

4151 to 4155 Sheppard Avenue East and 5 Lamont Avenue – Official Plan and Zoning By-law Amendment Applications – Decision Report – Refusal

Date: January 30, 2024

To: Scarborough Community Council

From: Director, Community Planning, Scarborough District

Ward: 22 - Scarborough-Agincourt

Planning Application Number: 23 228704 ESC 22 OZ

SUMMARY

This application proposes to amend the Official Plan and Zoning By-law to permit a 46-storey (152.9 metres) mixed-use building at 4151 to 4155 Sheppard Avenue East and 5 Lamont Avenue. The proposed 726 dwelling units would be deployed within 43,946 square metres of residential gross floor area accompanied by 520 square metres of non-residential gross floor area. The resulting total gross floor area is 44,467.1 square metres is equivalent to a Floor Space Index (FSI) of 11.72 times the lot area. A three-level underground garage is also proposed to contain 232 vehicular parking spaces.

The proposed development is not consistent with the Provincial Policy Statement (2020), does not conform to the City's Official Plan, including the Agincourt Secondary Plan, and does not meet the intent of the Tall Building Design Guidelines

This report reviews and recommends refusal of the application to amend the Official Plan, Agincourt Secondary Plan and the Zoning By-law. The intensity of the proposed development is not appropriate for the site and does not provide appropriate transition to the lower scale built form to the south in accordance with the development criteria provided for by Official Plan policies and accompanying urban design guidelines.

RECOMMENDATIONS

The Director, Community Planning, Scarborough District recommends that:

1. City Council refuse the applications for an Official Plan Amendment and Zoning By-law Amendment (Application No. 23 228704 ESC 22 OZ) in their current form, for the lands municipally known as 4151 to 4155 Sheppard Avenue East and 5 Lamont Avenue.

2. In the event the applications are appealed to the Ontario Land Tribunal, City Council, pursuant to subsections 22(8.1) and 34(11.0.0.1) of the *Planning Act*, use mediation, conciliation or other dispute resolution techniques in an attempt to resolve the Official Plan Amendment and Zoning By-law Amendment applications, to the satisfaction of the Chief Planner and Executive Director, City Planning and City Solicitor.
3. City Council direct the City Clerk, should an appeal be filed, to notify all persons or public bodies who may have filed an appeal to this decision of City Council's intention to rely on subsections 22(8.1) and 34(11.0.0.1) of the *Planning Act* and the City Clerk shall provide notice to all prescribed persons or public bodies under subsections 22(8.2) and 34(11.0.0.2) of the *Planning Act*.
4. City Council direct the City Clerk, should an appeal be filed, to notify the Ontario Land Tribunal of City Council's intention pursuant to subsections 22(8.1) and 34(11.0.0.1) of the *Planning Act*, and that the Ontario Land Tribunal shall receive the record, the notice of appeal and other prescribed documents and materials seventy-five (75) days after the last day for filing a notice of appeal for these matters.
5. Should the Official Plan Amendment and Zoning By-law Amendment applications be resolved, and there is no appeal to the Ontario Land Tribunal or the appeal to the Ontario Land Tribunal has been withdrawn, City Council direct the Director, Community Planning, Scarborough District, to bring forward an Approval Report to the Scarborough Community Council for a statutory public meeting as required under the *Planning Act*.
6. City Council authorize the City Solicitor and other appropriate staff to take any necessary steps to implement City Council's decision.

FINANCIAL IMPACT

The City Planning Division confirms that there are no financial implications resulting from the recommendations included in this report in the current budget year or in future years.

DECISION HISTORY

Official Plan Amendment 575

On July 19-22, 2022, City Council adopted Official Plan Amendments 540, 544, 570 and 575, to identify and delineate a total of 115 Major Transit Station Areas (MTSAs) and Protected Major Transit Station Areas (PMTSAs) pursuant to the requirements of the Growth Plan. The subject site is located within the Agincourt Major Transit Station Area (Site and Area Specific Policy Area 694) as identified by OPA 570. The Official Plan Amendments were forwarded to the Minister of Municipal Affairs and Housing for approval. The Minister has not yet made a decision.

A copy of the report and decision can be found at the following link: [PH35.16 - Our Plan Toronto: City-wide 115 Proposed Major Transit Station Area/Protected Major Transit Station Area Delineations - Final Report](#)

Committee of Adjustment

On August 18, 2022, the Committee of Adjustment approved Minor Variance applications (file nos. 0069/22SC and A0070/22SC) and granted provisional consent (file no. B0012/22SC) to permit two two-storey detached dwellings on the lands municipally known as 5 Lamont Avenue. As of the date of this report, the Conditions of Consent have not been satisfied.

Pre-application Meeting: A pre-application meeting we held on September 5, 2023.

Application Deemed Complete Date: The applications were submitted and deemed complete on November 23, 2023.

Community Consultation Meeting: Conducted on January 10, 2024.

THE SITE

Description: The site consists of three distinct properties and is a rectangular shaped parcel that fronts on Sheppard Avenue East to the north, and Lamont Avenue to the west with a total area of approximately 2,793 square metres. The approximate frontage is 54.7 metres along Sheppard Avenue East and the depth of the subject site is 82.2 metres. See Attachment 2 for the Location Map.

Existing Uses: The site currently contains one two-storey office building, one two-storey commercial building both fronting on Sheppard Avenue East that contain a variety of retail and community uses such as a soup kitchen, rehabilitation facility and a two-storey detached house fronting on Lamont Avenue.

Surrounding Land Uses:

North: Across Sheppard Avenue East are a two-storey place of worship building, and a two-storey commercial building. Further northwest is the Agincourt GO Station.

East: A two-storey office building. Further east is a vacant two-storey commercial building situated on lands currently subject to Official Plan and Zoning By-law amendment applications (file no. 23 148273 ESC 22 OZ) to permit three mixed-use tall buildings.

South: Detached houses. Further south is the Canadian Pacific Rail line.

West: Across Lamont Avenue are detached houses, a one-storey institutional building and a 2-storey place of worship building.

PROPOSAL

Description: The application proposes to amend the Official Plan and Zoning By-law to permit a 46-storey mixed use building with 43,946.4 square metres of residential gross floor area (GFA) and 520.7 square metres of non-residential GFA.

Height: The proposed building is 46-storeys (152.9 metres including mechanical penthouse).

Density: The proposal would result in an FSI of 11.72.

Dwelling Units: The proposal would result in 726 units, comprising of: 40 bachelor units (7.1 percent); 489 one-bedroom units (64.3 percent); 123 two-bedroom units (17 percent); and 74 three-bedroom units (10 percent).

Access, Parking and Loading: The proposal would provide vehicular and loading access on Lamont Avenue, with a total of 232 vehicular parking spaces in a 3-level underground garage.

Additional Information: See Attachment 1 for the Application Data Sheet, and Attachments 6 to 11 for the site plan, elevations and the three dimensional representation of the proposal.

Reasons for Applications: An Official Plan Amendment is required to redesignate a portion of the subject lands from *Neighbourhoods* to *Mixed Use Areas*, and to exempt the site from certain policy directions of the Agincourt Secondary Plan. A Zoning By-law Amendment is required to permit a mixed-use building, the increased building height and density, and other site specific performance standards to accommodate the proposed development.

APPLICATION BACKGROUND

Application Requirements

The materials and studies submitted in support of the applications can be found by visiting the Application Information Centre at: [4151-4155 Sheppard Avenue East](#)

Agency Circulation Outcomes

The application together with the applicable reports noted above, have been circulated to all appropriate agencies and City Divisions. Responses received have been used to assist in evaluating the application and to formulate appropriate Official Plan amendments and Zoning By-law standards.

POLICY AND REGULATION CONSIDERATIONS

Provincial Land-Use Policies

All decisions of Council in respect of the exercise of any authority that affects a planning matter shall be consistent with the Provincial Policy Statement (2020), and shall conform to provincial plans, including A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020), the Greenbelt Plan, and others.

