

604-610 Bay Street and 130 Elizabeth Street – Official Plan and Zoning By-law Amendment Application – Decision Report – Approval

Date: May 20, 2025

To: Toronto and East York Community Council

From: Director, Community Planning, Toronto and East York District

Ward 11 - University-Rosedale

Planning Application Number: 25 133694 STE 11 OZ

SUMMARY

This Report recommends approval of the application to amend the Official Plan and Zoning By-law to permit a 16-storey building at 604-610 Bay Street and a 43-storey building at 130 Elizabeth Street. The proposed development integrates the designated heritage Coach Terminal building and includes 1,623 square metres of retail space and 4,809 square metres of institutional space for a Toronto Paramedic Services facility and office uses in the lower levels of the buildings, and 858 purpose-built rental dwelling units, including 245 affordable units, above. This is a City-owned site targeted for redevelopment under the City of Toronto's ModernTO initiative.

The Official Plan Amendment is required to permit the development to be partially visible behind the silhouette view of City Hall, which is a protected view in the City's Official Plan view policies.

RECOMMENDATIONS

The Director, Community Planning, Toronto and East York District recommends that:

1. City Council amend the Official Plan for the lands municipally known as 604-610 Bay Street and 130 Elizabeth Street substantially in accordance with the draft Official Plan Amendment included as Attachment 5 to this Report.
2. City Council amend City of Toronto Zoning By-law 569-2013 for the lands municipally known as 604-610 Bay Street and 130 Elizabeth Street substantially in accordance with the draft Zoning By-law Amendment included as Attachment 6 to this Report.
3. City Council authorize the City Solicitor to make such stylistic and technical changes to the draft Official Plan and Zoning By-law Amendments, as may be required.

FINANCIAL IMPACT

There are no financial implications arising from the recommendations in this zoning amendment report.

Financial incentives for this development project were approved by City Council in November 2024. The report can be found at [2024.EX18.4](#).

The Chief Financial Officer and Treasurer has reviewed this report and agrees with the information as presented in the Financial Impact Section.

DECISION HISTORY

City Council included the property at 610 Bay Street on the City of Toronto's Heritage Register on May 19, 1987.

On October 29 and 30, 2019, City Council adopted EX9.2 - ModernTO - Citywide Real Estate Strategy and Office Portfolio Optimization, identifying 610 Bay Street as one of eight underused properties with the potential to address City needs and City building objectives, such as the provision of affordable housing, employment uses and community infrastructure. <https://secure.toronto.ca/council/agenda-item.do?item=2019.EX9.2>

On April 6 and 7, 2022, City Council adopted EX31.10 - ModernTO: Unlocking Eight City-Owned Properties, including a development strategy/vision for 610 Bay Street prioritizing the delivery of affordable housing, a Paramedics Multi-Hub, and adaptive heritage reuse, while adhering to the City's strategic investment policy. At the same meeting, City Council authorized the Chief Executive Officer, CreateTO, to issue a Request for Expression of Interest for the redevelopment of 610 Bay Street and 130 Elizabeth Street and to report back to the CreateTO Board and City Council with the recommended strategy and proposed business case. <https://secure.toronto.ca/council/agenda-item.do?item=2022.EX31.10>

On June 14 and 15, 2023, City Council adopted GG4.26 - ModernTO: 610 Bay Street and 130 Elizabeth Street - Results of Request for Expression of Interest, approving the shortlist of preferred proponents for the redevelopment of 610 Bay Street and 130 Elizabeth Street and authorizing CreateTO to issue a Request for Proposal to the shortlisted proponents as part of a staged market offering process. <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2023.GG4.26>

On November 13 and 14, 2024, City Council adopted EX18.4 - ModernTO: Selection of Proponent for 610 Bay Street and 130 Elizabeth Street, approving the selection of a development proponent for the properties at 610 Bay Street and 130 Elizabeth Street and authorizing the appropriate City Divisions to negotiate and execute the necessary transactions (including leases and agreements) to proceed with the project. <https://secure.toronto.ca/council/agenda-item.do?item=2024.EX18.4>

On March 26 and 27, 2025, City Council adopted CC28.12 - 604 Bay Street - Notice of Intention to Designate a Property under Part IV, Section 29 of the Ontario Heritage Act. [Agenda Item History - 2025.CC28.12](#)

On March 31, 2025, the City published the Notice of Intention to Designate the property at 610 Bay Street under Part IV, Section 29 of the Ontario Heritage Act. [Public Notice – City of Toronto](#)

THE SITE AND SURROUNDING LANDS

Description

The site consists of two rectangular properties that are bisected by Elizabeth Street and are located at the southeast and southwest corners of the intersection of Elizabeth Street and Edward Street. The property at 604-610 Bay Street has a frontage of approximately 30 metres along Bay and Elizabeth Streets and 101 metres along Edward Street. The property at 130 Elizabeth Street has frontages of approximately 39 metres along Elizabeth Street, 48 metres along Edward Street and 46 metres along Chestnut Street. The overall site has an area of approximately 5,129 square metres or 0.51 hectares. See Attachment 2 of this report for the Location Map.

Existing Use

The City-owned site contains a vacant two-storey former Toronto Coach Terminal building and covered bus bays. The 604-610 Bay Street portion of the site, which contains the Toronto Coach Terminal building, is designated under Part IV of the Ontario Heritage Act.

THE APPLICATION

Description

A mixed-use development consisting of a 16-storey building at 604-610 Bay Street and a 43-storey building at 130 Elizabeth Street.

The 16-storey building (53 metres, including the mechanical penthouse) is proposed at 604-610 Bay Street that conserves the existing Coach Terminal heritage building in situ and integrates it into the two-storey base component of the tower. A pedestrian connection to the underground PATH network is proposed at the basement level and is accessed at street level from Edward Street. Approximately 1,496 square metres of retail space is proposed on the first two floors of the building along Bay and Edward Streets, with a 2,455 square metre Paramedic Services Multi-hub facility located on the first two floors of the western half of the building. A total of 308 rental dwelling units, including 87 affordable units, are proposed starting on the third floor and above.

The 43-storey building (147.7 metres, including the mechanical penthouse) is proposed at 130 Elizabeth Street. Approximately 127 square metres of retail space is proposed on the ground floor along Elizabeth Street, with 2,354 square metres of institutional and office space on the first three floors of the building. A total of 550 rental dwelling units, including 158 affordable units, are proposed starting on the fourth floor and above.

Heritage

The property at 604-610 Bay Street, containing the former Gray Coach Terminal, is designated under Part IV of the Ontario Heritage Act. The two-storey building and bus yard were originally completed in 1931 in an Art Deco style. The property served as the main motor coach terminal building and was developed by the Toronto Transit Commission (TTC) for their subsidiary, Gray Coach Lines, to provide interurban bus service to other urban centres in Canada and the northern United States.

Density

The proposal has a density of 13 times the area of the site.

Residential Component

The proposal includes 858 purpose-built rental dwelling units, comprised of 58 studio units (6.8%), 390 one-bedroom units (45.5%), 300 two-bedroom units (35%), 99 three-bedroom units (11.5%) and 11 four-bedroom units (1.3%).

Non-Residential Component

The proposal includes 6,432 square metres of non-residential gross floor area, of which 1,623 square metres is retail and 4,809 square metres is institutional and office space.

Access, Parking and Loading

The proposal includes 1,003 bicycle parking spaces, of which 801 are long-term spaces and 202 are short-term spaces.

A total of 51 vehicle parking spaces are proposed, of which 37 spaces are for the Paramedic Services facility and 14 are associated with the institutional and office uses.

One Type G loading space is proposed in each building, along with two additional Type C spaces at 130 Elizabeth Street.

Vehicle access for the building at 604-610 Bay Street is proposed from Edward Street, with ambulance access proposed inbound from Elizabeth Street and outbound to Edward Street. Vehicle access for 130 Elizabeth Street is proposed from Chestnut Street.

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: www.toronto.ca/604BaySt.

Reasons for Application

The Official Plan Amendment is required to amend the view policies of the Official Plan for City Hall, to permit the proposed tall building at 130 Elizabeth Street to be visible behind the silhouette of City Hall when viewed from the north side of Queen Street West along the edge of the eastern portion of Nathan Phillips Square.

The Zoning Amendment is required to vary performance standards including gross floor area, building height, setbacks, amenity space and vehicle parking.

APPLICATION BACKGROUND

The current application was submitted on March 26, 2025, and deemed complete as of March 28, 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/604BaySt.

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

POLICY & REGULATION CONSIDERATIONS

Provincial Land-Use Policies

All decisions of Council in respect of the exercise of any authority that affects a planning matter shall be consistent with the Provincial Planning Statement (2024), and shall conform to provincial plans, including the Greenbelt Plan (2017), and others.

Official Plan

The site is located in the Downtown and Central Waterfront area and is designated Mixed Use Areas in the Official Plan. See Attachment 3 of this report for the [Official Plan](#) Land Use Map.

The Official Plan protects the silhouette of City Hall when viewed from the north side of Queen Street West along the edge of the eastern half of Nathan Phillips Square as identified on Official Plan Maps 7a and 7b and within Official Plan Policies 3.1.6.44 and 3.1.6.45.

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.

Downtown Secondary Plan

The site is within the Health Sciences District in the Downtown Plan, which includes a cluster of hospitals, treatment, academic, education, research and related commercial functions centred on University Avenue. Opportunities to increase non-residential uses within the Health Sciences District are to be protected to support institutional growth.

The site is designated Mixed Use Areas 1 - Growth, and Bay Street is identified as a Priority Retail Street.

