

**Liberty For All Regeneration Area Study - Final Report**

**Date:** May 11, 2026

**To:** Toronto and East York Community Council

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

**Ward:** 10 - Spadina-Fort York

**Planning Application Number:** 24 243976 STE 10 OZ

**SUMMARY**

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This report recommends a new Official Plan Amendment (OPA) within the Garrison Common North Secondary Plan that provides a vision for Liberty Village's growth into a transit-oriented complete community with both housing and employment opportunities, consistent with Provincial directives and the City's Official Plan.

The OPA's vision seeks to remedy some of the current issues within Liberty Village such as traffic congestion and ensuring community amenities are provided commensurate with growth. The OPA's policies also reflect the Council-adopted Liberty Village Public Realm Strategy, requiring that new developments increase the tree canopy and soft landscaping in the area and expand the public road network of Liberty Village.

The recommended OPA proposes the following:

- A balanced and feasible approach to both residential and non-residential growth;
- Require affordable housing in both condominium and purpose-built rental projects;
- Conserve and highlight heritage resources, ensuring that the historic character of Liberty Village is carried forward with growth;
- New public streets and requiring development to provide wider, landscaped sidewalks;
- Identify locations for new parks, open spaces, and midblock connections;
- Strongly discourage travel through private vehicle, seeking to reduce residential parking spaces in new development, while prioritizing transit-use and active transportation;
- Requiring that new development implement transportation demand management measures and designate on-site and off-street pick-up and drop-off areas;
- Encourage cycling infrastructure within and surrounding Liberty Village, wherever feasible;
- Identify community services and facilities that are needed in Liberty Village and begin directing public and private funding to these public facilities;

- Provide policies that shape built form to appropriately mitigate impacts on parks and the public realm and limit impacts to light, view, and privacy; and
- Strongly encourage sustainability practices and building design to reduce greenhouse gas emissions, improve building resiliency, and encourage a circular economy.

The policies provided in the recommended OPA require that each development within the study area contribute to the achievement of this complete community of live, work and play. The recommended OPA is a result of a robust engagement process with the community, landowners, the BIA, and other local stakeholders as well as the findings in various background reports on heritage, community services and facilities, economic development, and municipal services.

## **RECOMMENDATIONS**

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

1. City Council adopt Official Plan Amendment 914 substantially in accordance with the recommended Official Plan Amendment included as Attachment 11 to this Report.
2. City Council authorize the City Solicitor to make such stylistic and technical changes to the recommended Official Plan Amendment as may be required.
3. City Council identify the properties listed in Attachment 7 as having cultural heritage value or interest, as identified through the Liberty Village Cultural Heritage Resource Assessment.
4. City Council direct the Executive Director, Development Review to apply the recommended Official Plan Amendment in the evaluation of all current and new development applications within the Official Plan Amendment area.

## **EQUITY IMPACT STATEMENT**

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The Liberty For All Regeneration Area Study explores how changes to land use permissions can help advance key City-building objectives including job creation, access to public transit and the inclusion of affordable housing and a range of housing options in future developments. These objectives are the cornerstone of building inclusive and equitable communities as the city evolves.

A variety of engagement activities created opportunities for different voices and perspectives to be heard and considered. The resulting policy also supports the City's Reconciliation Action Plan, consistent with Chapter One of the Official Plan and the Provincial Planning Statement.

## FINANCIAL IMPACT

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There are no financial implications resulting from the recommendations included in this report in the current budget year or in future years.

## DECISION HISTORY

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On December 13, 2023, City Council accepted a settlement on the appeals to Official Plan Amendment 231 as they related to the lands bound by King Street West, Dufferin Street, Lakeshore Rail Corridor, and Hanna Avenue. The result of the settlement was converting the lands from Core Employment Uses to Regeneration Areas, requiring further study. A link to the decision is available here:

<https://secure.toronto.ca/council/agenda-item.do?item=2023.CC13.20>

On April 17, 2024, City Council adopted the Liberty Village Public Realm Strategy. 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. A link to the decision is available here:

<https://secure.toronto.ca/council/agenda-item.do?item=2024.TE12.16>

At its meeting on May 23-24, 2024, City Council adopted Official Plan Amendment 720, which requires a Cultural Heritage Evaluation Report under Schedule 3 of the Official Plan where a property has been identified by City Council through a City-led study as having potential cultural heritage value or interest, but which is not included on the Heritage Register. A link to the decision is available here:

<https://secure.toronto.ca/council/agenda-item.do?item=2024.PH12.2>

On October 9, 2024, City Council adopted the Liberty Village Traffic Action Plan. The Traffic Action Plan was developed to address traffic congestion, parking, road safety, and related construction work zone traffic management and event traffic management issues in the neighbourhood. A link to the decision is available here:

<https://secure.toronto.ca/council/agenda-item.do?item=2024.TE16.56>

On April 27, 2026, the Toronto Preservation Board endorsed the recommendations of the Liberty Village Cultural Heritage Resource Assessment (CHRA), including the list of properties identified through the CHRA as having cultural heritage value or interest. A link to the decision is available here:

<https://secure.toronto.ca/council/agenda-item.do?item=2026.PB43.7>

## BACKGROUND

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### Study Area and Surrounding 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. The study area is approximately 55 hectares.

The western portion of the study area is defined by its post-industrial character, supported by low- to medium-scale former warehouses and factory complexes that have been adaptively reused. There are also several surface parking lots, and a public park containing Lamport Stadium. The lands in this area were originally designated in the Official Plan as Core Employment Areas; however, through the Municipal Comprehensive Review process and a 2024 settlement on Official Plan Amendment 231, this area was redesignated Regeneration Areas.

The eastern half of Liberty Village has been redeveloping since the early 2000s. These lands were previously the location of a large manufacturing complex owned by the John Inglis and Sons Company, but the majority of the industrial buildings were demolished and the area is now a mixed-use community containing retail, townhouse complexes, and residential towers.

Further south, on the south side of the rail corridor, are Exhibition Place and Ontario Place. A below-grade pedestrian connection through the Exhibition GO transit station connects these areas to Liberty Village, in addition to the east and west periphery streets at Strachan Avenue and Dufferin Street. The area east of Strachan Avenue has also experienced mixed-use redevelopment. Two recently delivered parks, Ordnance Park and a new park at 801 Wellington Street West, sit on either side of the rail corridor and connect north to Stanley Park. Southeast of the study area is the Garrison Common Park and Fort York National Historic Site.

To the west of Dufferin Street is the Parkdale community. This community has a mix of residential forms, ranging from single family homes to apartments interspersed with institutional uses, community uses, parks, schools and places of worship, along with significant mixed-use and commercial activity particularly along Queen Street West and King Street West.

At the time of this report, 23 properties in the study area are included on the Heritage Register, and an additional 22 have been identified as having cultural heritage value or interest through a comprehensive survey of the area, further described below. A list of the identified properties is included as Attachment 7. A summary of the study area's historical development is included in the Historic Overview section of this report.

## **POLICY AND REGULATION 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 Planning Statement (2024).

### **Ontario Heritage Act**

The Ontario Heritage Act (OHA) is the key Provincial legislation for conserving cultural heritage resources in Ontario. It regulates, among other things, the way municipal councils can identify and protect heritage resources, including archaeology, within municipal boundaries. This is largely achieved through listing on the City's Heritage Register, designating individual properties under Part IV of the OHA, or designating districts under Part V of the OHA. Ontario Regulation 9/06 sets out the criteria for evaluating properties to be designated under Part IV, Section 29 of the Ontario Heritage Act. The criteria are based on an evaluation of design/physical value, historical and associative value, and contextual value.