Official Plan

The Official Plan Urban Structure Map 2 identifies the site as an *Avenue*. The land use designations for the site are *Mixed Use Areas* and *Neighbourhoods*. See Attachment 3 of this report for the Land Use Map. The Official Plan should be read as a whole to understand its comprehensive and integrative intent as a policy framework for priority setting and decision making.

The Official Plan can be found here: <https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/official-plan/>.

Agincourt Secondary Plan

The site is within the Agincourt Secondary Plan. This Secondary Plan sets out the policy framework for the post-subway planning vision for the Agincourt area, while providing site specific densities and policies to accommodate development prior to the construction of the subway. The long-term influence of the Sheppard Subway on development scale and density will be reassessed through further study. The long term post-subway employment and residential targets are approximately 15,000 new jobs and 2,000 new residential units, while pre-subway interim targets are approximately 8,300 new jobs and 1,300 new residential units. The City is not currently pursuing the construction of a subway along Sheppard Avenue East as envisioned by the Secondary Plan, but the Provincial government is examining higher-order transit solutions along the Sheppard Avenue corridor from Downsview to McCowan Road. See Attachment 4 of this report for the Agincourt Secondary Plan Densities Map.

The properties at 4151 and 4155 Sheppard Avenue East are identified to achieve a FSI of 0.75, and the property at 5 Lamont Avenue is identified as part of the Residential area with a density of 100 dwelling units per hectare.

The Agincourt Secondary Plan can be found here: <https://www.toronto.ca/wp-content/uploads/2017/11/88ce-cp-official-plan-SP-1-Agincourt.pdf>

Site and Area Specific Policy 694

The site is within the Agincourt Major Transit Station Area (MTSA), identified as Site and Area Specific Policy (SASP) 694 that forms part of the Official Plan Amendment (OPA) 575. On July 19, 2022, City Council adopted OPA 575 and directed City Planning to forward the OPA to the Minister of Municipal Affairs and Housing for approval under the *Planning Act*. A decision on OPA 575 has not been issued by the Ministry as of the date of this report. The Agincourt MTSA proposes a planned minimum population and employment target of 150 residents and jobs combined per hectare. The Council adopted OPA 575 can be found here: <https://www.toronto.ca/wp-content/uploads/2022/06/8909-cityplanning-opa-575-25-mtsas-city-wide.pdf>

Zoning

The site is subject to a number of zoning categories under Zoning By-law 569-2013. A portion of the site (4151 Sheppard Avenue East is zoned CR 0.4 (c0.4; r0.0) SS3 (x323); 4155 Sheppard Avenue East is zoned CR 0.58 (c0.58; r0.0) SS3 (x326); and 5

Lamont Avenue is zoned RD (x271). The CR "Commercial Residential" zoning category generally permits a range of commercial and residential uses, although on these subject sites residential density is not permitted by the CR zoning (demonstrated by the "r0.0" in the zoning string). The RD "Residential Detached" zoning category permits residential detached dwellings and other low scale residential uses. See Attachment 5 of this report for the existing Zoning By-law Map.

Design Guidelines

The following design guidelines have been used in the evaluation of this application:

- Tall Building Design Guidelines;
- Retail Design Manual;
- Growing Up: Planning for Children in New Vertical Communities; and
- Pet Friendly Design Guidelines for High Density Communities.

The City's Design Guidelines can be found here: <https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/design-guidelines/>

Toronto Green Standard

The TGS is a set of performance measures for green development. Applications for Zoning By-law Amendments, Draft Plans of Subdivision and Site Plan Control are required to meet and demonstrate compliance with Tier 1 of the Toronto Green Standard.

Site Plan Control

Site Plan Control applies to the site. A Site Plan Control application has not been submitted to the City as of the date of this report.

COMMUNITY CONSULTATION

City Planning staff hosted a virtual community consultation meeting on January 10, 2024. Approximately 15 people attended including the local Ward Councillor. Comments and questions raised at the meeting include:

- Concern about traffic issues that may be caused by all of the new development occurring in the area;
- Concern about whether the proposed number of parking spaces is sufficient;
- Concern about the existing services and non-residential uses on site no longer being in operation if the proposal moves forward;
- Questions about the size of the dwelling units;
- Questions about shadow impacts; and
- Questions about the size of the tower's floor plate.

The issues raised through community consultation have been considered through the review of the application.

COMMENTS

Provincial Policy Statement and Provincial Plans

Staff review of this application has had regard for the relevant matters of provincial interest set out in the *Planning Act*. Staff has reviewed the current proposal for consistency with the Provincial Policy Statement (2020) and conformity with the Growth Plan (2020). Staff find the proposal to be inconsistent with the PPS but does conform with the Growth Plan.

Land Use

This application has been reviewed against the Official Plan policies and Secondary Plan policies described in the Policy and Regulation Considerations Section of the Report as well as the policies of the Official Plan as a whole.

The proposed amendment to redesignate the southern portion of the subject property from *Neighbourhoods* to *Mixed Use Areas* is appropriate and consistent with the overall direction of the Official Plan.

Density, Height, Massing

This application has been reviewed against the official plan policies, secondary plan policies and design guidelines described in the Policy and Regulation Considerations Section of the Report.

The subject property is not appropriate to accommodate a tall building at its current height and density. The proposal does not provide appropriate transition in scale between areas of differing development as provided for by built form policies of the Official Plan as well as the development criteria for *Mixed Use Areas*.

The proposed building projects into the rear angular plane from the south property line of the low-rise neighbourhood. Appropriate rear transition to the low-scale *Neighbourhoods* to the south are unable to be achieved through the current building massing without adjustments to base building height (including setback and step backs) to better respond to the existing and planned context. Thus, the proposal in its current form does not conform to the the policies of the Official Plan or meet the intent of the Tall Building Design Guidelines.

An Avenue Segment Study was submitted by Goldberg Group in support of the applications in accordance with Official Plan policy for development along *Avenues* prior to the completion of an *Avenue* Study. To contextualize the proposed 46-storey building, the Avenue Segment Study assumes redesignation of lands to the south, currently designated *Neighbourhoods*, to allow for tall buildings negating the need for appropriate transition and setting a planned context that is contrary to current policy direction for the surrounding lands.

The submitted Avenue study's assessment is not an appropriate justification for the redevelopment of lands fronting the *Avenue* and should not be advanced as provided

for by Policy 2.2.3.5 of the Official Plan. While City Council has adopted the Agincourt MTSA, it has not yet been approved by the Province. Built form, including the attributes of the buildings to achieve the minimum density objectives, and performance standards have yet to be established within the Agincourt MTSA.

Sun, Shadow, Wind

The Official Plan requires development to locate and mass new buildings to frame the edges of streets and parks with good proportion and ensure access to direct sunlight and daylight on the public realm. The Plan further requires tall building proposals to limit shadows on the public realm and surrounding properties, and development in *Mixed Use Areas* is to adequately limit shadow impacts on adjacent *Neighbourhoods*.

The Shadow Study prepared by Sweeny & Co, Architects dated November 15, 2023, shows shadows cast during the spring and fall equinoxes between 9:18 am to 3:18 pm on the opposite sidewalk of Shepard Avenue East and its adjacent properties. There are concerns with the shadow impact resulting from the proposed development in its current form on lands designated *Neighbourhoods* north of Sheppard Avenue East.

The Official Plan directs that development is to frame and support adjacent streets to improve the safety, pedestrian comfort, interest and experience by providing comfortable wind conditions and air circulation at the street and adjacent open spaces to preserve the utility and intended use of the public realm, including sitting and standing.

The Pedestrian Level Wind Study prepared by Gradient Wind Engineering Inc. dated November 17, 2023, identifies areas of concern relating to pedestrian comfort and safety. Modifications to the building massing are required to ensure safe and comfortable wind conditions.

