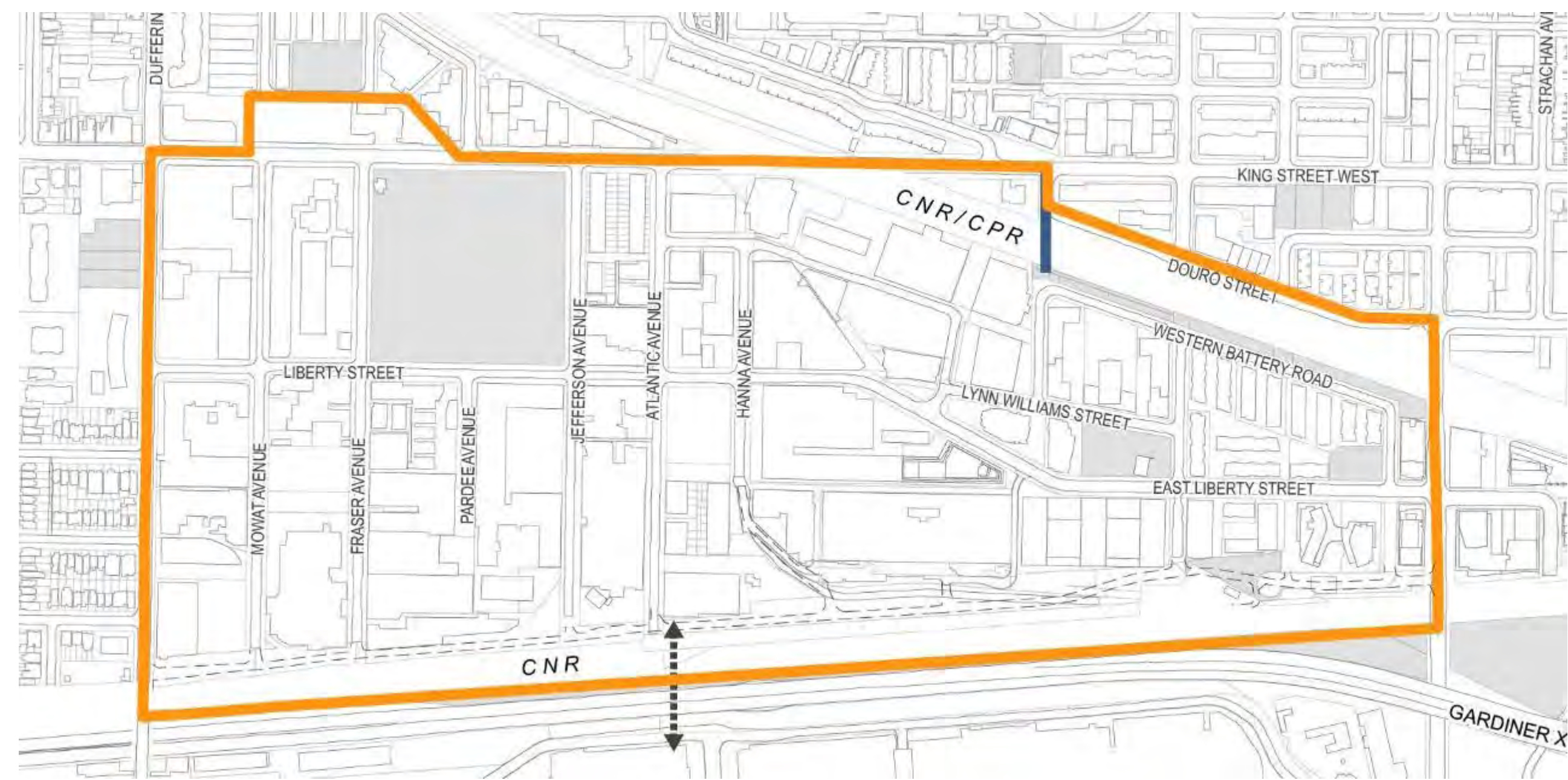


Welcome!





Liberty Village Public Realm Strategy

Community Information Drop-In Event

Why Are We Here?



Legend

-  Study Area
-  Future New Liberty Street alignment is being adjusted. Shown is the outline from the approved Environmental Assessment 2016.
-  Pedestrian and Cycling Bridges
-  Exhibition GO tunnel



The Liberty Village Public Realm Strategy focuses on opportunities for the City to expand and improve the parks and public realm in Liberty Village, including leveraging city-owned properties to do so. Such improvements will include new public parks and open spaces (such as transforming the parking lot at 34 Hanna Avenue into a public park), improvements to sidewalks, more soft landscaping such as trees, and building on the midblock connections that form the character of Liberty Village.

Streets are a key part of the public realm; transportation studies, such as a streets plan and a parking study, will support this work.

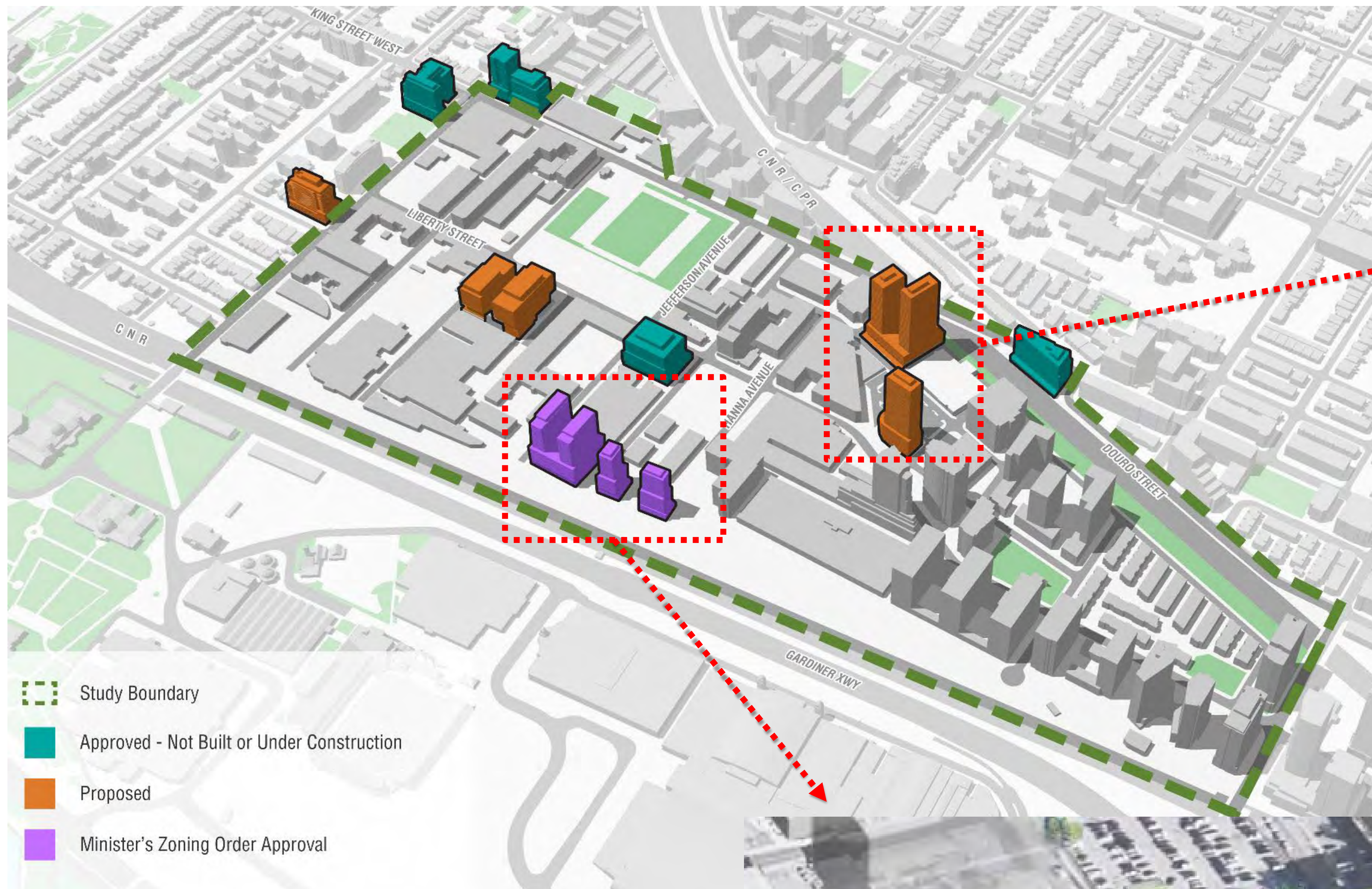
On June 19, 2022, Toronto and East York Community Council endorsed the draft public realm strategy and requested City Staff to continue refining and consulting on the strategy. This drop-in event will present the findings of further study from City staff that will inform the Liberty Village Public Realm Strategy.

City staff intend to bring forward a report with the final version of the Liberty Village Public Realm Strategy in April of 2024.



Photo of 34 Hanna Avenue parking lot.

Liberty Village is Growing



61-85 Hanna Avenue and 120 Lynn Williams Street

City Council recently approved zoning for this site. The development consists of three mixed-use buildings at 32, 33, and 36 storeys with 963 residential units. The proposal also includes: a new public street (Snooker Street extension); intersection safety improvements at Lynn Williams and East Liberty; a new park of 1,282 square metres; and 29 affordable housing units.

Exhibition Transit-Oriented Community

The Province approved the Exhibition GO Station Development on April 8, 2022 through a Minister's Zoning Order. The development consists of four towers at 21, and 23 storeys with a total of 568 residential units and a total of 214 parking spaces.