### **Official Plan**

The land use designations in Liberty Village are Mixed-Use Areas (generally in the eastern half of Liberty Village, east of Hanna Avenue), Regeneration Areas (generally in the western half of Liberty Village), and Parks and Open Spaces where parks are located. There are a few properties that are designated Core Employment Areas. A map of the Official Plan land use designations can be found on Attachment 2.

### **Protected Major Transit Station Area (PMTSA)**

In August 2025, the Minister of Municipal Affairs and Housing approved, with modifications, Official Plan Amendments for 120 of Toronto's P/MTSAs, including new policies in Chapter 8. The study area is located within the King-Liberty PMTSA associated with [SASP 687](#) and the Council-adopted Exhibition PMTSA associated with [SASP 693](#). While the King-Liberty PMTSA has been approved by the Minister and is in effect, Ministerial approval of the Exhibition PMTSA has been withheld and Chapter 8 policies do not currently apply in that area. Map 2 of SASPs 687 and 693 identifies minimum FSI requirements.

The King-Liberty PMTSA is planned for a minimum population and employment target of 250 residents and jobs combined per hectare. The planned targets for population and jobs per hectare were established using a Council-approved development framework, taking into account in-effect Official Plan land use designations, as-of-right zoning by-law permissions, density permissions included in Secondary Plans, and approved developments that have not yet been built. Minimum population and employment targets are intended to apply across the entire delineated area for each PMTSA. Population and employment targets are intended to be achieved through the build out of the area over time.

The policies in Chapter 8 state that lands designated *Apartment Neighbourhoods*, *Mixed Use Areas* and *Regeneration Areas* located within 200 metres of an existing or planned transit station will have City-initiated zoning that permits an FSI of 8 or more. Chapter 8 also states that lands designated *Apartment Neighbourhoods*, *Mixed Use Areas* and *Regeneration Areas* located within 500 metres of an existing or planned transit station will have City-initiated zoning that permits an FSI of 6 or more. The permitted FSI is not a minimum requirement. Appropriate density for the site will be determined in the context of the site and by reading the Official Plan as a whole.

Chapter 8 states that sites designated *Apartment Neighbourhoods*, *Mixed Use Areas* and *Regeneration Areas* located within 200 metres and 500 metres of an existing or planned transit station and which can accommodate three or more towers will have zoning that permits building heights up to 30 storeys and 20 storeys, respectively. Additional height is permitted if applicants submit a block context plan which demonstrates elements such as new public streets, new parks, publicly accessible open spaces, mid-block connections, public art, and a mix of building types and heights.

City Planning is undertaking required zoning updates for PMTSAs and a final report is anticipated at Planning and Housing Committee in the second quarter of 2026.

## **Secondary Plan**

The [Garrison Common North Secondary Plan](#) applies to the Liberty Village area. The Garrison Common North Secondary Plan mainly encourages a mix of uses and flexible design. The recommended OPA will be embedded within the Garrison Common North Secondary Plan.

## **Zoning By-law**

Liberty Village is subject to the former City of Toronto Zoning By-law 438-86. The eastern half of Liberty Village is subject to various site and area specific by-laws (by-laws 566-2000, 684-2003, 600-2005, 853-2005, 1079-2010 and 1171-2019), which permit residential and non-residential uses, and provide various performance standards related to building height and building envelope. These by-laws have been the subject of numerous Zoning By-law amendment applications throughout the years of Liberty Village's growth. The western half of Liberty Village is generally zoned industrial commercial, reflecting its past as an employment area.

Liberty Village is not subject to the City-wide Zoning By-law 569-2013.

## **Official Plan Amendment 720**

OPA 720 requires a Cultural Heritage Evaluation Report under Schedule 3 of the Official Plan for Official Plan Amendments, Zoning by-law amendments and Plan of Subdivision applications, where a property has been identified by City Council through a City-led study as having potential cultural heritage value or interest, but which is not included on the Heritage Register.

## Design Guidelines and Strategies

Various urban design guidelines, including the Tall Building Design Guidelines and the Pet Friendly Design Guidelines, and strategies, including the Liberty Village Public Realm Strategy, were used to inform the built form and public realm analysis of the Liberty For All planning study.

## STUDY PROCESS

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The Liberty Village Regeneration Area Study process is divided into five phases as illustrated below:

**Table 1: Five Phases**

PHASE 1 Q4 2024	PHASE 2 Q1-Q2 2025	PHASE 3 Q3-Q4 2025	PHASE 4 Q1-Q3 2026	PHASE 5 2026 onwards
Review of existing conditions, data collection, and site visits.	Community consultations and stakeholder working groups.	Analysis and drafting of OPA policies.  Community consultation on draft policies.	Finalizing the OPA.  City Council approval.	Implementation of approved OPA.

The process included the following background studies:

- A cultural heritage resource assessment;
- A community services and facilities strategy;
- A land economics strategy; and
- Reports on water and sewer capacities.

A summary of the study process can be found as Attachment 5.

## ENGAGEMENT

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City staff consulted throughout the course of the Liberty For All Regeneration Area Study. Consultations were held in-person and virtually. Some of the consultations were held on specific topics, such as heritage, or with local businesses, the BIA, the residents' association, and the City's Design Review Panel. As well, an online survey received over 350 responses.

A summary of the engagement process can be found as Attachment 4.

## COMMENTS

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### Provincial Planning Statement

The Provincial Planning Statement (PPS) directs growth to major transit station areas, defined as areas around any existing or planned higher order transit station and are generally within a 500-800 metres radius of a transit station. Liberty Village sits within two major transit station areas, King-Liberty GO and Exhibition GO. All amendments to the Official Plan must be consistent with the PPS.

The vision and policies of the recommended OPA encourage the continued growth and intensification of Liberty Village, both people and jobs, while ensuring that the level of intensification is appropriate and that infrastructure improvements be provided commensurate with growth. It is staff's opinion that the recommended OPA is consistent with the PPS.

### Official Plan

The City's Official Plan includes various policies on built form, land use, heritage conservation, public realm, housing, community services and facilities, and more. The policies of the Official Plan will continue to apply to Liberty Village and the recommended OPA is intended to supplement and provide a specific vision and direction to Liberty Village.

### Vision

The Official Plan states that transportation and land use planning will be coordinated and integrated to attract more people and jobs to targeted growth areas in Toronto that are supported by good and affordable transit services (Section 2.2). The Liberty For All planning study builds upon this policy. The study area is a targeted growth area. It is served by existing surface transit routes (including the King streetcar and the RapidTO bus lane for Dufferin Street), includes two Major Transit Station Areas (one of which is planned but not yet constructed - King-Liberty), and is adjacent to an under-construction Ontario Line subway station.

The vision for Liberty Village is for the area to evolve into a vibrant, resilient, transit-accessible and pedestrian-friendly neighbourhood with diverse housing, flexible commercial spaces, public amenities, and a distinct sense of place rooted in its industrial heritage. Liberty Village is intended to grow as a complete community, with development supporting the achievement of this complete community.

Liberty Village contains a collection of interrelated and significant heritage resources that contribute to the area's unique character. As such, the OPA's vision denotes the area as a cultural heritage landscape. The retention of the area's distinctive heritage character and the ongoing adaptive reuse of heritage properties are integral to the area's identity and an important part of the built form and land-use vision for Liberty Village. The heritage fabric is also a driver of investment by certain industries attracted to this sort of space.