Residential Unit Mix

The proposed unit mix (17% two-bedroom units, 10% three-bedroom unit) is generally acceptable and supports the objectives of the Official Plan housing policies, and the Growth Plan's growth management and housing policies to accommodate within a new development a broad range of households, including families with children. It is noted the proposed unit sizes do not meet the unit size ranges directed by the Growing Up Guidelines. Specifically, two-bedrooms should aim for a minimum size of 90 square metres, whereas the average size for two-bedroom is 66.57 square metres, and three-bedrooms should aim for a minimum size of 106 square metres, whereas the proposed average size for three bedroom is 77.25 square metres. As such, the proposed unit mix is acceptable, but the unit sizes for the two-bedroom and three-bedroom dwelling units as currently proposed are too small.

Amenity Space

Zoning By-law 569-2013 requires a combined amenity space of 4.0 square metres per unit, of which at least 2.0 square metres for each dwelling unit is for indoor amenity space and at least 40 square metres is outdoor amenity space in a location adjoining or directly accessible to the indoor amenity space. The proposal provides 1,226.6 square

metres of indoor amenity space and 951.5 square metres of outdoor amenity space. This translates to a ratio of 1.7 square metres per unit of indoor amenity space, and 1.3 square metres per unit of outdoor amenity space which does not meet the minimum requirements.

Traffic Impact, Access, Parking

A Traffic Impact Study (TIS) prepared by WSP Global Incorporated dated November 17, 2023, was submitted. Transportation Services' staff have reviewed the TIS and provide the following comments:

- The report estimates that the subject development is forecast to generate a total of 114 and 126 auto trips during the a.m. and p.m. peak hours, respectively, which is a conservative forecast since it does not account for the displacement of the traffic related to the existing uses to be removed. The analysis indicates that the traffic impacts of the development proposal on the boundary road network are minimal;
- Under future total conditions, all of the study intersections are projected to maintain acceptable levels of service or better during both the a.m. and p.m. peak hours. Overall, the future total intersection operation results are very similar to those of the future background conditions, and the traffic generated by the proposed development can be accommodated by the existing road network.
- No mitigation measures at the nearby studied intersections are anticipated to be directly triggered by the proposed development;
- As a robust Traffic Demand Management (TDM) measure, strong consideration should be given to providing a Bike Share station on-site (or funding) as part of the proposed development;
- Car-share spaces have not been considered. The owner is encouraged to revisit the option of using car-share spaces as a means to reduce the residential parking spaces proposed; and
- The applicant is advised that along the Sheppard Avenue East fronting the development, there would be a uni-directional bikeway.
- Three loading zones are proposed on the subject property to service the retail and non-retail uses. Design, location, and suitability of the three types of loading areas will be evaluated at the Site Plan Control phase.

The above noted items pertaining to car-share spaces and Bike Share station, and loading would be secured through the zoning amendment and Site Plan Control process.

If the matter is appealed to the OLT, staff recommend the OLT withhold the issuance of any Orders that may approve the application until such time as the owner has addressed all comments from Transportation Services regarding the Transportation Impact Study to the satisfaction of the General Manager, Transportation Services.

Bicycle Parking

The application has met the requirements of the TGS for bicycle parking. Seven hundred thirty-two bicycle parking spaces are proposed, of which 77 spaces are short term and 655 spaces are long term. The subject property is in proximity to planned and

existing higher order transit, the owner is to consider contributions to and/or on-site provision of a Bike Share facility.

Streetscape

The application proposes to remove nine street trees along Sheppard Avenue East and Lamont Avenue the replacement of which would need to be secured through subsequent development approval processes. As well, the proposal will need to provide a 2.1 metre sidewalk to the space where the street trees currently exist.

Servicing

A Functional Servicing and Stormwater Management Report and associated plans have been submitted for the site and have been reviewed by Engineering and Construction Services (ECS) staff. The submitted Functional Servicing Report does not adequately confirm the sanitary flow and water supply demand resulting from the proposed development and does not confirm whether there is adequate capacity in the existing municipal infrastructure to accommodate the proposed development. Due to missing calculations and incomplete analysis provided in the applicant's submission, support for the proposed development cannot be provided at this stage in accordance with Section 1.6.6 of the PPS.

In the event that the matter is appealed to the OLT, staff recommend the OLT withhold the issuance of any Orders that may approve the applications until such time as the owner has addressed all comments from ECS to their satisfaction and make satisfactory arrangements for any upgrades to municipal infrastructure as identified in an accepted functional servicing report.

Open Space/Parkland

The City of Toronto Parkland Strategy (PLS) is a 20-year strategic city-wide plan that guides long-term planning for new parks, park expansions and improvements, and improved access to existing parks. The PLS assesses parkland provision, using the baseline of residential population against the area of parkland available across the city. According to the 2022 draft update to the PLS methodology, the development is currently in an area with 28 + square metres of parkland per person, which is comparable to the city-wide average provision of 28 square metres of parkland per person.

In accordance with Section 42 of the *Planning Act*, the owner is required to satisfy the parkland dedication requirement through cash-in-lieu. As per Toronto Municipal Code Chapter 415-29, the appraisal of the cash-in-lieu will be determined under the direction of the Executive Director, Corporate Real Estate Management. Additionally, the Toronto Municipal Code Chapter 415-28, requires that the payment be made prior to the issuance of the first above-ground building permit for the land to be developed.

Tree Preservation

The applications are subject to the provisions of the City of Toronto Municipal Code, Chapter 813 Articles II (Street Trees By-law) and III (Private Tree By-law).

The proposed development appears to meet the City's Tree By-laws and the Toronto Green Standard Version 4.0, Tier 1 requirements for Tree Planting Areas and Soil Volume (EC 1.1) and Trees Along Street Frontages (EC 1.2). A more detailed Landscape Plan will be required during the Site Plan Control application process, should this proposal be approved in some form. Any building and underground structures will need to be sited and built with sufficient setbacks from the property lines, driveways and roads to allow for a minimum of 2 metre strip for large shade tree growth as per the City of Toronto's specifications. Urban Forestry staff has reviewed the submitted materials and does not object to the proposed Official Plan and Zoning By-law amendments.

Toronto Green Standard

Council has adopted the four-tier Toronto Green Standard (TGS). The TGS is a set of performance measures for green development. Applications for Zoning By-law Amendments, Draft Plans of Subdivision and Site Plan Control are required to meet and demonstrate compliance with Tier 1 of the Toronto Green Standard. Tiers 2, 3 and 4 are voluntary, higher levels of performance with financial incentives. Tier 1 performance measures are secured on site plan drawings and through a Site Plan Agreement.

The applicant is required to meet Tier 1 of the TGS. The applicant is encouraged to achieve Tier 2 or higher to advance the City's objectives for resilience and to achieve net-zero emissions by 2040 or sooner. Some of the performance measures for the Tier 1 development features will be secured through the zoning by-law amendment.

Community Services and Facilities

The Official Plan establishes and recognizes that the provision of and investment in community services and facilities supports healthy, safe, liveable, and accessible communities. Community services and facilities are the building blocks of our neighbourhoods, foundational to creating complete communities and include matters such as recreation, libraries, childcare, schools, public health, and human and cultural services. Providing for a full range of community services and facilities in areas that are inadequately serviced or experiencing growth is a shared responsibility.

The Agincourt Secondary Plan requires that new development will ensure adequate and convenient access, parking and drop-off for public facilities such as libraries, transit stations and community centres. The applicant's Community Services & Facility study identified various human service agencies including health services, immigrant and community services, services for Muslim, South Asian and Vietnamese population. Several community services, such as a soup kitchen, are currently operating on the subject property. Providing accessible community space is a key component to building strong neighbourhoods. An in-kind contribution pursuant to the City's Community Benefit Charge Strategy is encouraged to support the community in the immediate area.

