

## **5, 7, 9 and 11 Bellamy Road South – Zoning By-law Amendment Application – Decision Report – Approval**

**Date:** May 11, 2026

**To:** Scarborough Community Council

**From:** Director, Community Planning, Scarborough District

**Ward:** 20 - Scarborough Southwest

**Planning Application Number:** 25 124181 ESC 20 OZ

### **SUMMARY**

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This Report reviews and recommends approval of the application to amend the Zoning By-law to permit three blocks of four-storey stacked and back-to-back townhouse units for the site municipally known as 5, 7, 9 and 11 Bellamy Road South (the "Site").

The development would contain a total of 110 residential units with a total residential gross floor area of 14,100 square metres, resulting in a density of 1.85 times the area of the Site. A total of 3 two-bedroom units, 60 three-bedroom units and 47 four-bedroom units are proposed. The proposed development would be supported by a total of 108 vehicular parking spaces, as well as 84 bicycle parking spaces.

The proposed development is consistent with the Provincial Planning Statement (2024), and conforms to the City's Official Plan. It provides residential intensification on lots that vary from the local development pattern with a form proportionate to what is permitted by zoning for adjacent residential properties while benefitting from frequent bus service along Kingston Road and a nearby GO station.

This report reviews and recommends approval of the application to amend the Zoning By-law to permit the proposed development.

### **RECOMMENDATIONS**

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The Director, Community Planning, Scarborough District recommends that:

1. City Council amend City of Toronto Zoning By-law 569-2013 for the lands municipally known as 5, 7, 9 and 11 Bellamy Road South substantially in accordance with the draft Zoning By-law Amendment included 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 request the Director, Community Planning, Scarborough District, to explore opportunities for retaining additional trees and/or potential cash-in-lieu of planting through the Site Plan Control Application Process.

## **FINANCIAL IMPACT**

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There are no financial implications resulting from the recommendations included in this Report in the current budget year or in future years.

## **THE SITE AND SURROUNDING LANDS**

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### **Description**

The Site consists of four municipal lots containing three detached houses located on the east side of Bellamy Road South, north of Kingston Road and south of Oakridge Drive. The subject site irregularly shaped, with a frontage of approximately 73 metres on Bellamy Road South and a depth that varies from 67 to 109 metres. The area of the lot is 7567 square meters.

Three detached houses are existing on the Site along with a number of mature trees. The three detached houses will be replaced with the new development. See Attachment 2 for the Location Map.

### **Surrounding Uses**

**North:** Single detached residential dwellings fronting Bellamy Road South and Chatterton Boulevard, generally characterized by one to two-storey detached dwellings.

**South:** Three-storey townhouses fronting on a private roadway and a 3-storey hotel fronting onto Kingston Road.

**East:** The Scarborough Village Residence, and a mix of apartment buildings, townhouse dwellings, detached dwellings, sites with mid-rise development existing, proposed and approved fronting Kingston Road.

**West:** [Across Bellamy Road South](#), one to two storey detached dwellings and Bliss Carman Senior Public School.

## **THE APPLICATION**

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### **Description**

The proposed development is for three blocks of four-storey (13.5 metres) stacked and back-to-back townhouses units with a total of 110 residential units. The total gross floor

area of the proposed development is 14,100 square metres. The units would be accessed by a private driveway off of Bellamy Road South.

### **Density**

The proposed development has a density of 1.85 times the area of the lot.

### **Residential Component**

The proposed development includes a total of 110 dwelling units, 3 two-bedroom (2.72%) units, 60 three-bedroom units (54.55%) and 47 four-bedroom (42.73%) units.

The break down of units proposed per townhouse block are as follows:

- Block A consists of 38 units (1 two-bedroom unit, 21 three-bedroom units and 16 four-bedroom units),
- Block B consists of 38 units (1 two-bedroom unit, 21 three-bedroom units and 16 four-bedroom units), and
- Block C consists of 34 units (1 two-bedroom unit, 18 three-bedroom units and 15 four-bedroom units).

### **Access, Parking and Loading**

Pedestrian access to the development is proposed along Bellamy Road South and a walkways in front of the development along the proposed private driveway. Vehicular access will be from Bellamy Road South.

The proposed development includes a total of 108 vehicular parking spaces. The total 108 vehicular parking spaces are made up of residential parking spaces, inclusive of 5 accessible parking spaces, 3 EV parking spacing and 4 visitor parking spaces. The parking spaces are made up of stacked parking spaces and surface parking spaces.

A total of 84 bicycle parking spaces are proposed, with 8 short-term and 76 long-term spaces, and 1 Type-G loading space is proposed on the ground floor level.

### **Additional Information**

See the attachments of this Report for the Application Data Sheet, Location Map, site plan, elevations, and 3D massing views of the proposed development. 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: [www.toronto.ca/5BellamyRdS](http://www.toronto.ca/5BellamyRdS)

### **Reasons for Application**

An amendment to Zoning By-law 569-2013 (the "Zoning By-law") is required to permit the proposed townhouse development as a permitted building type. The Zoning By-law Amendment application also seeks to amend various performance standards on the subject property under Zoning By-law 569-2013, as amended, including setbacks, parking, and height.

## APPLICATION BACKGROUND

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A pre-application consultation (PAC) meeting was held on July 2, 2024. Additional pre-consultations took place with the applicant on September 3, 2024. The Planning Application Checklist Package resulting from the PAC meeting is available on the Application Information Centre.

The current application was submitted on March 3, 2025 and deemed complete on July 22, 2025, satisfying the City's minimum application requirements. The reports and studies submitted in support of this application are available on the Application Information Centre: [www.toronto.ca/5BellamyRdS](http://www.toronto.ca/5BellamyRdS).

### 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 Zoning By-law amendments, including associated conditions of approval.

## POLICY AND REGULATION CONSIDERATIONS

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### 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 *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 Site is zoned Residential Detached (RD) Zone under Zoning By-law 569-2013. The Residential Detached (RD) zoning category permits residential building types such as detached house, duplex, triplex and fourplex. Townhouses are not permitted in a Residential Detached (RD) zone on lots that do not front onto major streets. A maximum height of 9 metres and two storeys are permitted. 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:

- Townhouse and Low-Rise Apartment Guidelines

- Growing Up: Planning for Children in New Vertical Communities
- 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 in provisions of the zoning by-law, on site plan drawings and through a Site Plan Agreement or the approval of a Plan of Subdivision.

## **PUBLIC ENGAGEMENT**

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### **Community Consultation**

On October 15, 2025, an in-person community consultation meeting took place. Expanded notice of the meeting was sent out to residents in an area to the north of Kingston Road bounded by McCowan Road to the west, Lochleven Drive to the east, and to just north of Colonial Avenue. Notice was provided south of Kingston Road to Lake Ontario in an area approximately bounded by Fenwood Heights and McNab Boulevard to the west, and Parkcrest Drive to the east. There were approximately 120 residents in attendance, including the Ward Councillor, staff from the Ward Councillor's office, City staff, and the applicant's team. City Planning staff presented the planning policy framework, the application review process, and the reasons for the application. The applicant presented the proposed development.

A second community consultation took place on March 23, 2026 at the Scarborough Civic Centre, organized by the Ward Councillor. City staff, the applicant's team, staff from the Ward Councillor's office and approximately 5 local residents, invited by the Ward Councillor's office. Those in attendance shared their feedback on the proposed development and changes made to the built form.

A third community consultation took place on April 15th, 2026, organized by the Ward Councillor's office. This virtual meeting was attended by city staff, the applicant's team, the Ward councillor and staff and approximately 29 residents.

Comments raised during these meetings and through correspondence include:

- Concerns that the proposed development does not reflect the neighbourhood character;
- Concerns that the proposed density is inappropriate for the Site;
- Concerns surrounding the proposed height and massing, including potential shadow and overlook impacts on surrounding properties;
- Concerns with the lack of overall greenspace within the development;

- Concerns related to the cumulative impact of this proposed development and others in the vicinity;
- Concerns regarding traffic congestion, illegal on-street parking, and the resulting reduced safety for pedestrians;
- Concerns about the parking provided on site;
- Concerns about the type of units proposed, and types of new residents moving into the units;
- Concerns on the proposed location of snow storage;
- Concerns about the availability of municipal servicing the lands
- Concerns about the impact to migratory bird patterns with the loss of trees on site;
- Concerns about tree preservation and loss of large trees to construction;
- Concerns about the displacement of rental properties and residents on site;
- Concerns about Emergency Services access to the Site; and
- Concerns about Wheel Trans access to the Site.