## Land Use

The recommended OPA advances Provincial policies and Official Plan objectives by directing an appropriate mix of uses in a range of building types, complemented by non-residential uses that include retail, office, services, facilities, parks and open spaces. Both the Provincial Planning Statement (Section 2.4.2) and the Official Plan (Section 2.2, Policy 1(a)) emphasize growth in areas well served by higher order public transit should include both uses for population growth (residential) and employment growth (non-residential).

### *Land Use Precincts*

Liberty Village has two distinct precincts that are generally bisected by Hanna Avenue. The recommended OPA formalizes these precincts as Liberty Village East and Liberty Village West.

Liberty Village East (the lands east of Hanna Avenue within the study area) is largely designated Mixed Use Areas where development will create a balance of high-quality commercial, residential, institutional and open space uses that reduces automobile dependency and meets the needs of the local community. In accordance with Official Plan policy, the area has intensified with residential towers and retail with some commercial and institutional uses, such as the Toronto Police Services building at 9 Hanna Avenue. This precinct's land uses will continue as a Mixed Use Area.

Liberty Village West (the lands west of Hanna Avenue) has seen changes in its Official Plan land use designation in recent years. Historically, the area was designated Core Employment Areas. These areas are places for business and economic activities. The area in Liberty Village has a history of industrial uses which, over time, has morphed into an economy of creative and tech industries.

In 2023, as part of the settlement on OPA 231, the lands were redesignated from Core Employment Areas to Regeneration Areas, which are areas of Toronto where reinvestment is expected. Each Regeneration Area requires a framework for new development that will be set out in a new policy framework. This framework, encapsulated within the recommended OPA, is intended to guide the revitalization of the area.

When OPA 231 reached a settlement, the policies of the Regeneration Areas redesignation stipulated that the new OPA would require a certain percentage of non-residential uses in new development. At the time of settlement, that percentage was 45%, meaning that 45% of the total gross floor area of any new development would be devoted towards non-residential uses. The settlement policies also stipulated that the 45% could be amended to incorporate any conclusions, findings or recommendations of a planning study.

### *Economic Strategy - Non-Residential Uses*

As part of the Liberty For All planning study, City Planning and Development Review retained N. Barry Lyon Consultants (NBLC) to review the real estate feasibility and land economics of Liberty Village West and to aid in policy development.

NBLC's review and analysis demonstrated that development viability across both condominium and rental scenarios are constrained under current market conditions. High construction costs, weak demand and other macro-economic factors combine to place significant downward pressure on development feasibility. NBLC's report states that residual land values, and the corresponding likelihood of development, are highly sensitive to the proportion of non-residential gross floor area required. Given their analysis, NBLC recommended a reduction in non-residential requirements from 45% to 15%. This requirement of non-residential space strikes a realistic balance between non-residential and residential uses given current market conditions.

City Planning and Development Review agree with NBLC's recommendation and have included a policy in Liberty Village West precinct that a development's total gross floor area consist of 15% non-residential uses. By reducing the non-residential requirements from 45% to 15% underutilized sites within the study area are more likely to proceed to development in the short-to-medium term, providing needed new housing opportunities, modernized non-residential spaces, and contributions to community infrastructure.

The recommended OPA also allows for appropriate flexibility and incentives with respect to non-residential requirements, affordable housing and the provision of community facilities:

- Where development provides more non-residential gross floor area (GFA) more than 15%, the affordable housing requirements may be reduced. The intention behind this policy is to incentivize more non-residential GFA while recognizing that doing so may be a challenge when considering the addition of affordable housing, therefore seeking to balance these two important city building objectives.
- Where development provides less than the 15% non-residential gross floor area, such relief may be granted on a site-specific basis with the expectation that more affordable housing will be required and secured.
- If a development provides a community facility, this may also justify a reduction in the non-residential requirements as such uses support the overall area's growth as a complete community.

The recommend OPA also includes a policy to increase the non-residential requirements from 15% to 20% once the Ontario Line opens for revenue service. NBLC's analysis states that the opening of the Ontario Line will support revenue growth across most real estate sectors, helping to drive higher land values and development returns.

NBLC's report is provided as Attachment 10.

## **Housing**

The recommended OPA requires a range of housing in terms of tenure, affordability and building type to accommodate people at all stages of life and the needs of all household sizes and incomes. To achieve a balance of unit types and sizes, the OPA specifies that developments with 80 units or greater provide a minimum of 40% of units as two or more bedrooms.

Affordable housing is required for new development in Liberty Village West containing residential units. The requirements for affordable housing reflect the policies in the Minister-approved OPA 231 employment land conversion that address the Liberty Village West precinct, which are summarized below:

- 7% affordable rental or 10% affordable ownership if a condominium building is proposed;
- 5% affordable rental if purpose-built rental proposed after 2025; and
- Minimum affordability period of 75 years.

Inclusionary Zoning applies to Liberty Village East precinct which is captured in the Minister approved King-Liberty PMTSA. Any new development in that part of the study area will be subject to the inclusionary zoning policy beginning July 1, 2027. The Minister withheld issuing a decision on the Exhibition PMTSA. When approved, Exhibition PMTSA would be subject to inclusionary zoning should the Minister approve the PMTSA.

## **Public Realm**

The Public Realm policies (Section 3.1.1) of the Official Plan promote high-quality streetscape and urban design. The policies speak to the importance of providing safe, attractive, accessible and interesting spaces for pedestrians and incorporating a Complete Streets approach for existing City streets.

The recommended OPA provides policy direction to ensure that the public realm will be designed as a connected network of spaces that reinforce the character of Liberty Village. The connectivity of publicly accessible spaces will allow residents, employees and visitors to gather, interact and enjoy active and passive recreational opportunities while improving access to and from the surrounding community and transit. The network will also promote safe movement of pedestrians while contributing to the local economy by supporting fine-grained retail in new development. These policies further refine and enhance the Liberty Village Public Realm Strategy. Together with the Strategy, the policies will guide public realm improvements in Liberty Village.

### *Sidewalks*

Development will generally provide a minimum 6-metre setback (measured from curb to the front of building). This setback creates opportunities for street trees, benches and bicycle infrastructure, and ensure accessible and clear sidewalk spaces for users of all abilities. In some cases, narrower sidewalks may be required or retained to conserve heritage properties on or adjacent to a development site.

With wider sidewalks comes the opportunity for street trees, increasing the otherwise low tree canopy in Liberty Village. The recommended policies recognize the lessons learned from the eastern half of Liberty Village that has green landscaping that is not well maintained, partly due to the high dog population in Liberty Village. To counter this for future streetscape work in the area, the recommended policies require soft landscaping design that is protected from impacts due to dogs.

### *Midblock Connections*

Midblock connections are part of Liberty Village's character. As part of the Liberty Village Public Realm Strategy, various midblock connections were identified and recommended to be provided as part of new development, where appropriate. These midblock connections enhance Liberty Village's established character and improve connectivity and permeability within the study area. Midblock connections are identified in the OPA and there are policies associated with the design of these connections to be direct, legible, continuous, connected, safe and active spaces. When combined, these connections create a Liberty Loop, which can provide opportunities for places of convergence.

New and enhanced midblock connections will be designed to complement the characteristic courtyard layout of the original factories in Liberty Village West. As an example, a midblock connection may provide access to an internal block space and support the retail and service uses within it.

