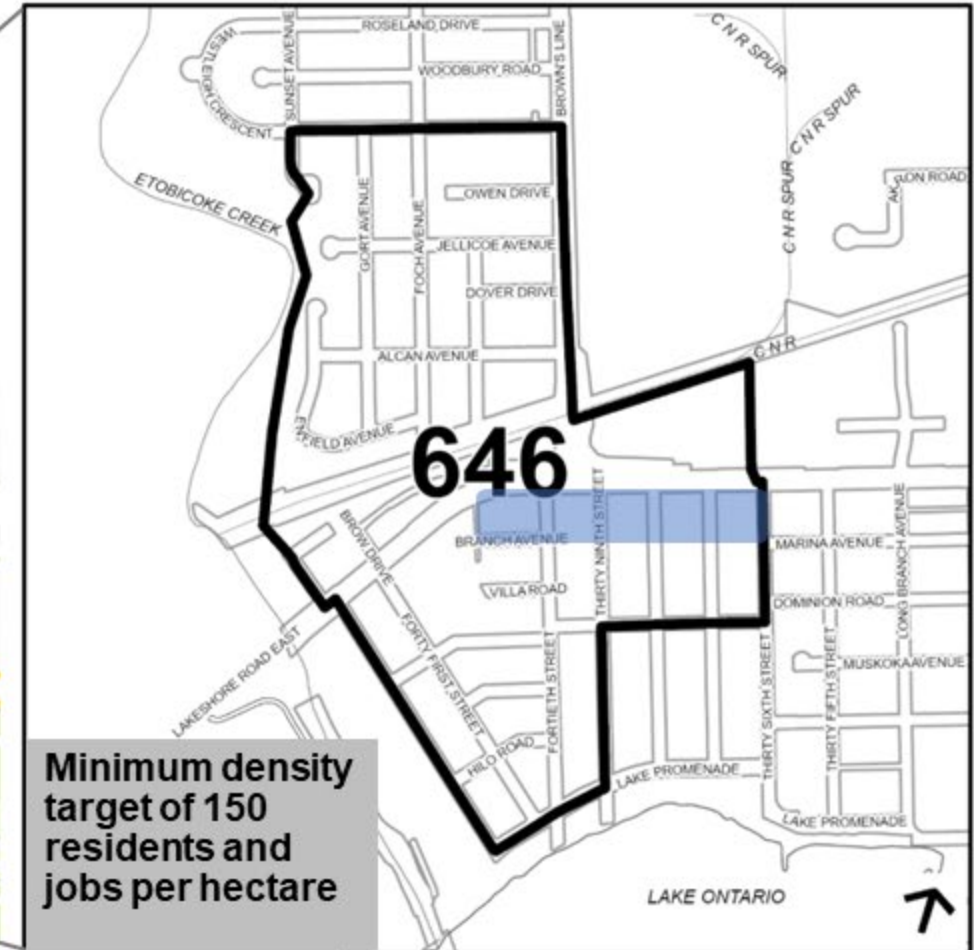
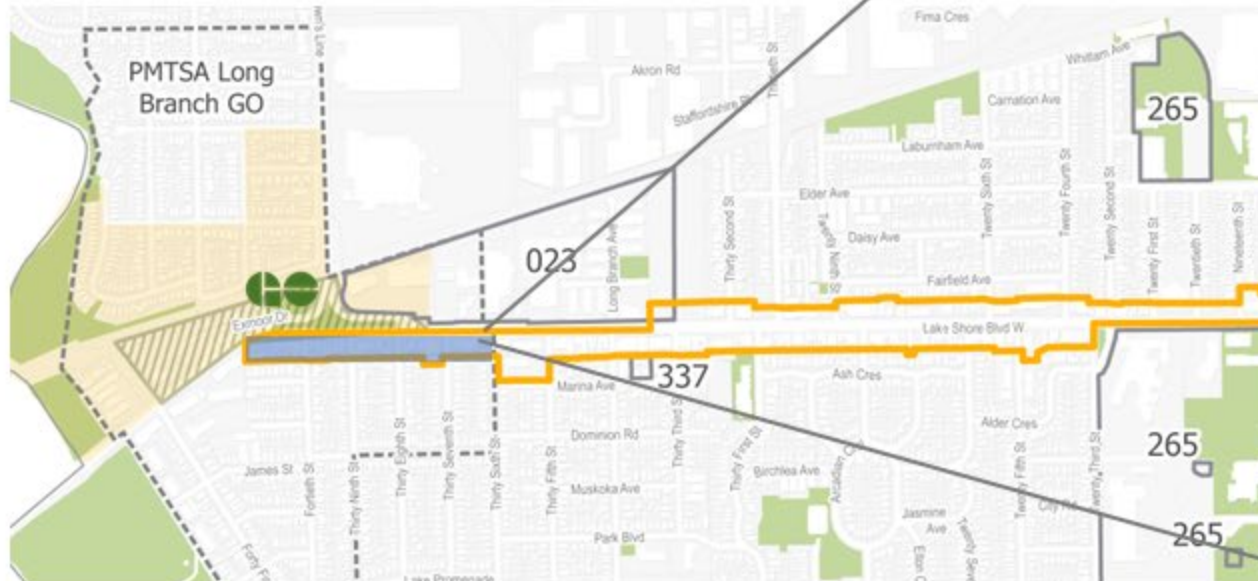
1197 The Queensway – 10 storeys  
(36m right-of-way)

# Draft Built Form Recommendations

## Transit Station Area

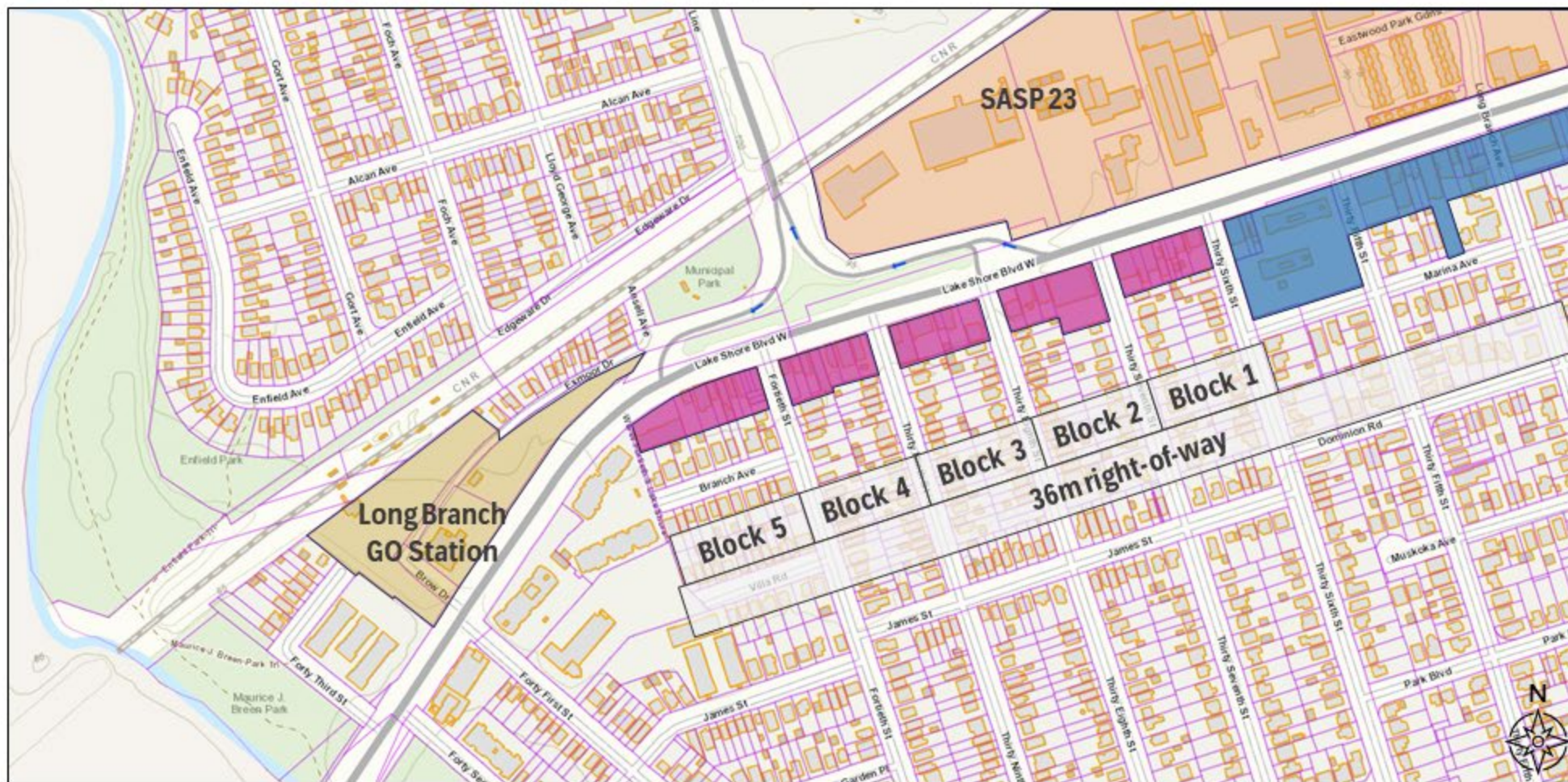
The draft policy is recommending the **potential for tall building form of intensification within 800 metre radius of the Long Branch GO station**, representing about a 10-minute walk.

