LAKE SHORE BOULEVARD WEST

ETOBICOKE CREEK TO DWIGHT AVENUE

URBAN DESIGN AND STREETSCAPE GUIDELINES

2026

TORONTO

LAKE SHORE BOULEVARD WEST (ETOBICOKE CREEK TO DWIGHT AVENUE)

URBAN DESIGN AND STREETSCAPE GUIDELINES

City of Toronto

The Urban Design and Streetscape Guidelines for Lake Shore Boulevard West are applicable to lands generally from Etobicoke Creek to Dwight Avenue.

City Planning and Development Review staff completed the Lake Shore Boulevard West 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.

These Guidelines are to be read in conjunction with the Toronto Official Plan and the implementing Zoning By-law for the Study Area.

These Guidelines were published to present to Etobicoke York Community Council for consideration at the July 7, 2026 meeting with recommendation to City Council for adoption as Area-Specific Urban Design Guidelines.

City of Toronto, City Planning

Lake Shore Boulevard West Urban Design and Streetscape Guidelines 2026

Etobicoke Creek to Dwight Avenue

Caption of the cover image: Street view (Credit: City of Toronto)

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1.0 INTRODUCTION

1.1 PURPOSE

The Lake Shore Boulevard West Urban Design and Streetscape Guidelines serve as an implementation tool to advance the planned vision, Official Plan policies and Zoning By-law permissions resulting from the Lake Shore Boulevard West Study completed in June 2026. The Guidelines apply to the lands generally located along Lake Shore Boulevard West, between Etobicoke Creek and Dwight Avenue.

The Study establishes public realm and built form recommendations to direct future development along the *Avenue* corridor to create a sustainable and pedestrian-friendly urban environment, that can facilitate growth and stimulate investment to support the main street. The improved public realm and built form will enhance the attractiveness, amenity and vibrancy of the area to support the local businesses, provide good quality life for both new and existing residents, support active modes of travel including transit use, and the overall development of the area.

The purpose of the Guidelines is to identify and illustrate appropriate urban design principles and best practices to guide new development, public works and local change as the area grows and evolves over time. The guidelines will be used to provide direction to City staff in their review of development applications and the planning of public works, and by landowners to shape development proposals.

Sections in these Guidelines that provide direction for taller buildings beyond the height of mid-rise buildings are predicated on the Official Plan being amended to provide for consolidated lots and policy permissions between *Mixed Use Areas* and *Neighbourhoods*.

The Guidelines are to be read together with all other applicable City-wide urban design guidelines, such as those for Tall and Mid-rise Buildings, Thermal Comfort, Complete Streets, Planning for Children and Pets, POPS, Public Art, Streetscape Manual, and more. In the event of a conflict, the Lake Shore Boulevard West Urban Design should take precedence in consideration of area-specific conditions, priorities, opportunities, and constraints.

The Lake Shore Boulevard West Urban Design and Streetscape Guidelines will be subject to review and evaluation periodically, in order to ensure that they remain applicable as the *Avenue* continues to evolve, and as the Official Plan and Zoning By-law may be amended.

1.2 AREA CHARACTERISTICS

HISTORIC DEVELOPMENT OF THE AREA

The lands along Etobicoke Creek and the Lake Ontario shoreline have long been important to Indigenous peoples for travel, trade, and settlement. Following the late 18th-century treaty with the Mississauga of the Credit First Nation, the British established agricultural communities and transportation routes that structured early development. By the late 19th century, the area began to urbanize with the establishment of the Long Branch community as a lakeside resort, alongside nearby community of New Toronto. Improved transportation networks supported this growth, shaping a distinct mix of residential, industrial, and institutional uses along Lake Shore Boulevard West. Over time, Long Branch and New Toronto evolved into established communities within Etobicoke, forming the foundation of the area's present-day character. Refer appendix A for detailed information on the historical evolution of the area.

AREA CHARACTERISTICS

Lake Shore Boulevard West is an established main street characterized by a strong retail presence that supports local shopping needs and fosters community interaction. The Guidelines apply to over four kilometres of the *Avenue* and include lands primarily designated as *Mixed Use Areas* and *Apartment Neighbourhoods*, with select portions designated as *Neighbourhoods.*

Two Business Improvement Areas (BIAs) anchor the corridor. The Long Branch BIA occupies the western segment, spanning from Long Branch Avenue to Twenty Third Street, while the Lakeshore Village BIA is located in the eastern segment between Thirteenth Street and Dwight Avenue. The area between these BIAs includes frontage along the Humber Polytechnic Lakeshore Campus, while lands west of Long Branch Avenue form part of the Long Branch Neighbourhood.

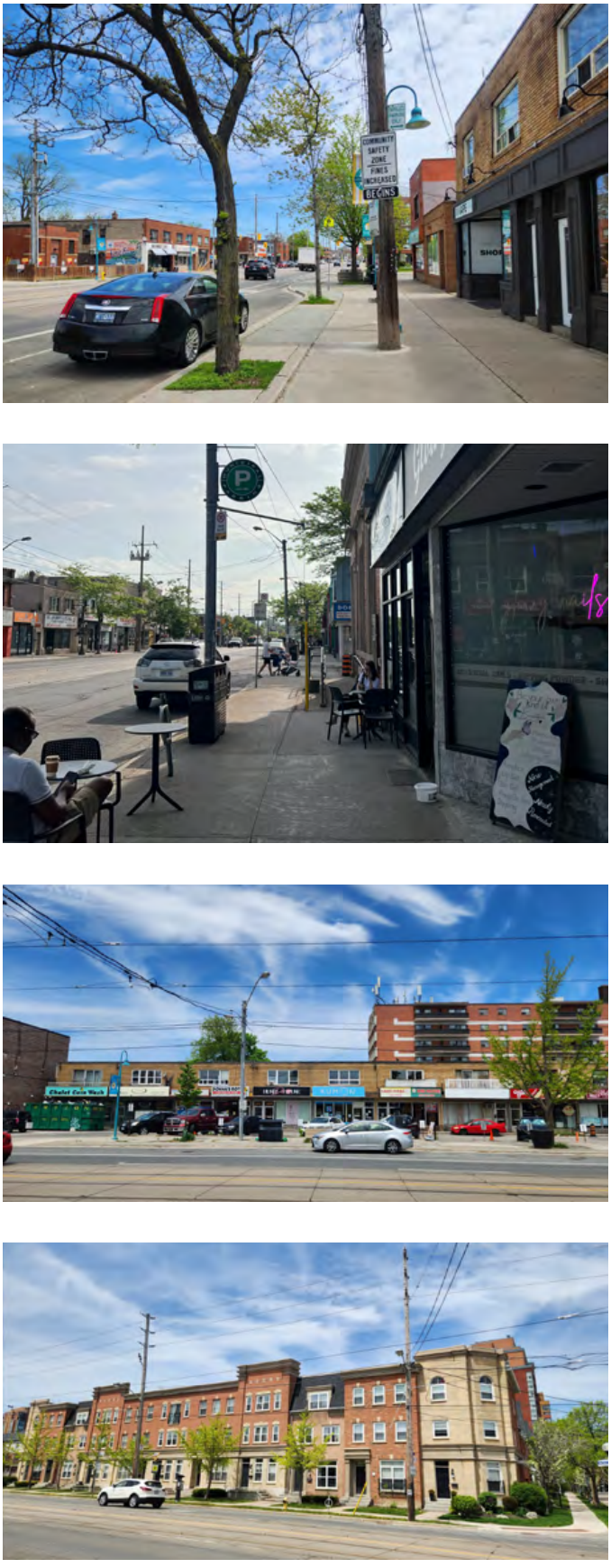
The corridor features several public realm elements that contribute to its character, including murals, public art installations, and painted utility boxes. Outdoor public spaces and street furniture are distributed throughout, encouraging people to linger and gather. At various points along the corridor, there are strong visual and physical connections to Lake Ontario, typically within a 5- to 10-minute walking distance.

Built form within the corridor is predominantly comprised of 2- to 3-storey commercial buildings, often with angled or parallel on-street parking. More recent developments include townhouses and a limited number of mid-rise residential buildings ranging from 6 to 8 storeys. A well-established rear laneway network exists east of Twelfth Street. Overall, the surrounding context has remained relatively stable over time.

The planned right-of-way width varies along the corridor, measuring 36 metres west of Kipling Avenue and 27 metres east of Kipling Avenue. 1.5 metres painted bicycle lanes are present along the western portion; that do not extend continuously across the corridor.

The area is well-served by public transit, including Toronto Transit Commission (TTC) bus routes 44 Kipling South, 944 Kipling South Express, 110 Islington South, and 123 Sherway. It is also served by TTC streetcar routes, including the 501 Queen (evening service between Long Branch GO and Neville Park), the 507 Long Branch (daytime service between Long Branch GO and Humber Loop), and the 508 Lake Shore (peak period service between Long Branch GO and Broadview Station). The western edge of the corridor is anchored by the Long Branch GO Transit Station, where planned improvements include all-day, two-way service at 15-minute intervals.

The Guidelines provide for guidance for development that front onto Lake Shore Boulevard West, abutting lots to *Avenue* fronting lots, lands generally between Dwight Avenue and one block West of Fortieth Street. The Public Realm plan extends to Etobicoke Creek in the west end. SASP 23 is located on the north side of Lake Shore Boulevard West, extending from Brown's Line to east of Thirty-Third Street, and includes existing site- and area-specific policy directions guiding development of these lands.



Street views along Lake Shore Boulevard West Street corridor (Credit: City of Toronto)

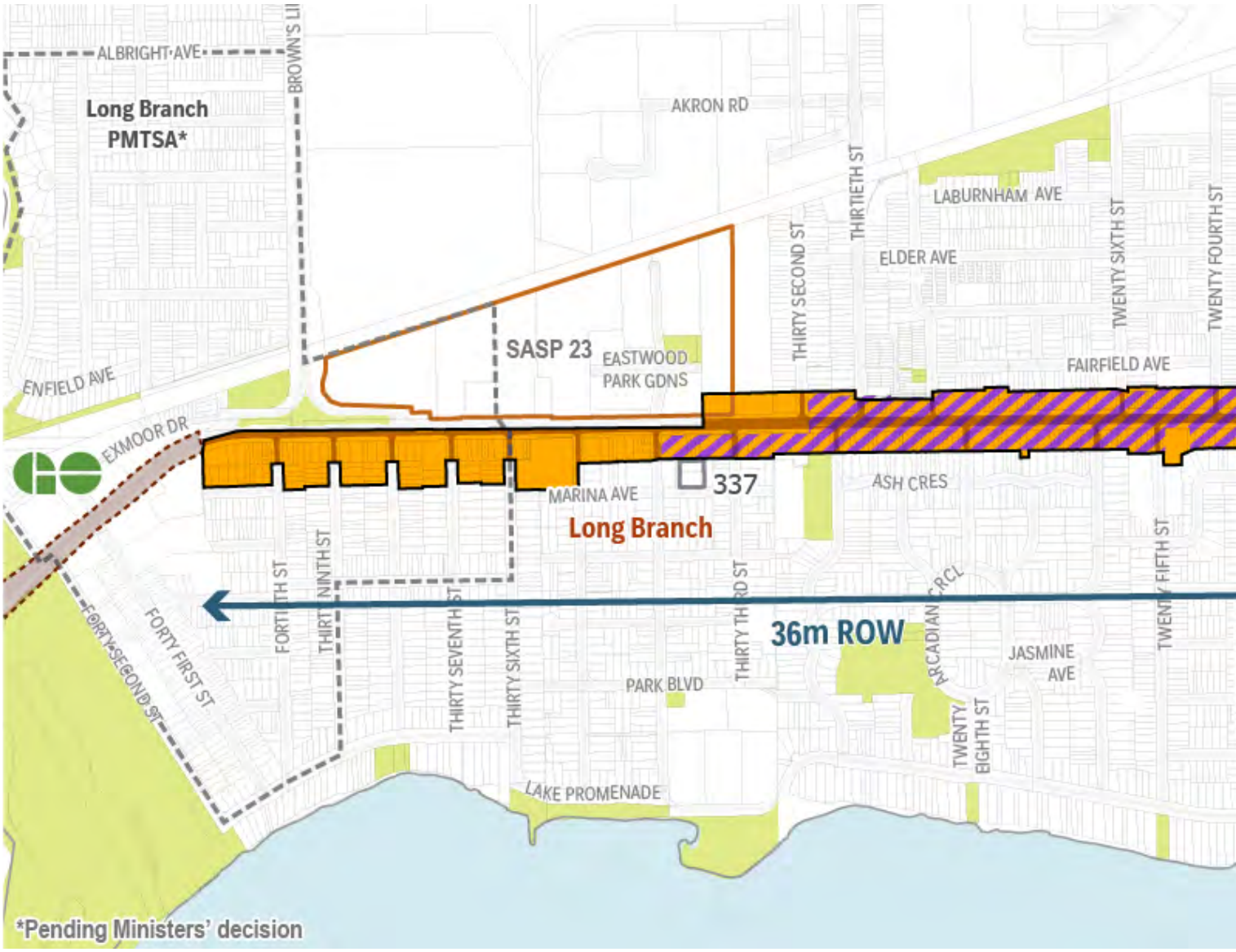
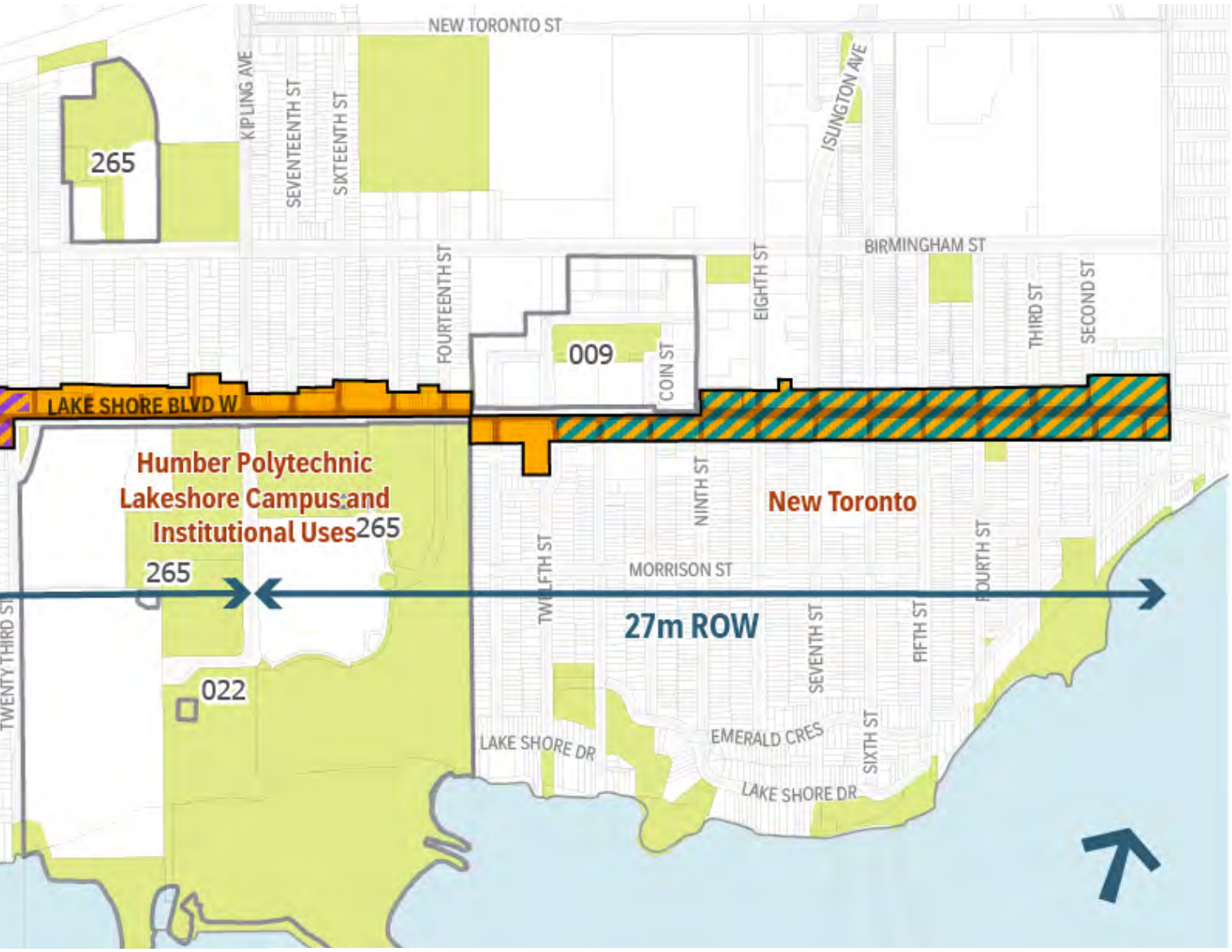


Figure 1: Study Corridor Map



LEGEND

- Study Corridor
- Lakeshore Village BIA
- Long Branch BIA
- Extended Boundary for Public Realm Improvements
- Long Branch PMTSA* (SASP 646)
- SASP 23
- SASP Areas not within the Study Area

1.3 VISION STATEMENT AND GUIDING PRINCIPLES

The vision for the Lake Shore Boulevard West corridor is to reinforce a pedestrian-friendly and sustainable urban environment, that can facilitate growth and stimulate investment to support the long-established main street context and vibrant local retail experience.

The corridor will evolve through new development and change as a vibrant complete community that defines and supports the area's unique local 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 in the community.

The public realm will create a walkable and pedestrian-oriented environment that has well-designed streetscapes with trees, clearways and street furniture that become spaces for the community to gather. Mid-rise buildings as well as taller built forms strategically located close to the Long Branch GO Station, will give form and structure to the corridor and frame the public realm.

This vision supports a transit-supportive urban environment, placemaking, design excellence and sustainable design practices for the incremental redevelopment of Lake Shore Boulevard West. These attributes individually and collectively can contribute to the social, cultural, economic and environmental wellbeing of the community.

