

## **Liberty Village Public Realm Strategy - Final Report**

Date: March 14, 2024  
To: Toronto and East York Community Council  
From: Director, Community Planning, Toronto and East York District and  
Director, Planning, Design and Management, Transportation Services  
Ward: 10 - Spadina-Fort York

### **SUMMARY**

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This report recommends that City Council endorse a Public Realm Strategy for Liberty Village. The Strategy is intended to be used to evaluate current and future development applications, as well as to inform road work, capital projects and any other public realm-oriented initiatives such as new parks and landscape improvements.

The Strategy includes a vision for high-quality streetscapes, open spaces and right-of-way connections. It also outlines principles, guidelines and an implementation strategy to create a well-connected, walkable, attractive, safe, functional and accessible public realm. Embedded in the Strategy is also a comprehensive Neighbourhood Streets Plan

The Strategy provides direction and actions to:

- improve and expand existing parkland;
- widen sidewalks through such measures as the removal of boulevard parking and generous building setbacks;
- install traffic calming measures for streets to improve safety, functionality and walkability;
- identify curb extensions and other road re-design opportunities to be pursued through redevelopment or through future capital projects;
- increase the tree canopy and provide opportunities for greening the public realm;
- increase the connectivity of mid-block connections throughout Liberty Village; and
- identify gateways and view termini for future redevelopments.

The Public Realm Strategy complements existing Official Plan policies and is intended to provide clarity on enhancements to the public realm through both public and private initiatives. The Strategy is the result of a multi-year study that benefitted from feedback from the local community, Ward Councillor and input from city staff in a variety of Divisions. It has also integrated the concurrent review of major development applications.

Transportation Services conducted a Neighbourhood Streets Plan that reviewed traffic management and road safety in parallel to the development of the Public Realm

Strategy. The Liberty Village Streets Plan (LVSP) responds to transportation concerns and opportunities for improvements raised by the community. The LVSP assessed the existing conditions in Liberty Village, and developed a set of recommended changes to the streets.

This report summarizes the LVSP findings and recommendations. Recommended changes include installation of traffic calming measures, intersection safety improvements, sightline improvements, conversion of boulevard parking to new sidewalk or other public realm improvements, and new sidewalks. A companion report titled "Traffic Calming (Speed Humps) - Western Battery Road" has been submitted to the April 3, 2024 meeting of Toronto and East York Community Council on this matter.

A Precinct Parking Study was also completed to assess the existing and future parking supply and demand in the area. There are expected to be adequate parking facilities in the neighbourhood to meet expected demand, but acute issues related to the location, price, and type of parking facility may occur. A number of recommendations have been developed to help address these issues.

## **RECOMMENDATIONS**

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The Director, Community Planning, Toronto and East York District and the Director, Planning, Design and Management, Transportation Services, recommend that:

1. City Council endorse the Liberty Village Public Realm Strategy attached as Attachment 5 to this report, and direct:
  - a. City staff to review all current and future development applications against the Liberty Village Public Realm Strategy; and
  - b. City staff, including staff from Parks, Forestry and Recreation, Engineering and Construction Services, Transportation Services, and Economic Development, among other relevant divisions, to review all capital and operational planning against the Liberty Village Public Realm Strategy.
2. City Council rescind the existing standing prohibition in effect at all times on the north side of East Liberty Street between a point 29.2 metres east of Pirandello Street and a point 14.5 metres further east.
3. City Council prohibit standing at all times on the north side of East Liberty Street between a point 29.2 metres east of Pirandello Street and a point 24.5 metres further east.
4. City Council rescind parking by permit only in effect from 12:01 a.m. to 7:00 a.m. daily on the even (north) side of East Liberty Street, from Pirandello Street and Western Battery Road, except no standing anytime from a point 29.2 metres east of Pirandello Street to a point 14.5 metres further east, and from a point 99.3 metres east of Pirandello Street to a point 8.8 metres further east.

5. City Council authorize parking by permit only in effect from 12:01 a.m. to 7:00 a.m. daily on the even (north) side of East Liberty Street, from Pirandello Street and Western Battery Road, except no standing anytime from a point 29.2 metres east of Pirandello Street to a point 24.5 metres further east, and from a point 99.3 metres east of Pirandello Street to a point 8.8 metres further east.

6. City Council amend the existing parking machine regulation in effect from 8:00 a.m. to 9:00 p.m., Monday to Saturday, from 1:00 p.m. to 9:00 p.m. Sunday, at a rate of \$4.00 per hour and for a maximum period of three hours, on the north side of East Liberty Street, between a point 43.7 metres east of Pirandello Street and a point 99.3 metres east of Pirandello Street, to be in effect between a point 53.7 metres east of Pirandello Street and a point 45.6 metres further east.

## **FINANCIAL IMPACT**

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The signage costs associated with the proposed parking regulation amendments are approximately \$1,000.00. Funding is available within the Transportation Services 2024 Operating Budget.

Funding for all other measures is subject to availability and competing priorities within the 10-year Capital Plan.

The 2024-2033 Council Approved Capital Budget and Plan for Parks, Forestry and Recreation includes \$5.5 million over 2025-2027 for the 34 Hanna Avenue Park Development, which is within the study area. Any incremental operating impacts associated with the park development will be submitted for consideration through future budget submissions.

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

## **DECISION HISTORY**

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On July 16, 2020, Toronto and East York Community Council adopted motion TE 16.58 with amendments, requesting the Director of Community Planning, Toronto and East York District, in consultation with CreateTO, Parks, Forestry, and Recreation, Real Estate Services, Transportation Services and other necessary civic officials, to study public space and other City-owned properties in Liberty Village.

The study was intended to identify the need and opportunity to leverage City assets to improve the range of open space and community services and facilities to better serve the area. The motion directed staff to report back to Toronto and East York Community Council with a Terms of Reference and a Public Consultation Strategy. The Director, Community Planning, Toronto and East York District was also directed to report back to Toronto and East York with recommendations resulting from the study and associated

consultation. The motion can be found here:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2020.TE16.58>

On July 14, 2021, City Council received a status update report on the study including a Terms of Reference, Community Engagement Strategy and an estimated study timeline. The report was adopted with direction from City Council requesting the Director, Community Planning report back to Toronto and East York Community Council with a status report detailing preliminary findings, short-term implementation opportunities for public realm improvements, and community consultation feedback to date. The decision history can be found here:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2021.TE26.29>

On February 16, 2022, Toronto and East York Community Council received an update report on the study including preliminary findings, community consultation feedback to date and short term implementation opportunities for public realm improvements. The decision history can be found here:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2022.TE31.50>

On July 19, 2022, Toronto and East York Community Council received another update report on presenting a draft of the Public Realm Strategy with direction to endorse the principles of the draft Strategy and to consult on the draft Strategy with the community. As part of this update report, Councillors Cressy and Layton passed a motion directing Parks, Forestry and Recreation to create a capital project and identify funding sources for the creation of new parkland at 34 Hanna Avenue and directed the Toronto Parking Authority and Transportation Services to undertake a Liberty Village Streets Plan and Precinct Wide Parking Study. The decision history can be found here:

<https://secure.toronto.ca/council/agenda-item.do?item=2022.TE34.104>

On July 19, 2023, Toronto and East York Community Council adopted recommendations to amend the Zoning By-law for the development application at 61-85 Hanna Avenue and 120 Lynn Williams Street. As part of the adoption, Community Council directed City Planning and Transportation Services staff to hold a community consultation on the Liberty Village Streets Plan and Precinct Wide Parking Study work being undertaken within the Liberty Village Public Realm Strategy. The decision history can be found here: <https://secure.toronto.ca/council/agenda-item.do?item=2023.TE6.5>

## **ISSUE BACKGROUND**

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### **Study Purpose**

The Liberty Village Public Realm Study was initiated to address the need for more open space, and public realm improvements in the area. The study also included a Neighbourhood Streets Plan and Parking Study, both of which are outlined in this report, and the Public Realm Strategy. In addition to identifying public realm needs, the Strategy also sets out a framework for implementation.

Initially, the study also included a review of community services and facilities. This review is ongoing and will be an important part of the future Regeneration Study, discussed further below in this report.

## Study Area

The Study Area is generally bounded by King Street West and Douro Street to the north, the rail tracks to the south, Dufferin Street to the west and Strachan Avenue to the east. A map of the Study Area can be found in Attachment 1.

## Active Applications

The chart below outlines the development applications currently under review within the Study Area boundaries for the Liberty Village Public Realm Strategy:

Address	Application Nos.	Description
61, 75, 85 Hanna Avenue and 120 Lynn Williams Street	20 229554 STE 10 OZ (Rezoning) 21 140282 STE 10 SB (Subdivision) 23 137812 STE 10 SA (Site Plan)	Three mixed-use buildings of 32, 33, and 36 storeys containing 11,827 square metres of non-residential uses and 963 dwelling units within two blocks at 61-85 Hanna Avenue and 120 Lynn Williams Street.  Rezoning is approved; Site plan and subdivision remain under review.
80-86 Lynn Williams Street	23 216060 STE 10 OZ (Rezoning)	43 storey mixed-use building, with retail use at grade and 588 purpose built rental units within the podium and tower.  Rezoning recommended for refusal at Toronto and East York Community Council April 3, 2024
68-70 East Liberty Street	11 239404 STE 19 SA (Site Plan)	Rehabilitation and restoration of existing 615 square metre heritage building for public art gallery.  Site plan is under review.
1071 King Street West	20 212841 STE 10 SA (Site Plan)	14-storey (48 metre) mixed-use building containing 227 dwelling units.  Site Plan is under review.
1 Jefferson Avenue	23 154398 STE 10 SA (Site Plan)	Ontario Line Exhibition Station.  Site Plan is under review.
7-15 Fraser Avenue	16 246189 STE 14 SA (Site Plan)	Seven-storey office building.  Site plan is under review.

Address	Application Nos.	Description
41-53 Fraser Avenue, 8 Pardee Avenue, and 135 Liberty Street	21 160624 STE 10 OZ (Rezoning) 21 251000 STE 10 SA (Site Plan) 21 250999 STE 10 SA (Site Plan)	10 and 11-storey office buildings.  Rezoning approved. Site Plans are under review.

In addition to the development applications listed above, the Province approved the Exhibition GO Station Development on April 8, 2022 through a Minister’s Zoning Order for sites at 1 Atlantic Avenue and 2-20 Jefferson Avenue. The development consists of four towers at 19, 20, 21 and 22 storeys with a total of 568 residential units and 214 parking spaces. The development for these towers will not take place until after Metrolinx has completed the improvements to Exhibition GO station.

**POLICY CONSIDERATIONS**

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**Provincial Land-Use Policies**

All decisions of Council in respect of the exercise of any authority that affects a planning matter shall be consistent with the Provincial Policy Statement (2020), and shall conform to provincial plans, including A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020), the Greenbelt Plan, and others.

**Official Plan**

The land use designations in Liberty Village are Mixed-Use Areas (generally in the eastern half of Liberty Village), Regeneration Areas (generally in the western half of Liberty Village), and Parks and Open Spaces where parks are located. A map of the Official Plan land use designations can be found on Attachment 2.

Mixed Use Areas are made up of a broad range of commercial, residential and institutional uses, in single use or mixed-use buildings, as well as parks and open spaces and utilities. A majority of redevelopment in the City of Toronto occurs on lands designated Mixed Use Areas.

Regeneration Areas open up unique areas of the City to a wide array of uses to help attract investment, re-use buildings, encourage new construction and bring life to streets. Previously this area of Liberty Village was designated Employment Areas. The re-designation was the result of a settlement on Official Plan Amendment 231 through the Municipal Comprehensive Review process. Regeneration Areas require a framework in the form of a Secondary Plan before new development should proceed. A Regeneration Study for these land uses in Liberty Village will be forthcoming and will include policies to land use, built form, public realm, as well as policies and an implementation strategy for community services and facilities and hard infrastructure.

Parks and Open Spaces are the parks and open spaces, valleys, watercourses and ravines, portions of the waterfront, golf courses and cemeteries that comprise the Green Space System in Toronto. Liberty Village Park, Lamport Stadium Park and Gateway Park are designated as Parks.

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

### **Garrison Common North Secondary Plan**

The Garrison Common North Secondary Plan applies to Liberty Village; however, this Secondary Plan applies to a wider area and the policies within the plan are general in nature. There are site specific policies that apply to the western half of Liberty Village that limit redevelopment to non-residential gross floor area, prohibiting residential uses.

The Garrison Common North Secondary Plan can be found here: <https://www.toronto.ca/wp-content/uploads/2017/11/97df-cp-official-plan-SP-14-Garrison.pdf>

### **Protected Major Transit Station Areas**

Protected Major Transit Station Areas (PMTSAs) are a Provincial initiative intended to guide intensification around existing and planned higher order transit stations. PMTSAs require a municipality to delineate the area boundaries, identify minimum density targets, define authorized land uses and demonstrate implementation through planning policies. The identification of a PMTSA is a prerequisite of the Province for the City to implement Inclusionary Zoning bylaws under the Planning Act Section 16(15).

Liberty Village includes two PMTSAs, for the King-Liberty SmartTrack and the Exhibition GO stations.

## **COMMUNITY CONSULTATION**

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Since the launch of the study, extensive community engagement has been conducted through a variety of platforms. The initial virtual community consultation meeting took place on December 7th and 8th, 2021, and was attended by 80 members of the public.

Following this meeting, a working group was formed with 13 members of the public with representation from the Liberty Village BIA (Business Improvement Area), Liberty Village Residents' Association, residential property owners and renters, commercial and business employees as well as commercial property owners and local area land developers. Staff from various divisions, CreateTO, and the local Councillor's office were involved in the working group to review the progress of the study.

Virtual working group meetings were held throughout the study process. These meetings focused on the proposed public realm improvements, location and potential reuse of City assets, and an overview of the Community Services and Facilities portion of the study.