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**

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### **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 proposed development for consistency with the PPS (2024). Staff find the proposed development is consistent with the PPS (2024).

### **Official Plan Policies and Design Guidelines**

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

### **Land Use**

The Site is designated *Neighbourhoods* in the Official Plan. The residential uses are deployed in a four-storey stacked and back-to-back townhouse buildings. The *Neighbourhoods* land use designation permits residential uses in a variety of forms, including townhouses and apartment buildings. Between Bellamy Road South and Markham Road, there are often instances where townhouses exist on lands designated

*Neighbourhoods* behind properties that have Kingston Road frontage and are designated *Mixed Use Areas*. In this case, the subject lands abut properties designated *Mixed Use Areas* to the south and east. This land use pattern, found in the existing context, is an appropriate intermediate scale of development that provides transition between midrise buildings that can occur along *Avenues* and lower scale development in *Neighbourhoods*. In this case, the proposed residential use on this Site is appropriate and is supported by Staff, subject to addressing the balance of the comments of this Report.

### **Unit Mix**

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.

The proposed development would provide for 110 residential dwelling units, and all of the units are two bedrooms or larger. The proposed unit mix consists of three two-bedroom units (2.7%), 72 three-bedroom units (65.5%), and 35 four-bedroom units (31.8%). The unit mix is in excess of the Growing Up Guidelines, which call for 25% or more family sized units (two and three bedroom units). Staff support the unit mix and will secure a maximum number of 110 dwelling units in the amending Zoning By-law.

### **Rental Housing Demolition**

A Housing Issues Report was submitted as part of the application, which identified that there are three existing single-detached dwellings on the site. 7 and 9 Bellamy Rd S are both rental dwelling units and 11 Bellamy Rd S is an owner-occupied dwelling unit. Replacement rental housing is not required by Official Plan Policy 3.2.1.6 as fewer than 6 existing rental units are proposed to be demolished. As both existing rental units are currently vacant, a tenant assistance plan is also not required, in accordance with Official Plan Policy 3.2.1.12.

### **Density, Height, Massing**

The proposed development has been reviewed against the policies of the Official Plan. Lands designated *Neighbourhoods* are stable, but not static, areas that contain a full range of residential uses in lower scale buildings such as detached houses, semi-detached houses, duplexes, triplexes and townhouses, as well as interspersed walk-up apartments that are no higher than four storeys.

Townhouse and low-rise apartment buildings provide desirable, grade-related housing in a form that is more intensive than single and semi-detached houses. They assist in providing a mix of housing options, defining and supporting streets, parks and open spaces, at a lower scale – generally no taller than four storeys in height – and can be designed to be compatible with and provide transition to existing streetscapes of lower scaled areas.

The Site is comprised of a consolidation of 4 individual lots. The subject lands are amongst a group of properties fronting onto the east side of Bellamy Road South, south of Catterton Boulevard that do not adhere to the prevailing lot pattern found elsewhere

in the surrounding area. These properties, inclusive of the subject lands, vary in terms of lot frontage, depths, size, orientation and configuration, particularly when compared to other lands designated *Neighbourhoods* which present a more consistent and repeatable lot pattern.

The proposal was evaluated against and conforms to the design criteria contained in Official Plan policy 4.1.9, which provides for infill development on properties that vary from the local pattern in term of lot size, configuration and/or orientation.

The proposed development would result in three stacked, back-to-back townhouse buildings with a maximum height of four storeys (13.5 metres), a maximum of 110 dwelling units, and a maximum lot coverage of 45 percent. Immediately to the south of the proposed development is an existing three storey townhouse development zoned to a maximum height of 12.5 metres and the existing RD Zoning permits a height of 9 metres. The existing hotel site which also abuts the subject lands to the south was recently rezoned by City Council in 2024 through the adoption of [PH16.1](#) as part of the Housing Action Plan to permit 11 storeys or 36 metres in height. The proposal is proportionate to that permitted by zoning for adjacent residential properties, while taking into account the existing form of development on lands designated *Mixed Use Areas* to the south and east along Kingston Road and low rise dwellings further north within the interior of the *Neighbourhoods*.

A minimum 5.4 metre building setback will be required from the north and south lot lines, which will provide for comfortable living conditions by providing access to sunlight, sky view and privacy for both the subject property and the neighbouring properties. The building face to building face distance of 22.2 metres between Blocks A and B is greater than the minimum facing distance of 15 metres prescribed by the Townhouse and Low-Rise Apartment Guidelines.

Building setbacks of 6.6 metres from the property line along Bellamy Road South have been secured to ensure space for the public realm. This setback was increased from what was proposed with the original submission to preserve a number of mature red oak trees along Bellamy Road South, responding to community concern. This setback is generally consistent with the prevailing setbacks along the east side of Bellamy Road South. The proposed setback is deeper than what exists to the south for the existing townhouse development along Tollgate Mews which is generally setback only 1.0 metre from Bellamy Road South. In addition, the proposal provides a minimum 7.5 metre setback from the rear property line, meeting the direction in the Townhouse and Low-Rise Apartment Guidelines.

This proposed development assists in providing a mix of housing options to the neighbourhood at an appropriate scale, defining and supporting the street at a lower scale, and generally fits within the existing and planned context in the immediate vicinity. City Staff support the density, height, and massing proposed.

## **Public Realm**

The proposed development was revised to increase the front yard setback ensure to protect existing trees and provide area for soft landscaping with sufficient soil for additional mature tree growth along Bellamy Road South.

The landscaped setbacks provided along the Bellamy Road South frontage expand the public realm and improve pedestrian comfort and amenity.

The entrances and shared landings are part of the internal site organization and do not open out to Bellamy Road South, and have been kept minimal so as to support a pedestrian friendly environment but not to encroach on the public realm along the Bellamy Road South frontage.

The servicing activities such as loading, garbage storage and collection have been appropriately located within the Site and away from the public realm as provided for by Official Plan policies. Utilities like the transformer have also been appropriately screened with landscaping which mitigates its impact on the public realm.

In summary, generous and well-designed landscaped areas offer privacy, screening, and attractive interface with the public realm and help increase privacy, and screen utility and servicing items from public view which will be done through detailed landscape design through the Site Plan Application process.

## **Servicing**

The applicant submitted a Functional Servicing Report, and a Stormwater Management Report, both dated February 13, 2026 prepared by Politis Engineering.

The submitted Functional Servicing and Stormwater Management Reports conclude that the existing sanitary sewer and stormwater management systems appear capable of supporting the proposed development. However, additional information and updated analysis are required to support a final servicing determination and confirm whether further municipal infrastructure improvements could be necessary.

Updated reports reflecting this ultimate servicing strategy are required for review and acceptance by the Director, Engineering Review, to confirm and secure the necessary servicing infrastructure improvements. A holding provision is recommended to be incorporated into the draft Zoning By-law, which shall not be lifted until the necessary infrastructure improvements are secured, to the satisfaction of the Director, Engineering Review.

## **Road Widening**

The Official Plan requires a 27-metre right-of-way for this segment of Bellamy Road South. A 0.4 metre road widening dedication along 5 and 7 Bellamy Road South, and a 3.44 metre road widening dedication along 9 and 11 Bellamy Road South are required to meet the widening requirements for this Site. These lands will be conveyed to the City free of all physical and title encumbrances and dedicated for public right-of-way purposes.