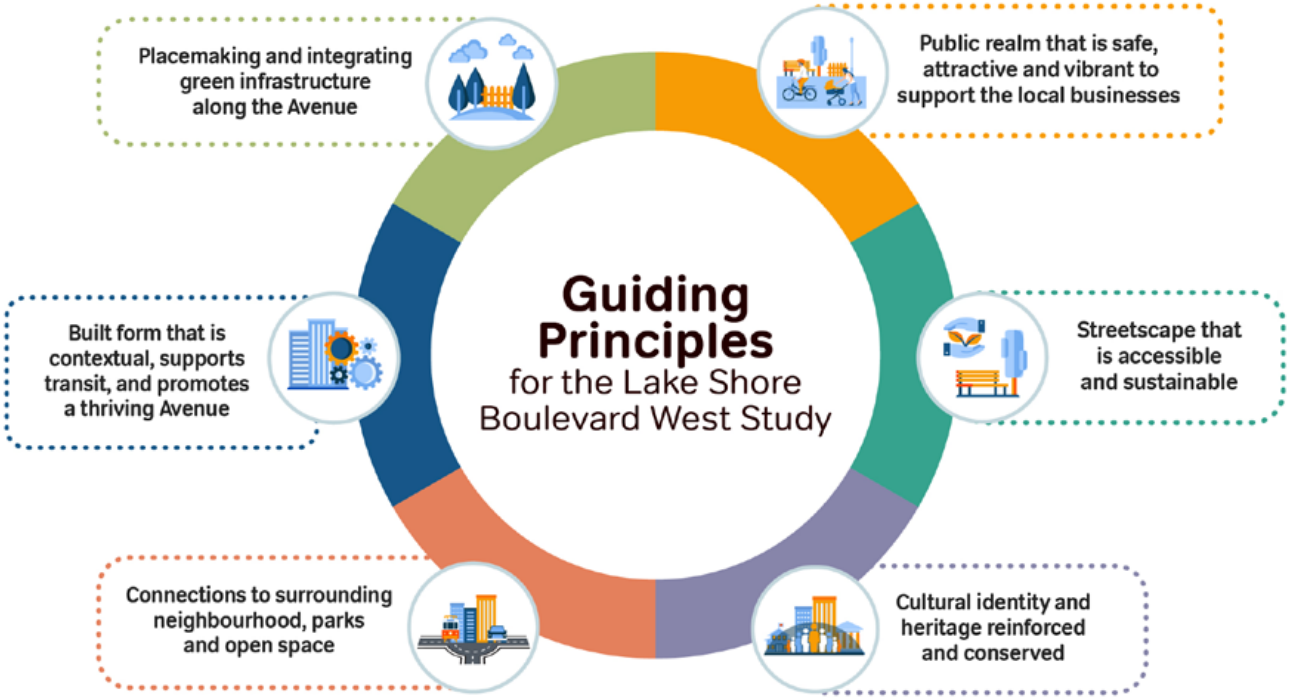
Development will:

- Establish the corridor as a destination to boost local economy;
- Attract investment to this community to support reurbanization;
- 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.

GUIDING PRINCIPLES

The following guiding principles were developed to guide the Study process to achieve the Vision for redevelopment of Lake Shore Boulevard West. Each section of the document uses these principles to underpin the design guidelines.

- Built form that is contextual, supports transit, and promotes a healthy urban environment;
- Placemaking and integrating green infrastructure;
- 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
- Conservation of Cultural Heritage Resources.



Guiding Principles for the Study

1.4 STRUCTURE PLAN

The vision for Lake Shore Boulevard West will be realized through a series of coordinated structural moves that guide both public realm transformation and incremental built form change as redevelopment and/or public works proceed over time. The overarching framework for the corridor includes:

- Establishing contextual, as of right mid rise building permissions along Lake Shore Boulevard West, consistent with the built form direction for *Avenues* in the Official Plan.
- Guiding an orderly and context sensitive pattern of development within the Long Branch Station Area, including the identification of locations where appropriately sited and scaled taller buildings may be accommodated.
- Implementing a comprehensive public realm framework that identifies and prioritizes improvements across the Study Area, such as new and enhanced open spaces, upgraded boulevards

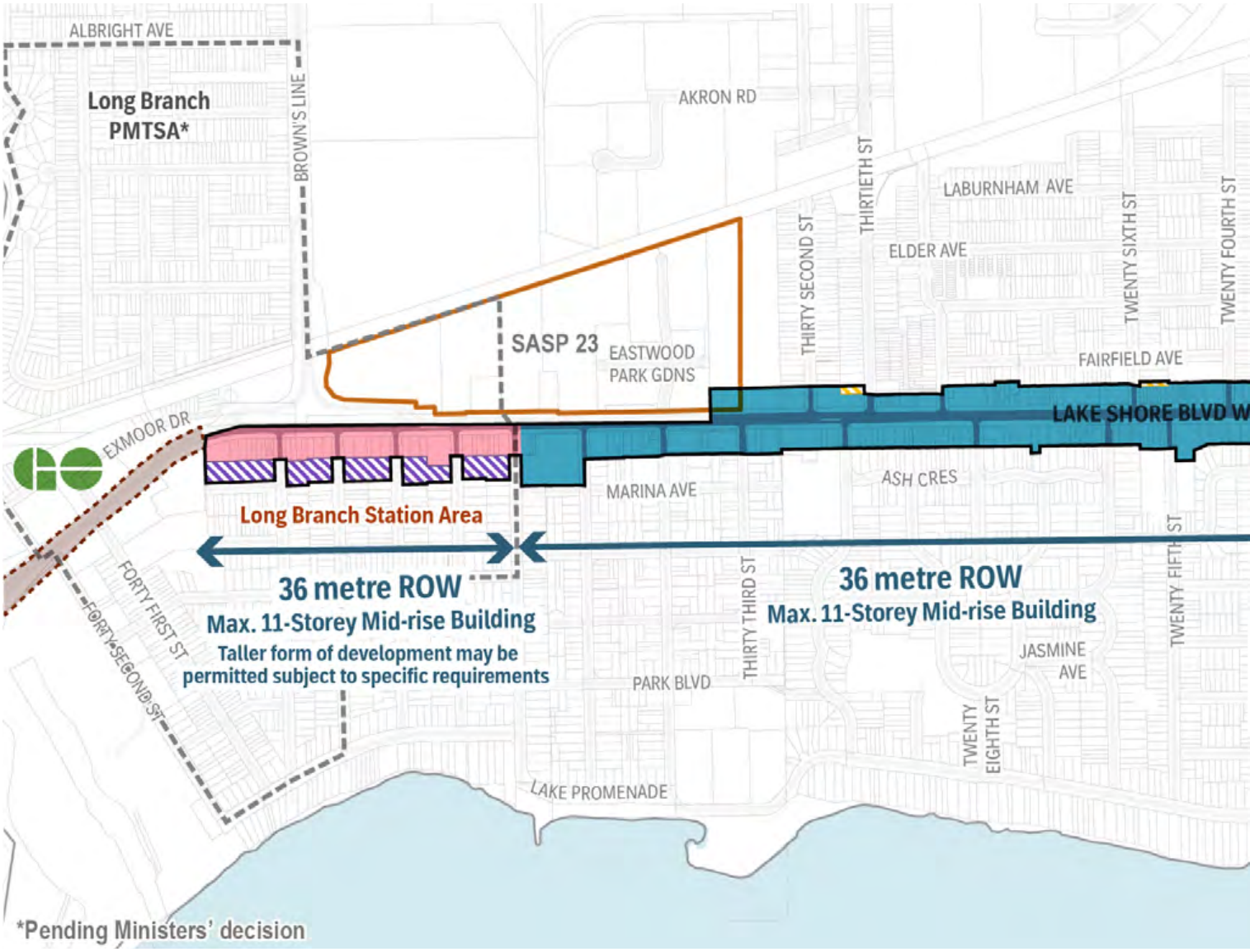
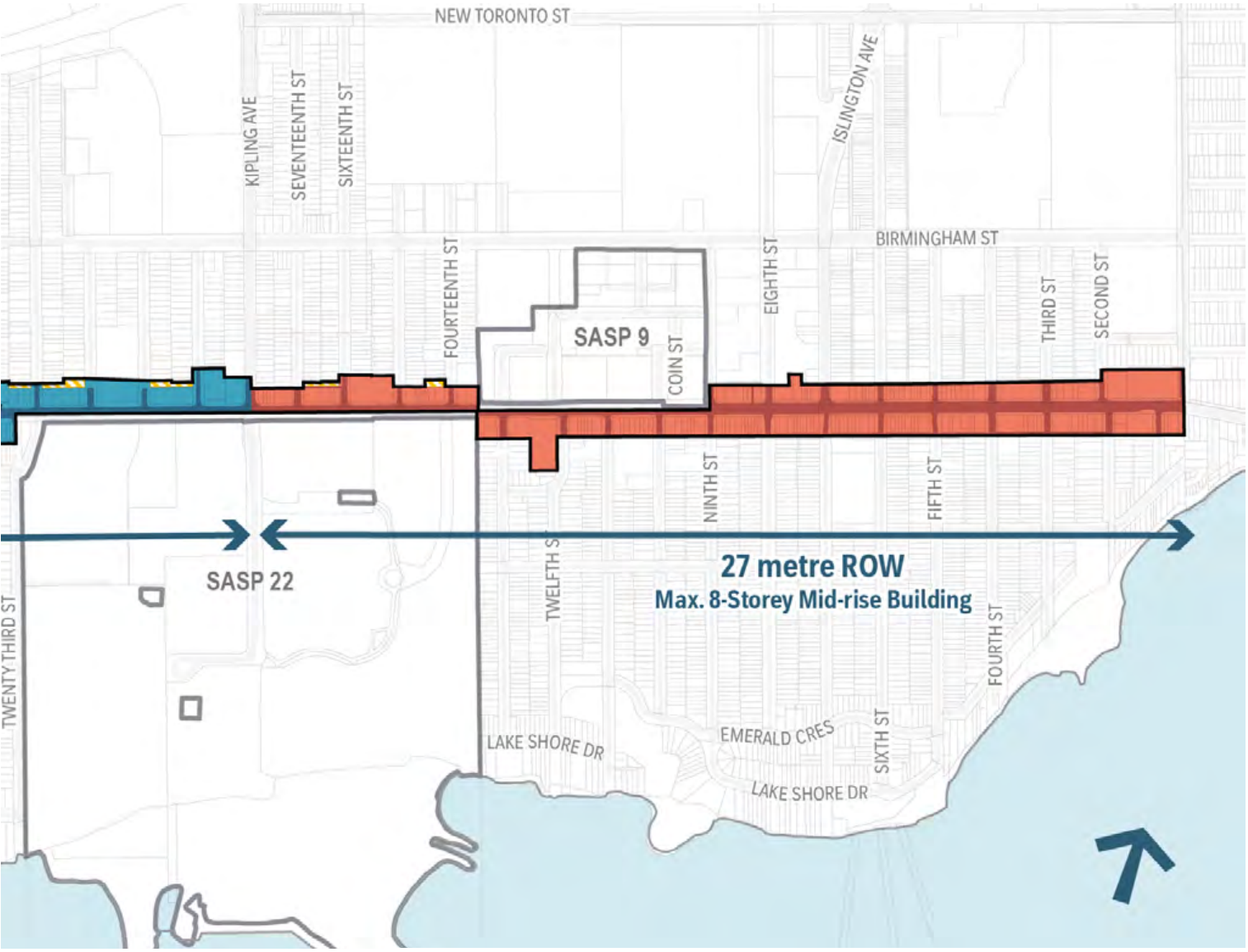


Figure 2: Avenue corridor map, showing the 27-metre and 36-metre right of way extent. Long Branch Station Area identified where taller buildings may be permitted.

and streetscapes, and the introduction of additional laneways to support circulation, servicing, and access.

The Structure Plan further directs that future development within SASP 23, including development on the Long Branch GO Station lands, will be guided by and advance the principles, vision, and design intent established in the LSBW Guidelines. Development within these areas will be expected to integrate and reinforce the urban structure through an appropriate street and block pattern, strong pedestrian linkages, high quality open spaces, and building scale and massing.



LEGEND

- Study Area boundary
- 27m Right-of-Way (ROW)
- 36m Right-of-Way (ROW)
- Transit Station Area
- Long Branch PMTSA* (SASP 646)
- Enhancement Zone
- Transition Zone
- Extended Boundary for Public Realm Improvements

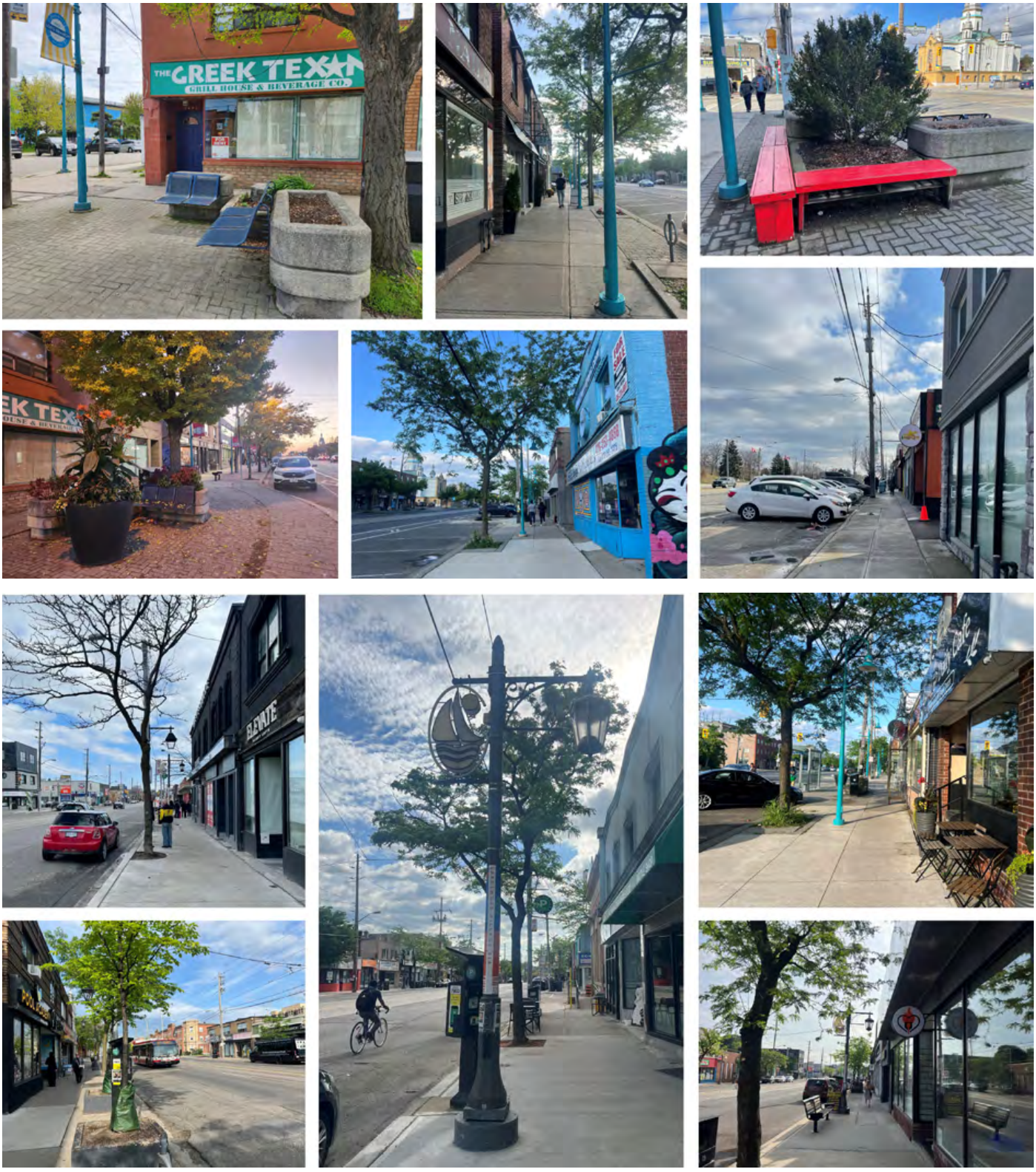
2.0 PUBLIC REALM

The public realm serves as outdoor "living rooms" along the corridor that foster community, support local businesses and active lifestyles, help create habitat for pollinators and wildlife, and play a critical role in promoting human health and well-being.

The Guidelines recommend that public realm improvements should prioritize active transportation, enhance greening, and promote safe, accessible, convenient, and comfortable environments. Strengthening connections to local history, the lake and waterfront, and surrounding neighbourhoods, amenities, institutions, and businesses is essential. These guiding principles and strategic directions should be considered early in the planning and design process, with a community-centred approach. New development is expected to enhance the character of the public realm and expand its network, contributing to a distinctive, high-quality, and vibrant environment that supports a shared sense of place and community pride.

Challenges and opportunities for potential public realm improvements along the corridor are as follows:

- Boulevards are constrained, particularly where there is angled on-street parking;
- Limited presence and space for street trees and streetscape greening;
- Sidewalks are often broken, uneven, or have insufficient width;
- Painted bike lanes (western portion of Humber Polytechnic Lakeshore Campus) located behind angled parking create potential safety concerns;
- Hydro poles within sidewalks create pinch points and accessibility challenges;
- Existing street furniture, small community spaces, murals located on the sides of buildings, painted utility boxes, and public art contribute to the area's character but would benefit from maintenance and enhancement;
- Presence of strong retail main street shopping character, with some outdoor patios;



Snapshots of the corridor highlighting the character of the streetscape along the corridor
(Credit: City of Toronto)

The Public Realm Plan in Figure 3 identifies:

- Key gateways;
- Opportunities for intersection improvements;
- Potential Mid-Block Connections;
- Views, and access to Lake Ontario waterfront as potential locations for enhanced landscaping, streetscapes and open spaces
- Public Art
- Opportunity for civic improvement/ tactical urbanism e.g. pop-up market at Twenty Third St.
- Improvements to existing Parks and Open spaces e.g. Brown's Line terminus.

Figure 3: Public Realm Plan

LEGEND

- Study Area Boundary
- Lakeshore Village Main Street
- Humber Polytechnic Frontage
- Long Branch Main Street
- Long Branch West
- Extended Boundary for Public Realm Improvements
- Long Branch GO Station Area and Browns Line Intersection
- SASP 23
- Approved/ Under Review Parkland
- Potential Park **
- Wider Sidewalks
- Windows on the Lake
- Opportunity for Intersection Improvements
- School

**To be reviewed through development applications and through initiatives of the Parkland Strategy

- Bike Lane
- Cycle Track
- Multi-Use Trail
- On-Street Shared Cycling Connection
- Wayfinding – Cycling
- Wayfinding – Lake Access
- Mid-Block Connection Opportunities
- Gateway Intersections

2.1 STREETSCAPES AND BOULEVARD SPACES

Lake Shore Boulevard West is an established main street that is used by residents to shop locally. At the west end of the corridor is the Long Branch GO Station. The existing streetscape condition 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 and accommodate wider sidewalks for pedestrians by rearranging angled parking spaces to be parallel to the street and optimizing parallel parking space dimensions to support a complete and green street including space for street furniture. 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 is available to design a vibrant, accessible and sustainable streetscape.

a. The streetscape should ideally 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.

b. A consistent minimum 6-metre sidewalk zone should be provided across the 27-metre and 36-metre right-of-way portion of the corridor, and an 8-metre sidewalk zone should be provided within the Long Branch Station Area. Where there are properties on the Heritage Register, narrower sidewalk widths may be retained or required.

i. Dwight Ave to Kipling Ave (27-metres planned right-of-way): A 1.2-metre building setback to achieve a 6-metre sidewalk zone is planned for along the Humber Polytechnic Lakeshore Campus and the New Toronto/Lake Shore Village Main Street frontages. The combination of private setback and public boulevard will ensure adequate streetscape space is provided to support street tree planting, pedestrians and commercial activities. Refer figure 5. Wider sidewalks, 3-metres or greater, are planned in areas with high volume of pedestrian activity such as around the Humber Polytechnic Lakeshore Campus.

