

126 Bellamy Road North – Zoning By-law Amendment - Decision Report – Approval

Date: August 31, 2025

To: Scarborough Community Council

From: Director, Community Planning, Scarborough District

Ward: 21 - Scarborough Centre

Planning Application Number: 22 205695 ESC 21 OZ

Related Planning Application Number: 2022 205695 ESC 21 SA

SUMMARY

This Report recommends approval of the application to amend the Zoning By-law to permit the development of an 8 storey residential building at 126 Bellamy Road North. The existing 16 storey apartment building will be retained.

The proposed building would have a total gross floor area of 12,247 square metres and would contain 184 units, resulting in a floor space index of 2.94 times the lot area inclusive of the existing building. A new public park would be secured through the development approval.

The proposed development is consistent with the Provincial Planning Statement (2024) and conforms to the City's Official Plan. It will provide housing options in an appropriate built form, intensifying an underutilized site along a major street in a way that is respectful of both the existing and planned context.

RECOMMENDATIONS

The Director, Community Planning Scarborough District, recommends that:

1. City Council amend City of Toronto Zoning By-law No. 569-2013, as amended for the lands at 126 Bellamy Road North substantially in accordance with the draft Zoning By-law Amendment attached as Attachment 5 to this report;
2. City Council authorize the City Solicitor to make such stylistic and technical changes to the draft Zoning By-law Amendment as may be required;
3. City Council approve that in accordance with Section 42 of the *Planning Act*, prior to the issuance of the first above grade building permit, the Owner shall convey to the City,

an on-site parkland dedication, having a minimum size of 744 square metres, to the satisfaction of the General Manager, Parks and Recreation and the City Solicitor;

4. City Council approve the acceptance of on-site parkland dedication, subject to the Owner transferring the parkland to the City free and clear, above and below grade, of all easements, encumbrances, and encroachments, in an acceptable environmental condition; the Owner may propose the exception of encumbrances of tiebacks, where such an encumbrance is deemed acceptable by the General Manager, Parks and Recreation, in consultation with the City Solicitor; and such an encumbrance will be subject to the payment of compensation to the City, in an amount as determined by the General Manager, Parks and Recreation and the Executive Director, Corporate Real Estate Management;

5. City Council approve a development charge credit against the Parks and Recreation component of the Development Charges for the design and construction by the Owner of the Above Base Park Improvements to the satisfaction of the General Manager, Parks and Recreation (P&R). The development charge credit shall be in an amount that is the lesser of the cost to the Owner of designing and constructing the Above Base Park Improvements, as approved by the General Manager, P&R, and the Parks and Recreation component of development charges payable for the development in accordance with the City's Development Charges By-law, as may be amended from time to time;

6. City Council direct that before introducing the necessary Bills to City Council for enactment, the Owner is required to, at its sole cost and expense undertake the following:

a. Submit to the satisfaction of the Director, Engineering Review, Development Review, a Functional Servicing Report to determine the storm water runoff, sanitary flow and water supply demand resulting from this development and demonstrate how this site can be serviced and whether the existing municipal infrastructure is adequate;

b. Enter into a financially secured Development Agreement for the construction of any improvements to the municipal infrastructure, should it be determined that upgrades are required to the infrastructure to support this development, according to the Functional Servicing Report accepted by the Director, Engineering Review, Development Review; and

c. Submit, revised plans/documentation with respect to above comments, to the satisfaction of the Director, Engineering Review, Development Review;

7. City Council request the Executive Director, Development Review, in consultation with the Chief Planner and Executive Director, City Planning, to secure the following through the Site Plan Control process for the lands, pursuant to Section 114 of the *City of Toronto Act, 2006*:

a. Continued provision and maintenance of the existing 254 rental dwelling units at 126 Bellamy Road North as rental housing for a period of at least 20 years

commencing from the date the Zoning By-law Amendment comes into full force and effect, with no application for demolition or conversion from residential rental use during the 20-year period, all to the satisfaction of the City Solicitor and the Chief Planner and Executive Director, City Planning; and

b. Improvements, at its sole expense and at no cost to the tenants of the existing rental building at 126 Bellamy Road North, as follows:

1. Access to outdoor amenity space in the proposed new building for tenants of the existing rental building;
2. Relocate the laundry room within the existing rental building and improve accessibility with a new ramp;
3. Create a new multi-purpose room within the existing rental building as indoor amenity space for tenants;
4. Access to proposed new bicycle parking for tenants of the existing rental building; and
5. Automatic/push button doors for the main and secondary entrances, and laundry room.

8. City Council request the Executive Director, Development Review to, prior to Site Plan Approval for the proposed development, require the Owner to develop a Construction Mitigation and Tenant Communication Plan, including a Parking Plan to mitigate the impacts of construction of the development on tenants of the existing rental building, all to the satisfaction of the Chief Planner and Executive Director, City Planning.

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.

DECISION HISTORY

No decision of City Council for the subject lands or this development application has been made in the past 5 years.

THE SITE AND SURROUNDING LANDS

Description

The subject lands are approximately 1.25 hectares (3.08 acres) in size and have approximately 91 metres of frontage on Bellamy Road North and approximately 150 metres of frontage on Grace Street. See Attachment 2 for the Location Map.

Existing Use

The subject lands currently contain a 16-storey apartment building with a convenience store on the ground floor. There are also two existing driveways along Bellamy Road North. The western driveway leads to the loading and garbage pickup area, while the eastern driveway leads to the drop-off loop and to the underground parking garage.

Surrounding Uses

North: Immediately to the north of the subject lands is a low rise residential neighbourhood consisting of 1-2 storey detached dwellings. Further north is a 1-storey commercial/retail plaza consisting of a convenient store, grocery store, restaurants and a dental centre along Nelson Street. St. Nicholas Catholic School and Cedarbrook Public School are also located within 500 metres north of the Subject Lands.

South: South of the subject lands is an existing 12-storey apartment building at 123 Bellamy Road North, lands which are subject to a rezoning application. A Settlement Offer was accepted on June 27, 2025 directing the City Solicitor to attend the OLT in support of a proposal consisting of 3 buildings having 39, 35 and 10 storeys in height containing a total of 978 units. Approximately 200 metres south of the subject lands are existing TTC Bus Transit Stops, the Eglinton GO Transit Station, along with the associated parking lots. Eglinton Avenue East is the major street in the area characterized by one-storey commercial/retail uses consisting of restaurants, retail stores, and medical clinics.