Zoning

The site is zoned Commercial Residential (CR) in [City of Toronto Zoning By-law 569-2013](#). This zoning category permits a wide array of commercial, residential, and institutional uses. The eastern half of 604-610 Bay Street is zoned CR 7.8 (c2.0; r7.8) SS1 (x2308) and the western half is zoned CR 6.0 (c2.0; r6.0) SS1 (x1317), while 130 Elizabeth Street is zoned CR 6.0 (c2.0; r6.0) SS1 (x2329). The property at 604-610 Bay Street has a height limit of 61 metres and 130 Elizabeth Street has a height limit of 30 metres. 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:

- Tall Building Design Guidelines
- Midrise Building Performance Standards
- Growing Up Guidelines for Children in Vertical Communities
- Design Guidelines for Privately Owned Publicly Accessible Spaces (POPS)
- Pet Friendly Design Guidelines for High Density Communities
- Retail Design Manual
- Toronto Accessibility Design Guidelines

Toronto Green Standard

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

Parks Canada Standards and Guidelines

The [Parks Canada Standards and Guidelines for the Conservation of Historic Places in Canada](#) assists in guiding planning, stewardship and conservation approaches for listed and designated heritage resources in Toronto.

Airport Zoning Regulation - SickKids Hospital Helicopter Flight Path

The site is subject to the Airport Zoning Regulation for SickKids Hospital. Development of the site is required to be below and outside the Obstacle Limitation Surface identified in By-law 1432-2017 and the Minister's Zoning Order O. Reg 10/24, to preserve a flight path for air ambulance and medical transport helicopters accessing the hospital. The Obstacle Limitation Surface for the SickKids Hospital helicopter flight path, as identified on the Protection Corridor Map (Map No. 345) from the Minister's Zoning Order, extends diagonally across the property at 604-610 Bay Street, with the northeastern portion of the property being within the flight path.

PUBLIC ENGAGEMENT

Community Consultation

A Virtual Community Consultation Meeting was hosted by City staff on April 16, 2025. Approximately 30 people participated, along with the applicant. At the meeting, City staff and the applicant's team gave presentations on the site and surrounding area, the existing planning framework and the proposed development. Following the presentations, City staff led a question and answer format meeting. Issues and questions raised at the meeting include:

- Impacts to the city hall view corridor – mixed feedback on this issue was provided, with some attendees suggesting that no further intrusions into the silhouette view should be considered while others suggested that the view is not of value and the height of the tower could be further increased;
- Provision of housing – support was expressed for providing new affordable units in particular and all housing types/tenures more generally on the site, with suggestions to increase the provision of affordable units beyond the one third of all units in the current proposal and about increasing the number of market rental housing units more broadly;
- Concerns were expressed about the capacity of community services and facilities in the area including schools and community centres and the provision of parkland;
- Desire to include a grocery/food store in the development;
- Concern about traffic congestion and safety and a desire to add a traffic signal at Bay and Edward to help address these issues;
- Support for inclusion of the Toronto Paramedic Services facility but some concern about noise from sirens;
- Some suggestions to acquire additional properties to enlarge the site; and
- Questions were raised about construction timelines and managing the impacts of construction.

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

Statutory Public Meeting Comments

In making their decision with regard to this application, Council members have been given an opportunity to hear the oral submissions made at the statutory public meeting held by the Toronto and East York 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 have reviewed the current proposal for consistency with the PPS (2024) and find the proposal to be consistent with the PPS (2024).

Official Plan Policies and Design Guidelines

This application has been reviewed against the Official Plan policies, including Secondary Plan policies, and design guidelines described in the Policy and Regulation Considerations section of this report.

Land Use

The proposed residential, institutional, office and retail uses are permitted in the Mixed Use Areas designation and support key objectives of the Official Plan and Downtown Plan. The proposal conforms to the development criteria of the applicable Official Plan policies by providing a mix of residential and non-residential uses in a manner and at a location that reduces automobile dependency and meets the needs of the local community.

The application proposes 6,032 square metres of non-residential floor area, consisting of retail space along with a new Toronto Paramedic Services facility and office and institutional space appropriate for use by the hospitals in the surrounding area. This exceeds the existing amount of non-residential gross floor area on the site, consistent with the policies of the Downtown Plan that require the replacement of non-residential uses with new development within the Health Sciences District.

The provision of 245 affordable rental housing units for a 99-year affordability period and 613 purpose-built rental units adds residential uses to the formerly single use site and helps address the need for new affordable and rental housing.

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 858 new purpose-built rental units.

Staff from the Housing Secretariate and CreateTO will work with the applicant to maximize the delivery of affordable and rent-controlled housing units on the site. The City is targeting one-third of the residential units and residential Gross Floor Area (GFA) to be for affordable housing, with the breakdown to be determined in consultation with the Executive Director, Housing Secretariat, for an affordability period of 99 years at the City's income-based definition of Affordable Rent as defined annually under the Rental Housing Supply Program. Additionally, 20% of the units provided will be accessible. The City will work with the applicant to undertake a fair and transparent application process for the affordable homes.

Public Realm

Staff are satisfied that the proposal conforms with the applicable public realm policies of the Official Plan. The proposal includes significant enhancements to the public realm through widened sidewalks, a publicly accessible plaza, soft landscaping and street trees.

The current vehicle lanes along Edward Street are proposed to be narrowed, resulting in a 4.8 metre increase to the width of the sidewalks on the south side of the street. Combined with the existing sidewalk, this will result in a sidewalk zone, as measured from the sidewalk curb to the building face, of 6.9 to 7.8 metres along the street. Similarly, the vehicle lanes along Chestnut Street are proposed to be narrowed, which will result in a sidewalk zone of approximately 8.2 metres along the street. Along Elizabeth Street, minimum 7.2-metre-wide sidewalk zones are proposed.

Along the west side of Elizabeth Street in front of the building at 130 Elizabeth Street, a publicly accessible plaza with a depth of 15.5 metres, as measured from the sidewalk curb to the east building face, is proposed. The widened sidewalks and publicly accessible plaza will provide sufficient space for a mix of planting, including rows and groupings of trees, as well as seating, and narrowing the vehicle lanes can help control and slow vehicle movement to improve the safety and comfort of pedestrians and cyclists.

The building at 604-610 Bay Street will include a renewed connection to the City's larger PATH system of underground pedestrian walkways, which will be accessed from Edward Street and connect under Bay Street to the building to the east, contributing to enhanced pedestrian connections in the area.

Given the conservation of the existing Coach Terminal building, which extends to the Bay Street property line, maintaining the existing sidewalk zone along the Bay Street frontage is acceptable. Staff are satisfied with the proposed public realm improvements and will explore opportunities for additional pedestrian amenities through the future Site Plan Approval process.

Heritage Conservation

The proposal will conserve the Coach Terminal building in-situ with alterations to its exterior and interior heritage attributes to adaptively reuse it for a new commercial use. The bus bay facades are proposed to be dismantled, reconstructed and sympathetically reconfigured to accommodate the Paramedic Services use. The proposed 16-storey building has been located away from the retained Coach Terminal Building, with a generous 24.3 metre setback from the heritage building's principal east elevation to a glazed reveal on the new building above, conserving its scale, form and massing. Stepbacks are proposed above the reconstructed bus bay elevations along Elizabeth and Edward Streets to a one-storey glazed reveal at the third floor. Above the third floor, the north and south facades of the new building have varied stepbacks, with the greatest stepbacks at the centre of the site and gradually decreasing toward the east and west ends of the building.

The redevelopment of this City-owned heritage property will see the conservation and adaptive reuse of the historic Coach Terminal, while achieving a mixed-use development including much-needed affordable housing, a new Paramedic Services hub and non-residential uses. The proposal has been designed to conserve the cultural heritage values, attributes and character of the heritage property in line with the Planning Act, the Provincial Planning Statement, and the Official Plan heritage policies, and the visual and physical impacts of the proposed alterations and demolitions are appropriately mitigated through the conservation strategy.

A report from Heritage Planning dealing with the required approvals under the Ontario Heritage Act is scheduled to be considered by City Council concurrently with this report.

Built Form

The proposal conforms with the Official Plan and the Downtown Secondary Plan and meets the intent of the Tall Building Design Guidelines, Downtown Tall Building Design Guidelines and Midrise Building Performance Standards with respect to built form and massing, and is compatible with the existing and planned context of the site and surrounding area.

The proposed 16-storey building at 604-610 Bay Street will incorporate the heritage Coach Terminal building, with upper floors articulated through stepbacks and design elements that maintain and reinforce the prominence of the heritage building along all street frontages and enhance the streetscape through landscaping and public realm improvements. On the south side of the building, above the base component, the south facade of the new building gradually saw-tooths inward away from the south property line towards the centre of the site where the greatest stepbacks are proposed, resulting in setbacks that range from 3.5 to 8.1 metres. The smallest setbacks are at the corners of the building with the majority of the elevation exceeding the 5.5 metre setback that is suggested in the Midrise Building Performance Standards, and an average setback of 6.3 metres is provided across the entire frontage. The sawtooth design also improves access to natural light for future residents. The depth of the property is similar to that of the properties to the south and a future development of the lands may be of a similar scale and massing, which could result in acceptable separation distance between buildings.

The 604-610 Bay Street building height of 16 storeys is lower than many existing and approved buildings in the area and will comply with the allowable height threshold established by the SickKids Hospital helicopter flight path.

The proposed tower at 130 Elizabeth Street includes a three-storey base building component, which will appropriately define and frame Chestnut, Edward and Elizabeth Streets with good proportion, will respect the height and scale of the adjacent heritage Coach Terminal property, and is consistent with the heights of recently approved base buildings in the surrounding area. Above the base building component, the tower is proposed to be set back approximately 3.0 metres from the Chestnut and Edward Streets frontages, which aligns with the direction of the Tall Building Design Guidelines and will emphasize the low-rise scale of the streetwall. Along Elizabeth Street, the tower is proposed to cantilever over a portion of the publicly accessible plaza space by approximately 4.2 metres starting at the fourth floor (a height of 16 metres), resulting in a combination of covered and open air conditions in the plaza. To the south, the setback from the property line to the tower is proposed to range from 10.2 metres to 17.9 metres, which meets the intent of the Tall Building Design Guidelines to provide adequate space between buildings, and access to light and sky-view.