A second Community Consultation meeting was held virtually on May 25, 2022. The consultation consisted of a presentation by staff showing the Draft Public Realm Strategy and provided an update on the Community Services and Facilities component of the study. The remainder of the meeting consisted of a facilities discussion period. Approximately 50 members of the public attended the meeting.

The following questions and comments were heard at this consultation:

- What are the future plans for community infrastructure such as public libraries, daycares or schools?;
- Safety concerns with vehicular traffic, pedestrian crossings in the area, as well as safety and maintenance concerns with regards to the King-Liberty Pedestrian Bridge;
- TTC study of bus routes in the area and concern with the parking and queuing of buses along Atlantic Avenue;
- Timing of boulevard improvements along the south side of East Liberty Street;
- Need to explore opportunities to relieve pressure on parks and open spaces from the dog population;
- Need for additional new playgrounds;
- Potential opportunity to repurpose private vacant properties for community uses;
- Timelines for the construction of the new transit lines and stations; and
- Status updates on the local development applications under review by the City.

The last consultation event was an in-person session held on November 30, 2023. Approximately 80 members of the public attended the event. The drop-in event provided an opportunity for the local community to learn about the findings and emerging direction of the Liberty Village Public Realm Strategy, including the Liberty Village Streets Plan, the Precinct Parking Study, as well as information on other matters such as FIFA 2026 and public transit infrastructure projects. Attendees were invited to share their comments with staff. A summary of the comments is included below:

- More green spaces and softscape including trees and permeable surfaces;
- Wider and safer sidewalks needed throughout Liberty Village to support the density;
- Concerns with safety and congestion at specific locations, such as the intersections at: Strachan Avenue and Liberty Street; Liberty Street and Western Battery Road; Lynn Williams Street and East Liberty Street; and Atlantic Avenue and King Street West;
- Incorporate a cycling lane on Liberty and East Liberty Streets;
- The new park at 34 Hanna should include seating for office workers and could have interim uses such as a farmer's market before it becomes a public park;
- Improve maintenance of green spaces, especially public parks; and
- Some residents were pleased with replacing boulevard parking with wider sidewalks that are tree-lined while others did not want a reduction in parking spaces.



## COMMENTS

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### Public Realm Strategy

Liberty Village is a mixed-use area in the City with a distinct character. This is primarily due to the retention of employment uses in retrofitted historical buildings to the west and the growth of the residential area to the east. Improving the public realm in Liberty Village will contribute to strengthening and supporting the community's livability as it continues to grow.

Fine-grained pedestrian routes and mid-block connections throughout Liberty Village are a valuable characteristic of the area, a by-product of its history as an industrial district. Residents, workers, and visitors of Liberty Village use these routes frequently. They contribute to the overall character of Liberty Village and are part of its charm and attraction.

With a number of major transportation infrastructure projects in the works for the area - including the King Liberty SmartTrack station, Ontario Line Exhibition GO station, the planned Liberty New Street, and the recently opened King Liberty pedestrian bridge - there is an increased need to improve mobility and pedestrian connections throughout the area. It is also critical to ensure that the location, safety, and design of the connections are carefully considered.

The Public Realm Strategy seeks to expand and enhance this distinct character while identifying improvements for a greener, safer, and more active public life in Liberty Village. Seven objectives guide the creation and application of the Strategy, including:

- Create new parks and open spaces and improve of existing parks and open spaces;
- Increase soft landscaping;
- Maximize tree planting with conditions for mature growth;
- Provide pedestrian-priority design;
- Enhance existing mid-block connections and identify potential new mid-block connections;
- Enhance Liberty Street and East Liberty Street;
- Enhance north-south streets: Jefferson Avenue, Atlantic Avenue, and Hanna Avenue;
- Encourage active transportation such as walking and cycling; and
- Improve connections to the parks and open space network surrounding Liberty Village.

### Parks and Open Spaces

There are four City-owned parks within Liberty Village, which are shown in Attachment 3. These parks total approximately 48,000 square metres in size (0.48 hectares or 11.9 acres) and accommodate a variety of facilities and amenities.

- Lamport Stadium Park: a 37,300 square metre park that accommodates Lamport Stadium with a variety of sports programming, a play space, surface parking lot and temporary respite shelter.
- Liberty Village Park: a 4,200 square metre park that includes a play space, splashpad, public art, horticultural beds, seating areas and drinking fountain.
- Bill Johnston Park: a linear 4,800 square metre park that includes an off-leash area, drinking fountain, horticultural beds and seating areas.
- Gateway Park: a 1,800 square metre parks with horticultural beds and seating areas.

The City's Parkland Strategy considers a rate at or below 12 square metres per person to be low provision of parkland. Much of the study area has a parkland provision rate lower than 8 square metres per person. This measure takes into account access to parkland outside of the immediate study area such as Stanley Park to the east and Dufferin-King Park to the west.

The park network is complemented by other Privately-Owned Publicly Accessible Spaces (POPS) that may provide public realm amenities and support improved connectivity.

Priorities for investment in parks and open spaces will be guided by the principles of the [City's Parkland Strategy](#) with a focus on delivering new parks and public realm elements and enhancing existing spaces.

### **Growing the Parks and Open Space Network**

One way that the City can create new parks is through jurisdictional transfers, whereby a property managed by one City division or agency is transferred to Parks, Forestry and Recreation (PFR) to be redeveloped as a park. At 34 Hannah Avenue, Council has directed the property to be transferred from Toronto Parking Authority (TPA) to PFR to create a new park that will be approximately 4,900 square metres in size.

The TPA parking lot will continue to operate in the short term as parking supply is needed to support the upcoming FIFA World Cup 2026, when Toronto will host 6 games at nearby BMO field. The public engagement and park design process is planned to start in late 2024/ early 2025 so that construction can begin promptly after FIFA World Cup 2026 ends.

Another way that new parks are delivered is through parkland dedication requirements from new development. Section 42 of the Planning Act authorizes the City to require a portion of lands under development be conveyed to the City for parkland. The following future parks have been secured entirely or in part through parkland dedication from development:

- A new park, approximately 1,250 square metres in size, secured in conjunction with the development at 61-85 Hanna Avenue. Approximately 912 square metres is being generated through an onsite parkland dedication and Council has endorsed the City's intent to purchase a further 371 square metres from Section 42 parkland reserves. The development would also include a POPS.

- A new park, approximately 670 square metres in size, secured through on-site parkland dedication from the development at 19 Western Battery Road. It will operate as a shared-use outdoor space with the public childcare operation at 19 Western Battery Road and will connect to the adjacent Bill Johnston Park.
- A new parkette, approximately 230 square metres in size, secured through on-site parkland dedication from the development at 1071 King Street West. This parkette will connect to the planned extension of the West Toronto Rail Path.
- A new park secured through on-site parkland dedication from the development at 39-51 East Liberty Street. The size and timing of this new park will be determined in coordination with Environmental Assessments being undertaken for the Ontario Line.

