

123 Bellamy Road North - Zoning Amendment Application - Appeal Report

Date: November 20, 2024

To: Scarborough Community Council

From: Director, Community Planning, Scarborough District

Ward: 21 - Scarborough Centre

Planning Application Number: 24 126134 ESC 21 OZ

SUMMARY

On March 15, 2024, a Zoning By-law Amendment application was submitted to permit the construction of three residential buildings having 44, 35 and 9 storeys in height on the eastern portion of the subject site while retaining the existing 12 storey apartment building on the western portion of the site. Building A and B will be connected with a podium ranging in height from 2 to 6 storeys. Building C will be a standalone mid-rise building ranging in height from 4 to 9 storeys. The proposed buildings will have a gross floor area of 75,251 square metres which combines with the existing building for a total gross floor area of 97,115 square metres and an overall floor space index of 5.16.

On October 9, 2024, the applicant appealed the Zoning By-law Amendment application to the Ontario Land Tribunal (the "OLT") due to City Council not making a decision within the 90-day time frame established in the *Planning Act*.

This Report recommends that the City Solicitor with the appropriate City staff attend the OLT hearing in opposition to the application in its current form, and to continue discussions with the applicant to resolve outstanding issues.

RECOMMENDATIONS

The Director, Community Planning, Scarborough District recommends that:

1. City Council direct the City Solicitor and appropriate City staff to attend the Ontario Land Tribunal in opposition to the current Zoning By-law Amendment application in its current form and to continue discussions with the applicant to address outstanding issues including but not limited to those outlined in this Report.

2. If the Ontario Land Tribunal allows the appeals, in whole or in part, City Council authorize the City Solicitor to request that the issuance of any final Order be withheld until such time as the City Solicitor advises that:

- a. The form and content of the Zoning By-law Amendment are satisfactory to the Executive Director, Development Review;
- b. The Owner has submitted a revised Transportation Impact Study, traffic signal warrant analysis and Transportation Demand Management Plan acceptable to, and to the satisfaction of, the Executive Director, Development Review and General Manager of Transportation Services;
- c. The Owner has addressed all outstanding urban forestry issues outlined in the memorandum dated August 26, 2024 from the General Manager, Parks, Forestry and Recreation, and any other comments that may arise further to the review of materials, to the satisfaction of the General Manager, Parks, Forestry and Recreation;
- d. The Owner has provided a revised Functional Servicing Report, Stormwater Management Report, Municipal Servicing and Grading Plan, and any other reports or documents deemed necessary in support of the development to the City for review and acceptance by and to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services. These reports shall determine whether the municipal water, stormwater runoff, sanitary and storm sewer systems can support the proposed development and whether upgrades or improvements of the existing municipal infrastructure are required; and,
- e. The Owner has entered into a financially secured agreement for the construction of any improvements to the municipal infrastructure, at the Owner's sole expense, should it be determined that upgrades are required to support the development as identified in the accepted Functional Servicing and Stormwater Management Reports or any other reports accepted by the Chief Engineer and Executive Director, Engineering and Construction Services.

3. City Council authorize the City Solicitor and other appropriate staff to take any necessary steps to implement City Council's decision.

FINANCIAL IMPACT

The Development Review 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. If City Council does not make a decision on this Report, there may be financial implications to the City to the current budget year and in future years.

DECISION HISTORY

A pre-application consultation (PAC) meeting was held on April 5, 2023.

The current application was submitted on March 15, 2024 and deemed Complete on July 8, 2024. Staff conducted a Community Consultation Meeting for the application on October 2, 2024. Community consultation is summarized in the Comments section of this Report.

THE SITE

Description and Existing Use

The subject site is located north of Eglinton Avenue East and east of Cedar Brae Boulevard and has an area of approximately 4.7 acres (1.9 hectares). The subject site has an average depth of 75 metres and a length of 247 metres.

The subject site is bounded by Bellamy Road North to the north and east and Cedar Brae Boulevard to the west. The subject site is currently occupied by a 12-storey rental apartment building with a partial underground parking garage, surface parking area and landscape open area to the east. The existing rental apartment building is setback approximately 22 metres from the western property line, 9 metres from the northern property line, 140 metres from the eastern property line and 19 metres from the southern property line. See Attachment Number 2 for a Location Map.

The site currently has vehicular access from the western property line (Cedar Brae Boulevard) which branches off eastwards leading to the partial underground garage. This access also provides pick-up and drop-access to residents. Access from the northern property line is provided from a driveway that also leads to the partial underground garage as well as a surface parking east of the rental apartment building.

Surrounding Uses

The surrounding land uses include:

North: 16-storey rental apartment building (126 Bellamy Road North) with ground floor retail.

South: 232 surface parking spaces for commuters using the Eglinton GO station, beyond which is the Lakeshore East GO corridor that is grade separated from Eglinton Avenue East.

East: A mix of detached and semi-detached residential houses.

West: a townhouse development consisting of 3-storey standard townhouses.

PROPOSAL

Description: The applicant proposes to permit the construction of three residential buildings with heights of 44, 35 and 9 storey's on the eastern portion of the subject site while retaining the existing 12 storey apartment building. See Attachment 5 for a Site Plan.

Density: The applicant's proposal will result in a density of 5.16 times the area of the lot.

Dwelling units: The applicant is proposing a total of 922 units consisting of 465 units in Building A, 353 units in Building B, and 104 units in Building C. The unit type breakdown proposed is as follows:

- Buildings A and B; 53 percent one-bedroom units, 36 percent 2- bedroom units and 11 percent 3-bedroom units.
- Building C; 43 percent one-bedroom units, 45 percent 2-bedroom units and 12 percent 3-bedroom units.

The existing building contains 250 residential units.

Access, Vehicle Parking, Bicycle Parking and Loading

Vehicular access to the subject site is provided from a private driveway located west of Bellamy Road North at the southern end of the subject site which also provides access to parking and loading.

The proposal includes a three-level underground parking garage containing a total of 443 residential parking spaces. A total of 104 parking spaces will be available to residents of the existing building to the west of which, 62 parking spaces will be designated for visitors.

The proposal also includes 704 bicycle parking spaces located between P1 and P2.

Two Type 'G' loading spaces are proposed in Buildings A and C while one Type 'C' loading space is proposed in Building B.

Additional information

Refer to Attachment 1, 5, 6, 7, 8, 9, 10, 11 and 12 of this report for the Application Data Sheet, Site Plan, 3D Massing and Elevations of the applicant's proposal. Detailed project information including all plans and reports submitted as part of the Applicant's Proposal can be found on the City's Application Information Centre at:

www.toronto.ca/123BellamyRdN

Reasons for Application

A Zoning By-law Amendment application is required to amend a number of performance standards, including building height, building setbacks, floor space index and lot coverage, among other matters.

POLICY & 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 Planning Statement (2024) (the "PPS"). As of October 20, 2024, the PPS replaced A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019) and the Provincial Policy Statement (2020).

Official Plan

The land use designation for the site is *Apartment 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/>

Zoning

The subject site is zoned Residential Apartment RA (au67.0)(x341) under Zoning By-law 569-2013, as amended. The RA zoning category permits residential buildings such as apartment buildings and other permitted uses. See Attachment 4 of this report for the existing Zoning By-law Map.

Exception RA 341 includes the following performance standards applicable to the subject site:

- The minimum building setback from the front lot line is 25 metres, measured from the original centre line of Bellamy Rd.;
- The minimum building setback from a side lot line or rear lot setback is a distance equal to half the height of the building;
- A maximum of 50% of the gross floor area of the first floor may be used for dwelling units;
- Amenity space must be provided at a minimum rate of 46.0 square metres plus 0.9 square metres per dwelling unit in excess of fifty (50);
- The maximum lot coverage is 33%; and,
- The following uses are permitted if they are located on the first floor if the total combined interior floor area of these uses does not exceed 47 square metres:
 - Personal service shop;
 - Dry cleaning laundry pick-up and delivery;
 - Photographic pick-up and delivery;
 - Retail store if it only sells foods prepared off the premises, soft drinks for consumption off the premises, or drugs, cosmetics, pharmaceuticals, tobaccos and reading materials; and
 - Recreational uses.