### *Public Parks*

Parks and open spaces provide for recreation activities, passive uses and social gathering for people of all ages and abilities, promoting mental and physical health and a sense of community. As growth occurs in the study area, there is a need for improved and expanded parks and open spaces to address the needs of a growing and changing community.

The recommended OPA aims to enhance and expand the network of parks and open spaces and create a high-quality public realm and streetscape to ensure a more complete community and continued vitality and quality of life. New and expanded public parkland will be acquired over time through parkland dedication or land acquisition.

Several new parks have been secured in the area through the development application process, including a new parkette at 1071 King Street West and a new park as part of the 61-75 Hanna Avenue application. Improvements to existing parks are also planned through the City's playground enhancement program. In addition, the future park at 34 Hanna will be redesignated Parks and Open Space, and is anticipated to be open to the public in 2029.

### *Privately Owned Publicly-accessible Spaces (POPS)*

Potential POPS locations are identified in the OPA which are to be implemented at strategic locations to enhance the quality of the public realm. New development should provide POPS for community gathering and to complement active uses at-grade.

### *Views*

The OPA also identifies several existing significant views to various character-defining attributes, such as smokestacks, rail spurs, signage and rooflines, that contribute to a sense of place. These views should be maintained and enhanced.

## Mobility

The recommended OPA identifies a private, unassumed street to be conveyed and established as a new public street with a width of 16.5 metres. This street forms the continuation of the Snooker Street Extension initiated through the development application at 61, 75, 85 Hanna Avenue and 120 Lynn Williams Street. This delivery of this public street through future development will increase public frontage for sites adjacent to this street and support a more orderly and connected form of development.

In addition to the Snooker Street Extension, Liberty New Street is an important piece of transportation infrastructure that will provide an additional east-west corridor into and out of Liberty Village. This street is already identified in the Official Plan. The construction and delivery of the street will occur after the completion of the integrated Exhibition GO and Ontario Line station, targeted for 2031. The recommended OPA recognizes that the highest and best use of the street is to activate it with retail uses at-grade. It is also intended that this street will include cycling lanes.

Traffic congestion and traffic management were the main concerns raised during community consultations. While the majority of areas in Toronto experience traffic congestion, Liberty Village is unique in that there is only one main road to get in and out. Another factor is the many events that take place in the area on account of Liberty Village's proximity to various destination spaces such as BMO Field/Toronto stadium, Lamport Stadium, the RBC amphitheater and the CNE. Liberty New Street, once constructed, will help to alleviate the traffic pressures.

The Liberty Village Streets Plan, a component of the Public Realm Strategy, has recommended measures to improve safety and mobility for all road users. 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. Some changes have already been implemented:

- Geometric Safety Improvements have been installed at:
  - Atlantic Avenue and Liberty Street: curb extensions and curb radius reductions using paint and flexible bollards, zebra crosswalk markings, tactile walking surface indicators, and a painted lane buffer.
  - East Liberty Street and Hanna Avenue: curb extensions and curb radii reductions using paint and flexible bollards, zebra crosswalk markings, and a painted lane buffer.
  - East Liberty Street and Pirandello Street: curb extensions and curb radii reductions using paint and flexible bollards, and zebra crosswalk markings.
- Boulevard upgrades at 65-85 East Liberty Street, from sod to interlocking brick to accommodate increased pedestrian volumes, matching the design of completed boulevard retrofits on the north side of East Liberty, both in front and west of Liberty Village Park.
- Three speed humps have been installed on Western Battery Road, between East Liberty Street and Pirandello Street.

- The standing prohibition on the north side of East Liberty Street, east of Pirandello Street, has been lengthened to improve sightlines for motorists exiting from 50-54 East Liberty Street.
- New or refreshed pavement markings have been installed at key locations.

Additionally, City Council adopted the Liberty Village Traffic Action Plan in 2024 to mitigate the impacts of traffic congestion in the area, mainly driven by the combination of major construction activities and special events. Measures include continued traffic management support from traffic agents, where possible, signal timing changes and modifications, and enhanced coordination with Exhibition Place, the Ontario Line constructors and local residents.

The recommended OPA complements the Streets Plan and Traffic Action Plan and reinforces both Provincial and municipal policy on making full use of higher order public transit. The Planning Act prohibits minimum parking requirements in Protected Major Transit Station Areas. Nonetheless, any parking that is provided by development is subject to zoning and accessibility standards for parking spaces. New residential development should provide zero or very limited residential vehicular parking. Vehicular parking that should be prioritized include barrier free, visitor, car-share and bicycle parking.

Not all traffic congestion in Liberty Village is attributed to private vehicles; a significant portion is the result of delivery vehicles and loading activity. To address this, the OPA includes a policy that new development must accommodate, where feasible, pick-up and drop-off activity, including ride-share and deliveries, on-site and off-street.

Transportation impacts will be reviewed through the development review process. As part of that process, applicants are required to provide and implement appropriate travel demand management strategies to reduce peak-period automobile trips and facilitate alternative modes of travel such as transit, walking and cycling. Lastly, should it be determined through the review of a development application that the study area cannot accommodate further impacts to the road infrastructure, a Holding symbol may be applied. The provision to apply a Holding symbol is found in the [Chapter 5 of the Official Plan](#) and therefore can be applied today to any future developments, where appropriate.

## **Community Services and Facilities**

The recommended OPA recognizes the importance of new development contributing towards community services and facilities (CS and F) necessary to serve future growth. New and/or improved CS and F will be provided as part of individual development applications and investment by the City on public lands. The OPA identifies these service and facility priorities and encourages various approaches to the delivery of these requirements, including partnerships and co-locating community services that respond to local needs.

The majority of existing CS and F that serve Liberty Village are located outside of the neighbourhood boundaries. Residents noted that facilities should be provided in the study area to address long-term projected growth. The CS and F Strategy (Attachment

9) highlights that, currently, the needs are met for public schools, community centres and libraries, and that growth will be monitored by these various service providers to provide new or expanded services as the need arises. The OPA includes policies that prioritize investment in childcare centres, community space and a community recreation centre as the area is fully built out. The OPA also identifies public lands that are large City-owned assets that may accommodate CS and F, provided the funding is available.

## **Heritage**

Indicating the integral role that heritage conservation plays in successful city-building, the Official Plan provides the policy framework for heritage conservation in the City. It contains policies related to heritage properties and those adjacent to them, thus ensuring the conservation of our cultural heritage resources within the context of accommodating growth and change.

The recommended OPA identifies Liberty Village as a cultural heritage landscape and provides detailed policies on the conservation of its cultural heritage resources. Policies that support the enhancement of the area's heritage character and sense of place are integrated throughout the OPA, and additional policies provide specific direction for conserving heritage properties. The recommended policies include direction on designing built form that is compatible with the area's heritage properties, and direct that increased setbacks and setbacks may be required to maintain the prominence and three-dimensional integrity of the heritage resource(s).

The OPA supports new development that promotes an understanding of the intangible layers that comprise the history of Liberty Village, by seeking opportunities to enhance the area's heritage character through interpretative and commemorative elements that are informed by workers' history and labour activism and the adaptive reuse of the area by artists and creative communities.

Notwithstanding the identification of Liberty Village as an evolved cultural heritage landscape that retains its historic industrial character, the OPA supports the advancement of truth, justice, and reconciliation by encouraging new development and public realm design that reflects the values and heritage of Indigenous communities, informed by engagement with Indigenous communities.