The Official Plan identifies views from the public realm to certain prominent buildings and structures, including the view of City Hall. Policies seek to prevent any further intrusions visible above and behind the building silhouette, and to protect the view to the building from any further obstruction. The view of the silhouette of City Hall is protected when viewed from the north side of Queen Street West along the edge of the eastern half of Nathan Phillips Square. The view of City Hall includes the east and west towers, the council chamber and podium of City Hall and the silhouette of those features.

The View Corridor Study submitted with the application illustrates the proposal's relationship with the City Hall view corridor and shows that the proposed tower at 130 Elizabeth Street will not project above the silhouette of the City Hall towers. The building would be partially visible within the gap between the two towers of City Hall when viewed from the easterly portion of Nathan Phillips Square and Queen Street West, nearing Bay Street. The Study also illustrates that other existing and approved buildings intrude within the City Hall view corridor.

Staff are satisfied that the impact to the view corridor will not undermine the visual prominence of City Hall, and that the silhouette of the towers of City Hall will remain legible. Staff are of the opinion that the proposed intrusion into the view corridor will be appropriately mitigated through the parameters listed in the Official Plan Amendment attached to this report and will be limited in nature given the relatively small portion of the protected view that would be impacted as one moves across Nathan Phillips Square and the north side of Queen Street West. The site-specific policies in the Official Plan Amendment will:

- ensure the new tower is designed to maintain adequate views of the sky in the gap between the two City Hall towers;
- maintain the legibility of the silhouette of the two City Hall towers;

- limit the height of the new building, so it will not be visible above the two City Hall towers; and
- mitigate visual impacts through design measures including articulation of the building and material selection to ensure the development appears distinct from and subordinate to City Hall.

The proposed height of 43 storeys at 130 Elizabeth is consistent with existing buildings and recent approvals in the area, which range from 42 to 59 storeys, and is supportive of the intensification directives applicable to the site, while maintaining the intent of the view corridor protection policies.

Shadow Impact

The proposal conforms with the policy direction of the Official Plan by ensuring that the development limits shadow impacts on the public realm, particularly during the spring and fall equinoxes. The shadow impact resulting from the proposal is acceptable.

The massing and height of the buildings have been designed to minimize shadow impacts on the public realm and adjacent sites. The shadow study submitted in support of the application indicates that the incremental shadows that will be cast on the areas surrounding the site will be largely within those that already exist or are permitted by current zoning permissions for the area and new shadows have been adequately limited in duration and extent.

Wind Impact

The Pedestrian Level Wind Study submitted in support of the application concludes that all wind impacts created by the proposal at ground-level pedestrian areas and open spaces and outdoor amenity areas will be minimal and of a tolerable level for the anticipated uses of the spaces, including for sitting, standing, strolling and walking outdoors, with no mitigation required for the subject site's outdoor amenity areas. The wind safety criteria are expected to be met at all areas both on-site and surrounding the proposed development.

SickKids Hospital Helicopter Flight Path

SickKids Hospital has a helipad that provides vital critical and trauma care service to the City of Toronto and surrounding areas. The protection of the flight path for the helipad from intrusions caused by development is necessary to ensure its continued and effective operation. The proposal is within the SickKids Hospital Air Ambulance Service Protection Corridor. To comply with the helicopter flight path, any development, including all temporary and permanent structures such as parapets, light fixtures and crane activities, must be below or outside the protected flight path to ensure compliance with the regulations in By-law 1432-2017, and O. Reg. 10/24 at all stages of construction. Moreover, Official Plan Policy 4.8.4 states that new buildings will be sited and massed to protect the continued use of flight paths to hospital heliports. The draft Zoning By-law attached to this report includes the applicable limitations at this stage of

review. The applicant will be required to demonstrate compliance with the flight path regulations through the Site Plan Approval and building permit processes.

Noise and Air Quality

An Air Quality Study was submitted in support of the application to evaluate the potential impact from emissions from the main boiler and emergency generator stacks from the Enwave district heating plant, located north of the site at 95 Walton Street, on the proposed development and to ensure the development will not impact the ability of the existing facility to demonstrate compliance with Ontario air quality standards and their Environmental Compliance Approval (ECA)/Environmental Activity and Sector Registry (EASR).

The study indicates that the emissions from the main boiler and generator exhausts from the Enwave facility will be within acceptable limits at all points of impingement within and surrounding the site as compared to the Ontario Ambient Air Quality Criteria (AAQC) and industry standards. The proposed development is not expected to affect the ability of the Enwave plant to maintain compliance with their EASR. Nevertheless, the report recommends that the proposed buildings' fresh air intakes incorporate air filtration systems having a minimum efficiency rating value (MERV) of 8 to enhance indoor air quality.

A Noise Study was completed to assess any impacts that noise from the same Enwave facility may have on the proposed development and visa versa. The predicted noise levels from Enwave operations at the proposed development are expected to be within applicable noise limits. However, noise emissions from the operations may be discernable at times and the proposed development will include standard measures to limit potential for noise impacts.

Tree Preservation

There are no trees located on or within six metres of the site that are regulated by the City's tree protection by-laws. Street trees are proposed within the Chestnut, Elizabeth, and Edward Streets City-owned rights-of-way and within the proposed plaza along the east side of Elizabeth Street. Staff will continue to explore opportunities for additional tree planting in the public realm through the Site Plan Approval process.

Parkland

In accordance with [Section 42 of the Planning Act](#), the applicant 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, [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.

Per [Toronto Municipal Code Chapter 415-30. A. \(14\)](#), affordable rental housing units secured under a Municipal Housing Project Facility Agreement are exempted from parkland dedication. The Agreement must be executed before the exemption can apply.

The proposed Emergency Medical Services station is also exempt per Toronto Municipal Code Chapter 415-30. A. (9).

Unit Mix

The proposal complies with the applicable policies of the Downtown Plan and the Growing Up Guidelines through the provision of 35% of all units as two-bedroom units, 11.5% of units as three-bedroom units and 1.3% of units as four-bedroom units.

Toronto Green Standard

The site-specific Zoning By-law and future site plan agreement will secure performance measures for various development features, including the following:

- Transportation Demand Management plan measures reducing single occupant vehicle trips, including the provision of a Bike Share station;
- 1,003 bike parking spaces and associated shower and change facilities, including 15% of long-term spaces with Energized Outlets to accommodate electric bikes and a minimum of 10 publicly accessible outdoor spaces;
- Planting of street trees and soft landscaping areas along streets and in the publicly accessible plaza;
- On-site stormwater management and water quality protection in accordance with the Wet Weather Flow Management Guidelines, including the provision of bioswales and other planting areas;
- Green Roof required under the Green Roof By-law; and
- A waste collection and sorting system and accessible waste storage area.

As a City Division-owned facility, the Paramedic Services facility will be designed and built to Net Zero Emissions.

The applicant will pursue Tier 2 of the TGS for the remainder of the development, which is a higher tier than the minimum requirement and will assist in advancing the City's objectives for resilience and achieving net-zero emissions by 2040 or sooner. Additional measures for Tier 2 applications include an Upfront Embodied Emissions Assessment for the structure and envelope, provision of a refuge area and back-up power generation within the building to improve resilience, conducting a Whole-building Air Leakage Test to improve the quality and air tightness of the building envelope, maintaining existing structural and non-structural building elements, and implementing a construction and demolition waste management and diversion plan.

Traffic Impact, Access, Parking and Loading

Transportation Services staff accept the conclusions of the Transportation Impact Study submitted in support of the application to evaluate the parking, loading and person trips generated by the proposal, which indicates that the proposal's impacts on the area's transportation network are anticipated to be minimal under future conditions.

Vehicle access for the building at 604-610 Bay Street is proposed from Edward Street, with ambulance access proposed inbound from Elizabeth Street and outbound to Edward Street. Vehicle access for 130 Elizabeth Street is proposed from Chestnut Street.

Transportation Services staff also accept the proposed supply of 51 parking spaces for the Paramedic Services facility and institutional and office uses, no vehicle spaces for residents and 801 long-term bike spaces for residents and people working at the site and 202 short-term bike spaces for visitors, subject to implementation of Transportation Demand Management measures to encourage active transportation and transit use, which will be secured through the Site Plan Approval process. Solid Waste Management and Transportation Services staff also accept the provision of two Type G and two Type C loading spaces.

Servicing

Engineering and Construction Services staff reviewed the Functional Servicing and Stormwater Management Report submitted with the application. The applicant will be responsible to pay for and construct any improvements to the municipal infrastructure in connection with the Functional Servicing and Stormwater Management Report, should it be determined that improvements to such infrastructure are required to support the development. Staff recommend that a holding provision be placed on the zoning, to be lifted upon finalization and acceptance of a financial agreement to secure any required upgrades and necessary approvals, thereby demonstrating servicing capacity availability for the proposed development.

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 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 following specific condition is required to be met prior to the removal of the proposed holding provision in the proposed By-law:

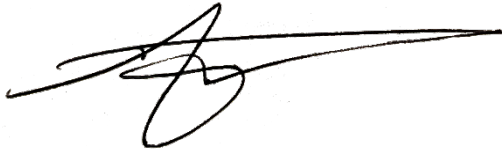
- Make arrangements, to the satisfaction of the Chief Engineer and Executive Director of Engineering and Construction Services and enter into the appropriate agreement with the City for the design and construction of any improvements to the municipal infrastructure, should it be determined that upgrades are required to the infrastructure to support this development, according to the accepted Functional Servicing and Stormwater Report.

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.