61-85 Hanna Avenue and 120 Lynn Williams Street

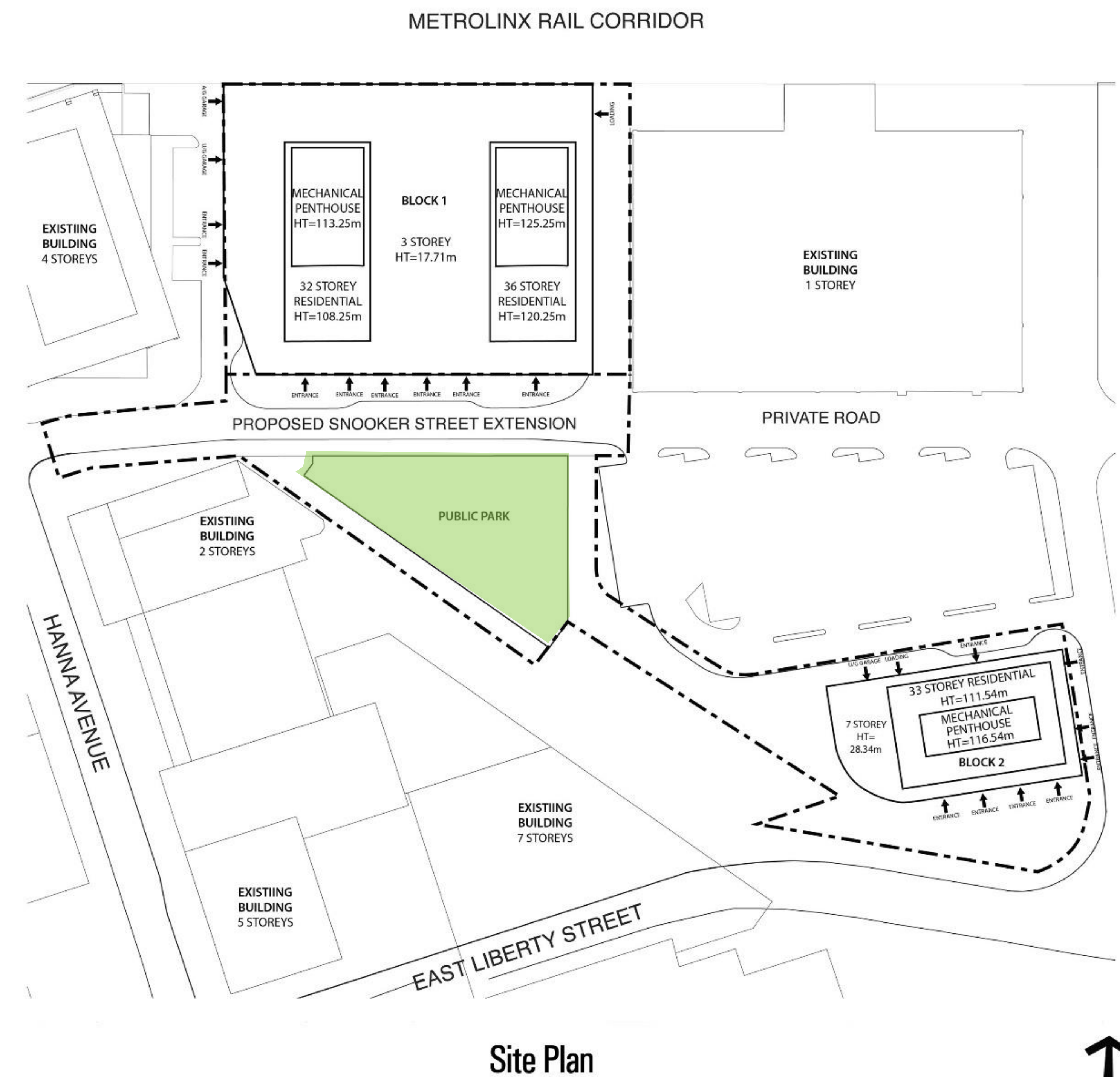
61-85 Hanna and 120 Lynn Williams Street is a development application to rezone the site for three tall buildings at 32, 33, and 36 storeys. The application was approved on July 19, 2023 subject to conditions such as the consultation on and development of the Liberty Village Public Realm Strategy and Neighbourhood Streets Plan.

In addition to the housing needed to respond to the housing crisis, the application will also provide:

- A portion of a new public street that will extend Snooker Street
- Intersection safety improvements at Lynn Williams Street and East Liberty Street
- A new public park of 1,282 square metres
- 29 affordable housing units

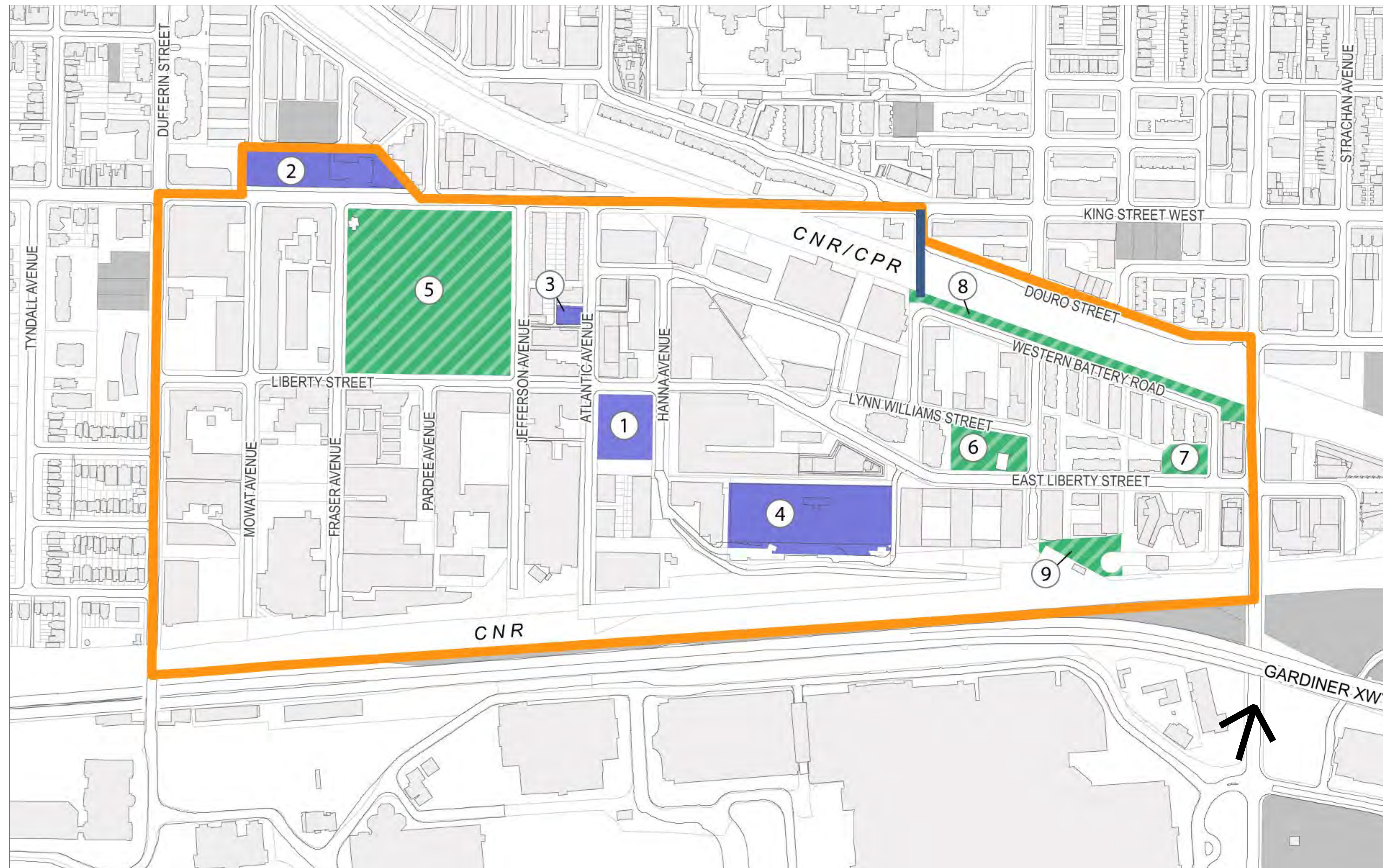
The applicant has also submitted a subdivision application to further refine and secure portions of lands related to the public park and the Snooker Street extension.

The applicant will also be required to complete a site plan application which secures in a Site Plan Agreement the architectural and landscape plans and imposes conditions related to the maintenance of the buildings.



City Property Assets

There are several City-owned properties that the City is looking to leverage for future community uses. Such uses can include new public parks (as is the case with 34 Hanna Avenue) and community services and facilities.

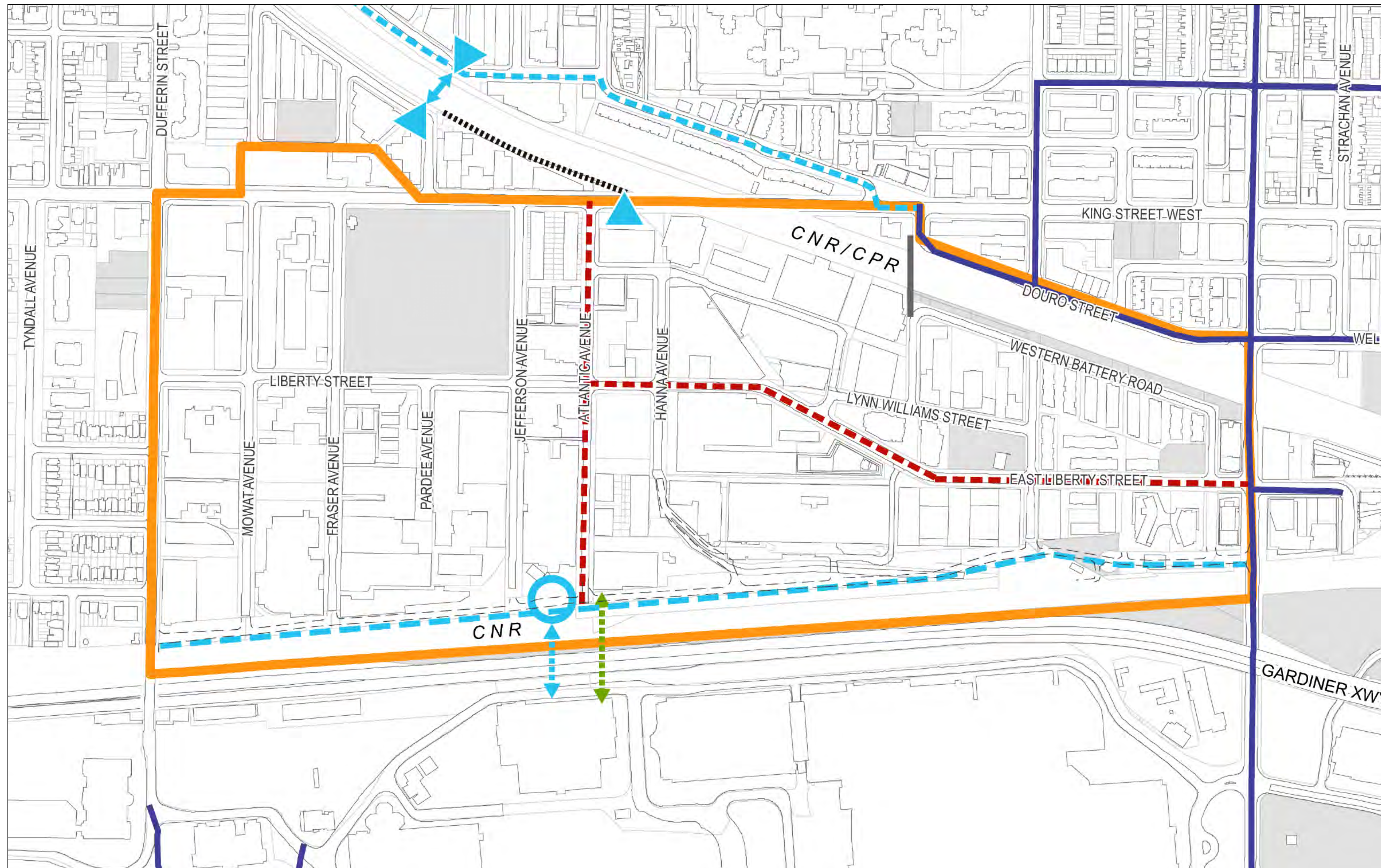


Legend






-  Study Area
-  City Property Assets
-  City Property Assets (Parks)
-  King Liberty Pedestrian Bridge

