



**CSVSWRA and Community Opposition of 5-11 Bellamy Road South
Three Building with 110 5-Storey Townhouse Units
(including upper mechanical level and rooftop)**

Community Remains Opposed to the Proposed Development at 5- 11 Bellamy Rd

The Outcry:

- The Councillor held three meetings due to tremendous pressure from residents who are deeply concerned about this development.

The Specific Issues:

- Our community is facing unmanageable traffic congestion, excessive building height, and a critical loss of green space.

The Failure to Act:

- We appreciate the forum, but hosting meetings is not the same as listening. Following these sessions, the developer **made only minor, superficial changes** that completely ignore our core concerns.

The Planning Failure:

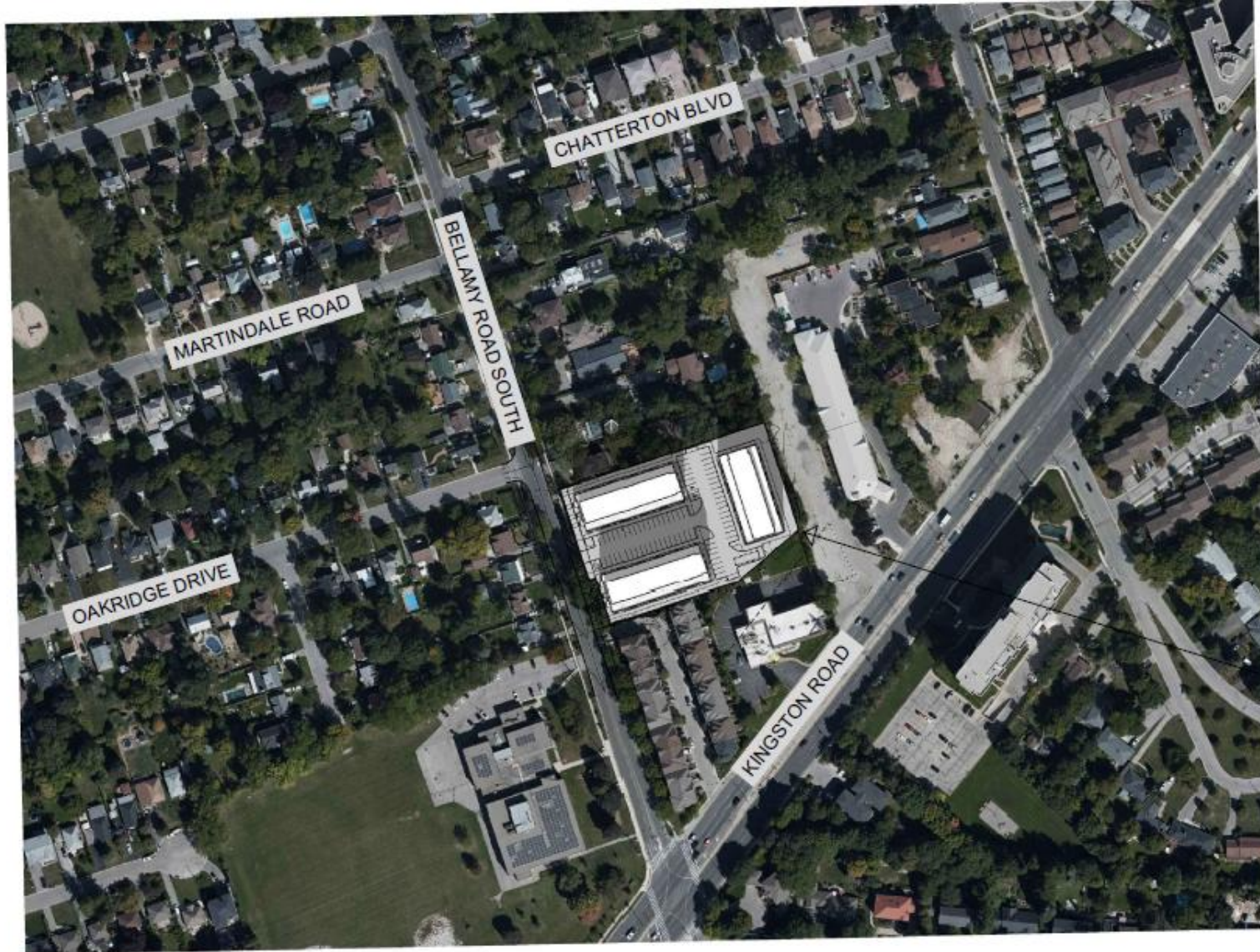
- It is highly disappointing that City Planning is supporting this application without fully understanding the technical, site-specific, and cumulative impacts it will have on our neighborhood. We are very worried about this dangerous trend.

The RA's Stance:

- To be clear, the RA is not against development. We want the right development that will be a welcome addition to the community.

The Next Step:

- This current proposal must be denied, and more work needs to be done to find a suitable solution.