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SIGNATURE



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Toronto and East York District

ATTACHMENTS

City of Toronto Information/Drawings

- Attachment 1: Application Data Sheet
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Attachment 1: Application Data Sheet

Municipal Address: 604-610 Bay St and 130 Elizabeth St Date Received: March 24, 2025
 Application Number: 25 133694 STE 11 OZ
 Application Type: Official Plan and Zoning By-law Amendment
 Project Description: A 16-storey building at 604-610 Bay Street and a 43-storey building at 130 Elizabeth Street.

Applicant
 Kilmer-Tricon

Owner
 City of Toronto

EXISTING PLANNING CONTROLS

Official Plan Designation: Mixed Use Areas Site Specific Provision: N/A
 Zoning: CR Heritage Designation: Y
 Height Limit (m): 30-61 Site Plan Control Area: Y

PROJECT INFORMATION

Site Area (sq m): 5,129 Frontage (m): 46 Depth (m): 77

Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq m):	5,077	747	3,815	4,562
Residential GFA (sq m):			60,520	60,520
Non-Residential GFA (sq m):	5,619	1,372	5,060	6,432
Total GFA (sq m):	5,619	1,372	65,580	66,951
Height - Storeys:	2	2	44	46
Height - Metres:	9	9	145	154

Lot Coverage Ratio (%): 0.81 Floor Space Index: 13

Floor Area Breakdown	Above Grade (sq m)	Below Grade (sq m)
Residential GFA:	60,520	
Retail GFA:	1,623	
Institutional/Other GFA:	4,809	

Residential Units by Tenure	Existing	Retained	Proposed	Total
Rental:			858	858
Freehold:				
Condominium:				
Other:				
Total Units:			858	858

Total Residential Units by Size

	Rooms	Bachelor	1 Bedroom	2 Bedroom	3+ Bedroom
Retained:					
Proposed:		58	390	300	110
Total Units:		58	390	300	110

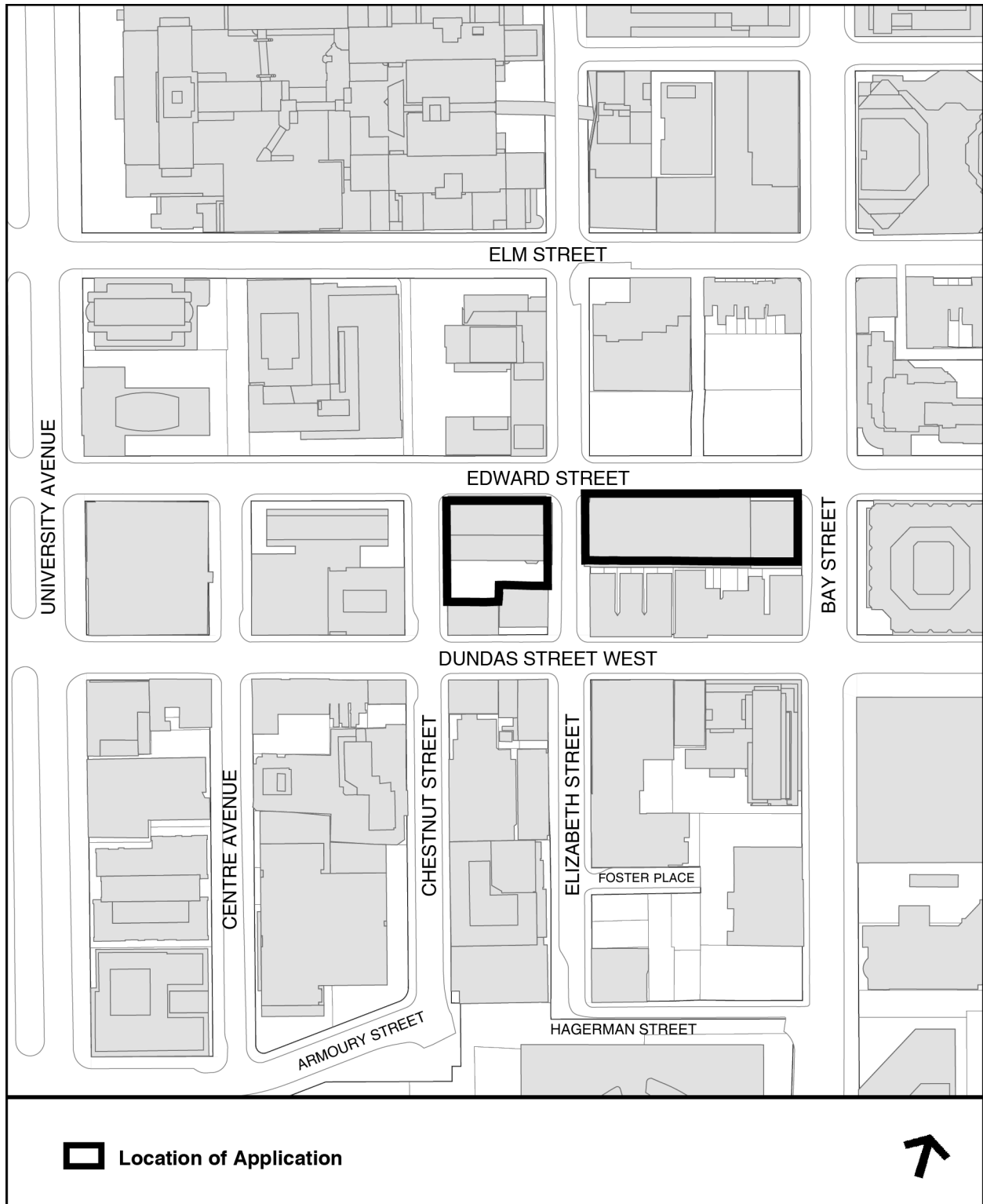
Parking and Loading

Parking Spaces:	51	Bicycle Parking Spaces:	1,003	Loading Docks:	4
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CONTACT:

Paul Johnson, Senior Planner, Community Planning
416-397-0259
Paul.M.Johnson@toronto.ca

Attachment 2: Location Map



Attachment 3: Official Plan Land Use Map



Official Plan Land Use Map #18

604-610 Bay St & 130 Elizabeth Street

File # 25 133694 STE 11 OZ



Not to Scale
Extracted: 03/31/2025

[illegible]

File # 25 133694 STE 11 0Z



Attachment 5: Draft Official Plan Amendment

Authority: Toronto and East York Community Council Item ~ as adopted by City of Toronto Council on ~, 20~

Enacted by Council: ~, 20~

CITY OF TORONTO

Bill XXX

BY-LAW ###

To adopt Official Plan Amendment 820 for the City of Toronto respecting the lands known municipally in the year 2024, as 130 Elizabeth Street

Whereas authority is given to Council under the Planning Act, R.S.O. 1990, c. P.13, as amended, to pass this By-law; and

Whereas Council of the City of Toronto has provided adequate information to the public and has held at least one public meeting in accordance with the Planning Act;

The Council of the City of Toronto enacts:

The attached Amendment No. 820 to the Official Plan is hereby adopted pursuant to the Planning Act, as amended.

Enacted and Passed this ~ day of ~, A.D. 20~.

Frances Nunziata, John D. Elvidge,
Speaker City Clerk

(Seal of the City)

AMENDMENT NO. 820 TO THE OFFICIAL PLAN

LANDS MUNICIPALLY KNOWN IN THE YEAR 2024 AS 130 ELIZABETH STREET

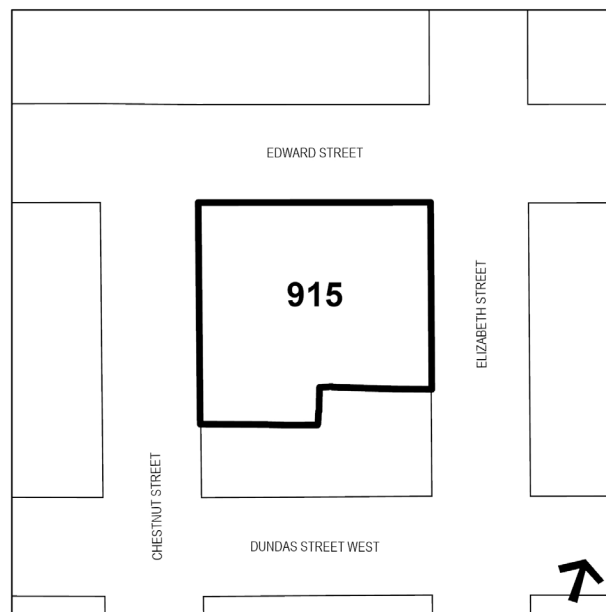
The Official Plan of the City of Toronto is amended as follows:

1. Chapter 7, Site and Area Specific Policies, is amended by adding Site and Area Specific Policy No. 915 for the lands known municipally in 2024 as 130 Elizabeth Street, as follows:

915. 130 Elizabeth Street

1. Development may be visible behind the silhouette of City Hall in the gap between the two wings of City Hall, provided:

- a. this further intrusion is limited to the view from the eastern portion of Nathan Phillips Square at the north side of Queen Street West nearing Bay Street;
- b. the legibility of the silhouette of the two wings remains visually prominent as part of the City Hall view; and
- c. visual impacts are mitigated through design measures including articulation of the building and material selection to ensure the development appears distinct from and subordinate to City Hall.