- ① 34 Hanna Ave - Green Parking Lot
- ② 1116 King St West- Transportation Services Facility
- ③ 98 Atlantic Ave - Toronto Archives
- ④ 9 Hanna Ave - Toronto Police Services
- ⑤ Lamport Stadium Park
- ⑥ Liberty Village Park
- ⑦ Gateway Park
- ⑧ Bill Johnston Park
- ⑨ New Future Park

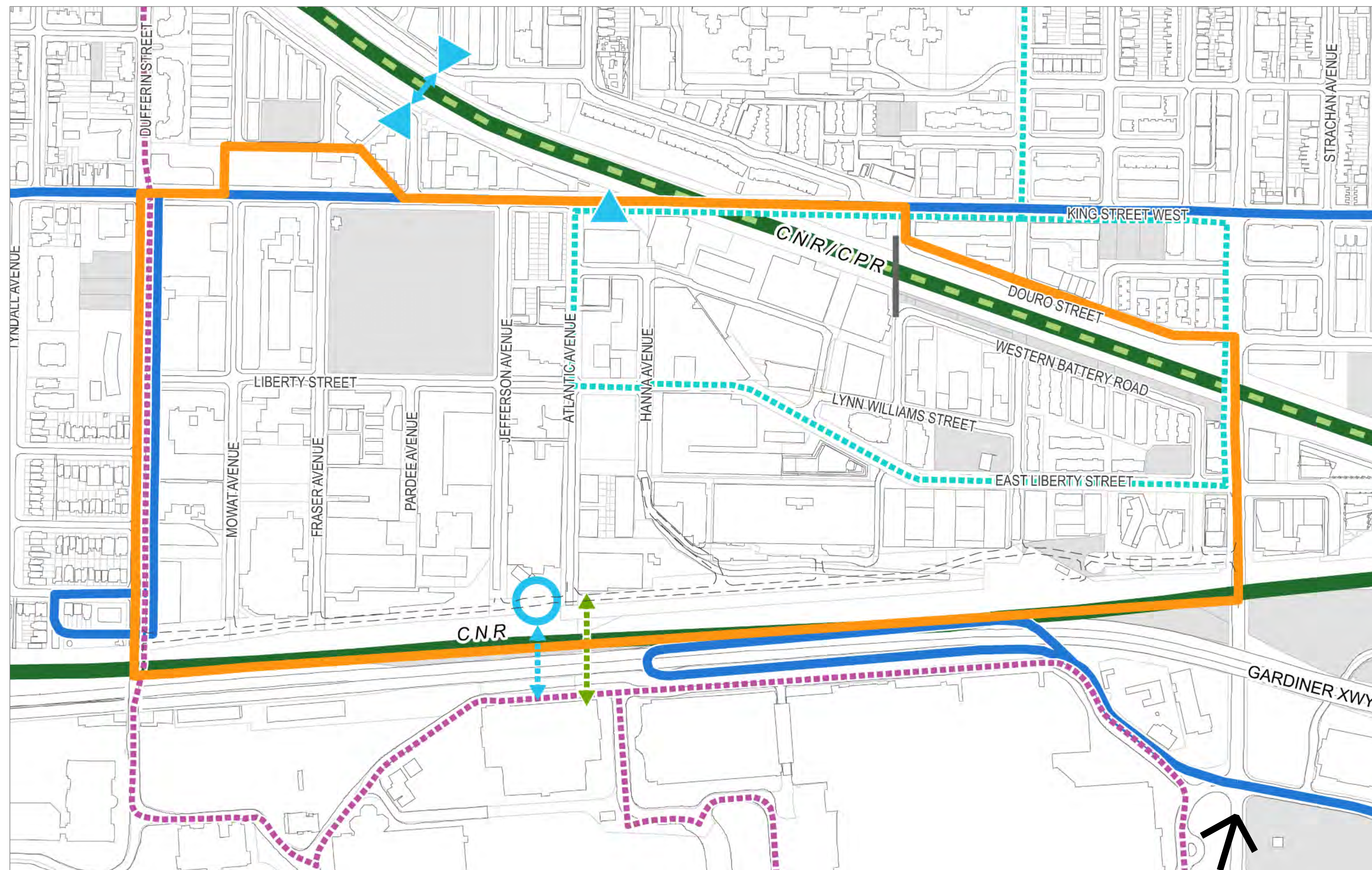
Cycling Network














Legend

-  Study Area
-  Smart Track Entrances
-  Smart Track Bridge or Exhibition GO Station Bridge
-  Existing Cycling Network
-  Planned Cycling Projects
-  Cycling Under Study
-  Future Multi-Use Path by Development

Transit



Legend

-  Study Area
-  Smart Track Entrances
-  Smart Track Bridge or Exhibition GO Station Bridge
-  ON Line Station Entrance
-  Exhibition GO tunnel
-  Lakeshore West GO Line
-  Barrie, Georgetown, Milton GO Line
-  Streetcar
-  Dufferin Bus
-  Ossington Bus
-  Future New Liberty Street alignment is being adjusted. Shown is the outline from the approved Environmental Assessment 2016.

Smart Track King-Liberty Station

In June 2023, early works construction has started on the King-Liberty Station. The completion date is targeted for December 2027.

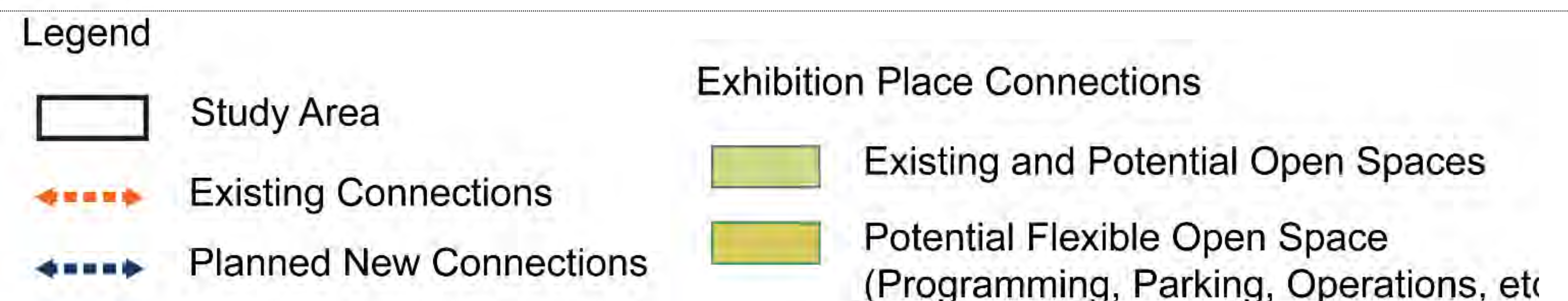
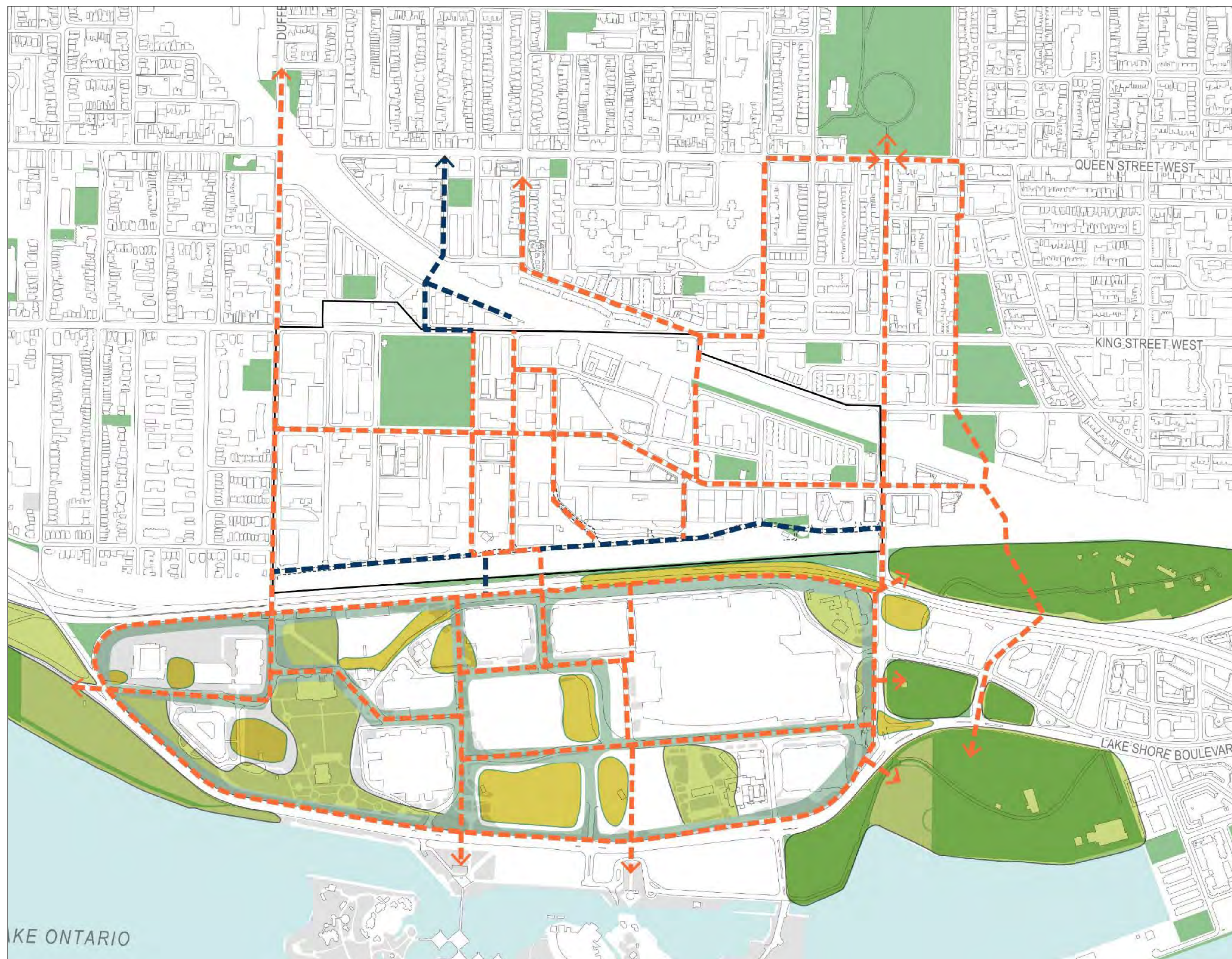
Exhibition GO Station

The GO Station will see improvements such as extensions to the north and south platforms, a new entrance and exit building located off Atlantic Avenue with an upgraded elevator at the south side of the station. Temporarily, the station will include a pedestrian bridge connecting the north and south sides, a temporary entrance building with a tunnel connection, and convenient elevator and stair access to platforms.

