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Bloor West Village Urban Design Guidelines online:

<https://www.toronto.ca/city-government/planning-development/planning-studies-initiatives/bloor-west-village-avenue-study/>

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Mandate / Executive Summary

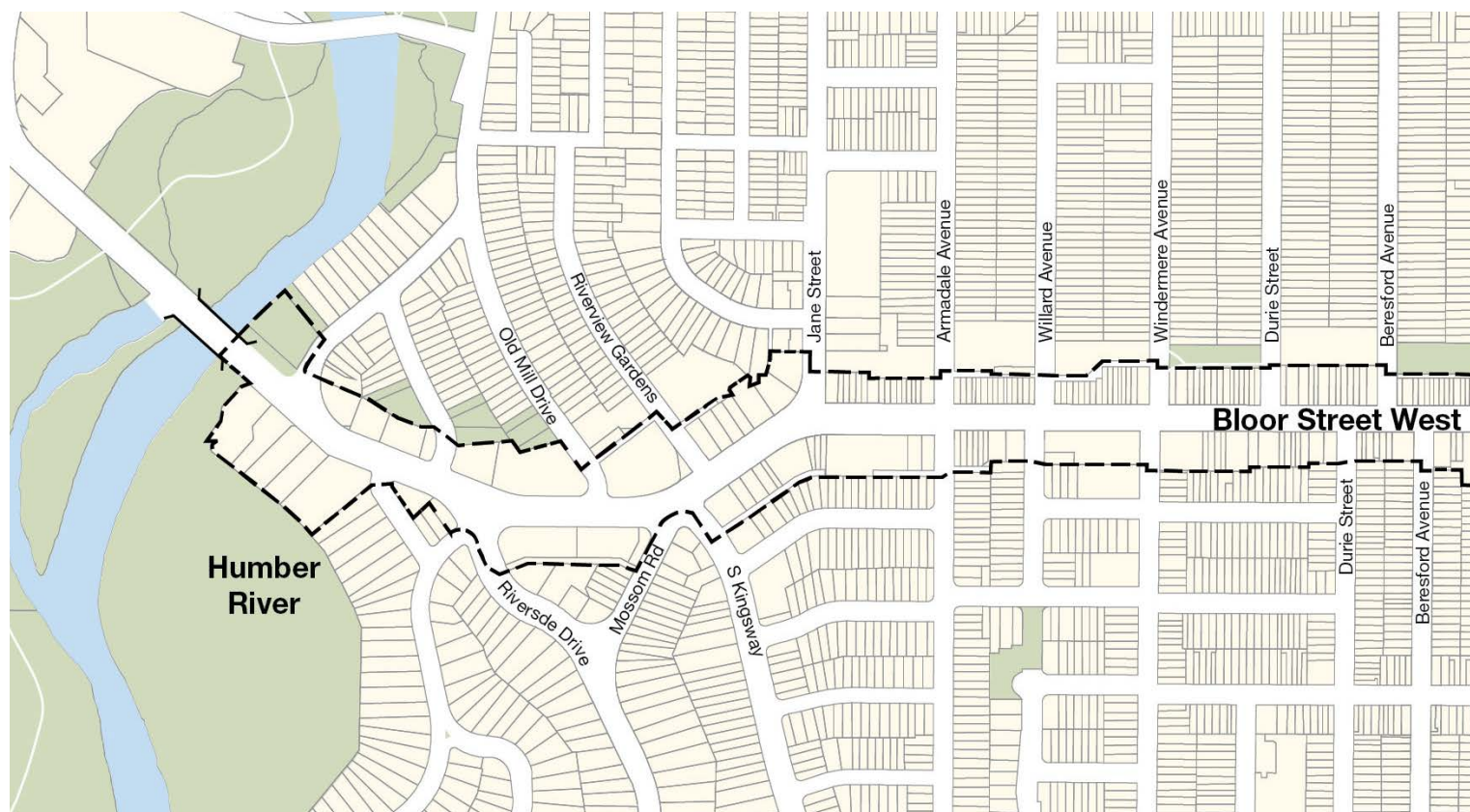
On July 8, 2014, City Council adopted a motion which requested that the Chief Planner and Executive Director undertake a review of the current built form, density, height and heritage value of properties on Bloor Street West between Keele Street and the Humber River.

The Bloor West Village Avenue Study Final Consultant Report was completed in 2018 (the “Consultant Report”) which suggested a range of development policies and guidelines to allow for gentle, mid-rise intensification within the Bloor West Village Avenue Study Area.

The following document formalizes the previous work by providing direction and Urban Design Guidelines (the “Guidelines”) which will inform new development in the Bloor West Village Urban Design Guidelines Area (the “Area”). Key objectives of the Guidelines are compatible intensification along a transit line, protection of sunlight in public spaces, celebrating natural and cultural heritage of the area, and enhancing the public realm.

1.0 Introduction

- 1.1 Background
- 1.2 Purpose of the Guidelines
- 1.3 How the Guidelines Apply
- 1.4 Consultation and Evolution
- 1.5 Policy Context



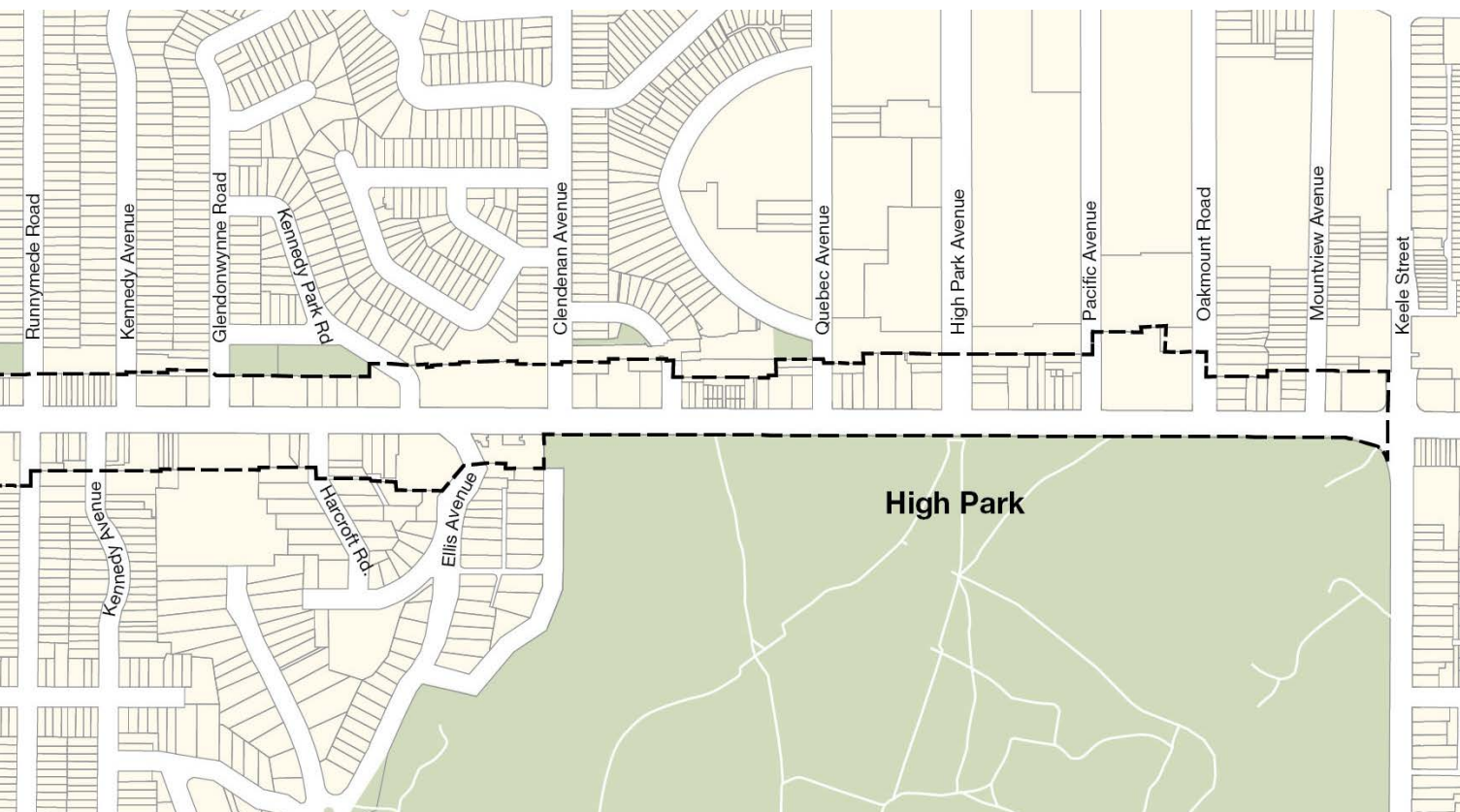
Map 1: Area Map.

1.1 BACKGROUND

The Area includes all properties fronting onto Bloor Street West between the Humber River and Keele Street / Parkside Drive (with the exception of High Park). It is home to an established and vibrant main street with historic characteristics, as well as residential neighbourhoods of varied building types. There are five Toronto Transit Commission (TTC) subway stations within, or directly adjacent to, the Area.

The Area is characterized by its significant topography and natural features, including slopes west of Jane Street downward toward the Humber River, and east of Glendonwynne Road downward toward Keele Street. Although not within the Area, Bloor West Village is bookmarked by two regionally significant natural features: High Park to the southeast and the Humber River to the west.

While some guideline documents seek to stimulate pedestrian life where it has yet to take hold, Bloor Street West currently serves local needs with a variety of small-scale commercial businesses and services in a fine grain of storefronts. Its concentration of early 20th century buildings, small-scale, narrow retail frontages, vibrant historic main street character, unique topography, proximity to transit and varied neighbourhoods contribute to Bloor West Village's sense of identity. Maintaining and enhancing the character, quality and local scale of retail is vital to the success of this *Avenue's* future development. Future change should aim to further improve this special place in the City, maintain the existing pedestrian comfort, and not diminish what makes it great today.



1.2 PURPOSE OF THE GUIDELINES

In recent years, the Area has become the focus of development interest, which brings the potential for new investments into the community and new residents to support local business. It also brings with it the perceived risk of negative impacts on the existing community. As such, this document intends to support protection of the natural areas and heritage character and sense of place, while accommodating growth along a transit corridor in a way that respects local character.

The Guidelines promote an animated and comfortable public realm, provide built form guidance, and identify buildings of heritage interest. The Guidelines will be used by the City to evaluate development applications, and by landowners to shape development proposals. The Guidelines aim to implement the Guiding Principles of the 2018 Consultant Report (summarized in section 2.5 of this document).

1.3 HOW THE GUIDELINES APPLY

The Guidelines were developed based on the unique characteristics of Bloor West Village, to ensure performance standards are contextually appropriate. The Guidelines will be applied through the evaluation of development proposals in Official Plan Amendments, Zoning By-law Amendments, Plans of Subdivision, and Site Plan Control applications in the Area. The Guidelines are intended to be read together with, and to implement the relevant Official Plan policies, the Mid-rise Building Design Guidelines, the Toronto Green Standard, and any other applicable policies, regulations, or guidelines. Where this document has more restrictive or permissive guidelines, this document will prevail.

The Guidelines are intended to provide a degree of certainty and clarity of common interpretation; however, as guidelines they are not a statutory document and they should be afforded some flexibility in application, particularly when looked at cumulatively, to balance them against broad city building objectives.

1.4 CONSULTATION AND EVOLUTION

The Guidelines build on the recommendations of the Consultant Report, and a subsequent Heritage Conservation District Study (the “HCD Study”) (2018-2023). Both studies undertook an extensive and well-attended public consultation program. Input from the local community contributed to the development of an overall vision and informed study outcomes. The consultation process is described in the Consultant Report and included meetings with local stakeholders, HCD Community Advisory Group, Heritage Focus Group and the City of Toronto Design Review Panel.

Following the completion of the Consultant Report, the City initiated these Guidelines, which are informed by the Consultant Report’s recommendations, incorporating additional recommendations from the subsequent HCD Study. The draft Guidelines included their own consultation process, which included five community meetings, five Local Advisory Committee (LAC) meetings, and one meeting with property owners.

The development of the Guidelines was interrupted by the global Covid-19 Pandemic. The Guidelines have since responded to recent legislative and policy changes that have occurred at the provincial and City-wide levels. For example, with the approval of Toronto’s Protected Major Transit Station Area (PMTSAs) and Major transit Station Area (MTSAs) policies, the updated Guidelines now anticipate locations where taller built form may be appropriate, where previously mid-rise development was contemplated.

This document recommends modifications to the built form directions in the Consultant Report. These changes respond to the need to achieve more density along transit corridors, while providing appropriate transitions to *Neighbourhoods* and other sensitive land uses through appropriate heights and setbacks. The principles and goals of the Consultant Report remain intact, as do the recommendations to encourage a generous public realm that is comfortable and has access to sunlight.



A City Planning and Development Review staff pop-up public consultation outside the Runnymede Library during the 2025 Ukrainian Festival on Bloor Street West. (Credit: City of Toronto)

1.5 POLICY CONTEXT

Provincial Planning Statement (PPS)

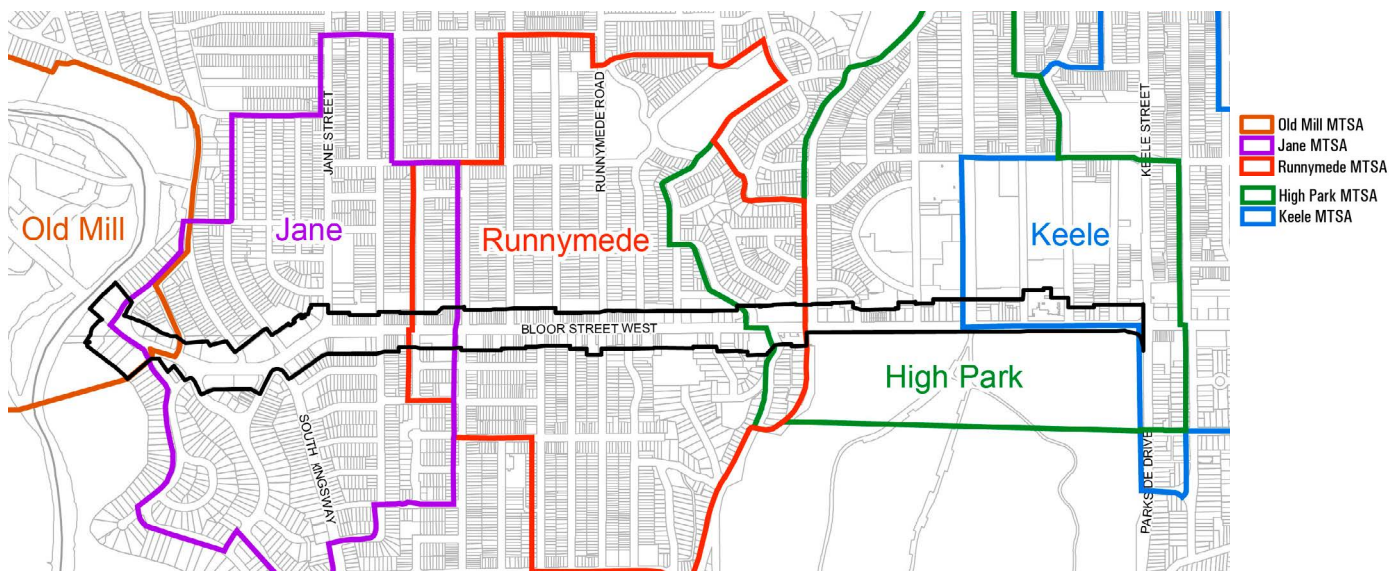
The Provincial Planning Statement (2024) provides policy direction on matters of provincial interest related to land use planning and development. These policies help municipalities plan and support growth for a range of housing options across the province.

Major Transit Station Areas (MTSA) and Protected Major Transit Station Areas (PMTSA)

The City of Toronto is required to demonstrate that it has a plan to accommodate minimum density targets around planned and existing higher-order transit stations. Major Transit Station Areas and Protected Major Transit Station Areas are defined as areas within an approximate 500-800 metre radius of a transit station, each with its own minimum density target. On August 15, 2025, the Ministry of Municipal Affairs and Housing approved, with modifications, 120 MTSA and PMTSA boundaries and policies including four PMTSAs within the study area which include Jane Station (SASP 650), Runnymede Station (SASP 651), High Park Station (SASP 652) and Keele Station (SASP 653).

Avenues

Avenues are major streets that are well served by transit that will evolve to offer a full range of housing options and contribute to Toronto's fabric of complete communities and play an important role in Toronto's growth. On February 5, 2025, City Council adopted Official Plan Amendment 778 to update the Avenues policies in the Official Plan. The amendment reinforces Avenues as a growth management structure, identifying additional opportunities for housing across the city and provides a clearer direction on the type of growth that is intended for these areas. OPA 778 is partially in full force and effect as of March 14, 2025 with the exception of certain lands that are under appeal and one explanatory sidebar (non-policy text) regarding Ground Floor Uses on Avenues.



Map 2: MTSA and PMTSA within the Area.

Mixed Use Areas

The lands fronting Bloor Street West between Clendenan Avenue to the east and Riverside Drive to the west, are designated as *Mixed Use Areas* in the Official Plan. This designation allows for a range of commercial, residential, and institutional uses, and is expected to accommodate growth in housing, retail, office, and service employment within the City.

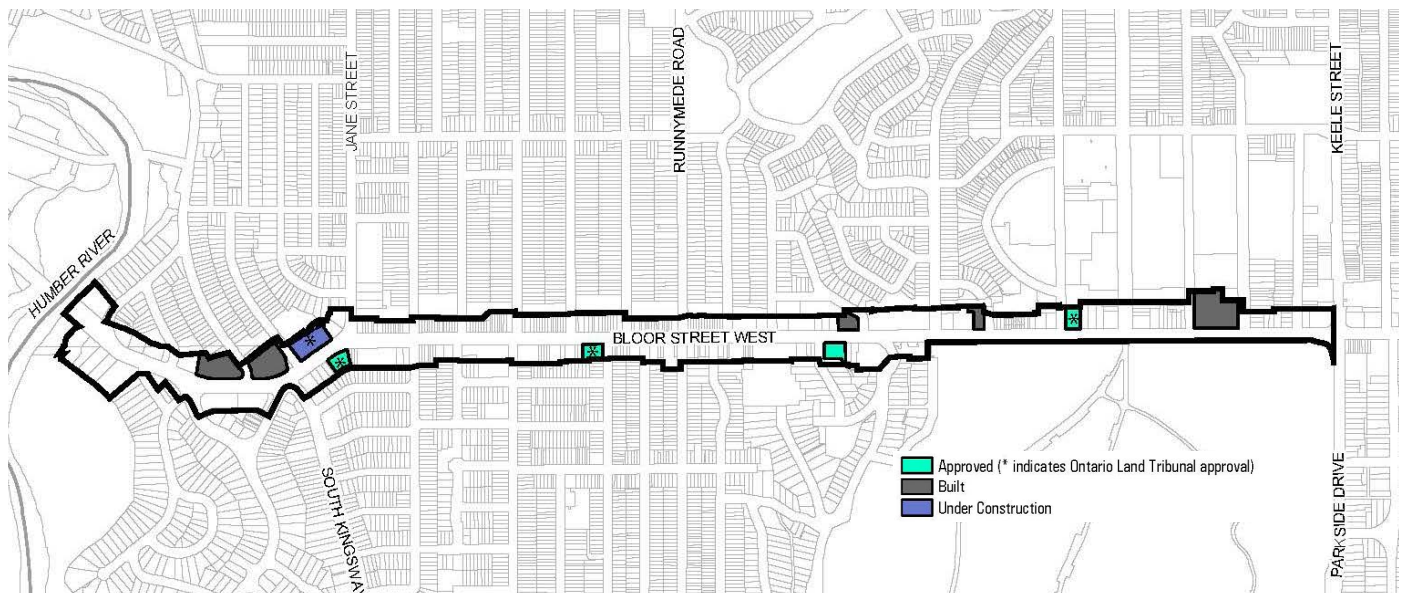


View of commercial main street buildings within Bloor West Village's lands designated as Mixed Use Areas. (Credit: City of Toronto)

Neighbourhoods

The lands west of Riverside Drive are designated as *Neighbourhoods* in the Official Plan. *Neighbourhoods* contain lower scale buildings including parks, schools, locational institutions, and small-scale shops and services. *Neighbourhoods* are considered physically stable areas where new development is to respect and reinforce the existing built form and land use character.

The Expanding Housing Options in Neighbourhoods (EHON) program of the City aims to bring more housing to Toronto's low-rise neighbourhoods. The Major Streets Study proposes to permit gentle intensification of residential units in areas designated as *Neighbourhoods* by the City of Toronto Official Plan along major streets.



Map 3: Developments in the Study Area since 2015.

Apartment Neighbourhoods

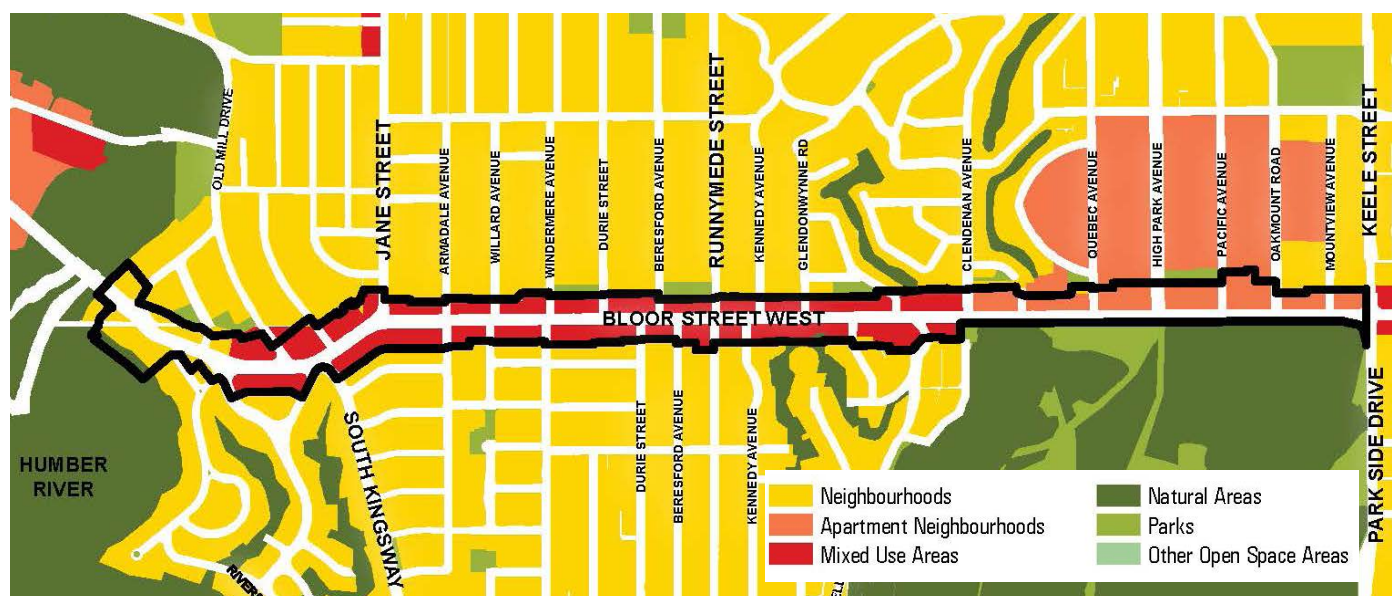
The lands on the north side of Bloor Street West facing High Park are designated as *Apartment Neighbourhoods* in the Official Plan. *Apartment Neighbourhoods* are established areas containing clusters of rental and condominium buildings as well as parks, local institutions, cultural and recreational facilities, and small-scale retail, service, and office uses.



