

604 Bay Street (including entrance address 610 Bay Street) - Alterations to and Demolition of Heritage Attributes of a Designated Property under Sections 33 and 34 of the Ontario Heritage Act and Authority to Enter into a Heritage Easement Agreement

Date: May 12, 2025

To: Toronto Preservation Board

Toronto and East York Community Council

From: Senior Manager, Heritage Planning, Urban Design, City Planning

Wards: Toronto Centre - Ward 11

SUMMARY

This report recommends City Council approve the alterations and attribute demolitions proposed under Sections 33 and 34(1)1 of the Ontario Heritage Act for the Part IV designated heritage property at 604 Bay Street (including entrance address 610 Bay Street) in connection with the proposed Official Plan and Zoning By-law amendment applications at 604-610 Bay Street and 130 Elizabeth Street (25133694STE11OZ). Staff recommend that the future leaseholder of the City-owned property be required to enter into a Heritage Easement Agreement to ensure the long-term protection of the heritage property.

The City-owned property contains the former Gray Coach Terminal, completed in 1931 to the designs of architect Charles Brammall Dolphin in an Art Deco style. The property is an early example of a modern motor coach terminal, among the first of its type to be designed and constructed for this purpose in Canada. The property is associated with the Toronto Transportation Commission (forerunner to today's Toronto Transit Commission (TTC)) and the development of Toronto's transportation services and networks.

The subject property and the adjacent parcel at 130 Elizabeth Street were selected for redevelopment through the ModernTO program adopted by Toronto City Council in October 2019, and the property was decommissioned by the City in 2021. The Official Plan requires that when a City-owned property on the Heritage Register is no longer required for its current use, the City will demonstrate excellence in the conservation, maintenance, and compatible adaptive reuse of the property.

The redevelopment proposes a mixed-use development including affordable housing, a new Paramedic Services ("EMS") hub, and employment uses. The residential component of the development will be 100 percent purpose-built rental, approximately one third of which will be affordable units. The proposal conserves the Gray 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 EMS use. Staff are of the opinion that the proposal conserves the cultural heritage values, attributes and character of the heritage property.

RECOMMENDATIONS

The Senior Manager, Heritage Planning, Urban Design, City Planning recommends that:

1. City Council approve:

a. the alterations to the designated heritage property at 604 Bay Street (including entrance address 610 Bay Street), in accordance with Section 33 of the Ontario Heritage Act to allow for the construction of a 16-storey mixed-use building, with such alterations substantially in accordance with the plans and drawings dated March 14, 2025 prepared by architectsAlliance and Studio Gang and on file with the Senior Manager, Heritage Planning and the Heritage Impact Assessment prepared by ERA Architects, dated April 11, 2025, and on file with the Senior Manager, Heritage Planning, all subject to and in accordance with the Conservation Plan satisfactory to the Senior Manager, Heritage Planning and subject to conditions as set out below; and

b. the demolition of heritage attributes of the existing designated heritage property at 604 Bay Street (including entrance address 610 Bay Street), in accordance with Section 34(1) 1 of the Ontario Heritage Act to allow for the construction of a 16-storey mixed-use building, substantially in accordance with the plans and drawings dated March 14, 2025 prepared by architectsAlliance and Studio Gang and on file with the Senior Manager, Heritage Planning and the Heritage Impact Assessment prepared by ERA Architects dated April 11, 2025 and on file with the Senior Manager, Heritage Planning, all subject to and in accordance with the Conservation Plan satisfactory to the Senior Manager, Heritage Planning and subject to conditions as set out below.

2. City Council direct that its consent to the application to alter the designated heritage property at 604 Bay Street (including entrance address 610 Bay Street), in accordance with Part IV, Section 33 of the Ontario Heritage Act, and its consent to the demolition of heritage attributes at 604 Bay Street (including entrance address 610 Bay Street), under Part IV, Section 34(1)1 of the Ontario Heritage Act are also subject to the following conditions:

604 Bay Street (including entrance address 610 Bay Street) - Alterations to and Demolition of Heritage Attributes and Authority to Enter into a Heritage Easement Agreement

a. that the related Official Plan Amendment and Zoning By-law Amendment requiring the proposed alterations has come into full force and effect;

b. that prior to the issuance of any permit for all or any part of the properties at 604 Bay Street (including entrance address 610 Bay Street), including a heritage permit or a building permit, but excluding permits for repairs and maintenance and usual and minor works for the existing heritage building as are acceptable to the Senior Manager, Heritage Planning, the leaseholder of the City-owned property shall:

1. provide a detailed Conservation Plan, prepared by a qualified heritage consultant, that is consistent with the conservation strategy set out in the Heritage Impact Assessment prepared by ERA Architects Inc. dated April 11, 2025, to the satisfaction of the Senior Manager, Heritage Planning;

2. execute and register on title the Heritage Easement Agreement with the City for the heritage property at 604 Bay Street (including entrance address 610 Bay Street), substantially in accordance with the plans and drawings dated March 14, 2025 prepared by architectsAlliance and Studio Gang and on file with the Senior Manager, Heritage Planning and the Heritage Impact Assessment prepared by ERA Architects dated April 11, 2025, subject to and in accordance with the approved Conservation Plan, all to the satisfaction of the Senior Manager, Heritage Planning, and registered on title to the satisfaction of the City Solicitor;

3. provide an Interpretation Plan for the subject property, to the satisfaction of the Senior Manager, Heritage Planning and thereafter shall implement such plan to the satisfaction of the Senior Manager, Heritage Planning;

4. provide a Heritage Lighting Plan that describe how the exterior of the heritage property will be sensitively illuminated to enhance its heritage character to the satisfaction of the Senior Manager, Heritage Planning and thereafter shall implement such a plan to the satisfaction of the Senior Manager Heritage Planning;

5. submit a Signage Plan to the satisfaction of the Senior Manager, Heritage Planning; and

6. provide building permit drawings, including notes and specifications for the conservation and protective measures keyed to the approved Conservation Plan.