Figure 4: Sidewalk zone details, Source: Complete Street Guidelines

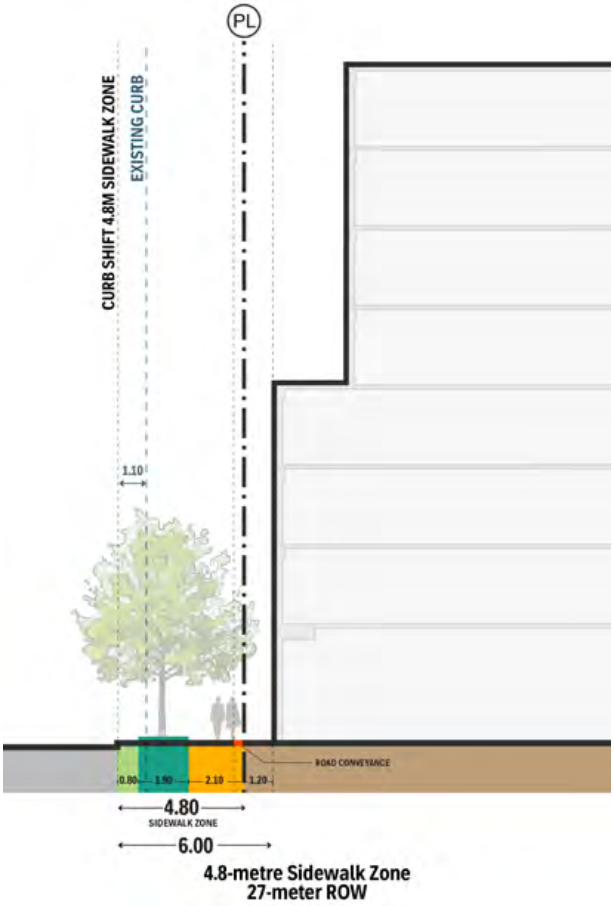


Figure 5: Ideal reconfigured cross section along the 27-metre right-of-way with focus on the 6-metre Sidewalk zone

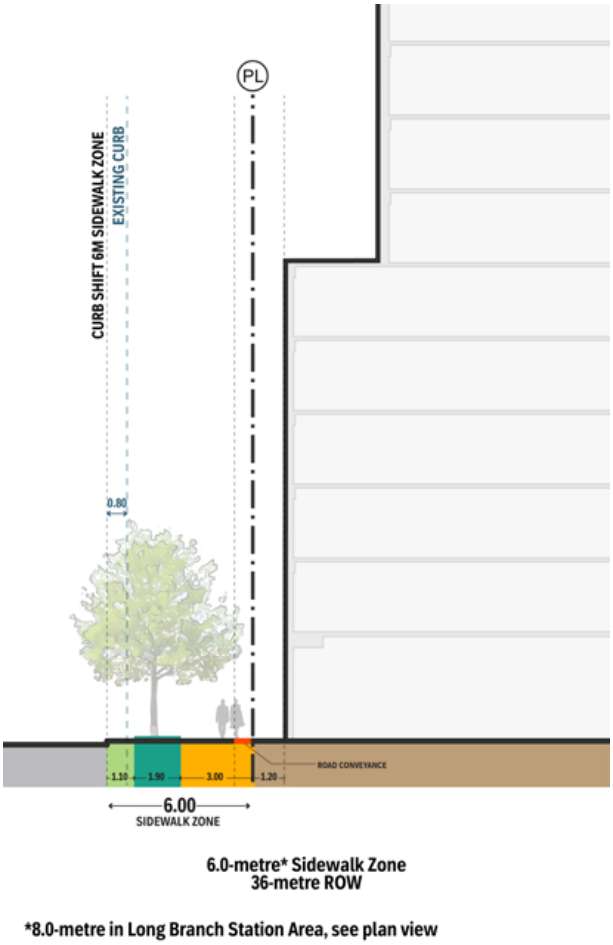


Figure 6: Ideal reconfigured cross section along the 36metre right-of-way with focus on the 6-metre Sidewalk zone

ii. Kipling Ave. to Thirty-sixth Street (36-metre planned right-of-way): A 6-metre sidewalk zone is planned for this portion of the corridor.

iii. Thirty-sixth Street to Etobicoke Creek : Wider sidewalks, 3 metres or greater, are planned within the Long Branch Station Area as a high volume of pedestrian activity is anticipated from greater potential development scale and desire lines leading to and from the Long Branch GO station. An 8-metre sidewalk zone is recommended. This may be achieved, where appropriate, by converting existing angular parking to parallel parking. Refer figure 7.

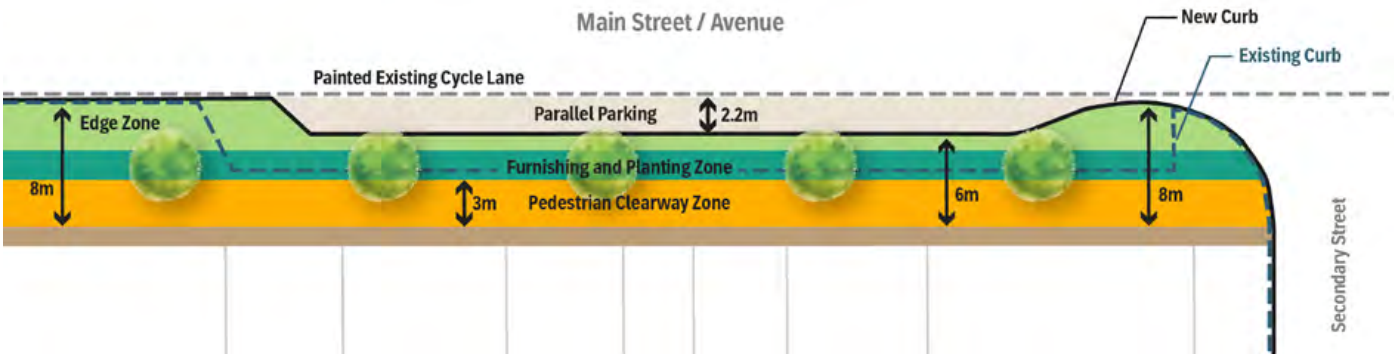


Figure 7: Demonstration plan for an 8-metre Sidewalk zone in the Long Branch Station Area that modifies existing angular parking. Refer to Appendix E for additional demonstrations.

iv. Flanking/Side Streets: Side streets along the 27-metre right-of-way width of the corridor are recommended to have a minimum sidewalk zone of 4.8-metres and along the 36-metre right-of-way width a minimum 6-metre sidewalk zone. Where there are identified "windows on the lake" views, the flanking sidewalk zone is recommended to be 6.0 to 8.0 metres with a combination of public boulevard and building setback as necessary to plan for enhanced boulevard treatment.

v. Development should incorporate additional building setbacks and ground floor recesses at strategic locations—such as building entrances and areas of high pedestrian activity—to expand the sidewalk zone, support outdoor commercial uses (e.g., boulevard cafés), and create opportunities for seating and informal gathering.

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 are also encouraged in areas where space is available.

d. Incorporate high-quality street furnishing elements such as benches, bicycle parking rings, waste receptacles, and pedestrian-scale lighting within the furnishing zone. Consolidate and relocate utilities and street infrastructure, including hydro poles and parking meters, into this zone to minimize clutter and improve the streetscape.

e. Applicants should engage with the Long Branch and the Lake Shore Village business improvement areas (BIA) on streetscape improvements that reflect BIA's vision for the area. .

f. Boulevard spaces will be designed to integrate and prioritize green infrastructure, such as trees, green walls, and low impact development (LID) stormwater infrastructure to promote cooling, enhance biodiversity, sustainability, and resilience.

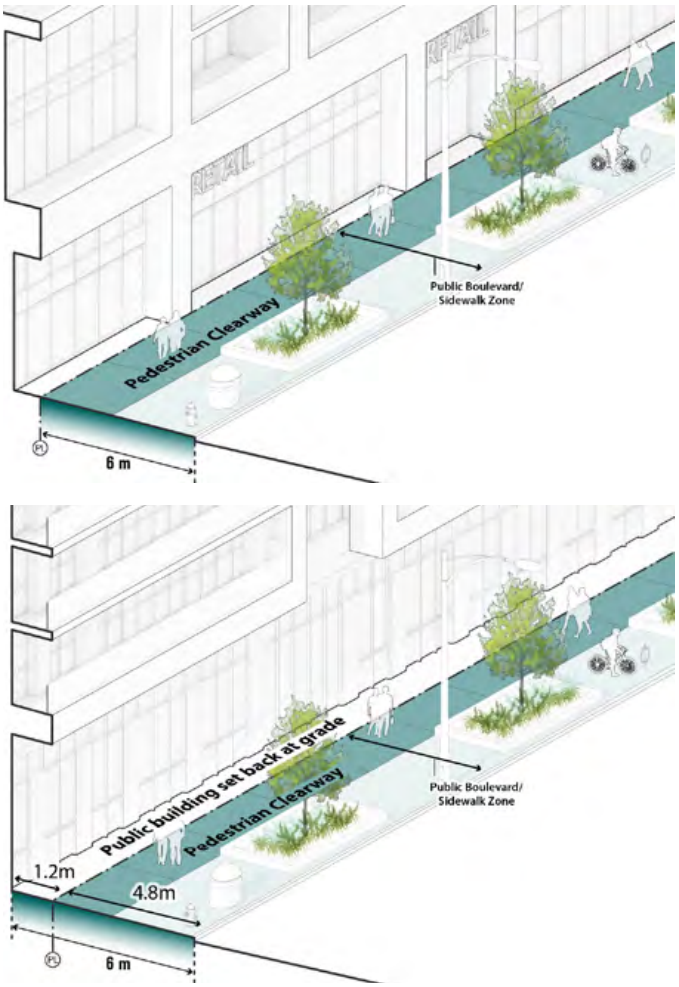


Figure 8: Options illustrate commercial frontage with a generous sidewalk zone to support an active frontage and vibrant pedestrian environment

Precedent: Sidewalk zone and seating integrated planting beds. Shown for illustrative purpose only. (Credit: City of Toronto)

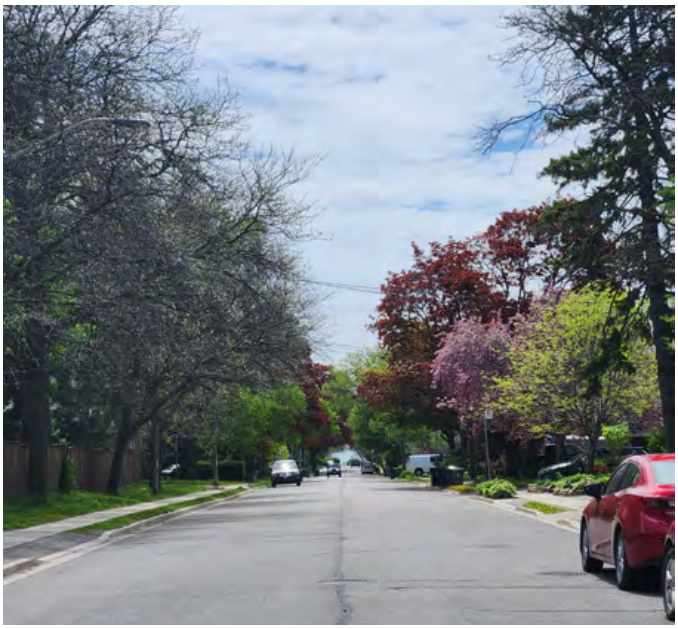
Precedent: Fairford Parkette, Fairford and Coxwell Avenues, East York. Shown as an example of Green Infrastructure. (Credit: City of Toronto)

2.2 PEDESTRIAN CONNECTIONS AND OPEN SPACES

Open spaces play a vital role in making a city healthy and liveable by providing opportunities for recreation and relaxation through both passive and active uses. Along the *Avenue* corridor, these spaces can take various forms and offer a range of experiences at different scales. These spaces are designed to support the pedestrian experience along the corridor, creating a sequence of moments that offer opportunities to rest, pause, and engage. They encourage chance encounters, foster connections among neighbours, and strengthen the relationship between people, local businesses, and nature.

The Public Realm Plan identifies mid-block pedestrian connections linking important open spaces, transit destinations, parks, and community spaces. These can also be used to break up long blocks.

At multiple points along the corridor there are strong visual and physical connections to Lake Ontario. These connections are within a 5 to 10 minutes walking distance from the main street. The Official Plan Map 7A identifies views to Lake Ontario and Schedule 4 includes with a description of the "Windows on the Lake" under Important Natural Features. Refer Appendix D for locations to the "Windows on the Lake" along the entire corridor. Some such public views from Lake Shore Blvd W. are shown here.



Windows on the Lake as seen from the *Avenue* corridor. Left image – Intersection of Lake Shore Blvd W. and Long Branch Ave. Right image - Intersection of Lake Shore Blvd W. and Thirty Sixth St. (Credit: City of Toronto)

a. New development should prioritize opportunities for new parks, including on-site parkland dedication for larger sites and off-site dedication or expansion of existing parks where on-site provision is not feasible. Collaboration between developments to consolidate dedications into larger, functional park spaces is encouraged.

b. New developments are encouraged to include landscaped open spaces, including POPS, that can function as forecourts, extensions to existing open spaces and as mid-block connections, and landscaped setbacks. Opportunities include additional setbacks and open spaces at grade, space around a property on the Heritage Register, and gaps between buildings.

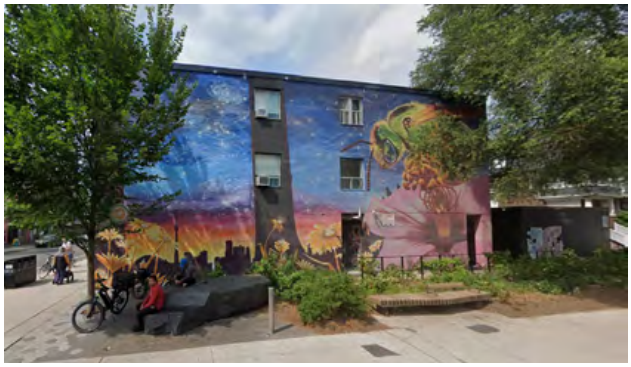
c. Sites located (on the south side of Lake Shore Blvd W) at intersections identified as "windows on the Lake" should prioritize corner activation and design interventions—such as enhanced streetscapes, landscaped setbacks, public art, and signage—to strengthen visual and physical connections to Lake Ontario and celebrate this defining feature of the area. These should be developed in consultation with the community and the BIA.

Existing spaces along the *Avenue* corridor (intersection of Fifth Street and Lake Shore Blvd W.) with Public Art and seating. (Credit: Left Image Google Street View, Right image – City of Toronto)

Precedent: Ossington BIA parkettes at Argyle Street, example of small open space that becomes a place for the community to enjoy. Parkette features planting, benches and BIA inspired element “MEET ME”. (Credit: City of Toronto)

Precedent: Bloor West Village Parkette at Armadale Ave is developed in collaboration with Bloor West Village BIA. It features seating and tree planting, providing relief along the busy main street. (Credit: City of Toronto)

Precedent: Mount Dennis Parkette at the intersection of Denarda St and Weston Rd. A barren stretch of pavement has been developed into a parkette that features maple tree, perennial planting, with seating. (Credit: City of Toronto)



Precedent: 2 Howland Ave. Parkette developed in partnership between Bloor Annex BIA and DTAH. Before (left) and after (right) images show the addition of seating and planting. (Credit: Google Street Views)

Precedent: Before (left) and After (right) images of the Ossington BIA parkettes at Foxley Street. Example of enhancing the sidewalk zone creating space to pause and for social interaction. Developed in collaboration with local business owners, includes seating, native planting, and artwork by Indigenous artist.
(Credit: Left Image - Google Street View (Oct 2020), right image - City of Toronto)

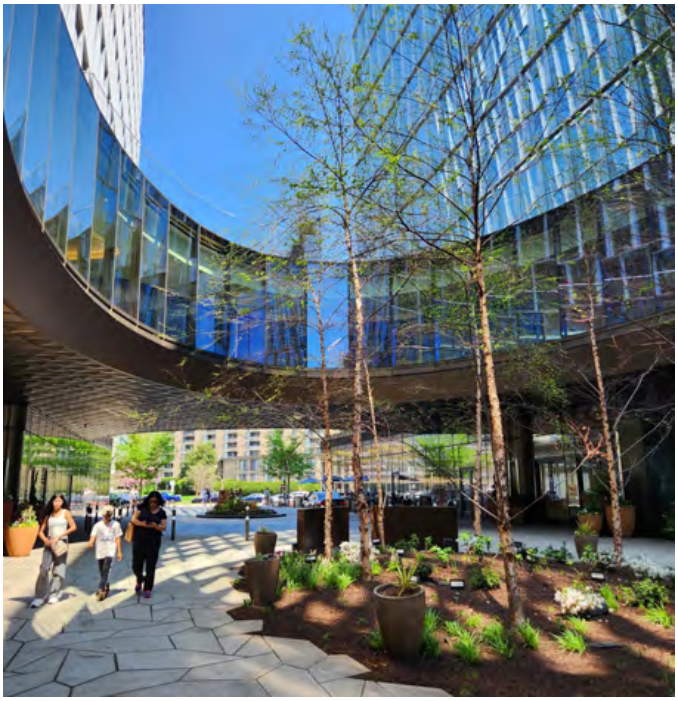
d. Development should provide high-quality, durable, and universally accessible open spaces that include landscaping, mature tree planting, seating, lighting, public art, and special paving to meet the needs of all ages and abilities.

e. Development should identify opportunities to introduce new pedestrian connections and enhance existing routes that align with established desire lines to strengthen and expand the public realm network and should be located in areas that have clear visual and physical access to and from the public realm.

f. Mid-block connections should:

- Provide a minimum 2.1 m wide clear pedestrian walkway;
- Include a minimum 3.0 m wide landscape zone for tree planting on one or both sides, where feasible;
- Provide a minimum 6.0 m clear height for connections through buildings, with clear glazing to maintain visual continuity.

g. Public access easements should be secured for pedestrian connections located on private property.

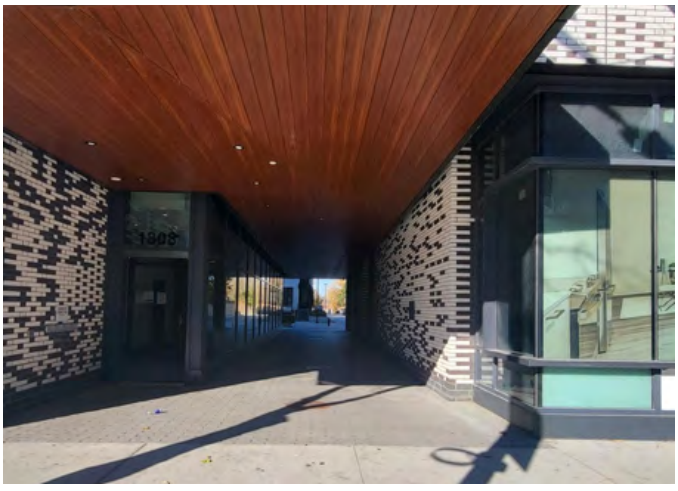


Precedent: The Oculus at The Wharf, Washington, D.C., USA. Shown as an example of a pedestrian mid-block connection that connects the waterfront promenade to the street. The connection features a central courtyard with shops and restaurants as active vibrant space adjoining it. (Credit: City of Toronto)

h. Mid-block connections should be designed for safety and legibility, including:

- Active frontages (e.g., retail uses with entrances and glazing) to support natural surveillance;
- Clear sightlines through appropriate landscape design;
- Pedestrian-scale lighting.

i. Mid-block connections should incorporate high-quality design elements such as special paving, seating, landscaping, signage, and public art to ensure comfort, accessibility, and ease of identification.



Precedent: 1808 St. Clair Av. W. Shown as example of breezeway under the building.
(Credit: City of Toronto)

Precedent: Yorkville Lane (162/164 Cumberland Street). Shown as example of a pedestrian mid-block connection that also allows for better visual continuity.
(Credit: City of Toronto)

2.3 PUBLIC ART

Public art can have profound impact on the community by reinforcing 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.