## **Environment and Climate Change**

The recommended OPA includes policies specific to maintaining the latest sustainable practices for new development. These policies encourage development to target near-zero energy use and emissions, limit parking for private automobiles, incorporate low-carbon/renewable thermal energy technologies, provide backup power for resilience to area-wide power outages, and retrofit and renovate existing older buildings to reduce energy use and greenhouse gas emissions.

The existing building stock often features heavy timber and masonry construction and has strong potential for adaptive reuse. Developments are encouraged to incorporate various designs, practices, and materials that reduce emissions, minimize waste and embodied carbon, and promote a circular economy.

## **Built Form**

The Official Plan provides policy direction and development criteria to locate and mass new buildings such that new development fits within the existing and planned context, and limits and mitigates impacts to surrounding areas.

The built form policies of the recommended OPA add to the criteria already present in the Official Plan. These policies include: providing various building types depending on the site characteristics, surrounding context, heights and site configurations on blocks that can accommodate multiple buildings; having towers in a north-south orientation to limit shadow impact; and ensuring base building heights align with the scale and height of neighbouring streetwall heights.

The recommended built form policies also seek to organize development around the area's distinct character. On November 19, 2025, the Design Review Panel's comments were unanimous that any new development should respect and reinforce the character of Liberty Village that encompasses formal and informal midblock connections, accessible courtyards, and a variety of base-building heights, articulation, proportions and materiality.

## **Municipal Infrastructure**

The City requires new development applications to be supported by reports (servicing and stormwater management) that demonstrate that there is sufficient infrastructure capacity. If there is insufficient infrastructure capacity to support development, the cost of upgrades to infrastructure will be borne by the applicants.

Toronto Water has assessed the sanitary sewer and water distribution system capacity within the Liberty Village Regeneration Area, accounting for the projected population growth. The sanitary assessment was completed by the City, while the water assessment was undertaken by an engineering consultant retained by Toronto Water. The assessment indicated municipal upgrades may be required as the area grows.

As individual development applications are submitted, the servicing assessments will be made available to applicants. Any infrastructure upgrades required to provide adequate capacity to meet the water and wastewater servicing demands due to development will have to be assessed by the applicant and peer reviewed by Engineering Review staff and implemented prior to the development proceeding to a building permit.

## **Future Work**

In addition to recommending that City Council adopt the recommended OPA for the Liberty For All planning study, staff will continue three pieces of work that are intended to help implement the vision of this transit-oriented, complete community.

### *Urban Design Guidelines and an Addendum to the Public Realm Strategy*

Amendments are required for the Liberty Village Public Realm Strategy to align with the recommended OPA. Additionally, an addendum to the Strategy will include enhanced public realm elements, such as site organization, lighting, and demonstrations of how

midblock connections may work together cohesively between blocks and at-grade land uses.

City staff will also prepare a set of urban design guidelines for Liberty Village for design considerations that would not otherwise be covered in the Tall Building and Mid-rise Building Design Guidelines. These guidelines will provide guidance on how new development can respect and reinforce the distinct character of this cultural heritage landscape.

The addendum and urban design guidelines will be provided in a separate report, targeted for Q1 of 2027.

### *Ongoing Traffic Investigations*

As part of community consultations, residents suggested various ideas to better manage traffic in Liberty Village. Transportation Services continues to review requests for localized traffic operations and safety improvements.

### *Implementing Zoning*

Zoning By-law Amendments to reflect the recommended OPA may be implemented through the development review process or City-initiated amendment.

## **Conclusion**

The recommended OPA is the outcome of a multi-disciplinary study, informed by comprehensive policy analysis and extensive community consultation. It establishes a policy framework for orderly and managed growth that supports the development of a complete community with a broad mix of uses, a shift from auto dependence to more sustainable mobility options, and the timely provision of infrastructure to support growth in both population and employment. Importantly, the OPA reinforces Liberty Village's continued role as a significant employment hub by retaining and expanding non-residential uses and job-generating activities as the area evolves. The recommended OPA is consistent with the Provincial Planning Statement (2024), conforms to the City's Official Plan, and represents good planning.

## **CONTACT**

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## **SIGNATURE**

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A handwritten signature in black ink, appearing to read 'Carly R', with a long horizontal flourish extending to the right.

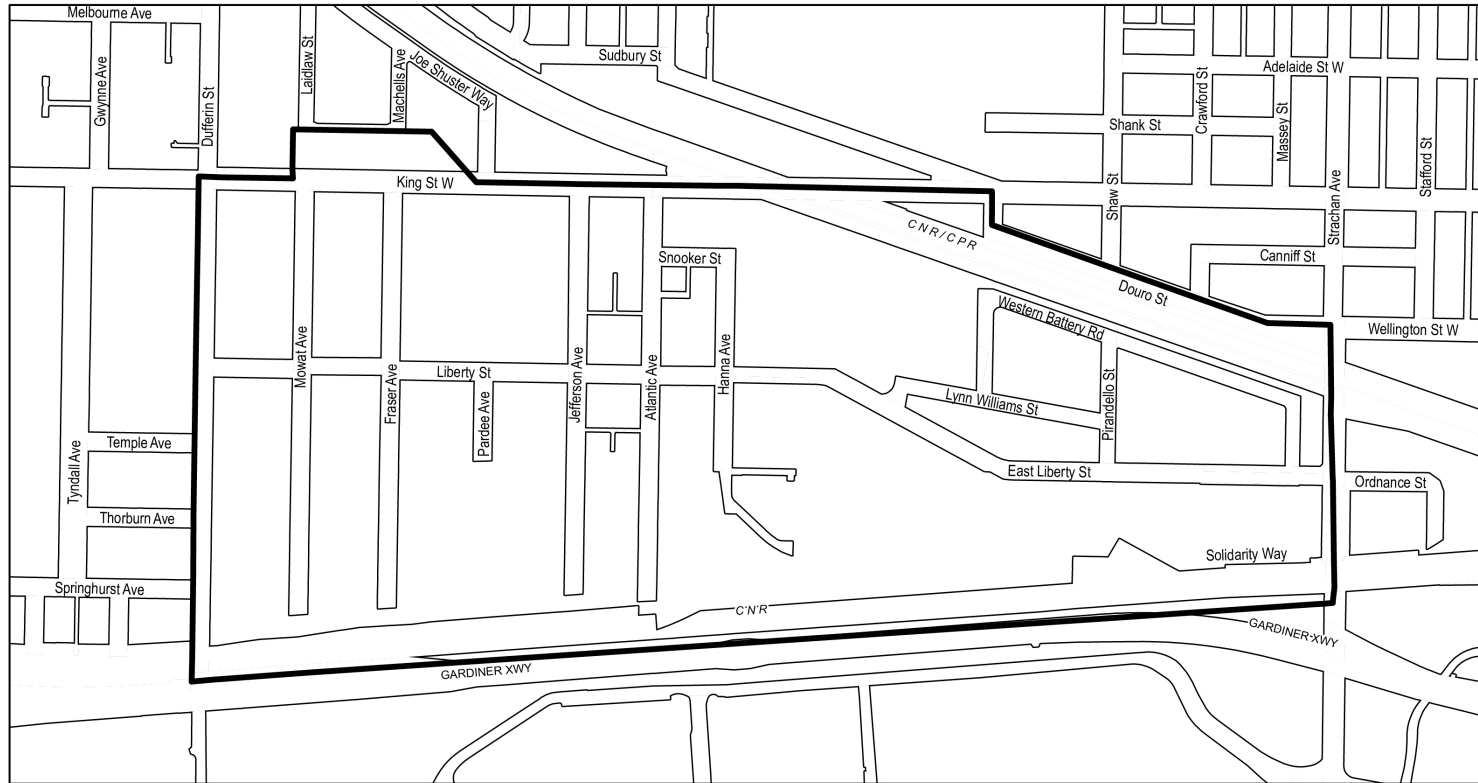
Carly Bowman, M.Sc.Pl., MCIP, RPP  
Director, Community Planning  
Toronto and East York District  
Development Review