Alternate Routes to and through the Downtown

The west terminus of the Ontario Line will be built directly adjacent to and integrated with the Exhibition GO station improvements. The Ontario Line will provide an alternate route into and through the downtown via Queen Street.

Public Realm Network – Major Pedestrian Links



Links are being coordinated south of Liberty Village with several projects, including Exhibition GO station, Exhibition Place, Ontario Place, and the Bentway.

North Connections

- Future new Smart Track pedestrian bridge over the rail corridor linking Joe Shuster Way and Sudbury Street
- King Street Bridge Access to King-Liberty Station – Options on how this bridge can be delivered in the future are being considered. The station design will protect for a connection should this bridge access be delivered in the future.

South Connections

- Exhibition GO and Ontario Line interchange station will feature a fare free concourse running over the rail corridor in addition to improvements to the existing tunnel.
- The future west-east Liberty New Street environmental assessment alignment shown at the south of Liberty Village is undergoing alignment adjustments due to Metrolinx rail corridor requirements.

Draft Liberty Village Public Realm Strategy

On June 19, 2022, the Toronto and East York Community Council endorsed a draft version of the Liberty Village Public Realm Strategy. The strategy includes **seven key objectives** to be achieved, which are:

1. Increase and Improve **Parks and Open Spaces**
2. Increase **Greening** over hardscape
3. Maximize **Tree Planting** with conditions for mature growth
4. Provide **Pedestrian-Priority Design**
5. Improve and Increase **Mid-block Connections**
6. Improve **Liberty Street and East Liberty Street**
7. Improve **North-South streets**: Jefferson Avenue, Atlantic Avenue, and Hanna Avenue


Below is a summary of the comments we heard at the consultations:

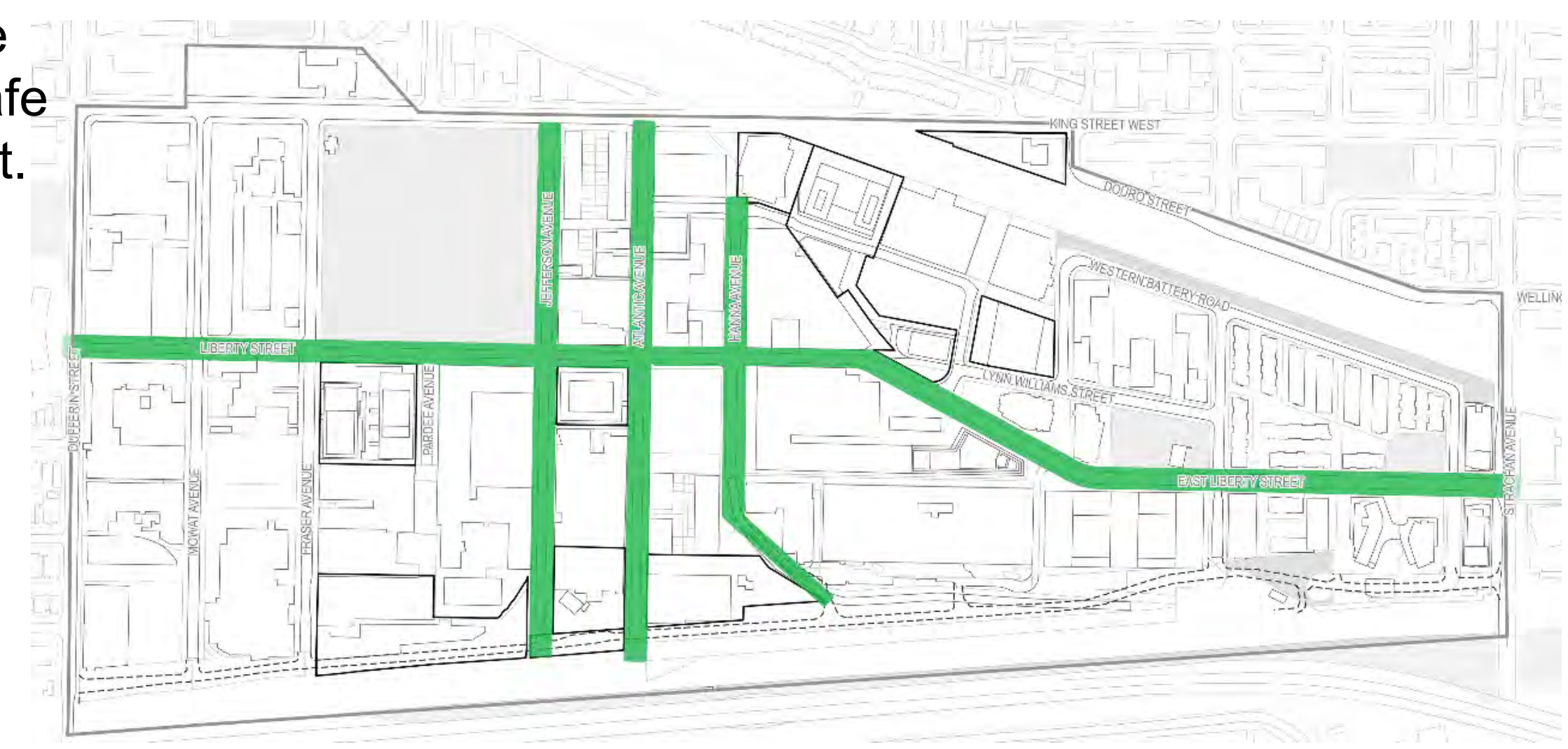
- Too much hardscape in existing conditions and new developments;
- Pedestrian connections are important to the area and should be improved;
- Sidewalks are too narrow and often residents walk in mud and dirt on East Liberty Street; and
- No room for pedestrians due to parking.

Priority Streetscape Improvement Areas

The streets highlighted in the map indicate priority areas for improvements. These apply to sidewalks and the overall boulevard and can include landscaping and tree planting, increasing space for public realm, ensuring safe pedestrian crossings, and linking parks to Liberty Street.

Legend

-  Study Area
-  Priority Streets for Improvements
-  Development Sites
-  Future New Liberty Street alignment is being adjusted. Shown is the outline from the Environmental Assessment 2016.



Sidewalk Improvements

We heard from the community: No room for pedestrians due to parking.

Map showing missing sidewalks and existing boulevard parking areas on Priority Streets for Improvements.



Photo on Liberty St at Mowat Ave, northwest corner



Photo on Liberty St between Jefferson and Atlantic Ave. (Development site 58 Atlantic Ave)

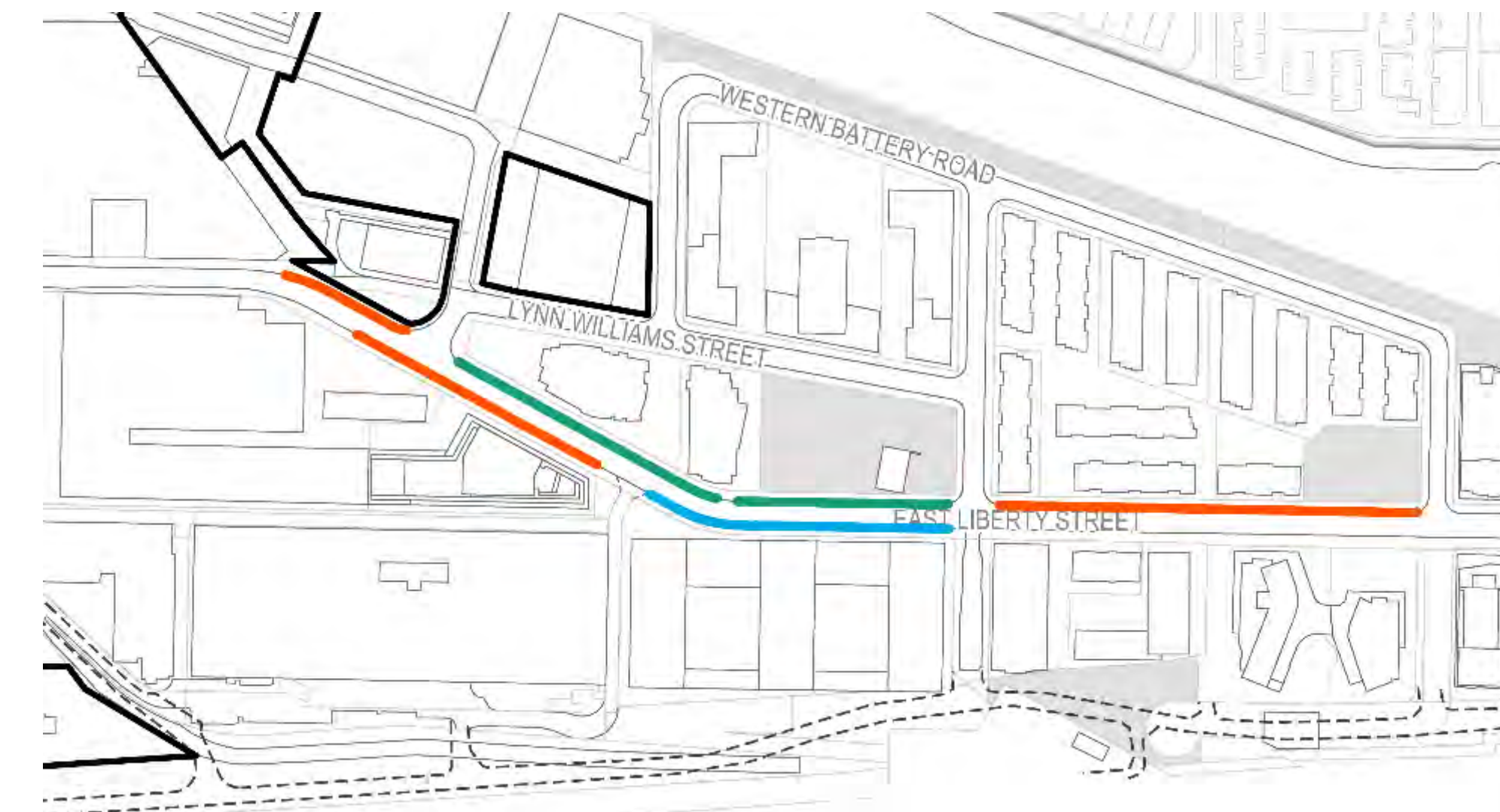
- Legend
- Study Area
 - Missing Sidewalk
 - Existing Boulevard Parking
 - Future New Liberty Street alignment is being adjusted. Shown is the outline from the Environmental Assessment 2016
 - Development Sites

- Stakeholder consultation is required to remove boulevard parking and install sidewalks of adequate width.
- Sidewalk on Hanna Avenue will be studied in relation to the Future New Liberty Street
- Sidewalk area at east side of Metro Driveway is not city lands.