## **Traffic Impact, Access, Vehicular and Bicycle Parking and Loading**

The applicant submitted a Transportation Impact Study, dated February 25, 2025, and a Transportation Impact Study Addendum, dated February 18, 2026. The study estimates that the proposed development of 110 residential units would generate approximately 44 two-way gross trips (15 inbound and 29 outbound) and 53 two-way gross trips (30 inbound and 23 outbound) during AM and PM peak hours, respectively. The trip generation calculations are broken down for each mode of travel as follows:

- 21 new auto two-way trips during AM peak hour (7 inbound and 14 outbound), 26 new auto two-way trips during PM peak hour (15 inbound and 11 outbound);
- 16 two-way transit trips during AM peak hour (11 inbound and 6 outbound), 20 two-way transit trips during PM peak hour (11 inbound and 9 outbound); and,
- Six two-way walking trips during AM peak hour (2 inbound and 4 outbound), seven two-way walking trips during PM peak hour (4 inbound and 3 outbound).

The study concludes that traffic volumes generated by the proposed development can be readily accommodated within the surrounding road network, with negligible impact on roadway and intersection operations. Transportation Review staff agree with this conclusion.

As outlined above, through the community consultation process a number of concerns were raised regarding traffic, vehicular access and parking.

The lots that comprise the subject site currently have three driveway accesses to Bellamy Road South. The proposed development would consolidate these accesses into one full-movement driveway on Bellamy Road South, designed and constructed per City standards. Transportation Review staff support this approach, as proposed consolidation of three driveway accesses to one will improve safety for pedestrians and cyclists along Bellamy Road South and reduce potential conflict points, particularly as all vehicles will exit the proposed driveway in a forward motion.

On April 30, 2026, Scarborough Community Council adopted the Scarborough Village Streets Plan and authorized the Prohibited northbound and southbound U-Turn movements at all times on Bellamy Road South, between Kingston Road and Oakridge Drive, and authorized the installation of a Pedestrian Crossover (PXO) on Bellamy Road South immediately south of Oakridge Drive. Previously, in November 2025, Scarborough Community Council authorized short term parking on the west side of Bellamy Road South, and prohibited stopping on the east side of Bellamy Road South between Kingston Road and a point 121 metres north, which will not impact the frontage of the subject lands. These changes aim to create a safer vehicular environment in front of the Site and Bliss Carman Senior Public School and work to address concerns related to traffic operations on Bellamy Road South.

The proposed development provides a total of 108 parking spaces, consisting of 105 resident parking spaces and three visitor parking spaces, an increase proposed by the applicant to respond to community concerns. An earlier iteration of the proposed development provided 73 above-grade parking spaces only and did not include underground parking. Of the total parking supply, five spaces are proposed as

accessible parking spaces. Since the initial submission, the proposal has been revised to include one level of underground parking beneath Building C, accommodating 23 parking spaces, and 42 parking spaces in parking stackers located above grade at the rear of Buildings A and B. While the Zoning By-law no longer requires any minimum parking, Transportation Review reviewed the revised parking supply and parking ratio. The reduction of surface parking overall, despite the increase in parking proposed increases the amount of permeable surface area reserved for landscaping and amenity.

The proposed development proposes one Type “G” loading space. The Zoning By-law requires a Type “G” loading space for residential buildings containing 31 to 399 dwelling units. Transportation Review staff are satisfied that the proposed loading space meets the applicable Zoning By-law requirements.

The Site is located within Bicycle Zone 2. The proposed development is required to provide 75 long-term and 8 short-term bicycle parking spaces. The proposed development includes 76 long-term and 8 short-term bicycle parking spaces, resulting in a minor over-supply of one long-term space. Transportation Review staff are satisfied that the proposed bicycle parking supply meets, and slightly exceeds, the City’s bicycle parking requirements.

### **Parkland**

The Site is approximately a 400 metre walk from Muir Park, a 12, 250 square metre park which contains a playground, a ball diamond and open space.

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.

### **Archaeological Assessment**

The Site was identified on the City of Toronto’s database as a property that has archaeological resource potential.

A Stage 1 & 2 Archaeological Assessment Report, dated November 21, 2024, was completed by Irvin Heritage, as part of the rezoning application.

The report concludes that there are no further archaeological concerns regarding the subject property. Heritage Planning concurs with this determination and has provided a number of advisory comments that will be included in an eventual Site Plan Agreement for the subject proposed development.

### **Tree Preservation**

The proposed development includes the removal of fifty (50) privately owned, by-law-protected trees, three (3) of which have been assessed to be in poor condition. The

majority of the trees proposed for removal are located throughout the interior of the Site having largely existed along the lot lines between the individual lots. Originally only 13 of the 50 by-law protected trees were intended to be preserved. Improved setbacks to be secured through the Zoning By-law now allow for the preservation of 16 by-law protected trees.

In accordance with the City's tree by-law, the removal of these trees requires the planting of one hundred and fifty (150) replacement trees on private property. The application currently identifies space for twenty-nine (29) replacement trees to be replanted on site.

As a result, the remaining one hundred and twenty-one (121) required replacement trees will be fulfilled through a cash-in-lieu contribution at a rate of \$583.00 per tree, totaling \$70,543.00. These funds will be directed to the City's Urban Forestry Department and used for tree plantings throughout the City.

Cash-in-lieu contributions are an established and effective mechanism used by the City to support new tree plantings and enhance the urban canopy where on-site replacement is not feasible.

### **Amenity Space**

A total of 675 square metres total of outdoor amenity space is proposed in four locations across the Site.

An area of 190 square metres of outdoor amenity space is proposed at the southeast portion of the site, south of Building C. An amenity area of 250 square metres is proposed to the East of Building C, and proposed to be used as a dog run. Four mature maple trees will be preserved in this amenity area.

A total of 235 square metres of outdoor amenity space are provided along the Bellamy Road South frontage, 135 square metres in front of Building A and 100 square metres in front of Building B. This has the benefit of preserving four mature red oak trees along the Bellamy Road South frontage.

The draft by-law attached to this report as Attachment 5 imposes a minimum amenity space requirement. It is staff's opinion that proposed development provides adequate amenity space that is appropriately and strategically located.

### **Holding Provision**

This Report recommends the adoption of a Zoning By-law Amendment that is subject to a holding provision under Section 36 of the *Planning Act*, restricting the proposed use of the lands until the conditions to lifting the holding provision, as set out in the draft Zoning By-law, are satisfied.

Section 5.1.2 of the Official Plan contemplates the use of a holding provision and outlines the types of conditions that may have to be satisfied prior to the removal of a

holding provision. The specific conditions to be met prior to the removal of the proposed holding provisions in the proposed By-law include:

1. The owner or applicant, at their sole cost and expense, has submitted a revised Functional Servicing and Stormwater Management Report to demonstrate that the existing combined sewer system and watermain system have adequate capacity and supply to accommodate the development of the lands to the satisfaction of the Director, Engineering Review;
2. The owner or applicant shall submit a Hydrological Report, including a Foundation Drainage Technical Brief, Groundwater Summary Form, Foundation Drainage Summary Form, and Hydrological Review Summary Form in compliance with the City of Toronto Foundation Drainage Guidelines and policies, to the satisfaction of the General Manager, Toronto Water, and the Director, Engineering Review; and,
3. The owner or applicant shall submit revised Site Plan drawings to address Solid Waste Management Services comments to the satisfaction of Director, Engineering Review.

The Executive Director, Development Review and their designate have the authority to make decisions on applications to remove holding provisions, which do not contain financial implications not previously authorized by Council.

### **Toronto Green Standard**

The applicant is required to meet Tier 1 of the TGS version 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.

### **Community Services and Facilities**

The Official Plan establishes and recognizes that the provision of and investment in community services and facilities supports healthy, safe, livable, 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 a full range of community services and facilities in areas that are inadequately serviced or experiencing growth is a shared responsibility.

### **School Boards**

The Toronto District School Board (TDSB) schools currently assigned to this development are Mason Road Junior Public School, Bliss Carman Senior Public School and Sir Wilfred Laurier Collegiate Institute. TDSB staff have determined that there may be insufficient capacity at Sir Wilfred Laurier Collegiate Institute to accommodate students from new residential developments by the time this development is occupied. To address accommodation challenges, the TDSB may need to use portables to accommodate students or undertake accommodation studies to explore options for

creating additional school space. The options include changing school boundaries, moving programs, or bussing new students to another school, among others.