East: Immediately east of the subject lands is an 8-storey mid-rise (Bellamy) Housing Co-operative and a 5-storey (Ujamaa) Housing Co-operative. In between these mid-rise buildings is an existing TTC bus stop along Bellamy Road North. Further east is an existing low-rise neighbourhood consisting of 1-2 storey detached dwelling units.

West: Immediately west of the subject lands is a low-rise residential neighbourhood consisting of 1-2 storey detached dwelling units. Further west of Cedar Brae Boulevard are 1-2 storey semi-detached dwelling units and 3-storey townhouses.

THE APPLICATION

Description

The application proposes to permit the development of an 8 storey residential building containing a total of 184 residential units including, 12,247 square metres of gross floor area. The existing 16 storey residential apartment building will remain.

Density

The proposal has a density of 2.94 times the area of the lot including the existing 16 storey building.

Residential Component

The proposal includes a total of 184 residential dwelling units as follows; 32 studio (17%), 83 one bedroom (45%), 28 two-bedroom (15%), 23 one bedroom with Den (23%), and 18 three-bedroom (10%) units. No non-residential uses are proposed.

Access, Parking and Loading

The proposal will add a total of 102 vehicular parking spaces consisting of 7 accessible parking spaces, 58 residential spaces (of which 15 spaces designated for EV parking) and 37 visitor spaces.

The existing building contains 148 parking spaces found in the underground parking area meaning the proposal will increase the amount of parking across the entire site to 250 vehicle parking spaces. Entrance to the underground parking will utilize an existing ramp, which is located just south of the new building. Vehicle access will remain from the existing driveway connecting to Bellamy Road North.

A total of 141 bicycle parking spaces are proposed, 15 to be located on the ground floor, 126 to be located in the underground parking area. One new loading space will be provided.

Additional Information

See the attachments of this Report for the Application Data Sheet, Location Map, site plan, elevations, and 3D massing view of the proposal. Detailed project information including all plans and reports submitted as part of the application can be found on the City's Application Information Centre at: [Application Information Centre - 126 BELLAMY RD N](#)

Reasons for Application

A Zoning By-law Amendment is required to allow for the proposed development, as well as to adjust the existing site-specific performance standards, including, but not limited to, building height, gross floor area, dwelling unit mix, amenity space, projections and

encroachments, and bicycle parking requirements. Any amendment would also incorporate the subject lands into the City-wide Zoning By-law 569-2013, as amended.

APPLICATION BACKGROUND

A pre-application consultation (PAC) meeting was held on December 14, 2021. The Planning Application Checklist Package resulting from the PAC meeting is available on the Application Information Centre.

The current application was submitted on September 19, 2022 and deemed complete on October 26, 2022, satisfying the City's minimum application requirements. The reports and studies submitted in support of this application are available on the Application Information Centre [Application Information Centre - 126 BELLAMY RD N](#)

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 amendments, including associated conditions of approval.

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 Planning Statement (2024), and shall conform to provincial plans, including the Greenbelt Plan (2017), and others.

Official Plan

The Official Plan designates the site as *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.

Zoning

The subject site is zoned an Apartment Residential Zone (A-20E-32-54- 80E-82-83-105-106-108-109) under the Former City of Scarborough Eglinton Community Zoning By-law (By-law No. 10048). The subject lands do not form part of Zoning By-law 569-2013. The Apartment Residential (A-20E-32-54- 80E-82-83-105-106-108-109) zoning category permits a range of residential uses including apartment buildings, day nurseries, group homes, nursing homes and senior citizens homes. Under the former by-law, the Subject Lands are also subject to Exception 42, which permits retail commercial use on the ground floor. Amendments to both by-laws will be required to

permit the development of the 8-storey apartment. See Attachment 4 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:

- Mid-Rise Building Performance Standards
- Growing Up Guidelines for Children in Vertical Communities
- Pet Friendly Design Guidelines for High Density Communities
- Retail Design Manual
- Toronto Accessibility Design Guidelines

Toronto Green Standard

The Toronto Green Standard (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 TGS. Tiers 2 and above are voluntary, higher levels of performance with financial incentives (partial development charges refund). Tier 1 performance measures are secured on site plan drawings and through a Site Plan Agreement or Registered Plan of Subdivision.

PUBLIC ENGAGEMENT

Community Consultation

A virtual community consultation meeting was held on May 29th, 2023. Approximately 14 members of the public attended this meeting along with the applicant, City staff and the Ward Councillor. Questions and comments raised by participants at the meeting included the following concerns:

- Pedestrian access to the site,
- Increased traffic,
- Whether current residents have access to the new amenity space,
- Location of garbage pickup,
- Traffic congestion, and
- When construction will begin.

The issues raised through the community consultation process have been considered through the review of the application and commented on as necessary in the body of this Report.

Statutory Public Meeting Comments

In making their decision with regard to this application, Council members have an opportunity to hear the oral submissions made at the statutory public meeting held by

the Scarborough Community Council for this application, as these submissions are broadcast live over the internet and recorded for review.

COMMENTS

Provincial Planning Statement and Provincial Plans

Staff's 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 PPS (2024). Staff find the proposal consistent with the PPS (2024).

Planning for (Protected) Major Transit Station Areas

The subject site is located within the Eglinton GO Station Protected Major Transit Station Area (PMTSA) delineated by Site and Area Specific Policy (SASP) 625 which formed part of Official Plan Amendment (OPA) 570.

Major Transit Station Areas (MTSAs) are defined in the Provincial Planning Statement, 2024 (PPS) as areas within an approximately 500-800 metre radius of a transit station. The PPS prescribes the following minimum density targets for MTSAs:

- 200 residents and jobs per hectare for subways;
- 160 residents and jobs per hectare for light rail or bus rapid transit; and
- 150 residents and jobs for commuter or regional rail.