View of High Park from the Apartment Neighbourhood north of the Guidelines area. High Park TTC station is in the foreground. (Credit: City of Toronto)



View from Bloor Street West towards the Apartment Neighbourhood north of the Guidelines area. (Credit: City of Toronto)

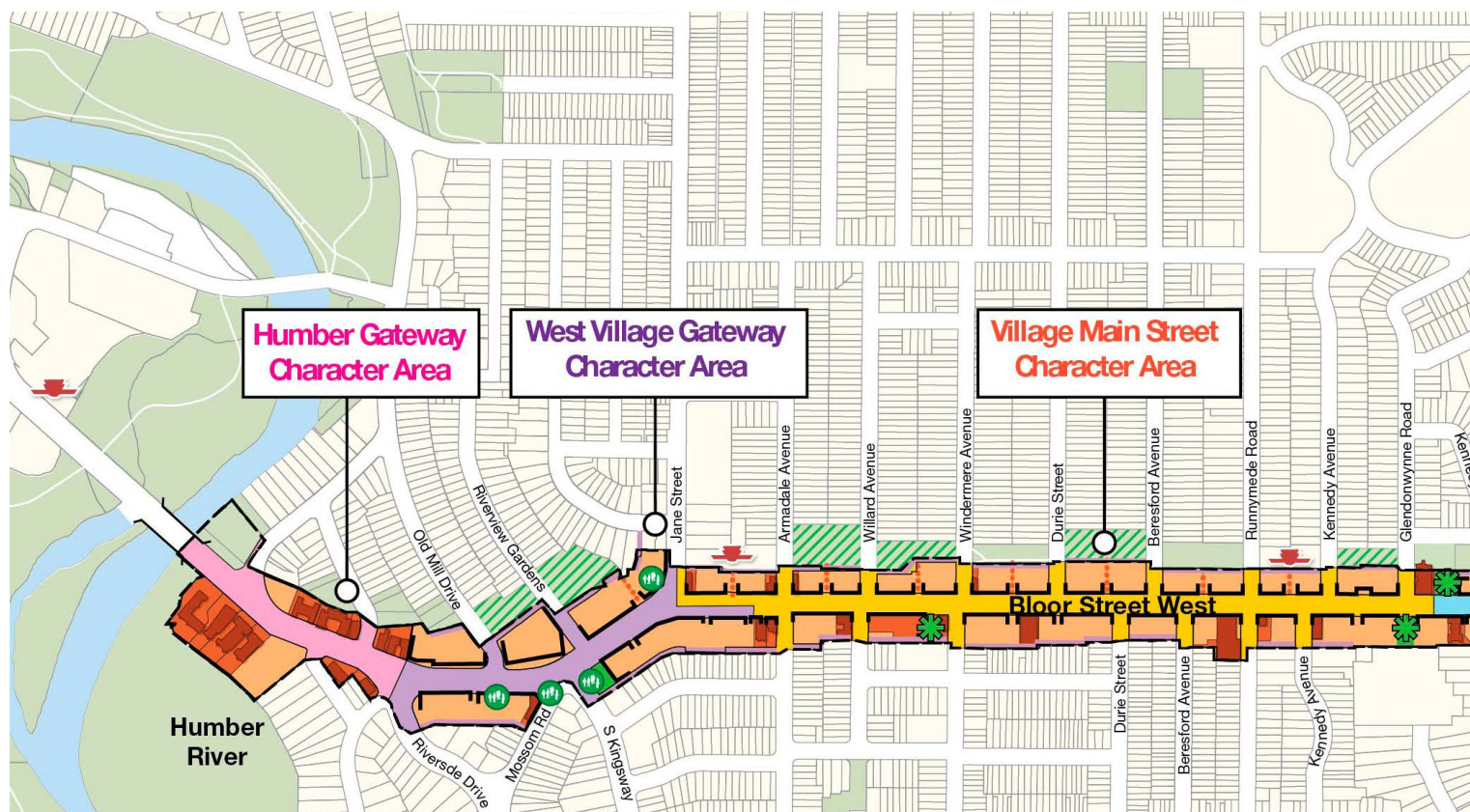


High Park Black Oak Savannah
(Credit: City of Toronto)



2.0 Vision and Context

- 2.1 Vision, Guiding Principles and Structure
- 2.2 Cultural Heritage
- 2.3 Historic Built Form and Urban Context
- 2.4 Natural Environment
- 2.5 Character Areas



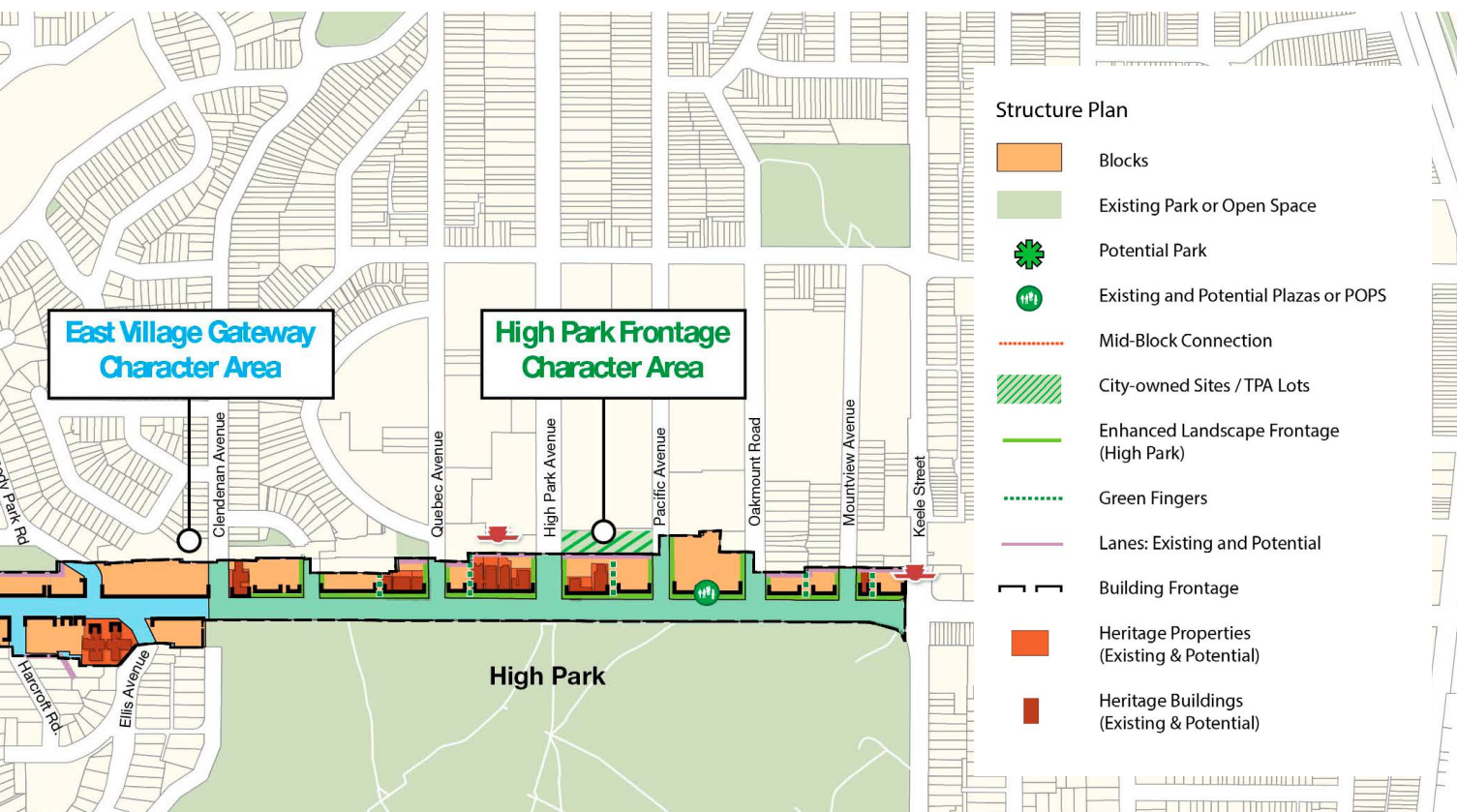
Map 5: Structure Plan Map

2.1 VISION, GUIDING PRINCIPLES AND STRUCTURE

The vision of the Guidelines is to support compatible intensification along a transit corridor, protection of sunlight in public spaces, celebrating natural and cultural heritage of the area, and enhancing the public realm.

The following principles were developed as part of the 2018 Bloor West Village Avenue Study Consultant Report. They now inform these Guidelines.

- Reinforce Village Identity
- Conserve Cultural and Built Heritage
- Ensure a Context-Sensitive Built Form
- Support Main Street Economic Vitality
- Protect Adjacent Neighbourhoods, Parks and Open Spaces
- Preserve and Protect the Natural Heritage Areas
- Build a Clear and Consistent Planning Policy
- Create a Green, Safe and Attractive Place
- Improve Mobility and Balance Movement Priorities



The Structure Plan (the “Structure Plan”) envisions a range of uses in street-related buildings, provides for a comfortable and walkable environment, identifies placemaking opportunities, and supports an enhanced green character for the Area. It aims to build on the fine-grained, pedestrian-oriented scale of Bloor West Village to enhance the resident, employee and visitor experience, and to reinforce a unique sense of place. This includes supporting an attractive, livable community with a mix of uses, walkable streets, distinctive neighbourhoods and access to a variety of open spaces, including parks and POPS (Privately-Owned Publicly Accessible Spaces).

See the Structure Plan for a visual illustration of the opportunities identified. See Section 4.0 for a description of the public realm elements that appear in this Structure Plan, and for a list of landmark buildings that it identifies.

2.2 CULTURAL HERITAGE

The conservation of cultural heritage resources is an integral component of good planning, contributing to a sense of place, economic prosperity, and healthy and equitable communities.

Toronto is covered by Treaty 13 signed with the Mississaugas of the Credit, and the Williams Treaties signed with multiple Mississaugas and Chippewa bands. This land continues to be the traditional territory of many nations including the Mississaugas of the Credit, the Anishnabeg, the Chippewa, the Haudenosaunee and the Huron Wendat peoples and it is home to many diverse First Nations, Inuit and Métis peoples. The land on which the Area is situated was inhabited by Indigenous people as early as 9,000 BC (based on archaeological evidence).

The Area is one of Toronto’s most significant sites marking Indigenous history. The Humber River was a trade route linking Indigenous settlements. The Toronto Carrying-

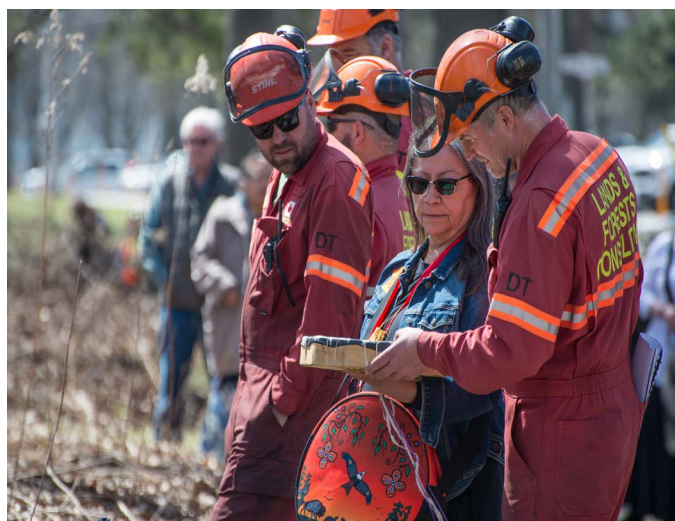
Place Trail is an ancient travel route that provided access to hunting grounds, connected Indigenous communities, and served as part of long-distance trade networks along the Humber River. An historic trail also ran along the eastern side of Grenadier Pond. In the mid-to-late 17th century, the Haudenosaunee village of Teiaiagon, flourished on the edge of the Humber Valley, northwest of High Park, where the surrounding lands were actively used by villagers for agriculture, fishing and hunting.

The Guidelines are informed by the City of Toronto's Reconciliation Action Plan (2022) to guide its actions to advance truth, justice, and reconciliation. In the built environment, these actions will contribute to the visibility and overall wellbeing of First Nations, Inuit, and Métis Peoples who continue to live in Toronto, through placemaking and placekeeping, increasing civic engagement and honouring Indigenous ways of knowing and being.

Due to the area's settlement history, the Toronto Archaeological Management Plan identifies areas of archaeological potential dispersed within the Area. Archaeological assessments within Ontario have demonstrated that pre-contact sites tend to cluster near watercourses. As a result, areas within approximately 300 metres of watercourses are considered to have

archaeological potential, unless there is clear evidence of extensive disturbance. The western portion of the Area is identified as having archaeological potential due to its proximity to the Humber River. The central portion of the Area exhibits limited potential, primarily because of the density of historic and more recent commercial and residential development. Additionally, the Area is adjacent to High Park on the south side of Bloor Street West, which retains archaeological potential.

For the past two decades, the Indigenous community has partnered with the City of Toronto to conduct prescribed burns of the High Park Oak Savannah. The cleansing fire had been used by Indigenous Peoples long before colonization. The fire-dependant ecosystem contains rare native prairie plants that respond positively to burning and grow more vigorously. These burns are a part of the City's long-term management plan to restore and protect rare woodlands and savannahs. Collaboration with the Indigenous Land Stewardship Circle brings Indigenous ceremony and traditional knowledge to the burn.



The annual traditional and prescribed burn at High Park is managed by the City of Toronto and Indigenous partners. (Credit: City of Toronto)



Traditional and prescribed burn of the Black Oak Savannah within High Park. Biinaakzigewok Anishnaabeg is the Anishinaabemowin (Ojibwe) name for the traditional and prescribed burn shared by Indigenous Elder Henry Pitawanakwat. (Credit: City of Toronto)

2.3 HISTORIC BUILT FORM AND URBAN CONTEXT

The Area includes buildings that reflect the heritage of Bloor West Village and its evolution, from early 20th-century growth to late 20th-century revitalization. Numerous building blocks from the early 20th century boom era (1900-1939) remain evident today. Mid-to-late 20th-century (1950-1979) commercial and residential development is also present, combined with contemporary infill buildings, although to a much lesser extent. From the late 20th century into the early 21st century, some original buildings were replaced by newer developments. In certain cases, this contemporary development, particularly near High Park, has introduced buildings that are taller than the prevailing context, influenced by the area's scenic setting and desirability.

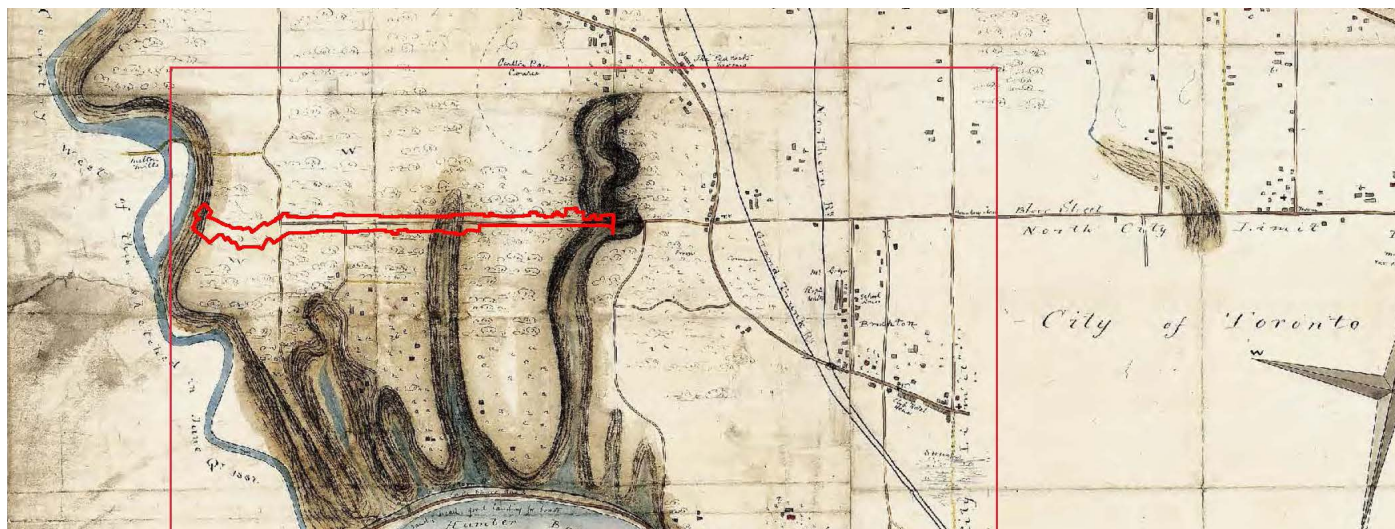
Most early 20th-century buildings in the Area reflect the westward expansion of the city, driven by improvements to Bloor Street West and the introduction of a streetcar line. In the mid-to-late 20th century, the Area experienced a shift from a suburban neighbourhood to a local community with strong ties between businesses and residents. This transformation coincided with the development of the Bloor-Danforth subway line, which provided local residents

easy access to larger shopping centres. In response, local businesses made efforts to retain local customers and reinforce community connections.

The establishment of the Business Improvement Area (BIA) in 1970 (the first of its kind in North America) sparked the revitalization of the Area through a series of streetscape improvements aimed at reinforcing local businesses' pride. These enhancements included interlocking brick sidewalks, flowerboxes, public benches, and the planting of new street trees. The improvements successfully attracted local shoppers and strengthened support for Bloor West Village businesses, fulfilling the BIA's objective of social and economic renewal. Due to its success, the Bloor West Village BIA has served as a foundational model, with the BIA approach being replicated in communities across the city and beyond.

As the City continues to grow, Bloor West Village remains a distinctive community, defined by its retained heritage, historic character and architecture, a diverse mix of shops, and its strong connection to the natural landscapes of High Park and the Humber River.

A full account of the historical development of the Area is provided in Appendix 6.1 (Historical Overview) of the Guidelines.



Map of Toronto from 1868 as sketched by Gehle Hassard. The Guideline Area is shown in red. The note along the shoreline reads: "Americans landed here in 1812". (Credit: City of Toronto)

2.4 NATURAL ENVIRONMENT

Both High Park and the Humber River are important parts of Toronto's natural heritage system. High Park is one of the City's most significant natural areas due to its large size and globally rare habitat within areas identified as provincially significant Areas of Natural and Scientific Interest (ANSI) and municipally designated Environmentally Significant Areas (ESA). Specifically, High Park is the site of one of the few remaining areas of Black Oak Savannah. This habitat is fire dependent, and due to its importance to Toronto both ecologically and culturally, the City of Toronto engages annually in a traditional and prescribed burn in collaboration with Indigenous partners to maintain and restore this rare habitat. Over 50 species of birds are known to breed in High Park and the park is recognized as a significant stopover for migratory birds. The Humber River is recognized as a Canadian Heritage River and the river and its wetlands in the area are also identified as an ESA.

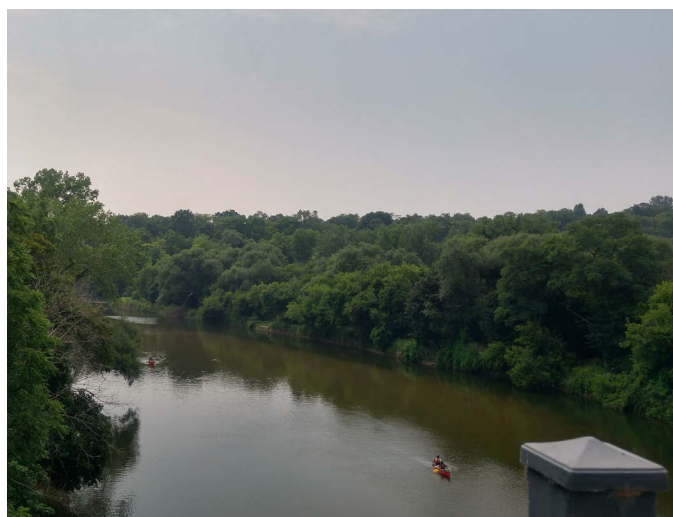
The Consultant Report provided recommendations for mitigating the potential impacts of development on natural heritage, surface and groundwater features and functions. There are a number of buried creeks in the area which First Nations Peoples relied upon. Development in the area eventually capped these watercourses, but they continue to run underground today. These water features are still important to contemporary First Nations people,

and they could be commemorated in the public realm. The recommendations were informed by Natural Heritage and Hydrogeology desktop supplemental studies, as well as a surface water review by Toronto Water staff. The Avenue Study completed a Natural Heritage Impact Study (NHIS) in 2018, which inform the Guidelines. The High Park Neighbourhood Area Biodiverse Manual, which was initiated during the High Park Apartment Neighbourhoods Study (2018) provides further guidance.

These Guidelines will help to mitigate the potential cumulative impacts of intensified development on the natural heritage system and local water resource system. It includes guidance for measures that protect the tree canopy and migrating birds, provide habitat for pollinators, reduce impacts to groundwater and surface water, and protect sensitive Environmentally Significant Areas from shadow impacts.



Whimsical bird house structure. (Credit: City of Toronto)



Humber River, looking south from the Bloor Street West bridge crossing. (Credit: City of Toronto)

2.5 CHARACTER AREAS

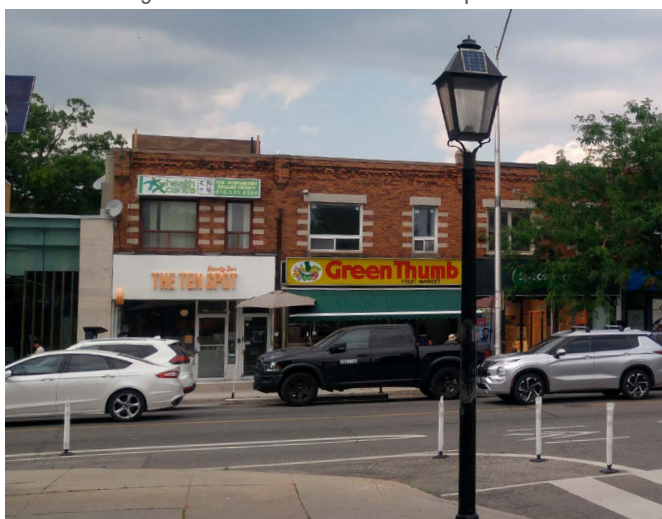
Five character areas have been identified which are distinguished by differing uses/activities, prevailing built form, historic fabric, heritage potential properties and public realm. See the structure plan for a detailed illustration of their boundaries.

2.5.1 Village Main Street Character Area

The Village Main Street Character Area extends along Bloor Street West from Jane Street to Glendonwynne Road.

The Village Main Street Character Area primarily contains two-to-three storey buildings, constructed to the front property line, which forms a consistent streetwall. It has a strong retail and commercial presence, pedestrian-oriented streetscape, and smaller-scale built forms. The Village Main Street has the distinction of being “flat,” built over a topographical plateau, which is bookended by two of the City’s most important natural heritage features – High Park and the Humber River Valley.

The Village Main Street is characterized by its historic context, ‘village’ identity and the fine-grained rhythm of its narrow storefronts. Properties on the north side of the Village Main Street have predominately narrow frontages and shallow lots. Buildings here date from a similar era of construction. Properties on the south side generally have wider frontages but are also shallow in depth.



Village Main Street Character Area looking north towards Bloor Street West near the intersection of Durie Street. Commercial row buildings are common building type in this area. (Credit: City of Toronto)

2.5.2 Village Gateways Character Areas

The East and West Village Gateways signify points of entry, which help to define the historic Village Main Street Character Area. They include two discrete areas, the East and West Village Gateways, with specific built form standards to respond to their context. Both areas contain a mixture of residential and commercial uses on sites that generally have wider frontages, when compared to the Village Main Street Character . They have experienced change over the past several decades, with the introduction of mid-rise buildings that are taller than those found in the Village Main Street.

The West Village Gateway is located west of the Jane Street intersection, extending to South Kingsway / Riverview Gardens. North side properties are generally wider, deeper and contain larger buildings, while south side properties are closer to the Village Main Street in terms of lot depth, although they vary in width. This character area has an existing mixture of low and mid-rise mixed-use buildings, mid-rise commercial buildings, and recent infill developments.

The East Village Gateway marks the point where Bloor Street West begins sloping downwards towards High Park. It extends from Glendonwynne Road to Clendenan Avenue. This character area includes a mix of residential and commercial uses and a range of building types and scales.



East Village Gateway Character Area, looking west from the south side of Bloor Street West near the intersection with Harcourt Road. (Credit: City of Toronto)

2.5.3 High Park Frontage Character Area

The High Park Frontage Character Area is located at the eastern limit of the Area, stretching from Clendenan Avenue to Keele Street/Parkside Drive. The southern side of this character area consists of the Bloor Street West streetscape abutting High Park (the park itself is not covered by these Guidelines), while the northern side is made up of the High Park Apartment Neighbourhood (which is also not covered by these Guidelines).

Land uses on the north side are predominately residential, with detached houses and low-rise apartment buildings. Historically, these apartments were 3-4 storeys in height and formed part of a transition from the street toward the much taller apartment blocks to the north.

Most low-rise apartments are set back from the Bloor Street West right-of-way to provide a generous landscaped front yard condition, and they are also separated from one another with side setbacks. These side and front yard setbacks provide a pavilion-like character for the buildings within a landscape that is, conceptually, an extension of High Park. Many include courtyards open to the street and framed on each side by building wings.

Recent lot consolidation and redevelopment have resulted in larger scale buildings, compared to the prevailing context. A number of the low-rise historic walk-up apartments in this character area have been identified as heritage potential properties (see Appendices 6.2 and 6.3).



High Park Frontage Character Area: low-rise walk-up apartment buildings with High Park Apartment Neighbourhood buildings in background. (Credit: City of Toronto)



High Park Frontage Character Area: mixed-use commercial buildings with retail at grade and High Park Apartment Neighbourhood buildings in background. (Credit: City of Toronto)



High Park Frontage Character Area heritage potential low-rise walk-up apartment buildings along Bloor Street West (Credit: City of Toronto)

2.5.4 Humber Gateway Character Area

The Humber Gateway Character Area, located at the western end of the Area from the Humber River to Riverside Drive, features predominantly residential land uses with a variety of housing forms. These include low-rise apartment buildings and multi-family units designed to give the appearance of single-detached homes. Humber Gateway is characterized by spacious landscaped yards, mature coniferous and deciduous trees, and an existing built form that does not exceed three-storeys in height. Buildings in this character area are well setback from the street and exhibit various architectural styles.

The Official Plan designates these lands *Neighbourhoods*. Initially, the Consultant Report recommended to remove the Avenue overlay from the Official Plan and to not proceed with further development in this Character Area. Given the City's review of the *Neighbourhoods* designation along Major Streets through the Expanding Housing Options in Neighbourhoods (EHON) project, this Character Area has been reintroduced into these Guidelines to ensure infill development does not detract from the established character. A number of historic apartment buildings within this Character Area have been identified as heritage potential properties (see Appendices 6.2 and 6.3).



Humber Gateway Character Area along Bloor Street West near Traymore Crescent. The walk-up low-rise apartment building features mature trees and lush, landscaped front setbacks. (Credit: City of Toronto)



Humber Gateway Character Area looking west toward the Humber River from the south side of Bloor Street West near Brule Terrace. Walk-up low-rise apartment buildings, some with pitched roofs, with landscaped front setbacks and mature trees are common within the Humber Gateway Character Area. (Credit: City of Toronto)



Public Art at 1830 Bloor Street West "We Are All Animals" by Public Studio.
(Credit: City of Toronto)

3.0 Heritage Built Form and Existing Context

- 3.1 Heritage Properties**
- 3.2 Historic Main Street Character**
- 3.3 Heritage Conservation**
- 3.4 Building Typologies and Existing Context**

3.1 HERITAGE PROPERTIES

There are currently seven properties within the Area that have been included on the City's Heritage Register: 1778, 1908, 1914, 1920, 1926, 2178, and 2223 Bloor Street West. The heritage properties at 2178 and 2223 Bloor Street West are located within one block of each other, in the Village Main Street and East Village Gateway Character Areas. The property at 2178 Bloor Street West, known as the Runnymede Public Library, was designed in 1929 by architect John M. Lyle and serves as a vital community gathering place. It is a listed property on the Heritage Register, adopted by City Council in December 1975.

The former Runnymede Theatre at 2223 Bloor Street West was designated under Part IV of the Ontario Heritage Act (the "OHA") in January 1990. It was built in 1927 to the design of Alfred Hirschfelder Chapman. The theatre closed in February 1999, after which the structure was renovated

and adapted to accommodate a range of commercial uses. In addition, five early-20th century walk-up apartment buildings, located at 1778, 1908, 1914, 1920, and 1926 Bloor Street West in the High Park Frontage Character Area, are also listed on the Heritage Register. These buildings were constructed approximately between 1927 and 1930.

The conservation of cultural heritage resources, the historic main street character, and the valued sense of place identified through the HCD Study have been fully considered and integrated into these Guidelines. As a result, new developments or additions within the Area will respect, conserve, and maintain the integrity of cultural heritage resources (including the heritage potential properties), Bloor West Village's historic main street character, and the existing sense of place. The HCD Study did not recommend proceeding with an HCD Plan, but recommends inclusion of identified heritage potential properties on the Heritage Register.