3. City Council authorize the entering into of a Heritage Easement Agreement under Section 37 of the Ontario Heritage Act with the lessee in a form and content satisfactory to the City Solicitor and the Chief Planner and Executive Director, City Planning.

4. City Council authorize the City Solicitor to introduce the necessary Bill in City Council authorizing the entering into of a Heritage Easement Agreement for the property at 604 Bay Street (including entrance address 610 Bay Street).

FINANCIAL IMPACT

City Planning confirms there are no financial implications resulting from the recommendations included in this report in the current budget year or in future years.

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 subject property at 604 Bay Street (including entrance address 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 - City-Wide Real Estate Strategy and Office Portfolio Optimization, identifying 610 Bay Street as one of eight underutilized properties with the potential to address City needs and City building objectives, such as 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>

At its meeting 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 604 Bay Street (including entrance address at 610 Bay Street) under Part IV, Section 29 of the Ontario Heritage Act.

[Public Notice – City of Toronto](#)

BACKGROUND

Heritage Property

The property's full Statement of Significance with exterior and interior heritage attributes can be found in Attachment 2.

The property at 604 Bay Street (including entrance address at 610 Bay Street), formerly the Gray Coach Terminal, is located on the southwest corner of Bay Street and Edward Street in downtown Toronto. Constructed in 1931, the property comprises a two-storey structure that served as the main terminal building with a one-and-a-half-storey covered bus yard extending from its west elevation. The bus yard, which originally had only four bus bays, was extended in 1949 and again in 1959 to span the full length of the property's frontage along Edward Street. The terminal building was expanded into the area behind the two easternmost bus bays in 1989. Both portions of the property are clad in limestone with building features that reflect Art Deco detailing.

The property at 604 Bay Street has design and physical value as an early example of a modern motor coach terminal, among the first of its type to be designed and constructed for this purpose in Canada. Completed in 1931, the terminal building and bus bays are clad in Queenston limestone and feature the use of the Stripped Classical variant of Art Deco, an architectural and artistic movement that was influenced by the technological innovations of the early-twentieth century, including developments in transportation.

The property displays artistic merit through the spatial arrangement of the terminal building and bus yard, which provided for safe and efficient movement of both passenger and vehicular traffic within the site. Although there have been alterations to the terminal building and the bus yard since the original date of construction, the main components of the spatial arrangement, including the central entrance hall and the relationship between the terminal building and the bus platforms remain legible.

Historically, the property is associated with the Toronto Transportation Commission (forerunner to today's Toronto Transit Commission (TTC)) and the development of Toronto's transportation services and networks. The property was developed by the

TTC for their subsidiary Gray Coach Lines to provide interurban bus service between Toronto and other urban centres in Canada and the northern United States. In the early 1930s at the time of the construction of the new terminal, the TTC (with Gray Coach Lines) was one of Canada's largest operators of motor coaches. The property recalls the era when motor coaches were introduced as a new means of mass transportation on the highways that were being built across North America.

The property reflects the architectural career of Charles Brammall Dolphin, who is recognized by the Ontario Association of Architects for his significant contribution to the province's architectural heritage, and particularly celebrated for his original interpretations of the Art Deco style, including the Consumers' Gas Showroom (1930) at 2532 Yonge Street, and the Postal Delivery Building (1939-40) at 40 Bay Street. Both buildings feature Canadian-inspired motifs incorporated into their decorative elements. The Gray Coach Terminal features cast aluminum panels on the east and north facades of the main terminal building, which are also characteristic of his work.

Contextually, the Gray Coach Terminal is functionally and historically linked to the McKnight Building on the adjacent property to the south, where the Gray Coach Lines waiting room and offices were located prior to the construction of the new terminal building and bus yard. The property is also functionally and historically linked to the institutions, retail, and entertainment venues in the surrounding area of downtown Toronto, to which the coach terminal acted as a gateway for interurban travel.

Situated on the west side of Bay Street, north of Dundas Street West, the subject property served as the arrival and departure point of many residents and visitors of Toronto for ninety years, functioning as a point of reference and landmark within the downtown core.

Proposal Background

The subject property and the adjacent parcel at 130 Elizabeth Street are one of eight high-value, City-owned sites selected for priority redevelopment through the ModernTO program adopted by Toronto City Council in October 2019. Led by CreateTO, the proposed redevelopment on the site would include affordable rental housing, a new Toronto Paramedic Services hub, and public realm improvements, while incorporating the Terminal Building and its bus bays into the redevelopment.

On November 13 and 14, 2024, City Council approved 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.

Heritage Planning staff have had continued involvement in discussions with the relevant City departments and proponent to ensure the heritage resource will be conserved within the new development.

Development Proposal

The associated redevelopment application (25133694STE11OZ) proposes a 16-storey building at 604-610 Bay Street and a 43-storey building at 130 Elizabeth Street. The mixed-use development includes affordable housing, a new Paramedic Services ("EMS") hub, and employment uses. The residential component of the development will be 100 percent purpose-built rental, approximately one third of which will be affordable units. The proposal conserves the Gray 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 EMS use.

Heritage Planning Policy Framework

The Planning Act

The Planning Act guides development in the Province of Ontario. It states that municipalities must have regard for matters of provincial interest. Section 2(d) specifically refers to "the conservation of features of significant architectural, cultural, historical, archaeological or scientific interest" and 2(r) "to a built form that is well designed and provides for a sense of place."

The Provincial Planning Statement (2024)

The Provincial Planning Statement (2024) (the "PPS") provides policy direction province-wide on land use planning and development to promote strong communities, a strong economy, and a clean and healthy environment. It includes policies on key issues that affect communities, such as:

- the efficient use and management of land and infrastructure
- ensuring the sufficient provision of housing to meet changing needs including affordable housing
- ensuring opportunities for job creation
- ensuring the appropriate transportation, water, sewer and other infrastructure is available to accommodate current and future needs
- protecting people, property and community resources by directing development away from natural or human-made hazards, and
- conservation of cultural heritage and archaeology

The provincial policy-led planning system recognizes and addresses the complex inter-relationships among environmental, economic and social factors in land use planning. The PPS supports a comprehensive, integrated and long-term approach to planning, and recognizes linkages among policy areas.