To satisfy PPS requirements, the City is required to individually delineate the boundaries for the 140+ MTSAs within the City and to demonstrate that each MTSA is planned for the established minimum target for residents and jobs. PMTSAs are a subset of the 140+ MTSAs, provided the delineation is in accordance with Section 16(15) of the *Planning Act*. The introduction of PMTSAs is part of the Official Plan's equity lens that prioritizes the delineation of PMTSAs to enable the implementation of Inclusionary Zoning as an affordable housing tool, where market conditions could support it.

On August 15, the Minister of Municipal Affairs and Housing approved, with modifications, 120 Major Transit Station Area and Protected Major Transit Station Area boundaries and policies. The decision increases building heights and densities near transit and supports more housing options for these areas. It should be noted that the lands within the Eglinton GO station (including the subject lands) form part of the Minister's approval which included OPA 570 which applied a minimum density of 2.0 FSI to the subject lands. The infill building proposed increases the density of the subject site to 2.94 FSI which is above the minimum density thus conforming to the recently approved PMTSA policies.

Official Plan Policies and Design Guidelines

This application has been reviewed against the Official Plan policies, and planning studies, and design guidelines described in the Policy and Regulation Considerations Section of this Report.

Land Use

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

The proposed land use is provided for by the Apartment Neighbourhoods designation where a greater scale of buildings are permitted that may comprise of apartment buildings and local institutions, cultural and recreational facilities, small-scale retail, and other uses that serve the needs of area residents. The Official Plan recognizes infill development may be permitted in Apartment Neighbourhoods, including redevelopment of an underutilized site or sites with an existing apartment building, if certain development criteria are met which is reviewed in greater detail below.

The proposed land use is appropriate subject to addressing the balance of the comments of this Report.

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), and 3.1.4.4 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 3.1.4 specifically addresses Mid Rise buildings and requires to meet the built form principles of the plan, as set out within Section 3.1.4.4. *Apartment Neighbourhoods* Policy 4.2.2 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 8-storey residential building proposes a height of 30.5 metres including the mechanical penthouse and is considered a mid-rise building by the City of Toronto's

Official Plan. It provides a transition in scale from the taller existing building on the subject lands, and buildings of greater intensity in the area further south, to lower scale uses on the north side of Grace Street within designated *Neighbourhoods*. It is appropriately separated from the existing apartment building on site pursuant to the *Apartment Neighbourhoods* policies and adds to the quality of life of existing residents by providing additional amenity and public realm through the dedication of a new public park.

Staff are of the opinion the proposal fits within what is anticipated for the Bellamy Road Character Area, and provides proper transition fitting appropriately into the existing or planned context. At a proposed floor space index of 2.94 times the area of the lot including the existing building, this level of development is acceptable, as it is deployed in a contextually appropriate manner that fits within the existing and planned context.

Housing

The Official Plan directs that a full range of housing in terms of form, tenure and affordability be provided to meet the current and future needs of residents. This proposal would result in a 184 residential dwelling units, with a unit mix that meets the Growing Up Guidelines.

The application proposes a total of 184 residential dwelling units as follows; 32 studio (17%), 83 one-bedroom (45%), 28 two-bedroom (15%), 23 one bedroom with Den (23%), and 18 three-bedroom (10%) units. City staff support the proposed unit mix.

Improvements to Existing Rental Housing

The site is currently occupied by a 16-storey rental apartment building which contains a total of 254 rental units. The existing rental apartment building has a laundry room on the ground floor, lockers in the basement, and underground parking.

The proposal includes improvements to the existing rental building and associated outdoor spaces, as follows:

- Access to outdoor amenity space in the proposed new building for tenants of the existing rental building.
- Relocate the laundry room within the existing rental building and improve accessibility with a new ramp.
- Create a new multi-purpose room within the existing rental building as indoor amenity space for tenants.
- Access to proposed new bicycle parking for tenants of the existing rental building.
- Automatic/push button doors for main and secondary entrances, and laundry room.

The costs of all the above-mentioned improvements, will not be passed on to tenants of the existing building in any form, including by way of an application to the Ontario Landlord Tenant Board for the purpose of obtaining an increase in residential rent above the applicable guideline.

Prior to Site Plan Approval, the applicant will be required to develop a construction mitigation plan and tenant communications strategy to mitigate the impacts of construction of the proposed development on existing and future residents.

As part of the Site Plan Approval process, the rental tenure of the existing apartment buildings and the rental housing improvements, will be secured through one or more agreements with the City, and to the satisfaction of the Chief Planner and Executive Director, City Planning Division.

Amenity Space

Official Plan Policy 3.1.2.6 requires that every significant new multi-unit residential development provide indoor and outdoor amenity space for residents of the new development. A total of 1,655 square metres of amenity space is proposed, with 370 square metres of interior amenity space and 1,285 square metres of outdoor amenity space. This represents an overall ratio of 4 square metres of amenity space per unit, which complies with the Zoning By-law requirement of 4 square metres per unit. At first floor 156 square metres, second floor of 39 square metres, and the fifth floor of 175 square metres are proposed for indoor amenity space.

Staff are of the opinion that the proposed amenity space is appropriate and meets the intent of the Official Plan and current City-wide zoning standards.

Servicing

Development Engineering staff have reviewed the submitted Functional Servicing and Stormwater Management Report and are satisfied sufficient servicing infrastructure capacity is present to support the proposed development. The applicant and Engineering and Construction Services staff are still working through some final details to confirm that the storm water runoff, sanitary flow and water supply demand resulting from this development can be serviced and whether the existing municipal infrastructure is adequate. This report recommends that Bills be held until the necessary information is submitted and the Functional Servicing report is accepted by the Director, Engineering Review, Development Review Division.

Traffic Impact

The applicant submitted a Transportation Impact Study, prepared by Nex Trans consulting Engineers, dated July 29, 2023, in support of the application. The report concludes that the anticipated traffic generated by the proposed development can be appropriately accommodated on the existing road network, and that no upgrades are required to support the proposed development. Vehicular access will be provided via the existing full movement driveway onto Bellamy Road North, and a separate driveway on the west side onto Bellamy Road North will provide access to the loading space.

Transportation Review staff have reviewed the submitted material and concur with these conclusions.