The artwork can take a wide variety of forms such as murals, art installations, sculptures with many examples provided in the City's Percentage for Public Art Program Guidelines. 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. 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 and enduring presence of Indigenous communities, and the history of development along Lake Shore Boulevard West and in 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.

Murals as seen along the corridor painted on building facades and utility boxes (Credit: City of Toronto)

2.4 OTHER PUBLIC REALM OPPORTUNITIES

a. Celebrate Indigenous communities' history and continued presence in the area. Implement this through place-making, place-keeping, naming, wayfinding, monuments, interpretive features, street furniture and public art, partnership and programing within the public realm.

b. Public realm improvements and opportunities identified in the Public Realm Plan will be reviewed and determined on a project-specific basis through the development review process and coordinated public works initiatives. Implementation should occur in collaboration with relevant City divisions, the Business Improvement Area (BIA), and in consultation with local residents' groups. Civic improvements should consider a range of design and programming strategies, including:

   i. Enhanced streetscape design, incorporating high-quality materials such as furnishings, lighting, and paving;

   ii. Green Street initiatives, including increased tree planting, greening, biodiverse planting strategies and green infrastructure in alignment with City's Green Streets framework;

   iii. Innovative seating design in special places;

   iv. Community activation opportunities (using Tactical urbanism strategies), such as weekly markets, food trucks, pop-up retail, and seasonal programming (e.g., winter installations, fire pits, and temporary skating facilities);

   v. Wayfinding and signage systems including information on distances to key destinations (e.g., the waterfront and transit stations) and maps highlighting cycling routes, waterfront trails and local amenities.

Precedent: 34 Hanna Ave. demonstrates a temporary, community-focused active space created through tactical urbanism. The space features seating, movable planters, and garbage receptacles to support flexible and accessible public use. (Credit: Top - Liberty Village BIA Middle- City of Toronto, Bottom- City of Toronto)

c. Broader-area public realm improvements and opportunities include the revival and expansion of the municipal park at Brown's Line, the Brown's Line - Lakeshore Parkette and Reconfiguration of Brown's Line Terminus. These public realm improvement opportunities may be planned and implemented in the short, medium or long term and are envisioned to support the existing community as well as the planned density and intensification of the area over time. Such major projects that enhance overall pedestrian safety, public amenity, and the quality and connectivity of the public realm, may require future study and be implemented with collaboration between various City divisions and the community. Opportunities include:

i. The expansion and enhancement of existing parks and open spaces;

ii. Safe, direct pedestrian and cycling connections linking the community, parks, and transit;

iii. Reconfiguration of highway-style infrastructure at the terminus of Brown's Line; and

iv. Introduce new at-grade pedestrian crossings at strategic locations, including near Thirty Second or Thirty Third Streets, to provide safe, direct access to key community destinations including the Long Branch Library (TPL) and nearby childcare facilities. Design should also consider future east–west linkages, enabling seamless pedestrian connections to lands identified within SASP 23, and prioritize universal accessibility, visibility, and traffic calming.

Precedent: Plaza at The Well, shown as an example of larger space that can be planned as a part of the development of the Long Branch GO station lands. (Credit: City of Toronto)

d. The boundary of the Public Realm Plan extends to the Etobicoke Creek, with the intent of achieving a continuous and coherent streetscape character to the western edge of the City. Any future right-of-way reconstruction or the redevelopment of Long Branch GO Station lands should integrate the public realm recommendations of the LSBW Guidelines, including, but not limited to, the specific recommendations identified below:

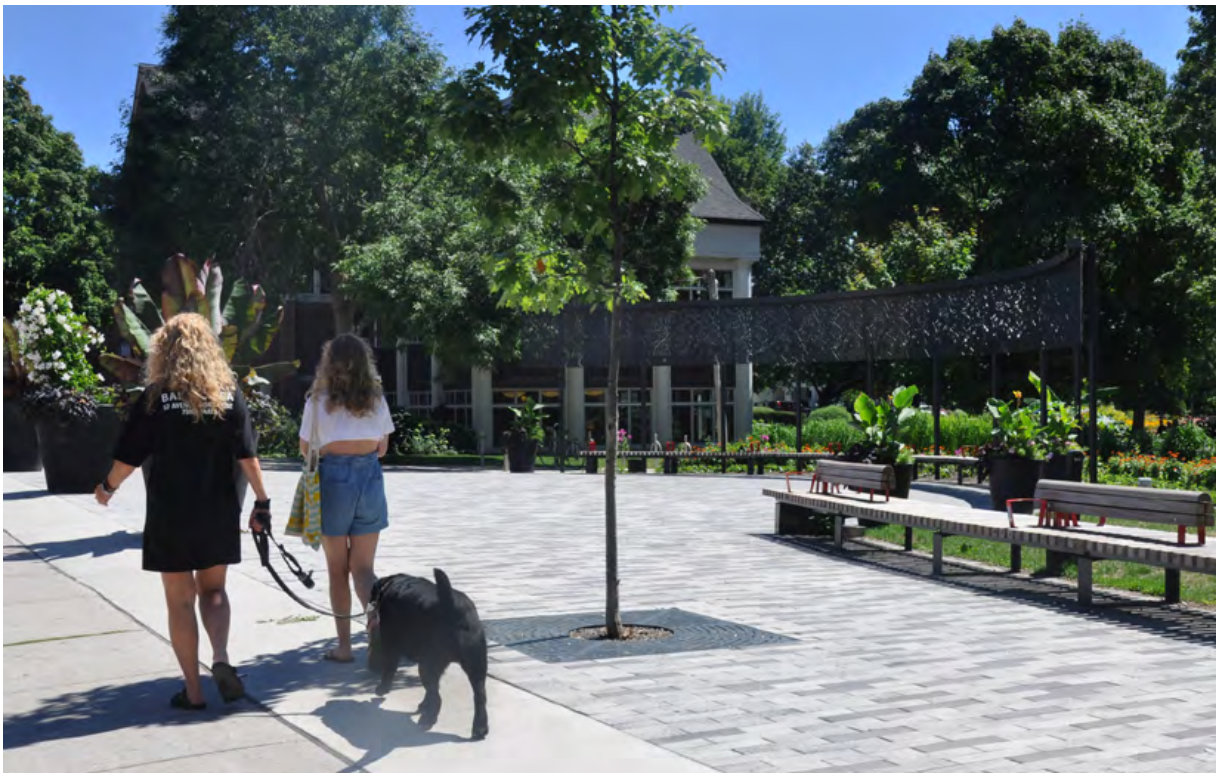
   i. Provide publicly accessible open spaces at multiple scales, including transit plazas, park extensions, forecourts, etc., designed to accommodate high volumes of transit users, gathering and to reinforce the station area as an active public realm destination;

   ii. Identify key pedestrian and bicycle routes leading to the station with visual connections from the main street prioritized by intuitive pedestrian movement and safety;

   iii. Design public boulevards with 8-metre sidewalk zone that can accommodate 2.5 to 3 metres pedestrian clearway widths on key routes;

   iv. Integrate street-oriented green street strategies, tree planting and street furniture along street frontages;

   v. Incorporate pedestrian comfort measures, including shade, weather protection, lighting, seating, and human-scaled design, appropriate to a high-intensity, transit-supported environment.



Precedent: Kew Gardens, Queens Street E shown as an example of small plaza that can be planned as a gathering space with seating, landscaping, using high-quality paving materials. (Credit: City of Toronto)

3.0 BUILT FORM

The Guidelines anticipate the area to intensify, grow, and develop incrementally over an extended period of time. As redevelopment occurs, new buildings will frame, define, and animate the street while integrating seamlessly with the existing built context to reinforce a consistent urban character. These area specific built form guidelines will guide this transformation, with the intent that development responds thoughtfully to the unique local context and opportunities for creative architectural expression.

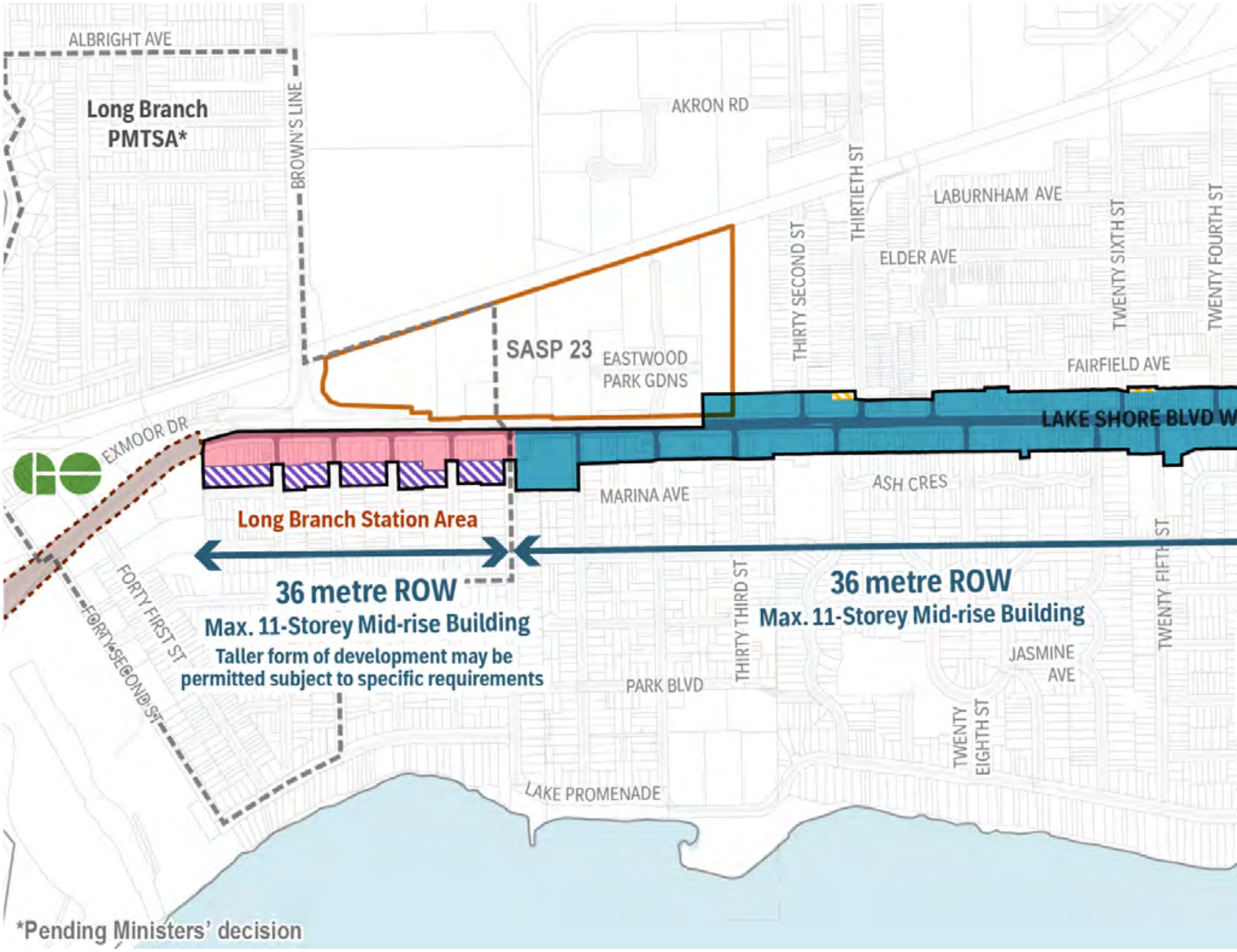
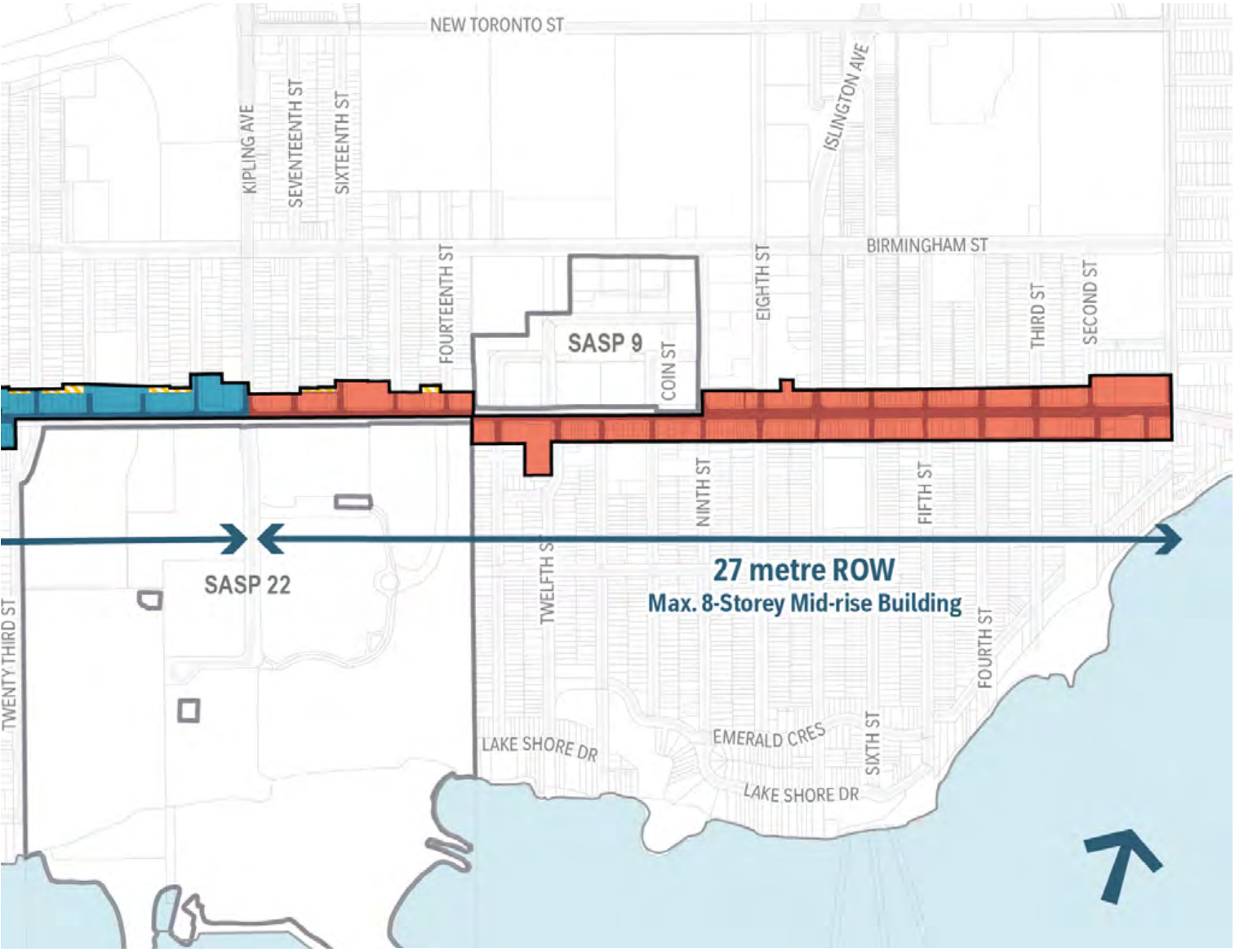


Figure 9: Avenue corridor map, showing the 27-metre and 36-metre right of way extent. Long Branch Station Area identified where taller buildings may be permitted.



LEGEND

- Study Area boundary
- 27m Right-of-Way (ROW)
- 36m Right-of-Way (ROW)
- Transit Station Area
- Long Branch PMTSA* (SASP 646)
- Enhancement Zone
- Transition Zone
- Extended Boundary for Public Realm Improvements

3.1 LOT PATTERNS AND BUILDING TYPES

Mixed use, mid rise buildings reinforce the commercial 'main street' character of Lake Shore Boulevard West and reflect the permitted building type along the *Avenue* corridor. Within the Long Branch Station Area (Figure 10), the Official Plan contemplates that development along the *Avenue* may go beyond the height and scale of a mid rise building where appropriate. These Guidelines include area-specific recommendations related to mid-rise buildings, as well as for buildings taller than mid-rise when located close to the GO Station.

Lot Patterns and Characteristics

The majority of lots along Lake Shore Boulevard West share similar configurations in terms of size and general characteristics. However, where present, variations in lot depth may significantly influence the design and feasibility of mid-rise buildings, particularly in meeting setbacks and step-backs required through zoning. As outlined in the *Mid-Rise Building Design Guidelines,* ideal lot depths correspond to the width of the adjacent right-of-way, which in turn informs the permitted height of a mid-rise building.

Based on the lot depth analysis of the local area, approximately 73% of the *Avenue*-fronting lots have depths greater than 33 metres (inclusive of existing laneways), indicating that most parcels are well-positioned to accommodate mid-rise built form consistent with the city-wide guidelines. For shallow lots, additional properties along the flanking streets may form part of a mid-rise development, where permitted by Official Plan policy and zoning.

A small stretch of the *Avenue* falls within the long branch station area, identified as Blocks 1 through 5, illustrated in Figure 10. These blocks generally exhibit a width of approximately 80 metres and a depth of roughly 36 metres, with one parcel extending to over 50 metres in depth. Blocks 1 through 4 are characterized by abutting residential lots oriented predominantly east–west, resulting in a side lot condition along their rear edges. Block 5 differs in configuration, with an overall length of approximately 118 metres, rear residential lots oriented predominantly north–south, with a street called Branch Avenue along its southern edge and a listed heritage property at 118 Fortieth Street, identified on the *City of Toronto's Heritage Register*.

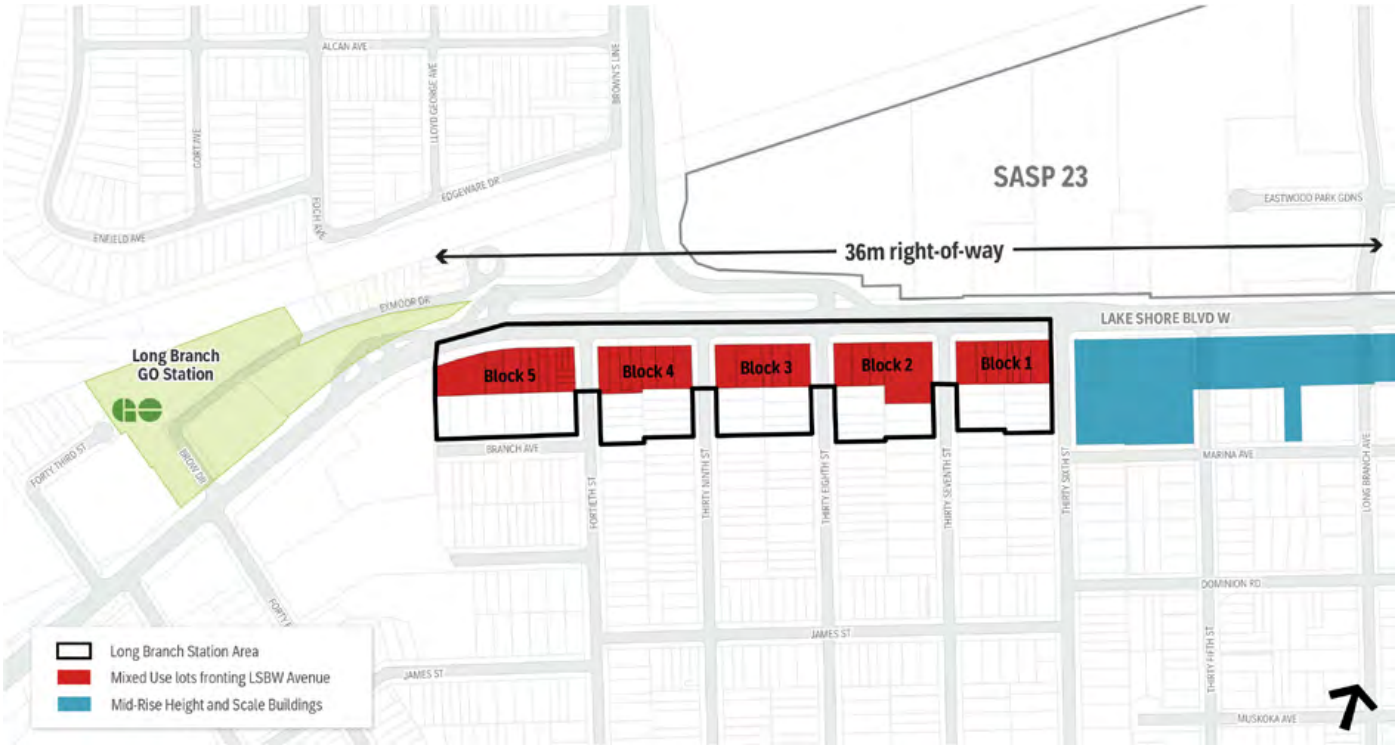


Figure 10: Blocks 1 to Block 5 that fall within the Long Branch Station Area

3.1.1 MID-RISE BUILDINGS

a. Mid-rise buildings reflect the permitted building type along the *Avenue*.