The PPS is issued under Section 3 of the Planning Act and all decisions of Council in respect of the exercise of any authority that affects a planning matter shall be consistent with the PPS. Comments, submissions or advice affecting a planning matter that are provided by Council shall also be consistent with the PPS.

Policy 4.6.1 of the PPS directs that "Protected heritage property, which may contain built heritage resources or cultural heritage landscapes, shall be conserved."
"Conserved" is defined in the PPS as the identification, protection, management and use of built heritage resources in a manner that ensures their cultural heritage value or interest is retained.

Policy 4.6.2 states that "Planning authorities shall not permit development and site alteration on lands containing archaeological resources or areas of archaeological potential unless the significant archaeological resources have been conserved."

All decisions of Council in respect of the exercise of any authority that affects a planning matter shall be consistent with the PPS and shall conform with Provincial Plans. All comments, submissions or advice affecting a planning matter that are provided by Council shall also be consistent with the PPS and conform with Provincial Plans.

Provincial Plans are intended to be read in their entirety and relevant policies are to be applied to each situation.

Toronto Official Plan

This application has been reviewed against the policies of the City of Toronto Official Plan. The Plan provides the policy framework for heritage conservation in the City. The following Official Plan policies apply to the proposed alterations:

3.1.6.4: "Properties on the Heritage Register will be conserved and maintained consistent with the Standards and Guidelines for the Conservation of Historic Places in Canada, as revised from time to time and adopted by Council."

3.1.6.5: "Proposed alterations, development, and/or public works on or adjacent to, a property on the Heritage Register will ensure that the integrity of the heritage property's cultural heritage value and attributes will be retained, prior to work commencing on the property and to the satisfaction of the City."

3.1.6.6: "The adaptive re-use of properties on the Heritage Register is encouraged for new uses permitted in the applicable Official Plan land use designation, consistent with the "Standards and Guidelines for the Conservation of Historic Places in Canada."

3.1.6.8 "When a City-owned property on the Heritage Register is no longer required for its current use, the City will demonstrate excellence in the conservation, maintenance and compatible adaptive reuse of the property."

3.1.6.9 "When a City-owned property on the Heritage Register is sold, leased or transferred to another owner, it will be designated under the Ontario Heritage Act. A Heritage Easement Agreement will be secured and monitored, and public access maintained to its heritage attributes, where feasible."

3.1.6.26: "New construction on, or adjacent to, a property on the Heritage Register will be designed to conserve the cultural heritage values, attributes and character of that property and to mitigate visual and physical impact on it."

3.1.6.27: "Where it is supported by the cultural heritage values and attributes of a property on the Heritage Register, the conservation of whole or substantial portions of buildings, structures and landscapes on those properties is desirable and encouraged. The retention of façades alone is discouraged."

The City of Toronto Official Plan can be found here: <https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/official-plan/>

Standards and Guidelines

The Standards and Guidelines for the Conservation of Historic Places in Canada (the "Standards and Guidelines") is the official document guiding planning, stewardship and the conservation approach for all listed and designated heritage resources within the City of Toronto. The General Standards (1-9) the Standards for Rehabilitation (10-12), and the Standards for Restoration (13-14) apply to this project.

The Standards and Guidelines can be accessed here:
<http://www.historicplaces.ca/media/18072/81468-parks-s+g-eng-web2.pdf>

COMMENTS

Heritage Planning staff have reviewed the Heritage Impact Assessment submitted in support of the proposal prepared by ERA Architects, for conformity with the Planning Act, the Provincial Planning Statement, the City's Official Plan heritage policies and the Standards and Guidelines for Conservation of Historic Places in Canada.

Conservation Strategy

The proposed conservation strategy can be organized into two general areas: the Gray Coach Terminal Building that is proposed to be retained in-situ at the corner of Bay and Edward Streets (with alterations for its adaptive reuse for commercial use, including alterations to the building's interior heritage attributes), and the bus bays along Edward and Elizabeth Streets, which are proposed to be dismantled and reconstructed with alterations to accommodate Paramedic Services and a new 16-storey mixed-use building above.

Proposed Alterations and Demolitions

Gray Coach Terminal Building

The Gray Coach Terminal Building's principal east, north and south elevations will be retained in-situ, with the west elevation to be integrated into adjacent the new construction. The exterior of the building, including the limestone and metal spandrels, will be subject to a fulsome conservation scope, including repairs, repointing and cleaning. New historically appropriate windows, based on archival documentation, will be installed. Select window openings on the ground floor will be altered to accommodate new access points, including a new PATH connection entrance along Edward Street. Visual and physical impacts will be mitigated by limiting the number of

modified openings, maintaining the original width of the openings, and through design of entrance doors that maintain the proportions of the historic window mullion configurations. Depending on the future tenancy, louvres may be required for mechanical purposes. Staff will review the details of these through the Conservation Plan to ensure a minimal intervention approach is employed for their design and placement within existing openings. New landmark signage is proposed on the building's north and east elevation, to be finalized in the Signage Plan.

On the roof of the Terminal Building, the pyramidal glass skylight with steel framing will be conserved by rehabilitating the underlying steel framing and replacing the non-original skylight and existing metal roofing. A new stair access enclosure is proposed to allow for expansion of the commercial use on the roof. This access point has been positioned at the southeast corner of the roof to connect to the existing stairs within the building and as such, will be visible from the public realm. A new guardrail along the perimeter of the building will also be required to accommodate the new rooftop use. While the height of the guardrail will be minimized to the extent possible, it may also be visible from the public realm. Staff will review the design and materiality of the enclosure and the guardrails through the Conservation Plan to ensure they are compatible with, distinguishable from and subordinate to, the heritage building below.