Streetscape

The proposal would result in an enhanced public realm including the retention of 13 City owned trees between the street and sidewalk zone along Grace Street. The existing 1.3 meter wide public sidewalk will be expanded to 2.1 metres in width enhancing the pedestrian environment and a 6m setback zone is secured through the Draft Zoning By-law Amendment allowing for private patios, trees and landscaping creates an acceptable condition for at-grade residential units fronting Grace Street. Further improvements to the streetscape and public realm will be secured through the Site Plan Control approval process.

Access, Vehicular and Bicycle Parking and Loading

The proposal includes 102 new parking spaces, including 7 accessible parking spaces to be added to the existing parking count of 148 parking spaces found in the underground parking area, for a total of 250 vehicle parking spaces across the site.

The proposed new parking supply consists of 58 residential spaces and 37 visitor parking spaces located in the underground level. Of the 58 new residential parking spaces, 15 spaces (25% of residential spaces) are designated for EV Parking. Entrance to the underground parking will utilize an existing ramp, which is located just south of the new building. Vehicle access will remain from the existing driveway connecting to Bellamy Road North.

A total of 141 bicycle parking spaces are proposed, 15 to be located on the ground floor, and 126 to be located in the underground parking area, and one loading dock. Staff are satisfied with the proposed additional vehicular and bicycle parking spaces.

Parkland

In accordance with Section 42(1) of the *Planning Act*, the applicable rate for on-site parkland dedication is a cap of 5% of the development site. In total, the parkland dedication requirement is 547 square metres. The Owner is required to satisfy the parkland dedication requirement through an on-site dedication and comply with Policy 3.2.3.8 of the Toronto Official Plan.

The applicant has proposed an on-site parkland dedication of 744 square meters located in the northwest corner with public frontage along Grace Street which is acceptable to the Parks and Recreation staff. The City will accept an over dedication of parkland however no credit will be provided for the over dedication. The Owner has indicated that the below grade parking garage will be designed and constructed in such a way that the required lands can be conveyed free and clear of all encumbrances per the City's requirements.

A 5 metre setback has been proposed between the park boundary and building face, which is acceptable to the Parks Development Section and adjacent private amenity space will be appropriately separated.

This report seeks direction from City Council on authorizing a credit of the Parks and Recreation component of the Development Charges in exchange for Above Base Park

Improvement to be provided by the Owner upon agreement with the City. The development charge credit shall be in an amount that is the lesser of the cost to the Owner of installing the Above Base Park Improvements, as approved by the General Manager, Parks and Recreation, and the Parks and Recreation component of Development Charges payable for the development in accordance with the City's Development Charges By-law, as may be amended from time to time. The Owner will be required to enter into an agreement with the City to provide for the design and construction of the improvements and will be required to provide financial security to ensure completion of the works.

The Owner will be required to provide an environmental assessment report, prepared by a Qualified Person, at the end of the permitted occupation to verify that the parklands continue to meet the applicable laws, regulations and guidelines respecting sites to be used for public park purposes. If deemed necessary, the Owner may be required to provide an RSC after the staging period. The Owner will be responsible for paying all costs associated with the City retaining a third-party peer reviewer for the environmental addendum and for another RSC if required. The construction of the park shall commence only after the verification that the parklands continue to meet the applicable laws, regulations and guidelines respecting sites to be used for public park purposes.

Tree Preservation

As proposed, this project would require the removal of twenty (20) by-law protected privately owned trees located on the subject site; the injury of eight (8) by-law protected privately owned trees located on the subject site; the injury of eleven (11) by-law protected privately owned boundary trees located adjacent to the subject site.

The twenty (20) by-law protected private trees for removal include: eight (8) Siberian elm trees ranging from 33cm to 63cm in diameter, eleven (11) Norway maple trees ranging from 30cm to 77cm in diameter and one (1) American elm tree measuring 67cm in diameter. The proposed excavation and construction will require the removal of these trees. The planting of three replacement trees (or otherwise Cash-in-lieu of planting payment) for each by-law protected private tree removed would be a condition of Urban Forestry's permit issuance, if an application to remove the subject trees is approved.

The application is also required to comply with the tree planting elements of the Toronto Green Standard (TGS) Version 4, which based on the area of the development site requires 999 cubic metres of soil volume. The submitted landscape plans specify soil volumes totaling 1,042 cubic metres, including an ability a combined total of thirty-three (33) new trees on the private portions of the site. The Landscape Plans will be satisfactory to Urban Forestry with further revisions to be secured through the Site Plan process.

Toronto Green Standard

The applicant is required to meet Tier 1 of the TGS in force at the time of a complete application for Site Plan Control. 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 at the site plan approval stage.

Conclusion

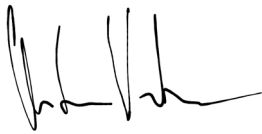
The proposal has been reviewed against the policies of the PPS (2024), the Toronto Official Plan, and the applicable urban design guidelines. Staff are of the opinion that the proposal is consistent with the PPS (2024) and conforms to the Official Plan, including the newly in-force PMTSA policies. Staff worked with the applicant and the community to address and resolve key concerns and improve the application, including securing a new park and improvements to the existing rental building, while ensuring appropriate built form and setback requirements were met.

Staff recommend approval of the draft Zoning By-law Amendment.

CONTACT

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SIGNATURE



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

ATTACHMENTS

City of Toronto Information/Drawings

- Attachment 1: Application Data Sheet
- Attachment 2: Location Map
- Attachment 3: Official Plan Land Use Map
- Attachment 4: Existing Zoning By-law Map
- Attachment 5: Draft Zoning By-law Amendment

Applicant Submitted Drawings

- Attachment 6: Site Plan
- Attachment 7: North Elevations
- Attachment 8: South Elevations
- Attachment 9: East Elevations
- Attachment 10: West Elevations
- Attachment 11: 3D Massing Model

Attachment 1: Application Data Sheet

APPLICATION DATA SHEET

Municipal Address: 126 BELLAMY RD N Date Received: September 19, 2022

Application Number: 22 205695 ESC 21 OZ

Application Type: OPA / Rezoning, Rezoning

Project Description: Proposed 8 storey residential building includes the retention of an existing 16 storey apartment building. The proposed GFA is 12, 226.31sq.m., FSI 1.97. The proposal consists of 184 residential units. Proposed eight storey residential building which includes the retention of an existing sixteen storey apartment building. The proposal and the existing 16 storey will result in a GFA of 36, 807.31sq.m and total FSI 2.94.