Boulevard Improvements

We heard from the community: Sidewalks are too narrow and often residents walk in mud on East Liberty Street.

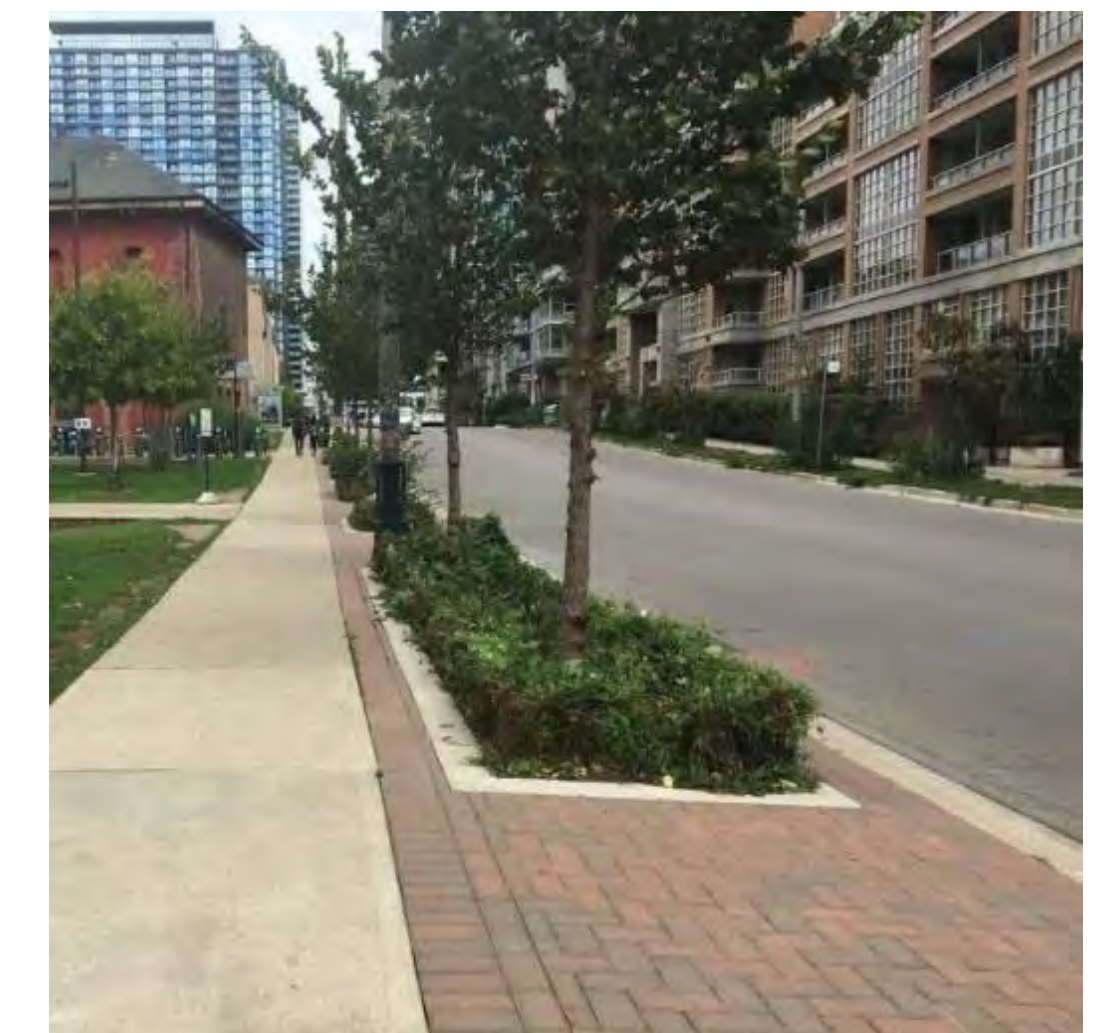
Map showing boulevards on East Liberty St.



- Legend
- Study Area
 - Boulevard Improvements Needed
 - Planned Boulevard Improvements
 - Completed Improvements: Pavers and Tree Fence in Boulevard
 - Development Sites



Residents requested wider sidewalks and repairing the boulevard.










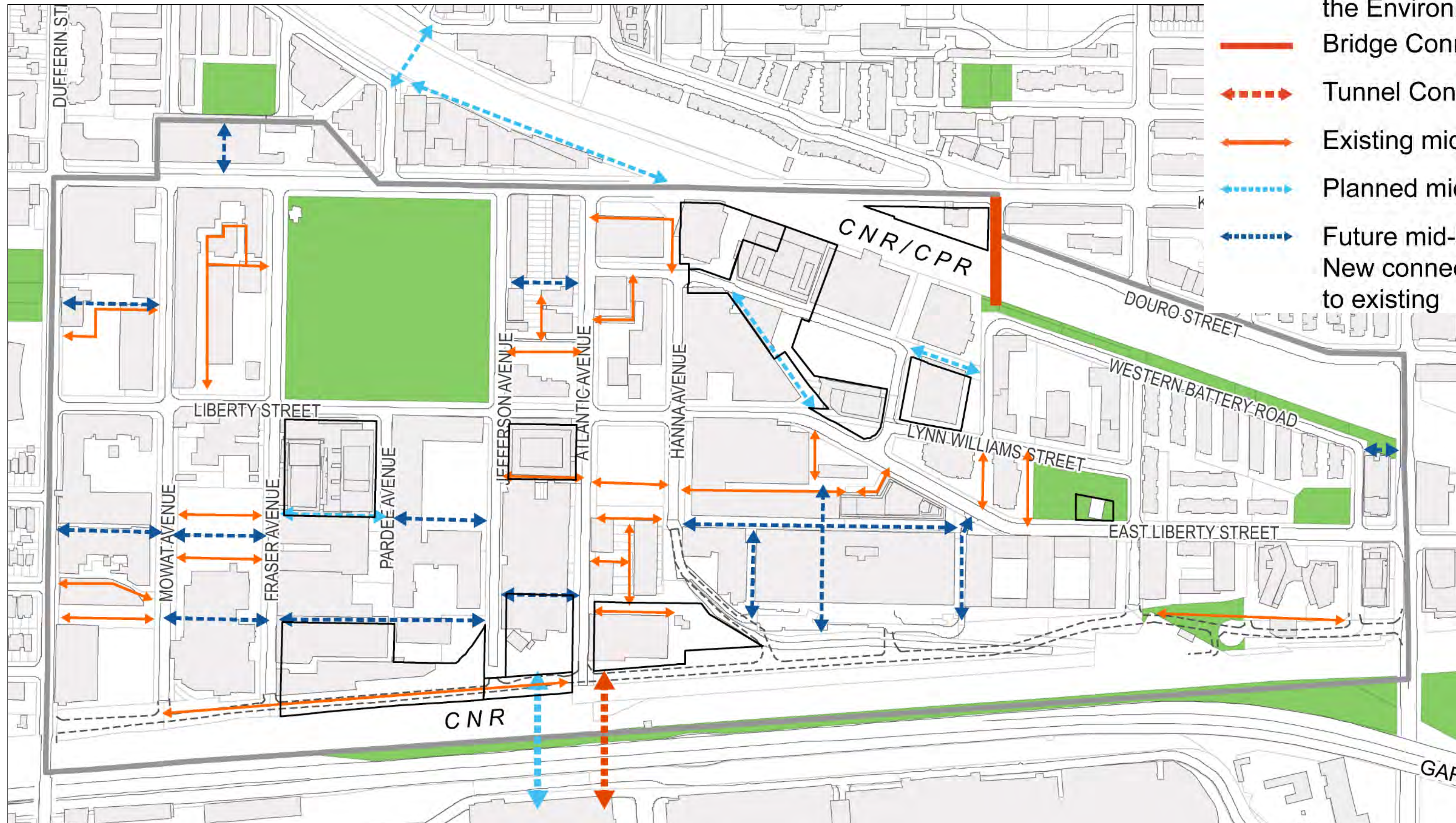
Existing pavers detail in front of park has been extended to the west and planned for across the street.

Midblock Connections

We heard from the community: Pedestrian/midblock connections are important to the area and should be improved.

Legend

-  Study Area
-  Future New Liberty Street alignment is being adjusted. Shown is the outline from the Environmental Assessment 2016.
-  Bridge Connections
-  Tunnel Connections
-  Existing mid-block connections
-  Planned mid-block connections
-  Future mid-block connections: New connections or improvements to existing



Photos of existing midblock connections at north of Hanna Avenue and of the Carpet Factory courtyard.