The Catholic schools serving this area including St. Boniface Catholic School, St. John Henry Newman Catholic School and St. Joan of Arc Catholic Academy. At this time, St. Boniface Catholic School is operating close to capacity, and may not be able to accommodate additional students from the proposed development. Sufficient space exists within the local secondary schools to accommodate additional students. The Toronto Catholic District School Board advises that should the proposed development proceed, that warning clauses be included in the conditions of approval and subsequently within any agreements of purchase and sale for the proposed units in this plan.

While the school boards have noted possible current capacity issues, school capacity may change by the time the development is constructed and occupied.

### **Conclusion**

The proposed development is consistent with Provincial Planning Statement (2024), The proposed development conforms with the Official Plan, particularly as it relates to the development criteria for *Neighbourhoods* designated lands, while balancing the need to consider the existing and planned context for the general vicinity.

The proposed development would provide much needed family-size dwelling units compatible with the surrounding context. It will add gentle, appropriately massed, density that has limited impacts on the surrounding neighbourhood. Staff recommend that Council approve the Zoning By-law Amendment application.

### **CONTACT**

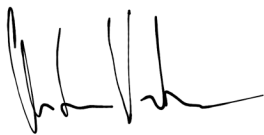
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John Lyon, Senior Planner, Community Planning, Scarborough District, Tel. No. (416) 396-7011, E-mail: [John.Lyon@toronto.ca](mailto:John.Lyon@toronto.ca)

Kwasi Kankam, Planner, Community Planning, Scarborough District, Tel. No. (416) 396-7040, E-mail: [Kwasi.Kankam@toronto.ca](mailto:Kwasi.Kankam@toronto.ca)

### **SIGNATURE**

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Christian Ventresca, M.Sc.PI, MCIP, RPP  
Director, Community Planning  
Scarborough District

## **ATTACHMENTS**

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### **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: Building A Elevations
- Attachment 8: Building B Elevations
- Attachment 9: Building C Elevations
- Attachment 10: Perspective View- Northeast
- Attachment 11: Perspective View- Southeast
- Attachment 12: Perspective View- Southwest
- Attachment 13: Perspective View- Northwest

## Attachment 1: Application Data Sheet

Municipal Address: 5, 7, 9, 11 BELLAMY RD S Date Received: March 3, 2025

Application Number: 25 124181 ESC 20 OZ

Application Type: Rezoning

Project Description: Rezoning application for a proposal consisting of 3 blocks of 4-storey back-to-back stacked condominium buildings consisting of 110 residential units and a total GFA of 14,066 sqm.

|                          |       |           |                         |
|--------------------------|-------|-----------|-------------------------|
| Applicant                | Agent | Architect | Owner                   |
| PROFILE DEVELOPMENTS INC |       |           | 1319593 ONTARIO LIMITED |

### EXISTING PLANNING CONTROLS

|                            |                         |                           |
|----------------------------|-------------------------|---------------------------|
| Official Plan Designation: | Neighbourhood           | Site Specific Provision:  |
| Zoning:                    | RD (f13.5; a464) (x396) | Heritage Designation:     |
| Height Limit (m):          | 9                       | Site Plan Control Area: Y |

### PROJECT INFORMATION

Site Area (sq m): 7,564 Frontage (m): 73 Depth (m): 108

| Building Data               | Existing | Retained | Proposed | Total  |
|-----------------------------|----------|----------|----------|--------|
| Ground Floor Area (sq m):   |          |          | 3,097    | 3,097  |
| Residential GFA (sq m):     | 366      |          | 14,066   | 14,066 |
| Non-Residential GFA (sq m): |          |          |          |        |
| Total GFA (sq m):           | 366      |          | 14,066   | 14,066 |
| Height - Storeys:           | 2        |          | 4        | 4      |
| Height - Metres:            | 9        |          | 13       | 13     |

Lot Coverage Ratio (%): 40.95 Floor Space Index: 1.8

|                      |                    |                    |
|----------------------|--------------------|--------------------|
| Floor Area Breakdown | Above Grade (sq m) | Below Grade (sq m) |
| Residential GFA:     | 14,066             |                    |
| Retail GFA:          |                    |                    |

Office GFA:

Industrial GFA:

Institutional/Other GFA:

| Residential Units<br>by Tenure | Existing | Retained | Proposed | Total |
|--------------------------------|----------|----------|----------|-------|
| Rental:                        | 2        | 0        |          |       |
| Freehold:                      | 1        | 0        |          |       |
| Condominium:                   |          | 0        | 110      | 110   |
| Other:                         |          |          |          |       |
| Total Units:                   |          |          | 110      | 110   |

Total Residential Units by Size

|              | Rooms | Bachelor | 1 Bedroom | 2 Bedroom | 3+ Bedroom |
|--------------|-------|----------|-----------|-----------|------------|
| Retained:    |       |          |           |           |            |
| Proposed:    |       |          |           | 3         | 107        |
| Total Units: |       |          |           |           | 110        |

Parking and Loading

|                    |     |                         |    |                |   |
|--------------------|-----|-------------------------|----|----------------|---|
| Parking<br>Spaces: | 108 | Bicycle Parking Spaces: | 84 | Loading Docks: | 1 |
|--------------------|-----|-------------------------|----|----------------|---|

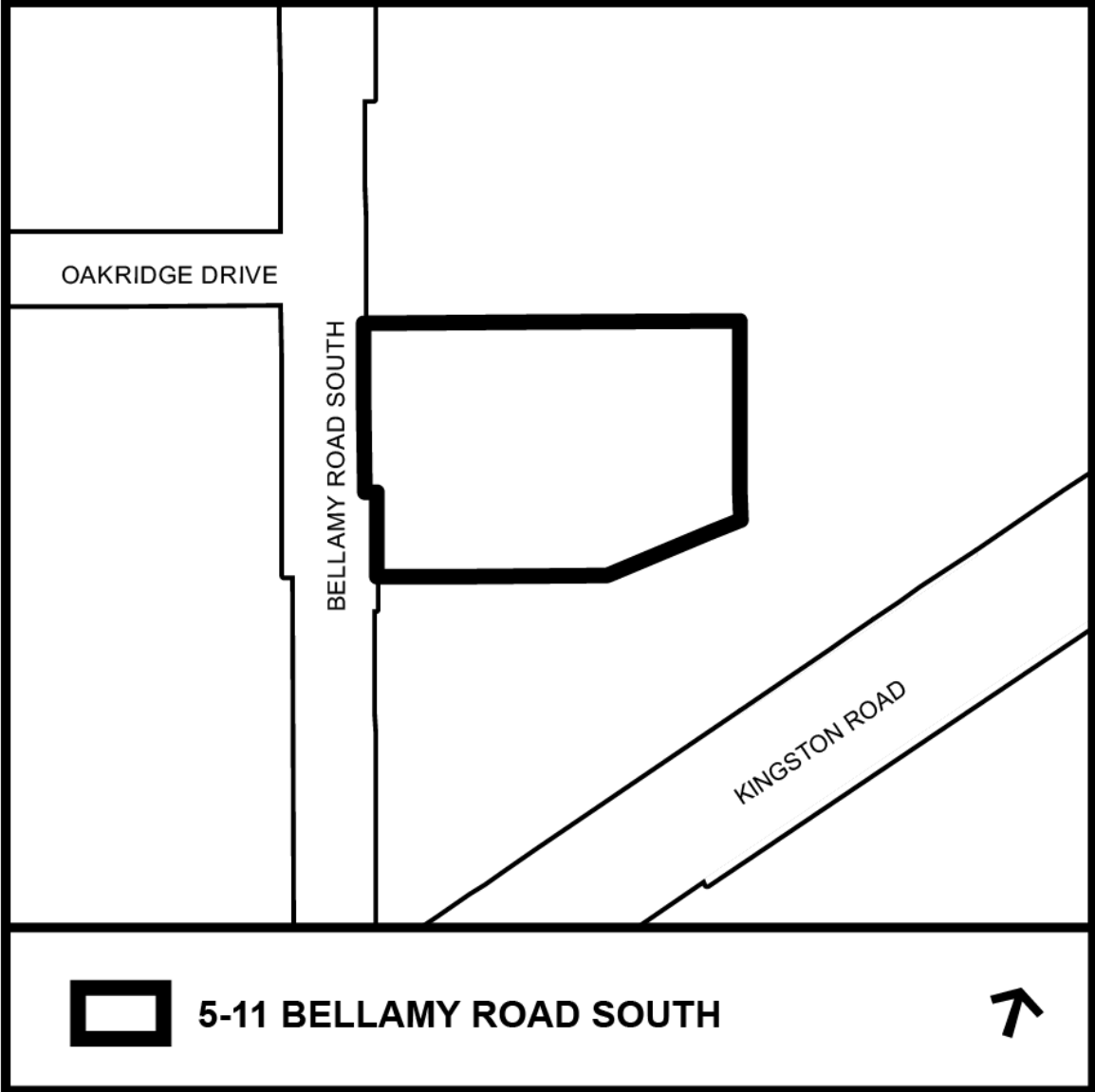
CONTACT:

John Lyon, Senior Planner

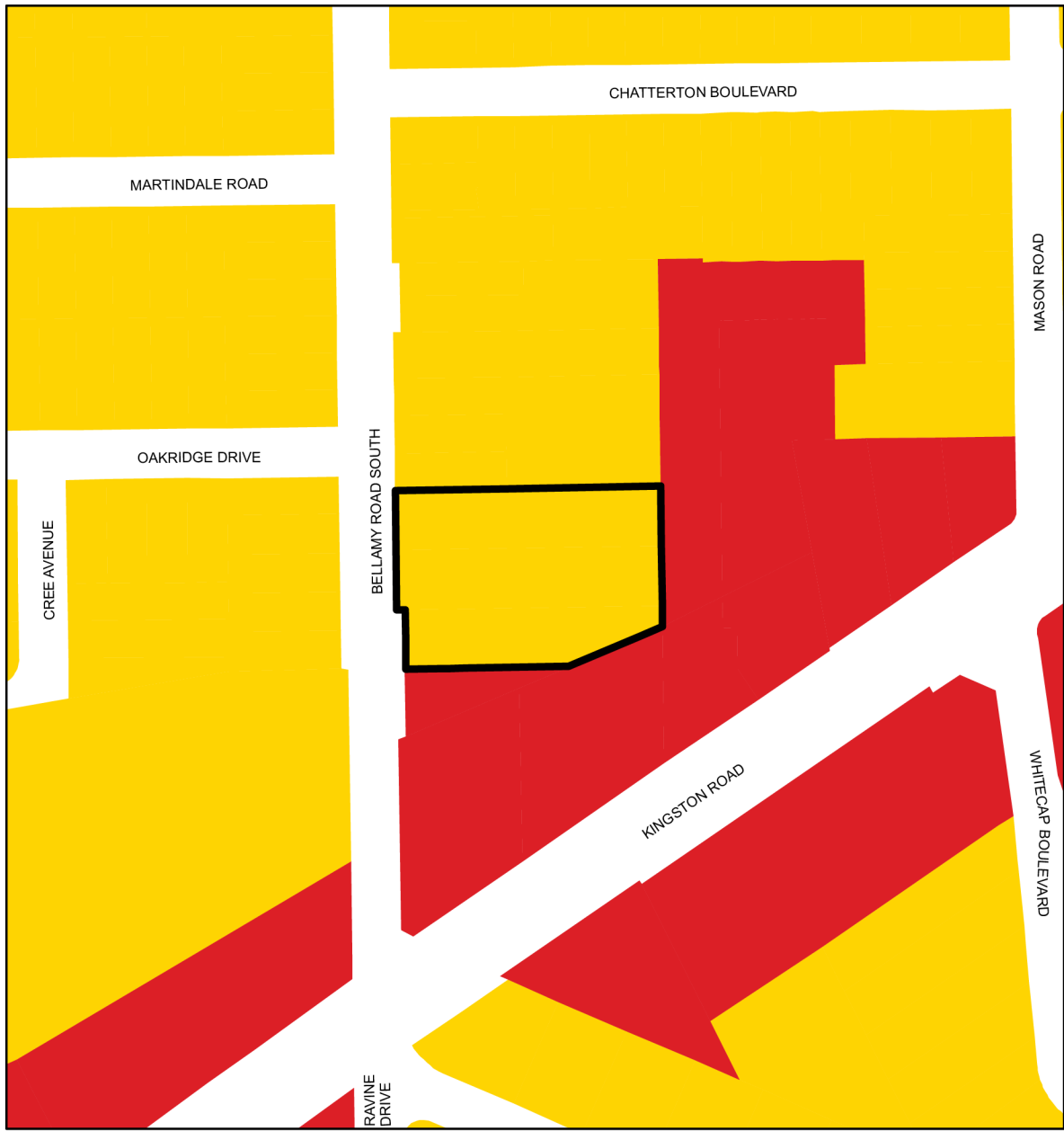
(416) 396-7011

John.Lyon@toronto.ca

**Attachment 2: Location Map**



# Attachment 3: Official Plan Land Use Map



Official Plan Land Use Map # 23

5-11 BELLAMY ROAD SOUTH

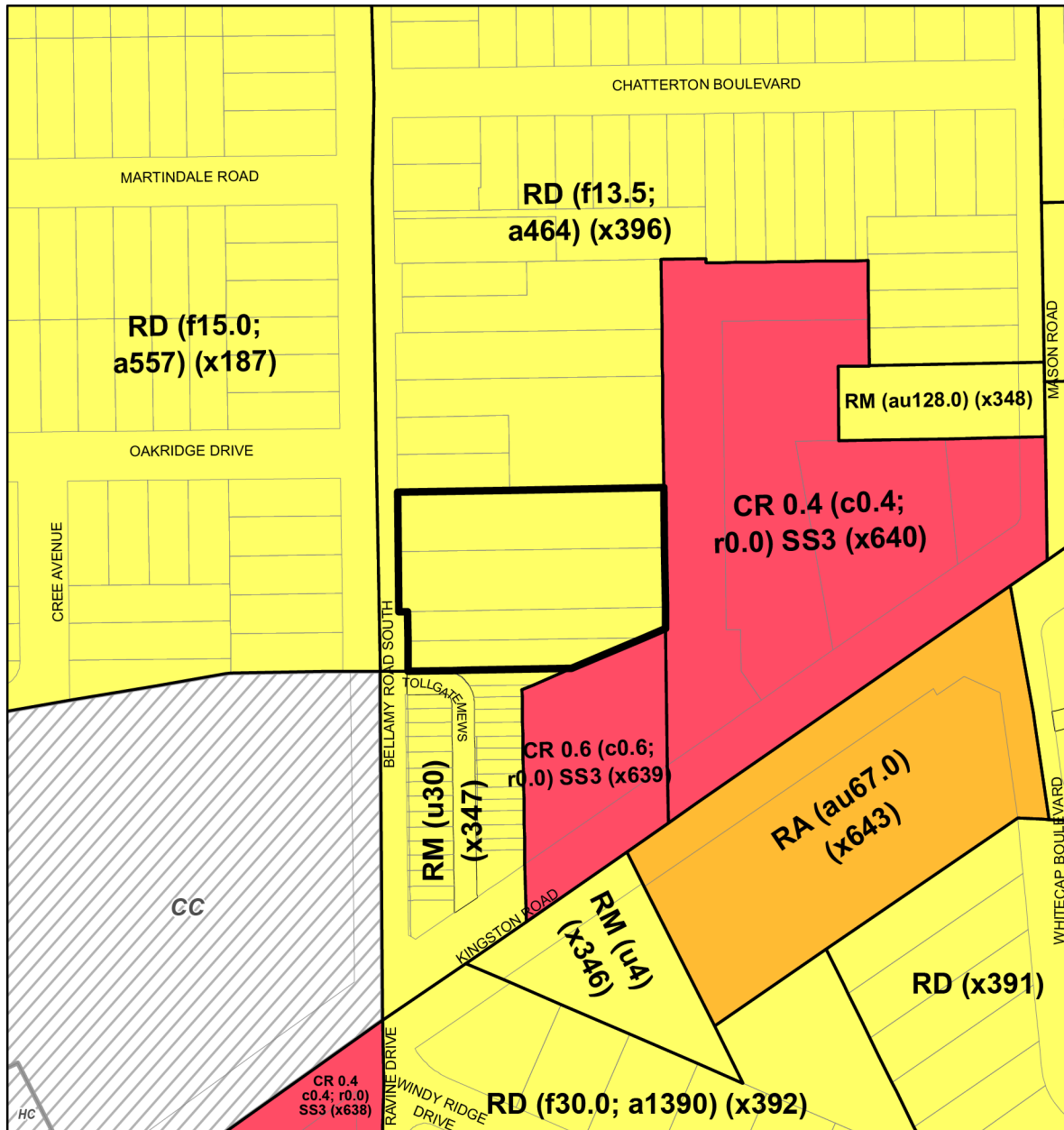
File # 25 124181 ESC 20 0Z

-  Location of Application
-  Neighbourhoods
-  Mixed Use Areas



Not to Scale  
Extracted: 02/27/2026

# Attachment 4: Existing Zoning By-law Map



Zoning By-law 569-2013

5-11 BELLAMY ROAD SOUTH