Design Guidelines

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

- Townhouse and Low-Rise Apartment Guidelines
- Growing Up Guidelines for Children in Vertical Communities
- Tall Building Design Guidelines
- Pet Friendly Design Guidelines and Best Practices for New Multi-Unit Buildings
- Eglinton Go Area Urban Design Guidelines
- Bird Friendly 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

The proposal is subject to Site Plan Control. A Site Plan Control application has not been submitted.

COMMUNITY CONSULTATION

A community consultation meeting was hosted by City staff on October 2, 2024, and was attended by approximately 27 people and the local Councillor.

Following a presentation by City staff and the applicant, the following comments and issues were raised by attendees. These were supplemented by correspondence to Development Review Division staff via email before and after the meeting:

- traffic and site circulation;
- strain on existing roads and bus routes with the added population;
- construction timing and impact on existing residents;
- impact of density on existing community;
- affordability and the need for affordable units in the area;
- appropriate community services to support the development;
- height too tall for the area;
- lack of retail on site; and,
- shadow impact on the surrounding neighbourhood.

COMMENTS

Provincial Framework

Staff's review of this application has had regard for the relevant matters of provincial interest set out in the *Planning Act*. Staff have reviewed the current proposal for consistency with the PPS. Staff find the proposal to be inconsistent with the PPS.

Provincial Planning Statement (2024)

The PPS encourages intensification and redevelopment in urban areas and directs planning authorities to identify appropriate locations for growth. Intensification and redevelopment is to be provided in areas that take into account the existing building stock or area, and availability of infrastructure and public service facilities that meet projected needs. To support achieving complete communities, identified strategic growth areas should be planned to identify the appropriate scale of development and the transition of built form to adjacent areas. As addressed in further detail below, Council's adopted urban design guidelines for the Eglinton GO Station area include this site and provide guidance on form and transition that is not appropriately realized by the application in its current form.

It is the opinion of Development Review staff that, in its current form, the proposed development and Zoning By-law Amendment application is not consistent with the PPS. The proposal is not consistent with the intensification direction and policies, as directed through the PPS.

Planning for (Protected) Major Transit Station Areas

It is noted that the subject site is located within the Eglinton GO Station Protected Major Transit Station Area (PMTSA) delineated by SASP 625. This delineation forms part of the Council-adopted Official Plan Amendment (OPA) 570. However, the OPA and SASP 641 are not currently in-effect, as Ministerial approval has not yet been granted. The existing and permitted development within the identified Eglinton GO Station PMTSA is planned for a minimum population and employment target of 150 residents and jobs combined per hectare. As adopted by Council, the minimum FSI provided for the site by the PMTSA delineation is 2.0. Greater minimum densities are provided for in the *Mixed Use Areas* south of Eglinton Avenue East.

Land Use

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

The lands are designated as *Apartment Neighbourhoods* in the Official Plan. *Apartment Neighbourhoods* are made up of apartment buildings and parks, local institutions, cultural and recreational facilities, and small-scale retail, service and office uses that serve the needs of area residents. Residential uses are provided for by this designation.

Density, Height, Massing

This application has been reviewed against the official plan policies and planning studies and/or design guidelines described in the Policy and Regulation Considerations Section of the Report.

Official Plan Policies 3.1.2.1(b), 3.1.2.5, 3.1.2.6, and 3.1.2.7 relate to the planned context and transition in scale. Additional guidance is provided by the Council-adopted Urban Design Guidelines for the area around the Eglinton GO Station. As provided for by the Official Plan, development will be located and organized to fit within its existing and planned context, define and frame the edges of the public realm with good street proportion, fit with the character, and ensure access to direct sunlight and daylight on the public realm. Section 3.1.3 specifically addresses tall buildings and requires tall buildings to meet the built form principles of the plan, as set out within Section 3.1.2. *Apartment Neighbourhoods Policy* 4.2.2(a) requires development to contribute to the quality of life by locating and massing new buildings to provide a transition between areas of different development intensity and scale through means such as providing setbacks from, and/or a stepping down of heights towards, lower-scale *Neighbourhoods*.

The subject site is located in the Bellamy Road Character Area, as identified by the Eglinton GO Urban Design Guidelines. This Character Area contemplates development in more of a midrise form. This proposal far exceeds what is anticipated for the Bellamy Road Character Area and with base building heights of 7 storeys in some locations, the proposal does not provide proper transition or fit appropriately into the existing or planned context.

Further, where tall buildings are proposed within *Apartment Neighbourhoods*, the Official Plan provides development criteria which state that new buildings will locate and mass new buildings to frame the edge of streets and parks with good proportion and maintain sunlight and comfortable wind conditions for pedestrians on adjacent streets, parks and open spaces. Development between areas of different scale should provide transitional pieces to ensure compatibility of built form while mitigating impact on the public realm and lower scale land uses. Both the Official Plan and the Eglinton GO Urban Design Guidelines call for the most intense development to be within *Mixed Use Areas*, with *Apartment Neighbourhoods* not necessarily identified for major growth. Staff are of the opinion that revisions are necessary to properly conform to the development criteria for *Apartment Neighbourhoods* within the Official Plan. They do not ensure appropriate transition provided for in both provincial and municipal planning documents, along with the local area urban design guidelines adopted by City Council.

Sun, Shadow, Wind

This application has been reviewed against the official plan policies and/or planning studies and/or design guidelines described in the Policy and Regulation Considerations Section of the Report.

The Official Plan requires that development in *Apartment Neighbourhoods* locate and mass new buildings to frame the street edge with good proportion and maintain sunlight and comfortable wind conditions for pedestrians on adjacent streets, parks, and open

spaces. The Official Plan also states that the tower portion of a tall building should be designed to limit shadow impacts on the public realm and surrounding properties to adequately limit shadows on sidewalks is necessary to preserve their utility.

The Applicant has provided a sun shadow study illustrating the shadow impacts during the fall and spring equinoxes and the summer and winter solstices. Development Review staff have reviewed the shadow study and conclude the proposed development has shadow impacts on nearby/adjacent/new streets, parks, and open spaces which need to be reduced. The proposal should be revised to improve sunlight access for these elements, revisions should include reduction in tower floor plates.

The wind study provided by the applicant outlines a realignment of winds resulting in generally windier conditions during Spring, Autumn and Winter months. The study noted that winds that formerly flowed over the low-rise site will be redirected by the proposed development to flow down and around the facades of the proposed building, resulting in localized increases in winds in the public realm along Bellamy Road North. Generally, the wind conditions on Bellamy Road North will experience increased wind conditions resulting in classification from sitting to standing, or standing to walking, or walking to uncomfortable.

Staff are of the opinion that the current form of the application does not appropriately meet these policies and revisions to the built form would result in improved sun/shadow and wind impacts, in conformity with the Official Plan and Tall Buildings Guidelines.

Traffic Impact, Access, Parking

The Transportation Impact Study, prepared by RJ Burnside & Associates Limited, dated March 2024 and updated July 2024, was submitted in support of the Zoning By-law Amendment application.

Staff requested the applicant to provide a traffic signal warrant analysis for the existing all-way stop controlled intersections of Bellamy Road North and Trudelle Street/Cedar Brae Boulevard and at Porchester Drive. Staff also requested the applicant prepare an acceptable TDM plan that provide and maintain the following measures on-site:

- A minimum of four (4) car-share parking spaces.
- One (1) annual car-share and/or bike-share membership per unit, offered for the first year of occupancy.
- One (1) Presto card per unit, preloaded with the value of a monthly pass, offered for the first year of occupancy.
- A minimum of one (1) bike repair station provided in each long-term bicycle parking room.
- A minimum of two (2) bike repair stations provided on-site.