Map 1 – Long Branch Protected Major Transit Station Area



# Draft Built Form Recommendations

## Blocks within the Transit Station Area



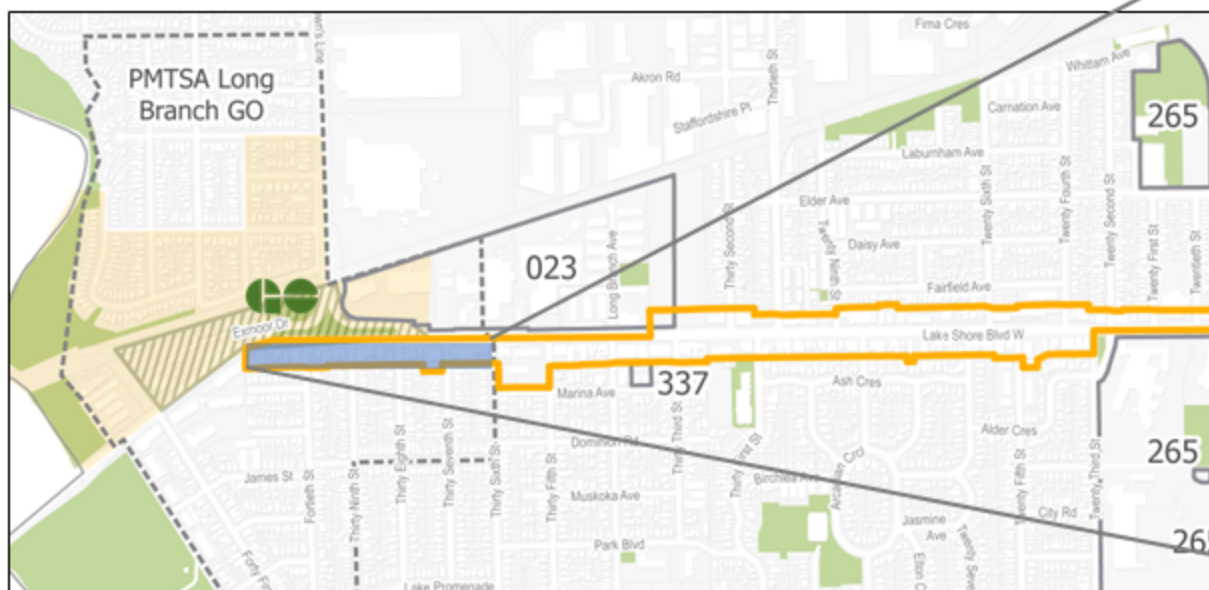
Current lot depths are insufficient for tower development reviewed against OP Policies and Tall Building Guidelines.

# Draft Built Form Recommendations

## Transit Station Area

Policy ✓  
Zoning ✓  
Guideline ✓

- Maximum 11 storey as-of-right permissions continue to apply in the Draft By-law.
- **Potential for Tall Buildings** through implementation of the Key Parameters.