Liberty Village Streets Plan

Streets Plan & Data Collection

The Liberty Village Streets Plan identifies and recommends traffic operations and street design measures to improve road safety, traffic, and mode choice in the neighbourhood. Data that has been collected to support the development of recommendations include:

Traffic data such as vehicle volumes, speeds, pedestrian volume counts, and turning movement counts at intersections

- Used to identify issues, confirm community reported issues, and determine appropriate changes



Collision data collected by Toronto Police Services

- Focusing on collisions involving vulnerable road users (seniors, school children, and people walking and cycling) and on collisions resulting in death or serious injury



Reports and requests from the public and local Councillor

- Calls to 311 about traffic operations and road safety
- Comments collected from the Working Group meetings (3), community consultation meetings (2), the digital mapping tool (Social Pinpoint) and emails



Site visits and observations in the neighbourhood

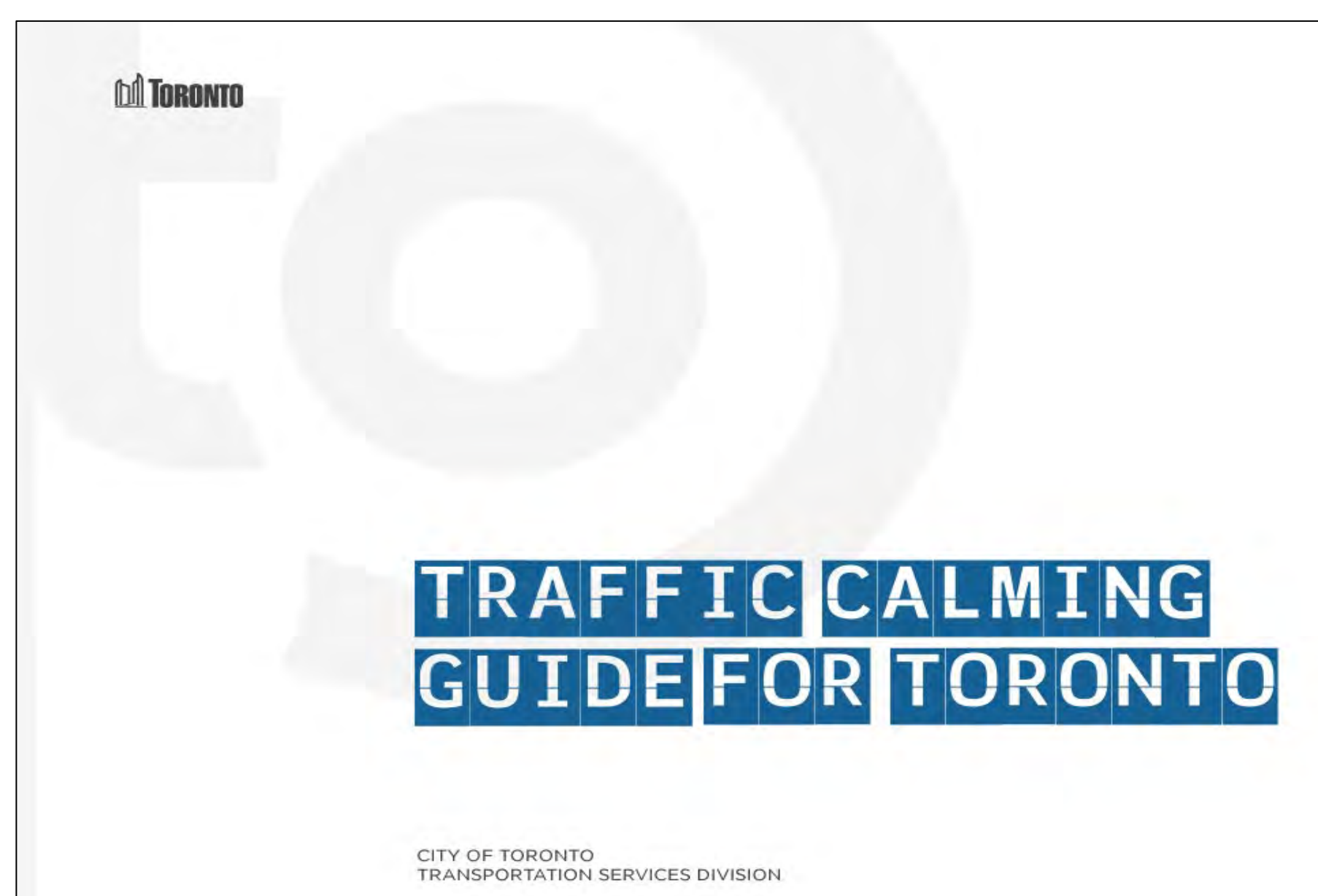


City Guidelines and Policy Framework

The City has guidelines that are used to improve the design of streets for all road users.

Traffic Calming

Physical features intended to alter driver behaviour and improve safety conditions for everyone who uses the street.



Vision Zero

An action plan & measures focused on reducing traffic-related fatalities and serious injuries on our streets.



Complete Streets

Provide safe routes for people walking or cycling, expand our tree canopy, and help manage storm water.



Plan Components

The Streets Plan responds to traffic conditions in Liberty Village:



Road Safety Improvements

Conflicts between road users can be addressed through operational measures and through providing dedicated space.



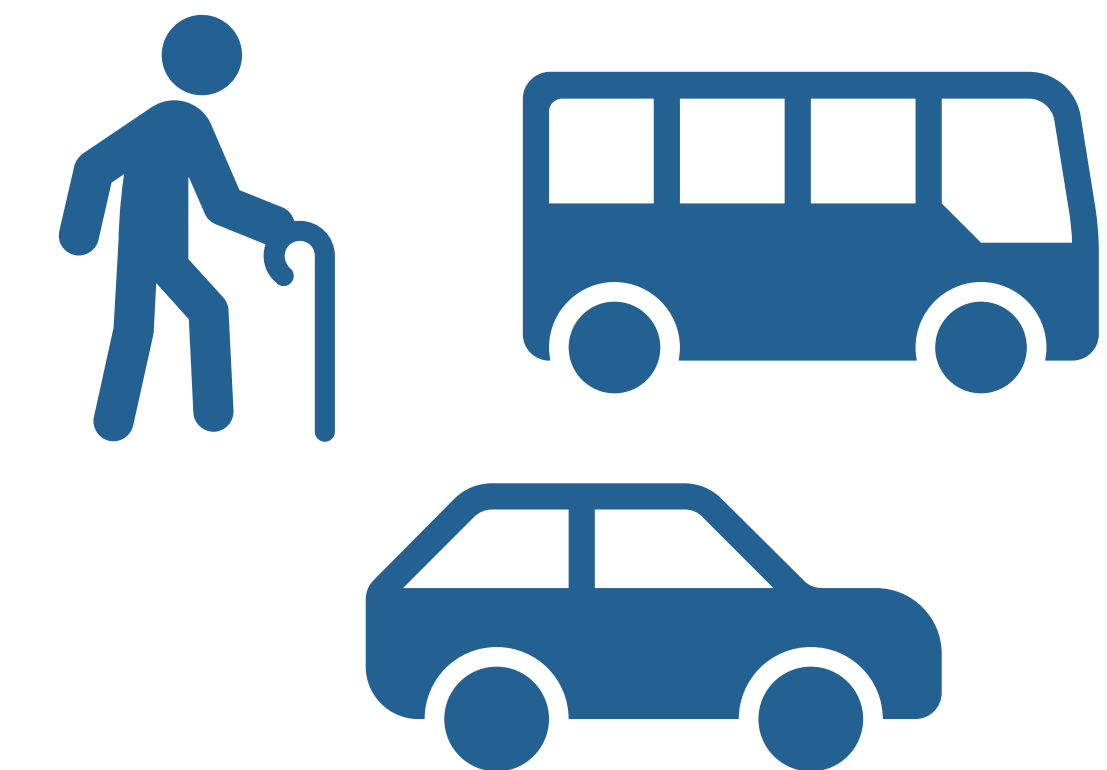
Speed Management

Speeds on neighbourhood streets can be reduced through operational elements and physical changes.



Volume Management

The number of vehicles that use a street can be managed using operational features or modifications to the built environment.



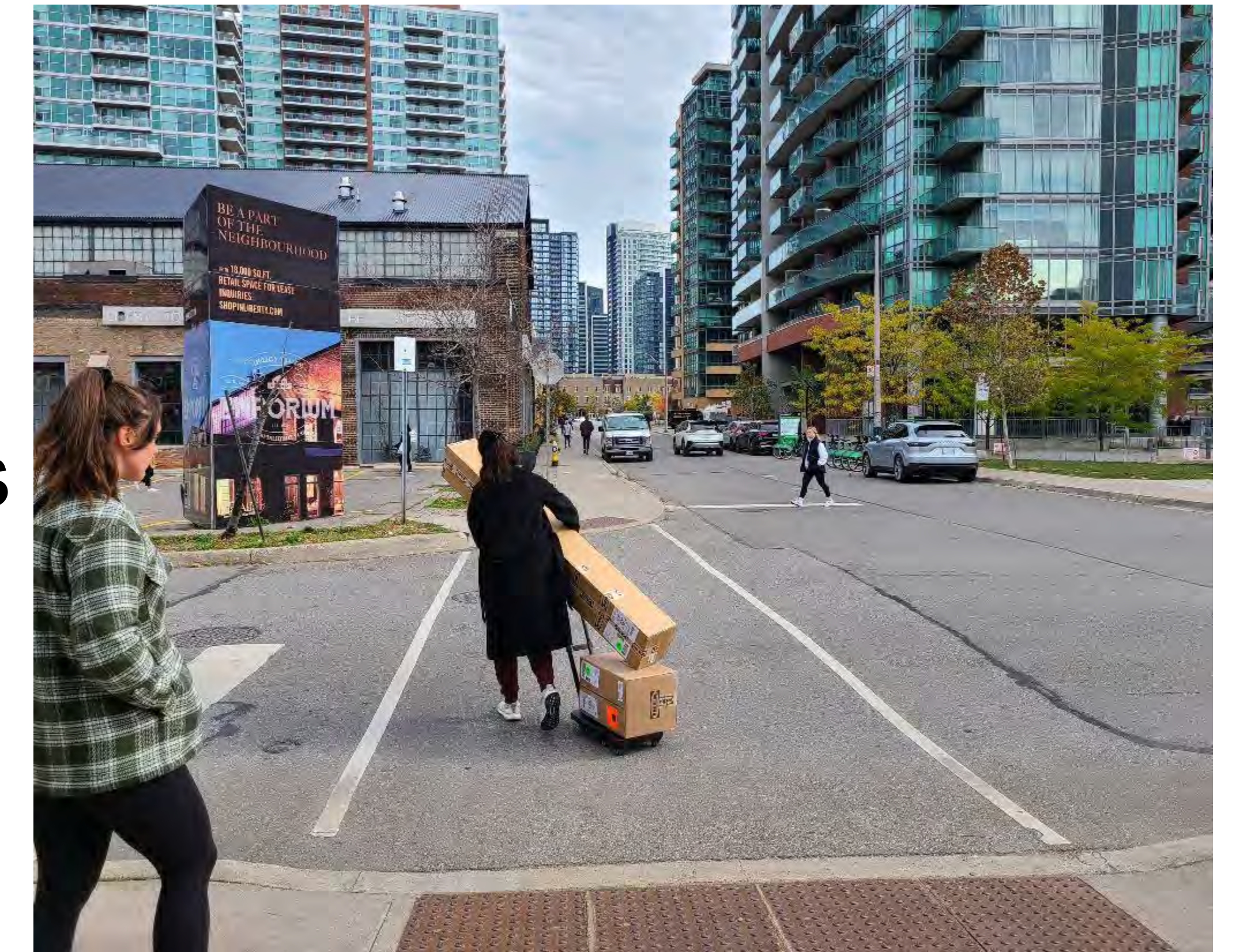
Mode Choice

Diverse transportation and travel options can reduce reliance on private motor vehicle use.