The interior of the Terminal Building contains several heritage attributes. The 3-bay wide, double-height entrance hall is the main focal point of the interior which functioned as the waiting room in the original floor plan. The original interior finishes have been replaced and parts of the mezzanine level that encircles the entrance hall have been enclosed. The vaulted ceiling, cornice, entablature, and column cladding are proposed to be reinstated based on archival information. The existing bifurcated stair to the mezzanine level will be demolished and reconstructed with a rise-over-run consistent with today's standards. The leaded glass window with the Gray Coach Lines crest is proposed to be repaired and modified for a new lightbox to illuminate the window. The non-original glazing within the ceiling laylight is proposed to be replaced to allow for increased daylight within the entrance hall. The final details of the interior space will be refined once a tenant is selected. Staff will review the proposed design details through the Conservation Plan to ensure the City demonstrates excellence in the conservation and compatible adaptive reuse of the property in line with the Standards and Guidelines for Historic Places in Canada.

The HIA identifies future considerations that may be contemplated pending the selection of a tenant, including the expansion of the mezzanine floor area, four season rooftop enclosure, mechanical equipment and intake and exhaust requirements. Staff note these interventions may have the potential to significantly impact identified heritage attributes and they are not contemplated in the current application. Additional permission under Section 33 and 34(1)1 of the Ontario Heritage Act may be required.

Bus Bays

The bus bays along Edward Street are comprised of four original one-and-a-half storey tall bus bays directly adjacent to the Terminal Building. The remaining bus bays, added later, follow a regular rhythm and maintain the same design expression and roofline.

Behind the bus bays is an open, full height space. The application proposes to remove the bus bays by-way-of dismantling and to reconstruct them with alterations to their width and height to accommodate the new residential and Paramedic Services use. EMS requirements include emergency vehicle parking at the ground floor, specialized vehicle maneuvering clearance for loading and ambulances, and separated "pick and pack" spaces, along with support areas. The height of the bus bays will be raised to allow for a second-floor plate, using a granite base that will maintain legibility of the original limestone bays while also improving the durability of material at grade. Three of the original bays closest to the Terminal Building will be reconstructed with their original width, whereas the remainder have been designed to meet the specialized requirements of the Paramedic Services while maintaining the presence of a compatible consistent rhythm. The unsympathetic metal canopy will be removed, and limestone repaired. The previously open bus bays will be altered for new overhead doors, spandrels, glazing and access points.

Staff will review the detailed design for the infill treatment of the bus bays and elevations along Edward and Elizabeth Streets through the Conservation Plan to ensure the original piers and parapet remain prominent and legible by reducing visual clutter.

New Construction

The new construction above the heritage building features an articulated massing, concentrated away from the retained Terminal Building with a generous 24.3-metre stepback to a glazed reveal along the building's principal east elevation. The tower cantilevers up to 1.9metre at level 5 allowing for the conservation of the scale, form and massing of the historic Terminal Building. Stepbacks are proposed above the reconstructed bus bay elevations to a one-storey glazed reveal at level 3. The tower then cantilevers out on all elevations. The north and south facades of the new building are proposed to gradually saw-tooth inward towards the centre with the greatest stepbacks at the centre, resulting in varied stepback dimensions for the reveal and tower as shown in the level 3, 4 and 5 plans in Attachment 4. A new guardrail along the perimeter of the reconstructed bus bays will be required to accommodate the new rooftop amenity use. While the height of the guardrail will be minimized to the extent possible, it may be visible from the public realm and Staff will review the design and materiality through the Conservation Plan.

Conservation Plan

Should Council approve the proposed conservation strategy, the applicant should be required to submit a Conservation Plan for the work described in the Heritage Impact Assessment prepared by a qualified heritage professional to the satisfaction of the Senior Manager, Heritage Planning.

Interpretation, Signage and Lighting Plans

Should Council approve the proposed conservation strategy, the applicant should be required to submit a heritage Lighting Plan, a Signage Plan and a heritage Interpretation Plan to the satisfaction of the Senior Manager, Heritage Planning.

The Interpretation Plan should serve to communicate the cultural heritage values of the heritage building to users and visitors of the property, in addition to including any relevant social history that may be uncovered through further research.

The Signage Plan should provide parameters for new signage to ensure that the heritage values, attributes and character of the building is conserved. The HIA provides general intent for the Signage strategy, to reflect the landmark character and scale of the building's historic signage, however this will be further refined and secured through the Signage Plan.

The Lighting Plan should provide details of how the heritage property will be lit so that its unique heritage character is highlighted.

Conclusion

The redevelopment of this City-owned heritage property will see the conservation and adaptive re-use of the historic Gray Coach Terminal, while achieving a mixed-use development including much-needed affordable housing, a new Paramedic Services ("EMS") hub, and employment uses. Staff are of the opinion that the redevelopment 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 City of Toronto's Official Plan heritage policies, and that the visual and physical impacts of the proposed alterations and demolitions are appropriately mitigated through the conservation strategy.

Staff are supportive of the application and will continue to work collaboratively with all partners to deliver this important City-led project.

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ATTACHMENTS

- Attachment 1 - Location Map & Aerial View
- Attachment 2 - Statement of Significance
- Attachment 3 - Photographs
- Attachment 4 - Selected Drawings and Renderings

LOCATION MAP & AERIAL VIEW

ATTACHMENT 1

604 BAY STREET (including entrance address 610 Bay Street)



The exact boundaries of the property are not shown. The red outline marks the location of the subject site (City of Toronto iView Mapping).



Aerial view of the subject property (Google Maps, 2025).

604 Bay Street (including entrance address 610 Bay Street) - Alterations to and Demolition of Heritage Attributes and Authority to Enter into a Heritage Easement Agreement

Description

The property at 604 Bay Street (including entrance address at 610 Bay Street), formerly the Gray Coach Terminal, is located on the southwest corner of Bay Street and Edward Street in downtown Toronto. Constructed in 1931, the property comprises a two-storey structure that served as the main terminal building with a one-and-a-half-storey covered bus yard extending from its west elevation. The bus yard, which originally had only four bus bays, was extended in 1949 and again in 1959 to span the full length of the property's frontage along Edward Street. The terminal building was expanded into the area behind the two easternmost bus bays in 1989. Both portions of the property are clad in limestone with building features that reflect Art Deco detailing.