   Based on right-of-way width:

   i. Along the 27-metre portion of the *Avenue* east of Kipling Avenue, and where lot depths are sufficient, mid-rise buildings up to 8 storeys are anticipated.

   ii. Along the 36-metre portion of the *Avenue* west of Kipling Avenue, and where lot depths are sufficient, mid-rise buildings up to 11-storeys are anticipated and within the long branch station area, Blocks 1 through 5, taller buildings may be anticipated with height and scale increasing toward the station.

b. Mid-rise buildings located on shallow lots may result in lower height buildings or narrower upper storey floor plates to meet zoning performance standards. To optimize constrained sites, upper levels can incorporate efficient floor plate strategies—such as double loaded corridors with wide shallow units, or single loaded corridors with skip stop elevator systems, and/or units that span two floors with double aspect facades to improve functionality, daylight, and ventilation. Narrower upper storeys may also be programmed as amenity space, maximizing the usability of the building while maintaining appropriate massing and transition.

Precedent: 2301 Danforth Ave. Example of an 8-storey mid-rise building typology. (Credit: City of Toronto)

Precedent: 689 The Queensway (Reina Condos). Example of a 9-storey mid-rise building typology.
(Credit: City of Toronto)

3.1.2 ENHANCEMENT ZONES

A "shallow lot" is defined as a lot that is less than 30-metres deep. These *Avenue* fronting shallow lots may be consolidated with an adjacent rear lot designated *Mixed Use Areas*. These consolidated rear abutting lots designated *Mixed Use Areas* are referred to as the "Enhancement Zone", identified in figure 9 and 11. Where sufficient consolidated lot depth is achieved, an efficient, full mid-rise building height may be supported.

a. Encourage consolidation of rear lots designated *Mixed Use Areas* with shallow *Avenue*-fronting parcels to achieve ideal lot depth for mid-rise development as may be permitted by Official Plan policy and zoning.

b. "Enhancement Zone" lots consolidated with *Avenue* fronting lot(s) may be used to accommodate the rear setback, create new or widened rear lanes or driveways, as appropriate, for servicing, loading, and vehicle access, include open space for public or private use, or include a low-rise building or portion of the mid-rise building that contributes to compatible built form transition to the abutting residential area.

Figure 11: Diagram showing rear lot consolidation defined as "Enhancement Zones"

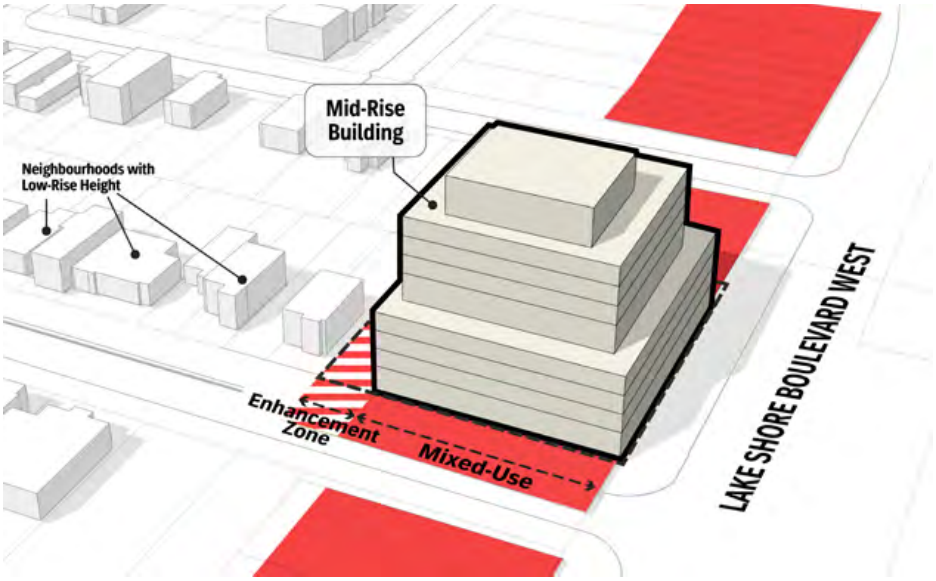


Figure 12: Three-dimensional representation of the "Enhancement Zone" being used as rear lot consolidation resulting in sufficient lot depth for an efficient, full mid-rise building

3.1.3 BEYOND MID-RISE HEIGHT AND SCALE

As set out in section 1.1 Purpose, the guidelines for Taller Buildings along the *Avenue* within the Long Branch Station Area are predicated on the Official Plan being amended to provide for consolidated lots and policy permissions between *Mixed Use Areas* and *Neighbourhoods* to guide the orderly, context sensitive evolution of these lands.

a. Lots located west of Thirty-Sixth Street, in close proximity to the Long Branch GO Station as illustrated in Figure 10, may present opportunities for additional building height and scale in the form of mid-rise buildings up to 14 storeys and tall buildings.

b. Larger development sites, including land assemblies with *Neighbourhoods* lot(s) to the rear of the *Avenue* fronting lots as may be permitted by Official Plan policy and zoning, are anticipated to support appropriate built form outcomes. The creation of "Transition Zones" with properties located to the rear of the *Avenue* fronting lots where appropriate, is primarily intended to:

   i. establish consistent and functional lot depths to support more intense forms of development;

   ii. create deeper development parcels appropriately sized to accommodate increased building height and scale; and

   iii. support good building performance, including appropriate massing, sunlight, daylight, shadow and pedestrian level wind conditions, site access and servicing, and transition in scale to adjacent areas

c. Where full block redevelopment along the *Avenue* frontage does not occur, ensure the remaining development potential of the block supports mid-rise building height and scale.

Precedent: 3865 Lake Shore Boulevard W. Shown as an example of a taller from of development.
(Credit: City of Toronto)

Precedent: 20 Samuel Wood shown as an example of a taller built form, prominent base building and tower portion perpendicular to the street and setback from the street.
(Credit: City of Toronto)

3.1.4 TRANSITION ZONES

"Transition Zones" identified in the rear of Blocks 1 to 5, as illustrated in figure 13, should form part of the taller development site, as may be permitted by Official Plan policy and zoning, and may be used to accommodate the following:

a. A rear setback, and in the case of tall building development, a 20 metre tower separation to the Neighbourhoods outside of the development site. For Blocks 1 to 4 achieve the rear tower setback of 20m to the rear property line of the consolidated lot. For Block 5, where rear lots may not be a part of a comprehensive development, due to the north-south orientation of rear lot, provide setbacks to achieve a minimum 15 metres separation between lower portion of the buildings and a minimum 20 metres between towers and adjacent buildings;

b. A transitional low-rise built form compatible with the adjacent residential area surrounding the Transition Zone;

c. New or widened rear lanes or driveways, as appropriate, for servicing, loading, and vehicle access;

d. Opportunities for relocating on-street commercial parking to the rear of consolidated properties; and

e. Open space for public or private use.

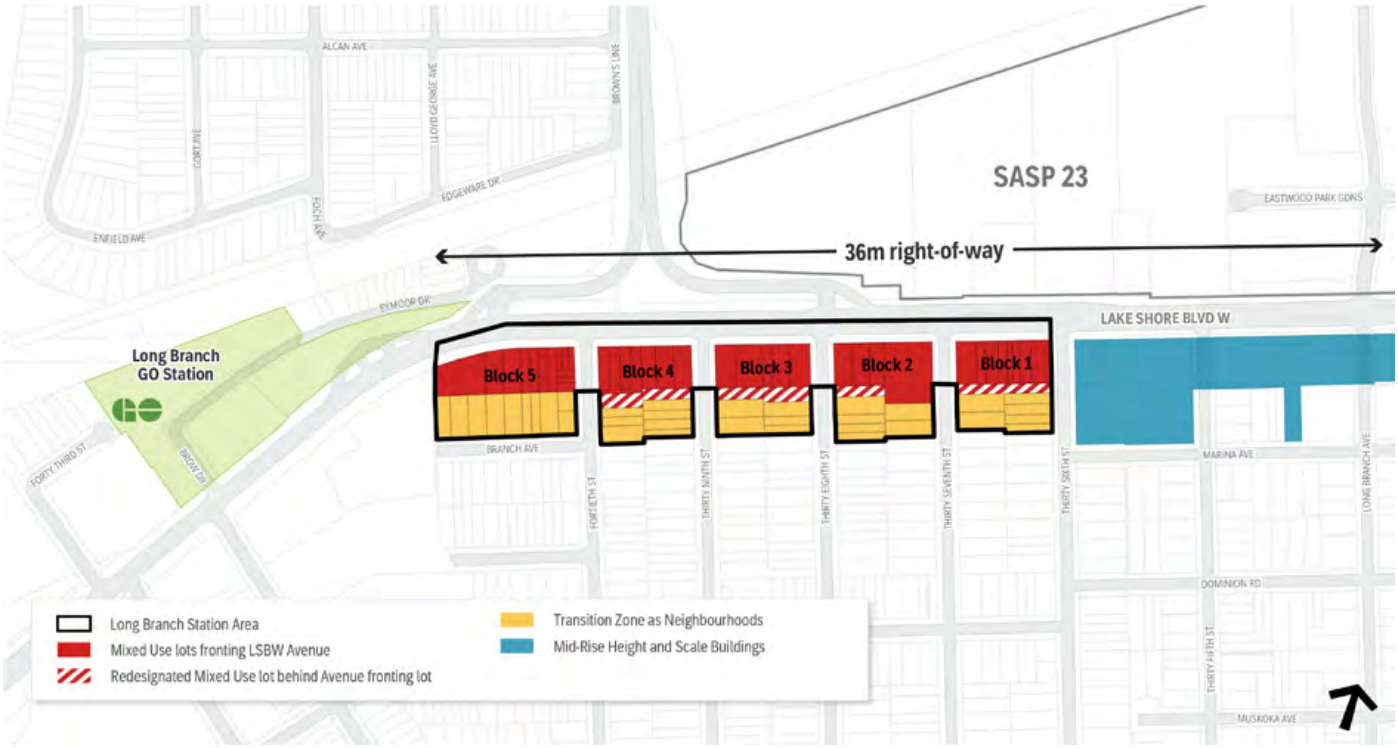


Figure 13: Transition Zone identified in the rear for Blocks that fall within the Long Branch Station Area

3.2 SITE ORGANIZATION AND BUILDING MASSING

Lake Shore Boulevard West functions as a key commercial main street, providing neighbourhood-serving retail, services, and opportunities for community interaction. The village character, mix of community facilities, and strong relationship to Lake Ontario are defining attributes valued by local residents. New buildings should frame the street, enhance the public realm, prioritize the pedestrian experience, and reinforce the corridor's established character and identity.

3.2.1 BUILDING PLACEMENT AND STREET RELATIONSHIP

a. Dwight Ave to Kipling Ave (27-metres planned right-of-way) - A continuous streetwall is recommended, with modest building setbacks of approximately 1.2-metres to support the 6-metre sidewalk zone.

b. Kipling Ave. to one block west of Fortieth Street (36-metre planned right-of-way) – A continuous streetwall is recommended with modest building setbacks of up to 1.5-metres to expand the sidewalk zone, provide additional space for pedestrian and retail activities at-grade and/or for building articulation.

c. Building Setbacks at Transit Stops - Buildings adjacent to existing or planned transit stops should provide additional setbacks, as appropriate, to accommodate transit shelters, platforms and pedestrian gathering.

d. Streetcar Infrastructure and Complete Streets Coordination - Where modifications to streetcar transit infrastructure are required, streetscape and boulevard design should be comprehensively reviewed. Street cross-sections should follow a Complete Streets approach, integrating transit, active, and sustainable modes to support a safe and comfortable public realm.

e. Corners - Additional building setbacks on flanking streets are recommended to support enhanced streetscapes, particularly where sidewalk zones are constrained or where views and access to Lake Ontario have been identified on the Public Realm Plan, refer figure 3. A 6- to 8-metre sidewalk zone is recommended for the "windows on the lake" locations.

f. Larger lot or full block development - On larger or deeper sites, building configurations which incorporate at-grade open space along the street frontage or within the block are encouraged. Recesses in the streetwall, corner or flanking street open spaces, interior courtyards, mid-block connections or other such increased setbacks and breaks in the building mass can create interesting pedestrian experiences, opportunities for additional tree planting and greening, additional building frontage and space for commercial activity, improved sunlight and daylight access, on-site amenity, and a more dynamic and vibrant built environment.

Precedent: U-shaped mixed-use building (1820 Bloor St W.) An example of a building configuration that can be used on larger sites to break down long facades and massing and creating courtyard spaces. (Credit: City of Toronto)

Precedent: 630 Greenwood Ave. shows example of corner articulation of a mid-rise building on a corner site. (Credit: City of Toronto)

3.2.2 STREETWALL

The streetwall is the portion of a building closest to the street and most directly experienced by pedestrians. It defines and animates the streetscape while creating a sense of enclosure within the public realm. In taller buildings, the streetwall also serves as a key element in mediating scale, promoting pedestrian comfort from wind and weather at-grade, and ensuring that higher-density development fits within the surrounding context.

Pedestrian perception is significantly influenced by the height, proportion, and articulation of the streetwall and base building. Streetwall heights along the corridor should respond proportionally to varying right-of-way widths and the existing main street character, defined by two-storey buildings with narrow storefronts and frequent entrances. This character should be reflected through a high degree of articulation and fine-grain architectural detailing in the ground floor and streetwall design.

a. Streetwall Heights

   i. East of Kipling Avenue (27 m ROW): generally, 2 to 4 storeys recommended

   ii. West of Kipling Avenue (36 m ROW): generally, 2 to 6 storeys recommended

b. Localized Streetwall Height Variation: At key gateway locations (identified on figure 3) and on full-block developments with long façades, variation in streetwall height of up to two storeys is recommended for up to 30% of the frontage. These should be strategically located to articulate corners, vary building massing, frame view termini, and emphasize important intersections.

c. Streetwall Articulation, and Fine-Grain Character: Incorporate facade articulation to reinforce the fine-grained main street character, break down long frontages and building scale. Use architectural elements such as cornices, recesses, reveals, weather protection/canopies, inset balconies, punched windows, along with changes in materials, colour, patterning, and vertical/horizontal expression to create rhythm and visual interest.

d. Corner Conditions and Street Relationships: Use streetwalls along intersecting streets to frame and emphasize corners. On corner sites, streetwall heights should respond to adjacent right-of-way widths to maintain appropriate street proportion and provide a context-sensitive transition to adjacent areas and buildings of lower-scale.

e. Materials: Use high-quality, durable, and contextually appropriate materials, particularly at grade and within the streetwall. Solid materials such as brick and stone along with fine-scale detailing are encouraged as these tactile finishes improve sensory engagement. Integrate variation in material depth through architectural elements to enhance shadow play, visual richness, and pedestrian-scale character. Incorporate sustainable materials—such as mass timber, prefabrication, and material reuse—to reduce waste and lower embodied carbon.

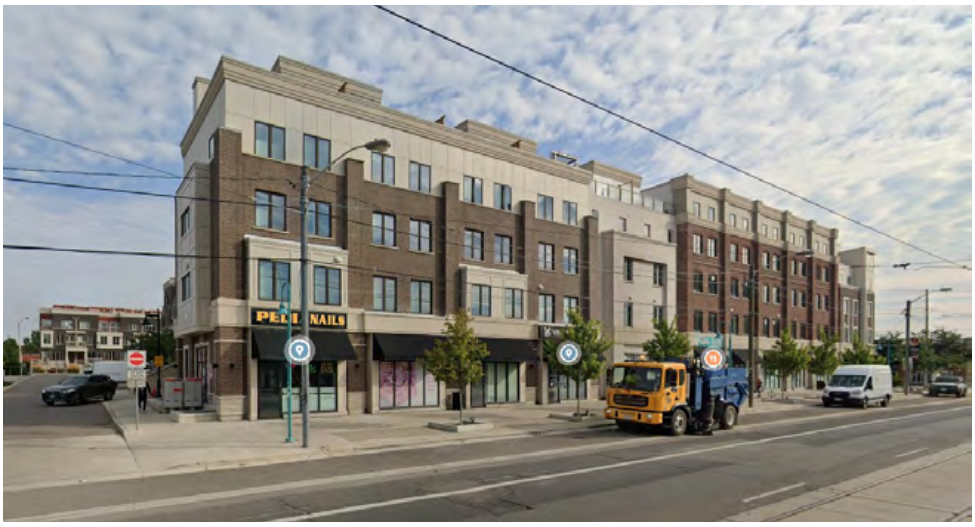
Figure 14: Street view demonstration of 8-storey mid-rise building along 27-metre right-of-ways with 4-storey streetwall height

Figure 15: Street view demonstration of 11-storey mid-rise building along 36-metre right-of-ways with 6-storey streetwall height

Precedent: Articulation of the facade using high quality material and variation.
50 Station Landing, Medford, USA
(Credit: City of Toronto)

Precedent: 3600 Lake Shore Blvd W – Minto Phase 1. Shows articulation of the streetwall through massing and architectural elements, material variation, recesses, reveals.
(Credit: City of Toronto)

Precedent: 3600 Lake Shore Blvd W – Minto Phase 1. Show for illustration of streetwall articulation through massing and architectural elements, material variation, recesses, reveals.
(Credit: Google street view)



Precedent: 781 The Queensway. Example of a 8-storey mid-rise building typology. Along the secondary street a POPS is designed with landscaping and seating as an enhanced sidewalk zone.
(Credit: City of Toronto)

Precedent: - 2799 Kingston Rd. Shows articulation of the street wall and massing using framed balconies, and material variation.
(Credit: City of Toronto)

Precedent: 230 Royal York Rd. Shown as an example of a 9-storey of mid-rise building using mass timber construction.
(Credit: City of Toronto)

3.2.3 DESIGN AND MASSING FOR TALLER BUILDINGS

The placement, orientation and size of these taller forms of buildings influence the relationship of the building to the low-rise development in the south as well as sunlight, wind and sky view conditions that contribute to the quality of life within the area.