## **ATTACHMENTS**

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Attachment 1: Study Area  
Attachment 2: Current Official Plan Land Use Designation Map  
Attachment 3: Zoning By-law Map  
Attachment 4: Community Consultation Summary  
Attachment 5: Study Process Summary  
Attachment 6: List of Active Planning Applications  
Attachment 7: Properties of Cultural Heritage Value or Interest  
Attachment 8: Historic Context Statement  
Attachment 9: Community Services and Facilities Strategy  
Attachment 10: N. Barry Lyon Consultants Economic Strategy  
Attachment 11: Draft Official Plan Amendment

# Attachment 1: Study Area



**TORONTO**  
 Official Plan Amendment ???

**Liberty for All**  
**MAP 1 - Study Area Map**  
 File # XX XXXXXX STE 00 0Z

 Study Boundary



Not to Scale  
 02/19/2026

# Attachment 2: Current Official Plan Land Use Designation Map



Official Plan Land Use Map #18

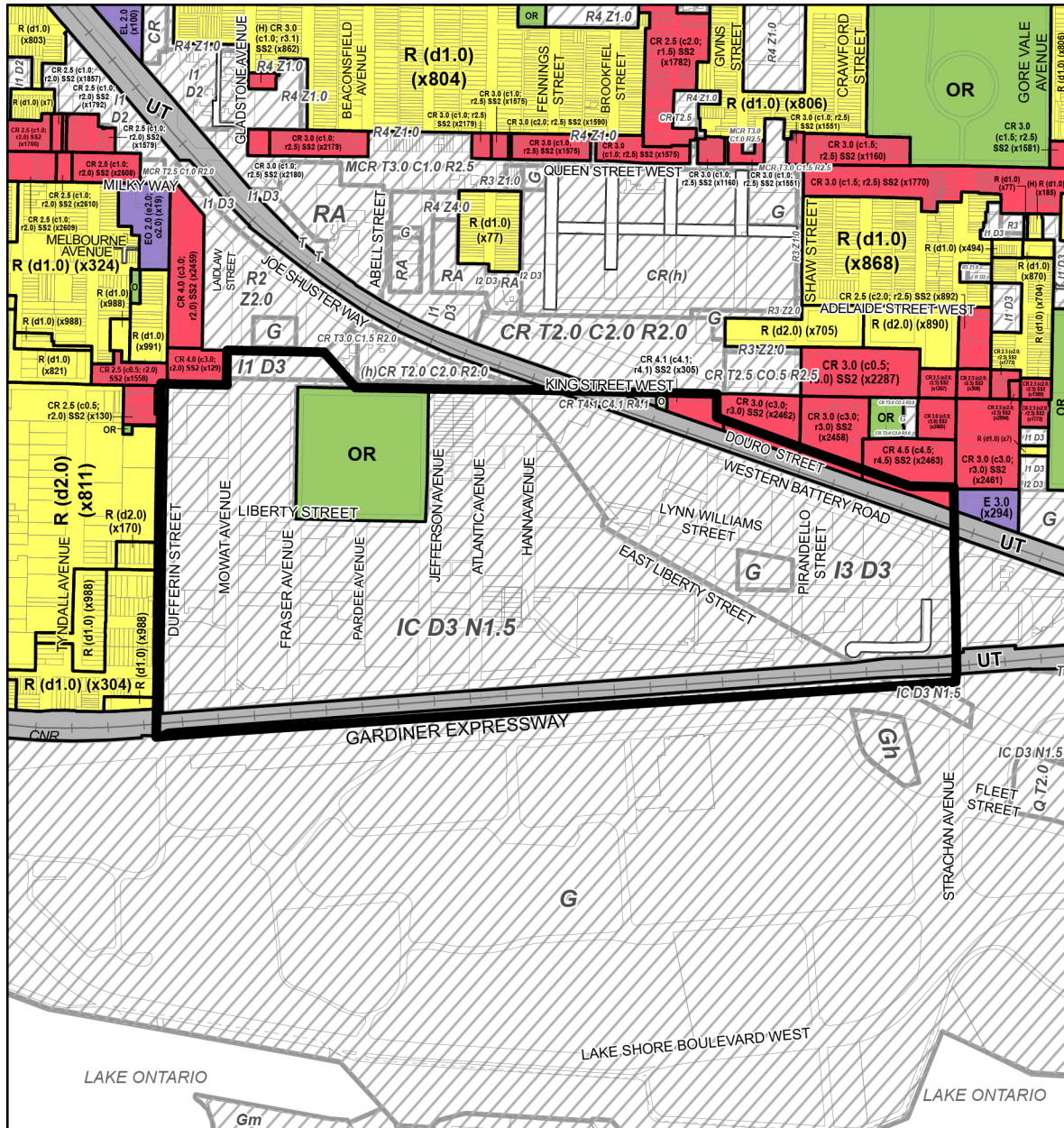
Liberty For All

File # 24 243976 STE 10 02

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

↑  
Not to Scale  
Extracted: 04/21/2026

# Attachment 3: Zoning By-law Map



## Zoning By-law 569-2013

## Liberty For All

File # 24 243976 STE 10 0Z

- Location of Application
- R Residential
- CR Commercial Residential
- EL Employment Light Industrial
- E Employment Industrial
- EO Employment Industrial Office
- O Open Space
- OR Open Space Recreation
- UT Utility and Transportation

- See Former City of Toronto By-law No. 438-86
- R2 Residential District
- R3 Residential District
- R4 Residential District
- CR Mixed-Use District
- MCR Mixed-Use District
- RA Mixed-Use District
- Q Mixed-Use District



Not to Scale  
Extracted: 04/21/2026

## **Attachment 4: Community Consultation Summary**

City staff held various consultations throughout the course of the Liberty For All planning study.

The first community consultation meeting was held on April 2, 2025. Approximately 80 members of the public attended. This meeting was an open house format and City staff introduced the purpose of the study as well as the existing conditions and the various city building matters to be studied.

Two community consultations were held on November 18 and 20, 2025, the first meeting in person and the second meeting held virtually. Combined, approximately 100 members of the public attended. At these meetings, staff presented the emerging directions and draft policies of the OPA.

Heritage Planning held two Heritage Focus Group meetings on May 8 and June 10, 2025. These meetings were held with a small group composed of local historians, heritage experts, and property owners, all with insight into the area's history and built environment. The Focus Group helped to inform an understanding of the area's historical development, including its social and community values. Discussion topics included the proposed themes and content in the draft Historic Context Statement, and a review of the preliminary list of properties identified as having potential cultural heritage value.

Two focused landowner/developer meetings were held on March 12 and May 28, 2025. Invitations were sent to landowners who had expressed interest in redeveloping their lands and who had lands that could accommodate intensification. The purpose of the meetings was to discuss various opportunities and challenges of future development.