Summary of Issues to be Resolved

The following are the issues to be resolved through a potential dispute resolution process; additional issues may be identified in future:

- Overall height, scale, density and massing of the development and transition/fit of the development within the existing and planned context;
- Setbacks and separation distances, including relationships to, and impacts on, adjacent properties;
- Impacts to the public realm, including shadow and wind;
- Appropriate amount of residential amenity space; and
- Provision for car-share spaces and cycling infrastructure.

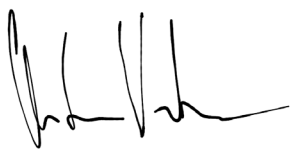
Conclusion

The proposal has been reviewed against the policies of the PPS (2020), A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020) and the Official Plan. Staff are of the opinion that the proposal is not consistent with the PPS (2020) and conflicts with A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020). Further, the proposal does not conform with the Official Plan, particularly as it relates to density, massing, and transition to surrounding properties. The proposal does not represent good planning and is not in the public interest. Staff recommend that Council refuse the application. Staff also recommend Council utilize the dispute resolution mechanisms under the *Planning Act*, in an attempt to resolve the issues generally outlined in this Report with the application in its current form.

CONTACT

Laura Dainard, Senior Planner, Community Planning, Scarborough District, Tel. No. 416-396-7023, E-mail: Laura.Dainard@toronto.ca

SIGNATURE



Christian Ventresca, MScPl, MCIP, RPP
Director, Community Planning
Scarborough District

ATTACHMENTS

City of Toronto Data/Drawings

Attachment 1: Application Data Sheet

Attachment 2: Location Map

Attachment 3: Official Plan Land Use Map

Attachment 4: Agincourt Secondary Plan Densities Map

Attachment 5: Existing Zoning By-law Map

Applicant Submitted Drawings

Attachment 6: Site Plan

Attachment 7: North Elevation

Attachment 8: East Elevation

Attachment 9: South Elevation

Attachment 10: West Elevation

Attachment 1: Application Data Sheet

Municipal Address: 4151 to 4155 Sheppard Avenue East and 5 Lamont Avenue
Date Received: November 23, 2023

Application Number: 23 228704 ESC 22 OZ

Application Type: OPA / Rezoning

Project Description: Official Plan and Zoning By-law Amendment for a 46-storey mixed use building.

Applicant	Agent	Architect	Owner
SHEPPARD LAMONT LIMITED PARTNERSHIP			POY VIVIENNE MAY

EXISTING PLANNING CONTROLS

Official Plan Designation:	Mixed Use and Neighbourhood	Site Specific Provision:	
Zoning:	CR and RD	Heritage Designation:	N
Height Limit (m):		Site Plan Control Area:	Y

PROJECT INFORMATION

Site Area (sq m): 3,793.97 Frontage (m): 54.65 Depth (m): 82.16

Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq m):	?	0	1603	1603
Residential GFA (sq m):				
Non-Residential GFA (sq m):	?	0	520	520
Total GFA (sq m):	1,385	1,385	35,753	37,138
Height - Storeys:	3	0	46	46
Height - Metres:	?	0	152	152

Lot Coverage Ratio (%): 42 Floor Space Index: 11.72

Floor Area Breakdown	Above Grade (sq m)	Below Grade (sq m)
Residential GFA:	43,946.39	
Retail GFA:	520.66	
Office GFA:	0	
Industrial GFA:	0	
Institutional/Other GFA:	0	

Residential Units by Tenure	Existing	Retained	Proposed	Total
Rental:	0	0	0	0
Freehold:	0	0	0	0
Condominium:	0	0	726	726
Other:				
Total Units:			726	726

Total Residential Units by Size

	Rooms	Bachelor	1 Bedroom	2 Bedroom	3+ Bedroom
Retained:					
Proposed:		40	489	123	74
Total Units:		40	489	123	74

Parking and Loading

Parking Spaces: 232 Bicycle Parking Spaces: 732 Loading Areas: 3

CONTACT:

Laura Dainard, Senior Planner, Community Planning
(416) 396-7023
Laura.Dainard@toronto.ca

Attachment 2: Location Map

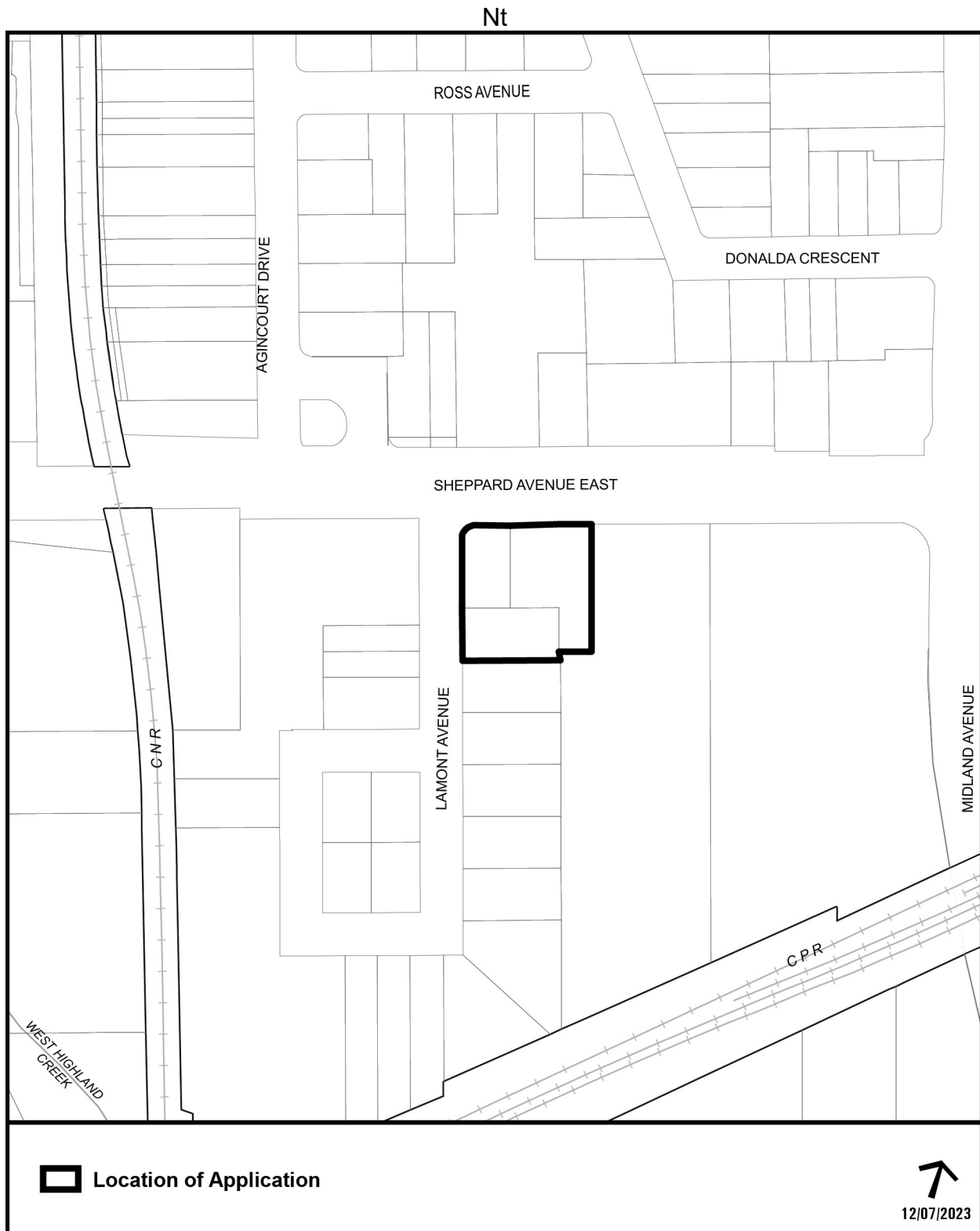
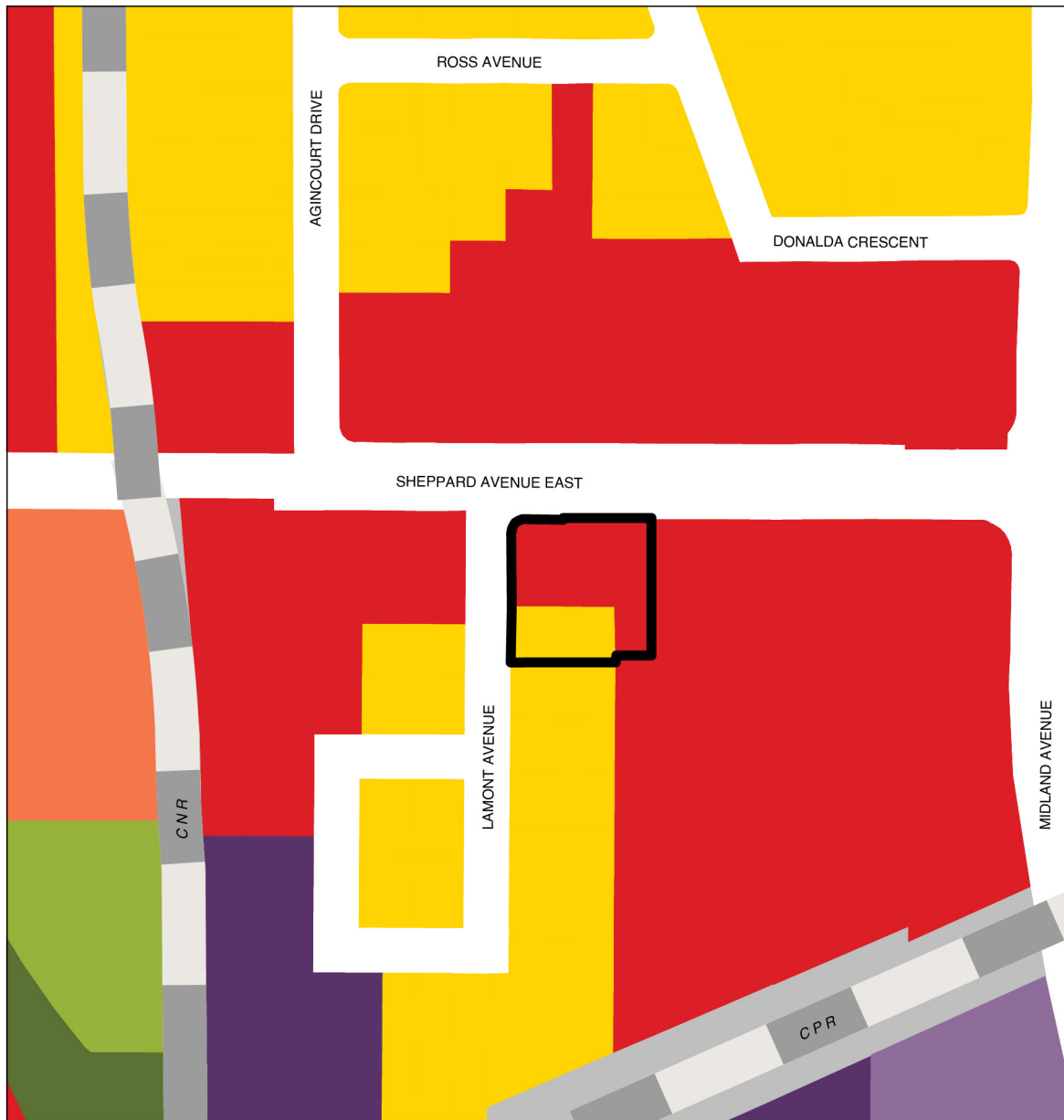