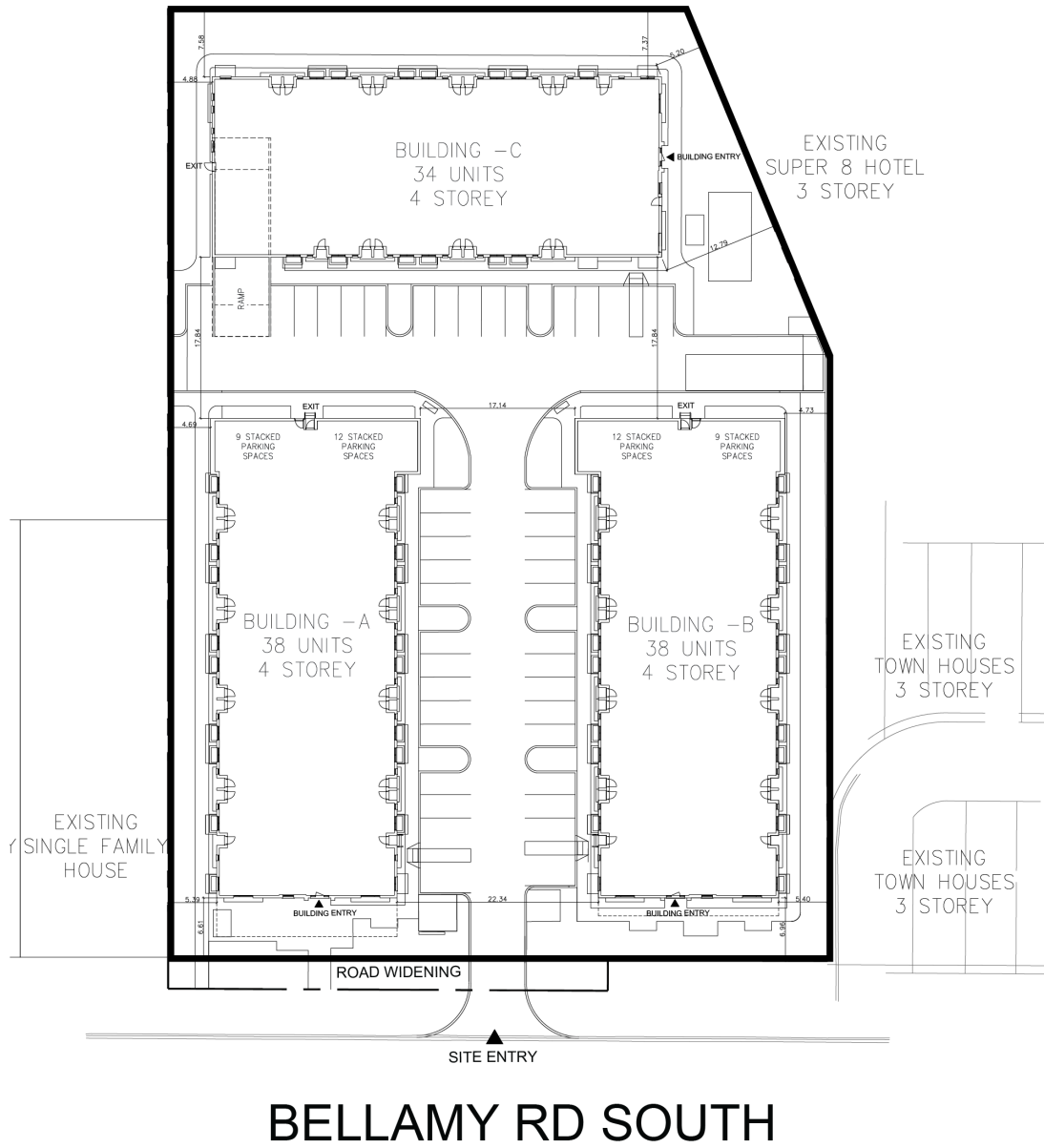
File # 25 124181 ESC 20 0Z

|                              |   |
|------------------------------|---|
| Location of Application      | See Former City of Scarborough Cliffcrest Community By-law No. 9396 |
| RD Residential Detached      | RA Residential Apartment  |
| RS Residential Semi-Detached | CR Commercial Residential   |
| RM Residential Multiple      | CC Community Commercial   |
|                              | HC Highway Commercial   |