**Predatory
takeover of 3
single family
residential lots
for excessive
re-zoning!**

PROPOSED SITE
DEVELOPMENT

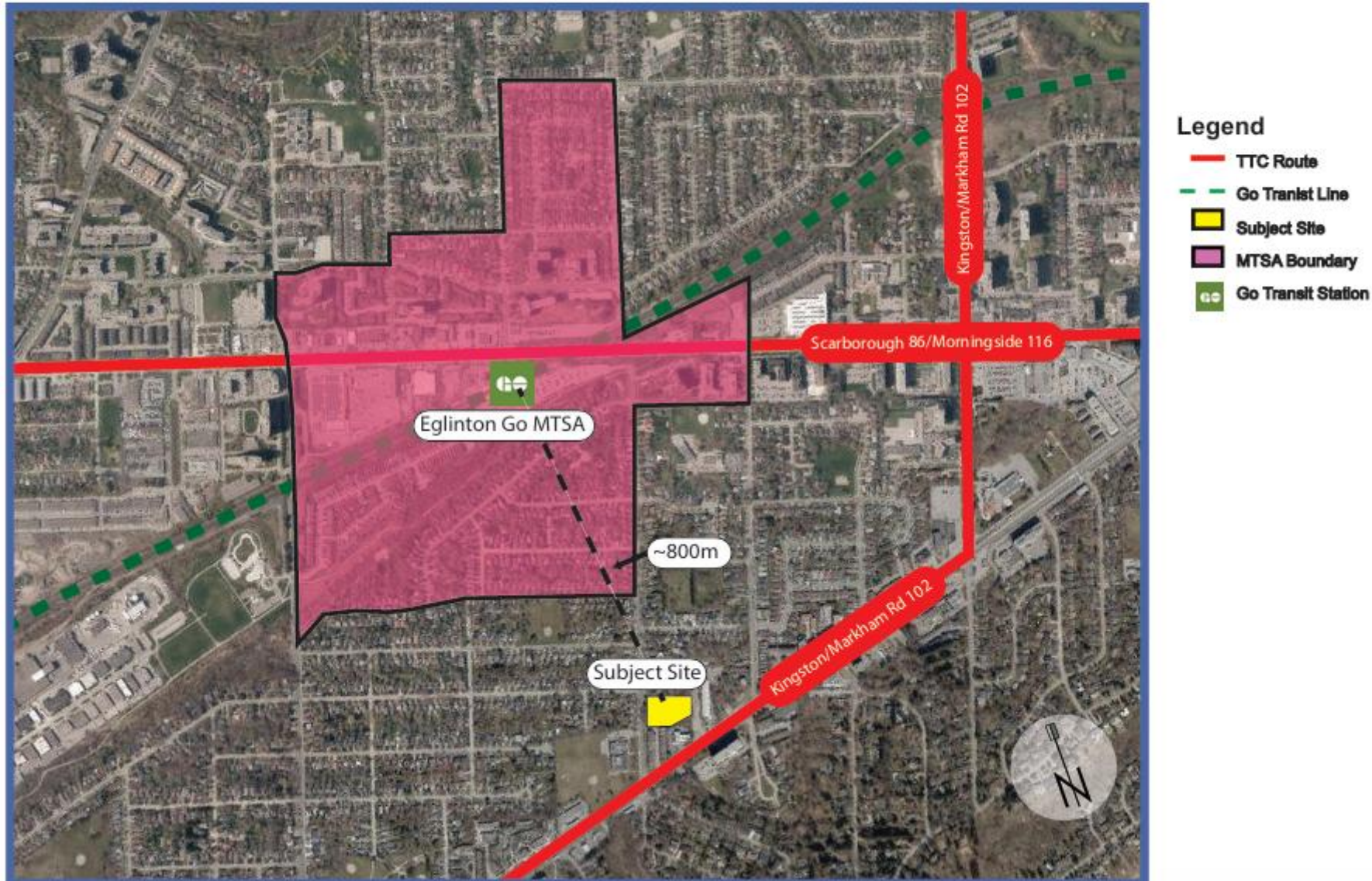
Architectural Plans Updated on AIC on May 13, 2026

Context Site Plan

1. Project Name	2. Project Address	3. Project City
4. Project State	5. Project Zip	6. Project Date
7. Project Owner	8. Project Architect	9. Project Engineer
10. Project Designer	11. Project Surveyor	12. Project Planner
13. Project Consultant	14. Project Attorney	15. Project Agent
16. Project Title	17. Project Subtitle	18. Project Description
19. Project Location	20. Project Scale	21. Project Date
22. Project Status	23. Project Notes	24. Project Comments
25. Project Revision	26. Project Approval	27. Project Signature
28. Project Seal	29. Project Stamp	30. Project Mark
31. Project Logo	32. Project Icon	33. Project Symbol
34. Project Color	35. Project Font	36. Project Style
37. Project Size	38. Project Weight	39. Project Height
40. Project Width	41. Project Depth	42. Project Length
43. Project Area	44. Project Volume	45. Project Mass
46. Project Weight	47. Project Density	48. Project Intensity
49. Project Quality	50. Project Quantity	51. Project Value
52. Project Price	53. Project Cost	54. Project Budget
55. Project Revenue	56. Project Profit	57. Project Loss
58. Project Expense	59. Project Income	60. Project Output
61. Project Input	62. Project Process	63. Project Product
64. Project Service	65. Project Support	66. Project Maintenance
67. Project Training	68. Project Development	69. Project Research
70. Project Innovation	71. Project Creativity	72. Project Imagination
73. Project Inspiration	74. Project Motivation	75. Project Determination
76. Project Persistence	77. Project Perseverance	78. Project Patience
79. Project Tolerance	80. Project Flexibility	81. Project Adaptability
82. Project Resilience	83. Project Endurance	84. Project Longevity
85. Project Sustainability	86. Project Viability	87. Project Feasibility
88. Project Practicality	89. Project Realism	90. Project Pragmatism
91. Project Rationality	92. Project Logic	93. Project Reason
94. Project Intellect	95. Project Mind	96. Project Soul
97. Project Spirit	98. Project Heart	99. Project Body
100. Project Life	101. Project Death	102. Project Rebirth

Area Context

Existing Conditions



No housing policy supports this densification.

- Not in MTSA
- Not a major street
- Well beyond the EHON densification approvals (4-plex and garden suite)
- We do not have high order transit in our area