To date these requested studies have not been submitted by the applicant. Should the OLT allow the application in whole or in part, it is recommended that the City Solicitor request the Final Order be withheld until an updated Transportation Impact Statement, warrant analysis and acceptable TDM strategy have been submitted to the satisfaction

of the Executive Director of Development Review and the General Manager of Transportation Services.

A functional plan and a cost estimate for the cycle track design of Bellamy Road North for all public street frontages has been requested, with details outlined in the zoning by-law amendment memorandum from Transportation Services. Specifically, along the west frontage (east boulevard) and north frontage (south boulevard), on-street uni-directional northbound and eastbound cycle tracks within the existing east and south curb lines are requested. As well, along the east frontage (west boulevard) of the site, the applicant is requested to provide a functional design and cost estimate for a uni-directional southbound cycle track within the boulevard. Additionally, a functional plan for the design of protected intersections at Bellamy Road North and Porchester Drive has been requested.

Road widenings and corner roundings have been requested along the north and west property lines that will be secured as part of a future application for site plan control. However, the proposed setbacks will need to be taken from the new property lines and reviewed through the Zoning By-law Amendment application.

A minimum 2.1 metre wide pedestrian clearway on Bellamy Road North for the north and east frontages of the site is required. The above-noted clearways must be provided free and clear of any at-grade obstructions, including but not limited to, street furniture items such as light standards, hydro poles, and fire hydrants.

Servicing

The applicant submitted a Servicing Report prepared by EXP Services Inc., dated June 24, 2024, in support of this development application. Staff has determined information included in the report is inadequate to demonstrate whether there is sufficient downstream sanitary capacity to service the proposed development.

Additional information is required to support the assumption and calculation for water demand and downstream sanitary capacity analysis. The Servicing Report, prepared by EXP Services Inc. and all related components, should be revised and resubmitted to the City for review.

Should the OLT approve the application in whole or in part, it is recommended that the City Solicitor request the Final Order be withheld until it can be advised that the applicant/owner has submitted an appropriate Functional Servicing Report ("FSR") demonstrating sufficient municipal water, stormwater runoff, sanitary and storm sewer systems exists to service the development to the satisfaction of the Chief Engineer and Executive Director of Engineering and Construction Services. Should the accepted FSR determine that local infrastructure upgrades are required, the Order should be withheld pending the owner enter into a financially secured agreement to implement the upgrades to the satisfaction of the Chief Engineer and the City Solicitor.

Housing Issues

To date, the applicant has not indicated tenure or whether there is an affordable housing component to the proposal. Staff intend to continue these discussions.

The existing building is proposed to be retained through the application, and the *Apartment Neighbourhoods* designation provides for improvements to existing site conditions to be secured when a site with an existing building is intensified through redevelopment. This includes, but is not limited to, appropriate arrangements for existing residents to access parking and waste storage facilities, provision of shared amenity space and, if applicable, providing needed improvements and renovations to the existing building. These matters require further discussion with the applicant.

Open Space/Parkland

The Official Plan contains policies to ensure that Toronto's systems of parks and open spaces are maintained, enhanced and expanded. Map 8B of the Official Plan shows local parkland provisions across the City. The lands which are the subject of this application are in an area with 28 or more square meters of parkland per person (2022).

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.

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 applicant has provided a CS&F Study, which provides a brief description of the proposed development, a demographic profile of the Study Area, a high-level inventory of services and facilities located within the Study Area and final conclusions. The inventory includes schools, community recreation centres, libraries, child care centres, and human service organizations.

Growth-related Community Services and Facilities needs and priorities identified in the area of the proposed development include:

- Investment in Priority/need for child care;
- Investment in Priority/need towards recreation facility priorities identified in PF&R's Facilities Master Plan and in the vicinity of the subject site; and

- Investment in Priority/need towards the future expansion of Bendale Neighbourhood Library or other capital improvements to local libraries as may be identified by TPL.

Schools

Both the TDSB and the TCDSB utilize several methods to manage enrolment throughout their system. These include boundary realignments, portable classrooms, interior retrofits, additions, school consolidations and new schools.

Both school boards have been circulated on this application and may provide additional comments related to capacity.

Tree Preservation

The application is 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).

Urban Forestry does not support the zoning bylaw amendment proposal at this time, as aspects of the overall plan/concept for the site area are inconsistent with parts of the City's Official Plan and council's objectives concerning tree canopy cover and do not demonstrate compliance with Tier 1 of TGS Version 4.

An Arborist Report and Tree Preservation Plan were submitted by the Applicant. As proposed, the development would require the removal of 11 City trees, and one (1) City tree has been proposed for injury. Another 2 – 6 City trees appear to be affected by the proposed sidewalk widening. The submitted Arborist and Tree Preservation Plan is unacceptable.

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 or Registered Plan of Subdivision.

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. Performance measures for the Tier 1 development features will be secured through site plan approval to the satisfaction and approval of Urban Forestry.

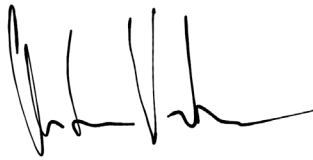
Conclusion

The application, in its current form, is not consistent with the PPS and does not conform to the Official Plan. The application also does not meet the intent of the applicable design guidelines. In its current form, the application has not demonstrated that the proposed development complies with the policy framework. Furthermore, the setbacks, massing and design of the proposal are not in keeping with the existing and planned context. This report recommends that the City Solicitor, with appropriate staff, attend the OLT to oppose the application in its current form and to continue discussions with the applicant to resolve outstanding issues.

CONTACT

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SIGNATURE



Christian Ventresca, MScPI, 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: Existing Zoning By-law

Applicant Submitted Drawings

- Attachment 5: Site Plan
- Attachment 6: 3D Massing Model Looking Northwest
- Attachment 7: 3D Massing Model Looking Southwest
- Attachment 8: 3D Massing Model Looking Southeast
- Attachment 9: East Elevation
- Attachment 10: North Elevation
- Attachment 11: South Elevation
- Attachment 12: West Elevation

Attachment 1: Application Data Sheet

APPLICATION DATA SHEET

Municipal Address: 123 BELLAMY RD N Date Received: March 15, 2024

Application Number: 24 126134 ESC 21 OZ

Application Type: OPA / Rezoning, Rezoning

Project Description: The proposal contemplates the addition of three buildings with 44-, 35- and 9-storeys in height on the eastern portion of the subject site while retaining the existing 12-storey apartment building. Building A and B will be connected with a podium ranging in height from 2- to 6-storeys. Building C will be a standalone mid-rise building ranging in height from 4- to 9-storeys. The proposed buildings will have a total gross floor area of 66,466 square metres and when combined with the gross floor area of the existing building, will result in an overall gross floor area of 97,115 square metres and overall density of 5.15 floor space index (FSI). The proposal contemplates a unit count of 465 units for Building A, 353 units for Building B, and 104 units for Building C, which when combined with the unit count of 250 units for the existing building, will result in an overall unit count of 1,172 units.

Applicant	Agent	Architect	Owner
HAZELVIEW DEVELOPMENTS			MR-V 123 BELLAMY ROAD NORTH INC.