Figure 1

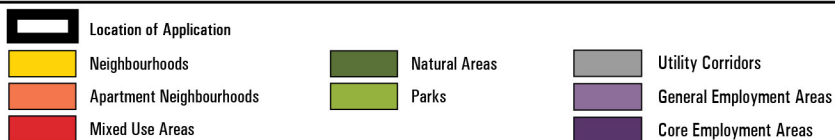
Attachment 3: Official Plan Land Use Map




Official Plan Land Use Map 19

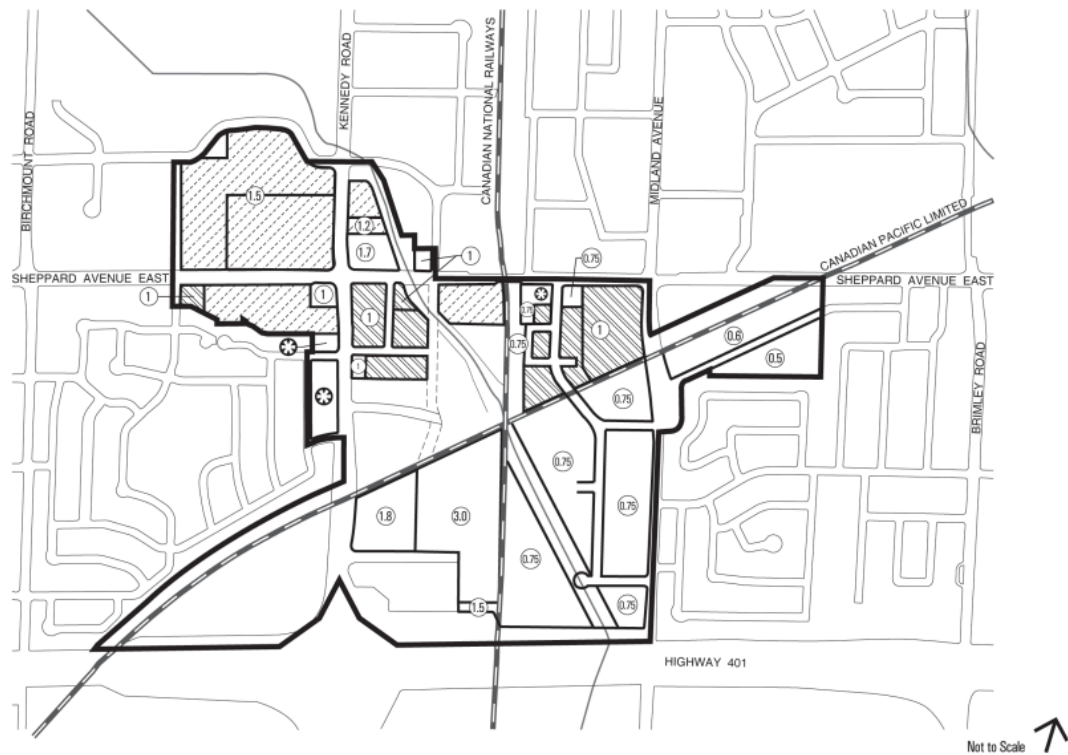
4151-4155 Sheppard Avenue East and
5 Lamont Avenue