Applicant	Agent	Architect	Owner
DAVID MCKAY			2255761 ONTARIO LIMITED

EXISTING PLANNING CONTROLS

Official Plan Designation:	Apartment Neighbourhood	Site Specific Provision:
Zoning:	A	Heritage Designation:
Height Limit (m):		Site Plan Control Area: Y

PROJECT INFORMATION

Site Area (sq m):	12,515	Frontage (m):	91	Depth (m):	112
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Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq m):	1,586	1,586	2,017	3,603
Residential GFA (sq m):	24,560	24,560	12,247	36,807
Non-Residential GFA (sq m):				
Total GFA (sq m):	24,560	24,560	12,247	36,807
Height - Storeys:	16	16	8	16
Height - Metres:	49	49	25	49

Lot Coverage Ratio (%):	28.8	Floor Space Index:	2.94
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Floor Area Breakdown	Above Grade (sq m)	Below Grade (sq m)
Residential GFA:	36,807	
Retail GFA:		
Office GFA:		
Industrial GFA:		
Institutional/Other GFA:		

Residential Units by Tenure	Existing	Retained	Proposed	Total
Rental:	253	253	184	437
Freehold:				
Condominium:				
Other:				
Total Units:	253	253	184	437

Total Residential Units by Size

	Rooms	Bachelor	1 Bedroom	2 Bedroom	3+ Bedroom
Retained:		5	60	172	16
Proposed:		32	106	28	18
Total Units:		37	166	200	34