EXISTING PLANNING CONTROLS

Official Plan Designation:	Apartment Neighbourhood RA (au67.0) (x341)	Site Specific Provision:	SASP 625
Zoning:		Heritage Designation:	
Height Limit (m):		Site Plan Control Area:	Y

PROJECT INFORMATION

Site Area (sq m): 18,838 Frontage (m): 75 Depth (m): 247

Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq m):	1,822	1,822	4,280	6,102
Residential GFA (sq m):	21,864	21,864	75,251	97,115

Non-Residential GFA (sq m):

Total GFA (sq m):	21,864	21,864	75,251	97,115
Height - Storeys:	12	12	44	44
Height - Metres:	57		138	138

Lot Coverage Ratio (%):	32.39	Floor Space Index:	5.16
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Floor Area Breakdown Above Grade (sq m) Below Grade (sq m)

Residential GFA: 97,115

Retail GFA:

Office GFA:

Industrial GFA:

Institutional/Other GFA:

Residential Units by Tenure	Existing	Retained	Proposed	Total
Rental:	250	250	922	1,172
Freehold:				
Condominium:				
Other:				
Total Units:	250	250	922	1,172

Total Residential Units by Size

	Rooms	Bachelor	1 Bedroom	2 Bedroom	3+ Bedroom
Retained:		12	129	85	24
Proposed:			478	345	99
Total Units:		12	607	430	123

Parking and Loading

Parking Spaces:	647	Bicycle Parking Spaces:	704	Loading Docks:	3
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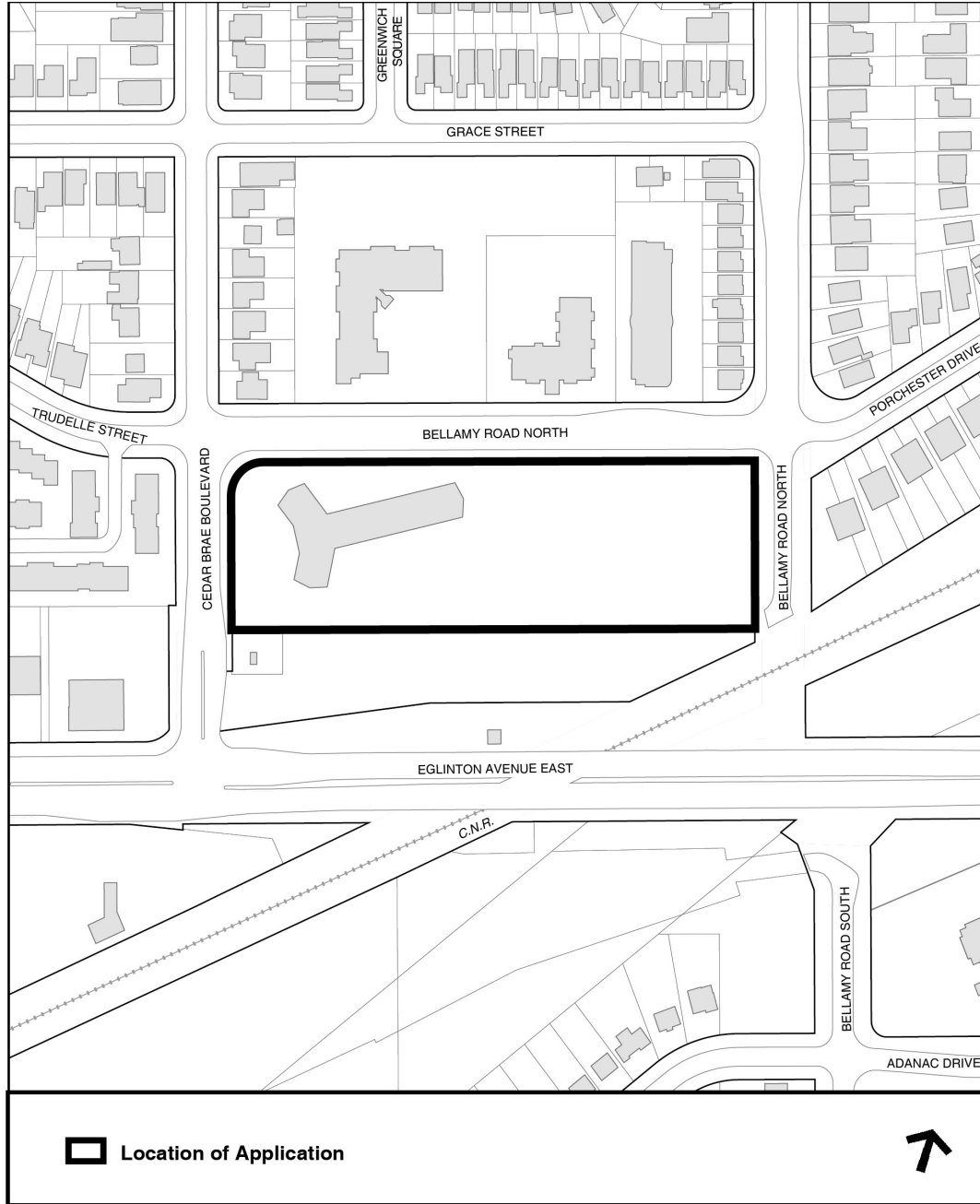
CONTACT:

Marian Barsoum, Planner

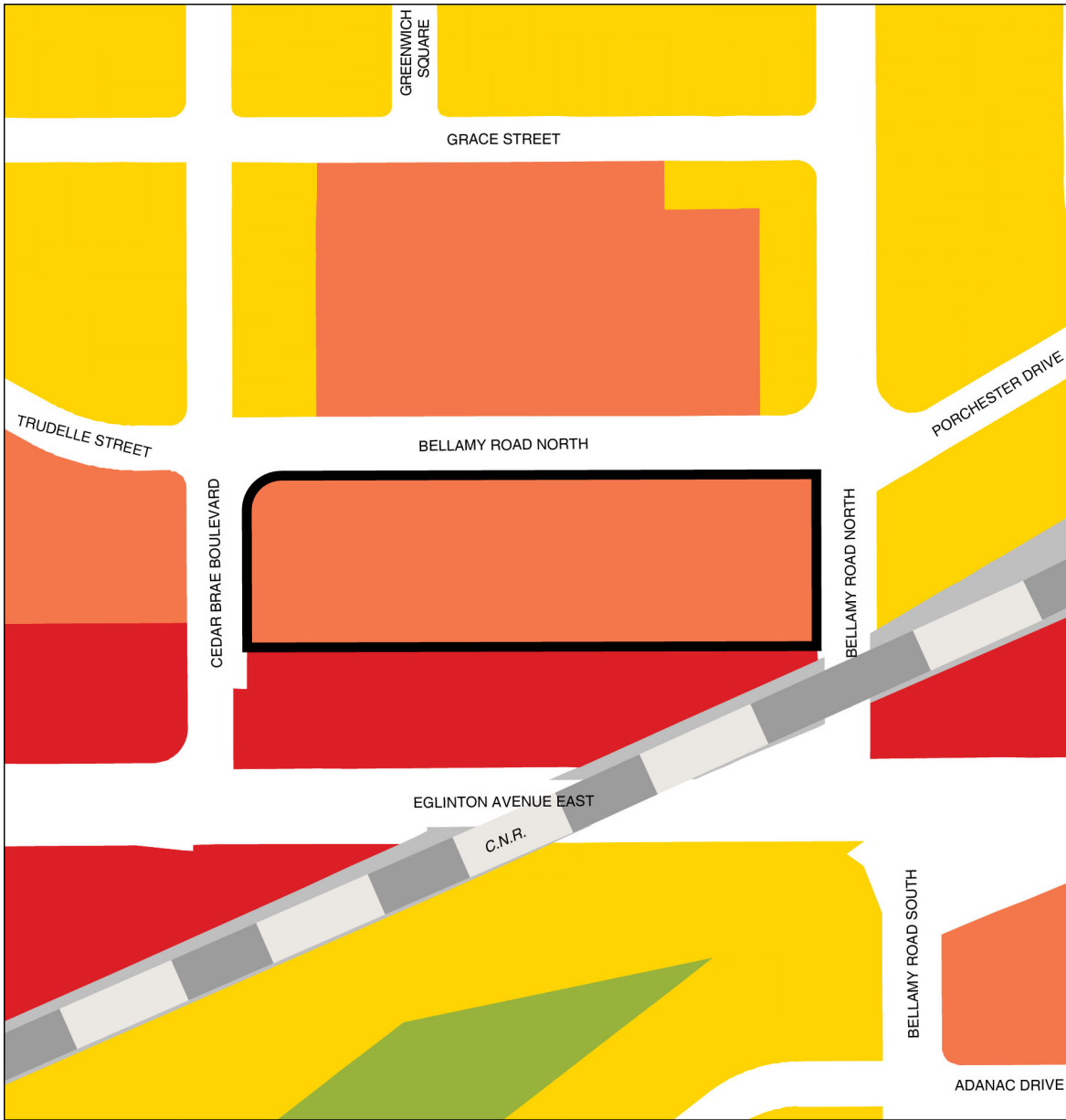
(416) 396-5004

Marian.Barsoum@toronto.ca

Attachment 2: Location Map




Attachment 3: Official Plan Land Use Map



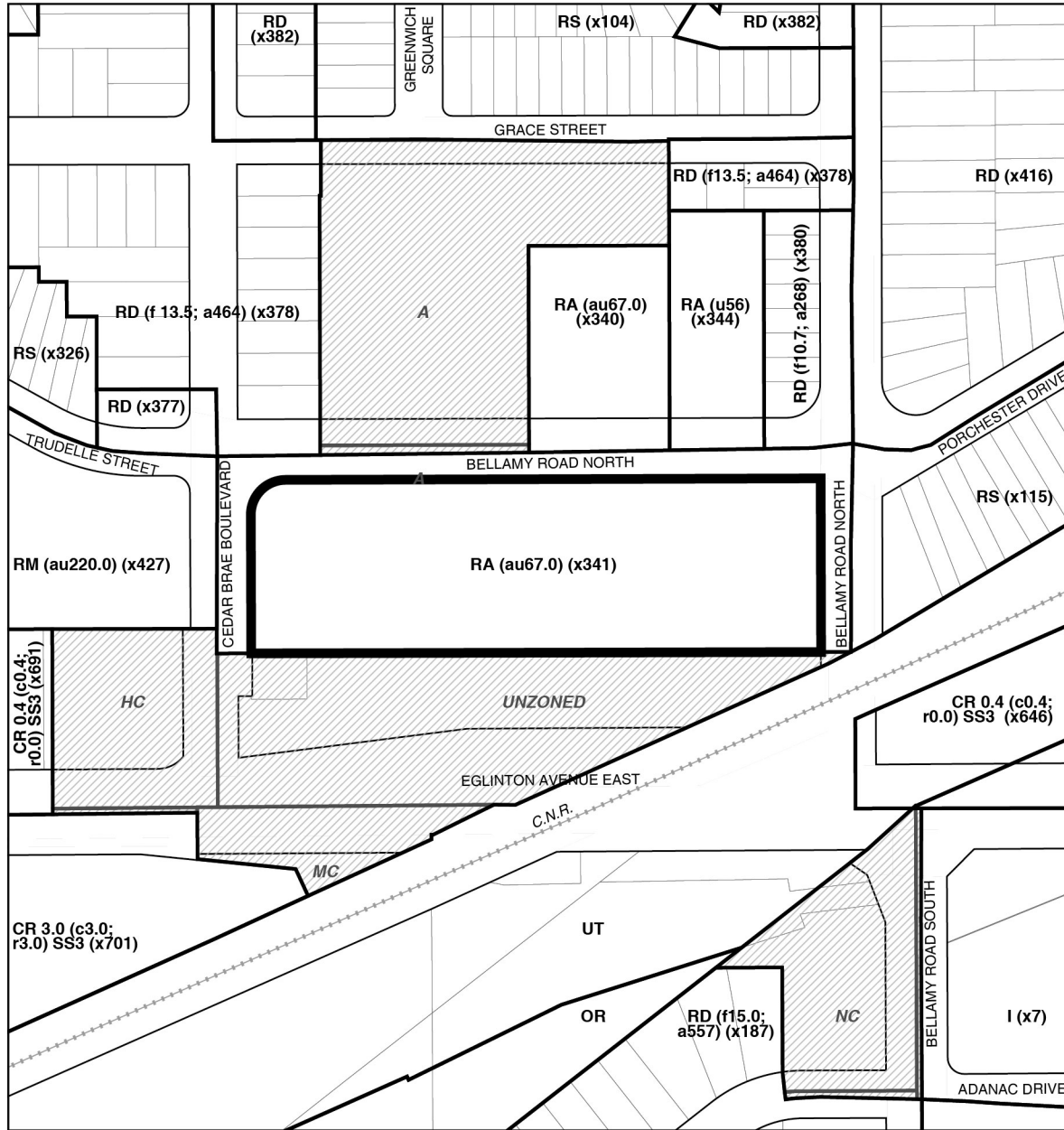
Official Plan Land Use Map 20

123 Bellamy Road N
File # 24 126134 ESC 21 0Z

-  Location of Application
-  Neighbourhoods
-  Apartment Neighbourhoods
-  Mixed Use Areas
-  Parks
-  Utility Corridors


 Not to Scale
 Extracted: 03/18/2024

Attachment 4: Existing Zoning By-law Map



Zoning By-law 569-2013

123 Bellamy Road N

File # 24 126134 ESC 21 0Z

 Location of Application

- RD** Residential Detached
- RS** Residential Semi-Detached
- RM** Residential Multiple
- RA** Residential Apartment
- CR** Commercial Residential
- I** Institutional

- OR** Open Space Recreation
- UT** Utility and Transportation

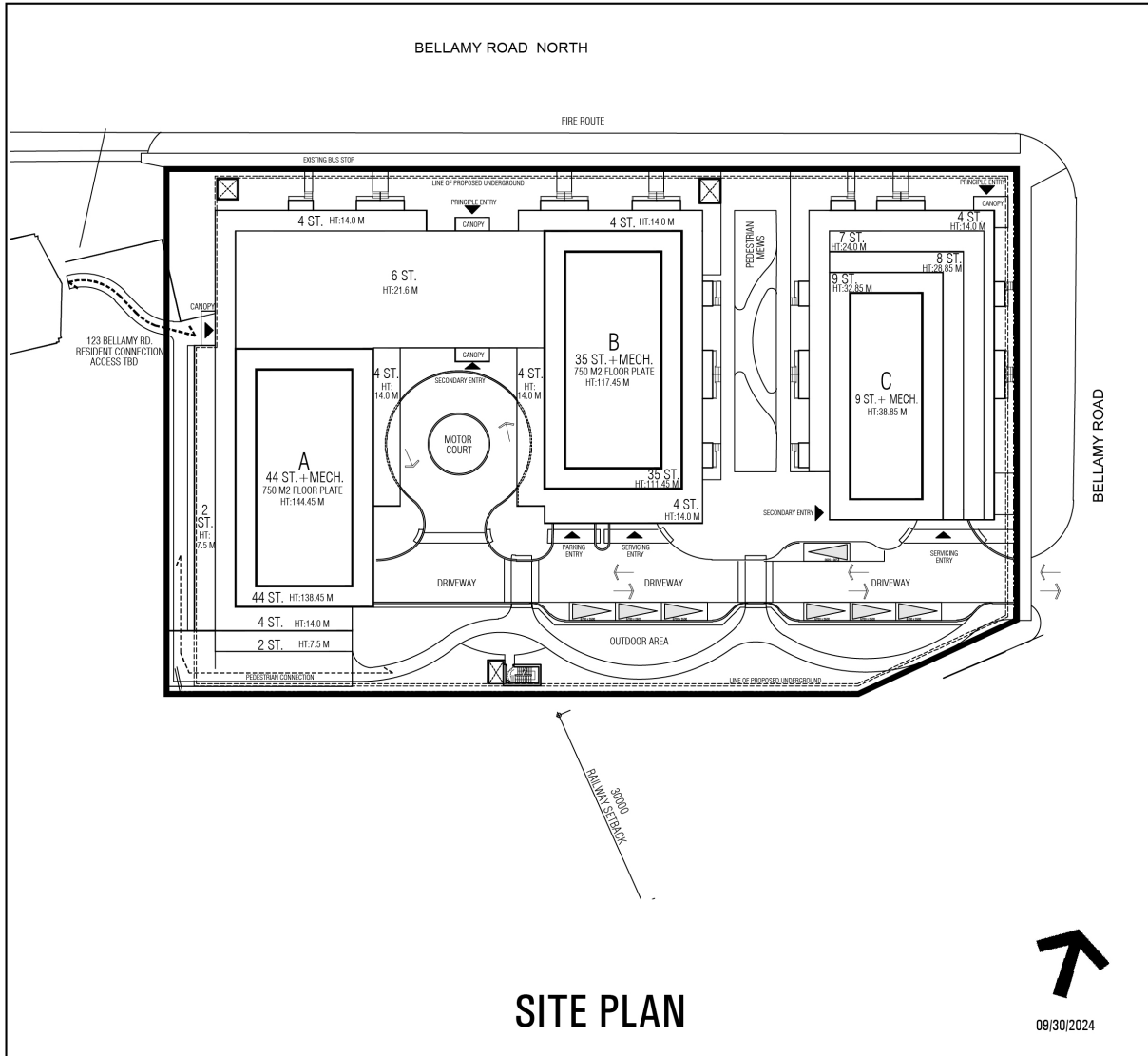
 See Former City of Scarborough
Eglinton Community By-law No.10048