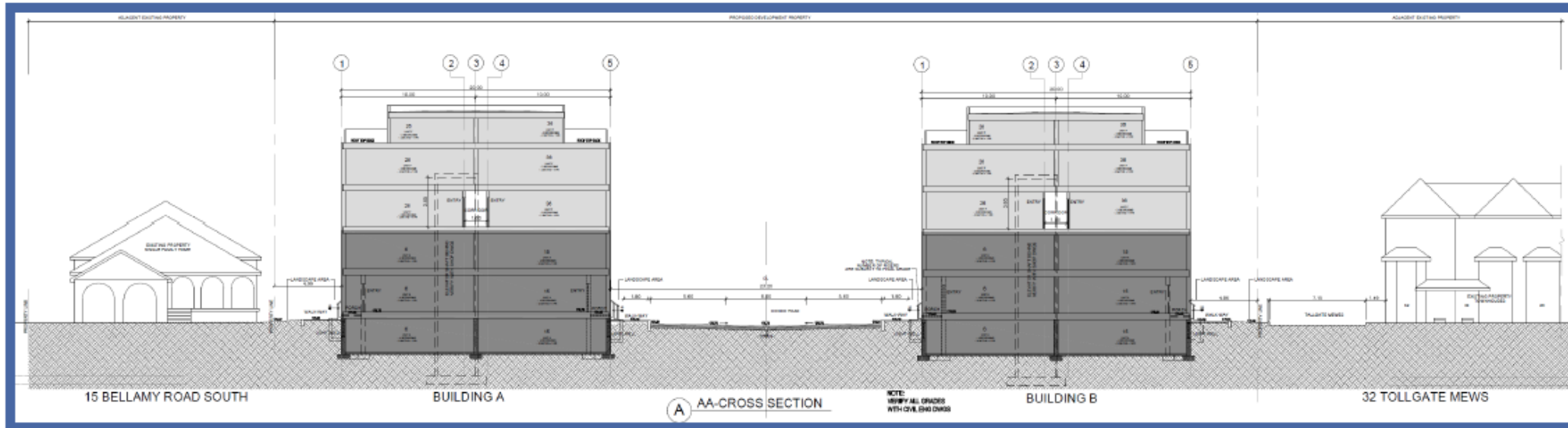
Re-zoning amendment application should be refused!

How is this gentle densification?

This re-zoning application is requesting to be taller (5-storeys) than abutting existing buildings. 3-storey townhouses (on a major street) and a 1 ½ storey single family home on the other side.

Built Form Transition

Site Section Along Bellamy Road South, Eastward

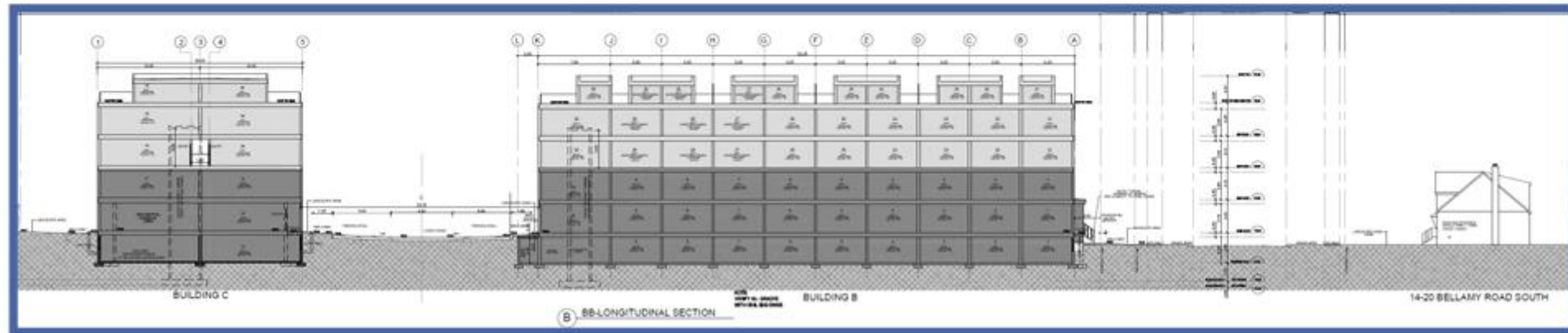


**Request for re-zoning to allow 15.75 m (12.98 m for 4-storeys plus 2.77 m for rooftop).
Towering effect on both abutting properties to south and north of 5-11 Bellamy Road S**

Built Form Transition

Site Section Bellamy Road, Southward

From



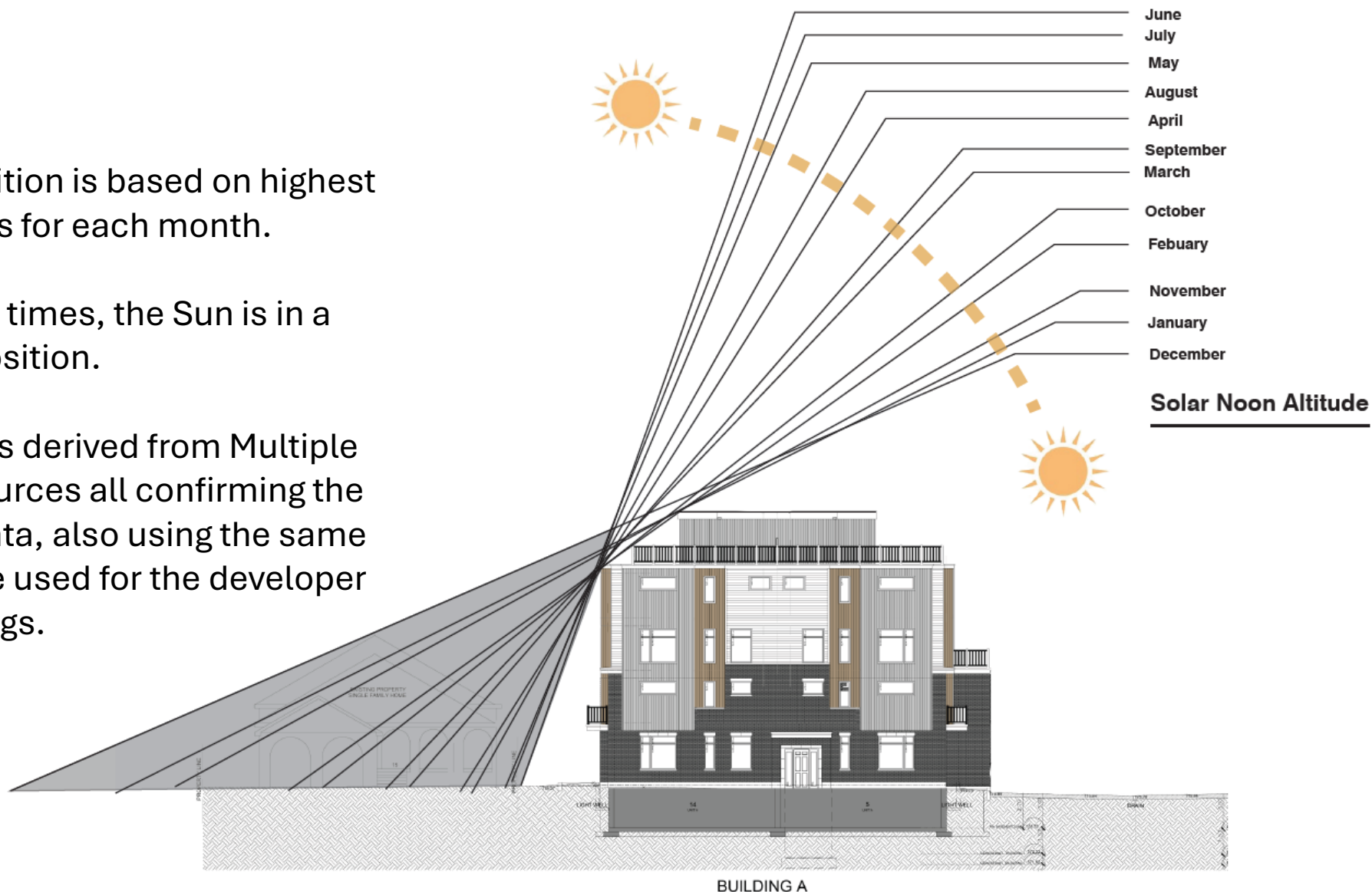
From Building Context Plan uploaded on AIC on May 13, 2026 (Page 12)