Low-scale main street commercial buildings within the Village Main Street Character Area. (Credit: City of Toronto)

Identifying properties of cultural heritage value or interest is an essential part of a municipality's role in heritage conservation. Thirty-seven heritage potential properties have been identified through the HCD Study for individual designation and/or listing on the City's Heritage Register (see the Heritage Inventory in Appendix 6.2). Of these, five properties (1778, 1908, 1914, 1920, and 1926 Bloor Street West) were listed on the Heritage Register in February 2025. The resulting Heritage Inventory for the Area (provided in Appendix 6.2) comprises properties on the City's Heritage Register and those identified through the HCD Study. Where a development site includes one or more of the heritage potential properties identified in this document, a Cultural Heritage Evaluation Report ([CHER](#)) will be required, as outlined in OPA 720.

Further, the HCD Study recommendations have contributed to the understanding of the Area's character and sense of place and informed the built form and public realm

guidelines in this document. Local residents value the contribution that historic main street commercial buildings bring to their neighbourhood. These everyday historic places are where the shared experiences of communities occur. Understanding and conserving local and historic main street character means that, as places change, they can still maintain a sense of place and hold onto what makes them distinct. Properties on the Heritage Register are conserved in accordance with relevant policies, the Official Plan, the Ontario Heritage Act, and the Provincial Planning Statement, as well as with regard to the Standards and Guidelines for the Conservation of Historic Places in Canada.

The area boundary includes a small number of properties that do not front onto Bloor Street West, and which were not studied by the heritage consultant. Further heritage study and evaluation may be required should these properties become part of a redevelopment site.



Low-scale walk-up apartment buildings within the High Park Frontage Character Area. (Credit: City of Toronto)

3.2 HISTORIC MAIN STREET CHARACTER

The Village Main Street's heritage character is closely associated within its historic evolution and the concentration of early 20th century buildings, with approximately three-quarters of the structures in this character area constructed between 1900 and 1939. Developed as the commercial core and main street of the community, the area has retained a high degree of authenticity and integrity, with land uses remaining predominantly commercial and mixed use, consistent with its historic function.

The Village Main Street features buildings ranging from one to three-storeys in height, showcasing a variety of early 20th-century architectural styles such as Arts and Crafts, Edwardian, 20th century vernacular, Mission/Spanish Revival, and Tudor Revival. The majority of property dimensions along the Village Main Street is comprised of a high concentration of fine-grain historic buildings on the north side of Bloor Street West, in comparison to the south side where more contemporary dimensions of infill are present. The collection of historic main street buildings along Bloor Street West defines a continuous streetwall with narrow storefronts, recessed entrances, and a datum line of cornices and sign bands. Bloor West Village has maintained a strong sense of place and character as a functioning historic main street that provides for diverse main street activities serving the community, including commercial uses at street level with housing and non-residential uses above.



1944 photo looking east along Bloor Street West toward the intersection with Jane Street. (Credit: City of Toronto Archives)

3.3 HERITAGE CONSERVATION

In addition to the individual designation and listing of the potential heritage properties, there are several commemorative features present within the Area. Generally, these features pertain to an historical theme, such as the Runnymede Theatre or the Runnymede Library. There are also descriptive features of the Area that depict the current cultural theme of the “village.” These commemorative features contribute to the interpretation of the history of the Area and add to its overall character.

Bloor West Village's historic context is characterized by a fine-grain built form featuring narrow retail frontages, a pedestrian-oriented streetscape, a consistent streetwall, warm masonry material, and façade articulations. The architectural rhythm defined by the narrow lot pattern is fundamental to creating the vibrant streetscape with storefronts and patios. New developments and additions on and/or adjacent to heritage properties will be required to conserve the heritage attributes of those properties, as well as the historic main street character reflected in the prevailing streetwall height, fine-grained lot pattern, fenestration, materiality, and articulation. All development applications on or adjacent to heritage properties, including the heritage potential properties identified in this document, are subject to a Heritage Impact Assessment (HIA) and may require a site-specific approach in building design that could be beyond the requirements of these Guidelines.



The collection of historic main street buildings in the Village Main Street Character Area defines a continuous, fine-grained streetwall. (Credit: City of Toronto)

3.4 BUILDING TYPOLOGIES AND EXISTING CONTEXT

3.4.1 Historic Building Typologies

The identification of existing building types is a method of classifying buildings with common features and characteristics to understand patterns of use and development within the Area. The building typologies that are listed in this section support the historic context of Bloor West Village and provide insight into how the collection of properties along Bloor Street West contextually relate to each other.

The Area includes a wide range of building typologies. Of these, two types combine commercial uses at grade with residential uses above: the Main Street Commercial Row and the Main Street Commercial Block. Commercial main street buildings represent a significant portion of the Village Main Street Character Area which range from one-to-three storeys. They were largely constructed during the period from 1900-1939. There are also a number of walk-up apartment buildings, residential blocks with commercial at grade, and landmarks on Bloor Street West, including a place of worship, a former theatre, a library, and a funeral home. These building typologies are described in detail below.



Former Runnymede Theatre ca. 1927-1930s. (Credit: Swansea Historical Society n.d.)



Runnymede Public Library, 1939. (Credit: City of Toronto Archives 1939)



Main street commercial buildings along Bloor Street West, 1954. (Credit: City of Toronto Archives 1954)

3.4.2 Main Street Commercial Row

The Main Street Commercial Row type most often comprises the predominant main street character of a street and reflects typical patterns of development along arterial roads from the early to mid-20th century. These buildings are typically long and narrow, maximizing the number of storefronts on any given block. They were constructed in a variety of architectural styles and vernacular interpretations, most commonly with brick cladding and, more rarely, with clapboard siding. Rooflines and building heights vary, generally ranging from one to three storeys. Individual row buildings may be constructed independently or as part of a larger, continuous grouping featuring shared characteristics.

Common features of this building typology include: 1 to 3 storeys in height; public retail or commercial use at-grade, with private residential uses above; generally part of a row of buildings with similar architectural scale, design, proportions, and materials; brick or clapboard cladding; flat roof with parapet or gable roof; and storefronts of varying designs, often featuring side or centre entrances, display windows, transoms and/or a signboard.



Main street commercial row buildings near the intersection of Beresford Avenue and Bloor Street West. (Credit: City of Toronto)



Main street commercial row buildings near the intersection of Willard Avenue Bloor Street West on the north side of the street. (Credit: City of Toronto)



Mid-block main street commercial row buildings on the north side of Bloor Street West between Willard Avenue and Windermere Avenue. (Credit: City of Toronto)

3.4.3 Main Street Commercial Block

The Main Street Commercial Block type is closely related to the Commercial Row, sharing many of the same characteristics. The primary difference lies in the scale and design of the commercial block, which is generally larger in width and height, and designed as a singular architectural composition where multiple individual units are integrated to appear as part of a unified building complex. Commercial blocks typically occupy prominent street locations, often situated at corners or along an axis with perpendicular streets and feature architectural detailing that draws greater visual attention. These buildings may be divided into multiple units with retail at-grade and residential or commercial above but are always unified in their architectural expression. Unlike Commercial Row buildings, the Commercial Blocks are less likely to exhibit vernacular influences and instead display a broader range of architectural styles.

Common features of this building typology include: 2 to 3 storeys in height; a singular architectural design across multiple units; masonry cladding, often with decorative detailing in brick or stone; and storefronts of varying designs, often featuring side or centre entrances, display windows, transoms, and/or a signboard.



An example of a Commercial Main Street Block at 2199 Bloor Street West. (Credit: City of Toronto)



An example of a Commercial Main Street Block at 2326 Bloor Street West. (Credit: City of Toronto)



An example of a Commercial Main Street Block at 2438 Bloor Street West. (Credit: City of Toronto)

3.4.4 Walk-Up Apartment

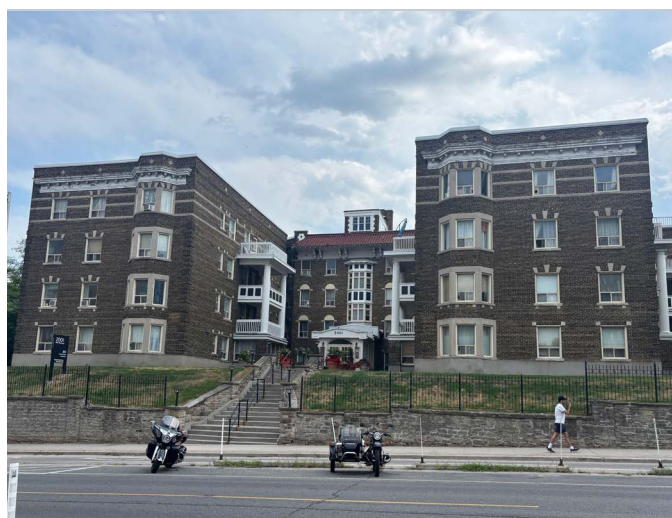
Low-rise apartment buildings are the predominant residential typology within the Area, located at both the east and west ends. In the west, these buildings are primarily found west of Riverside Drive. In the east, they are mainly situated between Harcourt Road and High Park Avenue. Between Keele Street and Clendenan Avenue, these buildings are located on the north side of Bloor Street West, while west of Clendenan Avenue toward Harcourt Road, one example is on the south side. These buildings typically range from two-and-a-half to four storeys in height, often feature flat roofs, and exhibit a variety of architectural styles, including Art Moderne, Arts and Crafts, Colonial Revival, Contemporary, Eclectic, Edwardian, Mid-Century Modern, and Tudor Revival. Most were constructed between 1920 and 1939.

The walk-up apartment building type reflects the residential intensification seen in the Area during the early 20th century, prior to the widespread implementation of mechanical elevators and suburbanization. This building type is defined by street-facing articulation prevalently with a central entrance and maximum lot coverage, often with interior light wells or courtyards inserted to provide light and circulation for larger buildings. They are generally symmetrical in design, with raised first floors and exposed basement windows that originally served service rooms or basement apartments. Common features of this building typology include: 2.5 to 4 storeys in height; 5 or more residential units; brick masonry cladding, with stone or terra cotta detailing; street-facing articulation, often with a well-defined central entrance; and for larger buildings, an interior lightwell or courtyard.

In addition to the walk-up apartment buildings, there are three residential blocks in the Area that incorporate commercial uses at grade: 1960 Bloor Street West, 2141 Bloor Street West, and 2373 Bloor Street West. Additionally, the Campbell Apartments, a three-storey interwar apartment building located at 2407 Bloor Street West, is situated at the west end of the Village Main Street Character Area.



An example of a walk-up apartment building within the Humber Gateway Character Area, located at 2553 Bloor Street West. (Credit: City of Toronto)



An example of a walk-up apartment building at 2001 Bloor Street West. (Credit: City of Toronto)



An example of a walk-up apartment building within the High Park Fronrage Character Area, located at 1908 Bloor Street West. (Credit: City of Toronto)

3.4.5 Landmark

The key physical characteristic of a landmark is its prominence within its context. Landmarks are often well-known community markers, memorable and easily identifiable, and frequently serve as orientation points or local/regional attractions. Landmark buildings are typically civic, institutional, religious, social, or hospitality-related properties that contribute to an area's historic character and significance, often due to their historic associations, design value, or rarity. While they do not have many common built form characteristics, they have been categorized together due to their cultural and historical importance.

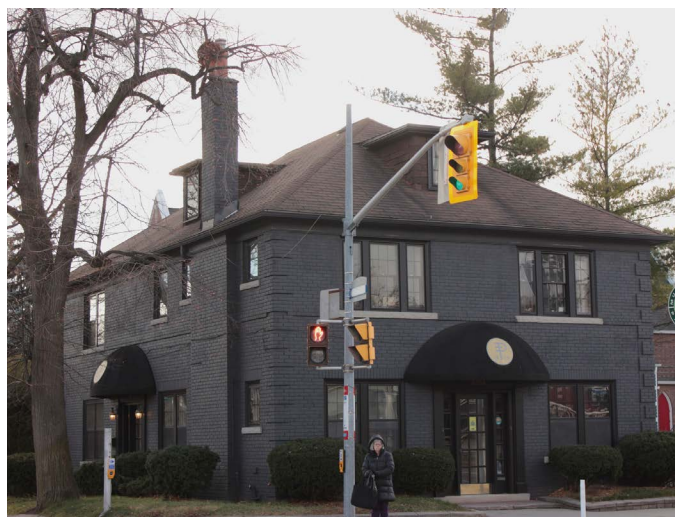
There are four landmark buildings within the Area that contribute to its historic character, each notable from both architectural and social perspectives. They include: 2333 Bloor Street West (a funeral home); 2305 Bloor Street West (St. Pius X Catholic Church); 2223 Bloor Street West (the former Runnymede Theatre); and 2178 Bloor Street West (the Runnymede Library).



Runnymede Library at 2178 Bloor Street West. (Credit: City of Toronto)



Former Runnymede Theatre building at 2223 Bloor Street West. (Credit: City of Toronto)



2333 Bloor Street West. (Credit: City of Toronto)



St. Pius X Catholic Church at 2305 Bloor Street West. (Credit: City of Toronto)



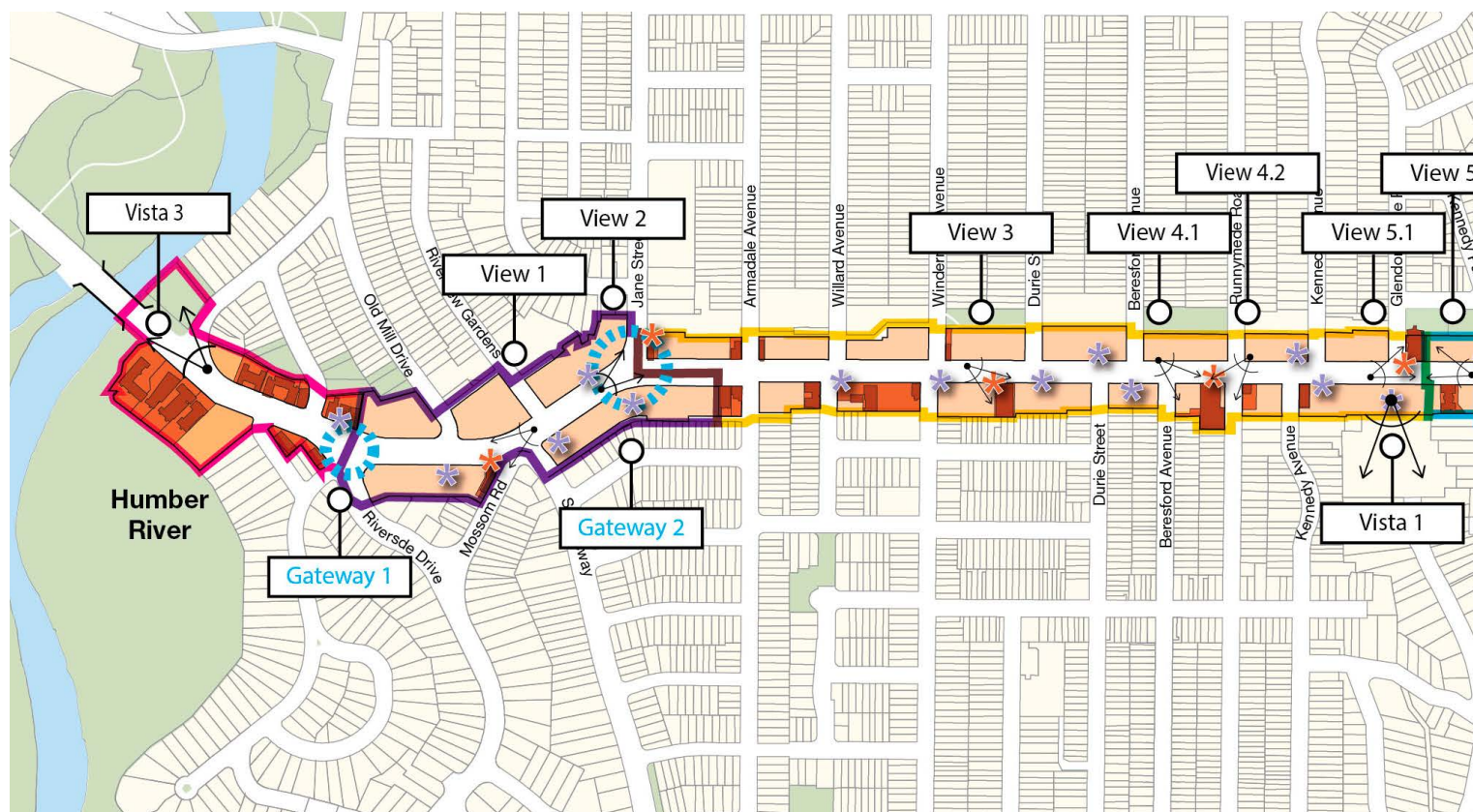
Bloor Street West looking west from Runnymede Road, 1921. (Credit: Toronto Transit Commission 967-2-9)



Bloor Street West looking west from Jane Street, 1943. (Credit: City of Toronto Archives, 1943)

4.0 Public Realm

- 4.1 Views, Vistas, and Gateways
- 4.2 Parks, Open Spaces and POPS
- 4.3 Toronto Parking Authority
- 4.4 Streetscape and Laneways
- 4.5 Pedestrian Spaces
- 4.6 Green Fingers
- 4.7 Public Art
- 4.8 Cultural Events and Activities in the Public Realm



Map 6: Views, Vistas, and Gateways Map.

4.1 VIEWS, VISTAS, AND GATEWAYS

Views in the public realm play an important role in reinforcing a distinct identity for Bloor West Village and assist with orientation and placemaking. Oftentimes, they can provide a setting for civic and community life by emphasizing key buildings, building elements or open spaces.

Gateways define entryways to character areas within the Area. View corridors are openings in the built environment that direct a viewer's attention to important features or scenic vistas (which offer opportunity for more distant views). In Bloor West Village, they are located along and adjacent to the primary streets and intersecting off-set streets. They terminate existing and planned visual points of interest, such as landmark locations and open spaces.

Gateway 1 - Humber River

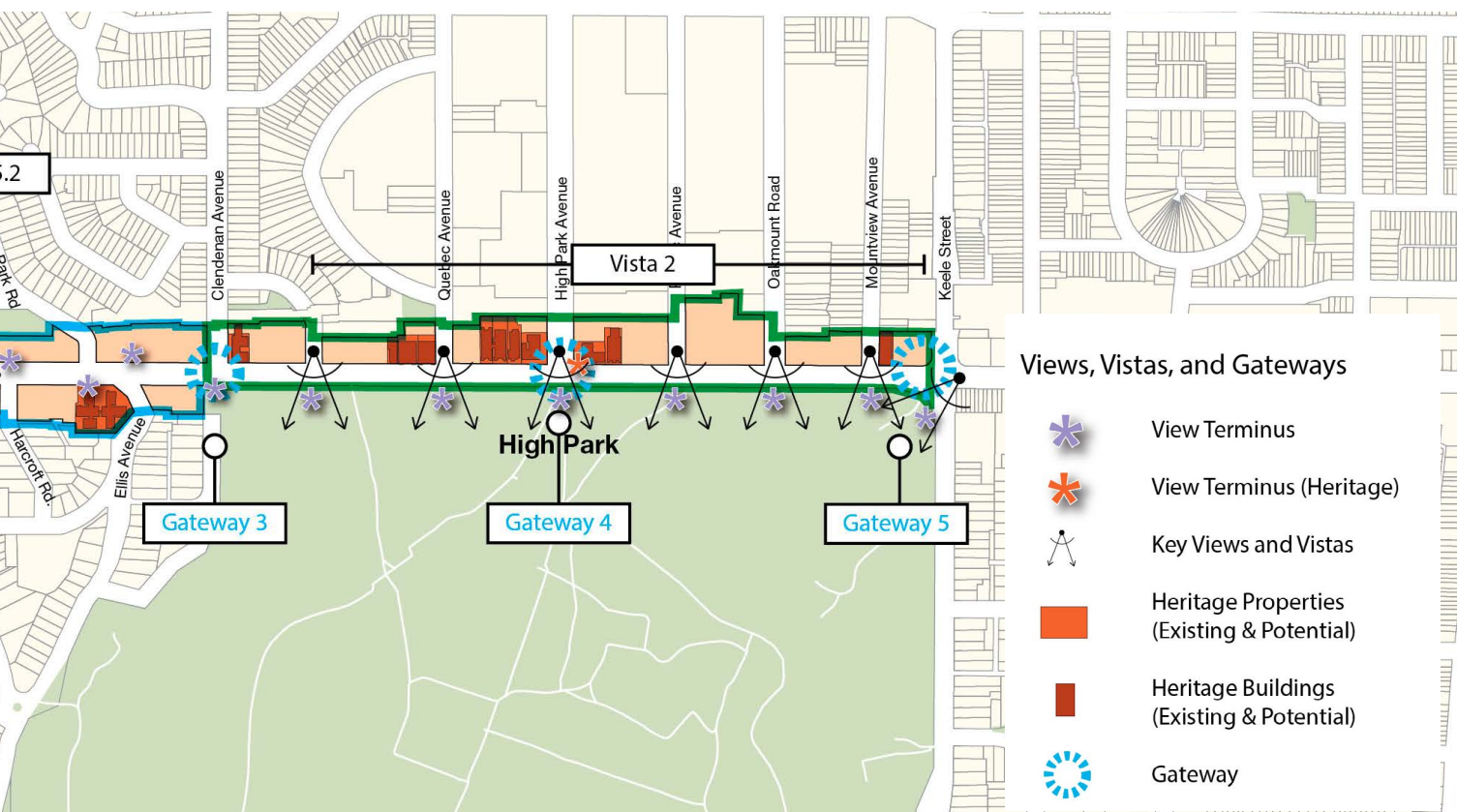
Located at the edge of the West Village Gateway Character Area, this location is characterized by the street grid which begins to orient itself towards the Humber River.

Gateway 2 - Bloor West Village Main Street

This location marks the beginning of the Village Main Street Character Area, reinforced by decades of support from the BIA. The gateway is perceived near Jane Street, where street geometry enhances the perception of this transition from the west.

Gateway 3 - High Park Frontage meets Bloor West Village

This location marks the transition from the lush, green character of High Park to the main street retail character of the Village.



Gateway 4 - High Park Bloor Entrance

This location is the primary entrance to High Park along Bloor Street. The lush landscape and mature trees on the north side of the street (lining High Park Avenue) contribute to the gateway character.

Gateway 5 - High Park East

This is the eastern edge of the Area and the gateway to High Park.

Vista 1 - High Park West

The lush High Park views can be perceived from the public realm. Views of the lake appear in the winter when trees lose their leaves.

Vista 2 - High Park

The High Park views offer a striking experience within the public realm. These include views south towards High Park from multiple vantage points, including Mountview Avenue, Oakmount Road, Pacific Avenue, High Park Avenue / Colborne Lodge Drive, and Quebec Avenue. High Park is one of the largest parks in Toronto. It is a significant site of Indigenous settlement. In 1873, the owners John George and Jemima Howard deeded their property to the City as parkland to be known as High Park. The park was named in reference to its elevated location overlooking Lake Ontario. High Park is notably one of only four Areas of Natural and Scientific Interest in the City. The vistas from Bloor Street West overlook the Dry Black Oak – Pine Tallgrass Prairie Savannah ecosystem which is a rare and sensitive ecosystem within Ontario.

Vista 3 – The Humber River

The Humber Gateway Character Area offers a sweeping vista of the Humber river and its ravine valley. This is the location of the Carrying Place Trail, an important site that describes First Nations history and ongoing presence and stewardship.

View 1 - Southwest Towards Former Kingsway Pharmacy

The intersection of South Kingsway and Bloor has an irregular alignment and provides a prominent view to the building located at 2487 Bloor Street West which was built in 1936 in the Art Deco style by the architect Benjamin Swartz. The building was well known in the community in the 20th century as the Kingsway Pharmacy. The furthest southwest building (2489 Bloor Street West) provides a location for a future potential POPS or open space. This area holds promise for further enhancing the public realm.

View 2 - Bloor Street West and Jane Street (north-east corner)

This view is towards the former bank building at the intersection located at 2438 Bloor Street West. The curvature of the road marks the transition from the West Village Gateway Character Area and Village Main Street Character Area. The building was constructed in the Edwardian Classicism architectural style in 1928 as a branch of the Bank of Toronto.

View 3 - St. Pius X Church Building

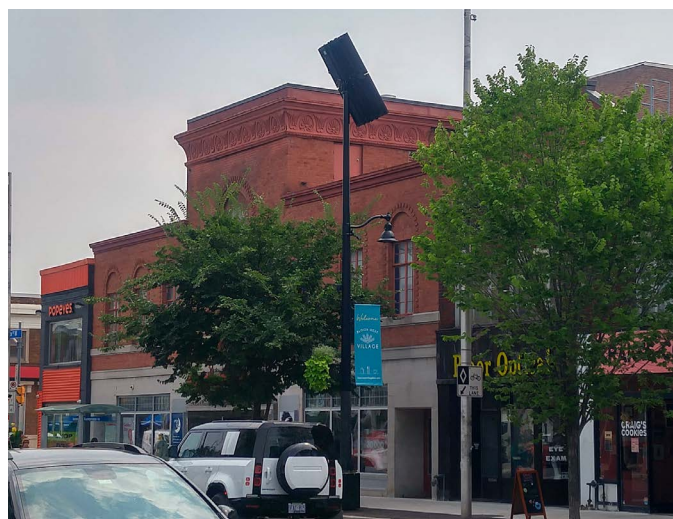
Located at 2305 Bloor Street West, on the south side of the street, between Durie Street and Windermere Avenue. It was constructed in 1954 as the St. Pius X Catholic Church, influenced by the Mid-Century Modern architectural style, designed by architects Venchiarutti and Venchiarutti in 1952. The building's principal façade faces north towards Bloor Street West.

View 4.1 and 4.2 - Former Runnymede Theatre (west and east sides)

The former Runnymede Theatre building located at 2223 Bloor Street West was constructed in 1927 and is designated under Part IV of the OHA. This heritage landmark was designed by Alfred Hirschfelder Chapman, a prominent architect who also worked on the Royal Ontario Museum and Palais Royale.

View 5.1 and 5.2 - Runnymede Library (northeast and northwest sides)

The Runnymede Public Library, located at 2178 Bloor Street West, was constructed in 1929. It was designed by architect John M. Lyle, an influential 20th century architect in Toronto and Canada, who also designed Union Station and the Royal Alexandra Theatre. The Runnymede Library is a listed property on the City of Toronto's Heritage Register. Lyle designed the building to reflect a Canadian style, using a combination of Georgian, French and early Quebec styles. The front elevation of the building features interpretations of Canadian Indigenous people's motifs with reference to totem poles, arrowheads as well as Canadian native plants and animals.