In total, the future parks and open space described above are expected to add over 6,000 square metres (0.6 ha or 1.48 acres) of new outdoor space to the existing network serving Liberty Village. The City will continue to prioritize delivery of new parks and open spaces in Liberty Village - in particular for the areas south of Liberty Street.

The Liberty Village Public Realm Strategy considers existing and future parks and open spaces as key structural elements of the overall public realm network. The directions in this Strategy respond to the need to improve pedestrian access to and from these important outdoor spaces and to improve the interface between parks and adjacent sites.

The Strategy includes guidelines for new development adjacent to parks to ensure that built form contributes to a comfortable micro climate and supports the functionality, vibrancy and operational needs of the local park network.

### **Enhancing the Parks and Open Space Network**

Liberty Village Park has been the focus of recent investment, with upgrades completed in 2022. Improvements included a new splash pad, junior play area, parkour play structure and updates to other amenities such as seating, plantings, lighting and irrigation.

Planned playground improvements for Lamport Stadium Park have been deferred. City staff are undertaking a review of stadium operations, management and long-term use opportunities. Any future improvements to the existing play areas will be considered in the context of this review to ensure an optimized approach to enhancing the design and functionality of this park.

The Strategy will provide guidance on the design and programming of parks, which can inform the delivery of new parks as well as improvements of existing parks.

Prominent frontage onto public streets with strong visual and physical connections into parks is strongly encouraged. These improvements can be pursued over time through coordinated capital planning between PFR and Transportation Services.

Parks and open spaces provide opportunities for expanding the urban tree canopy and increasing soft landscaping. The role that parks and open spaces play in supporting high volumes of pedestrian (and pet) activity in urban neighbourhoods like Liberty Village must also be recognized and supported. High quality and durable materials and plantings should support intensity of use and facilitate park maintenance.

The facilities and features found within parks and open spaces should reflect the diversity of residents, workers, and visitors in Liberty Village. Seating areas with shade can provide space for workers to enjoy an outdoor lunch. Play features should be provided for all ages, including amenities geared to adults such as outdoor chess tables. Public art and wayfinding improvements can help locals and visitors alike better navigate the neighbourhood and learn about its cultural heritage.

The Strategy also recognizes the importance of confirming park improvement priorities through a community-based planning and design process. Public feedback has been gathered through the engagement process to inform the development of the Strategy, and the City will continue to provide opportunities for community input as specific projects are brought forward for implementation.

Improvements to existing parks and open spaces will continue to be pursued through development review, coordination of capital planning processes, and other opportunities as these may arise including strategic partnerships and philanthropy.

## **Neighbourhood Streets Plan**

In response to the concerns and ideas raised by the Liberty Village community throughout the Public Realm Strategy development process, Transportation Services initiated a study of the Liberty Village street network. The LVSP assessed existing conditions in the study area, and determined appropriate changes to the streets in consultation with local residents and interest group.

## **Street Network Characteristics**

The Liberty Village road network consists of:

- three arterial roads (Dufferin Street, King Street West, and Strachan Avenue)
- four collector roads (East Liberty Street, Liberty Street, Atlantic Avenue, between Liberty Street and King Street West, and Douro St between Strachan Avenue and Shaw Street)
- local roads (all remaining road segments except for Solidarity Way and the segment between Snooker Street and Lynn Williams Street which are private roads).

The future west-east Liberty New Street will be transformative for the area and provide a new, multi-modal connection from Dufferin Street to Strachan Avenue. The City's approved 2016 Environmental Assessment plan for Liberty New Street was modified by Metrolinx in 2022 to adjust the alignment due to their expanded rail corridor accommodations for the Ontario Line. The street will include two lanes of motor vehicle traffic, a two-way cycling route on the south side, and sidewalks on both sides of the street.

TTC bus and GO train service is available in the neighbourhood. Bus routes 29 Dufferin, 929 Dufferin Express, 329 Dufferin Night Bus, and 63 Ossington, and streetcar route 504 King Street West operate on the arterial roads that bound the neighbourhood. Bus routes 63 Ossington and 329 Dufferin Night Bus travel within the neighbourhood, on East Liberty Street, Atlantic Avenue, and Liberty Street. The Exhibition GO station is located south of the terminus of Atlantic Avenue.

The majority of streets in Liberty Village, between Strachan Avenue and Hanna Avenue, have sidewalks on one or both sides of the street, however streets on the west side of Hanna Avenue have missing sidewalk connections, limited tree plantings and street furniture, and recurring curb cuts for boulevard parking access. The west side of Liberty Village has a history of industrial uses, and has not experienced the same growth in residential development.

The King-Liberty Bridge is currently the only direct pedestrian and cycling connection between Liberty Village and the neighbourhood north of the CNR/CPR tracks. An underground pathway through the Exhibition GO Station provides a pedestrian connection to Exhibition Place and areas south of the GO rail tracks.

All local and collector roads within the study area have regulatory speed limits of 30 km/h with the exception of East Liberty Street which is 40 km/h. Local road widths range from 7.3 to 9.8 metres and collector road widths range from 7.3 to 11 metres. Two-way travel movements are permitted on all collector and local roads, except Mowat Avenue (between King Street West and Liberty Street) which permits one-way southbound vehicle movements only.

The majority of roadways permit 3-hour maximum, daytime parking on one or both sides of the street. Overnight permit parking is allowed on one side of several streets in the neighbourhood: Pirandello Street, Lynn Williams Street, Western Battery Road, and East Liberty Street between Pirandello Street and Western Battery Road. Off-street boulevard parking is used by adjacent businesses throughout the western portion of the area, within the public right of way.

There is no designated cycling infrastructure on roadways in the study area, but there are facilities along two boundary streets: Strachan Avenue and Douro Street. Bicycle parking is available in the study area along the major arterials and at local destinations, and eight Bike Share Toronto stations are located within the study area (refer to the [Bike Share System Map](#) for latest locations).

Over the years, community members from Liberty Village have expressed concerns about transportation conditions and mobility options. Inadequate infrastructure to support the ongoing growth, narrow or missing sidewalks, lack of dedicated cycling facilities, excessive motor vehicle speeds, high motor vehicles volumes, limited signalized access to and from the area, poor sight lines, and road user safety are among the most frequently cited concerns.

## **Traffic Volume, Travel and Speed Patterns**

Traffic data was collected and analyzed to assess multi-modal traffic trends in the neighbourhood. Traffic studies were completed by City service providers to quantify motor vehicle speeds and volumes. Traffic data used to inform the development of the LVSP was collected between April 2022 and March 2023. Data collected in 2017, 2018 and 2019 was also considered to reflect pre-pandemic travel patterns. Traffic studies are available for public viewing on the [City's Open Data portal](#).

Traffic studies indicate that the volume of vehicles on all roads in Liberty Village is generally below the target maximum for local and collector roads, 2,500 and 8,000 vehicles per day, respectively, as indicated in the City's [Road Classification Guidelines](#). East Liberty Street is the only exception; average daily vehicle volumes are approximately 8400. The future Liberty New Street will provide an alternate east-west connection and is expected to improve traffic conditions on East Liberty Street and Liberty Street.