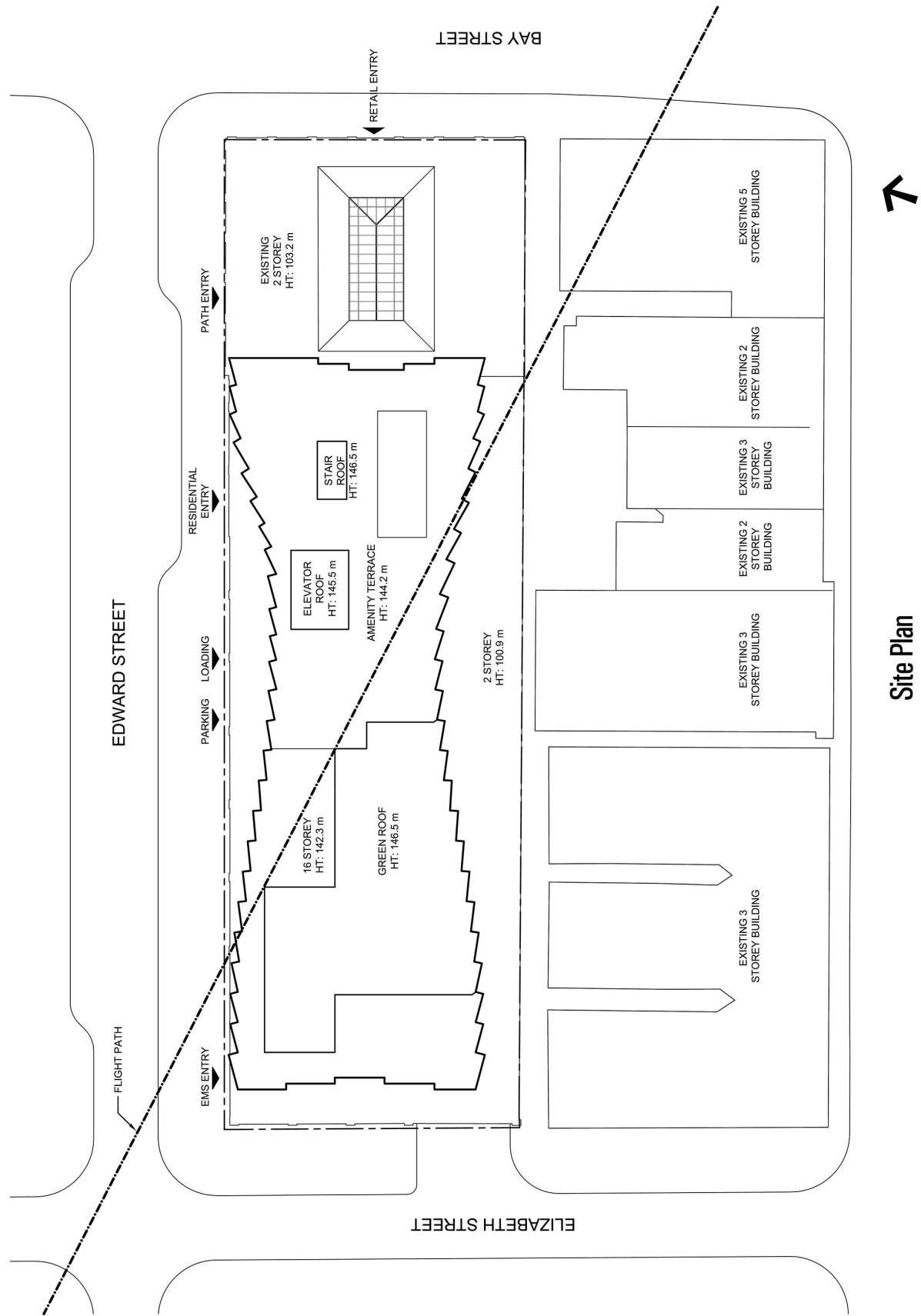
2. Chapter 7, Map 29, Site and Area Specific Policies, is amended by adding the lands known municipally in 2023 as 130 Elizabeth Street, as shown on the map above, as Site and Area Specific Policy 915.

3. Chapter 6, Section 41, Downtown Plan, is amended by adding the following subsection to Section 17, Site and Area Specific Policies:

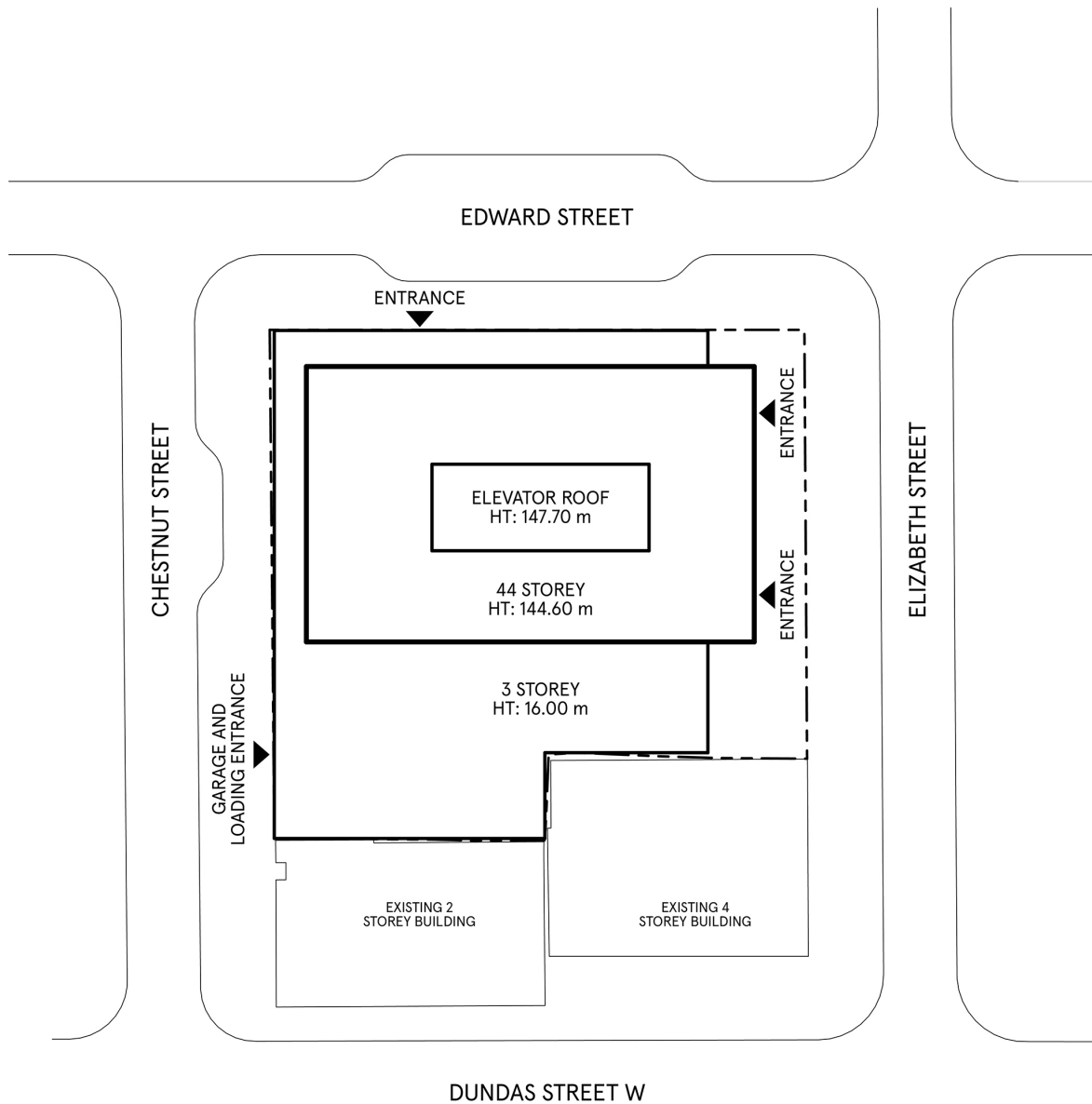
- 130 Elizabeth Street

Attachment 6: Draft Zoning By-law Amendment

Draft Zoning By-law Amendment will be available prior to the June 4, 2025, Toronto and East York Community Council Meeting