Potential for taller buildings may serve to emphasize the area in proximity to the Long Branch GO Station, establishing a focal point for the corridor. The tallest heights and densities are anticipated at the Long Branch GO Station.

a. Locate taller building elements away from streets, parks, and adjacent properties to reduce their visual and physical impact. Step back upper floors above the streetwall, by 5 to 6 metres or greater from the base building along street frontages to reinforce pedestrian-scale and main street character.

b. Where permitted, the upper floors of taller buildings should generally be oriented north-south to avoid elongated floor plates and extensive shadow impacts along Lake Shore Boulevard West and to maintain sky view through the block.

c. Where permitted, taller buildings should provide a gradual transition to the rear of the site through low-rise built form (up to 4 storeys) and/or landscaped open space. This transition may be achieved through a range of building types and configurations.

d. Taller building development predicated on the Official Plan being amended to provide for consolidated lots and policy permissions between *Mixed Use Areas* and *Neighbourhoods* should demonstrate a gradual and proportional transition in height from the mixed-use, mid-rise context east of Thirty-Sixth Street toward the Long Branch GO Station, as illustrated in Figure 17.

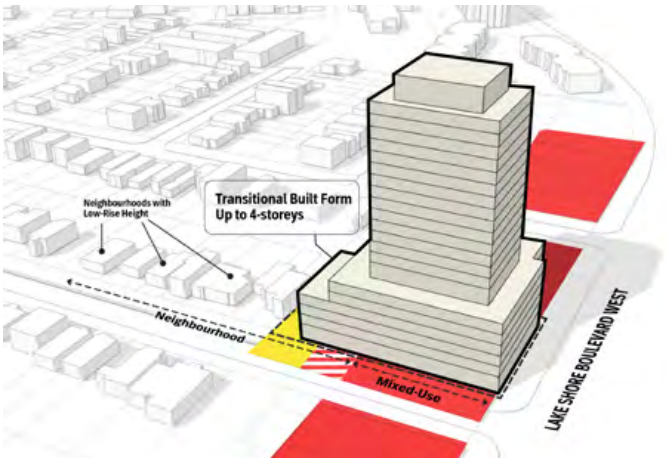


Figure 16: Conceptual Tower form proposal as may be permitted by Official Plan policy and zoning, demonstrating the relationship and transition in scale with the *Neighbourhoods* through a 4-storey transitional built form.

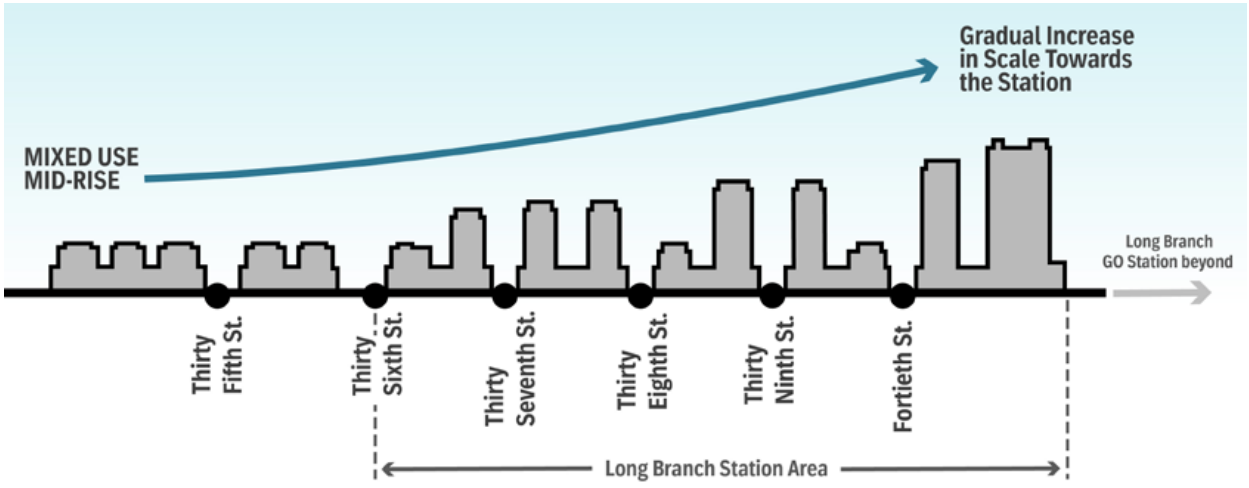


Figure 17: Illustration of potential height transition

e. Recommended gradual building height transition defined by height-to-right-of-way-width ratios for each Block (as shown on Figure 18), based on the adjacent 36-metre right-of-way.

   i. Block 1 up to 1:1.75

   ii. Block 2 up to 1:2

   iii. Block 3 and Block 4 up to 1:2.25

   iv. Block 5 up to 1:2.5

f. Create a dynamic and varied skyline within each block to support the westward height transition and minimize shadow impacts on sensitive areas such as parks. Strategies include:

   i. Providing building height variation of five or more storeys.

   ii. Staggering the placement of taller elements within each block through increased building setbacks and/or tower stepbacks from Lake Shore Boulevard West.

g. Block 4 should acknowledge the Browns Line view terminus and incorporate a distinctive architectural expression.

h. Apply creative solutions to create variation in building massing and architectural expressions to achieve a visually interesting and well-balanced built form composition.

   i. Incorporate strategies such as stepping, terracing, and staggered massing to create visual interest and reduce perceived building scale.

   ii. Differentiate facades through coordinated use of materials, vertical and horizontal expression, and depth. Integrate features such as recesses, reveals, and distinctive roof profiles. Use varied window patterns and proportions to establish rhythm and hierarchy. Design balconies (projecting or inset/framed) as integral architectural components that contribute to the overall composition.

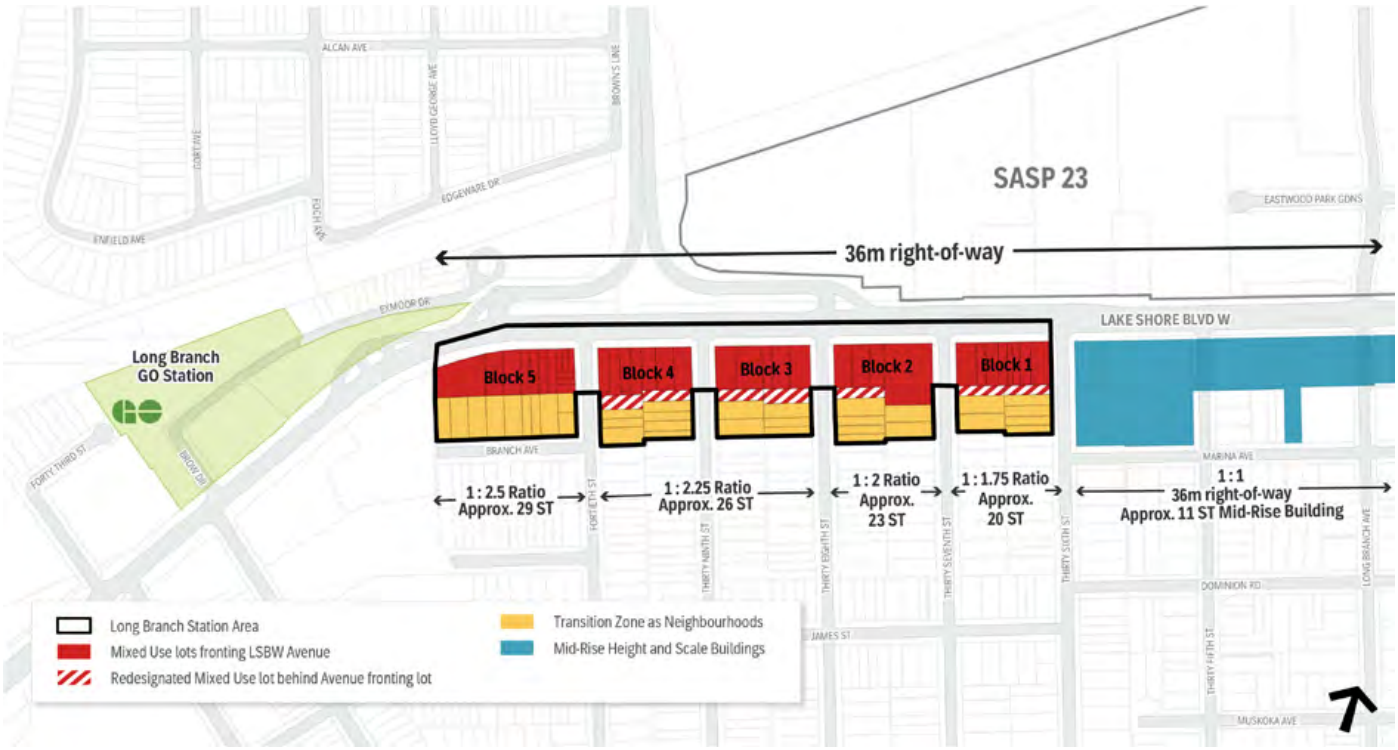


Figure 18: Potential height ratio map as may be permitted by Official Plan policy and zoning, for lots within the Long Branch Station Area

Precedent: 20 Samuel Wood shown as an example of a taller built form, prominent base building and tower portion perpendicular to the street and setback from the street. (Credit: City of Toronto)

Precedent: 1 Hurontario St, Mississauga. shown as an example of a taller built form, with commercial uses at grade fronting on the main street, tower portion pushed away from the street and attached low-rise built from along the side street. (Credit: City of Toronto)

3.2.4 GRADE RELATED USES AND PEDESTRIAN EXPERIENCE

a. Provide retail unit frontages generally between 6.5 and 8 metres in width, designed for pedestrian walking speed to create frequent visual intervals and entrances, reinforcing a fine-grain main street character, rhythm and a human-scaled, engaging streetscape.

b. Incorporate continuous weather protection—such as canopies, awnings, or recessed entrances—and clear glazing along storefronts to support visually engaging, active frontages and strong connections between interior uses and the public realm, while enhancing year-round pedestrian comfort.

c. Ground floor heights should support a range of retail and commercial uses and generally align with adjacent buildings, including properties on the Heritage Register, to support a cohesive streetscape.

3.2.5 SITE LANDSCAPING AND PUBLIC REALM INTEGRATION

a. The surrounding area, in particular the residential neighbourhoods toward the lake are characterized by an extensive mature tree canopy. Development along the *Avenue* should provide sufficient space for tree planting and soft landscaping on-site and within the streetscapes to extend the local area character to the main street.

b. Site organization and building massing should maximize space and opportunities for meaningful landscape integration, including adequate, contiguous soil volumes for tree planting to support healthy, mature canopy growth.

c. Landscaping should be integrated into the site layout and building design as functional, connected planting zones that contribute to transitions, screening, and amenity and support long term environmental performance.

d. Rear yards are encouraged to incorporate soft landscaping and trees to enhance amenity, support privacy, and contribute to a high-quality and functional rear yard condition.

e. Coordinate site, building and landscape design with public realm improvements, including sidewalks, open spaces, and seating areas.

f. Integrate public art, murals, and cultural expression into site, building and landscape design to reinforce local identity by drawing on BIAs, lakefront character, institutional contexts, while celebrating indigenous history and enduring presence through meaningful collaboration with communities and artists.

3.2.6 CULTURAL HERITAGE RESOURCES

a. Development on, or adjacent to, a property on the Heritage Register will require a site-specific approach that conserves its cultural heritage value and achieves a contextually appropriate solution. Solutions may include but not be limited to setbacks and upper-level stepbacks to maintain the prominence and three-dimensional integrity of the heritage resource(s). The form, massing, scale and materiality of streetwall design in the new development should be compatible with adjacent heritage resources and the surrounding context, as informed by a Heritage Impact Assessment.

Precedent: Rendering of 9-storey mixed-use mid-rise building (4916 Dundas St W.) Shown as an example of heritage integration (building to the left) and POPS (between heritage building and new development). (Credit: Taken from Application Information Centre materials submitted by MontgomerySisam)

3.2.7 SITE ACCESS AND SERVICING

The eastern portion of the Study area, east of Twelfth Street, has an established laneway network, however the western portion of the corridor lacks a connected lane network.

a. Access, Laneways, and Future Connectivity - Prioritize vehicular access from flanking streets and existing laneways, and support the creation and extension of a connected laneway network across the Study Area. Where public laneways are not feasible, provide shared private driveways or internal access routes secured with easements to enable future connectivity and reduce curb cuts.

b. Protect the Lake Shore Boulevard West Streetscape – Limit vehicular access from Lake Shore Boulevard West to maintain a continuous, pedestrian-oriented streetscape and support tree planting and cycling safety. Where access is unavoidable such as for mid-block sites with no immediate rear access opportunities, minimize curb cut impacts and plan for potential consolidation or future relocation to side or rear access.

c. Integrated Servicing, Parking, and Pedestrian Circulation - Consolidate access points and locate servicing, loading, waste, and parking within buildings or internal site areas to reduce visual and functional impacts on the public realm. Provide safe, accessible pedestrian connections within development site linking building entrances and open spaces, including the surrounding network. Where on-street parking is reduced, consider incorporating publicly accessible replacement parking within developments where feasible.

Precedent: Examples of a safe pedestrian connection on to the site linking building entrances and/or open spaces on site. (Credit: Google street view)

Precedent: 1350 Ellesmere Rd. Example of a safe and segregated pedestrian connection in to the site under the building. (Credit: City of Toronto)

Image: Views to the Lake (Credit: City of Toronto)

APPENDICES

A. Historical Development of the Area
B. Policy Context
C. Engagement and Consultation
D. Windows on the Lake
E. Streetscape Demonstrations

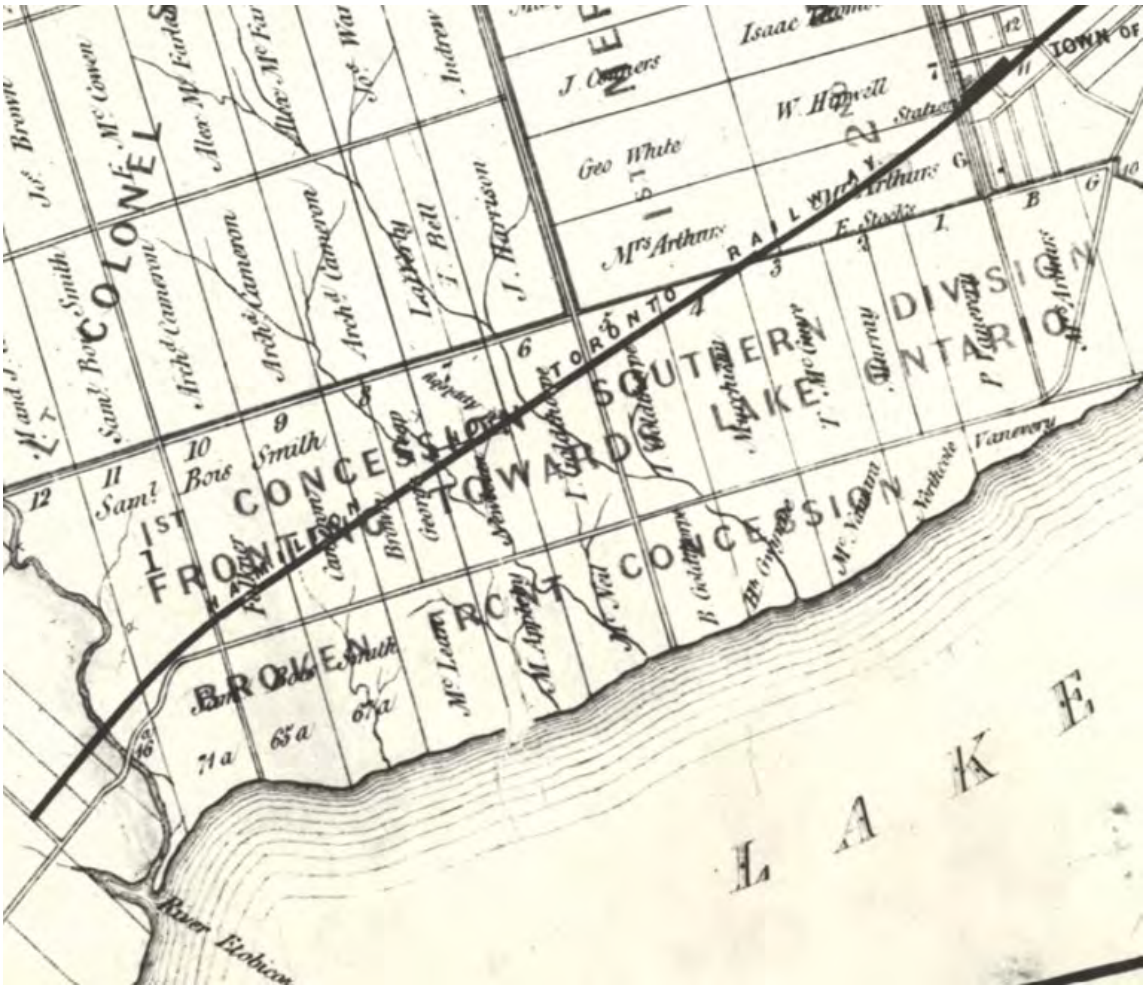
A. HISTORICAL DEVELOPMENT OF THE AREA

For time immemorial, the land which is now the City of Toronto has been home to Indigenous peoples. Following the retreat of glaciers approximately 13,000 years ago, small groups of Indigenous peoples moved from place to place, hunting, fishing, and gathering food according to what was available each season. Waterways like Etobicoke Creek and the lake were vital sources of fresh water and nourishment, and shorelines and nearby areas were important sites for gathering, trading, hunting, fishing, and ceremonies.

About 1500 years ago, Indigenous communities in what is now the Toronto area began to plant and grow maize and squash in addition to hunting, fishing, or gathering food. Ancestors of the Huron-Wendat Nation developed agricultural villages near watercourses. These communities were connected to a network of local and long-distance trails, including the Carrying Place trails on the Humber, Don and Rouge rivers, and a trail following the waterfront. Long-distance trade flourished.

Following the period of Wendat settlement in the Toronto area, which ended in the early 1600s, people of the Haudenosaunee Confederacy and the Mississaugas of the Credit First Nation also made the area their home. The Mississaugas of the Credit First Nation negotiated Treaty 13 ("The Toronto Purchase") with the British Crown in 1787 and again in 1805. Today, the Huron-Wendat Nation, Six Nations of the Grand River, and the Mississaugas of the Credit First Nation continue to value the Toronto area as their traditional homelands, and Toronto is home to many diverse First Nations, Inuit and Métis peoples.