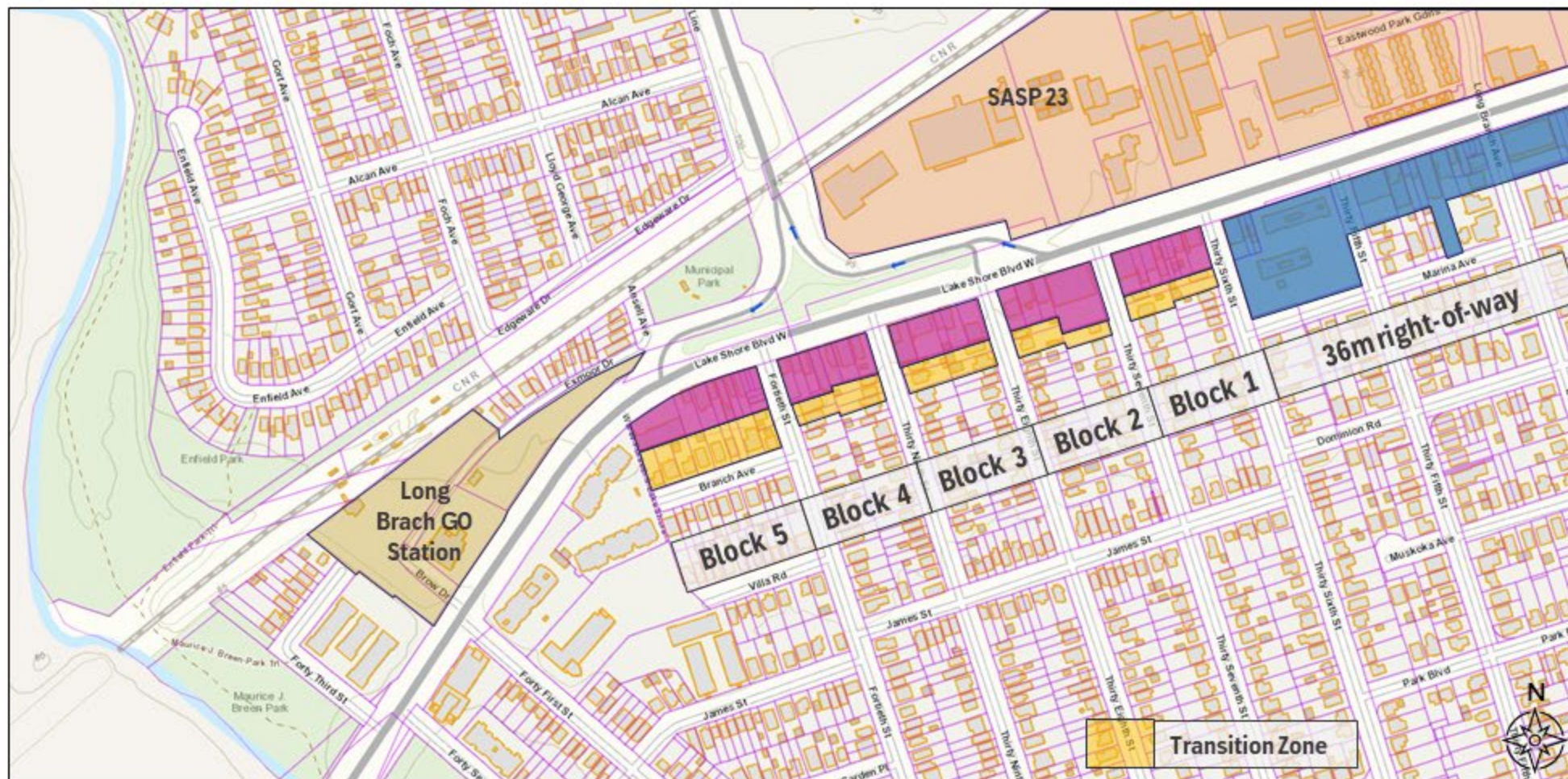


### KEY PARAMETERS FOR TALL BUILDING PROPOSALS

- ☐ **Lot consolidation** along the Avenue
- ☐ **Transition in Scale - Lot consolidation** with rear lots to achieve a tower separation of 20 metres, or more, to the *Neighbourhoods* referred to as “**Transition Zone**”
- ☐ **Block context plan** to respect developments rights on neighbouring properties
- ☐ **Transition in height** – lowest heights at the eastern boundary, and gradual transition in height towards the western edge
- ☐ Other key **Built form parameters**
- ☐ Opportunities to **expand the public realm**

# Draft Built Form Recommendations

## Transition Zone



# Draft Built Form Recommendations

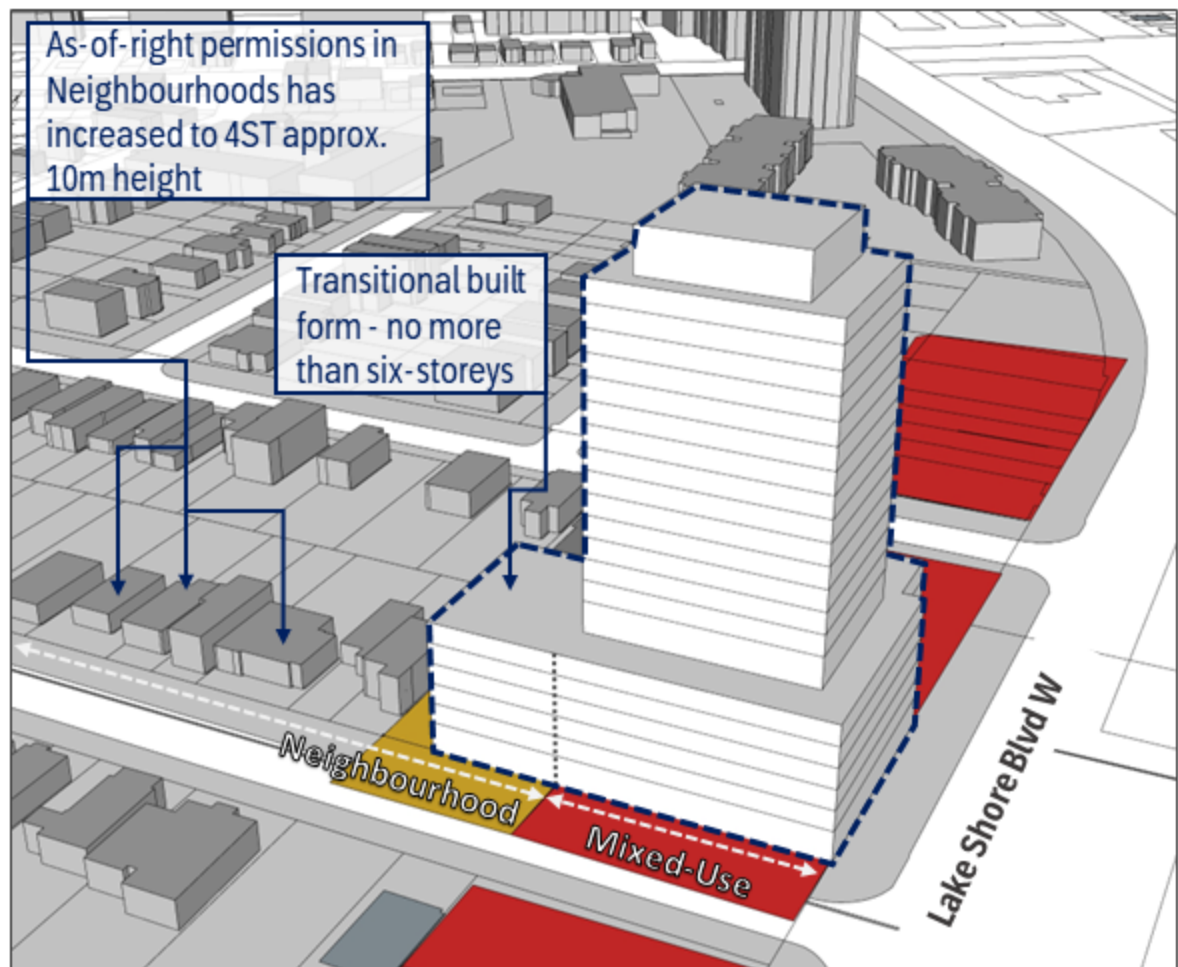
## Transition Zones

Policy ✓  
Zoning ✓  
Guideline ✓

“TRANSITION ZONES” can be used for the following:

- To secure a **tower or rear separation** to the *Neighbourhoods* of generally 20 metres, or more
- Incorporate a **transitional built form** that is no more than six-storeys that is connected to the base building\*
- To provide vehicular access to the building
- To incorporate on-site public and/or private open space.

\* Lots on Branch Ave. (Block 5) will not be required to be consolidated since they have unique North - South lot orientation and is proposed to be redesignated to Apartment Neighbourhoods to match the existing context to the west.