Speed studies collect precise travel speed data from motor vehicles. Studies indicated that motor vehicles travel over 38 km/h (8 km/h above the posted limit) on Western Battery Road, east of Pirandello Street. The studies have not shown any pattern of speeding on other roads in the study area.

Refer to Attachment 4 for a table of motor vehicle volumes and speeds in Liberty Village.

## **Road Safety (10 Year Collision History)**

Collision history from the last ten years was reviewed with a special emphasis on collisions that resulted in a death or serious injury, and involved vulnerable road users. Collision history provided by the Toronto Police Service for the ten-year period ending in September 2023, indicated that there were five collisions that resulted in serious injuries, of which two collisions involving pedestrians and two involving people cycling, and an additional 68 collisions involving vulnerable road users like pedestrians or people cycling that did not result in serious injury or death. The five collisions that resulted in serious injury took place on the arterial roads that bound the neighbourhood (Dufferin Street, King Street West, and Strachan Avenue).

## **Neighbourhood Streets Plan Components**

### **Road Safety Improvements**

The LVSP identified opportunities to improve safety at key pedestrian crossing locations near neighbourhood destinations. Traffic control devices provide direction to all road users on expected behaviours and can improve safety conditions. Community feedback received during the Liberty Village Public Realm study process highlighted concerns about pedestrian safety and desire for safer crossing opportunities near community destinations including nearby shops.

Transportation Services reviewed the existing conditions at Lynn Williams Street northbound and eastbound. There is currently no controlled crossing on Lynn Williams Street, at the northbound segment before the sharp curve of the road, however, there is an existing crosswalk at the north approach of the intersection. The location is close to a grocery store and other community amenities and heavily used by pedestrians. A further review of this location is required, including additional data collection and an assessment of feasible options to facilitate safer pedestrian movements such as a pedestrian crossover. If required, a follow-up report will be submitted by Transportation Services to Toronto and East York Community Council.

### **Sightline Improvements**

Safety at intersections or along road curves can be impacted by sightline obstructions that reduce the visibility of road users. Physical obstructions like vegetation, parked vehicles, fences, and other materials located in the boulevard can obstruct the visibility of road users and lead to conflicts. Through the consultation period and site observations sightline obstructions were identified at two locations:

- Western Battery Road, at the northeast road curve, due to the geometry of the road and location of the building at the southwest corner of the curve. To improve the conditions, installation of new warning signage and speed humps is recommended to reduce the speed of motor vehicles as they make a sharp turn.
- Stopped vehicles on the north side of East Liberty Street block sightlines for motorists exiting from 50-54 East Liberty Street. To prevent obstructed sightlines, Transportation Services recommends extending the existing standing prohibition on the north side of East Liberty Street (from being from Pirandello Street to a point 40 metres east, to being from Pirandello Street to a point 50 metres east).

### **Intersection Safety Improvements**

Permanent intersection safety improvements are proposed at seven intersections in Liberty Village:

- Atlantic Avenue/Snooker Street
- Atlantic Avenue/Liberty Street
- Liberty Street/Jefferson Avenue
- Snooker Street/Hanna Avenue
- East Liberty Street/Hanna Avenue
- East Liberty Street/Lynn Williams Street
- East Liberty Street/Pirandello Street

New intersection designs will bring intersections up to current standards and guidelines, as well as improve road user safety and accessibility. Design elements will help slow vehicles, improve sightlines, decrease the pedestrian crossing distances, improve pedestrian visibility, and potentially provide space for greening. Examples of intersection improvements are curb extensions, corner radii reductions, and zebra markings. The improvements will be implemented through future capital road work. Opportunities may

be sought to install interim improvements with paint and bollards where capital works are not planned in the near-term.

### **Sidewalks and Conversion of Boulevard Parking**

Providing safe, comfortable and accessible sidewalks on all public streets is among the City's fundamental objectives for the street network. A key goal in the Public Realm Strategy is to improve connectivity, safety, and accessibility for pedestrians by providing complete sidewalk coverage and reducing conflicts between road users. To achieve this goal, the City is proposing to remove off-street boulevard parking in the City's right-of-way within Liberty Village. An off-street boulevard parking permit allows property owners to rent part of the City boulevard to supplement space on private property for parking.

Off-street boulevard parking requires motorists to drive across active sidewalks to access parking spaces, and in some locations preclude the existence of sidewalks. Removing off-street boulevard parking could reduce potential conflicts among road users and provide opportunities for new sidewalk construction. Parking would continue to be available on most streets, and in public parking lots. The City does not currently have a scheduled date by which boulevard parking permits will be revoked nor when sidewalk construction would take place. Impacted property owners have been informed about the City's intention and they will be contacted in advance of changes to boulevard parking permits.

The City reviews opportunities to install sidewalks on all roadways where they are missing, primarily through the inclusion of sidewalk construction with scheduled state-of-good-repair road work.

### **Speed Humps**

Area residents expressed concerns about motor vehicle speeds throughout Liberty Village, highlighting that aggressive driving and speeds above the posted speed limit were common behaviours. Speed studies performed in the neighbourhood capture the operating speeds of motor vehicles; the speed at which 85 percent of traffic is travelling at or below.

Studies conducted confirmed that Western Battery Road, east of Pirandello Street experiences operating speeds at 38km/h or more, at least 8km/h over the posted speed limit, 30km/h. Staff investigated all traffic calming options and determined speed humps to be the most appropriate strategy to improve compliance with the regulatory speed limits. Speed humps are the most common traffic calming measure used in the City because of their effectiveness and low cost.

Speed humps are raised sections of the roadway designed to discourage motor vehicle drivers from travelling at excessive speeds. They are installed at mid-block locations and used on local and collector roads only. Benefits of speed humps include: speed and volume reduction; improved safety conditions; minimal impact on people cycling, snow clearing and emergency services; and are self-enforcing in nature, yielding high compliance. A companion report titled "Traffic Calming (Speed Humps) - Western



Battery Road" has been submitted to the April 3, 2024 meeting of Toronto and East York Community Council on this matter.

### **Vehicle Volume and Traffic Flow Management**

Throughout the consultation, area residents and interest groups requested staff to consider one-way conversions on Western Battery Road, Pirandello Street, and East Liberty Street. One-way road configurations were considered as a potential measure to improve traffic flow, reduce motor vehicle volumes, and prioritize safety and mobility. Several one-way scenarios were developed. However, the analysis indicates that the one-way designation could increase the risk of conflict at surrounding intersections, including East Liberty Street and Western Battery Road, East Liberty Street and Pirandello Street, East Liberty Street and Lynn Williams Street, Atlantic Avenue and Kind Street West, and Liberty Street and Dufferin Street. As such no new one-way designation is proposed.