Sun Shadow model for the building over 15 Bellamy. They are only three months of the year where there will be sun on the abutting home due to massing of proposed development.

Sun position is based on highest positions for each month.

All other times, the Sun is in a lower position.

Data was derived from Multiple cited sources all confirming the same data, also using the same software used for the developer renderings.



Already existing traffic and safety concerns in this immediate area

- April 30th SCC approved recommended changes in the Scarborough Village Streets Plan:
 - Authorized the installation of a Pedestrian Crossover (PXO) on Bellamy Road South immediately south of Oakridge Drive.
 - Prohibited northbound and southbound U-Turn movements at all times on Bellamy Road South, between Kingston Road and Oakridge Drive.

Scarborough Village Streets Plan



Image of Mason Road facing north. Photo credit: Anna Kim.

Scarborough Community Council approved changes recommended through the Scarborough Village Streets Plan. A copy of the staff report is available at [SC31.14](#).

Lost Tree Benefits!

**While this is representing
the loss of all the trees,
even with some trees
being left pre-
construction,
post construction they
will be in decline
and will eventually be lost.**

MyTree Benefits



Tree Collection Totals, ()

Serving Size: 93 trees

Estimated i-Tree benefits this year: \$2,293.34

Annual values:	
Carbon Dioxide Uptake	\$150.29
Carbon Sequestered ¹	1,364.79 kg
CO ₂ Equivalent ²	5,004.24 kg
Storm Water Mitigation	\$1,640.82
Runoff Avoided	504,387.92 L
Rainfall Intercepted	684,979.42 L
Air Pollution Removal	\$502.23
Carbon Monoxide	18.47 g
Ozone	23,595.13 g
Nitrogen Dioxide	6,223.82 g
Sulfur Dioxide	1,033.21 g
PM _{2.5}	1,120.52 g
Values are totals to date:	
Carbon Dioxide Uptake⁴	\$7,230.95
Carbon Storage ⁴	65,666.4 kg
CO ₂ Equivalent ^{2, 4}	240,776.81 kg

Benefit estimates are based on USDA Forest Service research and are meant for guidance only. Visit www.itreetools.org to learn more.

- A clear summary of the lost tree canopy for this site is demonstrated on the image attached on the left. This report is generated by inputting the arborist supplied data for all the trees proposed to be remove.
- The site is generous to allow for substantial development. It is feasible and possible to develop this site without complete removal and destruction of all the beneficial and century + old trees.
- The existing bylaws are more than generous to provide ample development opportunity within these 3 sites.
- Any form of replanting and tree canopy replacement will not be substantially or beneficially realized with replanting for more than a lifetime. Many of the trees on this site are century old trees which are documented and supported with aerial photographic records.
- A great majority of the trees proposed for removal are native, healthy, desirable and environmentally beneficial to the community and proposed development site.
- The removal of invasive species and unhealthy trees will provide ample space for development. Complete destruction of the site is not necessary. Supplementary planting will also augment the benefit of this Site to the City.
- The destruction of the tree canopy on this site will result in unnecessary burden to the city.
- The City infrastructure is already over burdened and the cumulative impact to City systems is not sustainable or economically

viable.

- The complete destruction of mature and healthy tree canopy will be detrimental to the health and well being of future generations of City residents.

➤ Zoning Bylaw Amendment Application 25 124181 ESC 20 OZ

The applicant has incorporated several of Urban Forestry's recommendations in the revised landscape plans and the application has demonstrated compliance with TGS Version 4, Tier 1, Ecology requirements. However, it is recognized that the proposed development would not achieve the preservation of all the existing trees on the site, particularly, in the middle of the site, not completely meeting the intent of the Official Plan policies that directs development to preserve existing mature trees wherever possible and incorporating them into the site development.