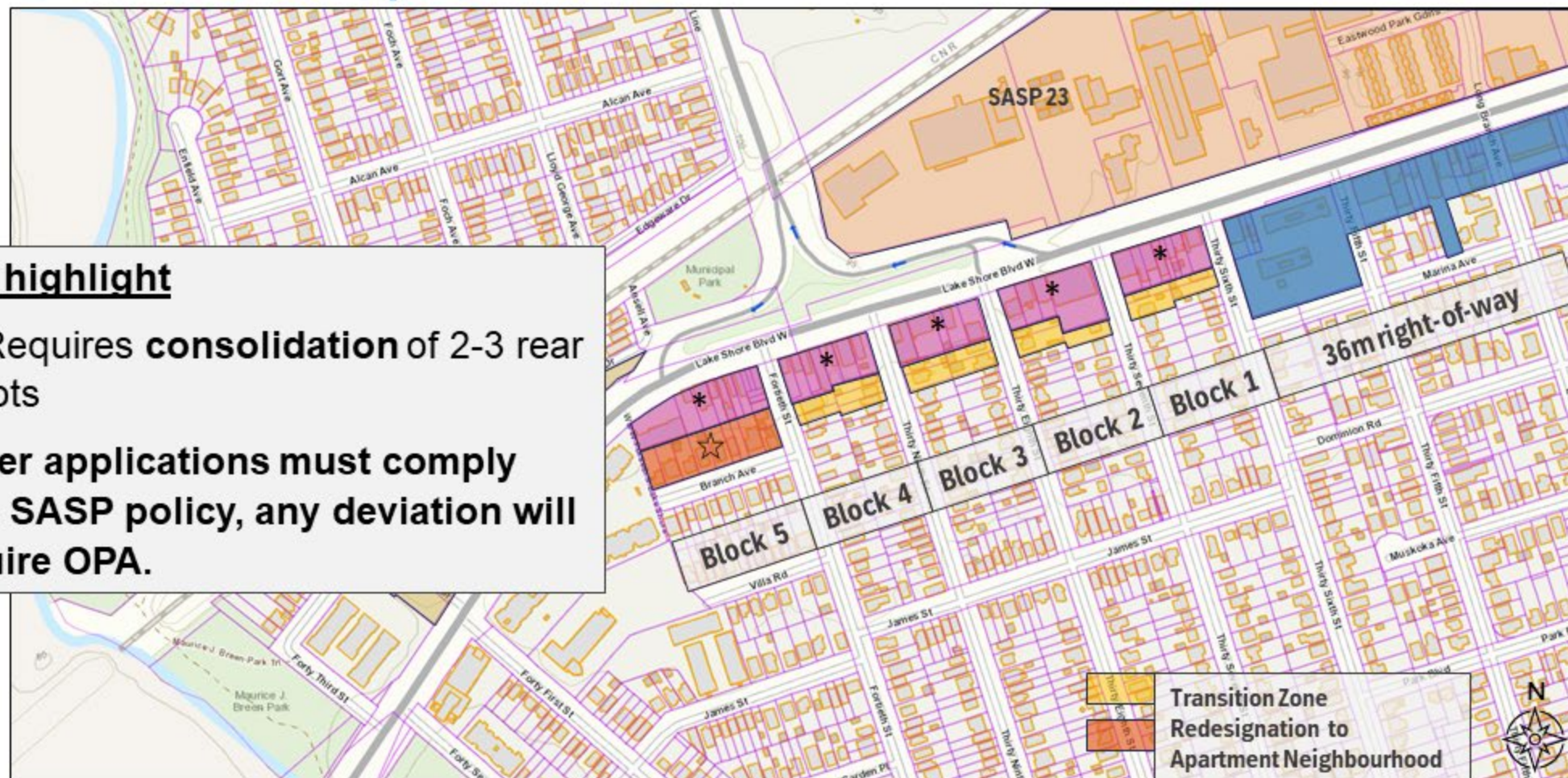
# Draft Built Form Recommendations

## Transition Zones Option 1

### Key highlight

- ❑ Requires **consolidation** of 2-3 rear lots

**Tower applications must comply with SASP policy, any deviation will require OPA.**



\* Each block may have 1 or 2 towers each

☆ Lots north of Branch Ave. (Block 5) do not require consolidation

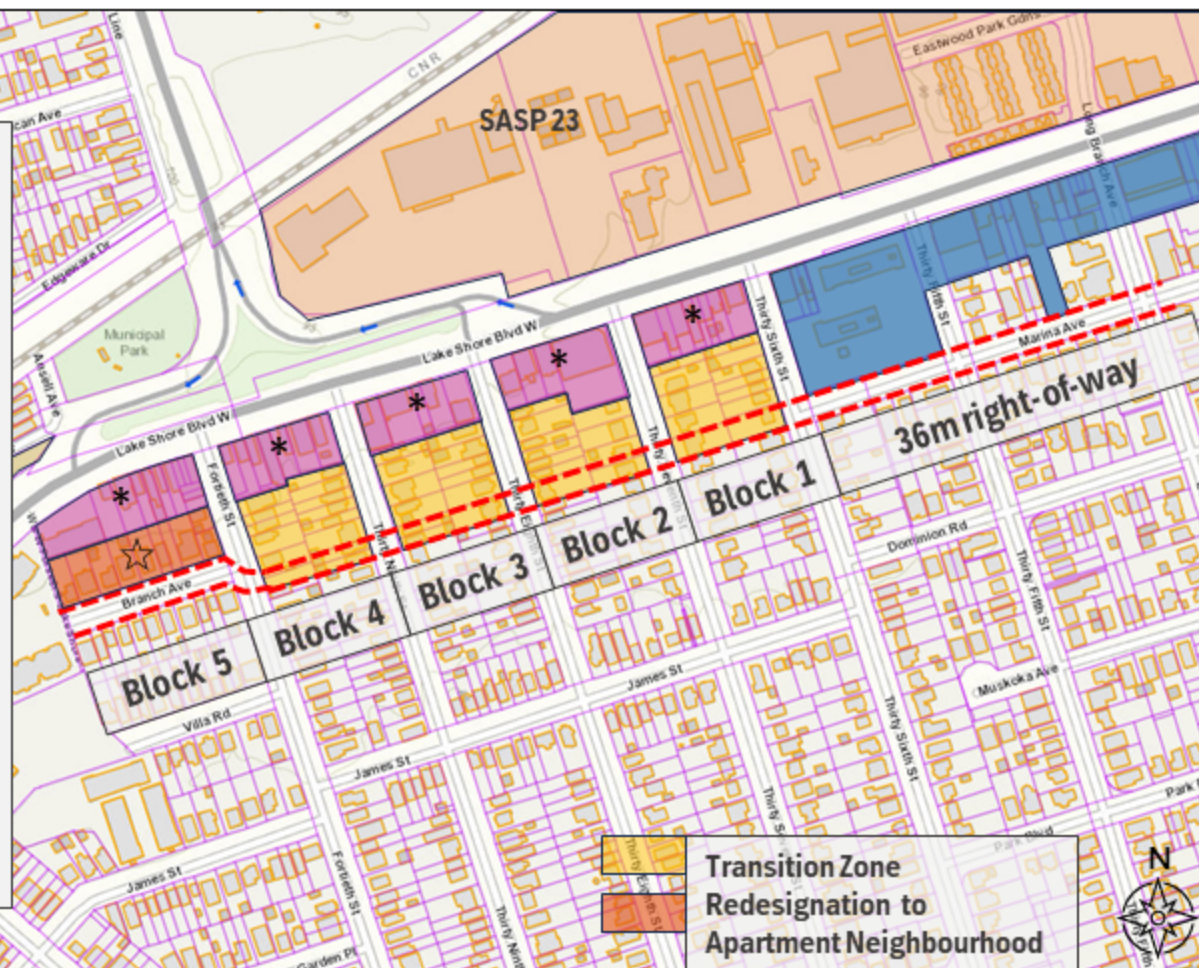
# Draft Built Form Recommendations

## Transition Zones Option 2

### Key highlight

- ❑ Requires **consolidation** of 8-9 rear lots.
- ❑ Transition Zone extension to Marina Ave., will help **expand the public realm** – create opportunity for a new public street and new open spaces.