File # 23 228704 ESC 22 0Z




 Not to Scale
 Extracted: 12/07/2023

Attachment 4: Agincourt Secondary Plan Densities Map



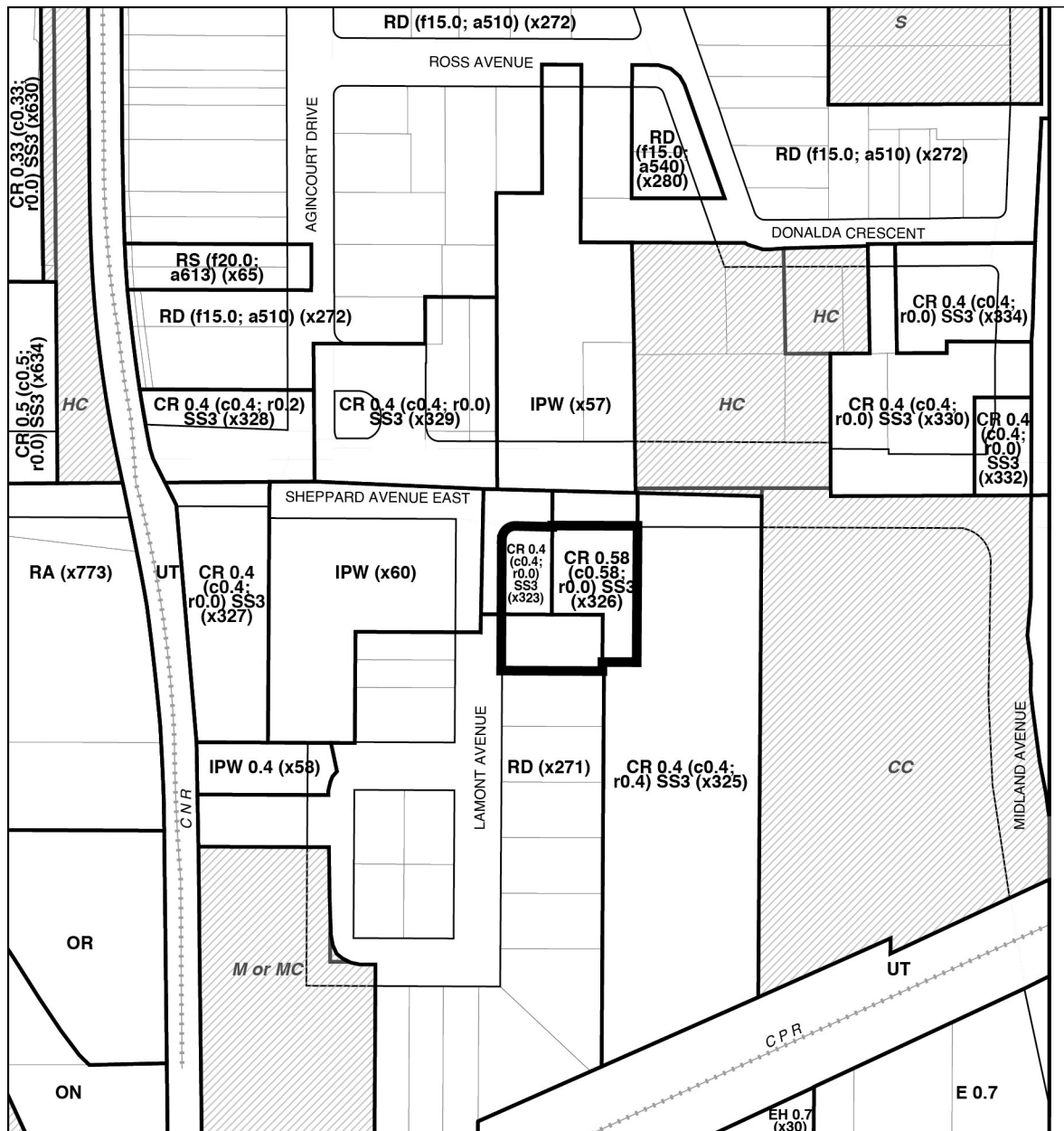
Agincourt Secondary Plan
MAP 1-2 Maximum Densities Pre-Subway

- Secondary Plan Boundary
- Residential (150 Dwelling Units per Hectare)
- Residential (100 Dwelling Units per Hectare)

- Figure Shown Equals Floor Area of all Uses Combined on Site Divided by the Site Area
- For Residential Density See Site and Area Specific Policies on Map 1-1
- Railway
- Highland Creek

October 2013

Attachment 5: Existing Zoning By-law Map



Zoning By-law 569-2013

**4151-4155 Sheppard Avenue East and
5 Lamont Avenue
File # 23 228704 ESC 22 02**



Location of Application

RD Residential Detached
RS Residential Semi-Detached
RA Residential Apartment
CR Commercial Residential
E Employment Industrial
EH Employment Heavy Industrial

IPW Institutional Place of Worship
ON Open Space Natural
OR Open Space Recreation
UT Utility and Transportation



See Former City of Scarborough Agincourt Community By-law No. 10076 and South Agincourt Employment District By-Law No. 24982

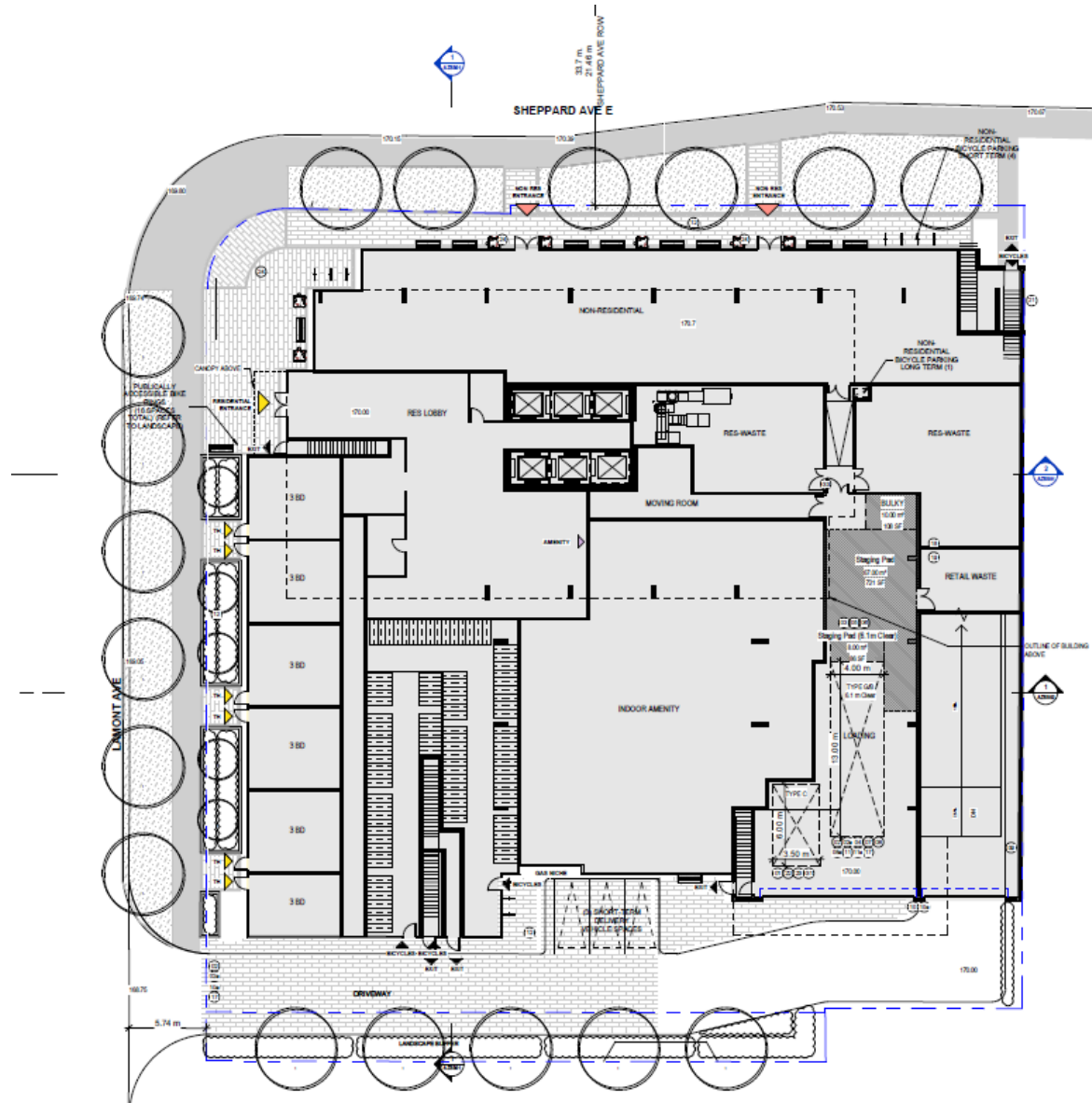
S Single-Family Residential
CC Community Commercial
HC Highway Commercial
M Industrial Zone
MC Industrial Commercial Zone