Existing Trees: Preservation and Removal

1. At the earliest stages of design, special attention should be given to the retention and protection of existing (healthy) mature trees, located on City road allowance or private property, over the planting of new/replacement trees, as large mature trees provide significantly greater contributions (eg. environmental, community benefits), rather than new or small trees.
 - a. Under the current proposal, seventy-seven (77) of the ninety-three (93) trees identified on or near the site are proposed for removal, approximately 82% of all trees. Of the seventy-seven (77) trees proposed for removal, fifty (50) are bylaw protected and three (3) of those are in poor condition.
 - i. The city owned trees, inventoried as tree nos. 401, 421, & 478 – 481, indicated in the Tree Inventory and Preservation Plan Report, prepared by Kuntz Forestry Consulting Inc., dated February 18, 2026, meet the criteria for protection under the City of Toronto's City Tree By-law. The development proposes to injure tree nos. 421, & 478-481. As such, an application to injure city-owned trees is required.
 - ii. The privately owned trees, inventoried as tree nos. 402, 403, 406, 410 – 412, 414, 419, 422, 424, 425, 428 – 435, 437, 440 – 451, 455, 456, 458 – 463, 465, 466, 468 – 473, 476, 477, 482, 483, A – E, & G, indicated in the Tree Inventory and Preservation Plan Report, prepared by Kuntz Forestry Consulting Inc., dated February 18, 2026, meet the criteria for protection under the City of Toronto's Private Tree By-law. The application proposes to remove tree nos. 402, 403, 406, 410 – 412, 414, 419, 422, 424, 425, 428 – 435, 437, 440 – 445, 447, 455, 456, 458 – 463, 465, 466, 468 – 473, 476, 477, 482, 483, A, C, & G, and injure tree nos. 449 – 451, B, & D. As such, an application to injure and remove privately-owned trees is required.

**77 of 92 trees to be removed
(82% of all trees) and 50 of
these trees are bylaw
protected**

In looking at the limited architectural plans detail, there does not seem to be any dignity for those with disabilities!

In a consultation we were told that **TTC Wheel-Trans vehicles cannot access the site**, forcing residents with mobility devices to travel all the way to the public street for pickup. Has this been remedied, as not clear from the plans and no further feedback was provided by TTC?

For the barrier free units, the architectural plans do not identify that where the bedrooms and bathrooms will be located. Additionally, there does not seem to be any disability access to the fourth and fifth rooftop floors? Clarification is needed.

This design seems to constitutes **systemic discrimination** and directly violates the **Ontario Human Rights Code**, the **AODA Design of Public Spaces Standards**, and the intent of the **Ontario Building Code's** barrier-free requirements.

How can you approve a development that denies basic transit equity to its future residents? I urge the committee to **defer approval** until the developer revises the site plan to include a proper turnaround route, wider turning radii, or a dedicated lay-by lane that safely accommodates Wheel-Trans vehicles.



July 31, 2025

Christian Ventresca
Director - Community Planning
Scarborough District
City Planning
Scarborough Civic Centre
150 Borough Drive
Scarborough, Ontario
M1P 4N7

Attention: John Lyon

Dear Mr. Ventresca:

Re: 25 124181 ESC 20 OZ
5-11 BELLAMY RD S
City of Toronto, Scarborough District

While a pick-up / drop-off with a 10-metre radius is preferred to accommodate WheelTrans service, we recognize that this is not practical on all sites. Operators are discouraged from reversing their vehicle due to safety concerns. However, we are satisfied if a Wheel-Trans vehicle can enter and exit the site with a 6-foot (~1.8m) correction (reverse movement). If Wheel-Trans access is to be accommodated on-site, a vehicle maneuvering diagram should be provided for a 7-metre Promaster vehicle.

Where it is not possible to accommodate this vehicle on-site, the applicant can accommodate service on-street, provided that the on-street pick-up / drop-off location:

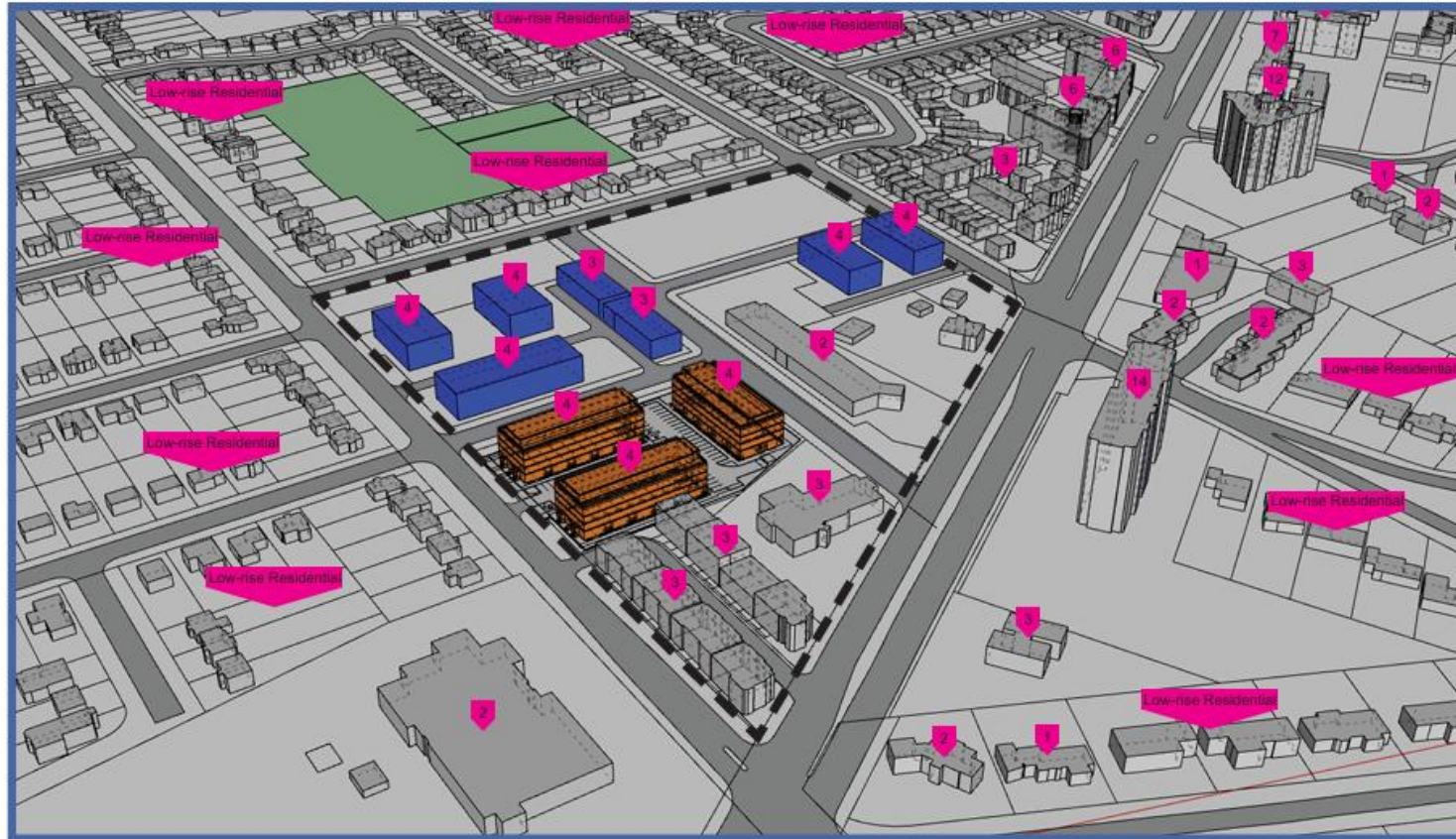
- is not on an arterial roadway (unless it is in a layby);
- includes a hard surface 2.1 metres wide and 2.4 metres deep connected to (or part of) the sidewalk to accommodate side-door loading;
- is within 70 metres of an accessible building entrance; and
- has a clear line of sight to the accessible building entrance (this is to ensure that operators do not leave their vehicle and passengers unattended).