Concerns were raised regarding traffic congestion and long queues at signalized intersections in the area, particularly the intersections of Strachan Avenue and East Liberty Street, and Dufferin Street and Liberty Street. Signalized intersections have been reviewed and optimized previously. No further changes are being proposed. The City's Congestion Management Plan, 2023-2026, outlines strategies such as signal timing modification to address congestion. Opportunities that enable more people to choose transit, walking or cycling, can also mitigate the number of vehicles trying to use the road simultaneously.

### **Cycling Connections**

Bikeway connections are envisioned in the area in the long-term. The City Council-approved design for Liberty New Street includes a two-way bikeway and sidewalks that will improve connectivity for pedestrians and people cycling. Additionally, the LVSP identified Atlantic Avenue, East Liberty Street, and Liberty Street as potential future cycling connections. Preliminary feasibility assessment indicates that the appropriate cycling facilities for these streets would be separated cycle tracks, considering the existing motor vehicle volumes and speed.

Addition of future cycling facilities on East Liberty Street would require the removal of existing on-street parking on the north side. On Liberty Street, there is insufficient space between the existing curbs for a dedicated cycling facility while maintaining one lane of motor vehicle in each direction. One-way conversion was considered; however it is not recommended due to its operational impact. Considering the spatial constraints on Atlantic Avenue, between Snooker Street and King Street West, addition of future cycling facilities would require civil construction and removal of boulevard parking on the west side of Atlantic Avenue. Reducing number of motor vehicle lanes was considered and deemed not feasible.

Further review of these routes will be considered as part of the City's Cycling Network Plan. A City-wide Cycling Network Prioritization Framework is used to determine implementation schedule for cycling routes.

## Precinct Parking Study

A Precinct Parking Study was completed to assess the existing and future parking supply and demand in the area. The objective of this study was to assess the neighbourhood need for purpose built public parking.

The study had three key steps: assessing current parking inventory and demand; determining future parking inventory and demand; and developing strategies to provide sufficient parking supply in the future, aligning with the vision for the area. The study assessed the future parking inventory and demand over three horizon periods:

- 2022 to 2026 – pre Ontario Line Station and King-Liberty GO Station
- 2026 to 2030 – pre Ontario Line Station, post completion of King-Liberty GO Station
- 2030+ – post completion of Ontario Line Station and King-Liberty GO Station

The inventory analysis identified 83 facilities with a total of 5,593 parking spaces. This inventory may underrepresent the total number of parking spaces since it only captures publicly accessible parking facilities. Data was not available for several members-only facilities; requests for data were not fulfilled and permissions to access the facilities to complete counts were not granted.

An on-site survey of parking utilization was conducted on four days: Wednesday February 8th, 2023 (8:00 to 22:00), Friday February 10th, 2023 (10:00 to 24:00), Saturday February 11th, 2023 (10:00 to 24:00), and Sunday February 12th, 2023 (8:00 to 22:00). The survey was conducted by on-site manual counts and through video analysis, both of which captured a 30-minute count turnover period. The following are key trends from the field count:

- Aggregated peak utilization rates are low, with ample parking supply remaining.
  - Publicly Accessible Peak Utilization – 57%
  - Members-Only Peak Utilization – 53%
  - Mixed Accessibility – 31%
- The employment-related area on the western side of the neighbourhood had a higher peak utilization (49%) than the mixed-use area (41%) which can be attributed to the low utilization of the mixed-accessibility garages, however the mixed-use area had higher utilization rates on Saturday and Sunday.
- The employment related area parking demand appears to be driven by commuters, with peak demand occurring around 10:00 AM and declining around 3:00 PM.
- The mixed-use area parking demand appears to be driven by commercial and retail uses, peaking around mid-day with another increase around 7:30 PM.
- High demand variability among facilities; generally surface lots have higher utilization than below ground garages.

- Highest demand (excluding on-street parking) was consistently observed on Wednesdays at mid-day (11:00 AM – 2:00 PM), with lower utilization rates on Friday, Saturday, and Sunday.
- Demand for on-street parking was consistent through all four study periods, with highest demand observed around mid-day.

Additional detailed analysis was conducted to adjust for seasonal variation in parking demand and to forecast future demand, accounting for future developments, theoretical removal of boulevard and on-street parking, conversion of Green P Municipal Carpark 224 to parkland, the construction of Liberty New Street, and the construction of new transit infrastructure including the Ontario Line Exhibition Station and King-Liberty GO Station.

Although there are expected to be adequate parking facilities in the neighbourhood to meet anticipated future demand, acute issues related to the location, price, and type of parking facility may occur. Recommendations have been developed to help address these issues and include:

- Continue implementing active transportation improvements to the public realm and encourage walking, cycling and transit use, which can reduce reliance on motor vehicles requiring parking and improve the mobility of residents.
- Consideration of other initiatives to promote active transportation and more sustainable modes of travel such as promotion of carshare services, increasing requirements for secure long-term bicycle parking in future developments and parking maximums for future developments.

In summary, it is expected that the current and future condition of the parking supply in the neighbourhood is adequate to address current and future demand. This assessment factors in the expected impacts of future developments, reallocation of space within the right-of-way for other uses, and transportation infrastructure investments in the area.

### **Public Realm Strategy Implementation**

The Liberty Village Public Realm Strategy includes a section on action items. These action items involve short-term (6-18 months), mid-term (1-5 years), and long-term (5+ years) timeframes for implementation. Many of the action items related to existing sidewalks from built developments will be bundled together with future state-of-good-repair road work. Other improvements may be sought through redevelopment potential and the Public Realm Strategy will be used to inform the review of those future developments. Lastly, some of the action items that can be implemented in the short term are identified in the recommendations to this report.

The traffic management elements outlined in this report are proposed to be implemented in phases. The timing of installation will be dependent on the complexity of delivery, availability of materials, funding and competing priorities. Elements that can be delivered in the short-term include changes that do not require Community Council approval such as a sharp curve advisory sign.

Community Council authority is being sought through this report for changes requiring by-law amendments: speed humps and parking regulation amendments. Pending Community Council approval, these changes can also be implemented in the short-term. Elements of the plan that would be delivered in up to two years include changes that require capital infrastructure and further consultation.

## **Future Studies**

Initially, a Community Services and Facilities study was intended to complement the Public Realm Strategy. At this time, a preliminary review of community services and facilities has been conducted. A more fulsome review of community services and facilities will be undertaken as part of the Liberty Village Regeneration Areas Study (to be completed by Q4 2025).

The Official Plan stipulates that all Regeneration Areas require the creation of a Secondary Plan to provide a framework for new development. The Official Plan further states that this Secondary Plan should contain the following: urban design guidelines; a strategy for the improvement and acquisition of existing and new parks; a green infrastructure strategy; a community improvement strategy; a community services strategy; a heritage strategy; environmental policies; transportation policies; and a community energy plan. Many of these strategies/policies will also apply to Liberty Village as a whole, and not only to the portion of Liberty Village that is designated Regeneration Areas.

## **Conclusion**

The Liberty Village Public Realm Strategy outlined in this report builds upon the policies of the Official Plan, as well as other City policy and regulations, to provide a clear public realm vision for Liberty Village.