View of the west side of the former Runnymede Theatre building at 2223 Bloor Street West. (Credit: City of Toronto)

4.2 PARKS, OPEN SPACES AND POPS

Parks and open spaces are key aspects of ecological balance, placemaking and building community identity. They may help visitors orient themselves and provide a venue for public life: recreation, experiencing nature, festivals, fairs, performances, gatherings and informal meetings of smaller groups. Ideally, parks and open spaces in the Area should be part of a coherent system, either physically connected to one another, or connected through common design elements and other visual cues. Privately-owned publicly-accessible spaces (POPS) help to augment the network of public spaces and add placemaking opportunities to the Area.

Redevelopment and intensification present the opportunity to contribute new high-quality parks and public spaces that provide a setting for civic and community life by enhancing the identity and character of the Area. Of particular importance in the Area is a 'village square' or other civic spaces that could provide a central focus, while supporting activities and festivals.

Parkland provision in the Area varies greatly between areas of high provision (94 square metres/person as of 2021) to areas of low provision (2.9 square metres/person as of 2021). Areas close to High Park and Humber River present the highest provision rates, while the blocks between Jane Street and Kennedy Avenue, on both sides of Bloor Street West, present low or very low parkland provision. The average city-wide provision rate is 28 square metres/person and provisions under 12 square metres are considered low.

4.3 TORONTO PARKING AUTHORITY

During the Avenue Study, City-owned lots operated by Toronto Parking Authority (TPA) were identified as potential opportunities for increasing park space in the area, should the lots be deemed surplus by the TPA in the future. They were also identified to provide a continuous spine, parallel to Bloor Street West, for pedestrians and slower-moving cyclists and connect with the existing parkland over the TTC Line 2 Subway line. As such, new developments are encouraged to limit wind and shadow impacts on TPA lots.

The Consultant Report identified at that time that the lots were not at full utilization, with the highest overall utilization observed as 80% on weekdays and 66% on weekends. The future uses of the TPA lots is subject to corporate City real estate priorities, as led by CreateTO.

Based on the Housing Action Plan, the lots could also be considered as sites for affordable housing. The future uses of the TPA lots may adapt as City priorities shift. The TPA lots can be used for a number of uses and as such, new developments are encouraged to retain their flexibility.

- Parks/Open Spaces
- Natural Heritage System
- Ravine and Natural System Protection Bylaw
- Environmentally Significant Area
- Redevelopment within 120m of Life Science (ANSI) may require a Natural Heritage Impact Study



Map 7: Parks and Natural Heritage.

4.4 STREETScape AND LANEWAYS

Streets play an important role in establishing identity, providing placemaking and nurturing community life. There are many opportunities to make improvements to Bloor Street West's boulevards, as well as flanking street boulevards. Paramount amongst these is streetscape greening: the addition of new street trees and other plantings, and the potential for more open landscaped areas such as parkettes along flanking streets. The photograph below (and on page 42) shows recent streetscape improvements, including street furniture, that are maintained by the BIA.

In addition to public street improvements, development should bring opportunities to expand the current public laneway network, through the addition of new laneways and the extension of existing laneways (see the Structure Plan).

It is important to note that no change to Bloor Street West itself is anticipated in the near future. Major capital works were completed in 2012 and between 2022 and 2023 cycling facilities were added. Additional roadworks are unlikely to take place again until reconstruction is required. The existing road network and transportation system can accommodate the potential intensification of the area without reconstruction.



Seating and plantings implemented by the BIA along Bloor Street West

4.5 PEDESTRIAN SPACES

Pedestrian spaces and connections are important to increase the pedestrian network and enhance the fine-grained character of Bloor West Village, to better integrate it with its surroundings.

Mid-block connections support a walkable community by increasing access from Bloor Street West to parks, subway stations, local streets and neighbourhoods. They are illustrated in the Structure Plan.

Mid-block connections are generally hardscape walkways that remain under private ownership and thereby function as linear privately-owned public spaces.

There is an existing plaza located in the road allowance at the north-west corner of Bloor Street West and Jane Street. It is a well-loved, special and sunny location that includes seating, and is maintained by the BIA. It also includes a fountain dedicated to Alex Ling, chair of the local BIA and also President of the Toronto Association of Business Improvement Areas.



Existing mid-block connection to Jane subway station near Armadale Avenue along Bloor Street West. (Credit: City of Toronto)

4.6 GREEN FINGERS

Green fingers are located in the High Park Frontage Character Area and bolster the green character of the area.

‘Green fingers’ are a specific concept applied to the High Park Frontage Character Area where the built form has traditionally consisted of walk-up apartment buildings, separated from one another by private side setbacks.

These side setbacks are intended to provide a buffer and be private, calm, landscaped green spaces that draw in the green character and provide ecological corridors for flora and fauna from High Park to the lush, landscaped *Apartment Neighbourhoods* to the north.



Public Art at 1830 Bloor Street West "We Are All Animals" by Public Studio, located in the POPS along the building frontage. (Credit: City of Toronto)

4.7 PUBLIC ART

Public art can play an important role in providing orientation, a sense of identity and placemaking. Public art is encouraged within the Area, especially where it may contribute to local identity and enhance the character of the public realm. Public art sites may include landscaped open spaces, prominent building locations and POPS. Public art contributions are recommended for larger development proposals. Local agencies, business improvement associations, resident's associations, non-profit organizations and Indigenous stakeholders should be engaged in the assessment of public art opportunities in the community.

4.8 CULTURAL EVENTS AND ACTIVITIES IN THE PUBLIC REALM

The Area provides a walkable village experience and serves the surrounding community and visitors with over 400 shops, restaurants and service providers including clothing stores, bookstores, food shops, restaurants and cafes. The area appeals to the local community and visitors arriving by transit or vehicles. The area hosts several events including North America's largest annual Ukrainian Festival. These cultural events and activities contribute to the historic character and sense of place of Bloor West Village.



Annual Ukrainian Festival is celebrated on Bloor Street during a temporary road closure. (Credit: City of Toronto)



Seating and plantings initiated by the Bloor West Village BIA, at the southeast corner of Bloor Street West and Armadale Avenue. (Credit: City of Toronto)

5.0 Urban Design Guidelines

- 5.1 Development Typologies
- 5.2 Area-Wide Design Guidelines
- 5.3 Views, Vistas and Gateways
- 5.4 Village Main Street Character Area
- 5.5 Village Gateways Character Areas (East and West)
- 5.6 High Park Frontage Character Area
- 5.7 Humber Gateway Character Area
- 5.8 Demonstration Sites

5.1 DEVELOPMENT TYPOLOGIES

5.1.1 Mid-Rise Buildings

- Mid-rise buildings are permitted in all character areas. Within the Humber Gateway Character Area, mid-rise buildings should be limited to 6 storeys in height.
- Include low-rise streetwalls, where applicable, to define street frontages, maintain and reinforce the historic context and main street character of the Area.
- Base buildings of a new development on and/or adjacent to heritage properties (including the heritage potential properties identified in this document) should provide an appropriate transition in scale, height and massing to maintain and reinforce the prominence and integrity of the heritage properties.

5.1.2 Tall Buildings

- Tall buildings, or mid-rise buildings which generally have heights taller than the right-of-way, are anticipated through most of the study area, except for the Humber Gateway Character Area. Height peaks are anticipated at or near transit stations. The impacts of tall buildings will be managed based on the built form Guidelines in this chapter and broader City-wide policies and guidelines.
- The base buildings of tall buildings are expected to address the built form, public realm and heritage conservation principles articulated in the Guidelines.



An example of a mid-rise building within the Guidelines Area at 2118 Bloor Street West. (Credit: City of Toronto)

5.1.3 Infill, Additions and Modifications

- Infill, additions and modifications are encouraged to add gentle density to the corridor and not disrupt the existing retail uses.
- Vertical additions to a building façade should step back above the established streetwall height. Recommended stepbacks from the existing streetwall will be determined through the development review process.
- Adaptive re-use, and appropriate additions or modifications to existing buildings are encouraged, when possible, as opposed to demolition and redevelopment.
- Maintain and reinforce the existing context and historic Main Street character of Bloor Street West when designing additions.
- The appropriate scale and form of additions may vary depending on the historic characteristics of the original building, and that of its immediate neighbours. New additions or modifications are encouraged to be consistent in rhythm, proportion and scale with existing buildings.
- Consider the principal materials of the existing building and provide a unified design composition.
- Consider differentiating façade articulation between lower floors and upper floors.
- Avoid projecting balconies within the stepback fronting onto Bloor Street West.



Example of an addition that steps back from the street wall. (Credit: DTAH)

5.2 AREA-WIDE DESIGN GUIDELINES

5.2.1 Indigenous Context

- a. Where this document recommends the commemorating Indigenous elements, history and/or heritage, public art, naming, or any other element, appropriate and meaningful engagement should be undertaken with Indigenous communities.
- b. Commemorate historical and contemporary settlements of Indigenous Peoples in and around open spaces and the public realm, including POPS and parks.
- c. Recognize/celebrate Indigenous communities' history and continued presence in the area; cultural and natural heritage; and languages. Implement this through place-making, place-keeping, naming, wayfinding, monuments, interpretive features, street furniture and public art, partnership and programing within the public realm.
- d. To advance the integration of Indigenous elements, consider retaining an Indigenous consultant.
- e. Sites near High Park should interpret the buried rivers at the east and west limits of the park.
- f. Consider naming new parks with Indigenous names, incorporating Indigenous language in design elements, celebrating water, incorporating ceremonial areas for gathering, providing space for medicinal plants in consultation with the Indigenous Affairs Office and Indigenous communities.



Example of Indigenous art on a mural facing Lake Shore Boulevard West in Canoe Landing, Toronto. (Artist: Que Rock; Credit: City of Toronto)

5.2.2 Building Height

- a. Notwithstanding the approved densities at PMTSAs, development should consider the context, existing parks and the Guidelines, as well as other policies and city-wide guidelines.
- b. The following criteria should be met in assessing proposed building height:
 - Height peaks are anticipated at intersections where transit stations are located.
 - A total of 5 hours of sunlight is provided on the north sidewalk of Bloor Street West at the equinoxes.
 - Where additional height is proposed that exceeds the ROW width, larger setbacks and stepbacks should provide contextual fit and integrate with the heritage character.
 - A defined base building is provided that responds to the context.
 - Appropriate fit and transition in scale and massing to the existing context and adjacent heritage properties (including the heritage potential properties) is provided.
 - A shadow study and Natural Heritage Impact Study assess potential impacts, recommend appropriate mitigation and enhancement measures, and demonstrate that new shadows will not negatively impact Environmentally Significant Areas (see 5.6.3 and 5.6.5).
- c. At sites adjacent to parks, design buildings to achieve 5 hours of continuous sunlight at the equinoxes. Further analysis is required in the context of a development application to ensure shadows do not impact playgrounds, areas programmed for seating or significant public spaces.
- d. Include the mechanical penthouse when determining total building height and assessing shadow impacts, as defined in each Character Area.
- e. Indoor amenity space may be located at the mechanical penthouse level to support outdoor amenity space on the rooftop.

5.2.3 Front Stepbacks

- a. Stepbacks above the streetwall should provide sunlight on the public realm, as indicated in each Character Area.
- b. Consolidate stepbacks to minimize stepping and complex articulation.
- c. Within the front stepback, to encourage architectural diversity through building bays, a projection zone of 1.5 metres depth is encouraged along up to 50% of the primary building elevation, for buildings over 30 metres in length.

5.2.4 Side Property Line Stepback

- a. To encourage development on sites narrower than 20 metres, side stepbacks can be omitted.

5.2.5 Rear Transition

- a. Where a property is adjacent to a TTC station (where rear transition is less critical), development can achieve more density in a lower form by omitting rear stepbacks if a wind tunnel test demonstrates conditions comfortable for sitting within the public realm during the spring and fall. This includes benches on sidewalks.
- b. In order to maximize opportunities for housing along Bloor Street West, a corner development site may assemble lots in the *Neighbourhoods* to form part of the redevelopment site. See 5.8 Demonstration Sites for a visual representation. Take into account the following:
 - The lot assembly is only possible if there is no public laneway in between the *Mixed Use Areas* and the *Neighbourhoods*.
 - Where there is no laneway, a private driveway can be secured with an easement to service adjacent properties (to limit curb cuts on Bloor Street West).
 - Even with additional lot assembly, new development should aim to achieve all recommended front, rear and side setbacks, and step-backs.

- The total depth of the building should not exceed 60 metres.
- The height of the building within *Neighbourhoods* is 4 storeys along Local Streets and 6 storeys on Major Streets.
- Parking can be located below grade across the entire lot assembly, provided there are no issues with groundwater.
- A 3-metre setback at the side lot line (of the *Neighbourhood* property) should be provided to achieve a row of trees.
- Cultural heritage resources, both within and outside the Area will be conserved. A Heritage Impact Assessment and/or a Cultural Heritage Evaluation Report may be required for properties outside of the Area.

- c. On corner sites, the side setback for the *Neighbourhoods* portion of the building may be reduced to 2.5 metres if the following conditions apply:
 - There is no opportunity to create or extend a continuous vehicular laneway at the rear;
 - Vehicular entrances and circulation will be contained within the building or site;
 - There are no primary windows facing the abutting low-rise properties; and
 - Facing conditions should be informed by appropriate setback conditions, for example, where the existing and/ or proposed buildings have windows facing the shared property line.
- d. For sites that are not adjacent to *Neighbourhoods*, but back onto TTC corridors and TPA lots, the rear setbacks may be minimized and will be determined through development review, as informed by pedestrian level wind testing.

5.2.6 Existing Character and Heritage Context

- a. New developments on and/or adjacent to heritage properties, including the heritage potential properties identified in this document, should conserve the cultural heritage value, heritage attributes, and three-dimensional character of these properties. The design approach should include upper-level stepbacks of new developments and additions to provide a varied streetwall based on the planned context and on appropriate heritage conservation, informed by a Heritage Impact Assessment.
- b. Notwithstanding the specified streetwall heights outlined for each Character Area in this document, new development should ensure an appropriate transition to the streetwall height of adjacent heritage properties, including the heritage potential properties, and the immediate context. Additional height above the streetwall will step back, consistent with the Guidelines.
- c. Each Character Area identifies a streetwall height, however, additional stepbacks should be provided at lower heights to respect and sensitively integrate with heritage properties, as informed by an HIA.
- d. New development on and/or adjacent to heritage properties, including the heritage potential properties, should ensure conservation of three-dimensional integrity and character of heritage properties, including their fenestrated side elevations, visible from public realm.
- e. Minimum sidewalk zones may be reduced where new development is adjacent to main street commercial buildings. Locate and align the building face with adjacent buildings for a minimum of one building bay, or 5-8 metres. This helps prevent creating blank sidewall conditions on any remaining adjacent buildings. Further study is required where there is potential impact to cultural heritage resources.
- f. Minimize impacts to heritage properties (including the heritage potential properties) and their prominence within the existing historic context of the Area reflected in the prevailing streetwall height, fine-grained lot pattern, fenestration, solid-to-void-ratios, materiality, and vertical and horizontal articulations.
- g. Design new buildings to be compatible with the design, scale, form, and massing of the prevailing streetwall and the historic main street character of the Area.
- h. Include materials and articulation that reflect the character of prevailing heritage properties (including the heritage potential properties) and properties that contribute to the historic main street character of the Area:
 - Consider vertical and horizontal articulation, colours, fenestration and window patterns;
 - Use exterior materials that are visually compatible with, and distinguishable from the prevailing historic character of the Area, and do not negatively impact the integrity of heritage properties;
 - Design the base of new buildings with solid materials such as brick and stone for the new streetwall to maintain and reinforce the historic main street character of the Area; and
 - Ensure that new design is compatible with, subordinate to, and distinguishable from heritage properties—complementing rather than detracting from them.
- i. Conserve and restore original exterior features of heritage properties (including the heritage potential properties). Replace only those original building features that have deteriorated beyond repair.
- j. Avoid projecting balconies and cantilevering onto the building above heritage properties (including the heritage potential properties) to maintain the visual prominence of heritage buildings and the historic streetwall.



Example of a new building that relates to existing heritage context.
(Credit: DTAH)

5.2.7 Composition, Rhythm and Articulation

- For mid-rise buildings, express base, middle, and top articulation on all street frontages.
- Integrate datum lines derived from adjacent structures, such as cornice lines, into the design of new street elevations.
- New signage should be physically and visually sympathetic to the historic character of the Area.
- New signage should be mounted in a manner that does not result in any direct or indirect harm to the historic character of the Area.
- Exterior lighting on new development should be physically and visually sympathetic to the historic character and sense of place of the Area.

5.2.8 Building Design

- On sites wider than 30 metres, penetrations into the streetwall stepback are welcome to achieve building articulation, for no more than 15% of the frontage.
- Where existing buildings have residential windows along the side lot line, provide adequate separation distance between building faces to achieve light, privacy and liveability.
- Avoid replicating historic architectural styles.
- Maintain comfortable wind conditions for sitting in three seasons where benches are encouraged along sidewalks, parks, open spaces, mid-block connections, building entrances and private outdoor amenity.
- Animate blank walls where appropriate, such as along TTC rail lines, mid-block side walls and laneways. Consider green walls, murals or metal panels in a range of colours. Consider materials that will be animated throughout the day based on sunlight such as matte materials next to glossy materials; textured surfaces, fins or masonry recesses which create shadow play. Consultation with the local community and Indigenous groups is recommended for the selection of murals.



An example of signage that is externally lit by light fixtures above. (City of Toronto)



New midrise development at 1830 Bloor Street West. (Credit: DTAH)

5.2.9 At-Grade Details

- a. Relate the ground floor height to adjacent buildings.
- b. Consider pedestrian weather protection at all entrances, or along the entire frontage. Ensure canopies do not conflict with tree planting.
- c. Minimize the width of office and residential entrance lobbies and maximize the width of the retail frontage.
- d. Avoid horizontal elements and excessive mullions at grade-level windows that may interfere with pedestrian views of merchandise and interior activities.
- e. Recess doors to ensure door swing does not interrupt pedestrian movement.
- f. At side streets where residential uses are located: provide individual street entrances for each ground level unit to animate the street. Consider a live-work expression to support home occupation uses to enhance the commercial character of the area.
- g. At rear frontages:
 - Limit and internalize areas devoted to vehicles, bicycle parking and servicing and provide animated rear frontages towards adjacent residential properties, laneways, parks and parking areas, particularly on the north side of Bloor Street West.
 - Provide micro-retail/commercial units; secondary entrances to at-grade retail; residential townhouse entrances; or, shared indoor amenity areas.
 - Provide at-grade setbacks to include shared outdoor amenity area.

5.2.10 Fine-Grained Retail Character

- a. Design the ground floor of new development to be compatible with the existing fine-grained built form in the Area.
- b. Retail at grade will be provided along the Bloor Street West frontage. Locate residential lobbies on flanking streets, where applicable.
- c. Visually define each storefront and consider the prevailing main street retail character.
- d. Restrict individual commercial storefront widths to 5-8 metres facing a street. Each storefront should have its own entrance.
- e. The size of retail units should support the prevailing character of fine-grained retail. This will strengthen the continuity of the streetscape to support varied scales of commercial activity and achieve a walkable, complete community. Small-scale food stores are encouraged. Consider a range of retail sizes, including multiple smaller retail spaces on the flanking street of 50-100 square metres.



An example of a recessed entrance door at a Bloor West Village storefront, which is a common condition within the Guidelines Area. (Credit: City of Toronto)

- f. Target a maximum gross floor area of 400 square metres for individual retail units at grade along the street frontage. Larger format retail is discouraged. Should it be contemplated, the maximum gross floor area for individual retail units should be 3500 square metres, across multiple storeys, or concealed behind smaller storefronts at grade. Façade articulation should be provided.
- g. Existing retail sizes that are being removed for redevelopment should be replaced at a rate of 1:1. Consider commercial space on the second floor which can accommodate uses such as neighbourhood health services, dentists or other uses which are not ideal at grade. These uses typically do not adequately animate the public realm like restaurants and retail uses.
- h. Integrate retail commercial signage, canopies or awnings into the architecture to enhance the appearance of the ground floor and contribute to the overall character of the streetscape.
- i. Existing local small business should be prioritized when leasing new retail spaces.
- j. A diversity of commercial uses is encouraged. Public consultation has identified that the area is over-saturated with personal services and pet stores. Eating and drinking establishments are encouraged. Consultation with the BIA is recommended.



Signage, awnings and seasonal displays help animate the public realm.
(Credit: City of Toronto)

5.2.11 Parks, Open Spaces, POPS and Mid-Block Connections

- a. Locate parks according to the Structure Plan.
- b. Locate POPS according to the Structure Plan which identifies Prominent Sites, Landmarks and Views. Design the POPS using additional setbacks to be distinct from other private landscaped areas to appear public.
- c. Locate mid-block connections and green fingers, roughly according to the Structure Plan, to achieve one per block and establish an east-west pedestrian spine parallel to the north of Bloor Street West, where parks exist and where there is potential for future parks.
 - Large buildings (typically 1/2 the width of the block or greater) should provide a mid-block connection to enhance the pedestrian network and provide opportunities to further animate the public realm with uses at grade.
 - Consider covered mid-block connections in the Village Main Street, East and West Village Character Areas.
 - Mid-block connections should be a minimum of 3 metres wide and well-lit to ensure safety. They should be animated with seating, windows, entrances and secondary retail frontages.
 - Where laneways exist, they should be designed as shared streets to accommodate pedestrian traffic.
- d. In the West Village Gateway Character area and the Humber Gateway Character Area, billboards or other signage should not have a negative visual impact on the Humber River and surrounding area.

5.2.12 Natural Systems and Resilience

- a. Buildings are encouraged to exceed Toronto Green Standard (TGS) requirements for bird-friendly features.
- b. Design sites to not be over-lit to achieve Dark Sky objectives.
- c. Provide habitat structures and opportunities, particularly within the first 30 metres from grade for bird and bat species. Refer to the Bloor West Village Natural Heritage Impact Study for further direction.
- d. Design buildings to minimize changes in existing conditions (soil conditions, water availability) to mature trees that will be retained on site and on neighbouring properties. Increase soil volumes where feasible. Explore greater protection for high-value trees.
- e. Maximize open landscape areas and tree planting where feasible.
- f. Where feasible, provide a minimum 2 metres of unencumbered soil along the rear property line to support permanent tree planting.
- g. Maximize naturalization and enhanced biodiversity within public and private landscapes. Provide pollinator-friendly plant species, naturalized groundcovers and native/non-invasive plantings. Include large woody debris, leaf litter and mulch within landscaped areas. Consult the High Park Neighbourhood Area Biodiverse Landscape Manual.
- h. Provide biodiverse green roofs. Consider intensive green roofs and communal rooftop gardens.
- i. Incorporate Low Impact Development (LID) and at-source measures to improve water quality and reduce peak storm flows. Limit discharge of surface water into the sewer. Provide Green Infrastructure by capturing stormwater into landscape areas from the street, sidewalk and private site. Incorporate permeable paving on private sites.
- j. In accordance with the 2018 [Natural Heritage Impact Study](#), impacts on the water table should be avoided:
 - Minimize below-grade structures in new development.
 - Provide no more than the minimum required parking, especially on sites near or adjacent to subway stations.
- k. Development should avoid new shadowing over High Park, particularly over sensitive habitats, including but not limited to the Black Oak Savannah ecosystem on the north side of the park. New shadowing that would negatively impact Environmentally Significant Areas is not supported (see 5.6.2 and 5.6.5).



Indigenous ceremony during High Park prescribed burns. (Credit: City of Toronto)



High Park prescribed burns. (Credit: City of Toronto)

5.2.13 Landscape and Site Design

- a. Ensure the location and design of new buildings positively defines the shape and function of open space.
- b. Public Art is strongly encouraged as a wayfinding tool at gateways and points of interest. Refer to the Structure Plan. Incorporate Public Art into the design of the building or the public realm.
- c. Provide seating along all street frontages. Provide seat-wall planters where soil volume is required to be raised above-grade. Provide garbage receptacles.
- d. Honour and celebrate the history of social and cultural activity (such as the Toronto Ukrainian Festival) and contemporary culture through placemaking, wayfinding and interpretive features in the public realm.
- e. Refer to the Pet-Friendly Guidelines and Best Practices for New Multi-Unit Buildings. Include pet-friendly features in the building and landscape design to limit impacts on the public realm, in particular, the minimum standards should be exceeded near High Park, which is an Environmentally Significant Area. Ensure there is a pet relief area convenient to building entrances.
- f. The public realm and private landscape areas are encouraged to include gardens and fountains to thematically connect with the Humber River and High Park. Landscape design should maximize open planters and lush planting to provide ecological corridors between the Humber River and High Park.
- g. Where possible, new development should contribute to the BIA's streetscape improvements, such as benches or other placemaking elements. Consultation with the BIA is required.

5.2.14 Vehicular Areas and Servicing

- a. Secure easements over rear private driveways to contribute to the rear driveway network.
- b. Limit the number of parking space and below grade structures (see Section 5.2.12 Natural Systems & Resilience).
- c. Promote alternative modes of transportation other than privately owned vehicles, such as, but not limited to, walking, cycling and transit use as well as car-share and ride share.
- d. In new development, explore including TPA stalls in new below grade parking, where structures do not impact below-grade water flows. See Section 2.4 Natural Environment. This will help achieve the vision of converting surplus surface City-owned TPA parking lots into parks or affordable housing.
- e. Explore minimizing lane width and incorporating landscaped curb extensions on flanking side streets in order to reduce pedestrian crossing distances. Consult Complete Streets criteria and Vision Zero targets.
- f. Identify shared parking and loading among residential and commercial uses that have different peak parking characteristics to minimize areas devoted to vehicles.
- g. Explore locating Type C loading spaces underground to achieve more active elevations at grade.
- h. On smaller sites, new developments are encouraged to be redeveloped in smaller scale with 60 or less dwelling units, in order to avoid requiring a Type G loading space (which can negatively impact retail layout).
- i. Explore opportunities to add permanent elements at newly implemented bicycle lanes, such as adding Green Infrastructure planting within the roadway, in areas that are not required for parking or loading.