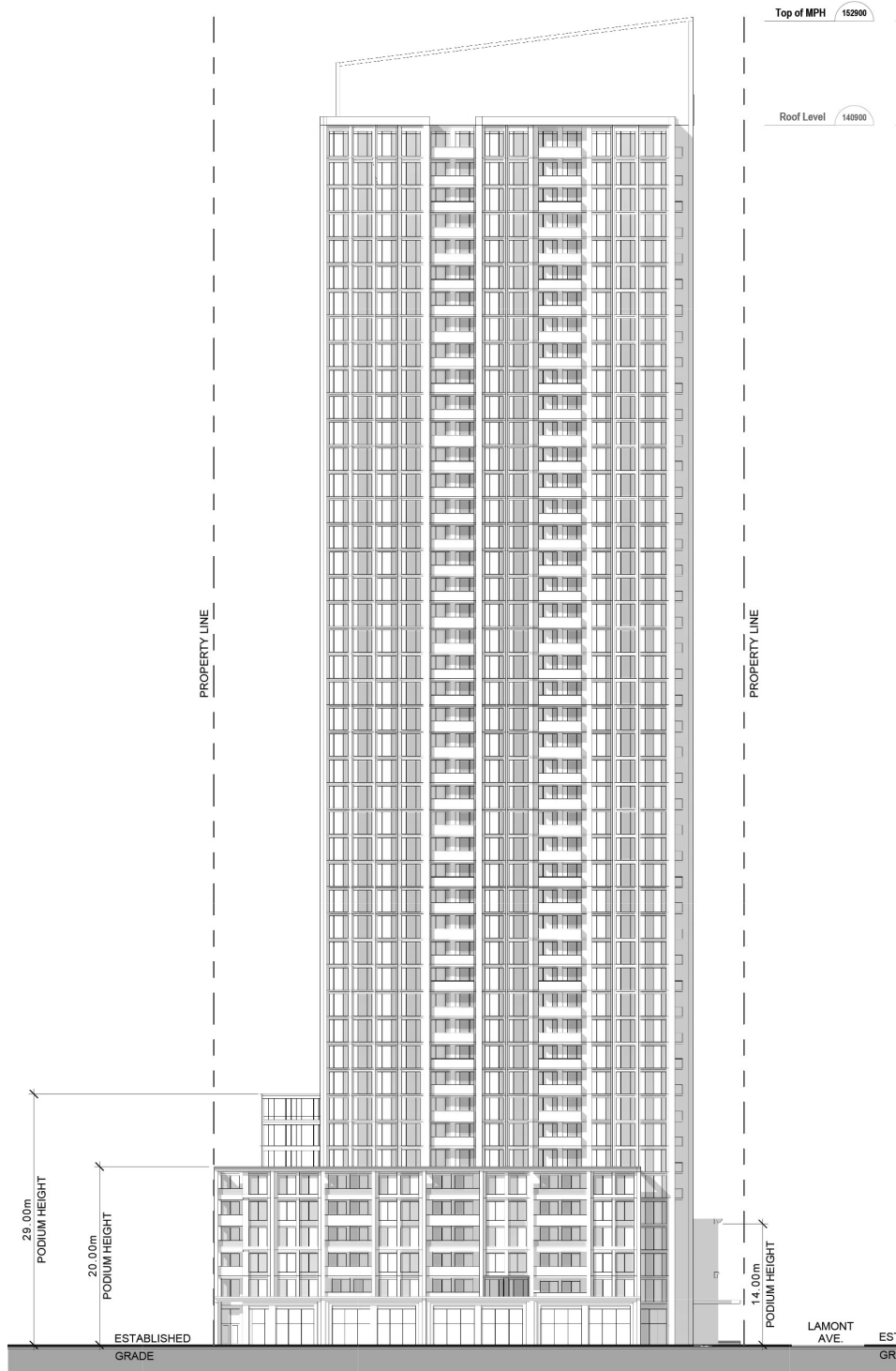
Not to Scale

Extracted: 12/07/2023

Decision Report - Refusal – 4151 to 155 Sheppard Avenue East and 5 Lamont Avenue

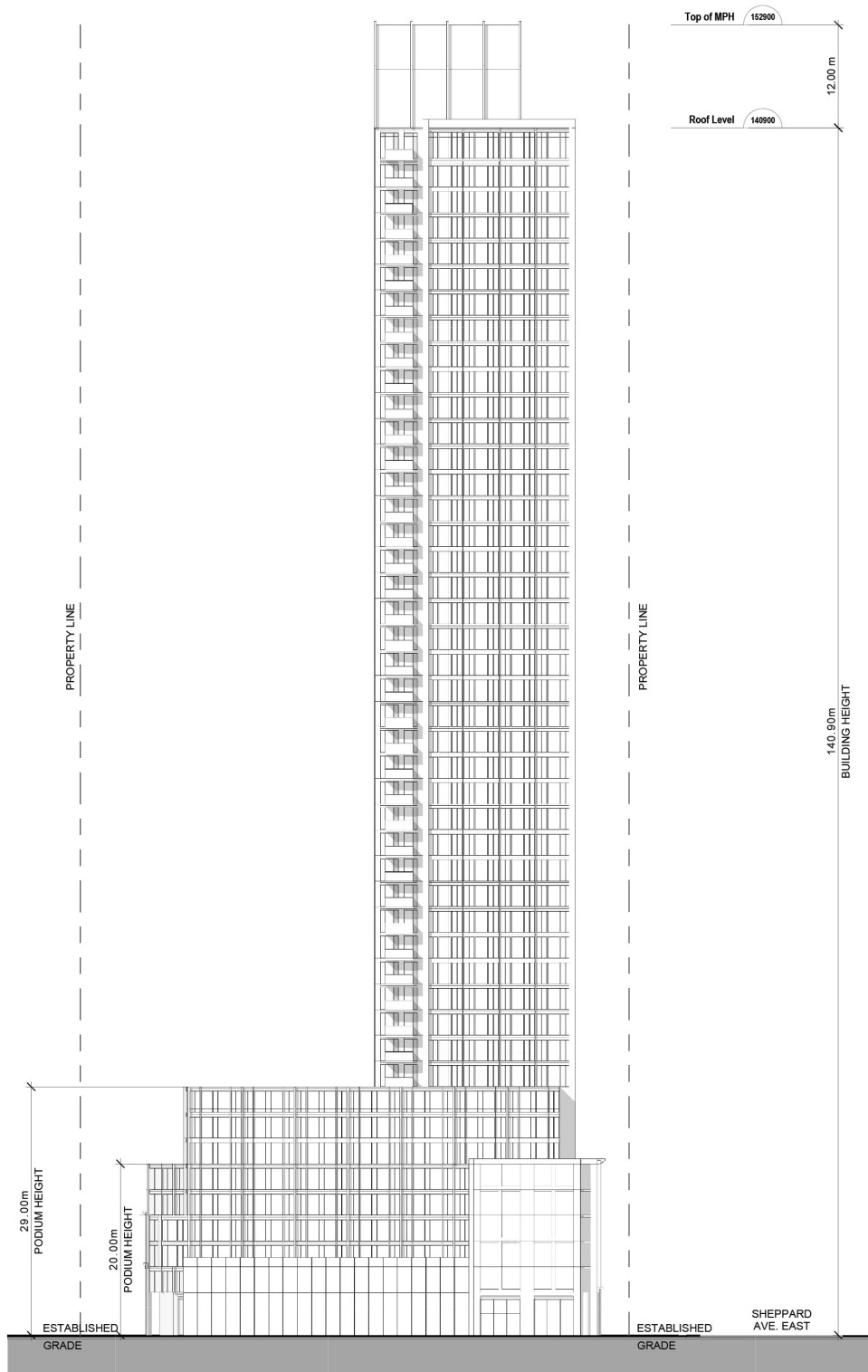


Attachment 7: North Elevation