Sincerely,

Already approved high rise developments on Kingston Road not included in Block Context, no cumulative impact studies!

Block Context Demonstration

Proposal with Conceptual Block Massing



Legend

Existing Built Form Future Potential Development Subject Site Building Height (# of Storeys)

From Building Context Plan uploaded on AIC on May 13, 2026 (Page 16)

Block Context Demonstration

Proposal with Conceptual Block Massing

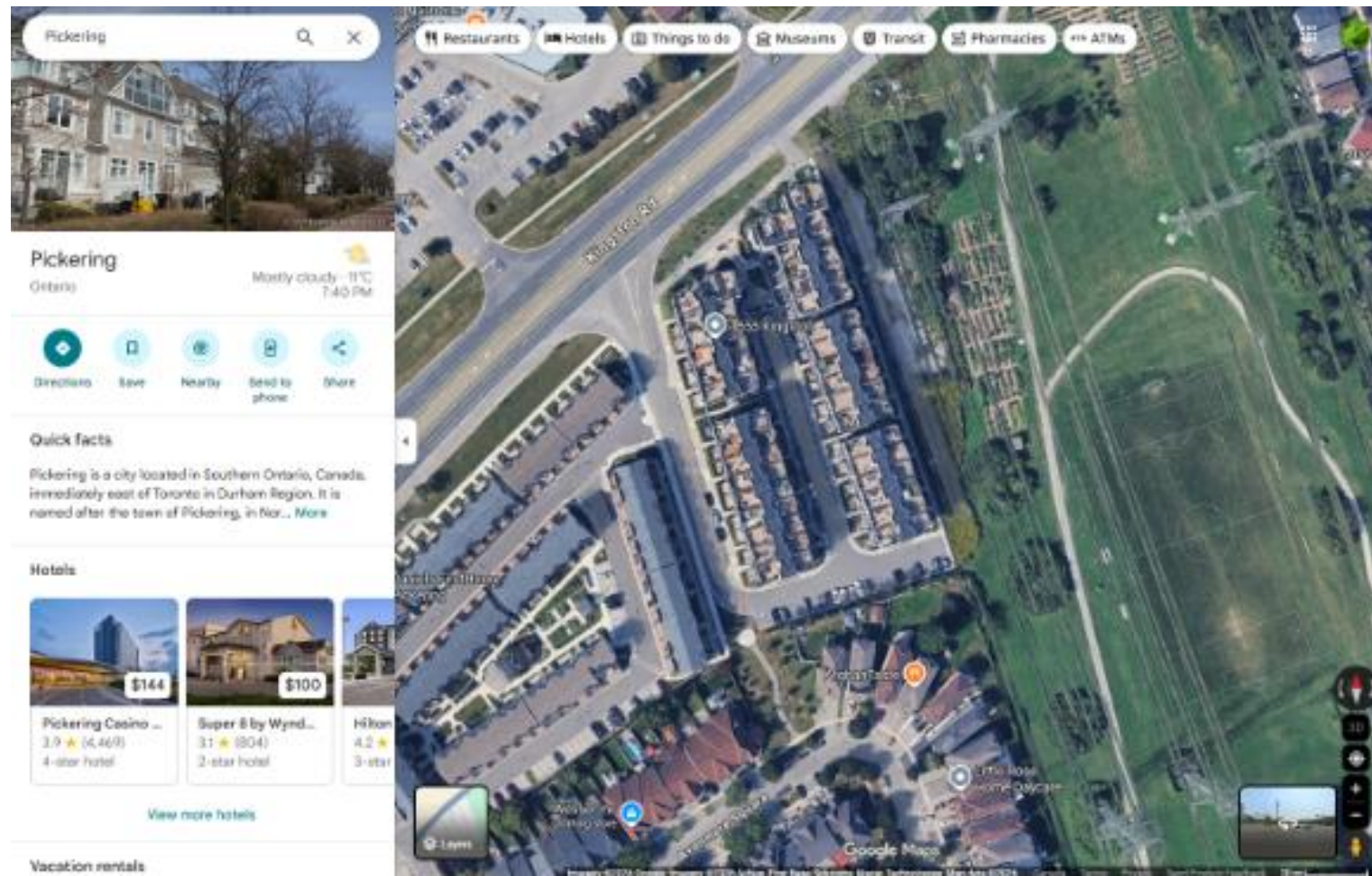


If re-zoning is approved, this could set precedent for developers to continue to takeover single family properties in our area (and across the city)