Statement of Cultural Heritage Value**Design and Physical Value**

The property at 604 Bay Street has design and physical value as an early example of a modern motor coach terminal, among the first of its type to be designed and constructed for this purpose in Canada. Completed in 1931, the terminal building and bus bays are clad in Queenston limestone and feature the use of the Stripped Classical variant of Art Deco, an architectural and artistic movement that was influenced by the technological innovations of the early-twentieth century, including developments in transportation.

The property displays artistic merit through the spatial arrangement of the terminal building and bus yard, which provided for safe and efficient movement of both passenger and vehicular traffic within the site. Although there have been alterations to the terminal building and the bus yard since the original date of construction, the main components of the spatial arrangement, including the central entrance hall and the relationship between the terminal building and the bus platforms remain legible.

Historical and Associative Value

Historically, the property is associated with the Toronto Transportation Commission (forerunner to today's Toronto Transit Commission (TTC)) and the development of Toronto's transportation services and networks. The property was developed by the TTC for their subsidiary Gray Coach Lines to provide interurban bus service between Toronto and other urban centres in Canada and the northern United States. In the early 1930s at the time of the construction of the new terminal, the TTC (with Gray Coach Lines) was one of Canada's largest operators of motor coaches. The property recalls the era when motor coaches were introduced as a new means of mass transportation on the highways that were being built across North America.

The property reflects the architectural career of Charles Brammall Dolphin, who is recognized by the Ontario Association of Architects for his significant contribution to the province's architectural heritage, and particularly celebrated for his original interpretations of the Art Deco style, including the Consumers' Gas Showroom (1930) at

2532 Yonge Street, and the Postal Delivery Building (1939-40) at 40 Bay Street. Both buildings feature Canadian-inspired motifs incorporated into their decorative elements. The Gray Coach Terminal features cast aluminum panels on the east and north facades of the main terminal building, which are also characteristic of his work.

Contextual Value

Contextually, the Gray Coach Terminal is functionally and historically linked to the McKnight Building on the adjacent property to the south, where the Gray Coach Lines waiting room and offices were located prior to the construction of the new terminal building and bus yard. The property is also functionally and historically linked to the institutions, retail, and entertainment venues in the surrounding area of downtown Toronto, to which the coach terminal acted as a gateway for interurban travel.

Situated on the west side of Bay Street, north of Dundas Street West, the subject property served as the arrival and departure point of many residents and visitors of Toronto for ninety years, functioning as a point of reference and landmark within the downtown core.

Heritage Attributes

Design and Physical Value

Attributes that contribute to 604 Bay Street being an early example of a modern motor coach terminal that displays artistic merit through its spatial arrangement:

- The placement, setback, and orientation of the structure on the southwest corner of Bay Street and Edward Street
- The scale, form, and massing of the main terminal building with its rectangular plan, two-storey height, and flat roof
- The hipped roof with skylight and steel framing on the roof of the main terminal building
- The use of the Stripped Classical variant of Art Deco, including:
 - Symmetrical arrangement of the east and north façade of the main terminal building
 - The double-height archway, centrally placed on the east elevation and accentuated by an arched roofline above, and the recessed plane of the main entrance doors and window within
 - The pilasters on the Bay Street and Edward Street elevations of the main terminal building and bus yard that extend above the roofline
 - Stylized classical motifs, including the keystone above the main entrance and low-relief dentil course below the parapet
 - Cast aluminum spandrels between the first and second storey windows with restrained ornamentation
 - The flat headed window openings on the north and east elevations that span the full width of each bay, and the half-width windows on the outside bays of the north elevation

- The five-over-three mullion pattern of the windows on the north and east elevations, which align with the design on the aluminum spandrel panels
- Queenston limestone exterior cladding on the exposed faces of the main terminal building and bus yard
- The four original, one-and-a-half storey tall bus bays on the north elevation (Edward Street)
- The main terminal building's interior layout, including:
 - The centrally located, 3-bay wide, double-height entrance hall delimited by columns
 - The coved ceiling and integrated laylight framing above the entrance hall
 - The bifurcated staircase leading up to the mezzanine level on the west end of the entrance hall
 - The mezzanine level that encircles and visually overlooks the entrance hall

Historical and Associative Value

Attributes that contribute to 604 Bay Street being directly associated with the TTC and the theme of Toronto's transportation services and networks, and reflecting the work of Charles Dolphin:

- The regular rhythm of the additional bus bays to the west of the original four bays, which maintain the same design expression and height of the roofline across the extent of the bus yard
- The aluminum sign on the east elevation above the main entrance and the sign at the base of the pilaster to the north of the entrance, identifying "Grey Coach Lines"
- The leaded glass window with the Gray Coach Lines crest at the top of the mezzanine landing
- The use of the Art Deco style, and in particular the use of cast aluminum panels at the second floor and aluminum detailing

Contextual Value

Attributes that contribute to 604 Bay being a landmark:

- The placement, setback, and orientation of the structure on the southwest corner of Bay Street and Edward Street
- The grand, double-height archway and arched parapet indicating the building's main entrance
- The main terminal building's 3-bay wide, double-height entrance hall with coved ceiling, which served as a gateway for departing and arriving passengers

PHOTOGRAPHS

ATTACHMENT 3

604 BAY STREET (including entrance address 610 Bay Street)



East (principal) elevation, former Gray Coach Terminal at 604 Bay Street, (Heritage Planning, 2025).



East and North elevations (Heritage Planning, 2025).