**Tower applications must comply with SASP policy, any deviation will require OPA.**



\* Each block may have 1 or 2 towers each

☆ Lots north of Branch Ave. (Block 5) do not require consolidation

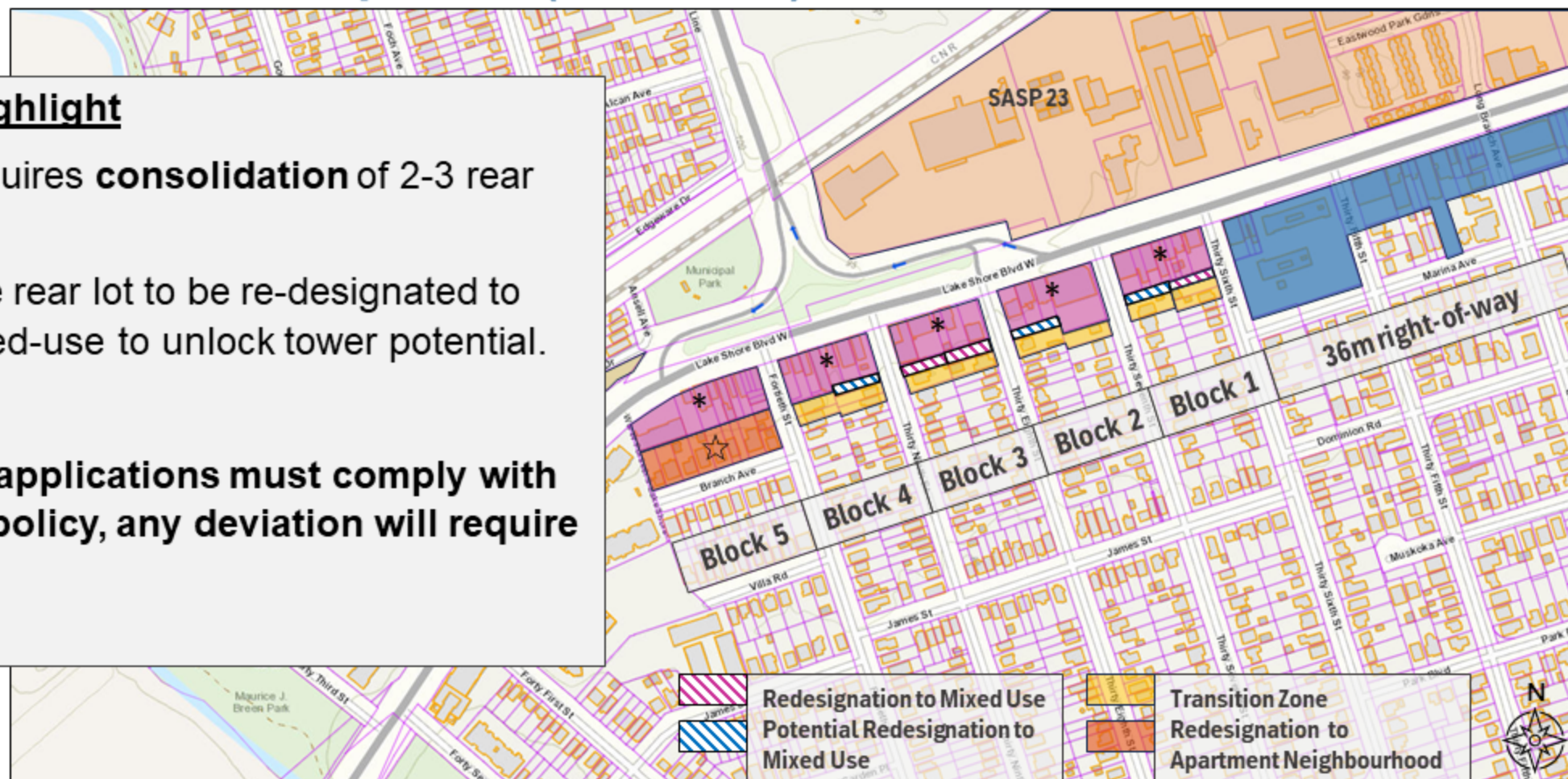
# Draft Built Form Recommendations

## Transition Zone Option 3 (Preferred)

### Key highlight

- ❑ Requires **consolidation** of 2-3 rear lots.
- ❑ One rear lot to be re-designated to Mixed-use to unlock tower potential.