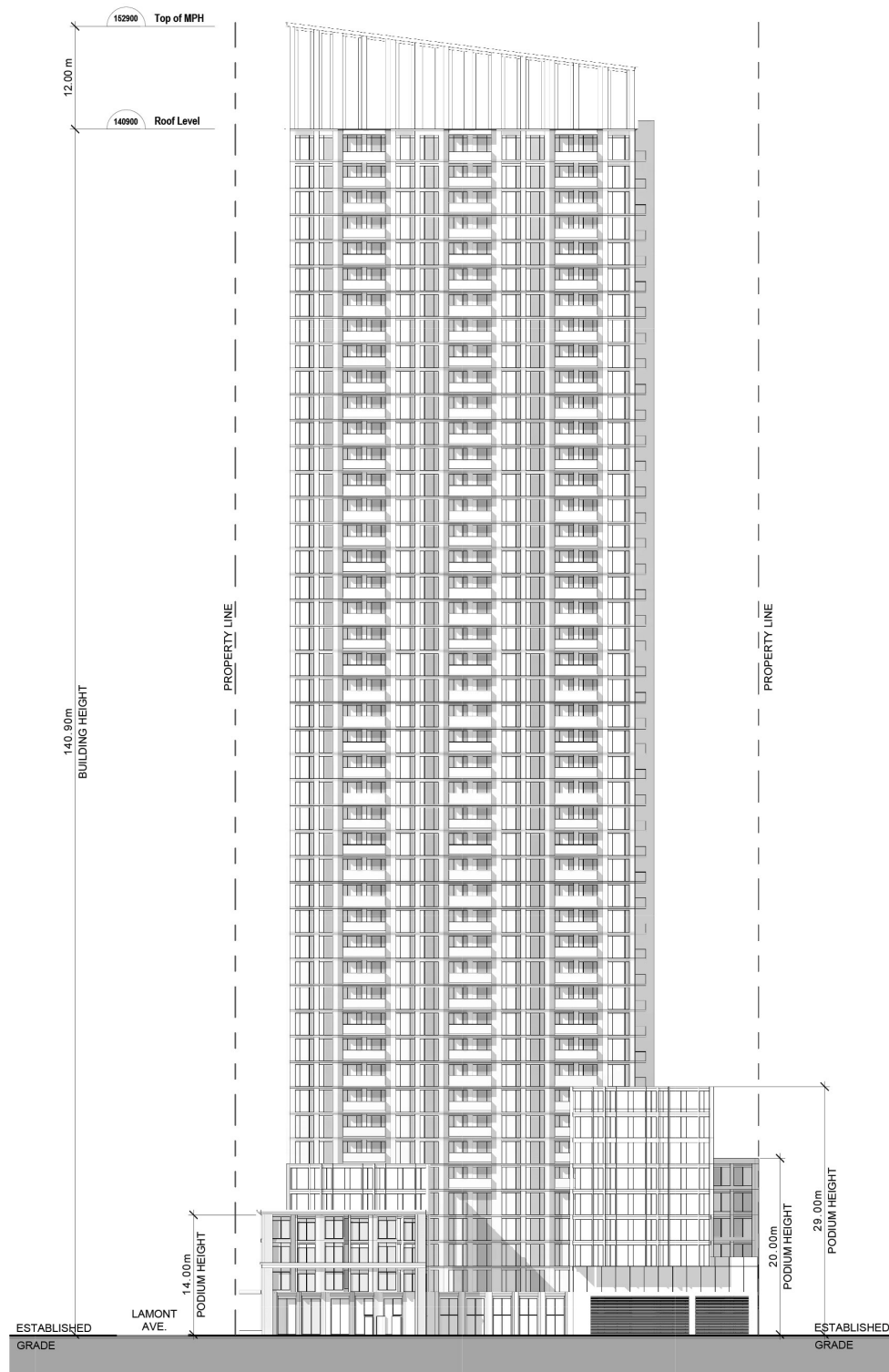
North Elevation

Attachment 8: East Elevation



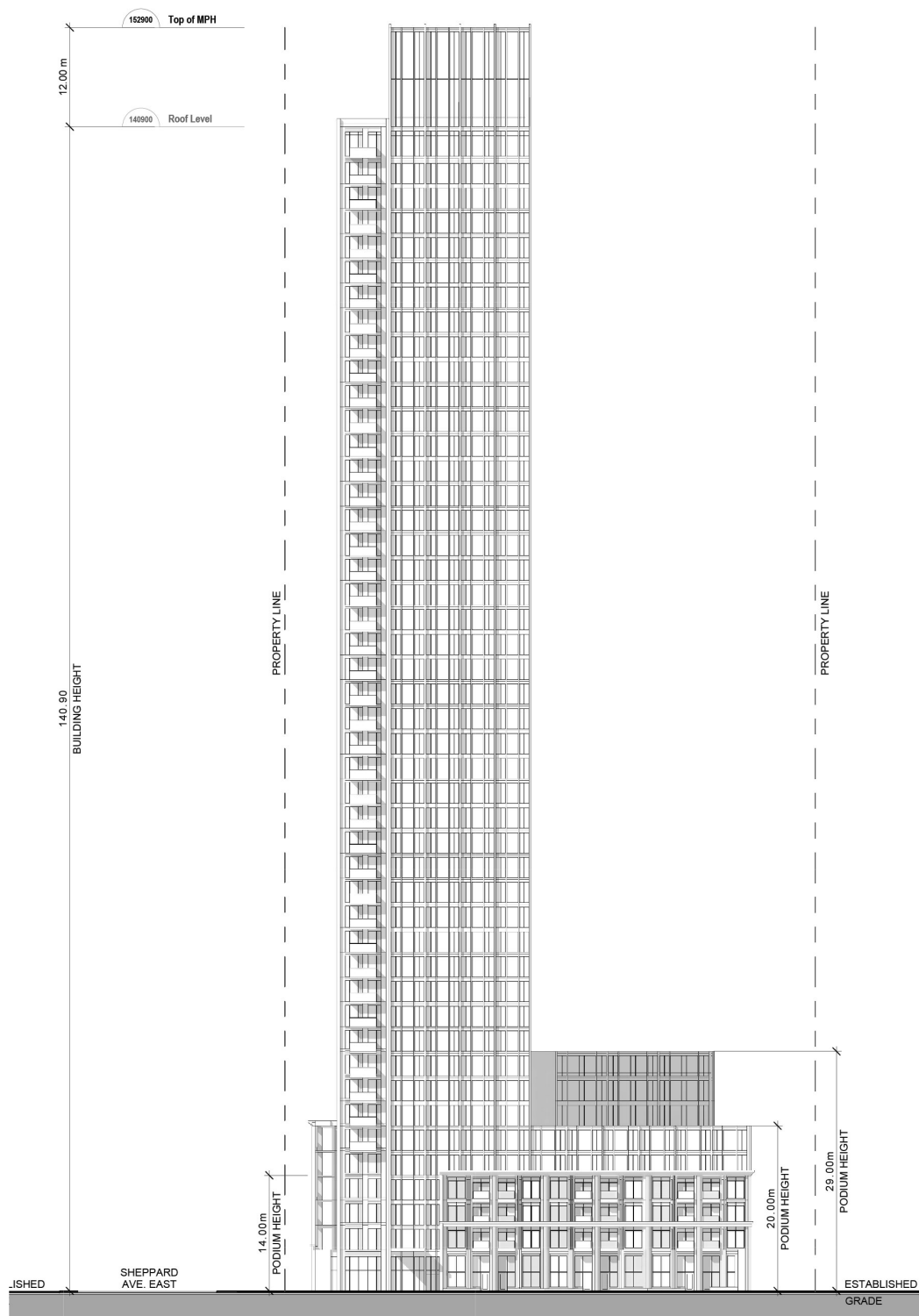
East Elevation

Attachment 9: South Elevation



South Elevation

Attachment 10: West Elevation



West Elevation