View southeast from Edward Street, west of Elizabeth Street. (Heritage Planning, 2025)



Interior of terminal building showing the centrally located, 3-bay wide, double-height entrance hall delimited by columns; coved ceiling and integrated laylight framing; bifurcated staircase leading up to the mezzanine and mezzanine level that encircles and visually overlooks the entrance hall (Heritage Planning, 2025)

SELECTED DRAWINGS AND RENDERINGS

ATTACHMENT 4

604 BAY STREET (including entrance address 610 Bay Street)

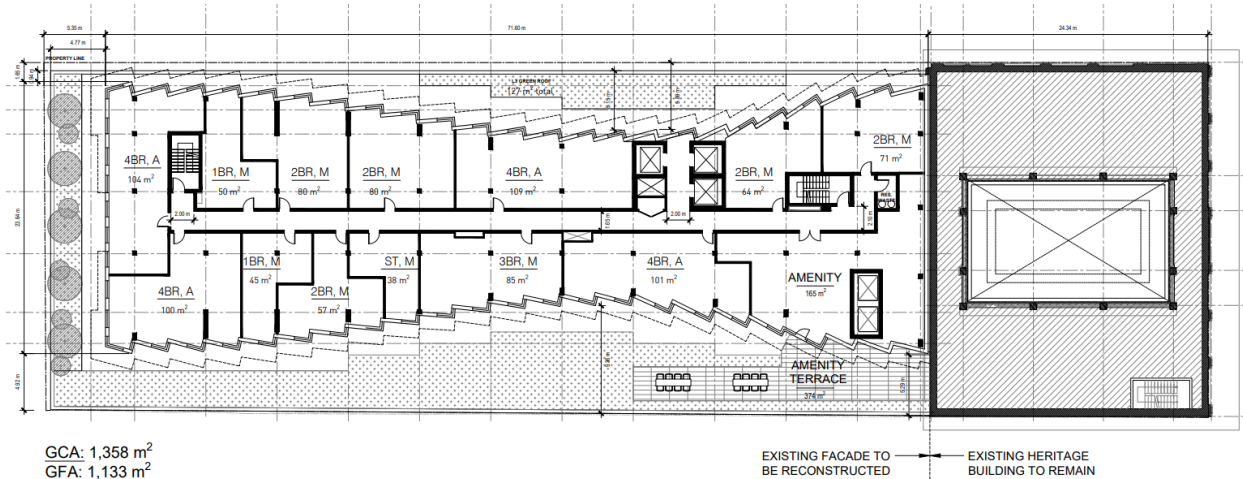


Conceptual Rendering of Proposed Development (Studio Gang, 2024).

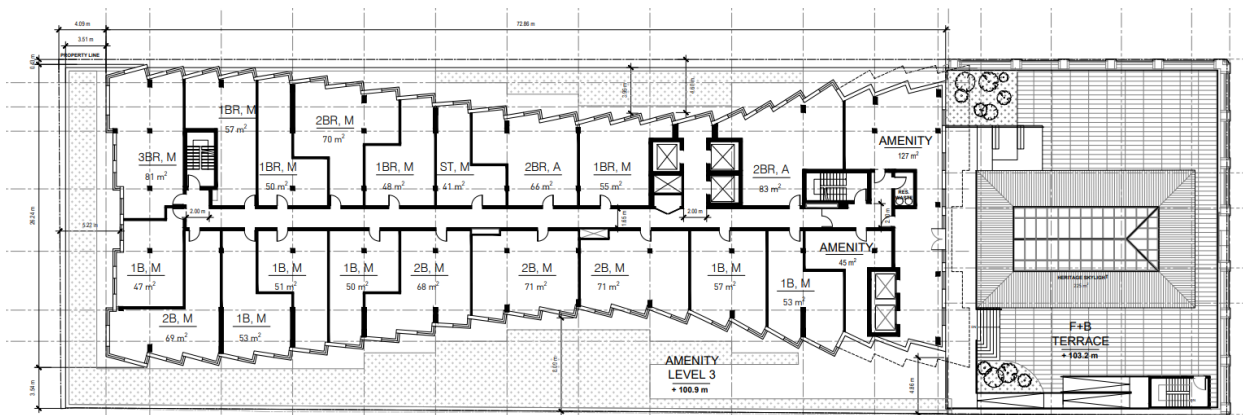


604 Bay Street (including entrance address 610 Bay Street) - Alterations to and Demolition of Heritage Attributes and Authority to Enter into a Heritage Easement Agreement

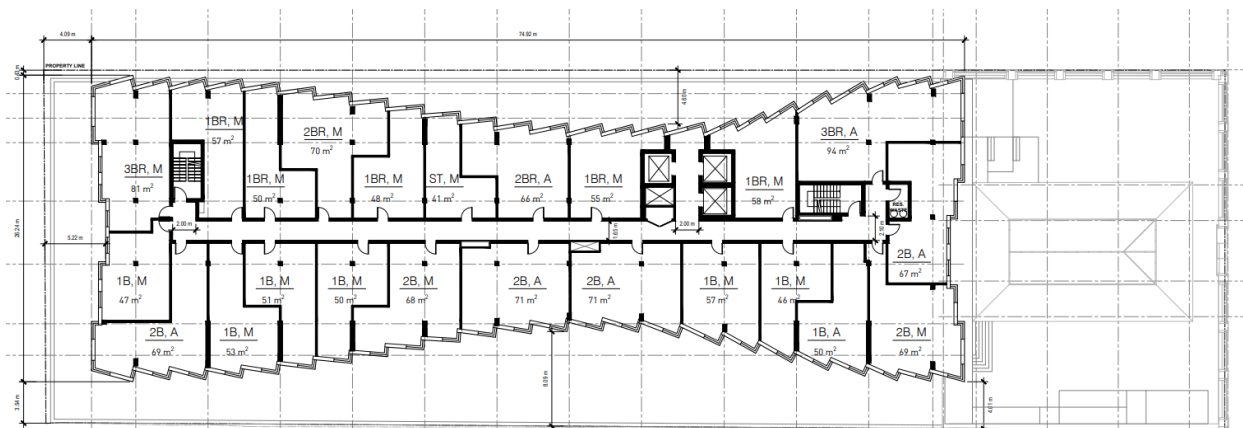
Proposed Conservation Strategy ([ERA Architects, HIA 2025](#)).



Proposed Level 3. For the complete drawing set, please visit the [Application Information Centre](#) (architectsAlliance and Studio Gang, March 14, 2025).