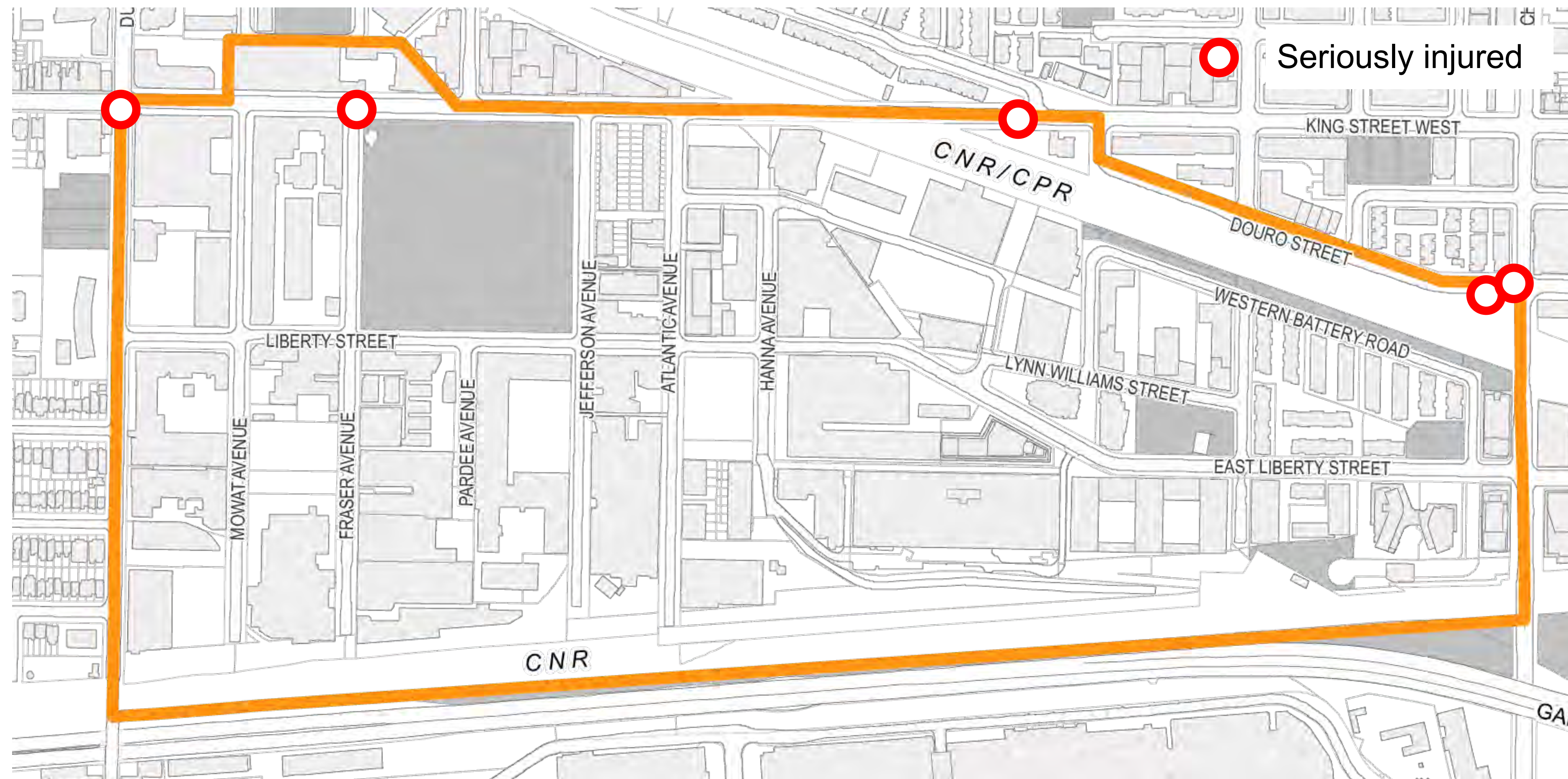
Road Safety

What We Heard

- Pedestrian safety is a concern
- Poor sightlines and unsafe motor vehicle maneuvers
- Inadequate sidewalk and no dedicated cycling facilities
- Consider one-way conversion
- Delivery vehicle parking compliance is a problem



Road Safety



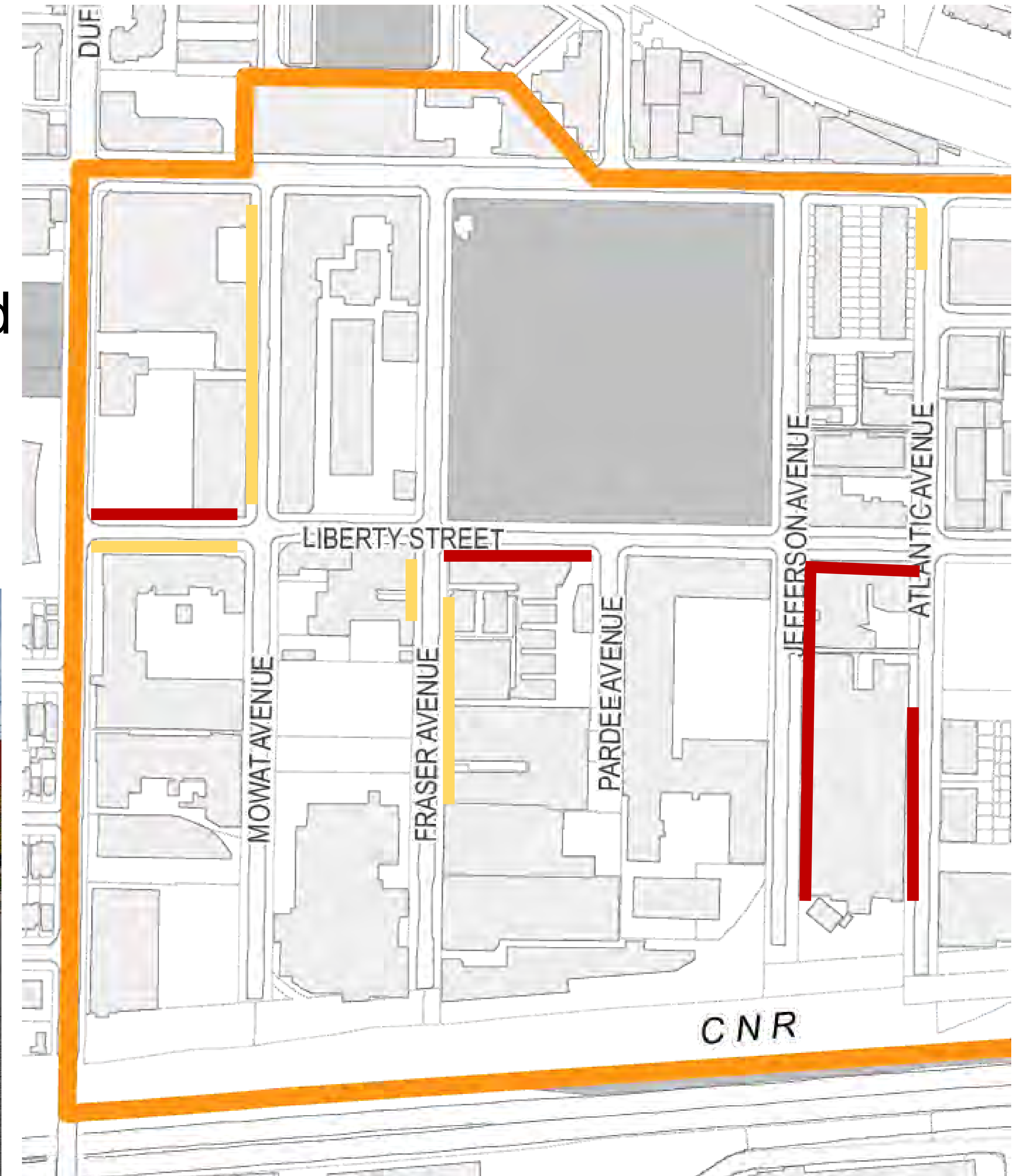
What we found:

- Toronto Police Services data from 2013 to 2023 show five collisions resulting in serious injury
- Each collision was on an arterial road: King St W, Strachan Ave, and Dufferin St
- Pavement marks are inconsistent or due for refresh

Road Safety

What we found:

- There are missing sidewalks in the study area, west of Atlantic Ave
- There is a risk of conflict between pedestrians and existing boulevard parking on Liberty St, Mowat Ave and Fraser Ave



- boulevard parking without existing sidewalk
- boulevard parking with existing sidewalk

Road Safety

What we found:

- There are sightline issues on Western Battery Rd, at the northeast road curve, due to the geometry of the road and location of the building at the south west corner of the curve.