**Tower applications must comply with SASP policy, any deviation will require OPA.**

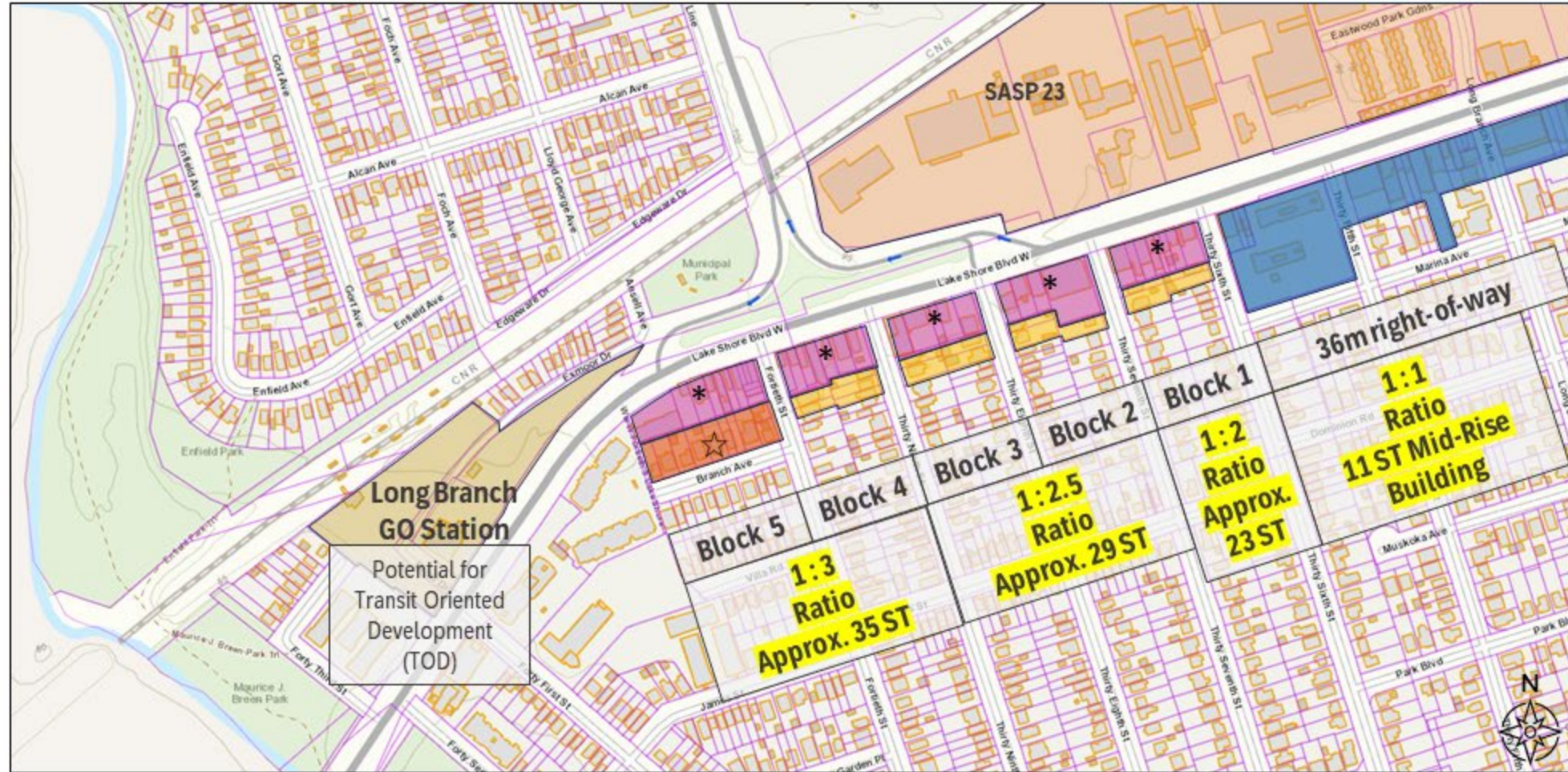


\* Each block may have 1 or 2 towers each

☆ Lots north of Branch Ave. (Block 5) do not require consolidation

# Draft Built Form Recommendations

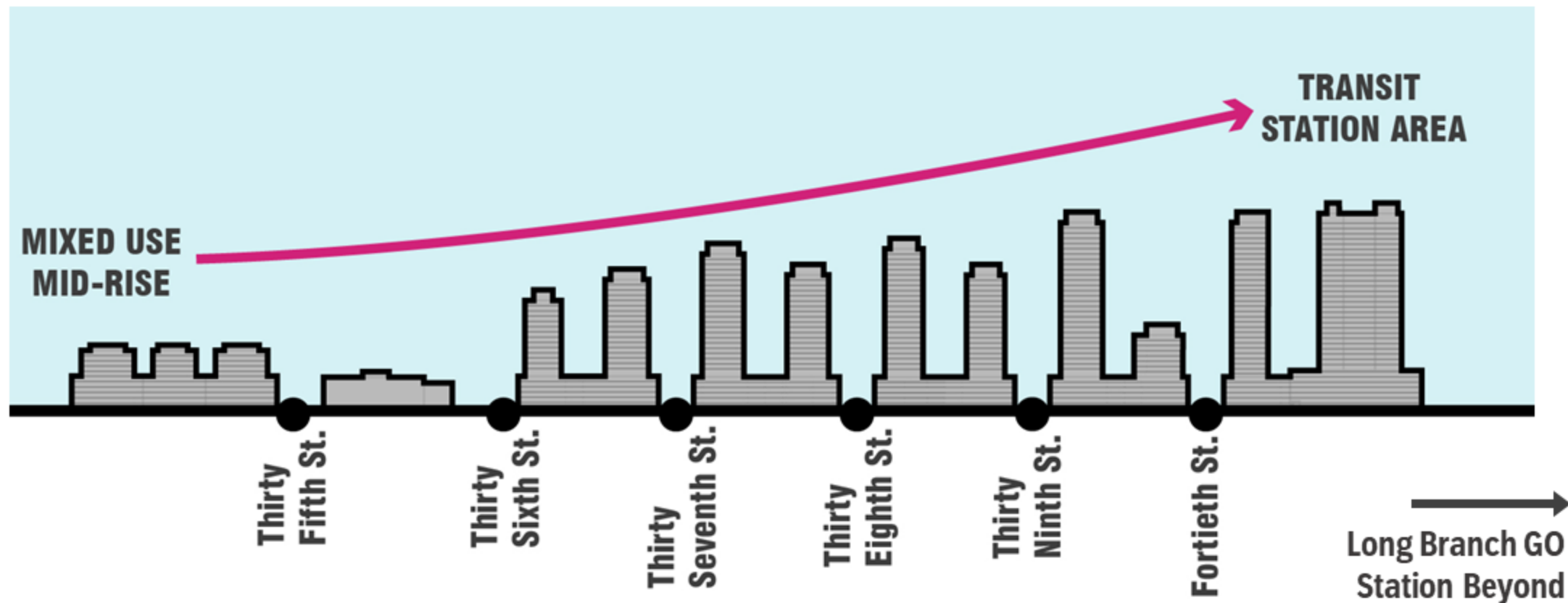
## Potential Tall Building Heights



\* Each block may have 1 or 2 towers each

# Draft Built Form Recommendations

## Potential Height Transition



# Draft Built Form Recommendations

## Transit Station Area Massing

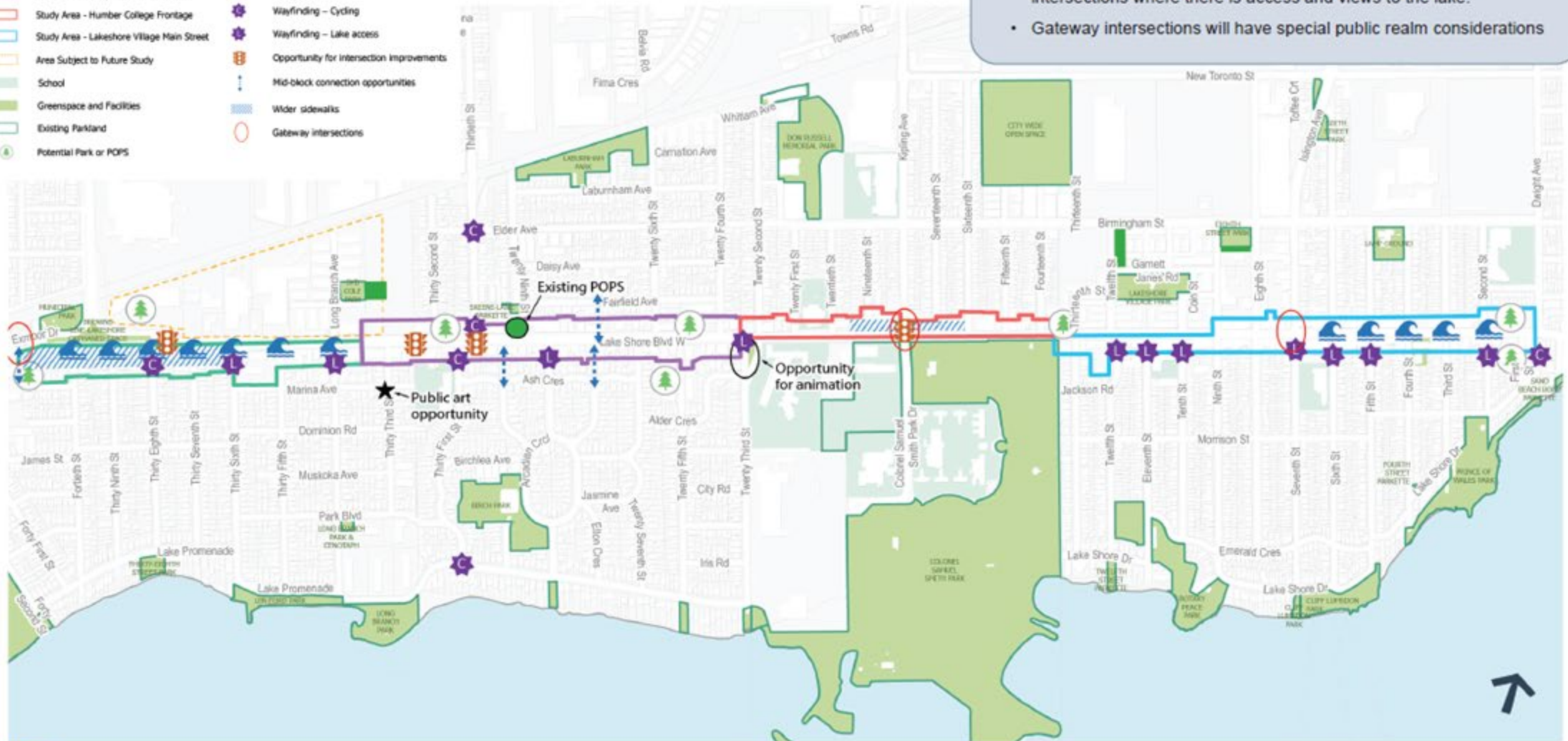


# Draft Public Realm Plan

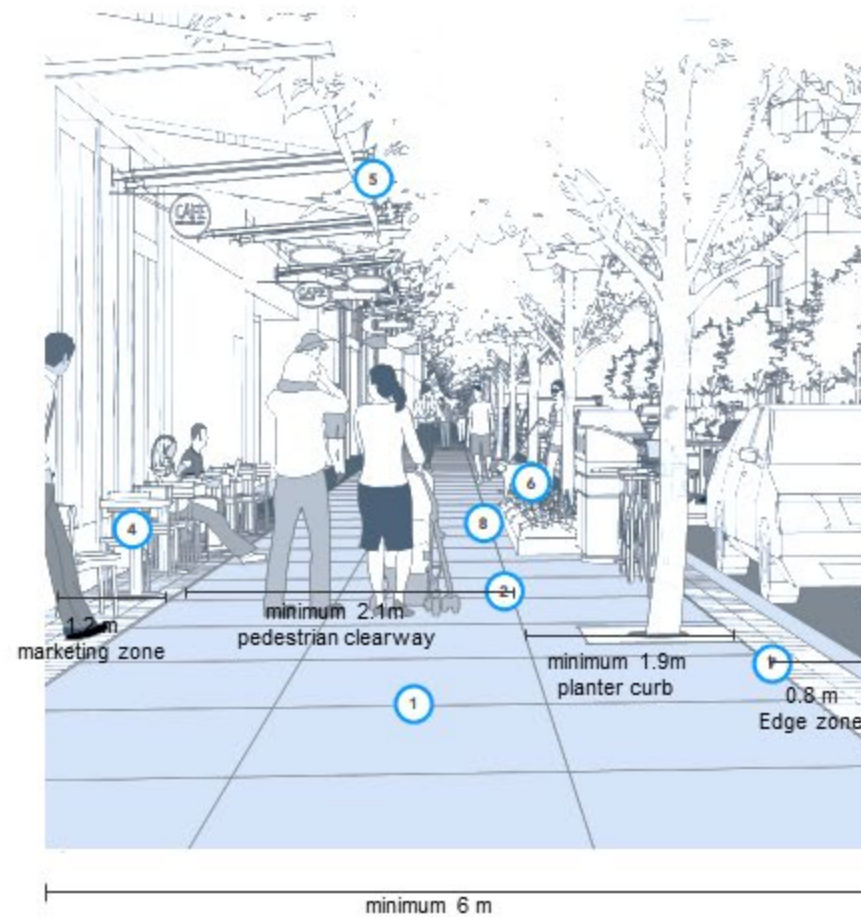
## Map Legend

	Study Area - Long Branch West		Approved/ Under Review Parkland
	Study Area - Long Branch Main Street		Views to the Lake