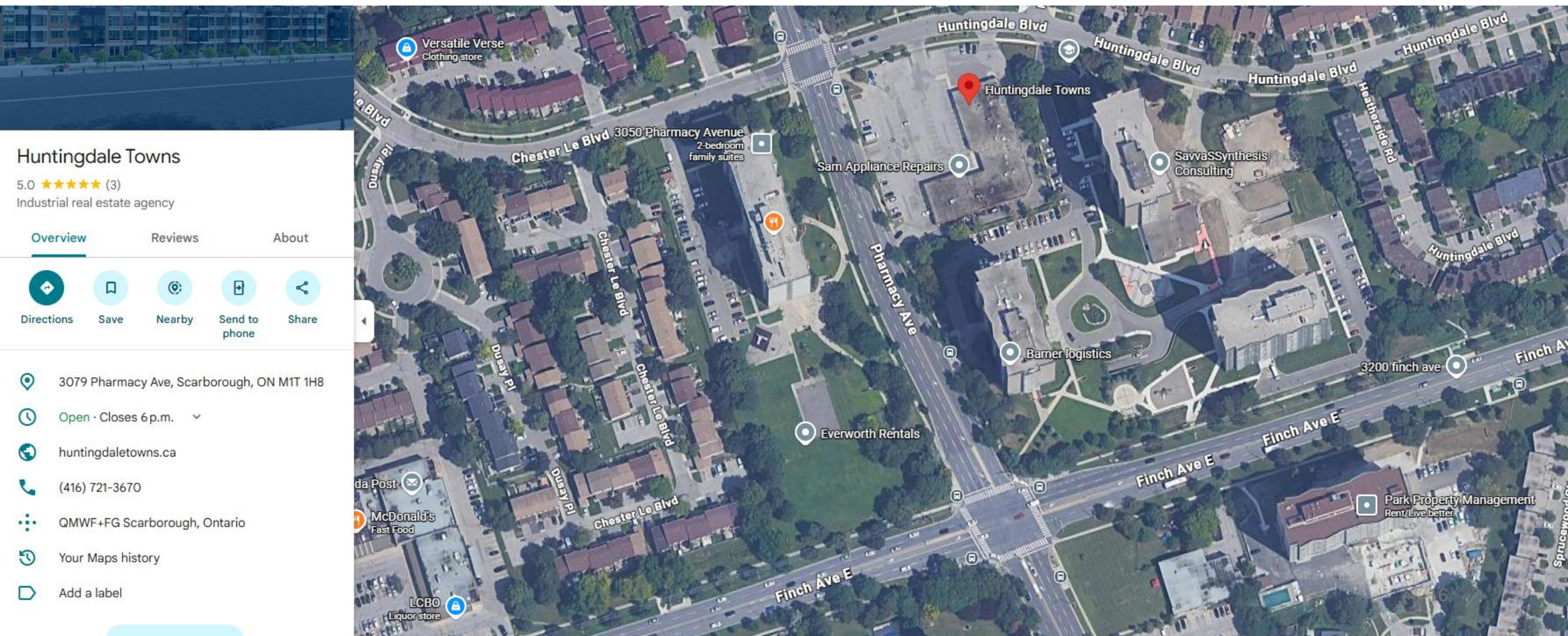
Profile Developments of similar nature are all on major streets, have abutting large buildings/condos commercial space, open land.

No other properties are incursions into residential neighbourhoods like this predatory action of 5-11 Bellamy Road.

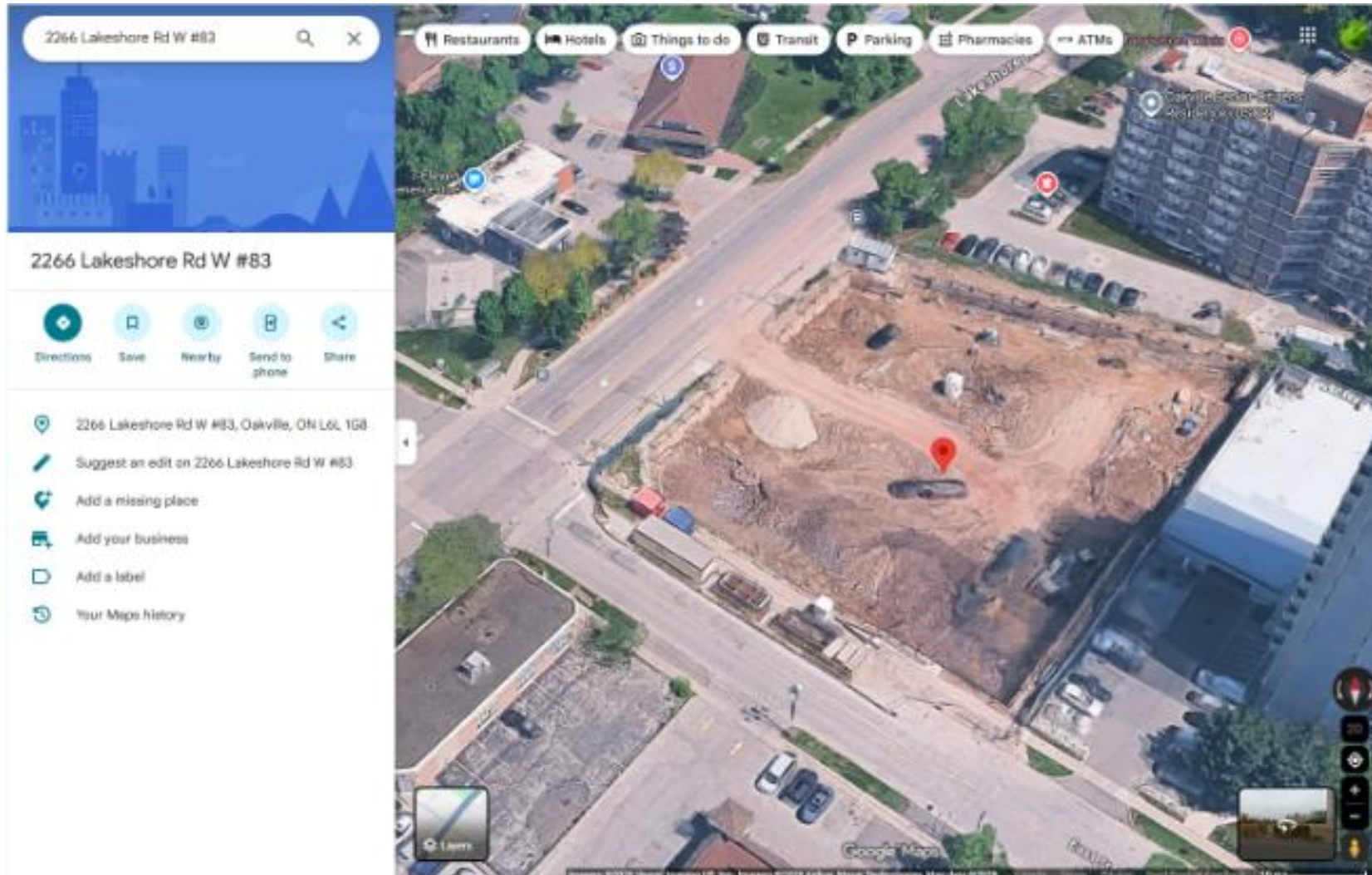
Example 1- Fronts Kingston RD - Backs onto Park and Community Gardens, flanks another townhouse and has some residential backing on their back yards.