Attachment 8: Site Plan - 130 Elizabeth Street



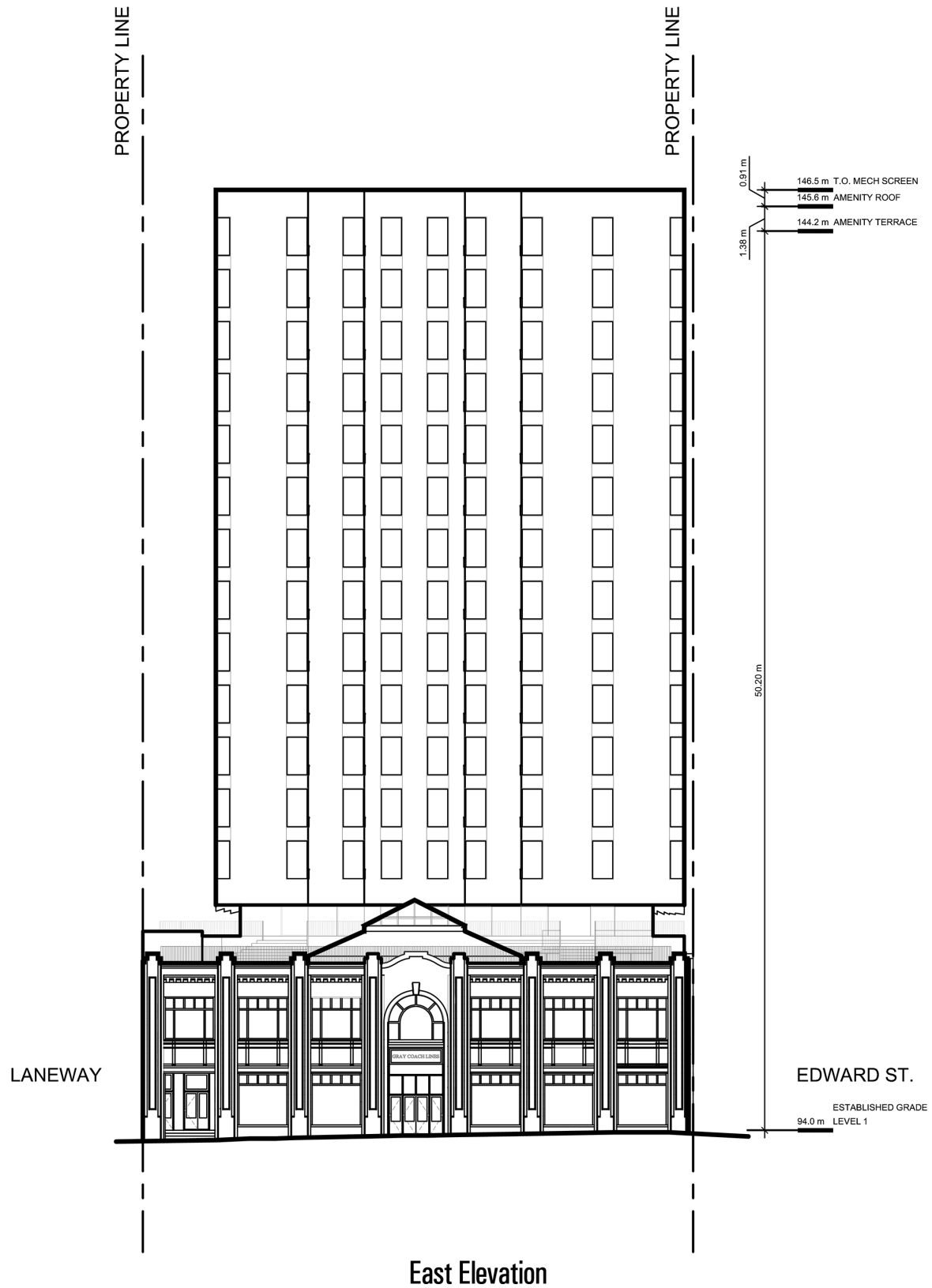
Site Plan



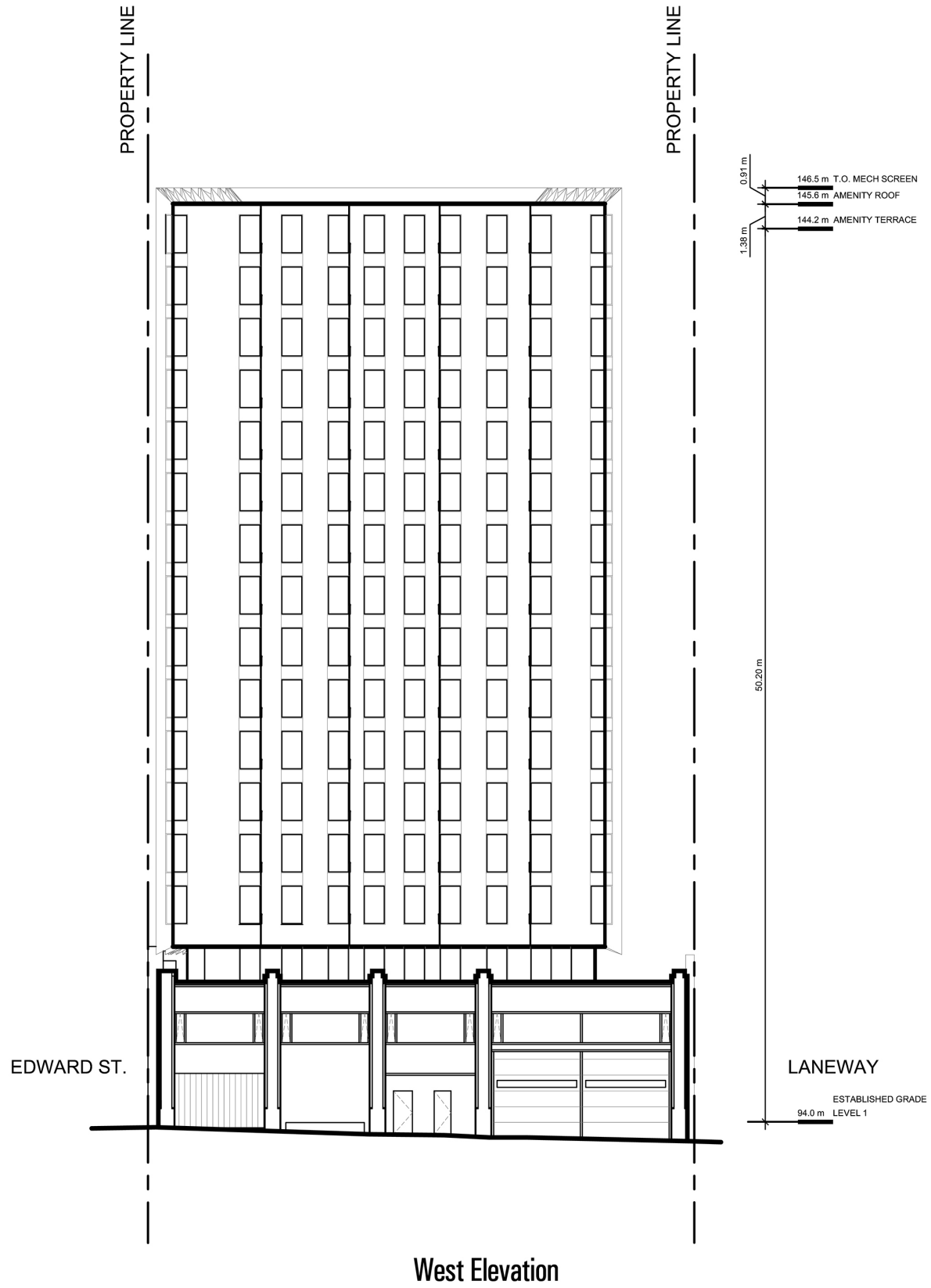
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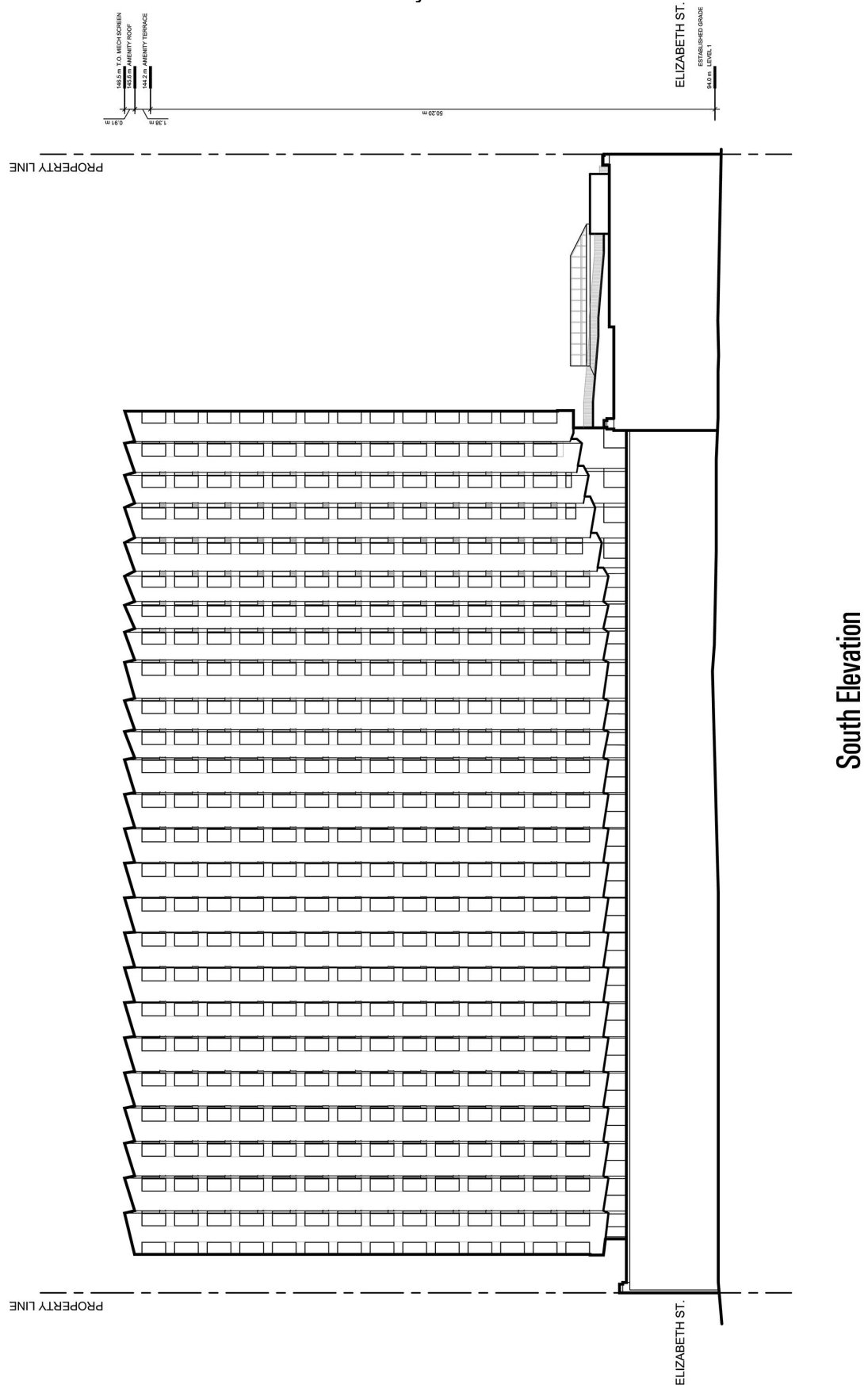
Attachment 10: East Elevation - 604-610 Bay Street