The Strategy has been reviewed against the policies of the Provincial Policy Statement (2020), A Place to Grow (2020), and the Toronto Official Plan. Staff are of the opinion that the Strategy is consistent with the PPS and conforms with A Place to Grow. Furthermore, the Planning Framework is in keeping with the intent of the Toronto Official Plan. Staff recommend that City Council endorse the Liberty Village Public Realm Strategy.

Public consultation was a key element of the project approach; engagement with area residents and stakeholders was facilitated continuously throughout the development of the strategy and proposed recommendations. The development of the Neighbourhood Streets Plan was informed by traffic data and community feedback.

## **CONTACT**

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## **SIGNATURE**

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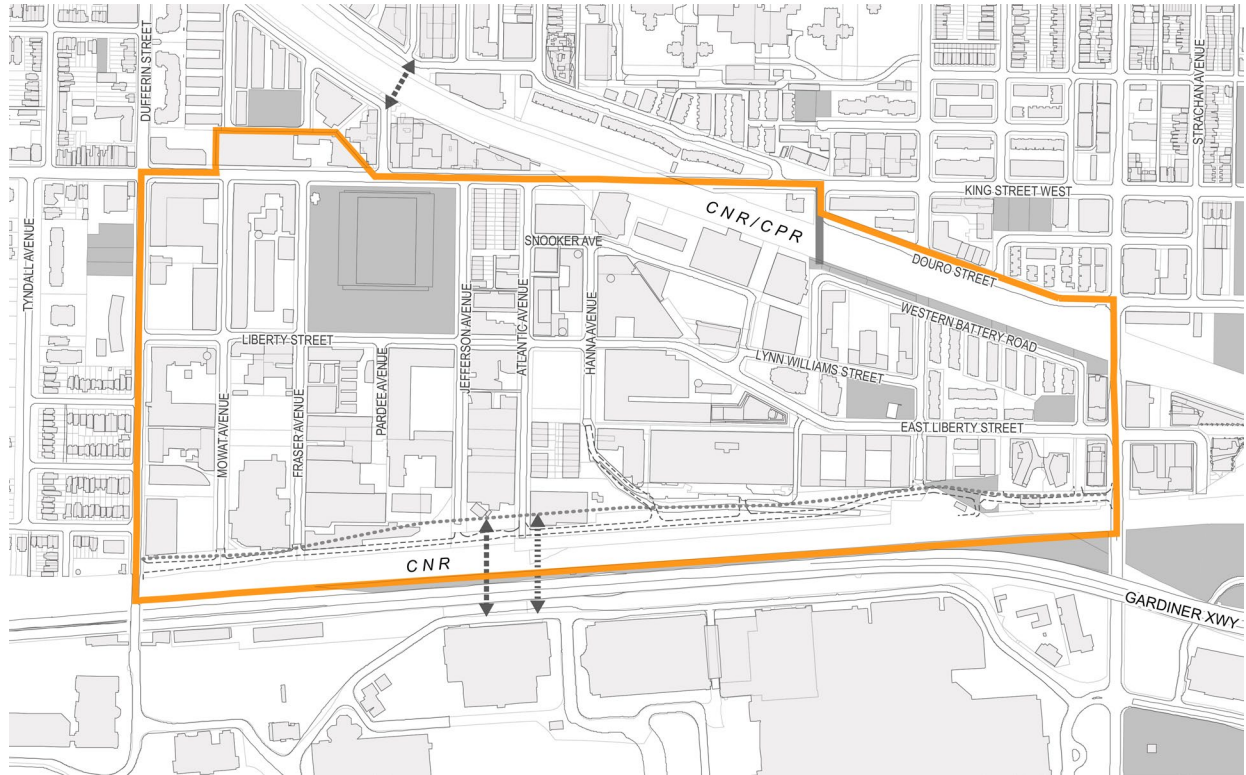
Jacquelyn Hayward Director,  
Planning, Design and Management, Transportation Services

## **ATTACHMENTS**

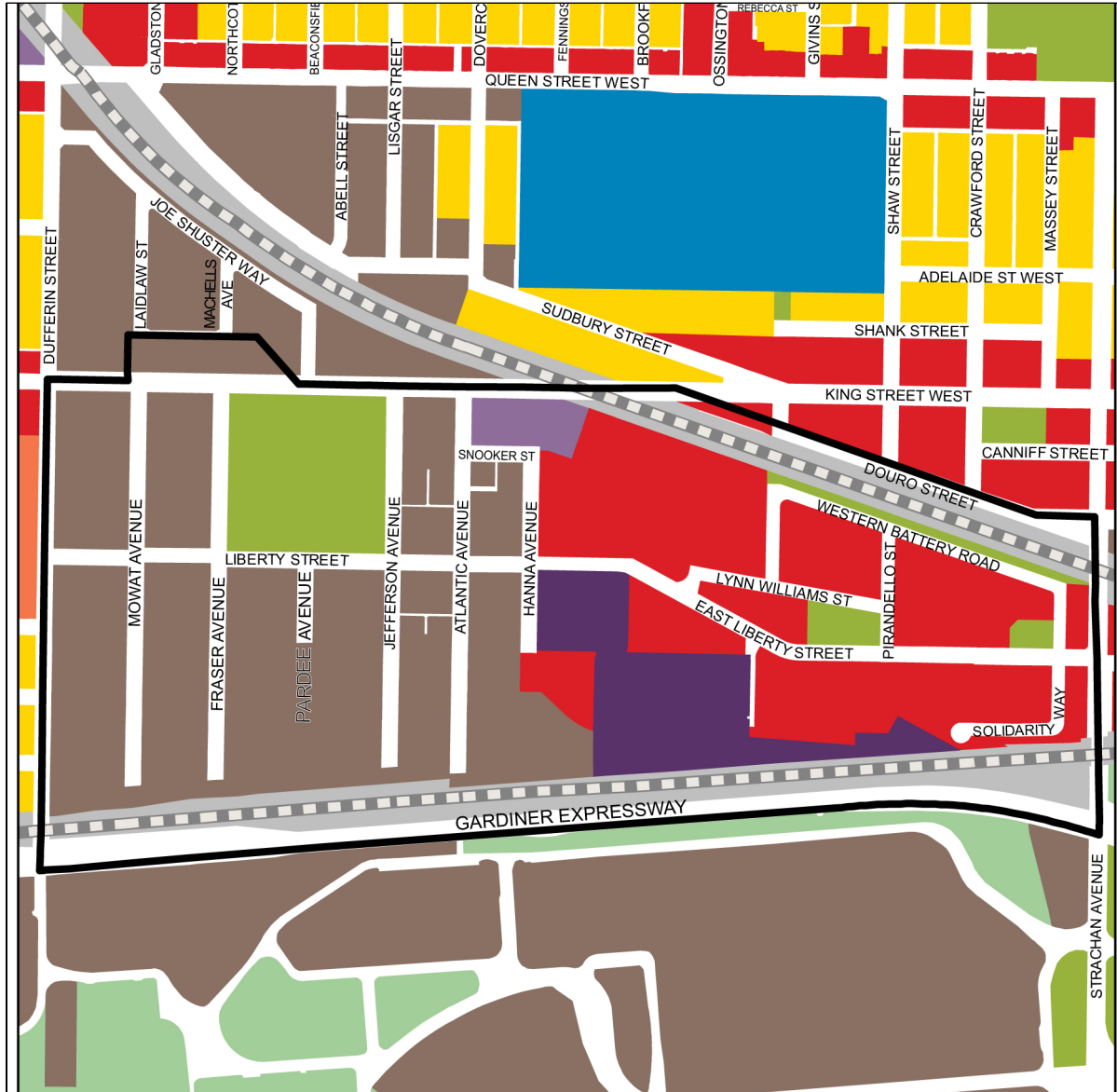
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Attachment 1: Study Area  
Attachment 2: Official Plan Map  
Attachment 3: Parks and Open Spaces Map  
Attachment 4: Motor Vehicle Speeds and Volumes  
Attachment 5: Liberty Village Public Realm Strategy (March 2024)