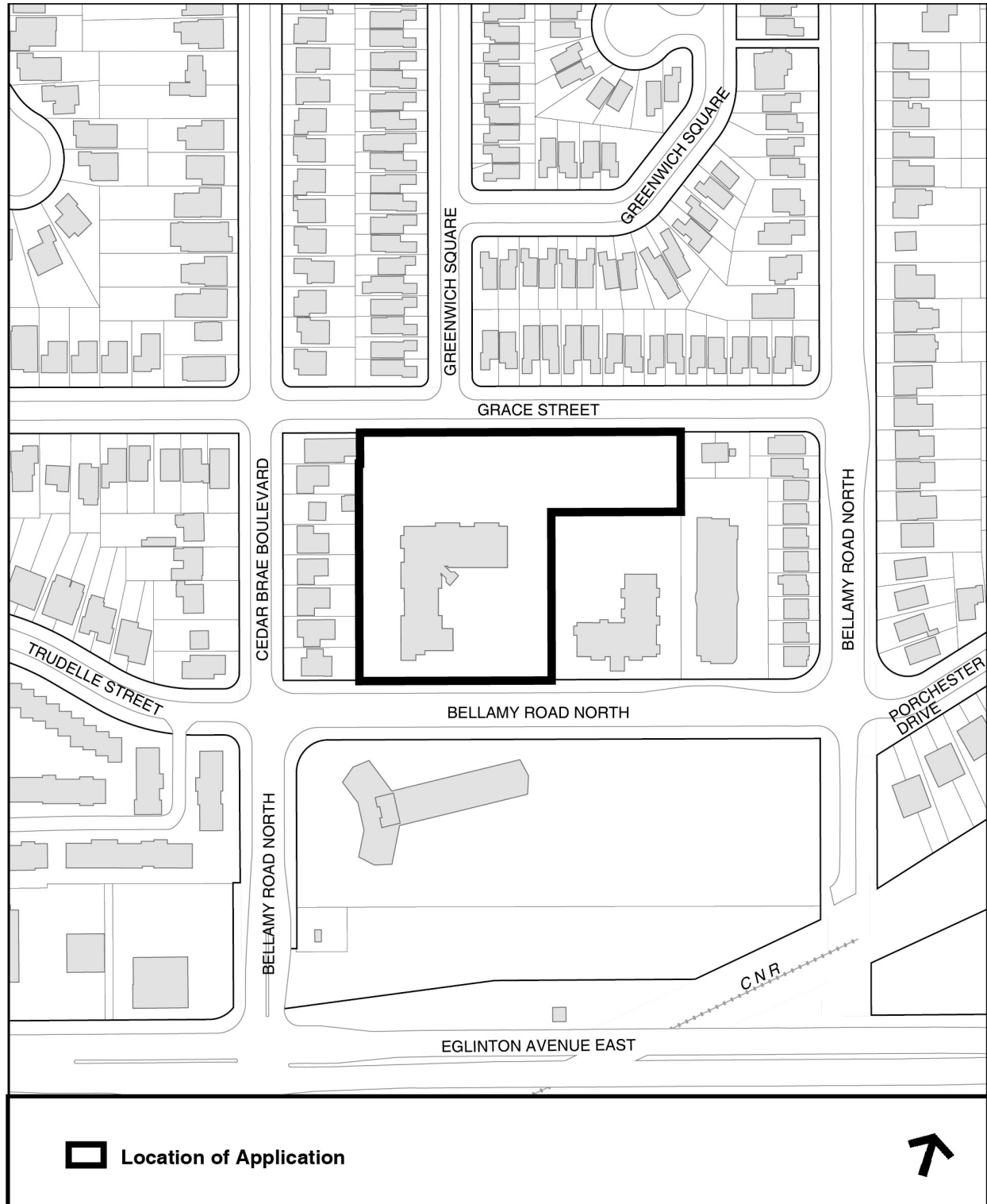
Parking and Loading

Parking Spaces:	102	Bicycle Parking Spaces:	141	Loading Docks:	1
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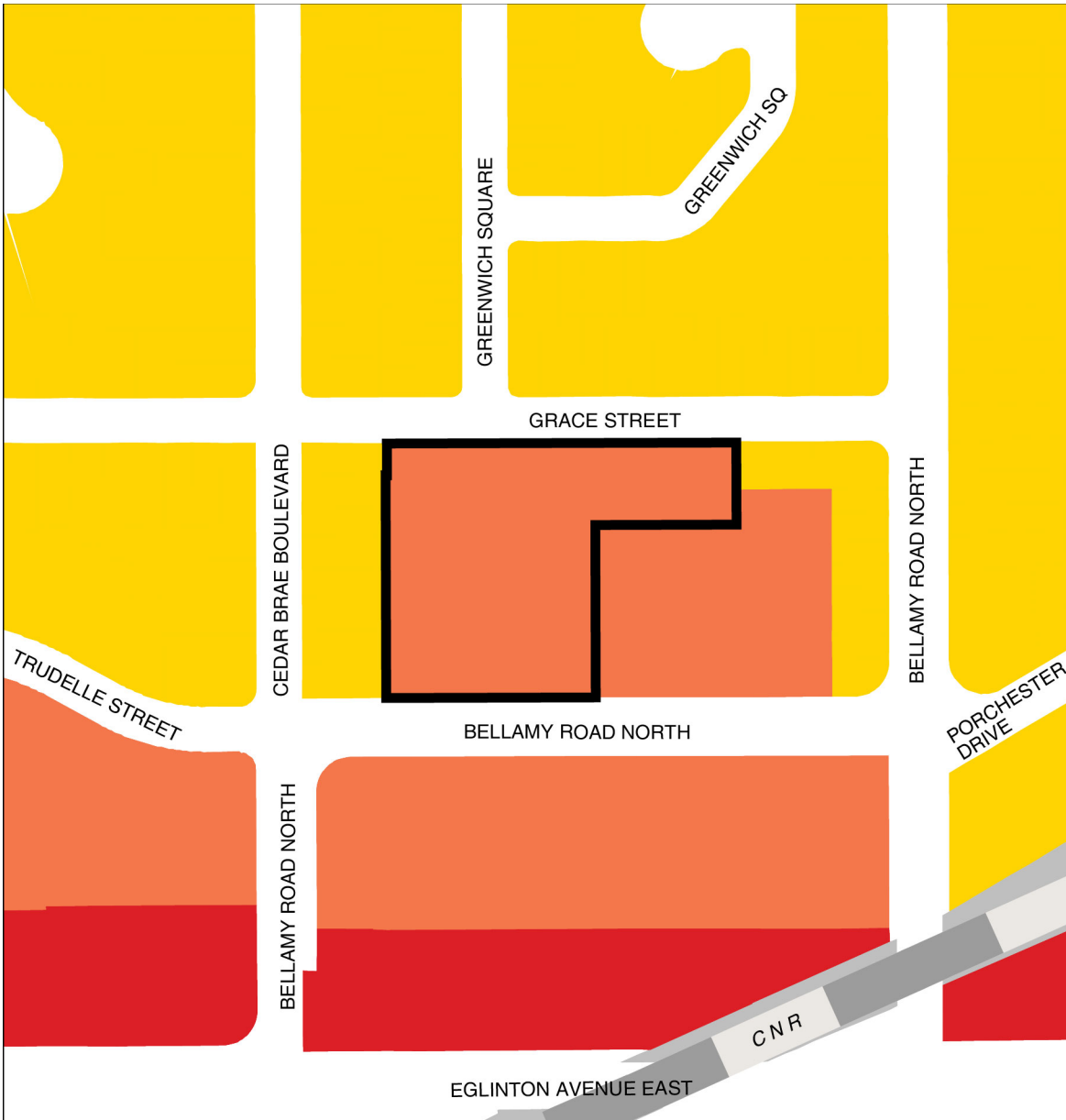
CONTACT:

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Attachment 2: Location Map



Attachment 3: Official Plan Land Use Map



Official Plan Land Use Map 20

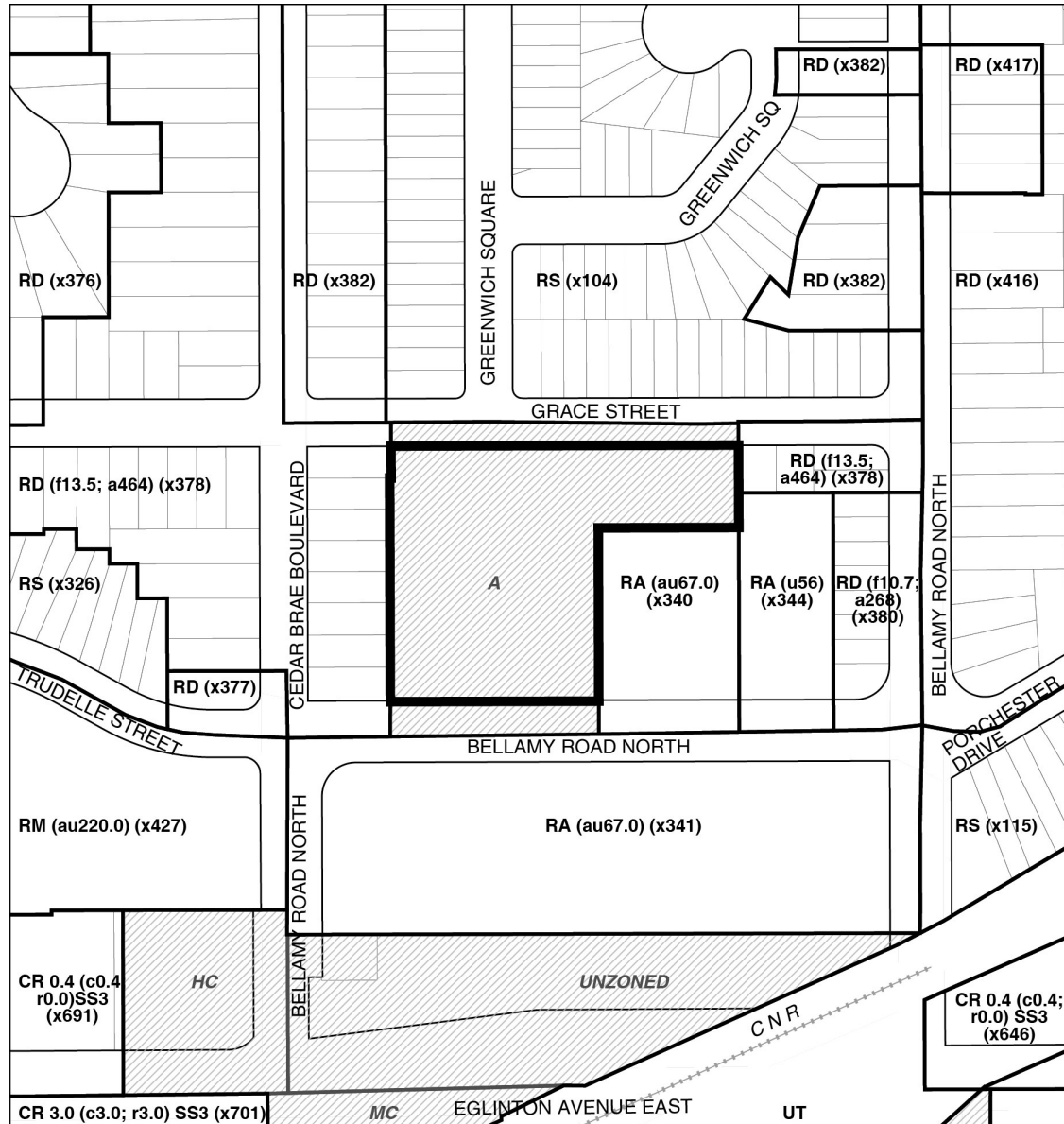
126 Bellamy Road North

File # 22 205695 ESC 21 02




 Not to Scale
 Extracted: 09/26/2022

Attachment 4: Existing Zoning By-law Map



Zoning By-law 569-2013

126 Bellamy Road North

File # 22 205695 ESC 21 0Z



Location of Application

RD
RS
RM
RA

Residential Detached
Residential Semi-Detached
Residential Multiple
Residential Apartment

CR
OR
UT

Commercial Residential
Open Space Recreation
Utility and Transportation



See Former City of Scarborough Eglinton 10048, Cliffcrest 9396 and Woburn 9510 Community By-laws

A
NC
HC
MC
UNZONED

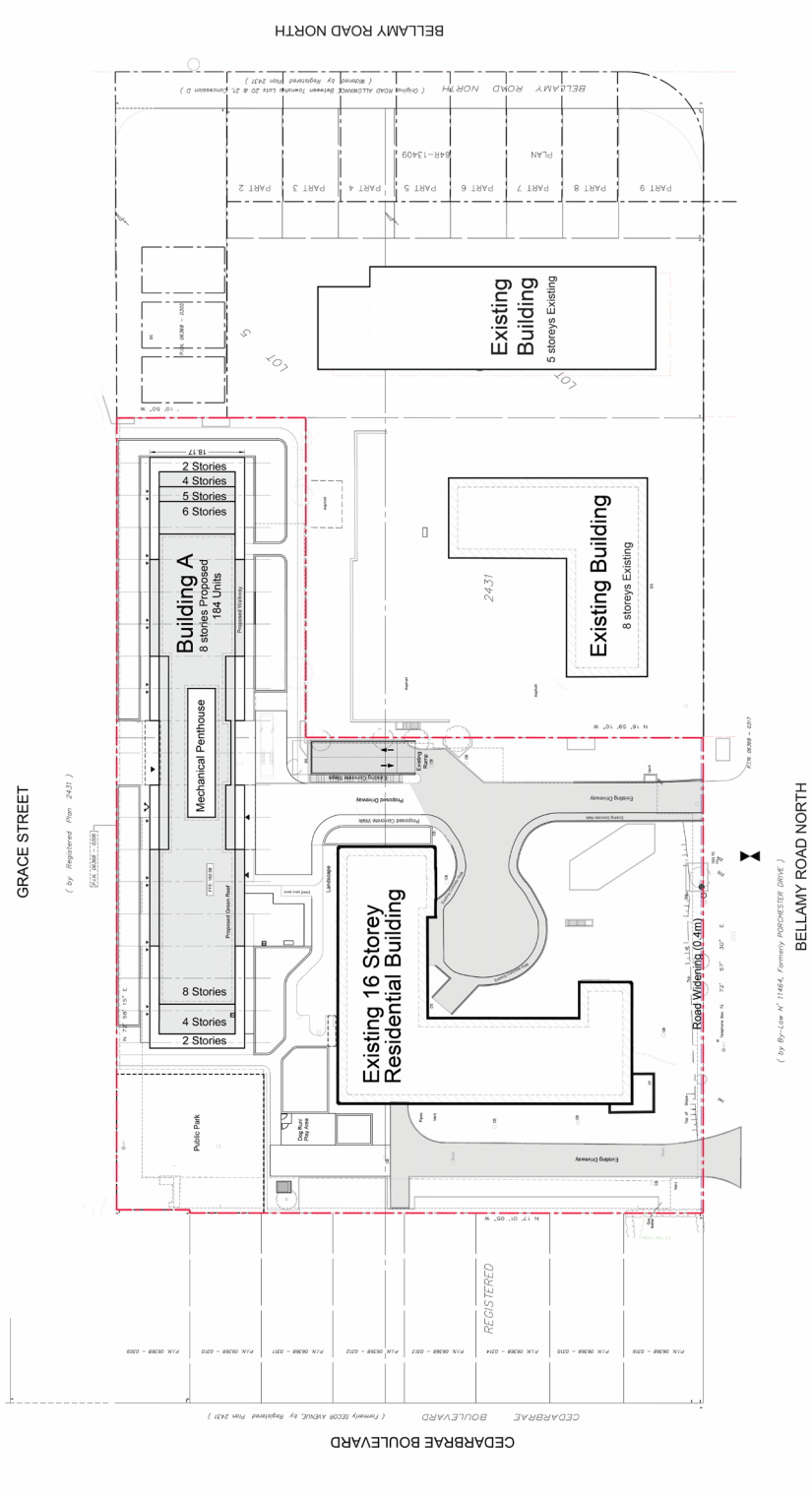
Apartment Residential
Neighbourhood Commercial
Highway Commercial
Industrial Commercial Zone
Unzoned