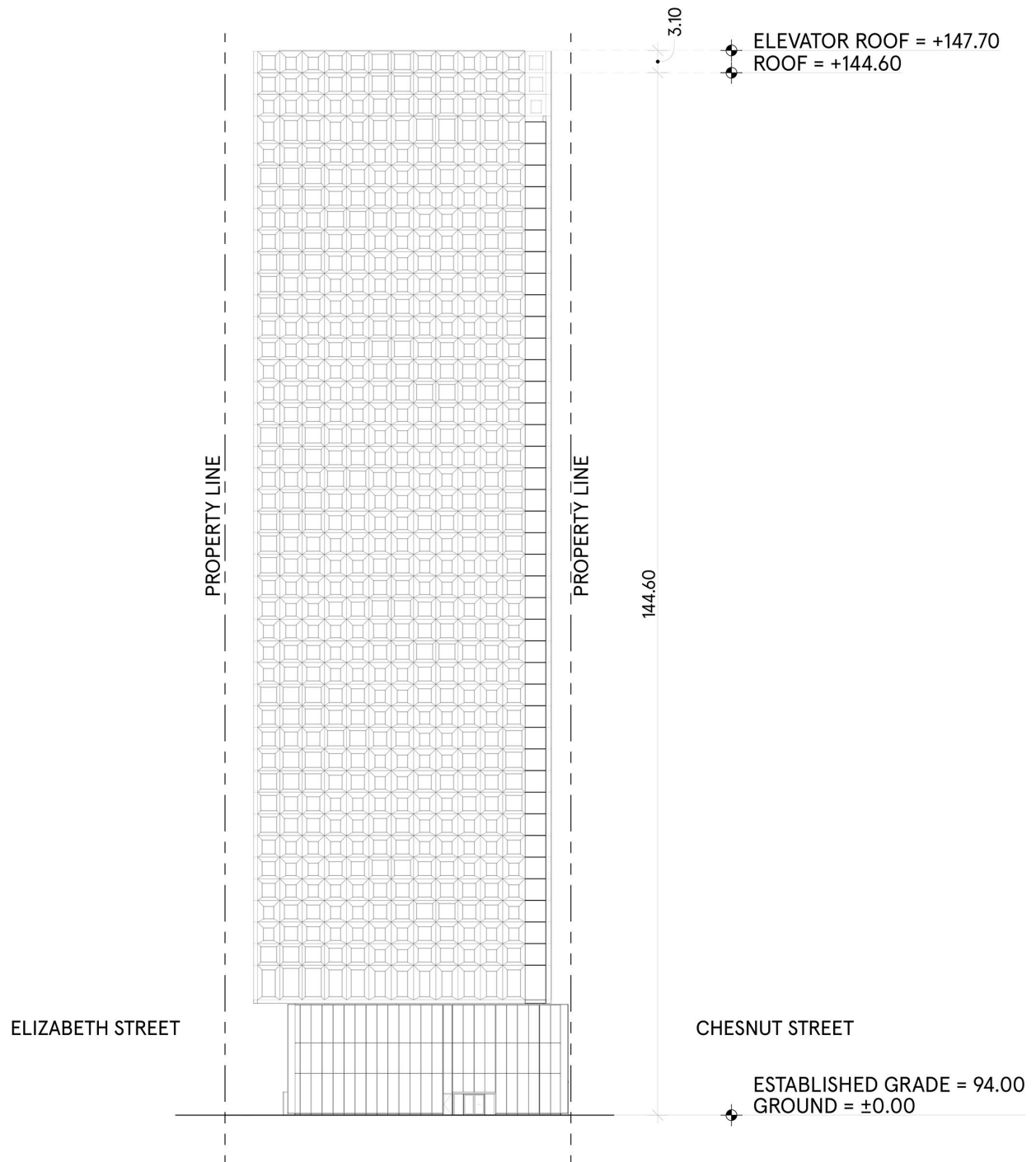
Attachment 11: West Elevation - 604-610 Bay Street