- S** Single-Family Residential
- A** Apartment Residential
- NC** Neighbourhood Commercial
- HC** Highway Commercial
- I** Institutional Uses
- MC** Industrial Commercial Zone

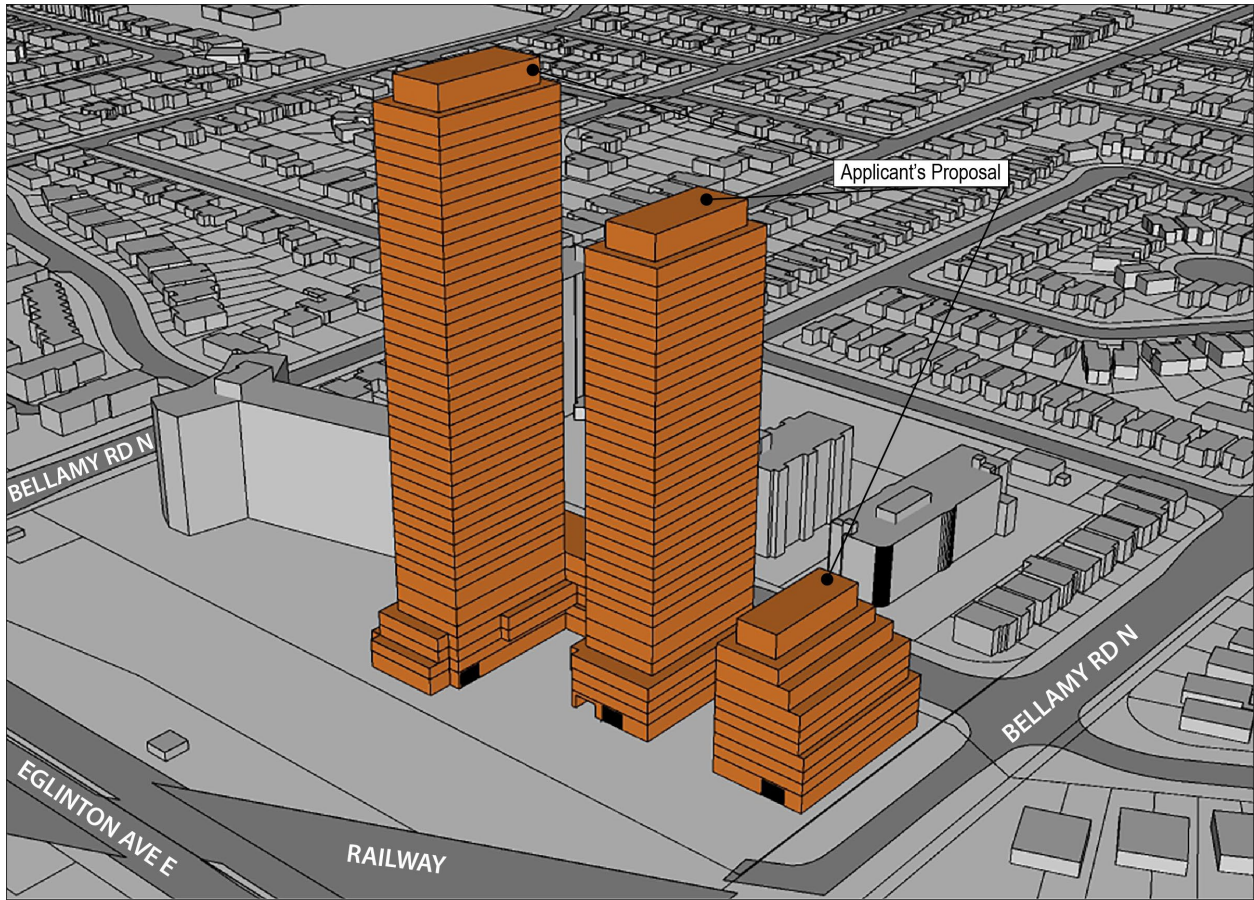


Not to Scale
Extracted: 03/18/2024

Attachment 5: Site Plan



Attachment 6: 3D Massing Model Looking Northwest