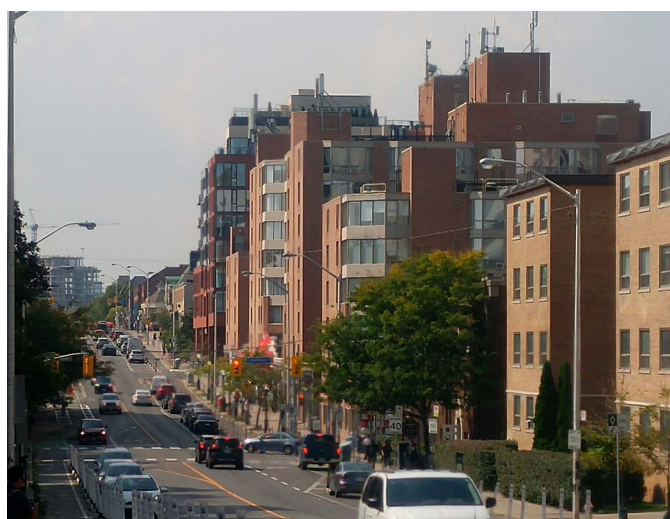
- j. Explore opportunities for improvements to the public realm by minimizing lane width/curb radii and adding green infrastructure bump outs that include tree planting. Explore opportunities such as:
 - The intersection of Bloor Street West and Jane Street/ Beresford Avenue/ Runnymede Road Ellis Park Road, High Park Avenue and Keele Street/Parkside Drive; and
 - The intersection of Bloor Street West, Mossom Road and South Kingsway.
- k. Discourage any new vehicular access from high order roadways (such as Bloor Street West) where other access opportunities exist.
- l. Parking, loading and servicing access points should be kept to a minimum number in order to reduce the width of vehicle routes across public sidewalks. Every reasonable effort should be made to reduce the adverse effects of these back-of-house functions on the quality of the pedestrian environment.
- m. New development will, where possible, contribute to the evolution of Bloor Street West as a complete street by providing improvements to the public realm that will include more seating, Green Infrastructure, bike share stations, etc.



An example of a curb extension which shortens crossing distances and adds opportunities for landscape planting and stormwater capture. (Credit: DTAH)

5.2.15 Grade Change and Topography

- a. Design buildings to integrate the existing topography of the site and address towards Bloor Street West.
- b. Articulate, step or break the massing of a building on a sloped site to fit within the topography.
- c. Ensure the overall grades of the site are integrated with the adjacent developments. Limit large retaining walls and provide a gradual transition.
- d. Step floor plates to provide multiple entrances that align with sidewalk grades to support flush commercial entrances and residential entrances at grade.



Building heights are generally mid-rise scale within the Guidelines Area. New development within the West Village Gateway Character Area is visible in the distance looking from the Bloor Street West sidewalk in front of High Park, with East Village Character Area in the foreground. (Credit: City of Toronto)

5.3 VIEWS, VISTAS AND GATEWAYS

In Chapter 4.1, descriptions have been provided for specific views and gateways in the Area. They should be read and understood alongside the following guidelines.

5.3.1 General Guidelines

- Reinforce the distinct identity of the area by conserving views through redevelopment. New structures, buildings and additions should be setback to maintain views as identified in Chapter 4 of this document.
- Provide additional architectural emphasis and prominence for buildings at gateways, view termini, prominent sites and on corner sites. Strategies to achieve this include, but are not limited to, a chamfered or set back corner, prominent glazing, a primary building entrance oriented to the corner, landscape features and public art as a wayfinding tool. Refer to the Structure Plan for sites identified as at a “View Terminus” where they are located near where a street terminates or begins to shift in direction. Sites identified as “View Terminus (Heritage)” will require additional considerations due to presence of existing or potential heritage resources. Views to heritage sites should be conserved and enhanced. Sites otherwise identified as “Prominent Sites” may be mid-block or corner sites that have potential to contribute significantly

to the overall block and streetscape within their respective Character Area. Refer also to the Views, Vistas, and Gateway Map in Chapter 4.

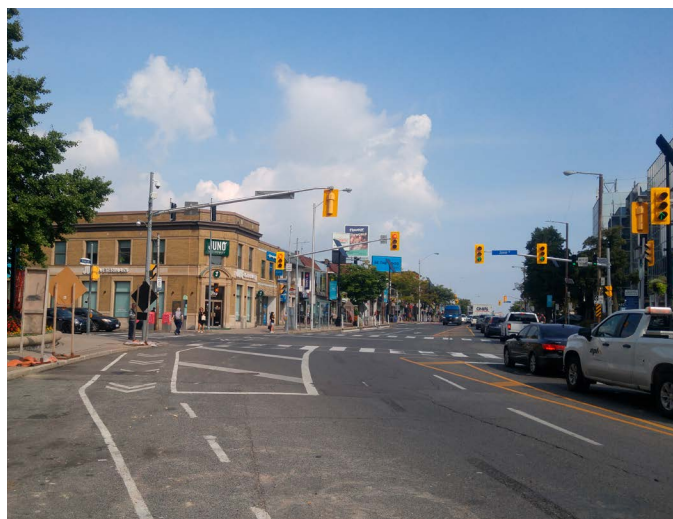
- Buildings at view termini and corner sites can enhance the distinction of their sites and modest exceptions to height and setbacks are permitted.

5.3.2 Gateways

- All gateways will be reinforced through signage, interpretive elements and building setbacks to establish prominence to the public realm, on all sides of street.
- Incorporate improvements into the public realm or the architectural expression to mark the significance of the gateway, including street furniture and signage in coordination with the BIA.
- Commemoration elements should be explored representing Indigenous and other historical significance.
 - Gateways 2 and 3 provide opportunities to interpret the history of the BIA.
 - Gateway 3-5 should prioritize landscaping and interpretation of High Park.
 - Gateway 4 should ensure that existing mature trees on High Park Avenue are retained and enhanced with new planting.



Buildings within the West Village Character Area are visible from the Humber River bridge crossing along Bloor Street West. (City of Toronto)



Gateway 2 - looking east toward the Village Main Street Character Area from the northwest corner of Bloor Street West and Jane Street. (City of Toronto)

5.3.3. Vistas

Vista 1 - High Park West

- This location should remain open and maintain at-grade views to the surrounding natural heritage.
- Explore incorporating elements that commemorate Indigenous history within the public realm.
- Maximize seating to allow for the enjoyment of this vista.



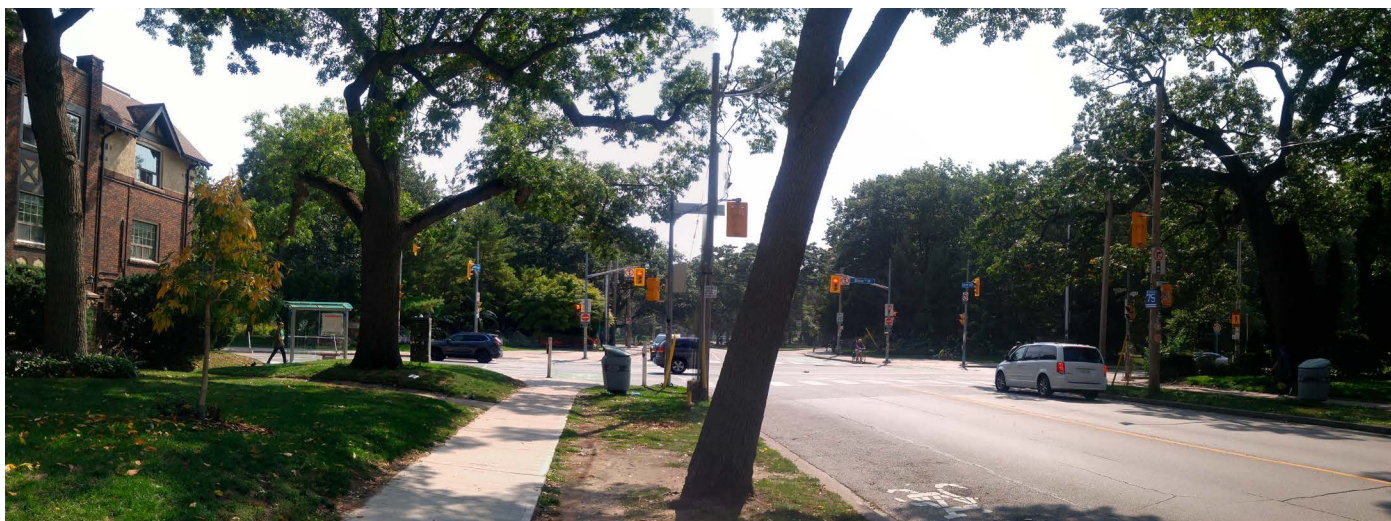
Vista 1 - looking south beyond the existing surface parking lot towards High Park and Lake Ontario. (Credit: DTAH)

Vista 2 - High Park

- Views from the public sidewalk are to be evaluated.
- Provide setbacks to retain or augment the views of High Park from the streets to the north.
- Lush understory plantings should be provided within setbacks to provide a gateway to the vista. Refer to High Park Neighbourhood Area Biodiverse Landscape Manual for further guidance.
- Explore incorporating elements that commemorate Indigenous history within the public realm.



Vista 2 - looking south along Bloor Street West toward the mature trees within High Park. (Credit: City of Toronto)



Vista 2 - looking south along High Park Avenue towards Bloor Street West and the entrance to High Park. The generous front yard setbacks and mature trees define the character of this area. (Credit: City of Toronto)

Vista 3 – Humber River

- Views from the public sidewalk are to be evaluated.
- Ensure that new development or signage do not negatively impact this vista.
- Explore incorporating elements that commemorate Indigenous history within the public realm.

5.3.4 Views

View 1 – Southwest Towards Former Kingsway Pharmacy

- Views to this prominent corner should be maintained and enhanced and not obstructed.
- Consider historic interpretation elements.
- Explore locating POPS to the west of the building.
- Provide public realm enhancements.
- Provide improvement to the channelized slip lane for pedestrian safety and Vision Zero objectives. ‘Road Diets’ could result in additional boulevard area (and placemaking features) to augment and improve the view terminus.

View 2 – Bloor Street West and Jane Street (north-east corner)

- Building massing above and behind the potential heritage building should be carefully evaluated to ensure it enhances the structure and limits negative impact.
- Provide interpretive elements to mark the entrance into North America’s oldest BIA (plaques, graphics or photographs - within the public realm or on the building frontage). Coordination with the BIA is strongly encouraged.



Vista 3 - Humber River valley. (Credit: City of Toronto)



View 1 - looking toward the northeast corner of the building at 2487-2489 Bloor Street West. (Credit: City of Toronto)



View 2 - looking toward the north-east corner of Bloor Street West and Jane Street from the south. (Credit: City of Toronto)

View 3 – St Pius X Church Building

- New development should be carefully evaluated to ensure it maintains the structure's prominence and limits negative impact.
- New development should maintain the established front yard setback.



View 3 - looking south toward St Pius X Church and adjacent properties from the north side of Bloor Street West. (Credit: City of Toronto)

View 4.1 and 4.2 – Former Runnymede Theatre (west and east sides)

- Building massing above and behind should be carefully evaluated to ensure it enhances the structure and reduces negative impact.
- Provide interpretive elements to celebrate the former theatre use (plaques, graphics or photographs - within the public realm or on the building frontage).



View 4.1 - Runnymede Theatre viewed from the northeast. (Credit: City of Toronto)

View 5.1 and 5.2 – Runnymede Library (northeast and northwest sides)

- Building massing to the east and west should be carefully evaluated to ensure it maintains the structure's prominence and limits negative impact.
- New development should respect the three-dimensional character of the building, including retaining the views to both side elevations.
- New development to the east should:
 - maintain the established front yard setback and should provide a side yard setback to maintain views of the windows; and
 - provide an articulated west side wall that is compatible with the openings in the heritage building (no blank walls).



View 5.2 - Runnymede Library viewed from the southwest. (Credit: City of Toronto)

5.4 VILLAGE MAIN STREET CHARACTER AREA

5.4.1 Setbacks

- a. To maintain a sense of place, provide a minimum distance from curb to building face of 4.8 metres at grade except where a smaller width exists due to existing heritage properties (including the heritage potential properties).

5.4.2 Height

- a. A total of 5 hours of sunlight should be provided on the north sidewalk of Bloor Street West, at the equinoxes. Additional sunlight access at noon on the north sidewalk is encouraged to support the thriving, vibrant, walkable high-street retail environment.
- b. At sites adjacent to TPA parking lots, limit height in consideration of potential future uses as parks.
- c. Buildings not located on Bloor Street West should provide a transition in height from *Neighbourhoods* to new buildings on Bloor Street West.

5.4.3 Streetwall and Stepbacks

- a. Provide a streetwall height of 2-3 storeys to relate to adjacent buildings and to create a good proportional relationship with the overall building height and massing.
- b. Provide a minimum side stepback of 1.5 metres above the flanking streetwall. For heritage properties, including potential heritage properties, the stepback distance will be determined on a case-by-case basis, informed by an HIA.
- c. New development on and/or adjacent to heritage properties (including the heritage potential properties) should provide adequate transition in streetwall height to respect and reinforce the low-scale heritage character of the Village Main Street Character Area and give prominence to the heritage buildings.

5.4.4 Contextual Design

- a. Relate the ground floor height to that of adjacent existing buildings, which is generally about 4.0 metres in the Village Main Street Character Area.
- b. Consider how the historic character of the Village Main Street, and its vibrant small-scale storefronts, is maintained and reinforced with new developments.
- c. Respect the traditional storefronts compositions, such as recessed entry, bulkhead, transom windows, display windows, piers, signage band, and storefront cornice. New storefronts should express the design of their time and should not mimic the historic storefronts or replicate historic features.
- d. Upper levels should appear more solid and respect the existing fenestration pattern (punched windows) to enhance compatibility between the streetwall and the existing context.
- e. Residential uses at grade are discouraged in this priority retail area.
- f. Maintain and enhance the existing mid-block connection between Bloor Street West and Jane subway station, located at 2424 Bloor Street West. New development should provide glazing along the walkway to provide animation, overlook and safety. New development should widen the walkway and increase the ceiling height.

5.5 VILLAGE GATEWAYS CHARACTER AREAS (EAST AND WEST)

5.5.1 Setbacks

- a. Provide a setback for all Bloor Street West frontages in the East Village Gateway Character Area to achieve a minimum 4.8 metre sidewalk zone measured from curb to building face, except where a smaller width exists due to existing heritage properties (including the heritage potential properties).

5.5.2 Streetwall and Stepbacks

- a. The streetwall height should be no more than 20 metres (5 to 6 storeys).
- b. Provide 1.5 metres flanking stepback for non-heritage properties. For heritage properties, including potential heritage properties, the stepback distance will be determined on a case-by-case basis, informed by an HIA.

5.5.3 Contextual Design

- a. The plaza located within the road allowance at the north-west corner of Bloor Street West and Jane Street will remain public space accessible to all residents at all times. It will be enhanced by future development which should have a positive relationship with the plaza. A forecourt or POPS should be considered to augment the plaza with additional seating and greening. Access to sunlight on the plaza should be prioritized.

5.6 HIGH PARK FRONTAGE CHARACTER AREA

5.6.1 Setbacks

- a. Setbacks within the High Park Frontage Character Area should enhance the 'green' character of the public realm and High Park, create opportunities for transition from public to private spaces and support adjacent ground floor land uses.
- b. Provide a setback from the Bloor Street West property line of 4.5 metres for all Bloor Street West frontages, except where a smaller width exists due to existing heritage properties (including the heritage potential properties).

5.6.2 Height

- a. Given the proximity to the ESA in High Park, the scale of new development along the High Park frontage should be contextually appropriate and must evaluate and mitigate any negative impacts on the natural heritage system, with particular attention given to impacts on the ESA.
 - Orientation and massing should consider the impacts on the ESA in High Park to protect its ecological features and functions and avoid shadow on the light sensitive habitats during the growing season.



Deep front yard setbacks near 1796 Bloor Street West. (Credit: City of Toronto)

- Preliminary assessment indicates that buildings generally around 20 storeys may be appropriate for this location as they can provide a suitable transition from the surrounding Apartment Neighbourhoods, meet the minimum density requirements within the PMTSA and have a limited impact on the ESA. However, this height requires further evaluation through future development applications to determine the most appropriate height for this section of the street.
- Individual applications will study the potential cumulative impacts on the ESA of similar built form proposed across the High Park frontage.

- Building heights should transition down from the *Apartment Neighbourhoods* to create a transition in scale to the park. This will also encourage evaporative cooling from High Park to reach the *Apartment Neighbourhoods* (see Thermal Comfort Guidelines). This will also allow for an immersive natural experience in High Park, without the views of buildings beyond.
- Tower separation distance is encouraged to exceed 25 metres to ensure visual porosity to High Park.
- The gateway site at Keele Street and Bloor Street West may accommodate a height peak for the High Park Frontage Character Area given its prominent location, if it can demonstrate the absence of shadows onto the ESA in High Park.
- Buildings which may cast shadow on High Park due to their height, require a shadow study to inform the required Natural Heritage Impact Study, as described in 5.6.5, below. Shadow on the High Park Black Oak Savannah will be avoided.

5.6.3 Side Street Setbacks

- Provide a setback from the property line of 3 metres on flanking streets, except where a smaller width exists due to existing heritage properties (including the heritage potential properties).

- Provide a setback from the property line of 9 metres on High Park Avenue properties to maintain and reinforce the existing buildings' relationship to the street and to enhance views towards High Park.
- Mid-block side setbacks (green fingers):
 - Provide one green finger per block.
 - The first development site on each block should deliver their portion of the green finger.
 - Provide a minimum combined separation of 5.5 metres between buildings. If buildings have facing side windows for principal rooms (bedrooms, living rooms) provide a combined minimum separation of 11 metres.
 - Maximize lush landscape planting in the setback to maximize ecological benefits and connectivity to High Park. Consider vine-covered walls.
 - Setbacks on all street frontages and side yards should remain unencumbered by below-grade structures, so that trees can grow to a mature size and not be removed when underground structures require maintenance.
 - Retail spill-out is discouraged in order to achieve a tranquil and performative greenspace across the majority of the setback.

5.6.4 Streetwall and Stepbacks

- The streetwall height should be no more than 20 metres (5 to 6 storeys).
- Stepbacks on flanking streets should provide a minimum stepback of 1.5 metres for non-heritage properties on flanking streets. For heritage properties, the stepback will be determined through an HIA.
- Side stepbacks along green fingers, above the streetwall, should be a minimum of 1.5 metres, excluding balconies.

5.6.5 Natural Systems and Resilience

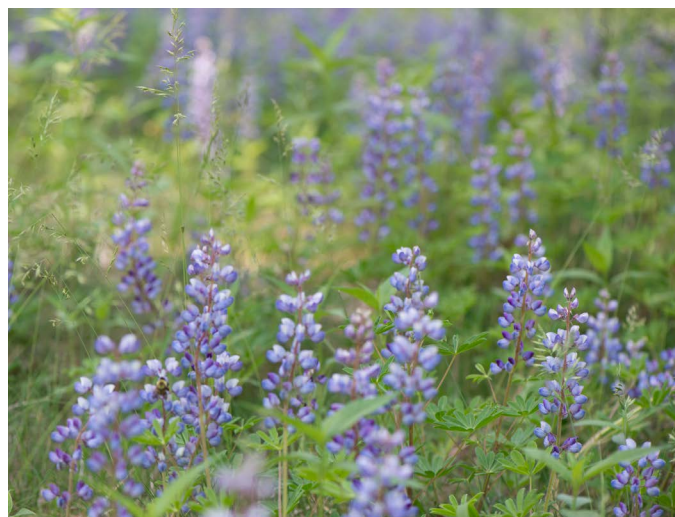
- a. Development fronting onto or near the natural heritage system (NHS) within High Park requires a Natural Heritage Impact Study (NHIS) to assess the development's impacts on the system and identify measures to mitigate negative impacts on and/or improve the system. Potential development impacts that should be accounted for in the NHIS include, but are not limited to, consequences for watercourses and hydrologic functions and features (including groundwater), terrestrial natural habitat features and functions, vegetation communities, and species of concern, as well as indirect impacts resulting from intensified use of the park such as litter, dogs, noise, and car emissions. Due to the particular sensitivity and significance of the natural areas in High Park, these areas require additional protection, and so the following enhanced NHIS guidance is provided for development near these areas:
 - Characterization of High Park's features and functions should be completed primarily or exclusively through secondary source information, in consultation with the City of Toronto. Field work should be limited to filling information / knowledge gaps (identified by the City through preparation of a Terms of Reference), to avoid impacts to sensitive areas of the park.
 - New buildings that may cast shadow over High Park require a shadow study for the period between the

Spring and Fall equinoxes. The shadow study is to inform the NHIS. The NHIS should assess and address potential ecological impacts of shadows on the NHS and sensitive areas in the park (such as ESAs and ANSIs), so that these areas do not experience any negative ecological impacts as a result. An analysis of the shadow on a natural area should include the following:

- ii. Identification of the vegetation communities which are being shaded.
- iii. Quantification of the length of time the shading extends over the vegetation community on the 21st of the month from March through September.
- iv. Scientific analysis, supported by peer-reviewed journal articles, examining the effect of length of direct sunlight on vegetation, to support statements regarding impact of shading on vegetation.
- v. The NHIS should consider the ecological impacts of exterior lighting on vulnerable species and natural habitats in the NHS and whether these impacts may be mitigated through the use of luminaires with a maximum CCT of 2200 K.
 - When a Hydrological Review is required, it should evaluate negative impacts to the natural environment, including the adjacent natural heritage features, and propose mitigation measures to return the affected



The Black Oak Savannah within High Park, close to the south side of Bloor Street West. (Credit: City of Toronto)



At High Park in June, the forest floor of the Black Oak Savannah turns blue when the wild lupine blooms. (Credit: City of Toronto)

zone to its pre-development conditions, as per the Terms of Reference for the Geotechnical Study/ Hydrological Review. The Hydrological Review should inform the NHIS, which should address any impacts identified in the review.

- The impact assessment of each NHIS should include an enhanced level of assessment of indirect, induced and cumulative impacts. The developer should engage with City of Toronto staff responsible for sensitive areas in High Park to explore opportunities to mitigate induced and cumulative impacts in the park. The extent of mitigation activities shall be reflective of the size of the proposed development and the relative contribution it makes on the park.
- f. Development in the High Park Frontage Character Area must meet the requirements for a High Hazard Area (as defined in the TGS), where visual markers are the only window treatment permitted. These visual markers must be used on the first surface of glass, to a height of at least 16 metres or the top of the tree canopy (whichever is greater). Developments will target 100% visual markers, which exceeds the required minimum of 85% of glazing required for window treatments under the TGS. Building designs with reduced glazing is also encouraged.
- g. Chimney Swift habitat should be evaluated prior to any changes to the site. It is the responsibility of the applicant to screen for Chimney Swifts and undertake mitigation and restoration activities as per Federal and Provincial requirements. It is recommended that, where applicable, evidence of engagement with the Ministry of the Environment, Conservation and Parks to the satisfaction of provincial requirements be included as a NOAC condition.
- h. Protect birds and limit light pollution with a higher wall to window ratio. Avoid architectural lighting and illuminated building elements.

5.6.6 Contextual Design

- a. Include vertical articulation at a spacing and rhythm that reflects the prevailing character. This dimension is informed by the parcel size and dimension of building module width (in the case of courtyard buildings).
- b. Commercial and residential uses are permitted. Small-scale retail is encouraged to support a walkable community. Where residential units at grade face public streets, design a live-work expression to support home occupation uses and increase small-scale commercial activity.
- c. Open spaces, including green fingers and outdoor amenity areas, should respect the existing and planned character of the adjacent *Apartment Neighbourhoods* blocks (SASP 551):
 - Design open spaces to respect and transition the pattern of the adjacent character and connect with adjacent parks, landscape setbacks and open spaces. Examples of applicable open spaces include courtyard spaces that open to Bloor Street West and are framed on each side by U-shaped buildings; and linear open spaces between buildings, along flanking side streets or abutting the *Apartment Neighbourhoods*.
 - Maintain and provide high-quality, primarily grade-related landscaped open spaces within the block



Mature trees and deep front yard setbacks on Bloor Street West, near High Park Avenue. (Credit: City of Toronto)

that include good access to sunlight and sky view, protection from wind, as well as comfortable and safe places to sit, play and gather.

- Provide direct connections to open space within the block from secondary building entrances and indoor amenity areas. Provide extensive greening and tree planting to support the urban forest, promote privacy between facing buildings and enhance ecological connectivity and wildlife corridors to High Park.
 - Green fingers are primarily intended as wildlife corridors and a visual amenity. Maximize landscape area with lush planting. The setback can include narrow walkways and small seating areas, and the green finger can be counted as outdoor amenity, but it should prioritize natural systems over human programming.
- d. Provide a double row of trees on the Bloor Street West frontage. Landscape design should maximize open planters and lush plantings that relate to High Park.
- e. Heritage attributes of heritage properties including the identified heritage potential properties, may include existing landscape features. These landscape features are to be maintained and enhanced through redevelopment.
- f. Consider the High Park Movement Strategy and, where possible, enhance pedestrian routes and wayfinding towards High Park.
- g. Mark the gateway to High Park at High Park Avenue through heritage conservation and restoration strategies for heritage properties at this intersection, maintaining and enhancing landscaped setbacks (on all frontages), protecting existing mature trees (beyond minimum standards), providing appropriate seating and high-quality, compatible street furniture, and incorporating Indigenous interpretation.



View south-east from the High Park Apartment Neighbourhood towards High Park station, with the Bloor Street West frontage and High Park beyond. (Credit: City of Toronto)

5.7 HUMBER GATEWAY CHARACTER AREA

5.7.1 Setbacks

- Setbacks within the Humber Gateway Character Area should reinforce the 'green' character of the public realm, connect with the adjacent Humber valley and create opportunities for transition from public to private spaces.
- New development and additions should maintain and enhance the generous front setbacks of existing buildings and heritage potential properties.
- New development and additions should respect the existing side yard setback conditions.

5.7.2 Height

- A maximum height of 6 storeys is permitted per the Major Streets Study of the City's Expanding Housing Options in Neighbourhoods (EHON) initiative.
- New development should limit shadows onto the Humber Valley and adjacent parkland.



Landscaped front yard and side setback condition. (Credit: City of Toronto)

5.7.3 Streetwall and Stepbacks

- a. Streetwall height will be evaluated during development review given that a continuous streetwall is not characteristic of this area. Additions onto existing buildings will be stepped back above the existing building height to maintain and conserve the prominence and three-dimensional character of heritage potential properties.
- b. The stepback above existing buildings should maintain, respect and reinforce the prominence and three-dimensional character of heritage potential properties. The appropriate stepback depth will be reviewed during development review, as informed by a Heritage Impact Assessment.