	Study Area - Humber College Frontage		Wayfinding - Cycling
	Study Area - Lakeshore Village Main Street		Wayfinding - Lake access
	Area Subject to Future Study		Opportunity for intersection improvements
	School		Mid-block connection opportunities
	Greenspace and Facilities		Wider sidewalks
	Existing Parkland		Gateway intersections
	Potential Park or POPS		

- 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



# Sidewalk Zones



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

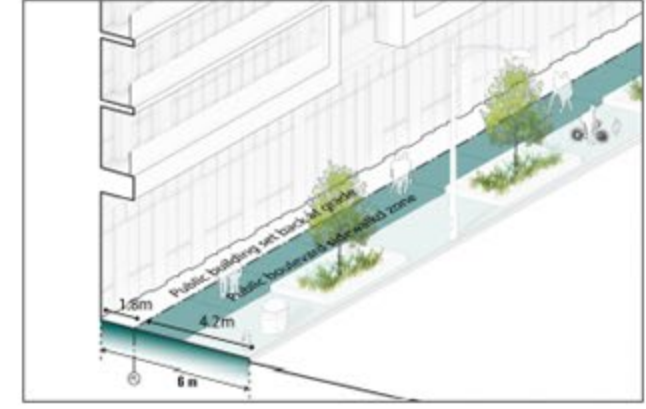
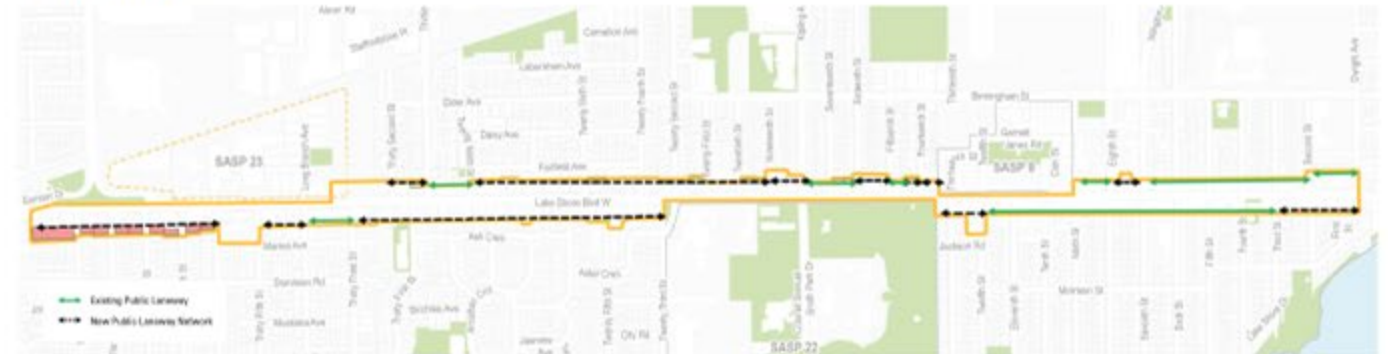
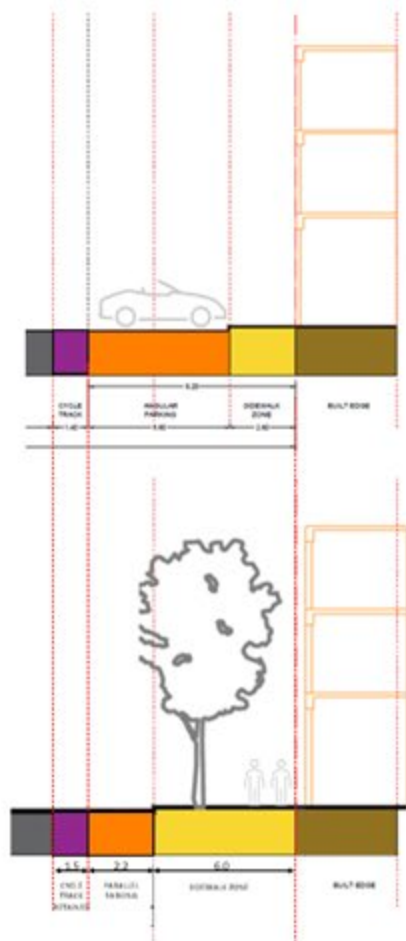


Figure 4.1.2: Sample illustration of an exception to the 6.0-metre sidewalk zone where a cantilever is appropriate.