Community Planning held two meetings with the Liberty Village Business Improvement Association (BIA) on April 4 and June 2, 2025. At these meetings representatives from the BIA shared their comments and asked questions.

Community Planning and Heritage Planning also attended several events in Liberty Village throughout the summer of 2025, including the Give Me Liberty Street Party held on June 19, 2025, and two events hosted by the Ward Councillor on July 3 and 4, 2025.

Community Planning and Heritage Planning consulted with the Liberty Village Residents Association at the association's Annual General Meeting held on October 22, 2025. At this meeting, staff presented the analysis and findings of the study to date and sought feedback.

Economic Development and Culture staff also met directly with businesses (9 businesses representing approximately 1,600 jobs) currently located in Liberty Village throughout Q4 2025 and Q1 2026. While the meetings were not exclusive to comments on the planning process, staff inquired about their locational decisions, their experiences in Liberty Village and concerns or questions they had about the land use redesignation and planning process.

Finally, Community Planning, Urban Design, and Heritage Planning brought forward the emerging directions of the OPA to the Design Review Panel on November 19, 2025.

In addition to the various consultations held, members of the public could provide their comments through an online survey. The City received over 350 responses to the survey.

Comments received as part of the various community consultation meetings and survey are summarized below:

#### *Traffic, Congestion, and Mobility*

- Access into and out of Liberty Village is a major concern;
- Need Liberty New Street, new bike lanes, and faster delivery of transit facilities such as the Exhibition Ontario Line Station and King-Liberty GO Station;
- More pedestrian and cycling connections, especially across rail corridors and highways, and need measures to limit congestion from major events;
- Support for reducing car dependence through multimodal planning, including road redesigns for safety and flow improvements; and
- Need wider, well-maintained sidewalks and pedestrian infrastructure such as the King-Liberty Bridge.

#### *Parks, Green Space and Community Facilities*

- Need for more parks and green spaces within Liberty Village; access to nature is lacking locally;
- Parks must accommodate diverse users, including pet owners, families with children, and young professionals who live and work in the area;
- Strong need for community facilities such as community centres, libraries, schools, and daycares—with community centres being the top priority; and
- A Post office/delivery hub is necessary, reflecting the needs of the many small businesses operating in Liberty Village.

#### *Concern for Future Development*

- Concern about future residential development in Liberty Village, citing traffic impacts, shadowing, and changes to neighbourhood character as key issues;
- New development should only proceed once infrastructure—primarily traffic and transit—has been improved;
- Liberty Village has become overcrowded, with congestion affecting both pedestrians and drivers; and
- A few suggested limiting building heights, proposing caps from mid-rise levels up to a maximum of 30 storeys.

#### *Pets and Dogs*

- Need for more pet-friendly amenities in Liberty Village, including dog parks, off-leash areas, and other facilities for pets; and
- Pet waste was identified as a persistent problem, with many noting that some owners fail to clean up after their animals.

### *Heritage*

- Strong desire to see heritage conservation in the west side of the study area, with an interest in whole building retention and conservation of interior elements;
- Concern over the impact of future development on the character of the area and the meaningful integration of heritage buildings in new developments without resorting to facadism, or conserving just the building facades;
- The industrial character of the area is more than the individual buildings, and includes the courtyards, rail spurs, and public realm; and
- The Liberty Market building and The Carpet Factory were noted as good examples of adaptive reuse in the area.

### *Public Transit*

- Improved transit needed to reducing traffic and congestion, emphasizing the need for more frequent and reliable service across all modes;
- Many expressed optimism about upcoming projects like the Ontario Line and King-Liberty GO Station, with some suggesting the latter also serve as an UP Express stop;
- Need better connections to transit, including improved sidewalks, streets, and maintenance of the King-Liberty and Strachan Bridges; and
- Design transit stops and stations as community destinations rather than mere transfer points.

### *Parking*

- Participants were split on whether Liberty Village has too much or too little parking;
- Those advocating for less parking mainly targeted on-street spaces, suggesting they could be better used for wider sidewalks and/or cycling infrastructure; and
- Broad agreement that surface parking should be discouraged, with many recommending its conversion into parks or community spaces.

### *Comments from Local Businesses*

- Part of the attraction to Liberty Village for businesses included the creative and historic industrial character of the area, as well as the more attractive lease rates compared to the Financial District and other more central areas.
- Some specific industries identified the co-location of similar industries as an important part of their locational choice, specifically the music, media and design companies.
- For some companies, the specific site conditions present in Liberty Village (fewer noise restrictions, street level loading access for heavy production equipment, etc.) were key to their locational decisions.
- The access to GO transit as well as proximity to corridors such as Dufferin Street and the Gardiner have benefitted access to both customers and employees. Congestion, circulation and transit improvements were all high priority concerns for the businesses. Many businesses were concerned that the introduction of significant residential density in advance of transit improvements would exacerbate existing congestion pressures.
- The introduction of retail amenities would improve the employee experience.

- Construction coordination and mitigation was also a major consideration due to operational impacts and employee retention/attraction concerns.

#### *Other Common Themes*

- Liberty Village has a unique identity as a neighbourhood close to downtown yet distinct from it, expressing a strong desire to preserve and further develop this “city but not downtown” character;
- Many praised community diversity and called for future development to support a mix of lifestyles, household types, and incomes;
- Support for more community events;
- Need for cleaner and better-maintained public spaces and improved safety; and
- Emphasized maintaining a mix of uses and encouraging more varied built forms, such as additional mid-rise development.

The comments received above were considered in the formulation of the recommended OPA. Below is a list of how the OPA responded to comments received from engagement:

- A plan for reducing automobile dependency and for new developments to better manage traffic impacts and promoting the use of other forms of transportation including transit, cycling, and walking.
- The policy requires non-residential uses, maintaining and enhancing the employment hub within Liberty Village.
- A plan for the provision and location of future new community services and facilities as well as new parks and open spaces.
- New streets and well-designed streetscapes that are protected from impacts from dogs, as well as a public realm that improves connectivity, porosity, and public enjoyment.
- Policies are provided to support a mix of housing at all stages of life, including family-sized units, purpose-built rental, seniors housing, and affordable housing.
- Policies that conserve the area’s collection of cultural heritage resources and guide contextually appropriate and responsive growth and development.
- Where necessary, new development must provide and/or pay for municipal infrastructure improvements.
- Intensification that meets the Provincial growth targets for areas around major transit stations has been achieved. The intensification is to be located and massed to limit impacts on light, view and privacy.

## Attachment 5: Study Process Summary

The following section reviews the study process, including the work conducted by staff and the consultants retained for the study to complete the scope of work for the study.

### Scope of Work

The scope of work for the Liberty For All planning study includes the review of the following topic areas:

- Active transportation
- Community services and facilities
- Parks and public realm
- Heritage
- Built form
- Land use
- Affordable housing
- Infrastructure, energy and the environment

Both the Liberty Village Public Realm Strategy and the Liberty Village Traffic Action Plan informed the parks and public realm and transportation aspects of this study, with the intention that the recommended OPA will further refine the Public Realm Strategy.

The study process is divided into five phases as illustrated below:

### Five Phases

PHASE 1 Q4 2024	PHASE 2 Q1-Q2 2025	PHASE 3 Q3-Q4 2025	PHASE 4 Q1-Q3 2026	PHASE 5 2026 onwards
Review of existing conditions, data collection, and site visits.	Community consultations and stakeholder working groups.	Analysis and drafting of OPA policies.  Community consultation on draft policies.	Finalizing the OPA.  City Council approval.	Implementation of approved OPA.