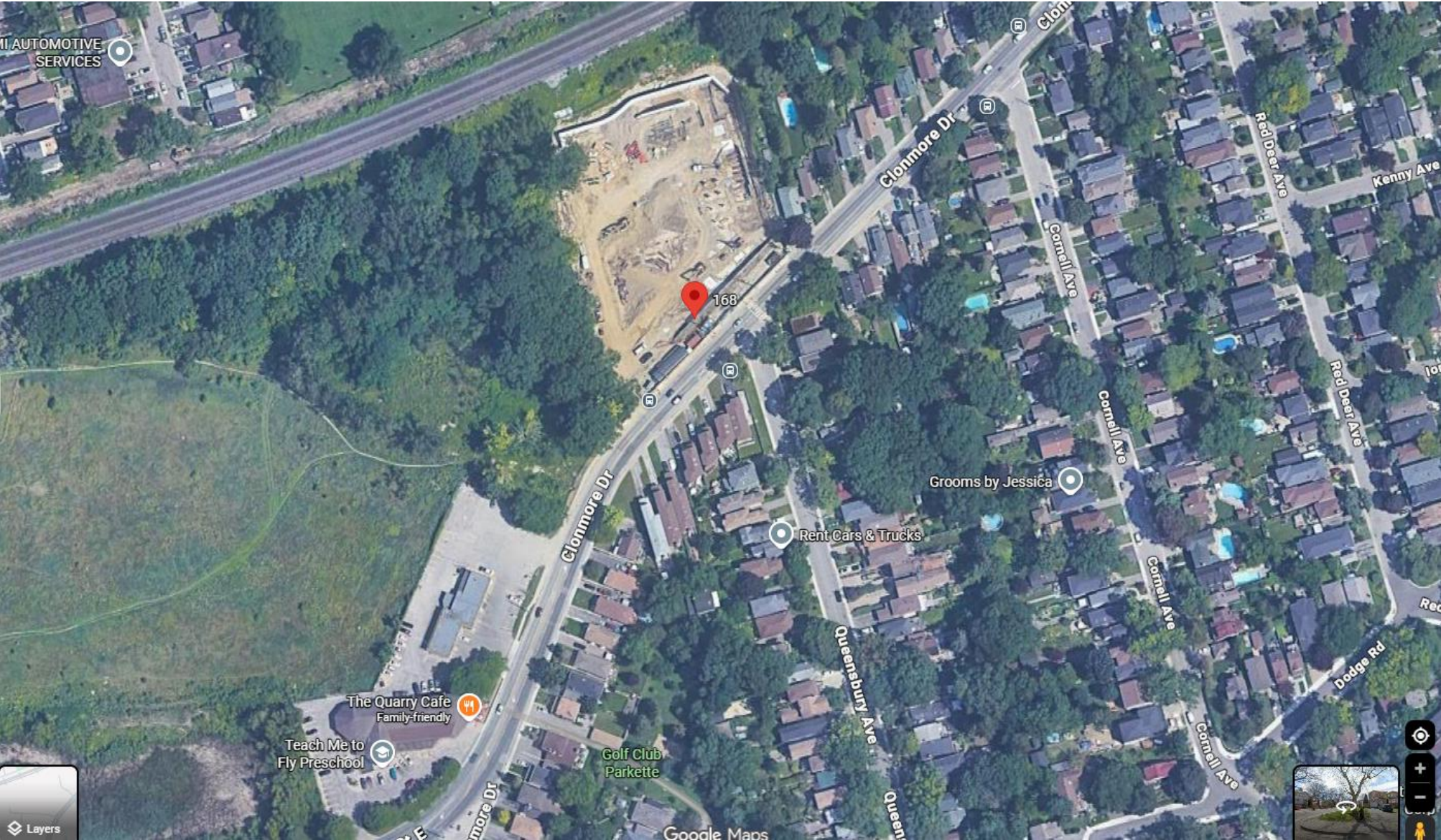
EXAMPLE 2 - Pharmacy and Finch (Huntingdale Towns) - backs onto two condos, fronts Pharmacy Ave. Opposite of commercial and plazas and other condos.



Example 3 - Lakeshore Dr - Oakville - fronts Laksehore and flanks condos and other plazas.



Example 4 – Clonmore Urban Towns – fronts on Clonmore Drive, EHON major streets designation between Warden and Gerrard, 3 storeys plus rooftop.



RESPECT THE LAND

and our Neighbourhood

As-of-right permissions on the site are significantly lower than what is being requested (**5.5 X more being requested**). The proposed development would go well beyond the scale currently permitted and does not align with the intent of the applicable planning framework, including:

- Expanding Housing Options in Neighbourhoods (EHON)
- Major Streets planning principles
- Provincial Major Transit Station Area (MTSA) policy direction
- Provincial Planning Statement, 2024
- Toronto Housing Charter

In addition to the concerns about density, this proposal raises important issues related to traffic, pedestrian and road safety, and the loss of healthy mature trees. If approved, the impacts would extend beyond Bellamy Road South to neighbouring streets throughout the area. This proposal would not serve the long-term interests of the community or meaningfully address housing affordability.