# Attachment 1: Study Area



Attachment 2: Official Plan Map



Liberty Village Public Realm Strategy

Official Plan Land Use Map #18

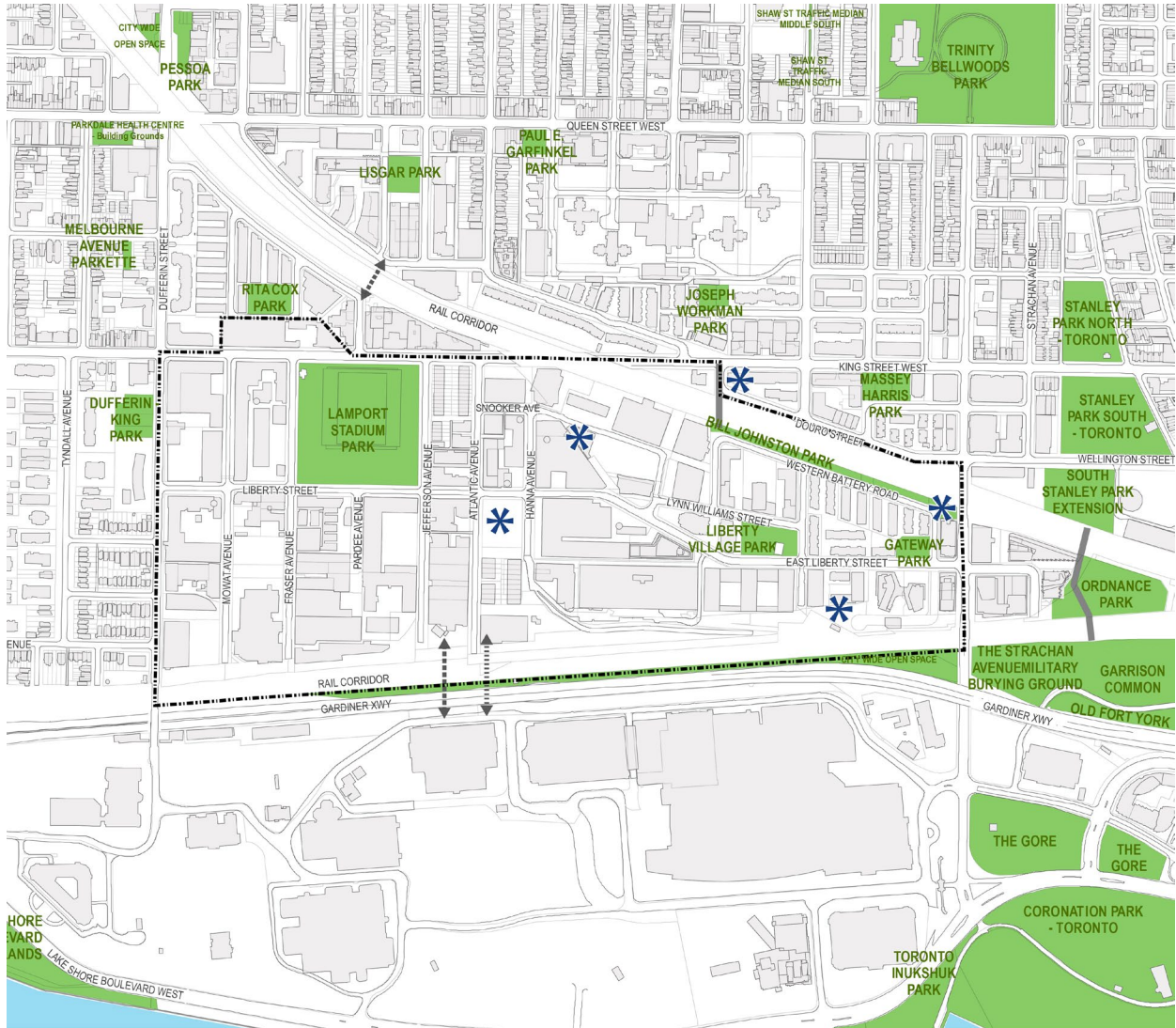
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- Location of Application
- Neighbourhoods
- Parks
- Regeneration Areas
- Utility Corridors
- Apartment Neighbourhoods
- Other Open Space Areas
- General Employment Areas
- Mixed Use Areas
- Institutional Areas
- Core Employment Areas







Not to Scale  
 Extracted: 03/07/2024



# Attachment 3: Parks and Open Space Map



## Legend

-  Study Area
-  Existing Parks
-  Future Parks
-  Existing Pedestrian and Cycling Bridge
-  Future Pedestrian and Cycling Bridge
-  Exhibition GO Tunnel



#### Attachment 4: Motor Vehicle Speeds and Volumes

Roadway	From	To	Road Classification	Speed Limit (km/h)	85% Speed (km/h)	Average Daily Vehicle Volume
Strachan Avenue	Train Tracks	East Liberty Street	Minor Arterial Road	40	42.7	11200
Strachan Avenue	East Liberty Street	Wellington Street	Minor Arterial Road	40	42.3	10058
East Liberty Street	Western Battery Road	Pirandello Street	Collector	40	41.6	8387
East Liberty Street	Pirandello Street	Liberty Village Park Trail	Collector	40	42.0	6907
East Liberty Street	Liberty Village Park Trail	Lynn Williams Street	Collector	40	41.5	6527
East Liberty Street	Lynn Williams Street	Hanna Avenue	Collector	40	39.5	6038
Pirandello Street	East Liberty Street	Lynn Williams Street	Local	30	29.8	2457
Pirandello Street	Lynn Williams Street	Western Battery Road	Local	30	36.6	1121
Western Battery Road	East End of Western Battery Road	Pirandello Street	Local	30	38.4	1116
Western Battery Road	Pirandello Street	West End of Western Battery Road	Local	30	34.0	1325

Attachment 5: Liberty Village Public Realm Strategy

*To be made available on or before April 3, 2024*