Attachment 12: South Elevation - 604-610 Bay Street

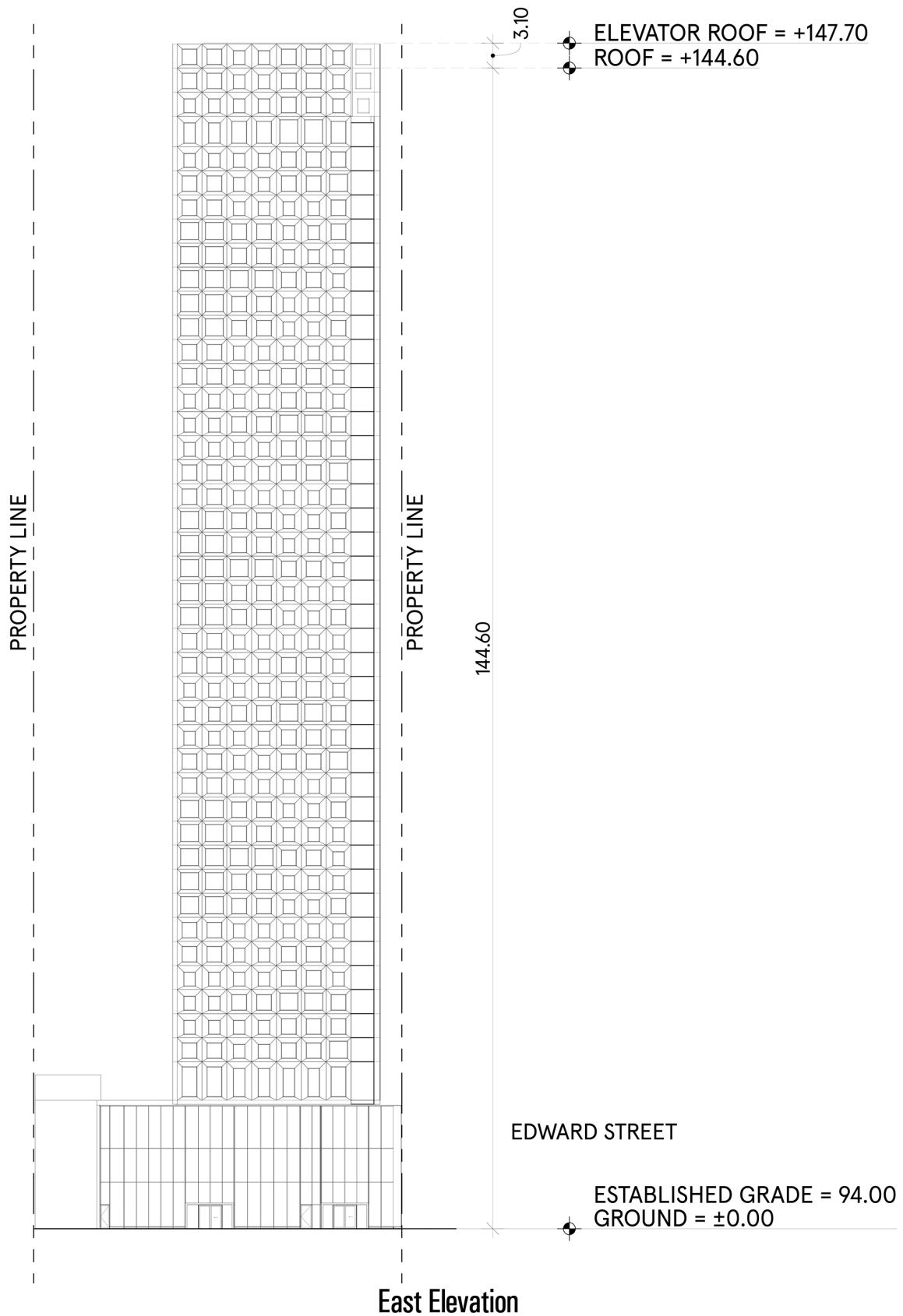


Attachment 13: North Elevation - 130 Elizabeth Street

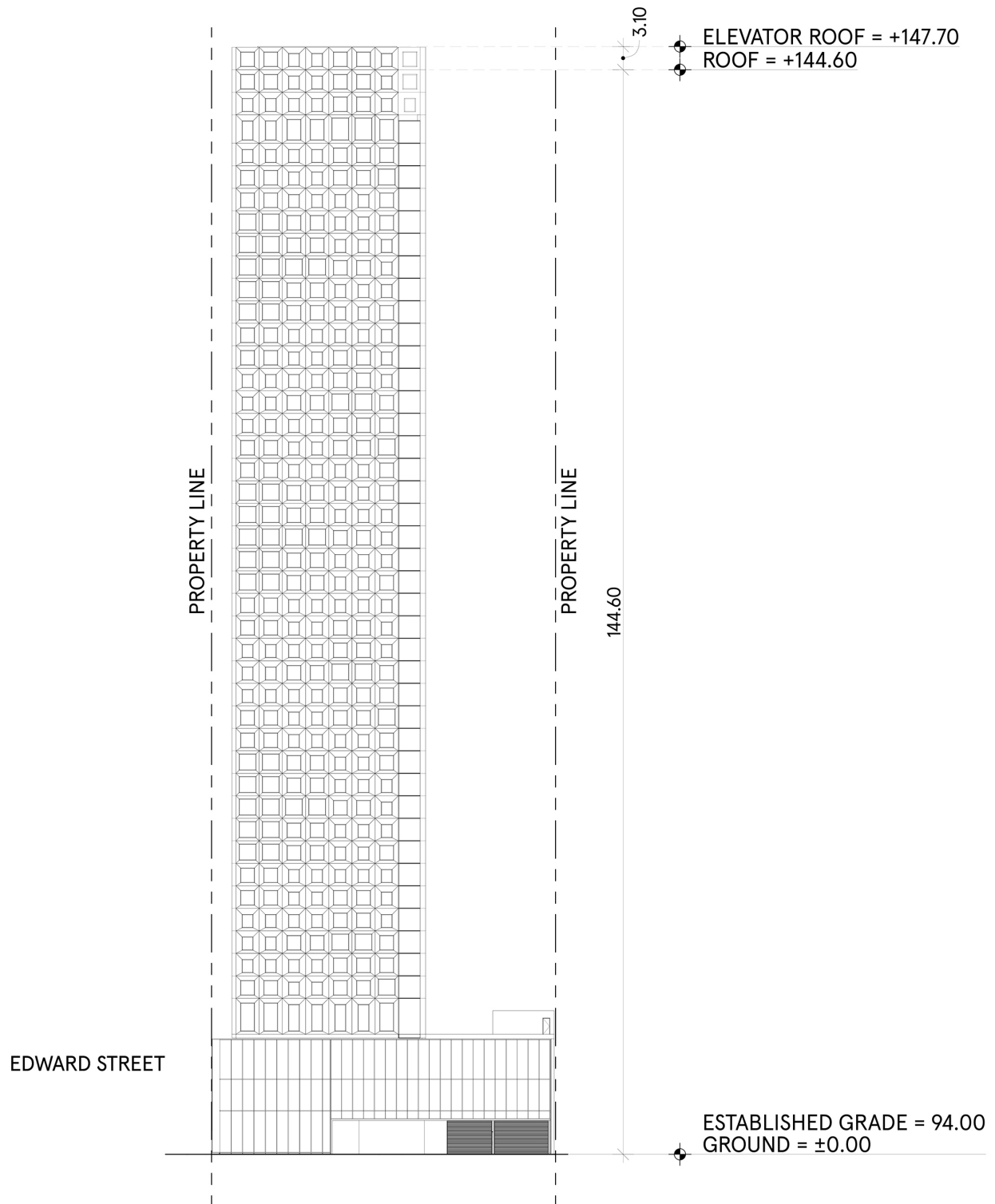


North Elevation

Attachment 14: East Elevation - 130 Elizabeth Street

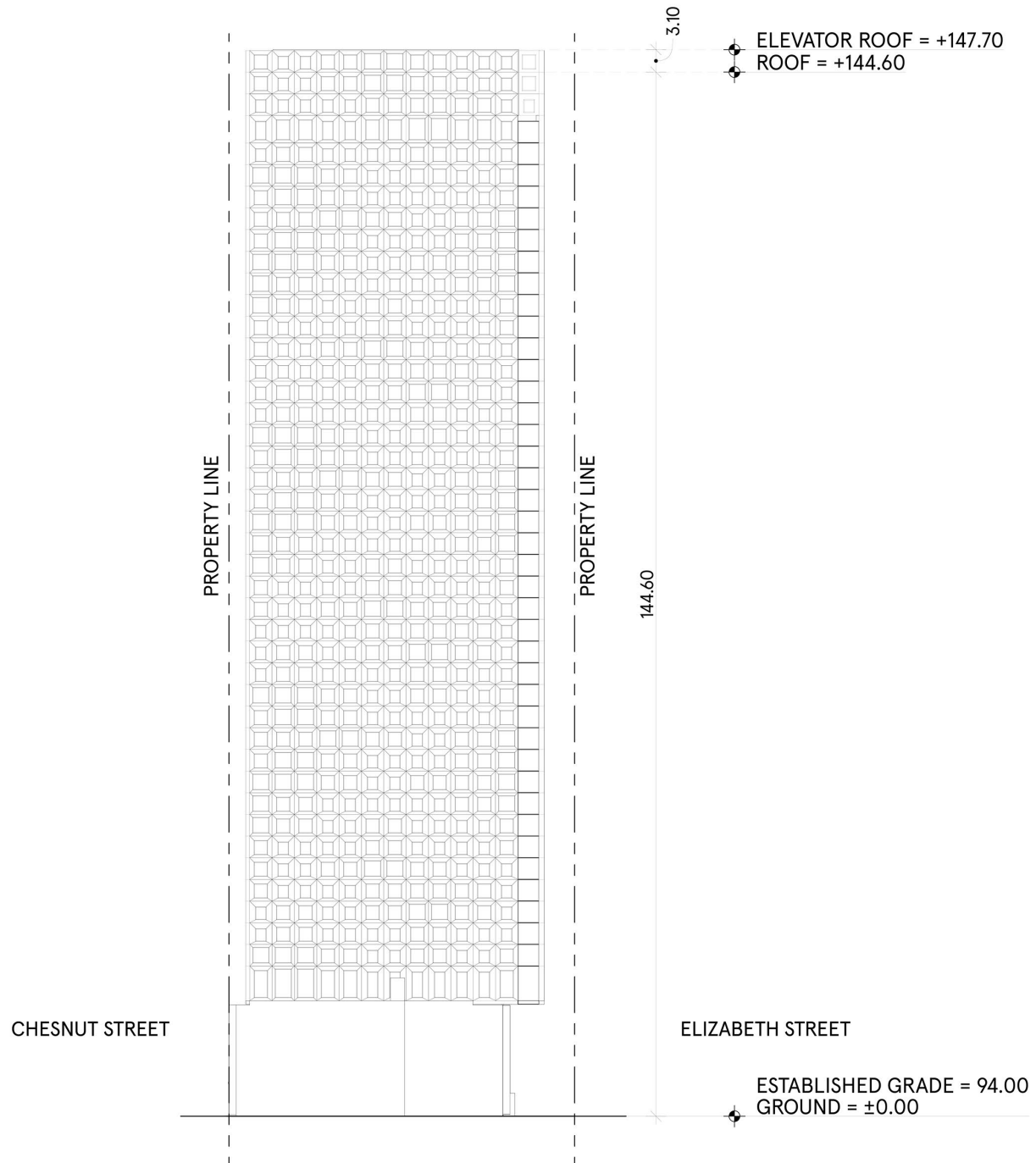


Attachment 15: West Elevation - 130 Elizabeth Street



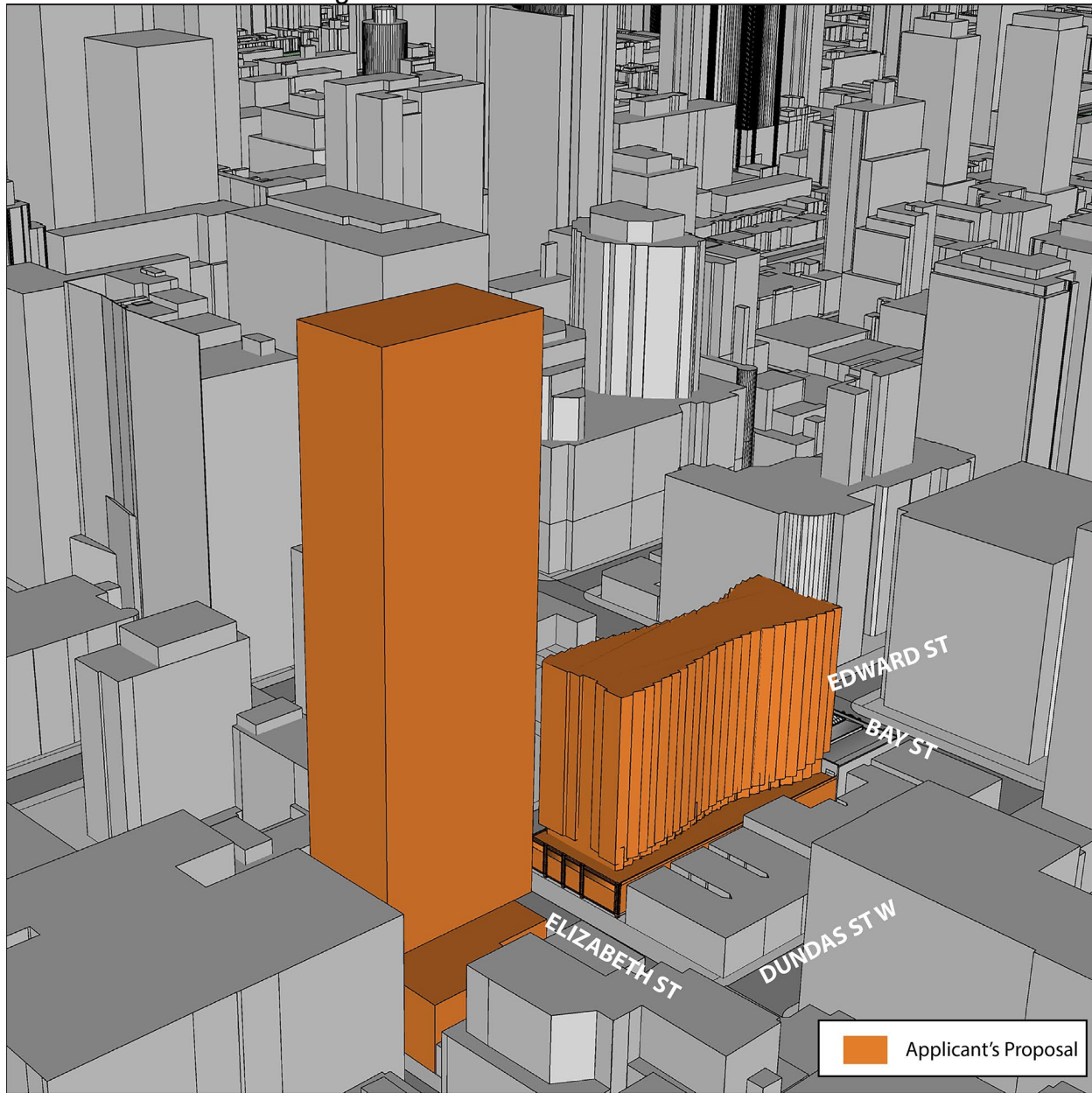
West Elevation

Attachment 16: South Elevation - 130 Elizabeth Street



South Elevation

Attachment 17: 3D Massing Model



View of Applicant's Proposal Looking Northeast



04/15/2025