### Cultural Heritage Resource Assessment

The conservation of cultural heritage resources is an integral component of good planning, contributing to a sense of place. As part of the study, City Planning conducted a Cultural Heritage Resource Assessment (CHRA) to document how the study area evolved into its contemporary form and to ensure that properties of cultural heritage value or interest are appropriately identified, understood, and conserved.

The CHRA produced a Historic Context Statement (HCS) to explain the area's contemporary form and character by identifying significant periods of historical evolution, analyzing key formative themes, and relating properties to those themes. A copy of the Liberty Village HCS is included as Attachment 8 to this report. The historic context statement informed the heritage survey, identification and assessment of all properties within the OPA area and identified the existing collection of features as an evolved industrial cultural heritage landscape. Individual properties were screened against provincial criteria for their cultural heritage value or interest and evaluation was also informed by historical research and community engagement, including two Heritage Focus Group meetings.

The Liberty Village Cultural Heritage Resource Assessment final report was on the agenda of the April 27, 2026 meeting of the Toronto Preservation Board.

The Provincial Planning Statement encourages the implementation of proactive strategies for conserving significant built heritage resources and cultural heritage landscapes. The Liberty Village CHRA identified 22 properties that meet one or more criteria under Ontario Regulation 9/06, making them eligible for inclusion on the City's Heritage Register. This report recommends that City Council identify the 22 properties listed in Attachment 2 as having cultural heritage value or interest. Doing so would allow staff to require a Cultural Heritage Evaluation Report as part of a complete application for an Official Plan Amendment, Zoning By-law Amendment, or Plan of Subdivision in the future.

Staff will continue to bring forward recommendations for Part IV designation under the Ontario Heritage Act for properties subject to development applications as need arises and where appropriate, to continue to ensure that the properties comprising the cultural heritage landscape are conserved.

### **Community Services and Facilities Strategy**

Community Services and Facilities (CS and F) are the buildings and public spaces that accommodate a range of non-profit programs and services provided and/or funded by the City or other public agencies/organizations. They include schools, childcare centres, libraries, community recreation centres and social agency space. CS and F support a diverse range of programs and services that build communities, contribute to quality of life and act as neighbourhood focal points where people gather, learn, socialize and access services. As part of the study a needs assessment was undertaken of the enhancements and improvements that will be needed to meet the population growth estimates and potential growth in the Regeneration Area, resulting in a CS and F Strategy that will guide the implementation of new CS and F in the area.

### **Land Economics Strategy**

Through the settlement on OPA 231, any development in the Regeneration Area would be required to provide non-residential space at a minimum of 45% of the total gross floor area. However, despite this requirement, the settlement on OPA 231 also indicated that through further study this percentage could be revisited.

To complete this scope of work, Community Planning staff retained N. Barry Lyon Consultants (NBLC) as qualified experts in land economics. NBLC's analysis involved an extensive review of the existing needs for non-residential uses and space in Liberty Village and proposed a strategy that was used in the preparation of the recommended OPA related to land use, and, more specifically, to non-residential space in Liberty Village West.

### **Servicing Infrastructure**

Toronto Water conducted an analysis of water and sewer capacities, including retaining an engineering consultant, CIMA+, to provide an assessment of these services. The assessments for the servicing infrastructure are summarized in this report and can be made available by way of request to the contact person of this report.

## Attachment 6: List of Active Planning Applications

The chart below outlines the development applications currently under review within the Study Area boundaries:

### Development Applications Currently Under Review

Address	Application Nos.	Description
147-151 Liberty Street and 54-68 Fraser Avenue	25 108662 STE 10 OZ (Official Plan and Zoning By-law Amendment)	55-storey mixed-use building atop a designated heritage property. The proposal contains 732 residential dwelling units.  Application has been appealed to the Ontario Land Tribunal.
25-35 Liberty Street, 58 Atlantic Avenue, and 51-65 Jefferson Avenue	25 269806 STE 10 OZ (Official Plan and Zoning By-law Amendment)	50-storey mixed-use building with purpose built rental residential, affordable housing, retail, and community space. The proposal contains 514 residential dwelling units.  Application remains under review.
61, 75, 85 Hanna Avenue and 120 Lynn Williams Street	20 229554 STE 10 OZ (Zoning By-law Amendment) 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. A public park and POPS space are also proposed.  Zoning By-law amendment is approved; Site plan and subdivision remain under review.
80-86 Lynn Williams Street	23 216060 STE 10 OZ (Zoning By-law Amendment)	44-storey mixed-use building, with retail use at grade, 520 purpose built rental units and 13 affordable housing units within the podium and tower. The proposal also includes a public daycare and a public park.  Rezoning is approved; Site plan is under review.
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.

Address	Application Nos.	Description
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.
41-53 Fraser Avenue, 8 Pardee Avenue, and 135 Liberty Street	21 160624 STE 10 OZ (Zoning By-law Amendment) 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 had approved the Exhibition GO Station Development on April 8, 2022 through a Minister's Zoning Order (MZO) for sites at 1 Atlantic Avenue and 2-20 Jefferson Avenue. The development consisted of four towers at 19, 20, 21 and 22 storeys with a total of 568 residential units and 214 parking spaces. Since 2022, the Province has revisited this MZO and is now proposing three buildings at 54, 44, and 38 storeys with a total of 1,450 residential units and 7,838 square metres of non-residential floor area. The development for these towers will not take place until after Metrolinx has completed the Ontario Line Exhibition terminus station and improvements to Exhibition GO station. For more information on this development, visit: <https://www.infrastructureontario.ca/en/what-we-do/projectssearch/exhibition-transit-oriented-community/>

## **Attachment 7: Properties of Cultural Heritage Value or Interest**

- 1 Atlantic Avenue
- 28 Atlantic Avenue (including entrance address 27 Jefferson Avenue)
- 30 Atlantic Avenue (including entrance address 33 Jefferson Avenue)
- 32 Atlantic Avenue (including entrance address 41 Jefferson Avenue)
- 102 Atlantic Avenue
- 153 Dufferin Street (including entrance address 10 Mowat Avenue)
- 159 Dufferin Street (including entrance address 18 Mowat Avenue)
- 163 Dufferin Street
- 165 R Dufferin Street
- 233 Dufferin Street (including entrance address 235 Dufferin Street)
- 171 East Liberty Street (including entrance address 165 East Liberty Street)
- 1 Fraser Avenue
- 2 Fraser Avenue (including entrance address 8 Fraser Avenue)
- 29 Fraser Avenue
- 33 Fraser Avenue
- 35 Fraser Avenue (including entrance address 6 Pardee Avenue)
- 64 Jefferson Avenue (including entrance address 30 Jefferson Avenue)
- 190 Liberty Street
- 20 Mowat Avenue
- 22 Mowat Avenue
- 78 Mowat Avenue
- 2 Pardee Avenue

## **Attachment 8: Historic Context Statement**

Attached separately to this report as a PDF

## **Attachment 9: Community Services and Facilities Strategy**

Attachment will be made available prior to the May 28, 2026 Toronto and East York Community Council meeting.

## **Attachment 10: N. Barry Lyon Consultants Economic Strategy**

Attachment will be made available prior to the May 28, 2026 Toronto and East York Community Council meeting.

## **Attachment 11: Draft Official Plan Amendment**

Attached separately to this report as a PDF