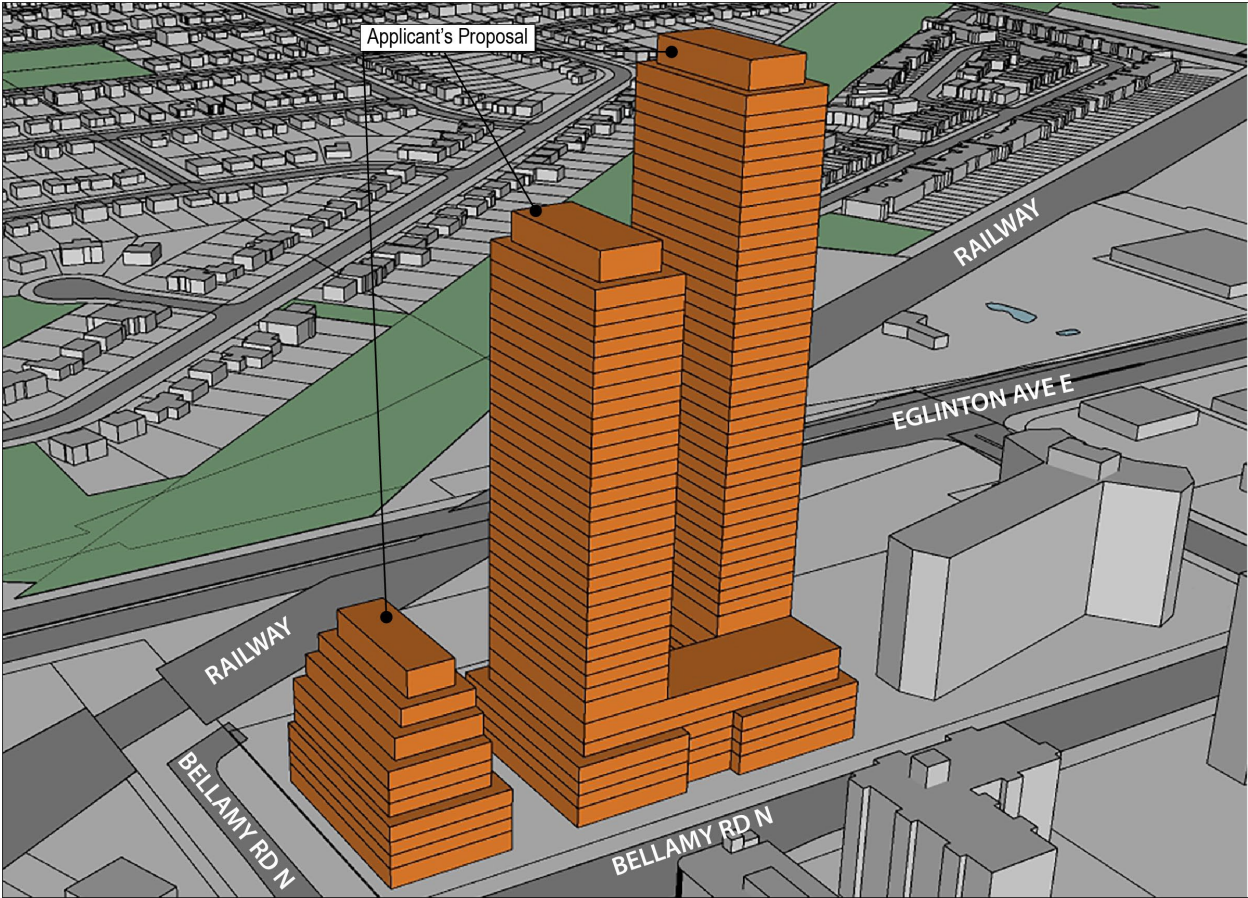


View of Applicant's Proposal Looking Northwest



10/01/2024

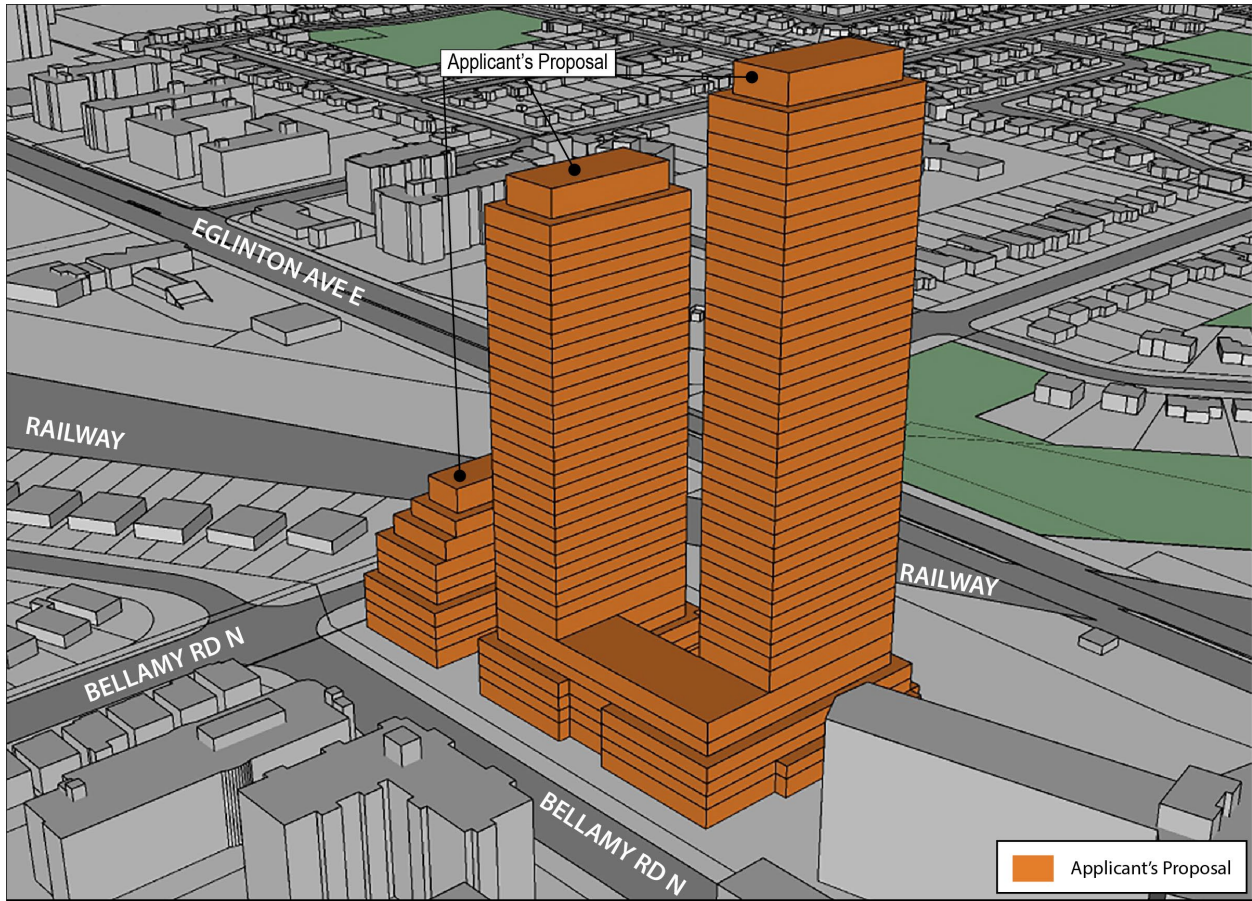
Attachment 7: 3D Massing Model Looking Southwest



View of Applicant's Proposal Looking Southwest

↓
10/01/2024

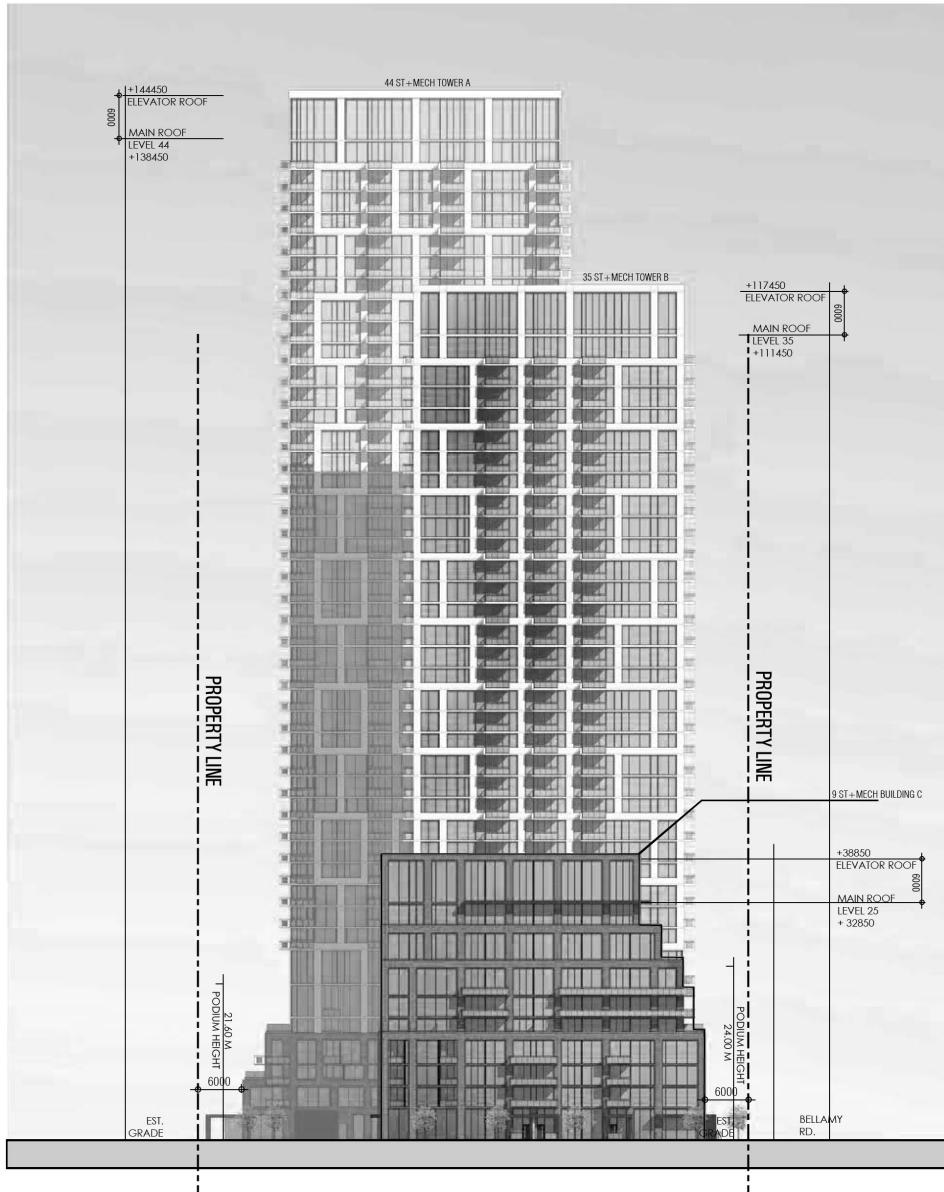
Attachment 8: 3D Massing Model Looking Southeast