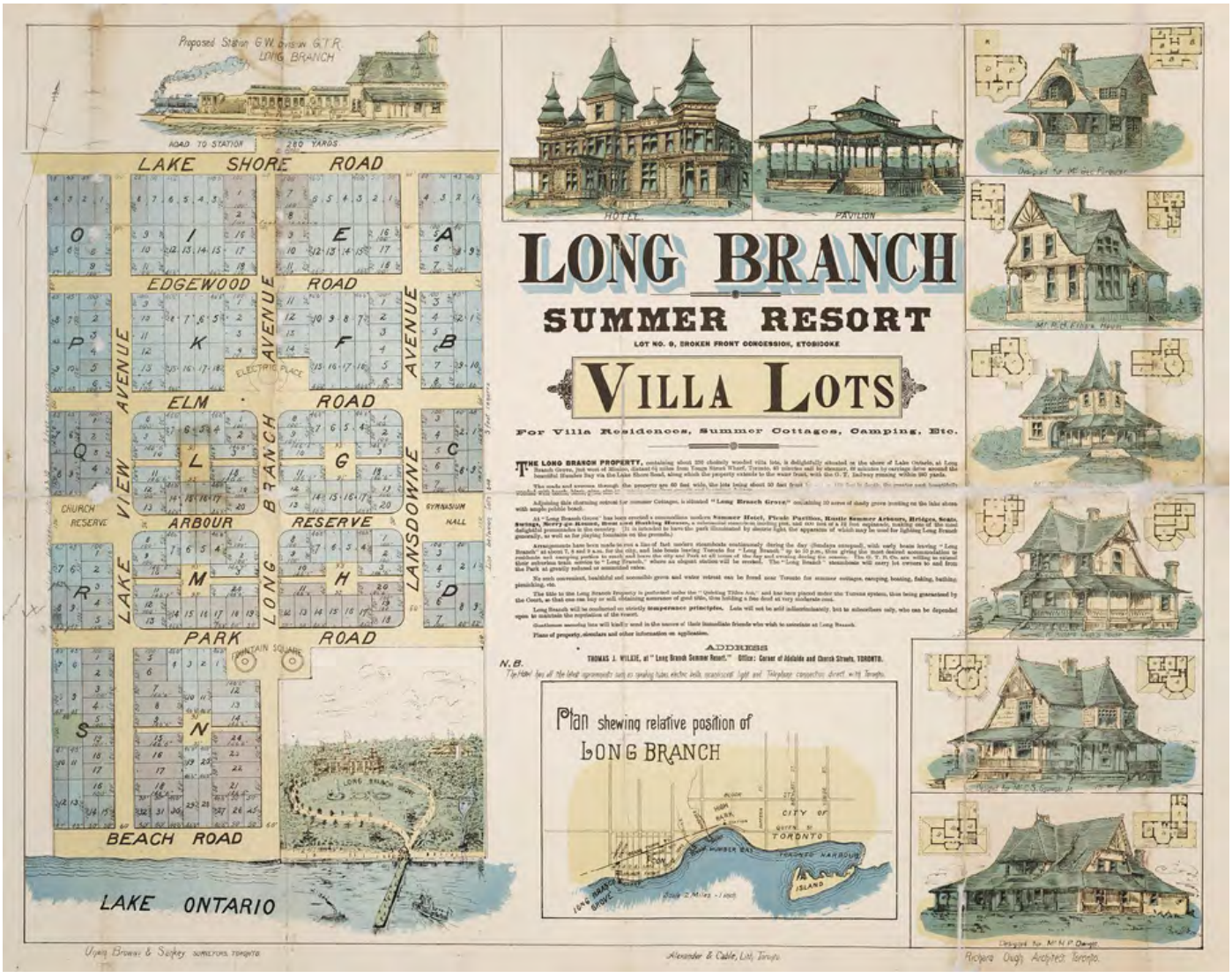
Following the signing of Treaty 13, the British Crown moved to colonize the land. The route of Lake Shore Road (now Lake Shore Boulevard West) was laid out as the first road through what would become Etobicoke Township, the land was surveyed into an expansive grid of concession roads and farm lots, and a colonial agricultural community was established.



1856 Map of the Township of Etobicoke, reflecting the agricultural character of the area
(Credit: York University Digital Library, 1856)

In the late-nineteenth century, the area began to shift from agriculture to other uses. In the mid-1880s, the Long Branch community was developed as a summer resort for Toronto residents. Known as 'Long Branch Park,' it featured 250 villa lots, summer cottages, and a lakefront hotel. To the east, the Lakeshore Psychiatric Hospital opened in 1890. Originally known as the Mimico Branch Hospital, a branch of the Toronto Hospital for the Insane, it became the independent Mimico Asylum for the Insane in 1893. Further east yet, the community of New Toronto was founded in 1890 by the Mimico Real Estate Security Company, which planned a complete town with residential, industrial, and commercial areas. The establishment of Long Branch, the Psychiatric Hospital, and New Toronto set the stage for land uses in the area that continue to be visible today.

This rapid development was supported by improvements in transportation infrastructure which made the area more accessible from Toronto. The Toronto and Mimico Electric Railway and Light Co was founded in 1890, and by 1894, streetcar lines extended along Lake Shore Road, connecting Toronto to Long Branch. In 1906, the Grand Trunk Railway established the Mimico Rail Yards, accelerating industrial development in the area. In the next two decades, developers opened seven subdivisions south of Lakeshore Road from 23rd Street to Etobicoke Creek, as well as the land north of Lakeshore Road between 23rd and 30th Streets, putting in place the residential character of the Long Branch area.

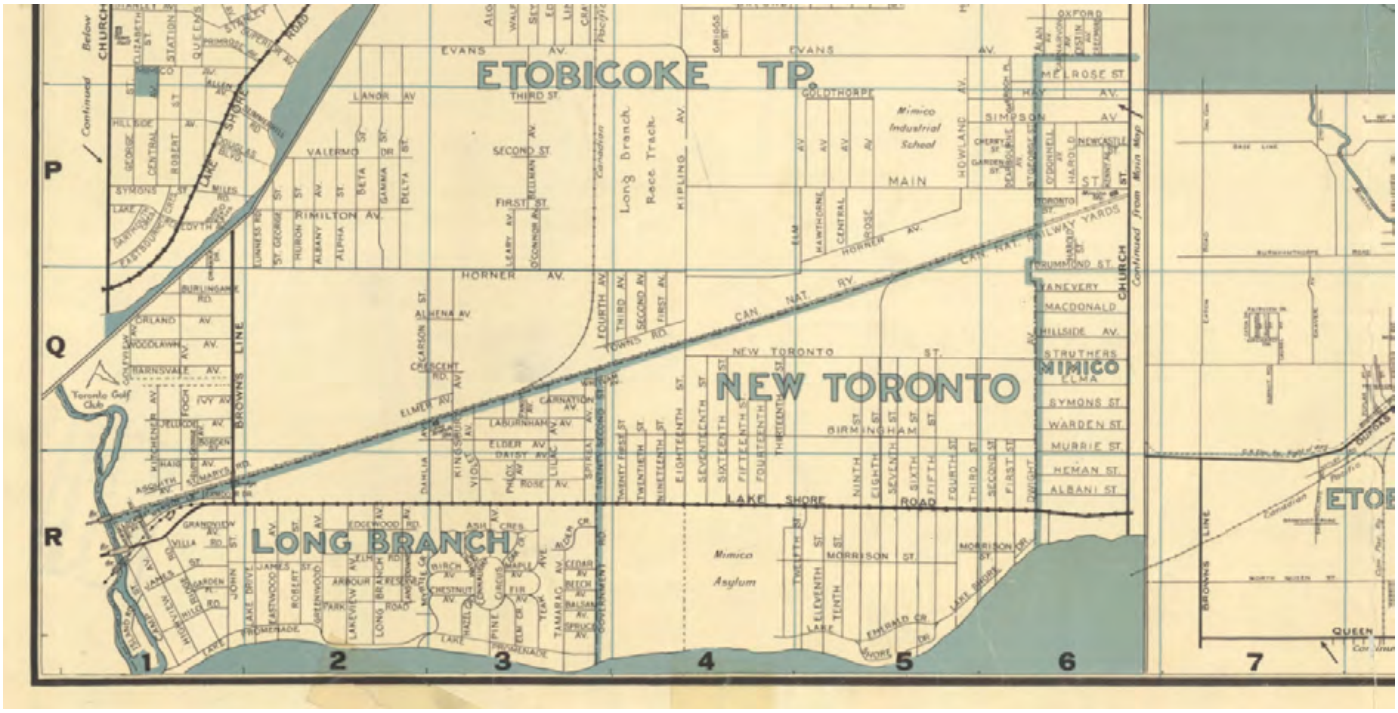


Subdivision plan showing Long Branch Residential Developments (Credit: Toronto Public Library, 1887)

Lake Shore Road developed into the main street of the growing communities of Long Branch and New Toronto, separated by the extensive hospital grounds. Lake Shore Road was improved as a highway in 1916-1917, and in 1917, Good Year Tire opened a large new plant on its north side extending west from Ninth Street. New Toronto was incorporated as an independent village in 1913 and grew into a town in 1923. Long Branch followed, and was incorporated as a village in 1930. The completion of the Queen Elizabeth Way in 1939 significantly reduced through traffic on Lake Shore Road, but growth continued through 1950s, when remaining empty lots were largely filled. In 1959, the Lakeshore Teachers' College was opened on the western portion of the original Psychiatric Hospital lands. In that same year, Lake Shore Road was renamed Lake Shore Boulevard West, which now ran from Woodbine in the east through to the border of Etobicoke and Mississauga.

The area continued to transform. In 1967, Go Transit began service to Mimico and Long Branch stations. In that same year, the independent communities of Long Branch and New Toronto were amalgamated into the Borough of Etobicoke. In 1975, Humber College moved into the former Lakeshore Teachers' College building, and its campus would eventually expand to include the former Psychiatric Hospital buildings after the hospital closed its doors in 1979. Through the 1980s, infill was used to create Colonel Samuel Smith Park, and the Goodyear Tire Plant was demolished and redeveloped as housing. In 1998, the area was amalgamated into the City of Toronto.

Through the early 21st century, the landscape of Lake Shore Boulevard West has continued to evolve. Humber College has continued to develop its campus, and higher density residential developments have replaced former industrial and commercial properties, particularly east of the Long Branch Toronto Public Library.



1932 Map of Greater Toronto reflecting the boundaries of Long Branch and New Toronto.
(Credit: York University Digital Library, 1932)

The Long Branch Loop in 1935 (Credit: Wikipedia)

Lake Shore Blvd W and Ninth Street in New Toronto, looking east, 1929 (Credit: Toronto Archives)

B. POLICY CONTEXT

Avenues

Chapter Two of the Official Plan outlines the role of *Avenues* in Toronto's growth. Section 2.2.3 provides the framework for transforming Toronto's *Avenues* into transit-supportive, mixed-use, mid-rise, complete communities that balance growth with affordability, local character, and public realm improvements. *Avenues* are major streets well served by transit. City Council amended the Official Plan to update the Avenue's policies and to provide a new vision and policy direction for *Avenues*, including the additions made to the network of *Avenues*. Identification of *Avenues* are shown on Map 2, Urban Structure of the Official Plan.

Avenues will serve different roles based on their underlying land use designation. *Avenues* designated as *Mixed Use Areas* act as 'main streets' with active ground floor uses like shops and services while other *Avenues* designated as *Apartment Neighbourhoods*, will be primarily 'residential'. The *Avenues* policies establish that mid-rise as the appropriate built form typology along the *Avenues*. Development along the *Avenues* may go beyond the height and scale of mid-rise buildings in *Mixed Use Areas* within the delineated MTSA or PMTSA. The greatest height and scale should be focused at the station.

Major Transit Station Areas (MTSA) and Protected Major Transit Station Areas (PMTSA)

MTSAs and PMTSAs are generally defined in the Provincial Planning Statement 2024 (PPS 2024) as areas within an approximately 500- to 800-metre radius of a transit station that maximizes the number of potential transit users that are within walking distance of the station. The delineated area in the Official Plan approved by the Province establish the boundaries of each MTSA and PMTSA.

On July 19, 2022, City Council amended and adopted Official Plan Amendment ("OPA") 570 (By-law 889-2022), which proposed to delineate various Protected Major Transit Station Areas ("PMTSA"), including the delineation for Long Branch GO Station in SASP 646 within part of the Study area. On August 15, 2025, the Minister of Municipal Affairs and Housing approved with modifications 120 MTSA and PMTSA across the City. The Minister's decisions made modifications to Official Plan, including providing for height and density permissions within the boundaries of these approved delineated P/MTSAs. The decisions did not change the Council-adopted boundaries or the Council-adopted minimum densities that are required only in PMTSAs. At the time of preparing these Guidelines, the Minister has yet to make a decision on the Long Branch PMTSA. However, the City has considered Council's adopted, not yet approved, SASP 646 and the policies of the Official Plan related to MTSAs and PMTSAs in preparing these Guidelines.

C. ENGAGEMENT AND CONSULTATION

Staff conducted multiple community and stakeholder engagement sessions throughout the course of the Study, as summarized below:

a. Three open-house Community Consultation Meetings (CCMs) which included presentations by City staff and informational display boards and Q&A session.

b. Three Local Advisory Committee (LAC) meetings comprised of approximately 20 members.

c. Planners in Public Spaces (PIPS) event

d. An in-person workshop with the Long Branch and Lakeshore Village Business Improvement Associations (BIAs)

e. A virtual meeting with representatives of Humber Polytechnic.

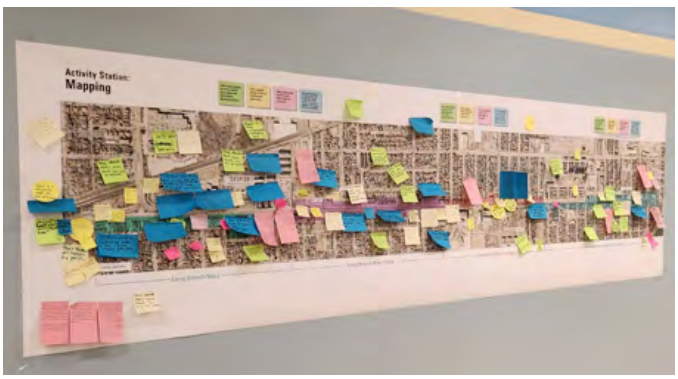
f. A virtual landowner's meeting for the Long Branch Station Area (Blocks Thirty Sixth Street to Fortieth Street, including the "Transition Zone Properties")

g. A hybrid industry professionals meeting, inclusive of architects, planners, and developers.

h. An online survey was created and posted to the study's webpage.

i. City staff posted draft Urban Design and Streetscape Guidelines on the Study webpage for public review and comment.

Images from various consultation and engagement sessions. Clockwise (Top to Bottom) – Community Consultation meeting (CCM) #1, Open House CCM #1, PiPS event, Local Area Community Meeting #1, Engagement board CCM #1 (Credit: City of Toronto)

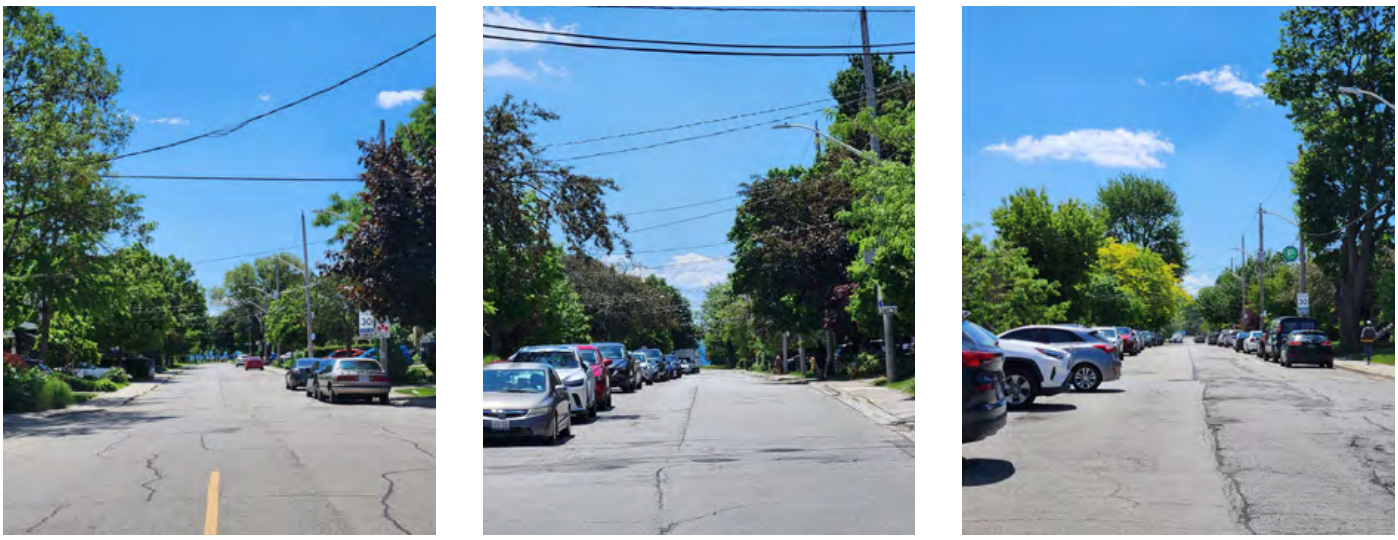


D. WINDOWS ON THE LAKE

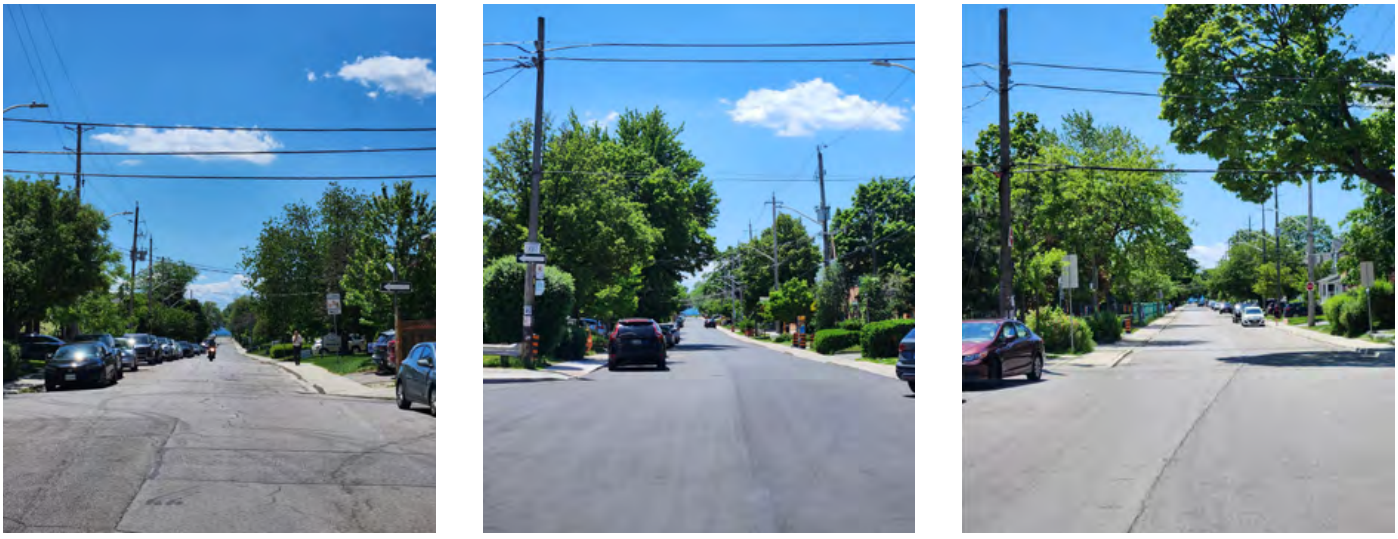
Lake Shore Boulevard is the westernmost *Avenue* of the City, with multiple intersections offering visual and physical connections to Lake Ontario to the south. At various points along the corridor, these connections are within a 5–10-minute walking distance (up to approximately 700 metres) and often terminate in parks, parkettes, or segments of the waterfront trail that provide public access and views to this significant natural feature.