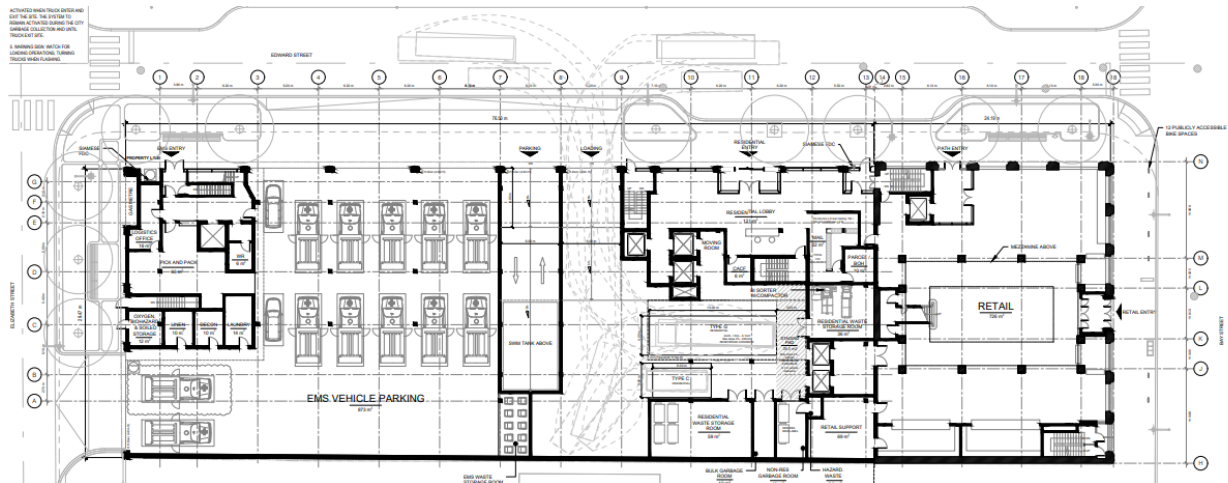


Proposed Level 4. For the complete drawing set, please visit the [Application Information Centre](#) (architectsAlliance and Studio Gang, March 14, 2025).



Proposed Level 5. For the complete drawing set, please visit the [Application Information Centre](#) (architectsAlliance and Studio Gang, March 14, 2025).

604 Bay Street (including entrance address 610 Bay Street) - Alterations to and Demolition of Heritage Attributes and Authority to Enter into a Heritage Easement Agreement



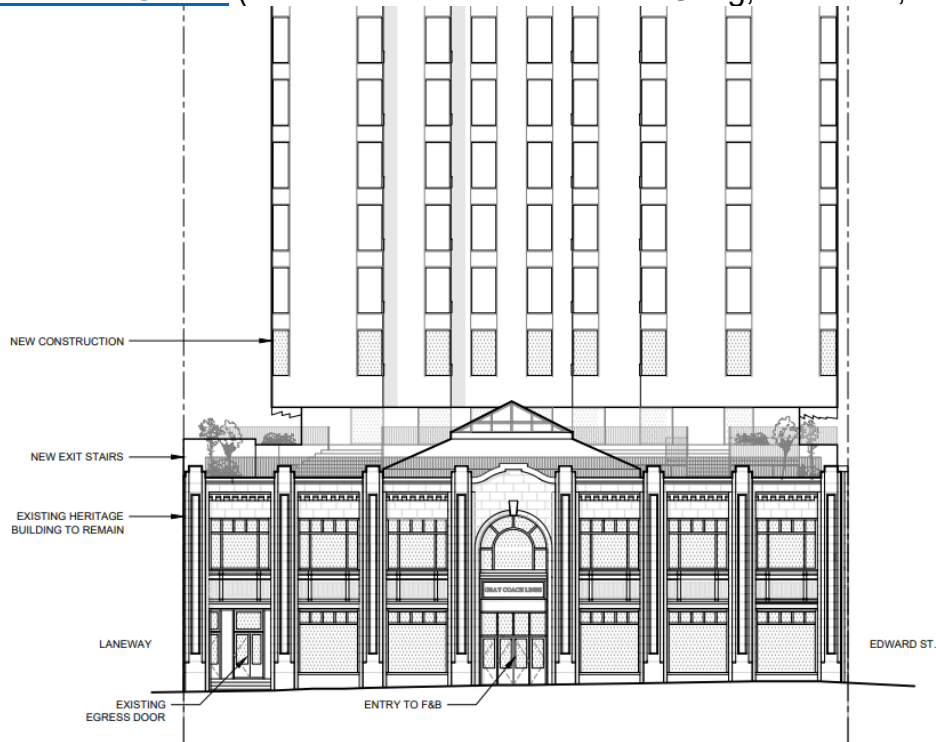
Proposed Ground Floor Plan. For the complete drawing set, please visit the [Application Information Centre](#) (architectsAlliance and Studio Gang, March 14, 2025).