View of Applicant's Proposal Looking Southeast

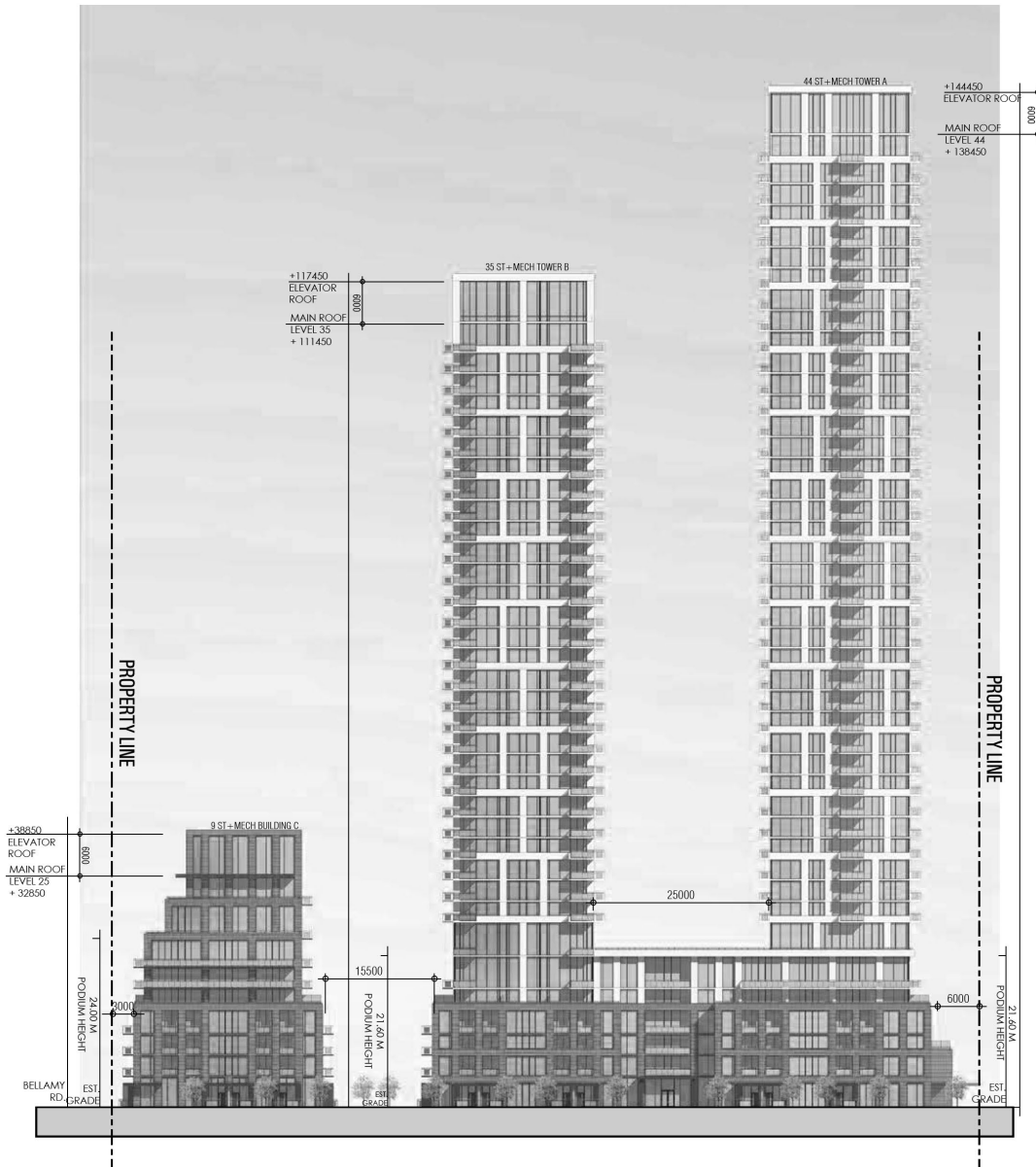
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10/01/2024

Attachment 9: East Elevation



East Elevation

Attachment 10: North Elevation



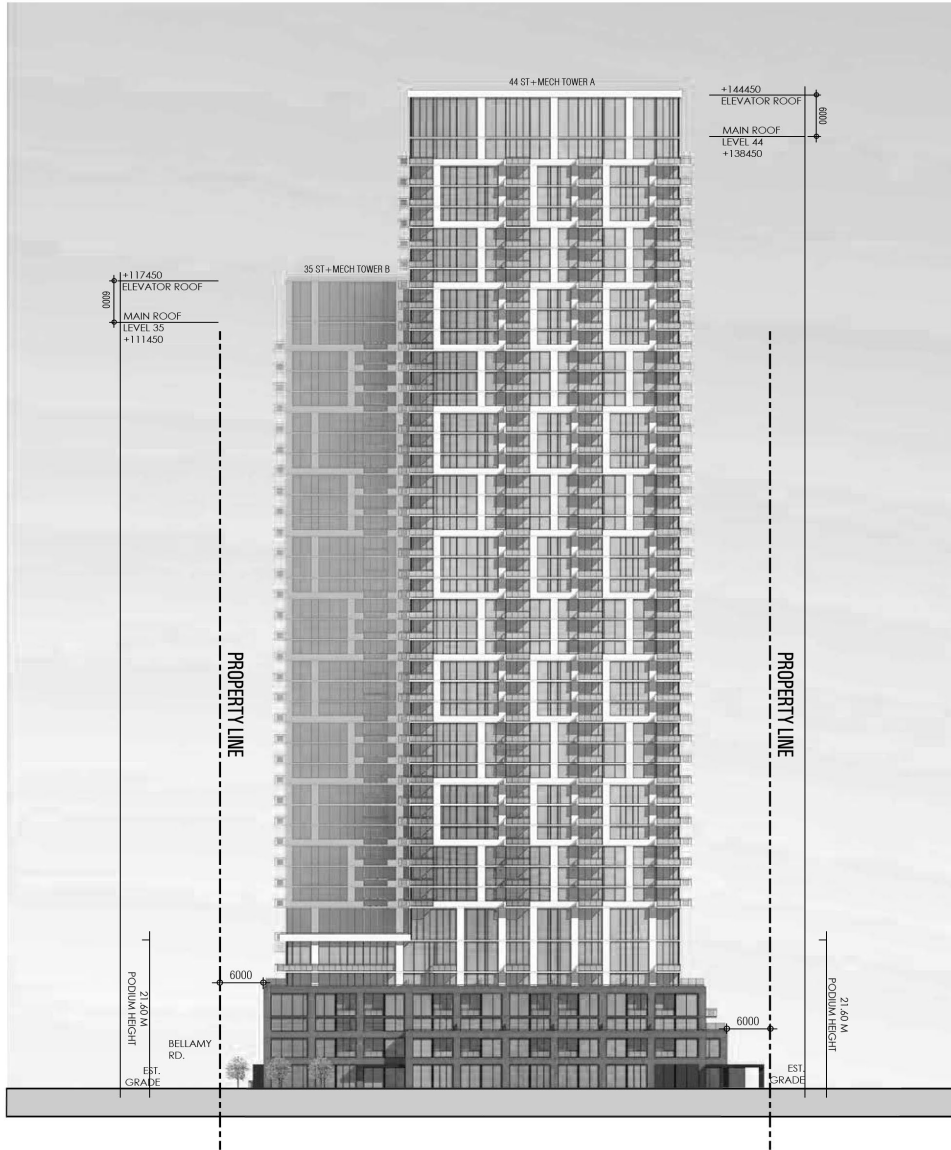
North Elevation

Attachment 11: South Elevation



South Elevation

Attachment 12: West Elevation



West Elevation