5.7.4 Contextual Design

- a. New development and additions should maintain and reinforce the existing roof lines, window patterns, and materiality of heritage potential properties.
- b. New development and additions should maintain and reinforce the existing landscape features within the generous setbacks and central courtyards.
- c. To reinforce the existing character, consider incorporating landscaped central courtyards where appropriate.
- d. Existing mature trees and soft landscaping should be maintained and enhanced.



Walk up apartments fronting onto Bloor Street West with lush front yard landscape. (Credit: City of Toronto)

5.8 DEMONSTRATION SITES

To visualize the Guidelines, the following Demonstration Sites provide a three-dimensional representation. The Demonstration Sites show new development within each character area, but not for all individual sites. The Demonstration Sites primarily assume a level of consolidation of smaller properties to make a suitable site for redevelopment.

The Demonstration Sites are presented for illustrative purposes only and are not the only potential outcome of the Guidelines. Sites may develop in many ways and the demonstration plans should not be viewed as a recommended approach. A demonstration on a particular property does not provide any greater permissions than those not tested. Not every site tested will necessarily redevelop. Heritage potential properties are shown with a beige colour.

In addition to the Demonstration Sites is a rendering to illustrate the potential built form and public realm character that is possible by following the recommendations. Included is a view of the entrance to the Village Main Street Character Area at Glendonwynne Avenue with potential redevelopment of the existing LCBO site, street design improvements, and the introduction of a new public space adjacent to the Runnymede Library. This image was developed during the Consultant Report and the built form has not been optimized as per the latest direction in these Guidelines.

The following Demonstration Sites have been tested to guide potential built form in the Area. Many of the Demonstration Sites were modeled to protect sunlight on the public realm. This was achieved through building setbacks. While a more simplified building envelope is encouraged, the Demonstration Sites attempt to optimize the GFA.

1. **Village Main Street Character Area – site on the north side of Bloor Street West, south of and adjacent to Toronto Parking Authority lot** which is potentially future parkland or future housing site. The height and shadow impact protects for future uses including park space. A second setback above the base building is recommended along street frontages. The location can be determined through development review.



Street view along Bloor Street West and side street.

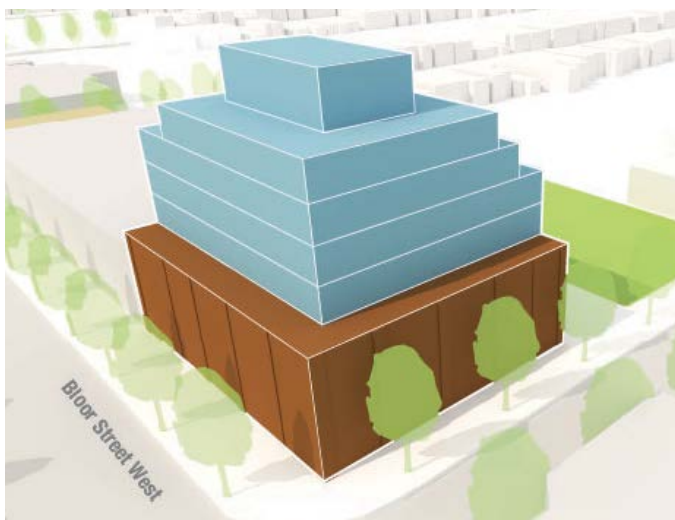


Bird's eye view looking east along Bloor Street West, with the TPA lot behind.

2. **Village Main Street Character Area – site on the north side of Bloor Street West, south of existing parkland.** The building massing is designed to maximize access to sunlight on the existing park.



Street view along Bloor Street West and side street.



Bird's eye view looking west along Bloor Street West, with Park behind.

3. **Village Main Street Character Area – site on the south side of Bloor Street West, adjacent to Neighbourhoods-designated properties.** The building height optimizes density while ensuring sunlight is available within the public realm on the north side of the street.

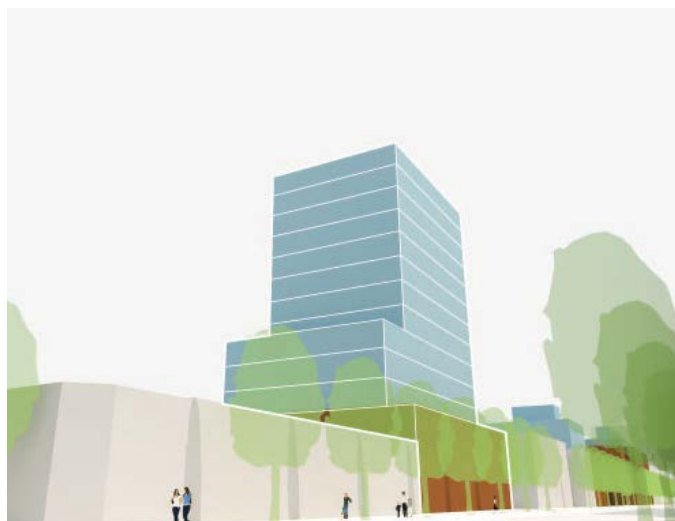


Street view along Bloor Street West and side street.



Bird's eye view looking east along Bloor Street West, with neighbourhood behind.

- 4. Village Main Street Character Area – site on the north side of Bloor Street West, south of TTC subway station.** The building height can optimize density at the transit station in many ways. Two options are shown at 14 and 20 storey heights. The base building height maintains and reinforces the legibility and prominence of the low-scale streetwall in this character area. The base building should also be articulated to be compatible with the existing fine-grained character. The 20 storey building shows tower stepbacks of 5 metres along the street frontages, increased from the typical 3-metre stepback, to provide an additional contextual response to this lower-scale area.



Street view along Bloor Street West showing a 14-storey building.



Street view along Bloor Street West showing a 20-storey building.



Bird's eye view looking north along Bloor Street West, with subway station behind, showing a 14 storey building.



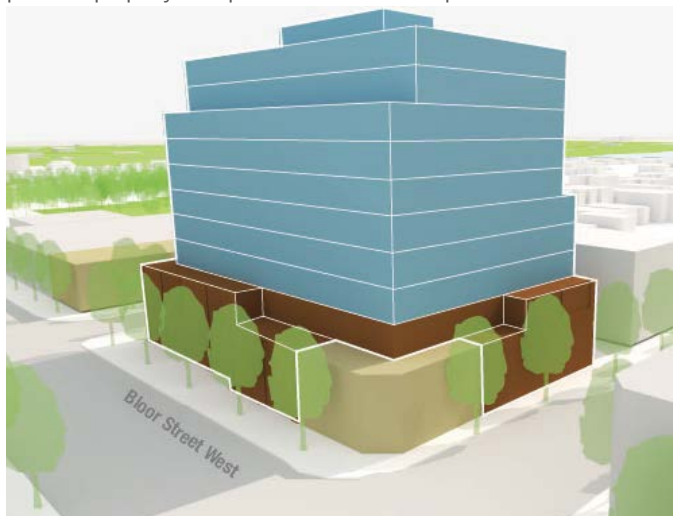
Bird's eye view looking north along Bloor Street West, with subway station behind, showing a 20-storey building.

5. Village Main Street Character Area – site on the south side of Bloor Street West, including heritage potential property.

The streetwall transitions to respond to the height of the heritage potential property and align with existing setback conditions, maintaining and reinforcing its prominence. The final design will be determined through an HIA.



Street view along Bloor Street West and side street with heritage potential property incorporated into the development site.

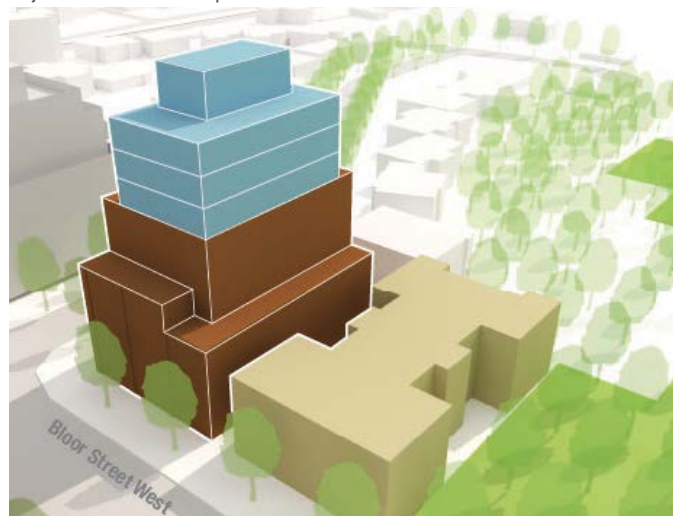


Bird's eye view looking east along Bloor Street West, with heritage potential property incorporated into the development site.

6. East Village Character Area – site on the south side of Bloor Street West, adjacent to a heritage potential property. The building height optimizes sunlight on the north sidewalk. The streetwall is lowered to respond to the adjacent heritage potential property. A final design will be determined through an HIA.



Street view along Bloor Street West with heritage potential property adjacent to the development site.



Bird's eye view looking south-east along Bloor Street West, with heritage potential property adjacent to the development site.

- 7. High Park Frontage Character Area – site on the north side of Bloor Street West, south of a park.** The building massing optimizes sunlight on the park to the north. A green finger is proposed adjacent to the building, with a recommended width of 5.5 metres and a setback above a streetwall height adjacent to the green finger of 1.5 metres. A building height of 13 storeys may be acceptable for this large site. Shadowing onto High Park is to be avoided. The streetwall is lowered to respond to the adjacent heritage property and to respect the heritage character in the High Park Character Area. A final design will be determined through an HIA.



Street view along Bloor Street West.



Bird's eye view looking north-east along Bloor Street West, with heritage potential property adjacent to the development site.

- 8. Generic site that includes consolidation with properties in Neighbourhoods.** This demonstrates a site where Neighbourhood properties have been consolidated into a larger development site. This consolidation may help a development become more viable. See 5.2.5 Rear Transition for more guidance on this typology. The consolidated neighbourhood properties are noted in yellow and are not permitted to exceed 4 storeys in height. Building depth is recommended to not exceed 60 metres. The access to the service courtyard is demonstrated with a porte-cochère (servicing driveway). An easement over this driveway could be secured to provide access to adjacent properties.



Street view along the side street.



Bird's eye view looking north-east along the side street with neighbourhood properties incorporated into the development site.

9. Humber Gateway Character Area. A vertical addition adds density, up to 6 storeys, in this Neighbourhoods-designated area. The site is a heritage property. The addition is located behind the roof-ridge line to maintain its prominence and three-dimensional integrity and character. A final design will be determined through an HIA.

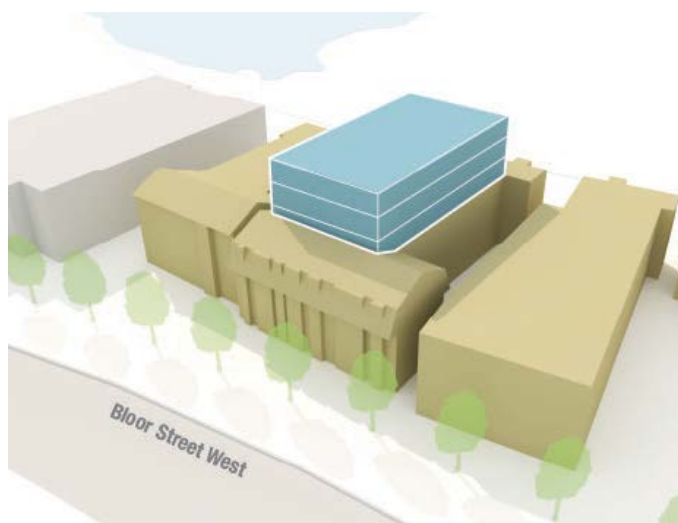
10. Generic sites with vertical additions. Vertical additions are encouraged to add gentle density, while not destabilizing the existing streetscape and fine grain retail. A setback of at minimum 3 metres should be provided above the existing building.



Street view along Bloor Street West.



Street view along Bloor Street West.



Bird's eye view looking north-west along Bloor Street West showing a vertical addition above a heritage potential property.



Bird's eye view looking north-west along Bloor Street West showing multiple options of vertical additions above existing building.



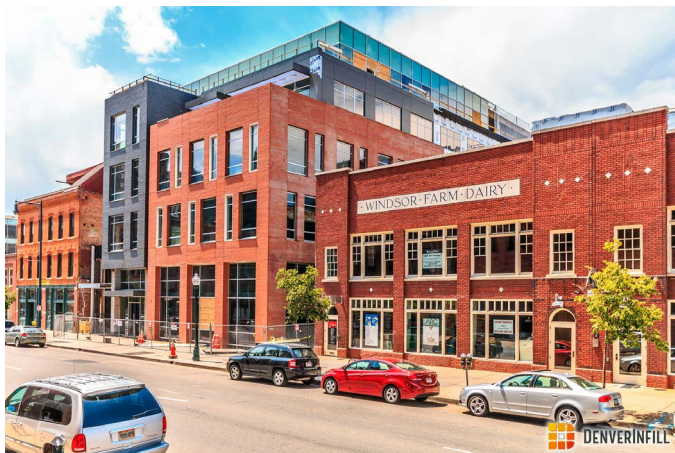
Maple House at Canary Landing, winner of a 2025 Toronto Urban Design Award. The building demonstrates massing that articulates the lower retail levels, provides a midscale base and a smaller floorplate for the tower top. (Credit: Adrian Ozimek)



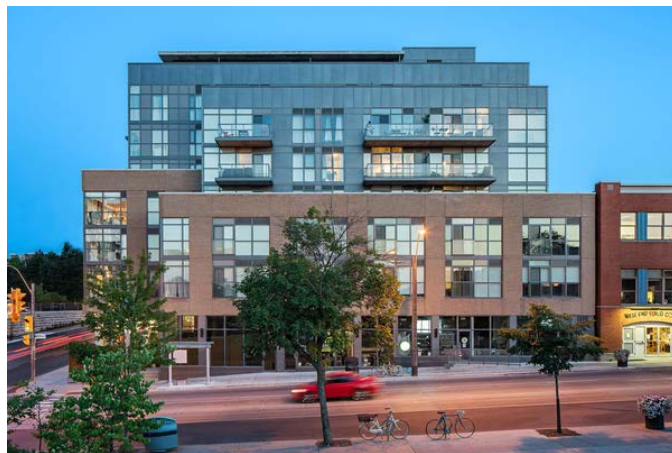
Maple House at Canary Landing exhibits high quality masonry material and detailing. Residential units at grade could accommodate home occupation uses with a live-work expression. (Credit: Artem Zavarzin)



Rendering from the 2018 DTAH report. The Runnymede Library is on the right. A redevelopment that is compatible with the heritage context is shown across the street. (Credit: DTAH)



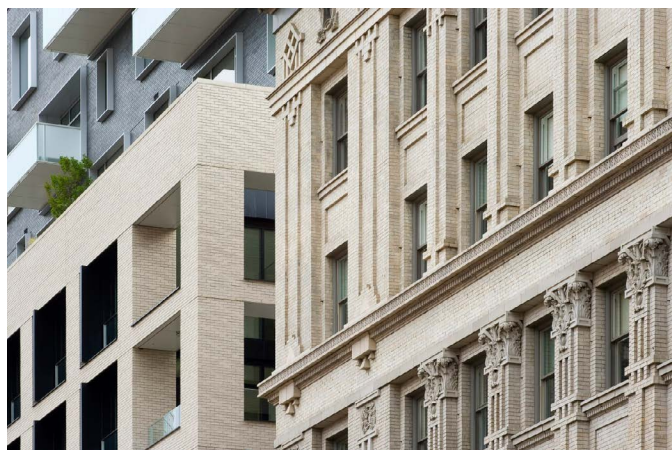
Precedent of articulating a fine-grained frontage which relates to the context. (Credit: DTAH)



Precedent of a building that compliments the scale and composition of an adjacent older building. (Credit: DTAH)



Precedent of a corner building with a strong vertical and horizontal expression. (Credit: DTAH)



Precedent of a new building that considers expression lines, colour, datum, materials of heritage properties. (Credit: DTAH)



Precedent showing the different window designs that are encouraged distinguishing between retail and residential. (Credit: DTAH)



Precedent of a building design that responds to topography. (Credit: DTAH)

Plaza at the intersection of Bloor
Street West and Jane Street
(Credit: City of Toronto)



Appendices

Appendix A: Historical Overview

Appendix B: Heritage Inventory

Appendix C: Heritage Inventory Map

APPENDIX A: HISTORICAL OVERVIEW

Indigenous Presence

The Area is located within the Iroquois Plain physiographic region of Southern Ontario. The Iroquois Plain is bound along its western extent by the Humber River, which simultaneously forms the western boundary or natural ‘bookend’ of the Area (where High Park marks the corresponding eastern bookend). The river also serves as the southern end of the Toronto Carrying Place Trail, an important trade route for Indigenous peoples and early Western explorers. The Indigenous peoples who lived on this land were mobile groups with large territories, and there is evidence of their presence and land use here since at least 9000BC.

Since time immemorial, the area now known as the City of Toronto has been home to Indigenous peoples. Ojibway oral histories speak of Ice People, who lived at a time when ice covered the land.¹ Following the retreat of glaciers approximately 13,000 years ago, small groups of Indigenous peoples moved from place to place, hunting and gathering the food they needed according to the seasons. Over millennia, they adapted to dramatically changing environmental conditions, developing and acquiring new technologies as they did so. Waterways and the lake were vital sources of fresh water and nourishment, and shorelines and nearby areas were important sites for gathering, trading, hunting, fishing, and ceremonies. Long-distance trade moved valuable resources across the land.

After corn was introduced to Southern Ontario, possibly as early as 2300 years ago, horticulture began to supplement food sources. Between 1300-1450 years ago, villages focused on growing food appeared in the Toronto area and became year-round settlements surrounded by crops.

These villages were home to ancestors of the Huron-Wendat Nation, who would continue to occupy increasingly larger villages in the Toronto area and beyond. These villages were connected to well-established travel routes which were part of local and long-distance trail networks, including the Carrying Place trails on the Don, Rouge, and Humber rivers that connected Lake Ontario to Georgian Bay. The trail on the Humber River passed through the Guidelines Area.

By 1600, the Wendat had formed a confederation of individual nations, and had concentrated most of their villages away from Lake Ontario, in the Georgian Bay area. Following contact with French explorers and missionaries in Southern Ontario in the early 1600s, European diseases decimated First Nations. Competition for furs to trade with Europeans and the desire to replenish numbers through absorption of captives, among other factors,² contributed to the Beaver Wars, which after 1640, saw the Haudenosaunee Confederacy expand into Southern Ontario, dispersing the Wendat. Within the boundaries of today’s Toronto, the Haudenosaunee Confederacy then populated villages on the Carrying Place trails on the Humber and Rouge Rivers from approximately the 1660s to the 1680s. On the Humber, the village of Teiaiaagon was located on Baby Point, just northwest of the Area.

By the 1690s, Anishinaabe people from the Lake Superior region moved into the vast territory which included the Toronto area. While the Wendat and Haudenosaunee people lived in year-round villages surrounded by crops, the Anishinaabe people continued to live primarily by seasonally moving across the land to hunt, fish and gather resources that were available at a specific time, including migrating birds and maple syrup. Becoming known as the Mississaugas of the Credit in this area,³ they also made their homes close to the Humber River and its rich resources.

¹ With thanks to Philip Cote for the reference to Benton-Banai, Edward, *The Mishomis book: the voice of the Ojibway*. (Indian Country Press, 1985), 26.

² <https://histindigenouspeoples.pressbooks.tru.ca/chapter/chapter-5-colonial-wars-looking-east>; Warrick, Gary. "The Aboriginal Population of Ontario in Late Pre-history," in Munson and Jamieson, eds., *Before Ontario: The Archaeology of a Province*. (McGill-Queens University Press, 2013), 72.

In 1701 the Nanfan Treaty was signed with the Haudenosaunee peoples. In 1787, as the British began to prepare for an influx of colonists into the area following the American Revolution, the British Crown negotiated the Toronto Purchase with the Mississaugas of the Credit First Nation to obtain title to the land. The flawed and poorly documented agreement was invalidated, and Treaty 13 was negotiated in 1805 for lands now including much of the City of Toronto. In 2010, the Government of Canada settled the Toronto Purchase Claim with the Mississaugas of the Credit after agreeing that the Mississaugas were originally unfairly compensated.

The City of Toronto remains the traditional territory of many nations including the Mississaugas of the Credit, the Anishnabeg, the Chippewa, the Haudenosaunee and the Wendat peoples and is now home to many diverse First Nations, Inuit and Métis peoples.

Survey & Settlement (1791-1800)

Surveying for the Township of York was initiated in 1791 (the Area is part of the former Township of York, within the former County of York). The project was undertaken by Crown Surveyor Augustus Jones and completed in 1793.⁴ Jones' survey outlined the township's boundaries as well as its concession and lot framework. Those that correlate with the present-day Area include: Lots 36 to 41 Concession 1 from the Bay, Lot 36 Concession 2 from the Bay, and Lot 1 Concession 2 on the Humber River. Initially these lots were set aside as a Crown Reserve, but in May of 1830 they were granted to King's College. Second Concession Road (historic name of Bloor Street) was also included in Jones' survey, so-called because it was the second road north of the baseline, which was Lot Street (historic name of Queen Street). Due to the heavily forested nature of the landscape,

sawmills emerged as the initial industry of the area, preceding agriculture. The earliest sawmills appeared to the west of the Area along the Humber River. Other mills and blacksmiths developed at river crossings, each contributing to the production output of the township.

Early 19th-Century Development (1800-1850s)

The proximity of the Township of York to the Town of York (present-day City of Toronto) meant that the development of the former was closely interrelated with the development trends of the latter. For example, where other townships suffered raids and development setbacks during the War of 1812, the Township of York actually benefited from its position by providing food and supplies to support Fort York's military operations. The pre-established mills of the township were key in this relationship, as was the widening of a portion of the Toronto Carrying Place Trail in 1811 to open Weston Road. The new roadway connected to Dundas Street from the settlement of Weston, and it served as the supply route between the mills and Fort York.

Immigration trends to the Town of York likewise affected the population of the nearby township. In 1925, there was a surge of immigrants from the British Isles who traveled down from the St. Lawrence River to settle in the County of York; thus began a significant period of population growth for the entire area. A yearly increase in numbers saw the Township of York become the most populated township in the County by 1830, with new settlements appearing along its northern boundaries. By 1834, the Town of York was incorporated as the City of Toronto. The Township of York continued its role as a supplier for the newly established city by contributing grains and lumber from its mills. This mill-centric production peaked in the mid-19th century, after which the township transitioned towards more agricultural-based land use and production. During this period, the

³ Mississaugas of the Credit, "The History of Mississaugas of the New Credit First Nation." ND.

⁴ Excepting Concessions 5 to 70, which were left incomplete. Additional surveys were undertaken in the late 18th century and early 19th centuries, including Wilmot's in 1810 and 1829, and Sherwood's in 1811.

King's College lots were sold off to individual landowners. The typical lot layouts were long, narrow, and 200 acres on average, spanning from Bloor Street West down to Lake Shore. In 1835, Lot 36 was sold to George Percival Ridout of Ridout Brothers and Co., the first purveyors of specialised hardware in the City of Toronto. Lot 37 was sold to John George Howard, a surveyor for the City of Toronto, in 1836. Lot 30 was sold to the businessman John Ellis in 1838.

Mid-to-late 19th-Century Development (1850s-1900)

Following the abolition of districts and the creation of municipalities, the Township of York was incorporated on January 1st, 1850. As the Area reached this mid-point in the 19th century, it experienced minor changes such as the renaming of Second Concession Road to Bloor Street in 1855⁵, and the subdivision of the area from South Kingsway to Windermere Avenue in the 1860s. However, the majority of the area remained primarily rural with only small hamlets concentrated at crossroads. At this time, the main influences on the Area's development were external: High Park, and the nearby West Toronto Junction. The lands of High Park were historically part of Lot 37, Concession 1 from the Bay which

was the former King's College lot purchased by John George Howard. The formation of High Park began in 1873 when John and Jemima Howard decided to deed this property to the City of Toronto to be used as parkland.⁶ The Howards had two conditions for this transaction: firstly, that they would receive an annual pension of \$2,000 and secondly, that they would be able to reside on the land until their deaths. Only three years later, the City acquired another of the original King's College lots from the Ridout family (Lot 36, Concession 1 from the Bay) and used it to expand the grounds of High Park. Its adjacency to the Area positions High Park as an important influence on the appearance and character of the community, particularly in the sense that it can be viewed as a gateway into Bloor West Village. Historically speaking, the establishment of High Park is also significant because it is an example of the steady acquisition and expansion process exhibited by the City of Toronto during this period, wherein the City annexed Brockton in 1884 (which included High Park), and Parkdale in 1889.

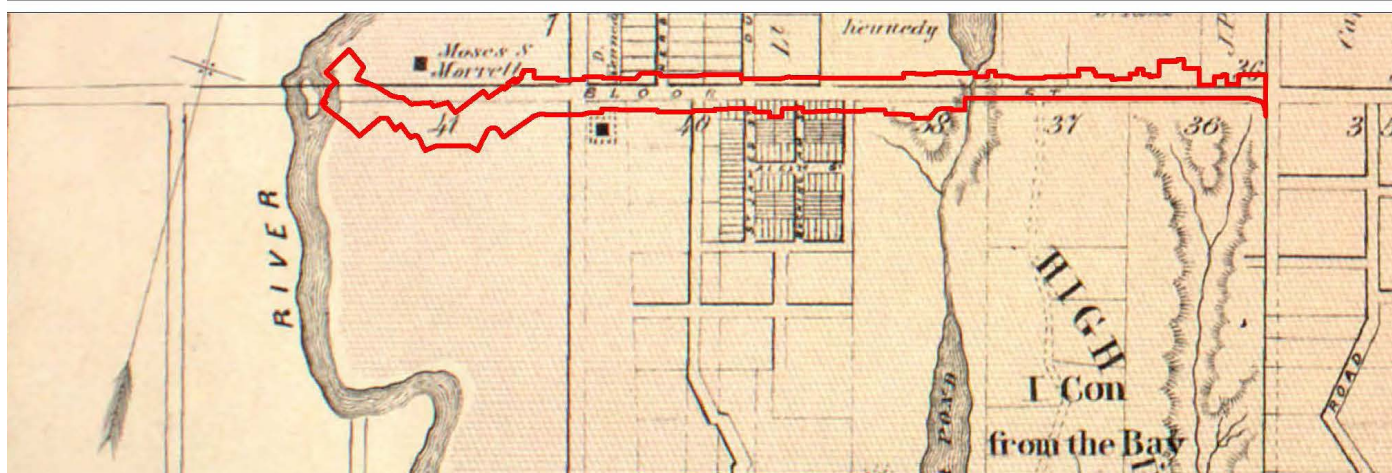
The development of nearby West Toronto Junction was also undergoing significant changes at this time. In response to the construction of several railway lines throughout the 1850s. The Ontario, Simcoe, and Huron Railway (later

⁵ Named after Joseph Bloor (alternate spelling Bloore), who was a prominent resident of nearby Yorkville known for his successful brewery at Sherbourne Street, and for his land development projects, such as the subdivision of early Yorkville lots.