Not to Scale
   
 Extracted: 02/27/2026

**Attachment 5: Draft Zoning By-law Amendment**  
(Attached separately as a PDF)

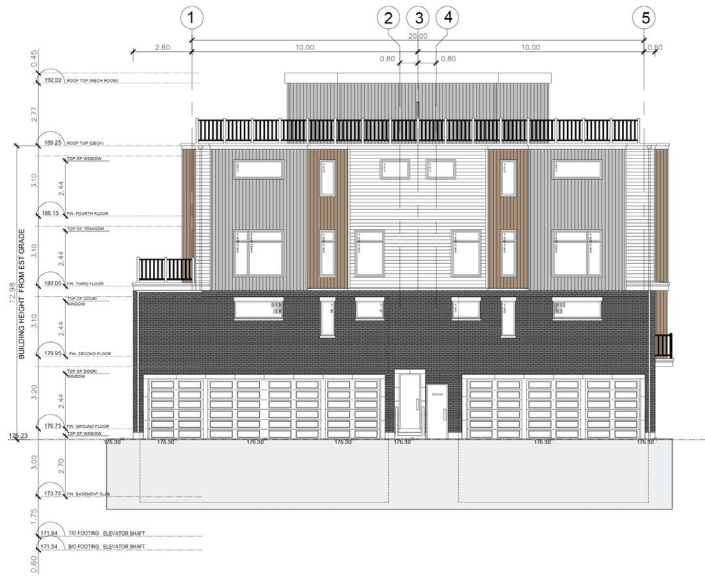
# Attachment 6: Site Plan



Site Plan



# Attachment 7: Building A Elevations



Buildings A - East Elevation



Buildings A - North Elevation



Buildings A - South Elevation

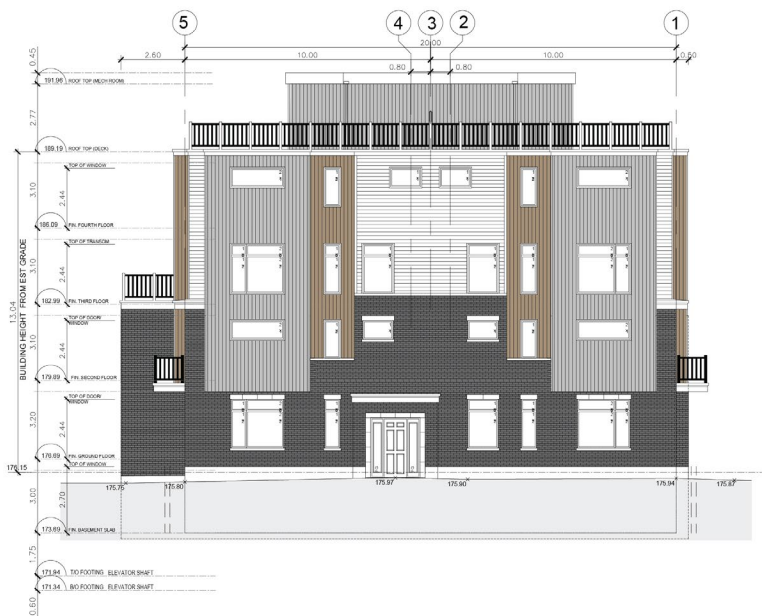


Buildings A - West Elevation





Buildings B - South Elevation



Buildings B - West Elevation

# Attachment 9: Building C Elevations



Buildings C - East Elevation



Buildings C - North Elevation