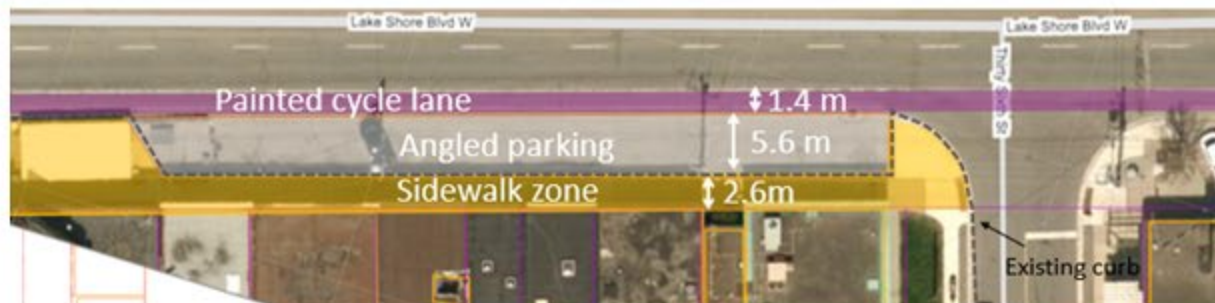
## Lane ways



# West of Kipling – 36 metre right of way



Existing Condition:



- From 0 trees to 5 trees
- Accessible sidewalk with canopy coverage
- Approx. 12 parking spots to 8 spots (reduction of 33%)

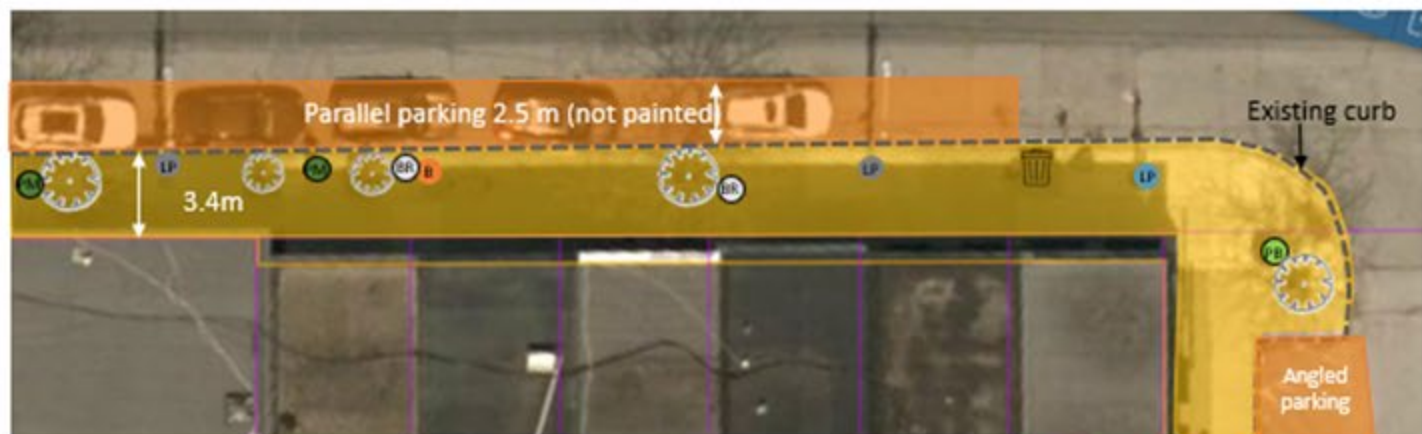
Draft Future Condition:



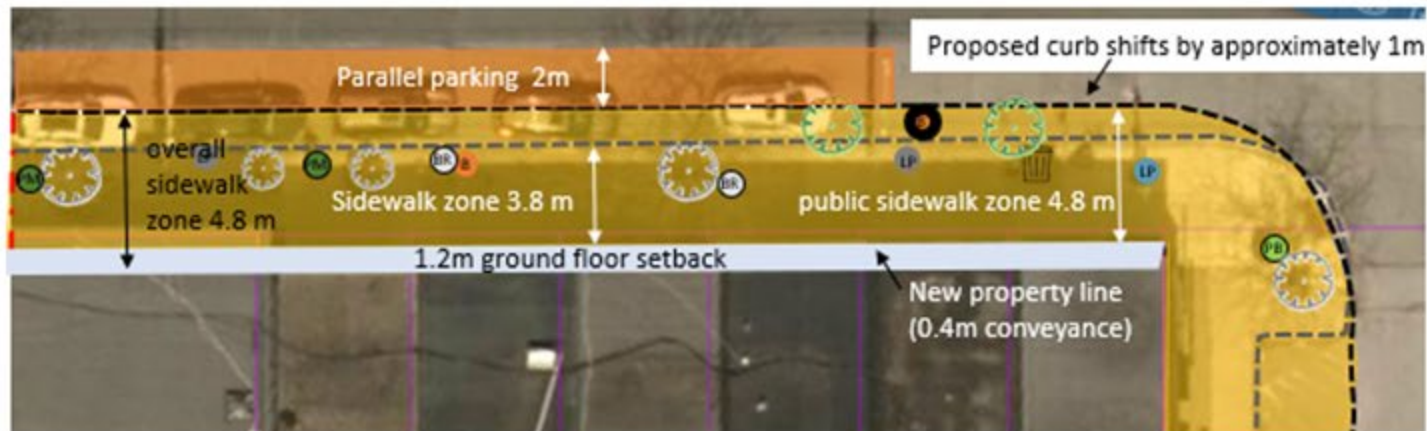
# East of Kipling – 27 metre right of way

- Street trees will have larger soil volumes
- Sidewalk zone increases from 3.4m to 6m.
- 6m sidewalk zone is achieved through 4.8m on public property and 1.2m of ground floor setback.
- All parallel parking spaces are retained with reduced width.

Existing Condition:



Proposed Condition:



BR Bicycle rack  
PM Parking metre  
LP Light/hydro pole  
B Bench

# Other Policy Recommendations

The draft policy, by-law and guidelines also recommend:

## Sustainability:

- Encourage sustainable building practices
- Sustainable streetscape that incorporates green infrastructure

## Retail

- Ensure new development provides retail on the ground floor
- Limiting retail frontage widths to maintain the rhythm and character of the existing retail fabric along the Avenue
- Large format retailers can utilize the first and second level of a building or be located behind small scale retailers
- Encourage affordable and adaptable non-residential spaces at grade to support small-scale arts, culture and business uses

## Parking

- Encourage relocation of on-street parking to the rear or underground, where feasible

## Range of Housing Options

- Require larger developments to provide family friendly units
- Encourage affordable rental and/or ownership housing
- Encourage student housing and communal living

# Next Steps

Q1 2025 to Q2 2025

## Phase 3 Implementation

TAC #3



CCM #2



We are  
here

Draft Final Report and  
Recommendations

Community Council – Final  
Report – June 2025



Implementation of  
Recommendations

- Update population estimate – engage with Toronto Water, school boards and TTC
- Upload draft By-law and Guidelines
- Finalize the SASP



The public can submit feedback/comments to staff up until **April 4, 2025**.



## Questions of Clarification

- Be an active listener and keep an open mind to the full range of views and opinions.
- Critique ideas, actions, behaviours, not individuals.
- Speak about your personal experiences and try to avoid making generalizations.
- The City of Toronto is an inclusive public organization. Racist and other forms of prejudicial, derogatory, or discriminatory comments and questions, including name-calling, will not be tolerated.



# Thank you!

Please contact us at [LSBWStudy@toronto.ca](mailto:LSBWStudy@toronto.ca) if you have further questions or comments.

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