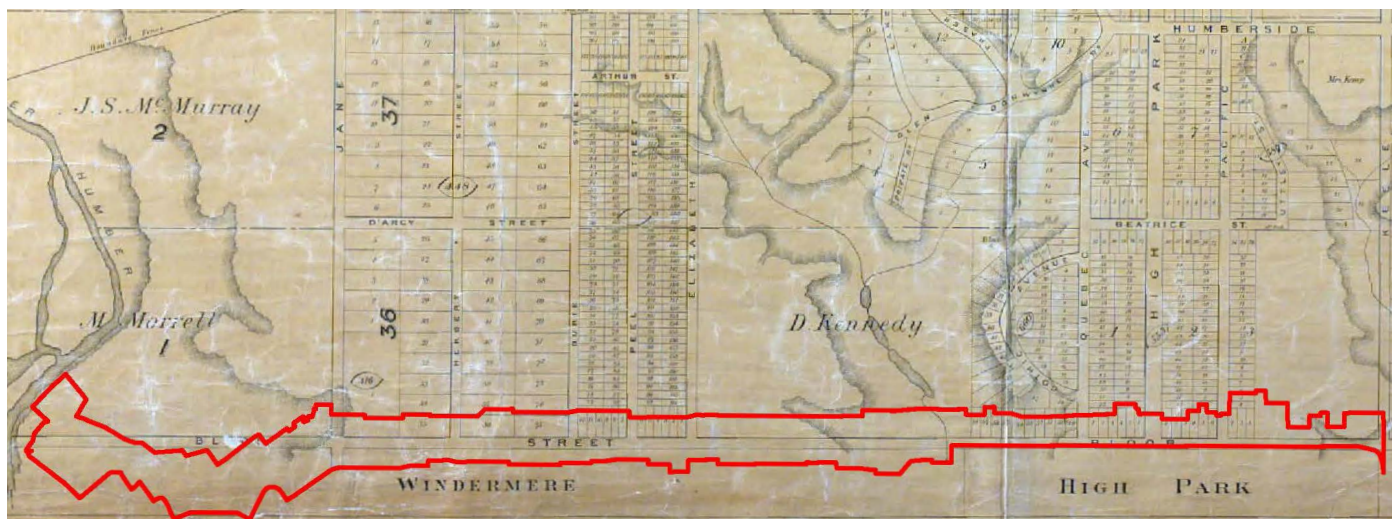
⁶ The name choice of High Park referenced its high location set back from Lake Ontario.



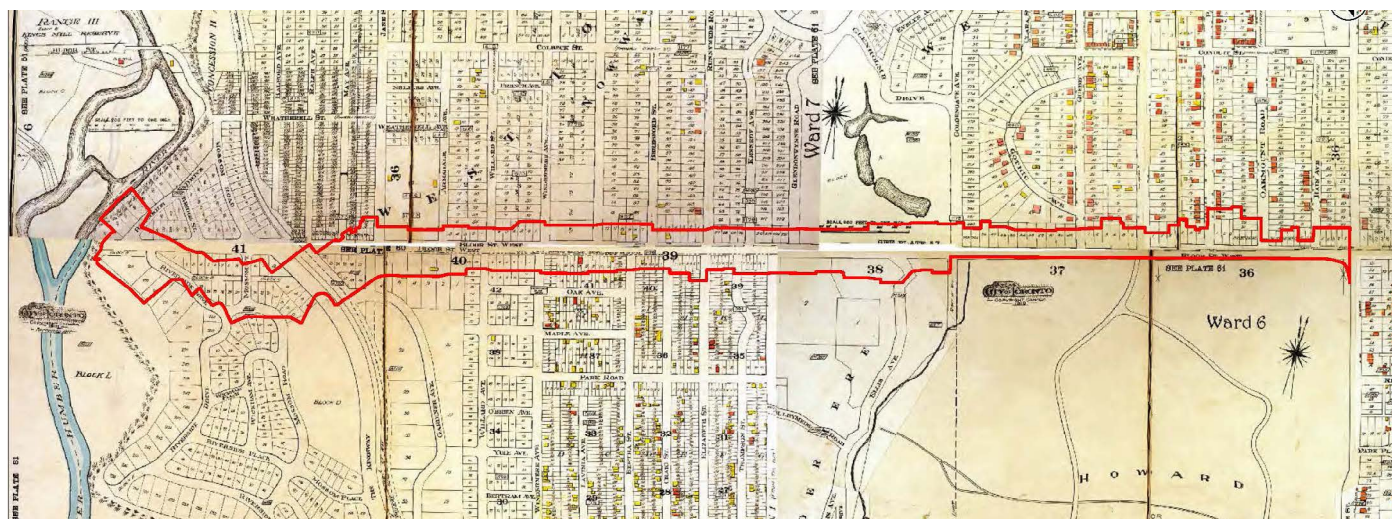
County of York. 1860, with the Guidelines Area overlaid in red outline.



Township of York, 1878, with the Guidelines Area overlaid in red outline.



West Toronto Junction Vicinity, 1886, with the Guidelines Area overlaid in red



Goad's Atlas map, 1910, with the Guidelines Area overlaid in red

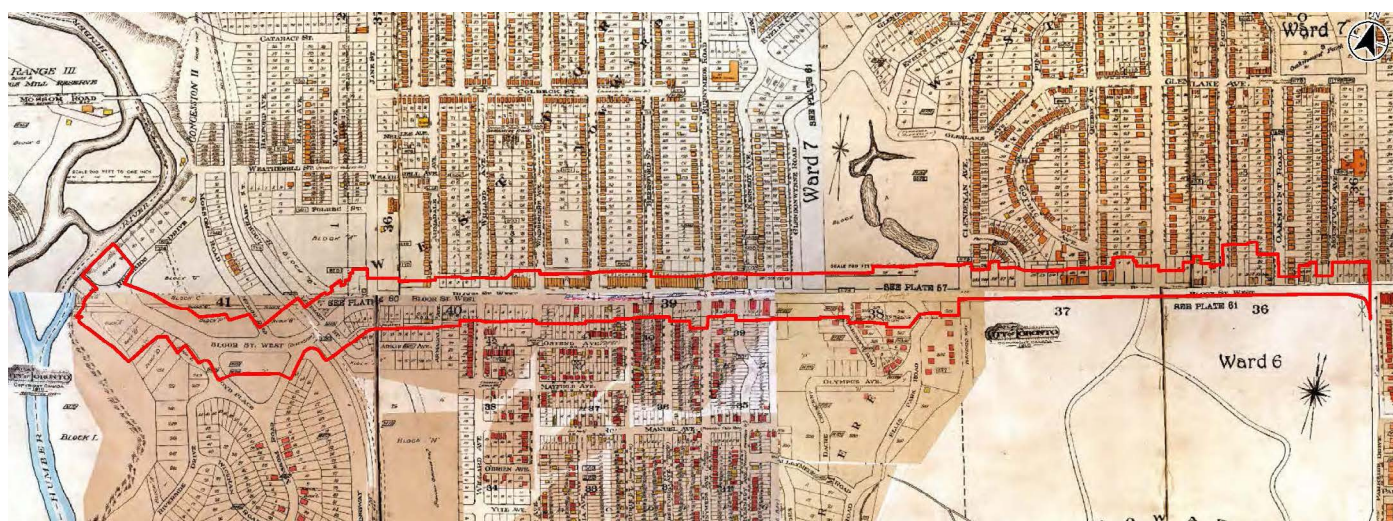
renamed the Northern Railway of Canada) was completed in 1853, followed soon after by the GTR railway in 1856. These railways contributed to the growth of the West Toronto Junction because they established avenues for year-round communication, reduced exportation costs, and increased accessibility to the area.

Businessmen and prospective landowners recognised the opportunity that West Toronto Junction's progress presented, and many individuals began to purchase nearby lots in anticipation of subdividing them for future village development. Daniel Webster Clendenan was one such individual. Clendenan purchased property in and around the West Toronto Junction in 1880 and subsequently subdivided it in 1883. A portion of Clendenan's original lot forms the northwest section of the Area, north of Bloor Street West between Quebec Avenue and Keele Street. The development opportunities and success of the West Toronto Junction incited further investment in the adjacent lands and ultimately contributed to the financial, commercial, industrial, and population growth of the Area as a result. Between 1878 and 1886, most former estates and farmlands of the Area were subdivided into park lots slated for development. However, it would still be a few years before built structures appeared with any regularity within the Area.

Early to mid-20th-Century Development (1900-1949)

The expansion of the City of Toronto continued well into the 20th century with another pair of annexations that included the West Toronto Junction in 1909 and Bloor Street West in 1920.⁷ In combination with these annexations, the population of the city doubled between 1901 and 1921 from 208,040 to 521,893. This influx corresponded with an acceleration in City construction that likewise influenced surrounding areas. However, development on Bloor Street West and in the Area was delayed until improvements could be made to street conditions. These improvements started with the West Toronto Junction annexation that included a portion of the Guidelines Area between Keele and Jane streets. This street section received sewer lines, infill, and grading improvements. Yet the most significant street improvement was the construction of the streetcar line throughout the 1910s. In 1914, the streetcar line became a City funded project with the aim to foster further development along the future transit route. Once this funding was established, the pace of the construction progress was steady: the line was extended westward from Dundas Street in 1914, made double tracked in 1915, further extended to Runnymede Road in 1917, and then to Jane Street in 1921.

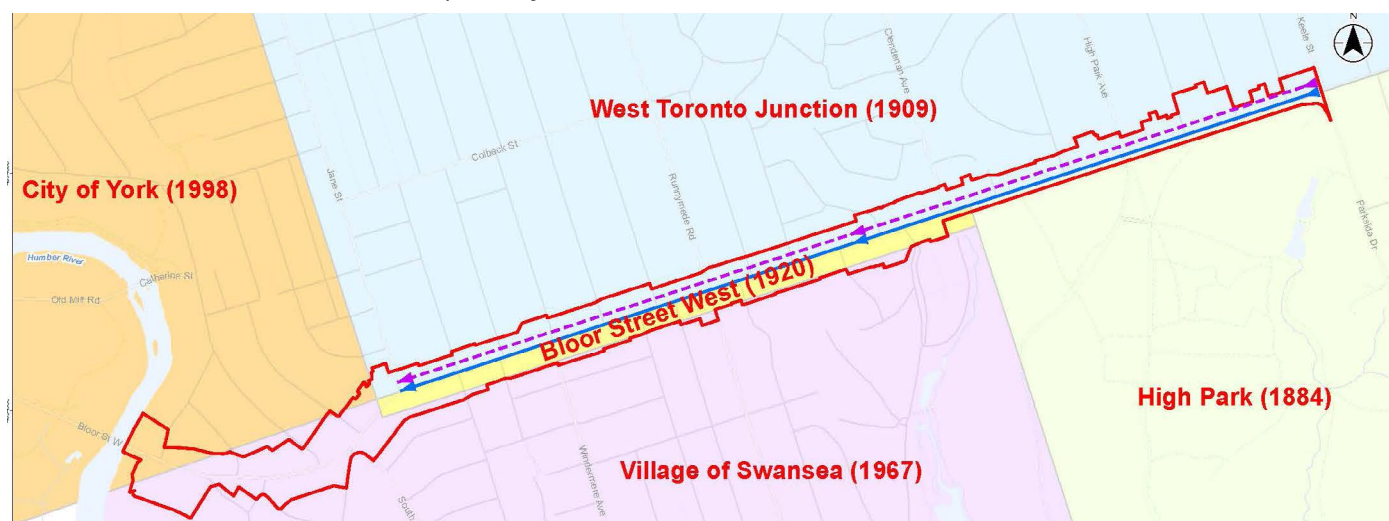
⁷ The city annexed the south side of Bloor Street (from Jane to High Park) in order to obtain tax revenue from potential commercial businesses.



Goad's Atlas map, 1924.

The construction of the streetcar line was the catalyst for the first major construction period within the Area. Just as the railway lines benefited the West Toronto Junction in the 1850s, the streetcar line improved accessibility to the Area and positioned it as a viable location for commercial investment and development. Goad's Atlas shows an increase in the number of structures fronting onto Bloor Street West by 1924, particularly at the east end between Glendowynne Road and Jane Street. There are numerous 1920s buildings within the Area that stand as remnants of this productive construction period. Most of these are two-storey brick buildings with Edwardian design influences, but this era also produced prominent buildings such as the Runnymede Theatre and the Runnymede Public Library that were constructed in 1927 and 1929, respectively.

The residential areas north of Bloor Street West were developed by this time, with few empty lots remaining. This pushed residential development directly onto Bloor Street West as a result and led to the construction of the area's first multi-residences of low-rise apartment structures 3-to-4-storeys in height. This commercial and residential building boom lasted until 1929 when the Stock Market crash devastated the economy and triggered the Great Depression. However, the 1930s did see the beginning of the rise of the automobile, another shift in transportation and accessibility that would impact the development of the Area with the emergence of automotive-related businesses like gas stations and car garages, especially on the south side of Bloor Street West.



Annexations Map. (Stantec)



Bloor Street West looking east toward Keele Street, 1915. (Salmon 1915)

Mid-to-late 20th-Century Development (1950-1980)

As the post-Second World War economy began to stabilize, new development trends emerged in a quick succession emblematic of the modern era. In the early 1950s, the Area experienced an increase in immigration from Eastern European countries, particularly Ukraine. A thriving Ukrainian culture established itself through the settling of these new individuals and families to the Area, and the opening of businesses that sold Ukrainian products. This influence culminated with the inauguration of the Bloor West Village Toronto Ukrainian Festival in 1995, which began with 3,000 participants and has grown to attract some 300,000 festivalgoers. Post-war architectural designs were changing, too, and mid-century modern buildings started to appear in the Area in response to these trends. The St. Pius X Church, for example, is a noticeable deviation from the surrounding commercial streetscape and the earlier 1920s buildings. Automobile traffic had increased since the 1930s, and so Jane Street (north of Bloor) was widened in 1954 to accommodate the demand.

Additional transportation was introduced to the Area with the approval of the Bloor-Danforth subway line in 1958. In 1966, the line was completed up to Keele Street and extended further west in 1968. Local business owners expressed concern that the subway line gave potential customers the easy, alternate option to travel downtown to shop, or go to the newly built shopping centres instead of staying on Bloor Street West. From 1953 to 1966, the number of shopping centres within the City increased from 5 to 27, with the notable examples of Dufferin Plaza in 1956 and the Yorkdale Shopping Centre in 1964. These centres became major commercial competition for the businesses in the Area. By 1970, 57% of the businesses that were present in 1960 had been replaced or were vacant. In response, community members came together to develop a plan to stabilise the shifts in commercial business turnover and decline.

These discussions eventually led to the implementation of the BIA, or Business Improvement Model. The BIA's format required local business owners to pay a levy that would form a fund to go towards streetscape improvements, and thereby



Sewer Under Bloor Street West at High Park, 1910. (City of Toronto Archives 1910)



Bloor Street West looking east from Glendonwynne Avenue, May 29, 1914. (Goss May 1914)



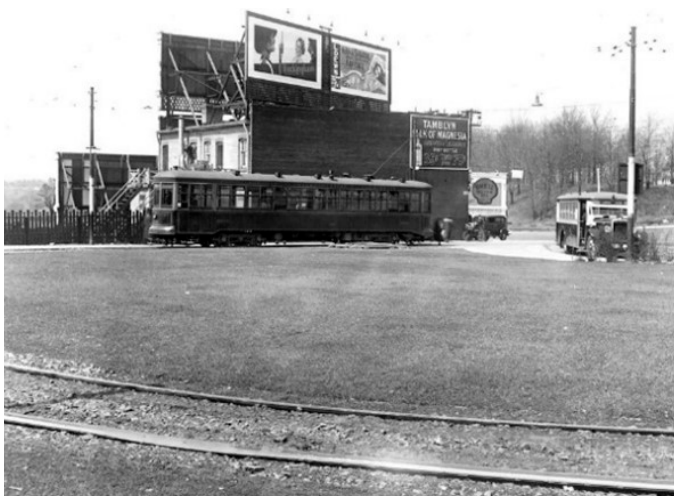
Bloor Street West at Clendenan Avenue, September 28, 1914. (Goss September 1914)



Laying Bloor Streetcar line west of Runnymede Road, 1917. (Swansea Historical Society 2018)



Bloor Street West from Jane Street to West City Limit, 1943. (City of Toronto Archives 1943b)



Jane Street Streetcar Loop, 1934. (City of Toronto Archives 1934b)



Bloor Street West from Jane Street to West City Limit, 1943. (City of Toronto Archives 1943c)



Bloor Street West at High Park looking east, c. 1920s. (City of Toronto Archives Fonds 1244 Item 7081)



Bloor Street West looking northwest to Jane Street, 1954. (City of Toronto Archives 1954)

entice shoppers to remain on Bloor Street West. On May 14, 1970, the City passed By-law no.174-70 which enacted the creation of the Bloor West Village BIA – the first organisation of its kind in Toronto. “Village” was an important addition to the title because it helped to define the area’s sense of unity and community. “Village” also became a promotional tool that imparted a sense of distinction from the other, larger shopping areas of the city with which the BIA businesses were competing. The BIA began their streetscape improvements of installing flowerboxes, interlocking brick sidewalks, and putting up strings of lights in the trees all to reinforce the sense of place and local business pride. The BIA went further in their efforts and added a component of self-promotion and outreach with the creation of the ‘Bloor Street Villager’, a local paper that provided space for local businesses to advertise themselves. The paper supported the BIA’s efforts, and the Bloor Street Village experienced an increase in foot traffic and commercial business variety.

Throughout all these changes, the population of Toronto continued to grow and create the need for the widespread apartment building construction of the 1960s. 626 apartment buildings with five or more storeys and 20 condominium buildings were constructed in the City between 1961 and 1970. This trend can be seen in the concentration of apartment buildings north of High Park, which was an ideal location for the building typology due to the ample open space and proximity to the subway line.

Late 20th Century to Present (1980 to present)

The population of the City continued to grow from the end of the 20th century well into the 21st. The remaining portions of the Area that were part of the Village of Swansea and the City of York were amalgamated into the city in 1967 and 1998, respectively. Over the years the built form density within the Area has increased, and 21st century infill structures are now mixed in with the older buildings. Due in part to the input of the BIA, these infill projects remain largely sympathetic to the streetscape and fine-grain, low-to-mid-rise character of Bloor West Village that has evolved over the past century. The business turnover that plagued the mid-20th century has settled, and Bloor Street West Village begins to see a higher business retention.



Bloor West Streetcar east of Runnymede Road, 1963. (Frey 1963)

APPENDIX B: HERITAGE INVENTORY

The Heritage Inventory below comprises of properties within the Area which are on the City's Heritage Register, as well as heritage potential properties that were identified through the Bloor West Village Heritage Conservation District Study. These properties have been determined to have cultural heritage value or interest according to O. Reg. 9/06, the provincial criteria used to include properties on the City's Heritage Register or individual designation, under Part IV of the Ontario Heritage Act.

1778 Bloor Street West (currently Listed on the Heritage Register)



Showing principal (south) and west façades, looking northeast (Heritage Planning, 2023).

Located on the northeast corner of Bloor Street West and Mountview Avenue, the property contains a detached, two-to-three-storey interwar walk-up apartment building constructed between 1928 and 1929 with eclectic design elements of the Arts and Crafts, Tudor Revival, and Colonial Revival architectural styles.

The property represents a low-rise apartment building constructed during the 1919-1929 construction boom period in the Area. It is part of the consistent streetscape facing High Park. Its construction date and typology contribute to an understanding of the historic development and suburban expansion of Bloor Street West in the early 20th century.

1874 Bloor Street West



Showing principal (south) façade, looking northwest (Heritage Planning, 2023).

Located on the north side of Bloor Street West between High Park Avenue and Pacific Avenue, the property contains a detached, two-storey interwar walk-up apartment building constructed between 1927 and 1928 in the Edwardian Classical style.

The property is representative of a low-rise apartment building that fronts High Park, built between 1919 and 1929. It is part of a collection of similar buildings constructed during this boom period for the Area. Therefore, the property is important for maintaining a consistent streetscape and also contributing to an understanding of the historic development and suburban expansion of Bloor Street West in the early 20th century.

5 High Park Avenue



Showing principal façades (west and south), looking northeast (Heritage Planning, 2023).

Located on the northeast corner of Bloor Street West and High Park Avenue, the property contains a detached, three-storey interwar walk-up apartment building constructed in 1929 in the Arts and Crafts architectural style with Tudor Revival influences. The property is demonstrative of the work of Thomas Robinson, a local builder and contractor in the City of Toronto who constructed other buildings in the area, including properties at 2141 and 2400 Bloor Street West.

The property is representative of a low-rise apartment building constructed during the 1919-1929 construction boom period in the Area. It is part of a collection of similar buildings fronting High Park that together maintain a consistent streetscape. Further, it contributes to an understanding of the historic development and suburban expansion of Bloor Street West in the early 20th century.

1908 Bloor Street West (including entrance addresses at 1910 Bloor Street West and 8 High Park Avenue) (currently Listed on the Heritage Register)

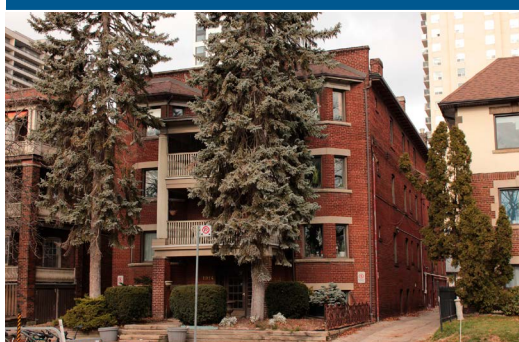


Showing principal (south) façade, looking north (Heritage Planning, 2023).

Located on the northwest corner of High Park Avenue and Bloor Street West, the property contains a detached, three-storey interwar walk-up apartment building constructed between 1927 and 1928 with eclectic design elements of Tudor Revival and Spanish Mission architectural styles.

The property represents a low-rise apartment building fronting High Park that was constructed during the 1919-1929 construction boom period in the Area. It is part of a collection of similar buildings that are each important in maintaining a consistent streetscape. Further, its construction date and typology contribute to an understanding of the historic development and suburban expansion of Bloor Street West in the early 20th century.

1914 Bloor Street West (currently Listed on the Heritage Register)

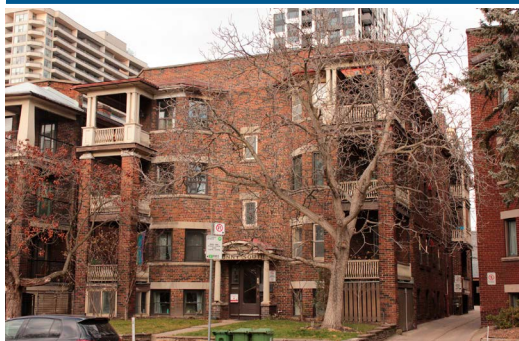


Showing principal (south) façade, looking northwest (Heritage Planning, 2023).

Located on the north side of Bloor Street West between High Park Avenue and Quebec Avenue, the property contains a detached, three-storey interwar walk-up apartment building constructed in 1927 in the Edwardian Classical architectural style.

As a representative of a low-rise apartment building fronting High Park and constructed between 1919-1929, the property is important for maintaining a consistent streetscape. Further, the period of its construction is reflective of a significant construction boom in the Area. Its age and typology help to understand the historic development and suburban expansion of Bloor Street West in the early 20th century.

1920 Bloor Street West (currently Listed on the Heritage Register)

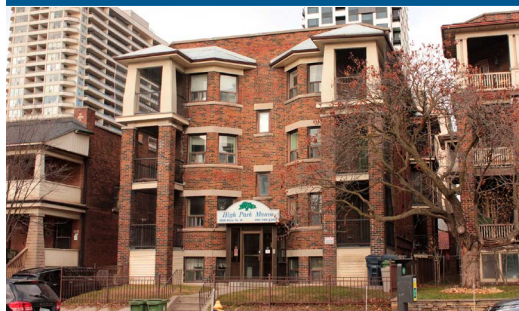


Showing principal (south) façade, looking northwest (Heritage Planning, 2023).

Located on the north side of Bloor Street West between High Park Avenue and Quebec Avenue, the property contains a detached, three-storey interwar walk-up apartment building constructed in 1927 in the Edwardian Classical architectural style.

The property represents a low-rise apartment building fronting High Park and erected during the Area's 1919-1929 construction boom. It forms part of a consistent streetscape of buildings with similar construction dates and typologies. Further, the property also enhances our understanding of the historic development and suburban expansion of Bloor Street West in the early 20th century.

1926 Bloor Street West (currently Listed on the Heritage Register)



Showing principal (south) façade, looking northwest (Heritage Planning, 2023).

Located on the north side of Bloor Street West between High Park Avenue and Pacific Avenue, the property contains a detached, three-storey interwar walk-up apartment building constructed between 1927 and 1928 in the Edwardian Classical style.

The property is representative of a low-rise apartment building built during the Area's 1919-1929 construction boom. It is part of, and contributes to, the consistent streetscape fronting High Park. Therefore, the property also contributes to an understanding of the historic development and suburban expansion of Bloor Street West in the early 20th century.

1942 Bloor Street West (including entrance address at 1946 Bloor Street West) and 1950 Bloor Street West (including entrance address at 1954 Bloor Street West)

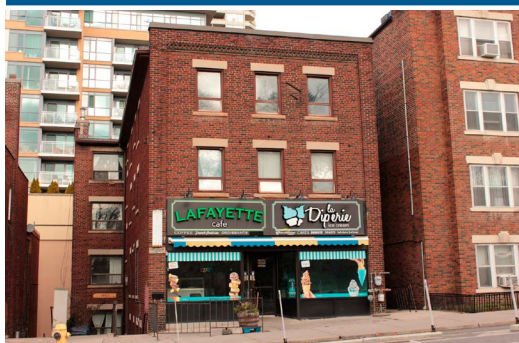


Showing principal (south) and side (east) façades, looking northwest (Heritage Planning, 2023).