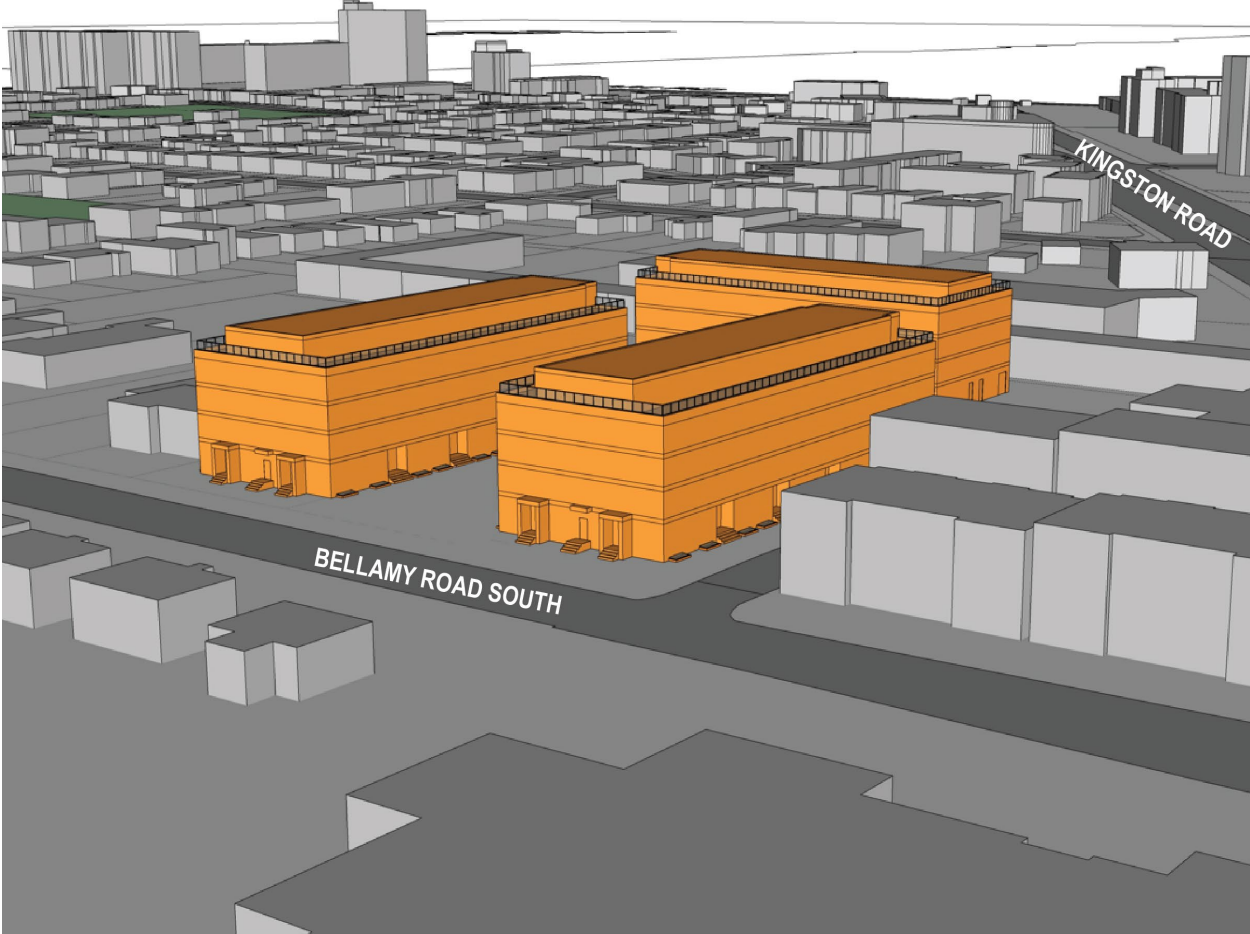


**Buildings C - South Elevation**



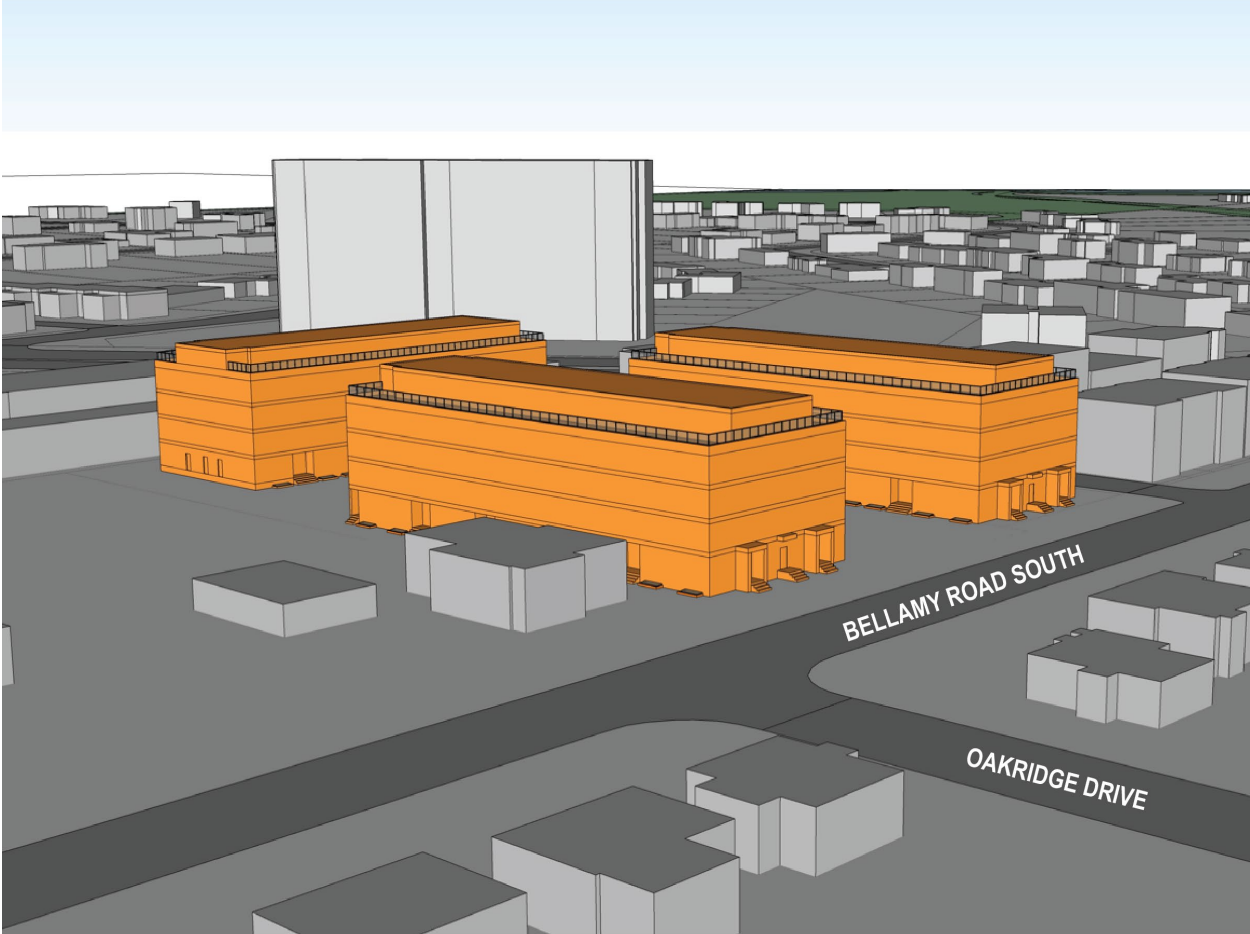
**Buildings C - West Elevation**

**Attachment 10: Perspective View - Northeast**



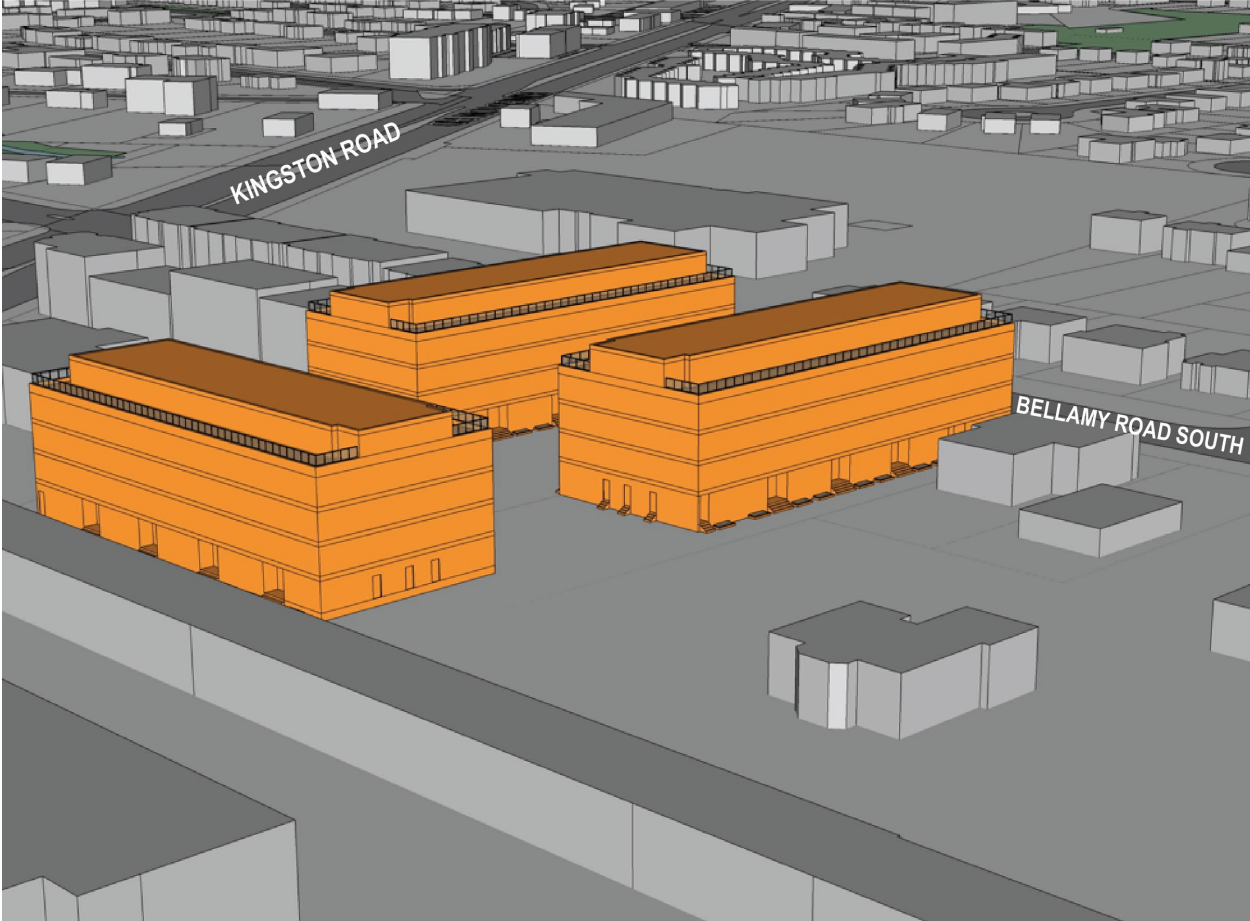
Perspective View - Northeast ↖

**Attachment 11: Perspective View - Southeast**



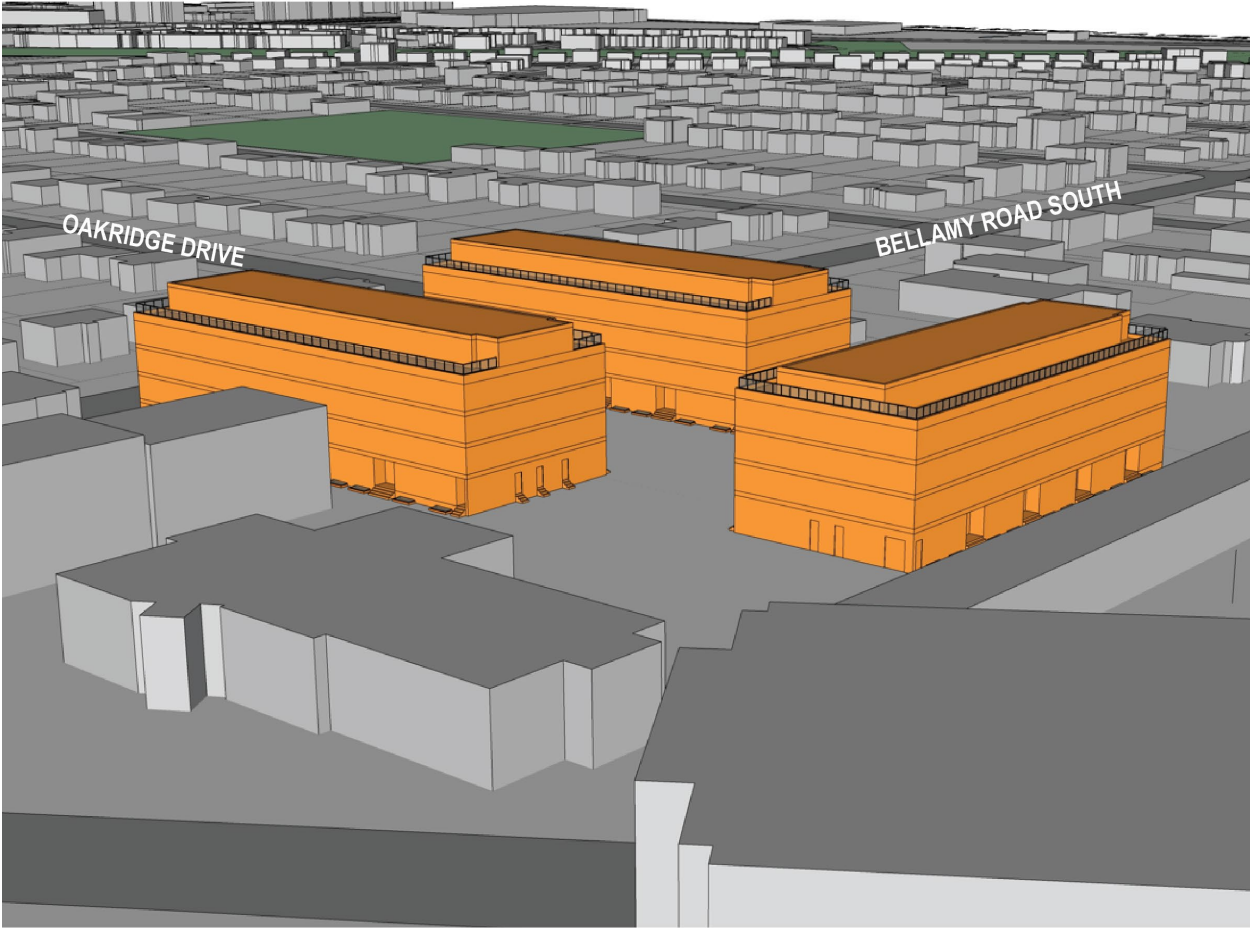
Perspective View - Southeast ↙

**Attachment 12: Perspective View - Southwest**



Perspective View - Southwest ↘

**Attachment 13: Perspective View - Northwest**



Perspective View - Northwest ↗