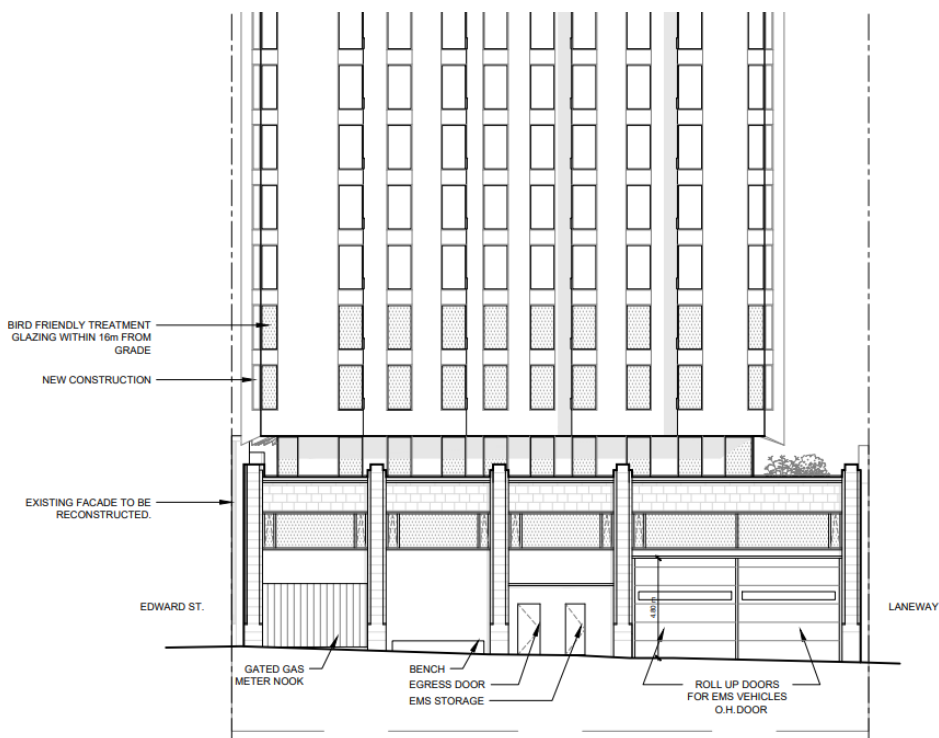
Proposed North Elevation. For the complete drawing set, please visit the [Application Information Centre](#) (architectsAlliance and Studio Gang, March 14, 2025).



Proposed South Elevation. For the complete drawing set, please visit the [Application Information Centre](#) (architectsAlliance and Studio Gang, March 14, 2025).



Proposed East Elevation along Bay Street. For the complete drawing set, please visit the [Application Information Centre](#) (architectsAlliance and Studio Gang, March 14, 2025).



Proposed West Elevation along Elizabeth Street. For the complete drawing set, please visit the [Application Information Centre](#) (architectsAlliance and Studio Gang, March 14, 2025).

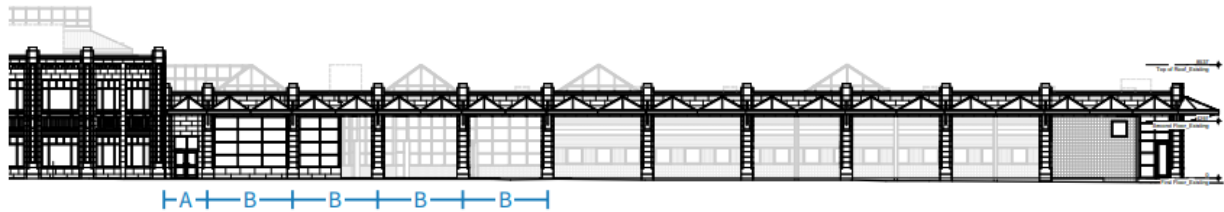
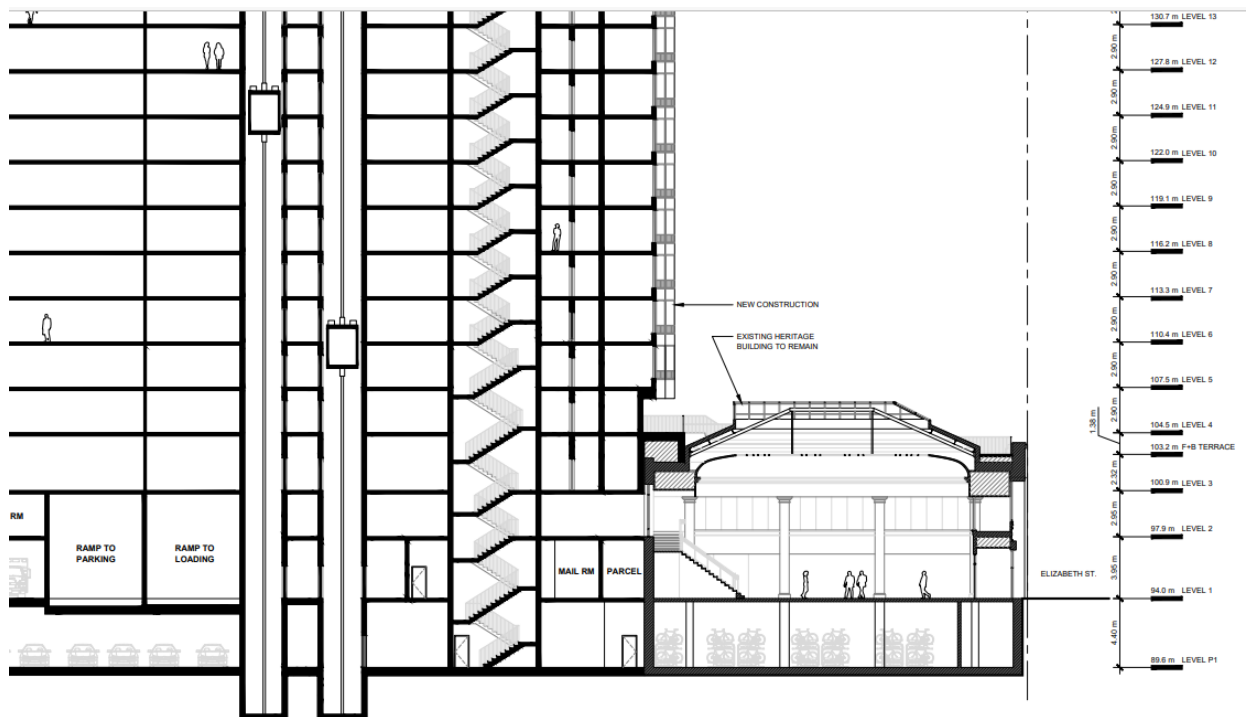


Figure 124. Existing partial north elevation (ERA, 2025).



Figure 125. Proposed partial north elevation (Studio Gang Architects, 2025; annotated by ERA).

Existing and Proposed Bus Bays along Edward Street ([ERA Architects, HIA 2025](#))



Proposed Section of Terminal Building. For the complete drawing set, please visit the [Application Information Centre](#) (architectsAlliance and Studio Gang, March 14, 2025).