Located on the northwest corner of Quebec Avenue and Bloor Street West and on the north side of Bloor Street West between Quebec Avenue and Parkview Gardens, the two properties each contain a detached, three-storey apartment building with raised basements both constructed in 1924 in the Edwardian Classical style.

This distinctive pairing of properties forms a residential complex of similar architectural design. They are representative of low-rise apartment buildings that face High Park and were built during the Area's 1919-1929 construction boom. They each contribute to the consistent streetscape and further contribute to an understanding of the historic development and suburban expansion of Bloor Street West in the early 20th century.

1960 Bloor Street West (including entrance address at 1962 Bloor Street West)



Showing principal (south) façade, looking northeast (Heritage Planning, 2023).

Located on the north side of Bloor Street West between Quebec Avenue and Parkview Gardens, the property contains a detached, three-storey mixed-use building with commercial use at grade and residential use above. It was constructed between 1923 and 1924 in the Edwardian Classical style.

Although the property features a commercial first-storey, its style, setback, scale, and massing are consistent with its surroundings where it sits as part of a series of low-rise residential buildings facing High Park along Bloor Street West erected during the 1919-1929 construction boom of the Area. It reflects a point of transition from the primarily residential character north of High Park into the emerging commercial core that was developing further west. As such, the property not only contributes to the overall streetscape, but it also enhances our understanding of the historic development and suburban expansion of Bloor Street West in the early 20th century.

2001 Bloor Street West



Showing principal (north) façade, looking south (Heritage Planning, 2023).

Located on the south side of Bloor Street West between Ellis Park Road and Harcourt Road, the property contains a detached, four-storey interwar walk-up apartment building constructed in 1925 in the Edwardian Classical style, with Spanish Revival design elements.

The property contributes to an understanding of the historic development of Bloor Street West in the early 20th century when this portion of the street began to intensify between 1919 and 1929 in response to the expansion of the streetcar line. Further, this property is a landmark feature within its immediate context as one of the few remaining historic, low-rise apartment structures between Kennedy Park Road and Kennedy Avenue where it prominently sits on a rise of land set back from the street.

2010 Bloor Street West



Showing principal façades (south and west), looking northeast (Heritage Planning, 2023).

Located on the northeast corner of Bloor Street West and Clendenan Avenue, the property contains a detached, three-storey interwar walk-up apartment building constructed in 1929 with eclectic design influences borrowed from both the Spanish Revival and Neo-Gothic architectural styles.

The property is representative of a low-rise apartment building facing High Park that was built during the Area's 1919-1929 construction boom. It is part of a collection of buildings with similar construction dates and typologies. As such, the property is not only important for maintaining the overall streetscape, but it also improves our understanding of the historic development and suburban expansion of Bloor Street West in the early 20th century.

2141 Bloor Street West



Showing principal (north) and side (east) façades, looking southwest (Heritage Planning, 2023).

Located on the south side of Bloor Street West between Harcourt Road and Kennedy Avenue, the property contains a detached, three-storey residential block with commercial storefronts at grade, constructed between 1928 and 1929 with influences from the Tudor Revival and Art Deco architectural styles.

The property is demonstrative of the work of Thomas Robinson, a local builder and contractor who constructed other buildings in the area including 5 High Park Avenue and 2400 Bloor Street West. It is significant to our understanding of the historic development of Bloor Street West in the early 20th century because it was built during the first wave of construction along this section of the street, between Kennedy Park Road and Kennedy Avenue. Furthermore, it represents one of the few remaining unaltered historic buildings within its context, along with 2001 Bloor Street West and the Runnymede Library at 2178 Bloor Street West.

2178 Bloor Street West (currently Listed on the Heritage Register)



Showing principal (south) and side (east) façades, looking northeast (Heritage Planning, 2023).

Located on the northeast corner of Bloor Street West and Glendonwynne Road, the property contains a two-storey institutional building purpose-built as the City of Toronto Public Library branch for the Area, known as Runnymede Library.

Built in 1929 in a unique interpretation of the Modern architectural style, the property is demonstrative of the work of the architect John M. Lyle. Lyle sought to create a 'Canadian-style' by incorporating Indigenous design motifs into the façades (notably the stone carved totem poles at the main entrance). The property's height and massing complement the low-rise streetscape, where it serves as the main public building for the Area. It was included on the City's Heritage Register in 1975 and is considered a landmark within the context of Bloor West Village.

2199 Bloor Street West



Showing principal (north) and side (west) façades, looking southeast (Heritage Planning, 2023).

Located on the southeast corner of Bloor Street West and Kennedy Avenue, the property contains a detached, three-storey main street commercial block constructed in 1929 in the Renaissance Revival style.

The property contributes to the early 20th century, low-rise commercial character of Bloor Street West, between Glendonwynne Road and Jane Street, where its corner placement acts as a focal point of the Area's historic main street character. The property's construction date contributes to an understanding of the historical development of Bloor Street West because it occurred within a building surge that followed the 1920 annexation of the south side of Bloor Street West from Swansea into the City of Toronto.

2219 Bloor Street West



Showing principal facades (north and west), looking southeast (Heritage Planning, 2023).

Located on the southeast corner of Bloor Street West and Runnymede Road, the property contains a semi-detached, two-storey main street commercial block constructed in 1923 in the Edwardian Classical style as a branch for the Canadian Bank of Commerce

The erection of the property falls within a significant construction period along Bloor Street West that occurred in response to the 1920 annexation of the street's south side from Swansea into the City of Toronto. Further, it contributes to the early 20th century, low-rise commercial character of the street between Glendonwynne Road and Jane Street. The property's corner placement anchors the historic main street character of the Area, particularly through its chamfered corner entrance that reiterates its relationship to the intersection and pedestrian use.

2223 Bloor Street West (including entrance addresses at 2223A, 2225, 2229 and 2231 Bloor Street West) (currently designated under Part IV of the Ontario Heritage Act)

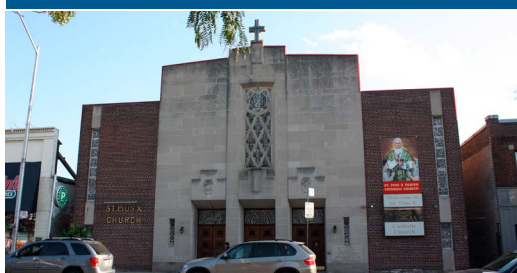


Showing principal (north) façade, looking south (Heritage Planning, 2023).

Located on the south side of Bloor Street West, near the intersection with Runnymede Road, the property contains a two-storey main street commercial block (with two-and-a-half-storey centre bay) constructed in 1927 in the Classical Revival style, according to the designs of notable Toronto architects, Chapman & Oxley.

The property was purpose-built as the Runnymede Theatre and stands as a rare surviving example of an “atmospheric” theatre in Toronto. The building has been adaptively reused with significant portions of its heritage attributes conserved, including interior features of its theatre design such as the stage proscenium with elaborate plaster mouldings and the pilasters around the auditorium walls. From the exterior, the property complements the surrounding streetscape of low-rise commercial buildings where its distinctive design contributes to its status as a landmark within the Bloor West Village context.

2305 Bloor Street West (including entrance address at 2301 Bloor Street West)



Showing principal (north) façade, looking south (Heritage Planning, 2022).

Located on the south side of Bloor Street West between Durie Street and Windermere Avenue, the property contains a detached, three-storey institutional landmark building constructed in 1954 as the St. Pius X Catholic Church. Its Mid-Century Modern style and high degree of craftsmanship is demonstrative of the work of the architect Leo Venchiarutti.

The building's distinct design features and unique typology as the only church along Bloor Street West between Clendenan Avenue and the Humber River makes it a landmark property within the Area.

2326 Bloor Street West



Showing principal façades (west and south), looking northeast (Heritage Planning, 2023).

Located on the northeast corner of Bloor Street West and Windermere Avenue, the property contains a two-storey, main street commercial block constructed in 1920 in the Edwardian Classicism style. For over forty years, from 1923 to 1968, the property served the Area as a drug store.

The property represents a low-rise, early 20th century commercial building built during the Area's 1919-1929 construction boom that followed the expansion of the streetcar line. It contributes to a consistent streetscape of comparable buildings between Kennedy Avenue and Jane Street. Furthermore, its corner orientation plays an important role in anchoring the historic main street character of the Area, most notably through its corner entrance that reinforces the building's relationship to the intersection and the pedestrian realm.

2333 Bloor Street West (including entrance address at 380 Windermere Avenue)



Showing principal (north) and side (east) façades, looking southwest (Heritage Planning, 2023).

Located on the southwest corner of Bloor Street West and Windermere Avenue, the property contains a two-and-a-half-storey detached house-form building that has been converted to commercial use. It was constructed in 1929 in the Edwardian Classicism style as the residence and office of Dr. Wilmot Sparks, a physician, who worked there from 1929 until his death in 1963. In the 1970s the property became part of the Turner and Porter Funeral Home.

As part of the intensification that followed the 1920 annexation of the south side of Bloor Street West from Swansea into Toronto, the property contributes to an understanding of the early 20th century suburban expansion and commercial growth of the Area. The building's construction date and present-day commercial use is consistent with the surrounding Area, yet it is an uncommon example of a detached house-form within the streetscape. Therefore, the property acts as a recognisable community landmark within the Bloor West Village context.

2373 Bloor Street West



Showing principal façades (north and east), looking southwest (Heritage Planning, 2023).

Located on the southwest corner of Bloor Street West and Willard Avenue, the property contains a three-storey residential block with commercial use at grade that was constructed in 1929 in the Tudor Revival style with Arts and Crafts influences.

The property contributes to an understanding of the suburban expansion and commercial growth of Bloor Street West in the early 20th century as part of two periods of significance: the building surge that followed the 1920 annexation of the south side of Bloor Street West from Swansea into Toronto, and the intensification of the Area following the 1919 to 1929 expansion of the streetcar line.

2394, 2396, and 2400 Bloor Street West (including entrance addresses 259 Armadale Avenue and 2398 Bloor Street West)



Showing principal façades (south and west) looking northeast (Heritage Planning, 2023).

Located on the northwest corner of Bloor Street West and Armadale Avenue, the properties contain a three-storey main street commercial block that was constructed in 1929 in the Edwardian Classicism style.

The properties contribute to the early 20th century, low-rise commercial character of the Area between Glendonwynne Road and Jane Street. Along with 2402 Bloor Street West, these properties anchor the Armadale intersection and reinforce the building's relationship to the Area's pedestrian use. As part of the coherent streetscape that developed during a building surge following the 1909 annexation of the Junction into Toronto, the properties also contribute to an understanding of the historical development and commercial growth of the Area.

2401 Bloor Street West



Showing principal (north) façade, looking south (Heritage Planning, 2023).

Located on the southwest corner of Bloor Street West and Armadale Avenue, the property contains a detached, one-storey commercial building built in 1930 with influences from the Edwardian Classicism architectural style. The property is associated with Thomas William Hand and operated as the offices for T.W. Hand Firework Company from 1931 to 1938.

The property contributes to an understanding of the early 20th century historical development and commercial growth of the south side of Bloor Street West, which experienced a building surge after Swansea was annexed into Toronto in 1920. The property also contributes to the low-rise, early 20th century commercial streetscape between Glendonwynne Road and Jane Street, yet it is distinguishable as the only single storey structure in the vicinity with a significant set back from the street.

2402 Bloor Street West (including entrance addresses at 254 Armadale Avenue, and 2404A and 2404 Bloor Street West)



Showing principal façades (south and east), looking northwest (Heritage Planning, 2023).

Located on the northwest corner of Bloor Street West and Armadale Avenue, the property contains a three-storey main street commercial block constructed in 1922 in the Edwardian Classicism style. Under various owners the property served as a grocery store from 1923 until 1953, with residential units at the upper storeys.

The property contributes to an understanding of the historical development and commercial growth of Bloor Street West in the early 20th century as part of the building surge following the 1909 annexation of the Junction into Toronto. This key development period resulted in a coherent streetscape of low-rise commercial buildings that the property contributes to, particularly through its distinctive corner orientation that anchors the historic main street character and reinforces the building's relationship to the Armadale intersection (along with 2400 Bloor Street West) and to general pedestrian use.

2407 Bloor Street West



Showing principal (north) façade, looking south (Heritage Planning, 2023).

Located on the south side of Bloor Street West between South Kingsway and Armadale Avenue, the property contains a detached, three-storey interwar walk-up apartment built in 1929 in the Edwardian Classicism style.

The property contributes to an understanding of the early 20th century historical development and suburban expansion of the south side of Bloor Street West, which experienced a development increase after its annexation from Swansea into Toronto in 1920. As the only non-commercial, low-rise apartment building within the Bloor West Village Area, with a set back from the street, it is a distinct and recognisable building within its context.

2438 Bloor Street West (including entrance address at 2440 Bloor Street West)



Showing principal façades (south and west), looking northeast (Heritage Planning, 2023).

Located on the northeast corner of Jane Street and Bloor Street West, the property contains a semi-detached, two-storey main street commercial block constructed in 1928 in the Edwardian Classicism style. It was purpose-built as a bank branch for the Toronto-Dominion Bank (TD).

As part of the building boom that occurred after the 1909 annexation of the Junction into Toronto, the property contributes to an understanding of the early 20th century historic development of Bloor Street West. Further, it contributes to the low-rise, commercial character of the street between Glendonwyne Road and Jane Street. Its distinct chamfered corner entrance anchors the main street commercial character and reiterates the building's relationship to the intersection and pedestrian activity.

2487 Bloor Street West



Showing principal facades (north and east), looking southwest (Heritage Planning, 2023).

Located on the southwest corner of Bloor Street West and Mossom Road, the property contains a detached, two-storey main street commercial block that was constructed in 1936. It stands as an excellent example of the Art Deco style that was designed by the architect Benjamin Swartz for the Kingsway Pharmacy.

The property contributes to an understanding of the historical development of Bloor Street West in the early 20th century when improvements to public transportation and the automobile facilitated the growth of the Area, particularly in 1921 with the expansion of the streetcar service to Jane Street. Its prominence within the streetscape paired with its distinct design and irregular corner lot shape make the property a recognisable built feature within its context.

2512 Bloor Street West (including entrance addresses at 2504, 2506, 2508, 2508A, 2510, 2510A, and 2512B Bloor Street West)



Showing principal (west) façade, looking northeast.

Showing principal (south) facades, looking north (both Heritage Planning, 2023).

Located on the north side of Bloor Street West between Traymore Crescent and Old Mill Drive, the property contains a detached, two-and-a-half-storey interwar walk-up apartment building constructed in 1938 by Lewis H. Law in the Arts and Crafts architectural style. The property also contains two detached, two-storey house-form buildings, also representative of the Arts and Crafts style.

The property represents a low-rise apartment building setback within a landscaped lot. It is part of a collection of similar buildings that were constructed on Bloor Street West between the Humber River and Riverside Drive during a building boom that occurred after the 1921 extension of the streetcar line to Jane Street, and the 1930s rise in popularity of the automobile. Its construction date and typology contribute to an understanding of the historic development and suburban expansion of the Area in the early to mid-20th century.

2520 Bloor Street West



Showing principal (south) façade, looking northwest (Heritage Planning, 2023).

Located on the north side of Bloor Street West between Brule Terrace and Traymore Crescent, the property contains a two-and-a-half- to three-and-a-half-storey detached, U-form interwar walk-up apartment building with a courtyard space. It was constructed in 1937 in the Tudor Revival architectural style.

The property's construction date and typology contribute to an understanding of the historic development and suburban expansion of the Area in the early 20th century when the streetcar expanded west to Jane Street in 1921 and incited development along its route. An increase in commercial properties resulted in an increase in residential construction, and a small cluster of low-rise apartment buildings with landscaped lots and setbacks were built between Riverside Drive and the Humber River. The property has added significance for maintaining this streetscape.

2525 Bloor Street West (including entrance address at 98 Brule Gardens)



Showing principal (north) façade and west façade, looking southeast (Heritage Planning, 2023).

Located on the southwest corner of Bloor Street West and Riverside Drive, the property contains a detached, two-and-a-half-storey interwar walk-up apartment building constructed in 1936 with Colonial Revival architectural style influences.

The property represents a low-rise apartment building setback within a landscaped lot. It is part of a collection of similar buildings between Riverside Drive and the Humber River that were predominantly constructed in the 1930s during the suburban expansion of Bloor Street West that followed the 1921 western expansion of the streetcar line to Jane Street, as well as the rise in popularity of the automobile. Therefore, the property contributes to an understanding of the historical development of the Area.

2526 Bloor Street West (including entrance address at 2528 Bloor Street West)

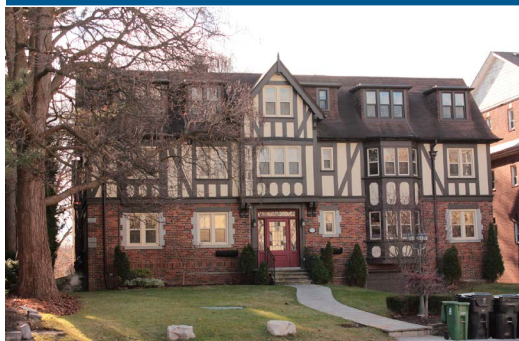


Showing principal (south) façade, looking northwest (Heritage Planning, 2023).

Located on the north side of Bloor Street West between Traymore Crescent and Riverside Drive, the property contains a detached, three-storey H-form interwar walk-up apartment building constructed in 1939 by Harry Davidson in the Colonial Revival architectural style.

The property contributes to an understanding of the historical development and suburban expansion of Bloor Street West in the early 20th century when the streetcar line expanded westwards to Jane Street in 1921 and the automobile's popularity increased. This caused a building surge in commercial properties along Bloor Street West east of Jane Street, followed by the construction of a cluster of low-rise, residential and apartment buildings on landscaped lots between Riverside Drive and the Humber River. The property has added significance for maintaining this streetscape.

2553 Bloor Street West



Showing principal (north) façade, looking south (Heritage Planning, 2023).

Located on the south side of Bloor Street West between Brule Terrace and the Humber River, the property contains a detached two-and-a-half-storey interwar walk-up apartment building constructed in 1939 in the Tudor Revival architectural style.

The property represents a low-rise, early to mid-20th century apartment building setback within a landscaped lot. It is part of a collection of similar buildings between Riverside Drive and the Humber River that were constructed after the 1921 western extension of the streetcar line to Jane Street (and the 1930s rise of the automobile). The property contributes to its immediate streetscape in addition to contributing to an understanding of the historical development and suburban expansion of Bloor Street West.

2555 Bloor Street West



Showing principal (north) façade, looking south (Heritage Planning, 2023).

Located on the south side of Bloor Street West between Brule Terrace and the Humber River, the property contains a detached, two-and-a-half-storey interwar walk-up apartment building constructed in 1939 with influences of the Colonial Revival style.

The property's construction date and typology contribute to an understanding of the historic development and suburban expansion of the Area in the early 20th century when the streetcar expanded west to Jane Street in 1921 and incited development along its route. An increase in commercial properties resulted in an increase in residential construction, and a small cluster of low-rise apartment buildings with landscaped lots and setbacks were built between Riverside Drive and the Humber River. The property has added significance for maintaining this streetscape.

2559 Bloor Street West

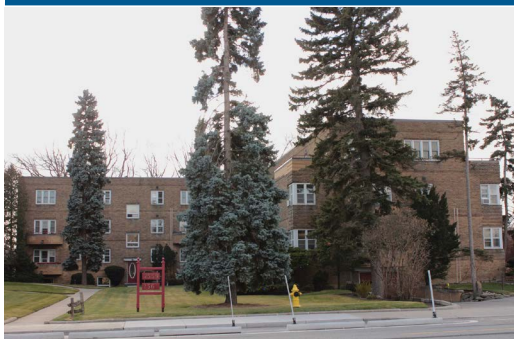


Showing principal (north) façade, looking south (Heritage Planning, 2023).

Located on the south side of Bloor Street West between Brule Terrace and the Humber River, the property contains a detached two-storey walk-up apartment building built in 1940 in the Art Moderne architectural style. It shares the same setback and landscaped courtyard as the property at 2561 Bloor Street West.

As part of the building boom that followed the 1921 westward expansion of the streetcar line to Jane Street and the 1930s rise of the automobile, the property contributes to an understanding of the historic development and suburban expansion of the Area. It represents a low-rise, early to mid-20th century apartment building. It is part of a collection of similar buildings between Riverside Drive and the Humber River that reflect a diverse range of architectural styles but have consistent heights and cladding materials.

2561 Bloor Street West



Showing principal (north) façade, looking south (Heritage Planning, 2023).

Located on the south side of Bloor Street West between Brule Terrace and the Humber River, the property contains a detached two-and-a-half- to three-and-a-half-storey walk-up apartment building that is representative of the Art Moderne architectural style and was constructed in 1941. It shares a landscaped courtyard with the adjacent property at 2559 Bloor Street West.

As part of the building surge that followed the 1921 westward expansion of the streetcar line to Jane Street and the 1930s rise of the automobile, the property contributes to an understanding of the historical development and suburban expansion of the Area. It contributes to the streetscape of low-rise, early to mid-20th century apartment buildings between Riverside Drive and the Humber River that represent a diverse range of architectural styles but have consistent heights and cladding materials.

7 Brule Terrace (including entrance address at 2535 Bloor Street West)



Showing principal (north) and side (west) façades, looking southeast (Heritage Planning, 2023).

Located on the southeast corner of Bloor Street West and Brule Terrace, with a unique orientation that is not parallel to the street, the property contains a detached two-and-a-half-storey interwar walk-up apartment building (with a raised basement) that was built in 1939 in the Tudor Revival style.

The property is representative of a low-rise, early to mid-20th century apartment building setback within a landscaped lot; it is part of a collection of similar buildings between Riverside Drive and the Humber River that were constructed during a development boom that followed the 1921 western extension of the streetcar line to Jane Street and the 1930s rise of the automobile. Therefore, the property contributes to an understanding of the historic development and suburban expansion of the Area.

2 Traymore Crescent (including entrance address at 2514 Bloor Street West)

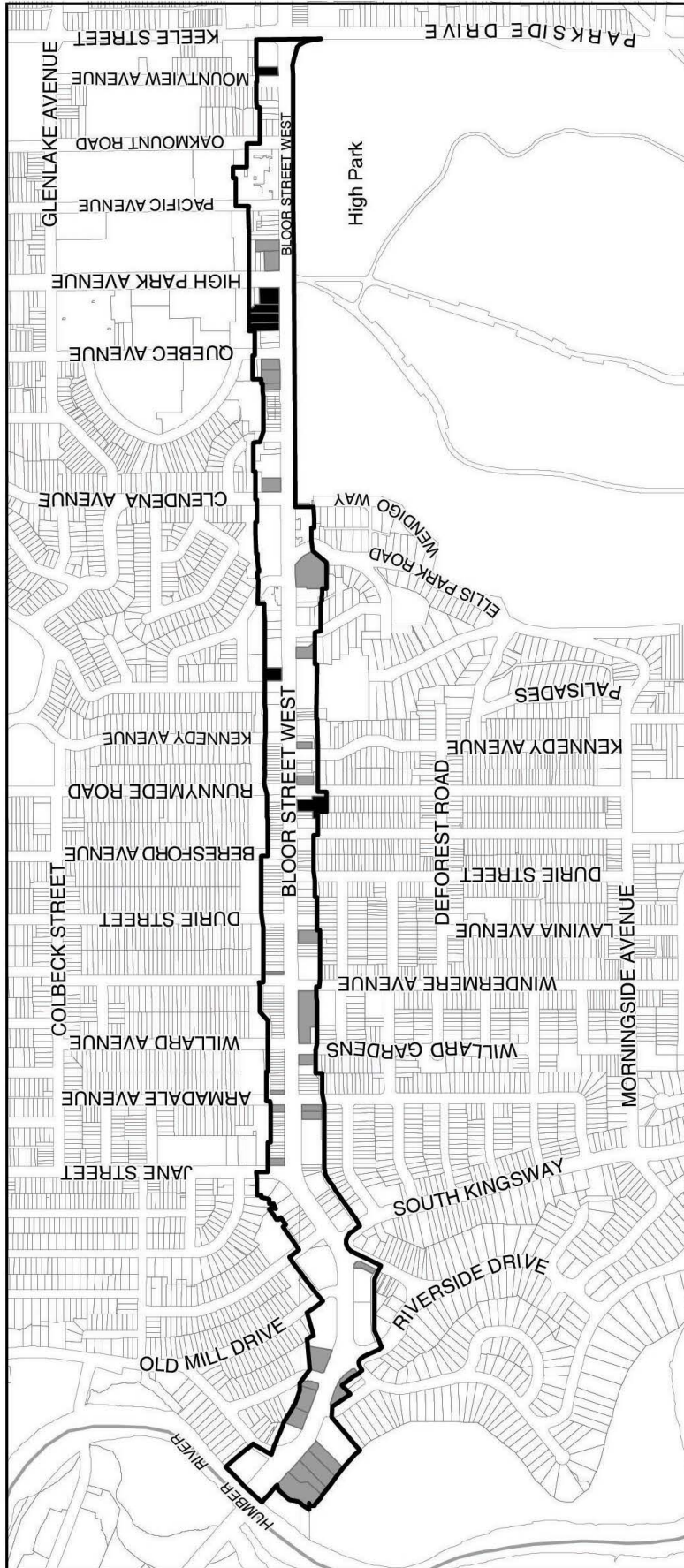


Showing principal (east) and side (south) façades, looking northwest (Heritage Planning, 2023).

Located on the northeast corner of Bloor Street West and Traymore Crescent, the property contains a two-and-a-half- to three-and-a-half-storey interwar walk-up apartment building constructed in 1937 in the Tudor Revival style.

The property is representative of a mid-20th century low-rise apartment building setback within a landscaped lot. The property's construction date and typology contribute to an understanding of the historical development and suburban expansion of the Area in the early 20th century when the streetcar expanded west to Jane Street in 1921 and incited development along its route. An increase in commercial properties resulted in an increase in residential construction, and a collection of similar buildings were constructed between Riverside Drive and the Humber River. The property is important for maintaining this historic streetscape.

APPENDIX C: HERITAGE INVENTORY MAP



Not to Scale
04/15/2025