Not to Scale
Extracted: 09/26/2022

Attachment 5: Draft Zoning By-law Amendment

Attachment 6: Site Plan



Simple Site Plan - 126 Bellamy Road North

Attachment 7: North Elevations



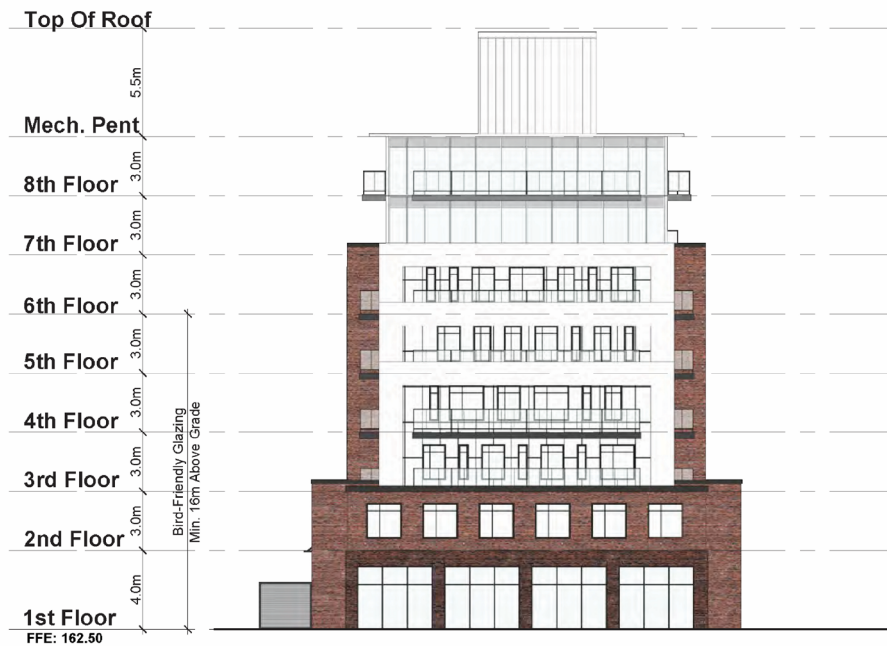
Attachment 8: South Elevations



South Elevations - 126 Bellamy Road North

Bellamy Rd N Elevation

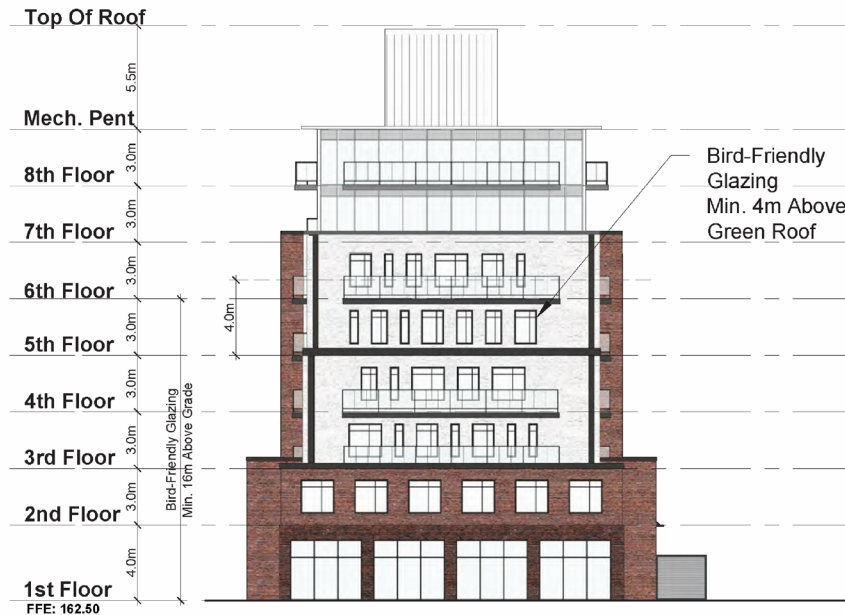
Attachment 9: East Elevations



East Elevations - 126 Bellamy Road North

Bellamy Rd N Elevation

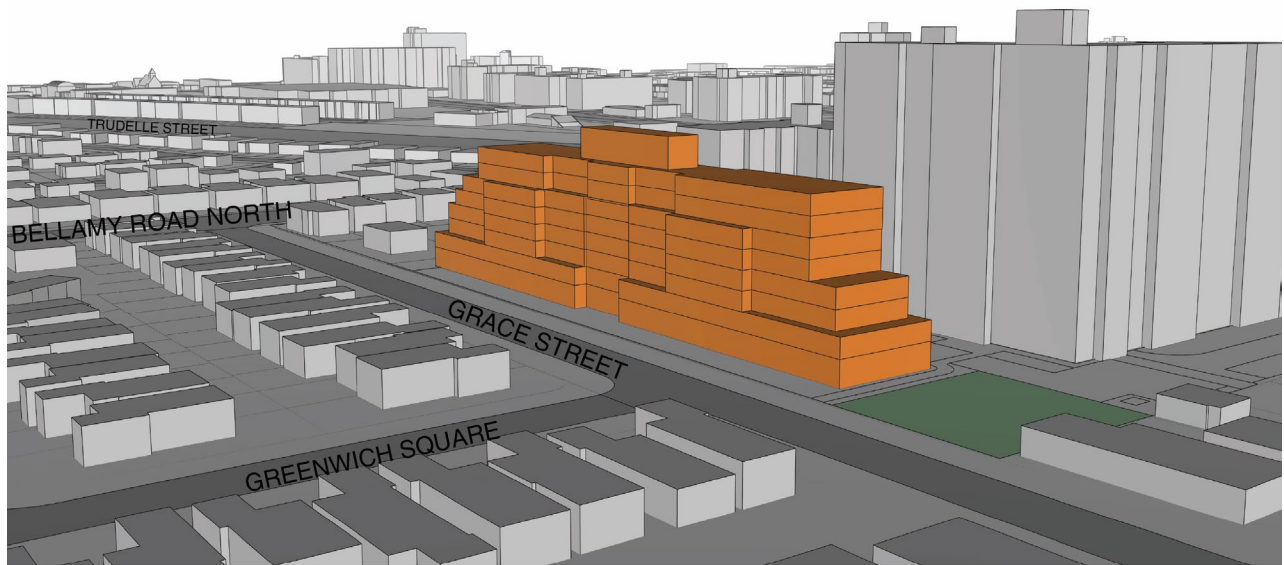
Attachment 10: West Elevations



West Elevations - 126 Bellamy Road North

Cedar Brae Blvd Elevation

Attachment 11: 3D Massing Model



3D VIEWS - 126 Bellamy Road North
FRONT VIEW - SOUTH-EAST