Street trees and pedestrian amenities along these connecting streets help frame linear view corridors toward the lake. Visibility of these "Windows on the Lake" varies seasonally, with changing conditions across spring, summer, fall, and winter.

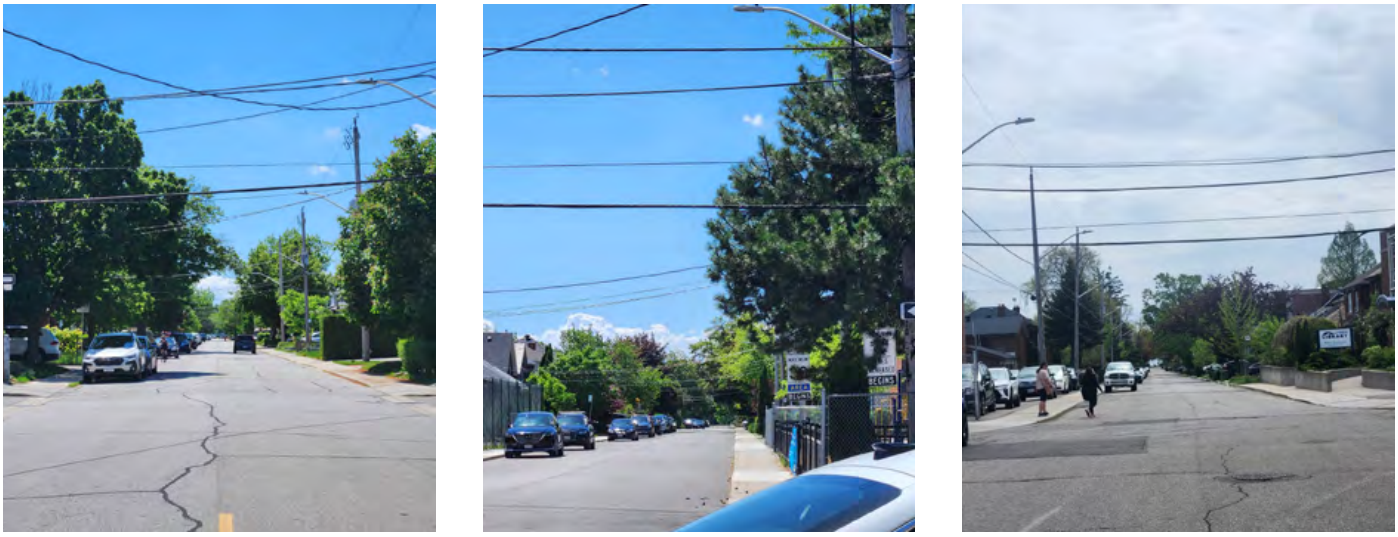
A series of images illustrates representative views from these intersections along Lake Shore Boulevard West.



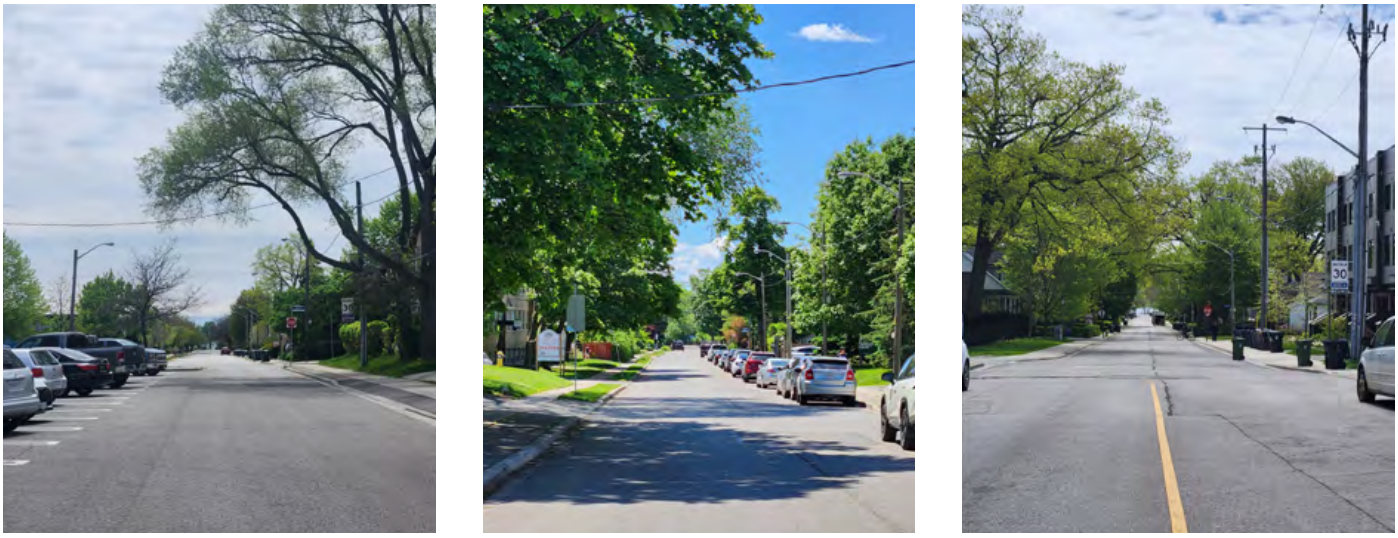
Images of the "Windows on the Lake" (looking south) as seen from the Lake Shore Blvd W. Avenue corridor. From left to right, street intersections at Second Street, Third Street, and Fourth Street. (Credit: City of Toronto)



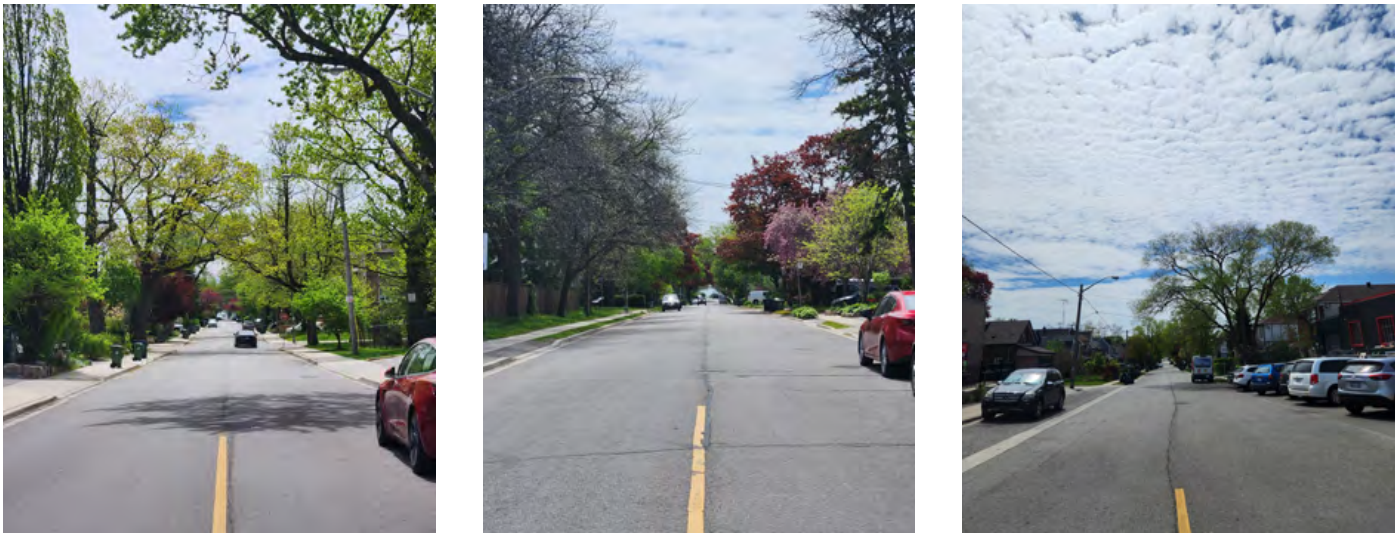
Images of the "Windows on the Lake" (looking south) as seen from the Lake Shore Blvd W. Avenue corridor. From left to right, street intersections at Fifth Street, Sixth Street, and Seventh Street. (Credit: City of Toronto)



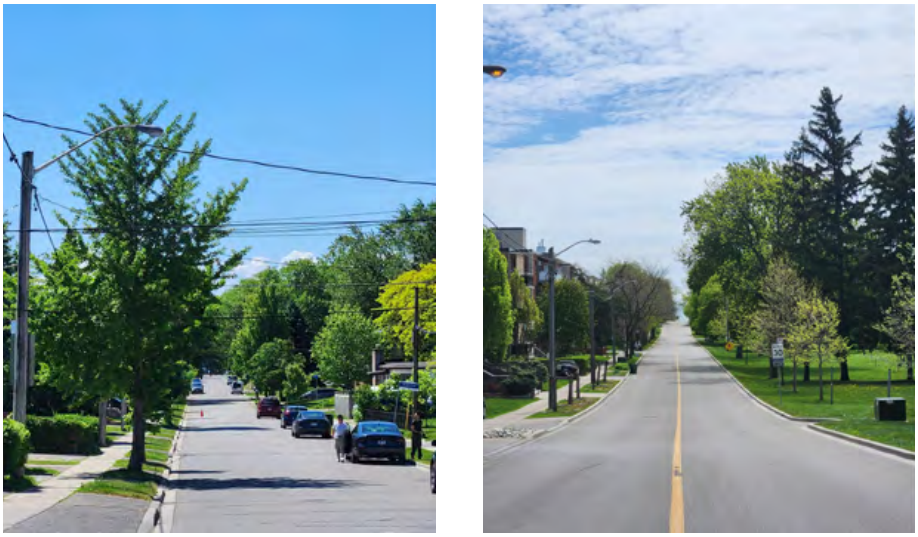
Images of the “Windows on the Lake” (looking south) as seen from the Lake Shore Blvd W. Avenue corridor. From left to right, street intersections at Nineth Street, Tenth Street, and Eleventh Street. (Credit: City of Toronto)



Images of the “Windows on the Lake” (looking south) as seen from the Lake Shore Blvd W. Avenue corridor. From left to right, street intersections at Twenty Third Street, Twenty Fifth Street, and Long Branch Ave. (Credit: City of Toronto)



Images of the “Windows on the Lake” (looking south) as seen from the Lake Shore Blvd W. Avenue corridor. From left to right, street intersections at Thirty Fifth Street, Thirty Sixth Street, and Thirty Eighth Street. (Credit: City of Toronto)



Images of the “Windows on the Lake” (looking south) as seen from the Lake Shore Blvd W. Avenue corridor. From left to right, street intersections at Fortieth Street, and Forty Second Street. (Credit: City of Toronto)

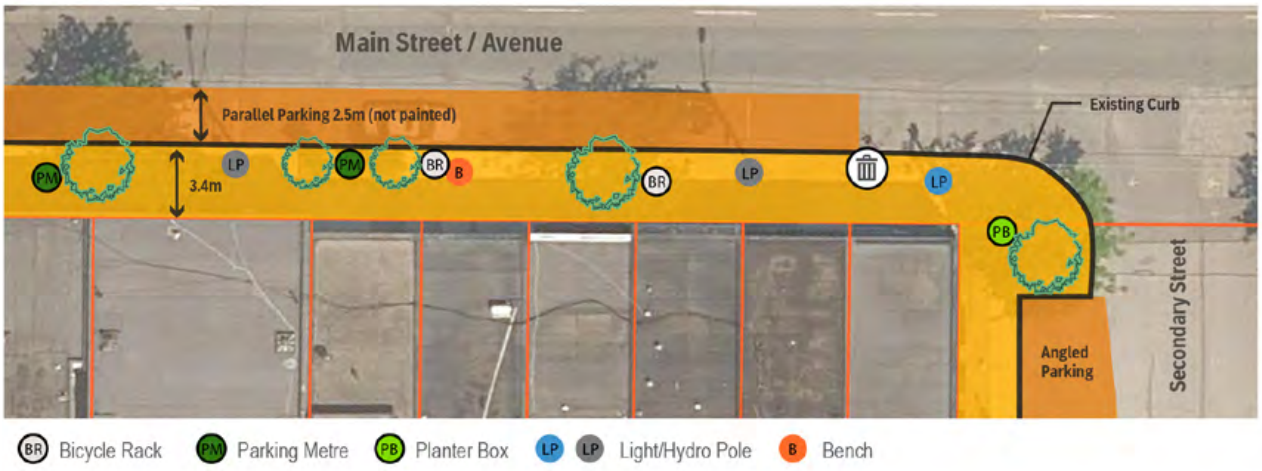
E. STREETSCAPE DEMONSTRATIONS

This example demonstrates how a 6.0-metre sidewalk zone can be achieved east of Kipling Avenue. Along much of this stretch, the existing sidewalk zone is approximately 3.4 metres wide. Within the planned right-of-way, the public boulevard can accommodate up to 4.8 metres, with the remaining 1.2 metres secured through a ground-floor setback on adjacent private property to achieve the full 6.0-metre width.

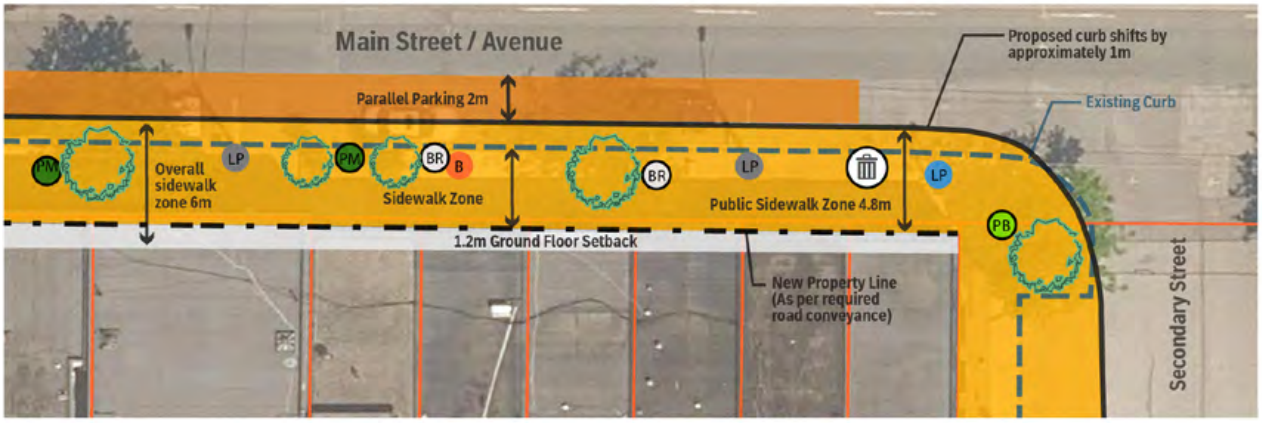
Implementing this approach requires shifting the curb outward by roughly 1.0 metre, which in turn moves the on-street parking lane slightly closer to the travel lane. In most cases, there is sufficient width to accommodate this adjustment without adversely affecting vehicle operations.

Overall, this design results in a more generous pedestrian realm, increased soil volume for street trees, and the potential for larger tree canopies—all while maintaining existing on-street parking supply.

Existing Condition:



Proposed Condition:

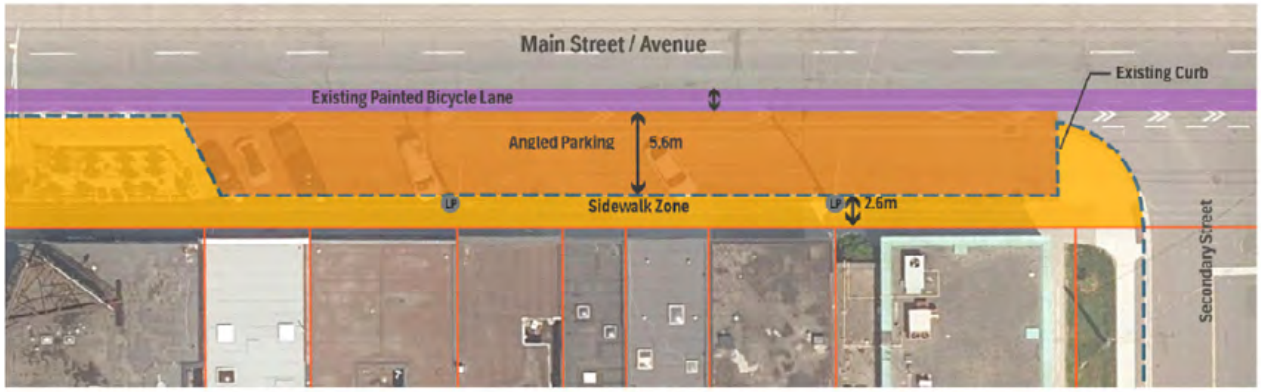


Demonstration plan for a 6-metre Sidewalk zone east of Kipling Avenue

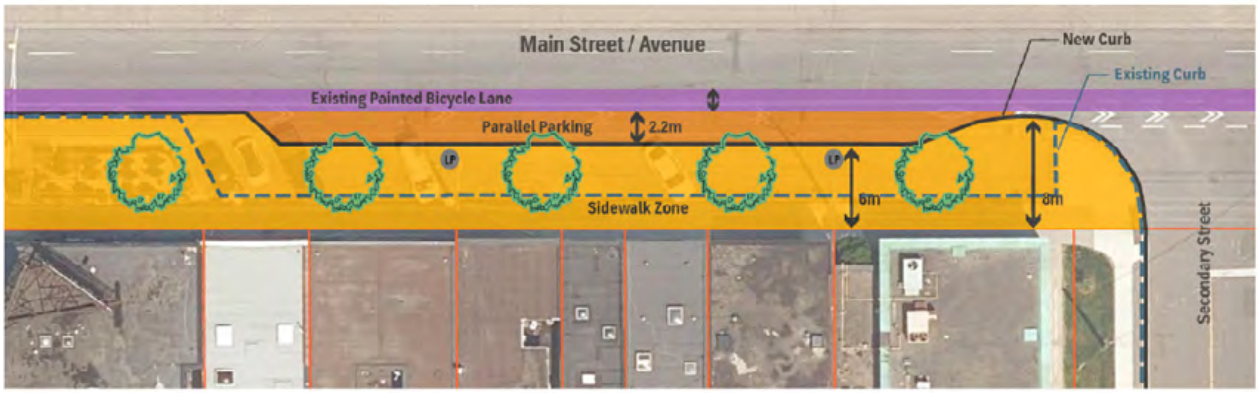
This example demonstrates how a 6.0-metre sidewalk zone can be achieved west of Kipling Avenue. Under existing conditions, the sidewalk zone is approximately 2.6 metres wide. The full 6.0 metres can be realized by converting the current angled parking configuration to parallel parking that meets contemporary standards, while maintaining the existing painted bicycle lane.

This reconfiguration would create space for approximately five new street trees, supporting increased tree canopy and a more generous pedestrian environment. It would, however, result in an approximate 33% reduction in the existing on-street parking supply.

Existing Condition:



Proposed Condition:



Demonstration plan for a 6-metre Sidewalk zone west of Kipling Avenue