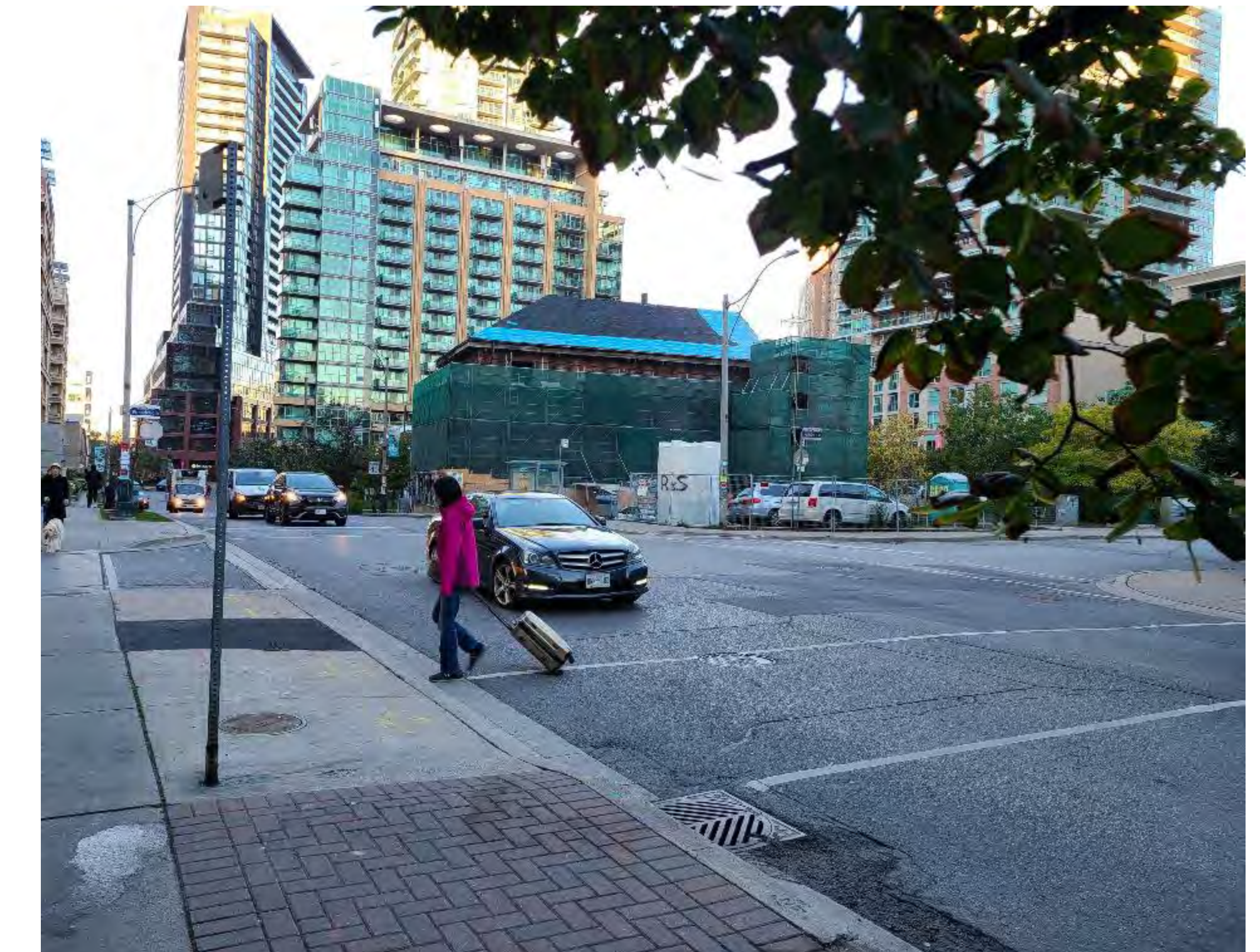
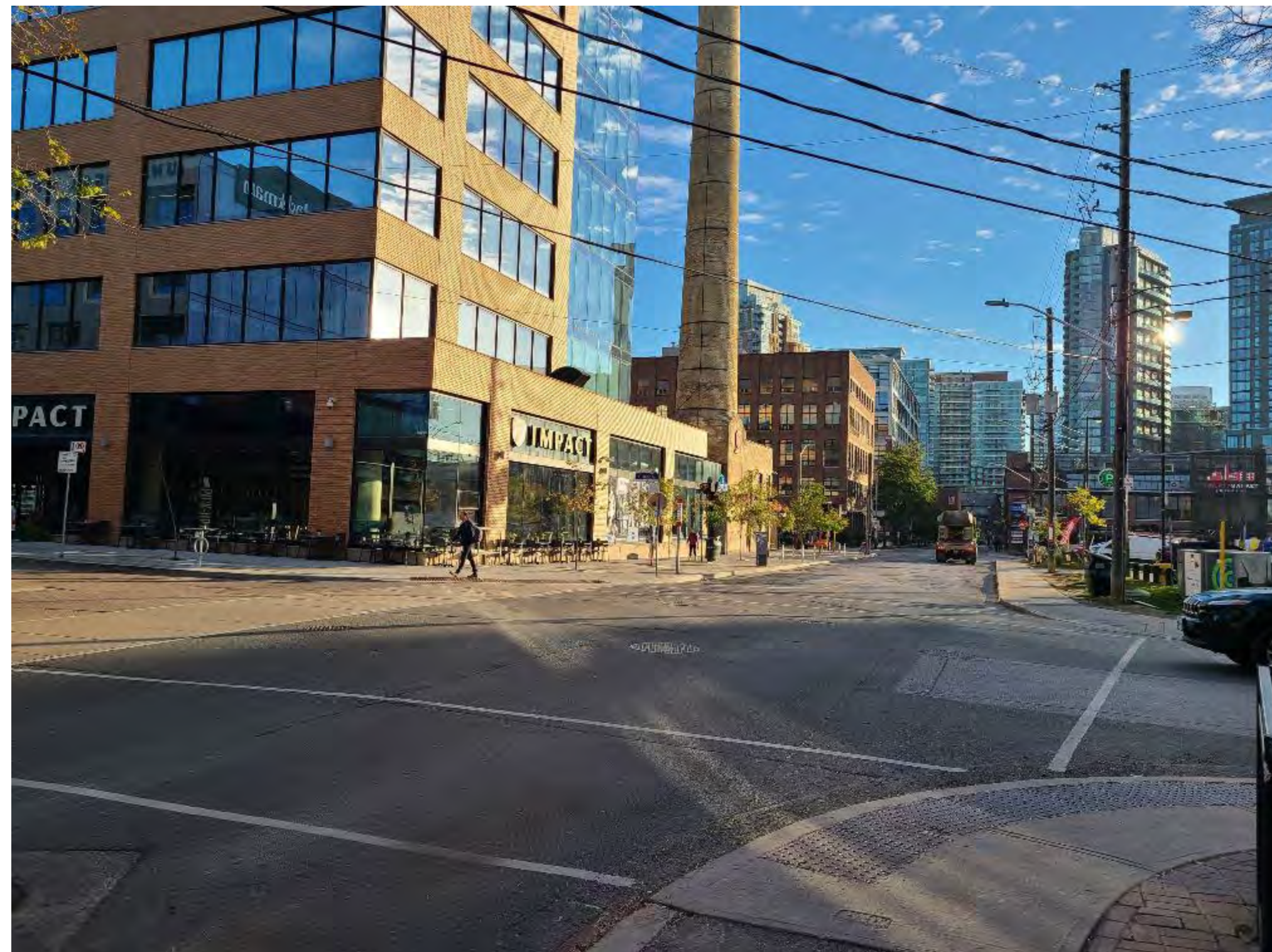
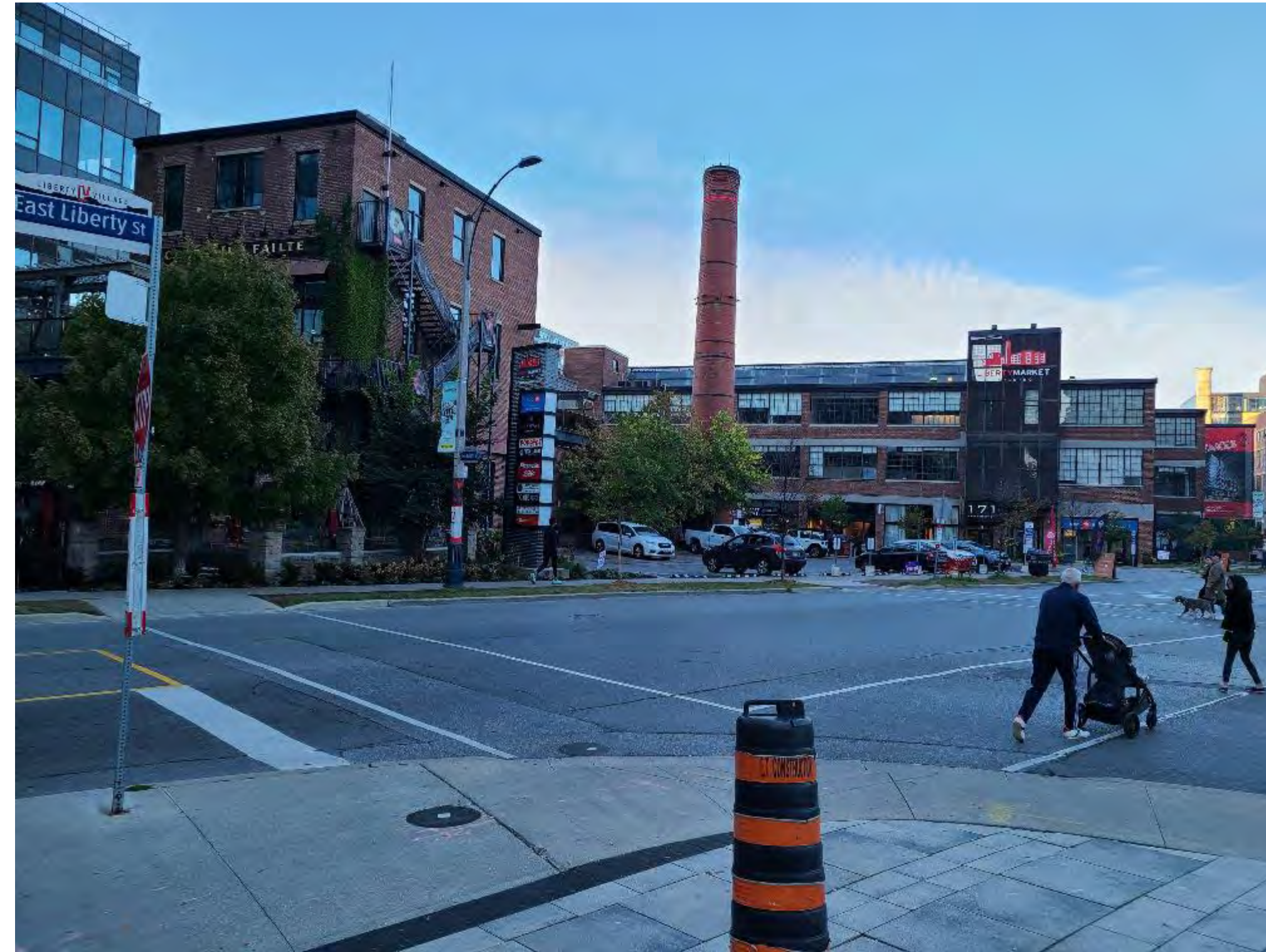
- Parked vehicles on the north side of East Liberty block sightlines for motorist exiting from 50-54 East Liberty St access point.



Road Safety

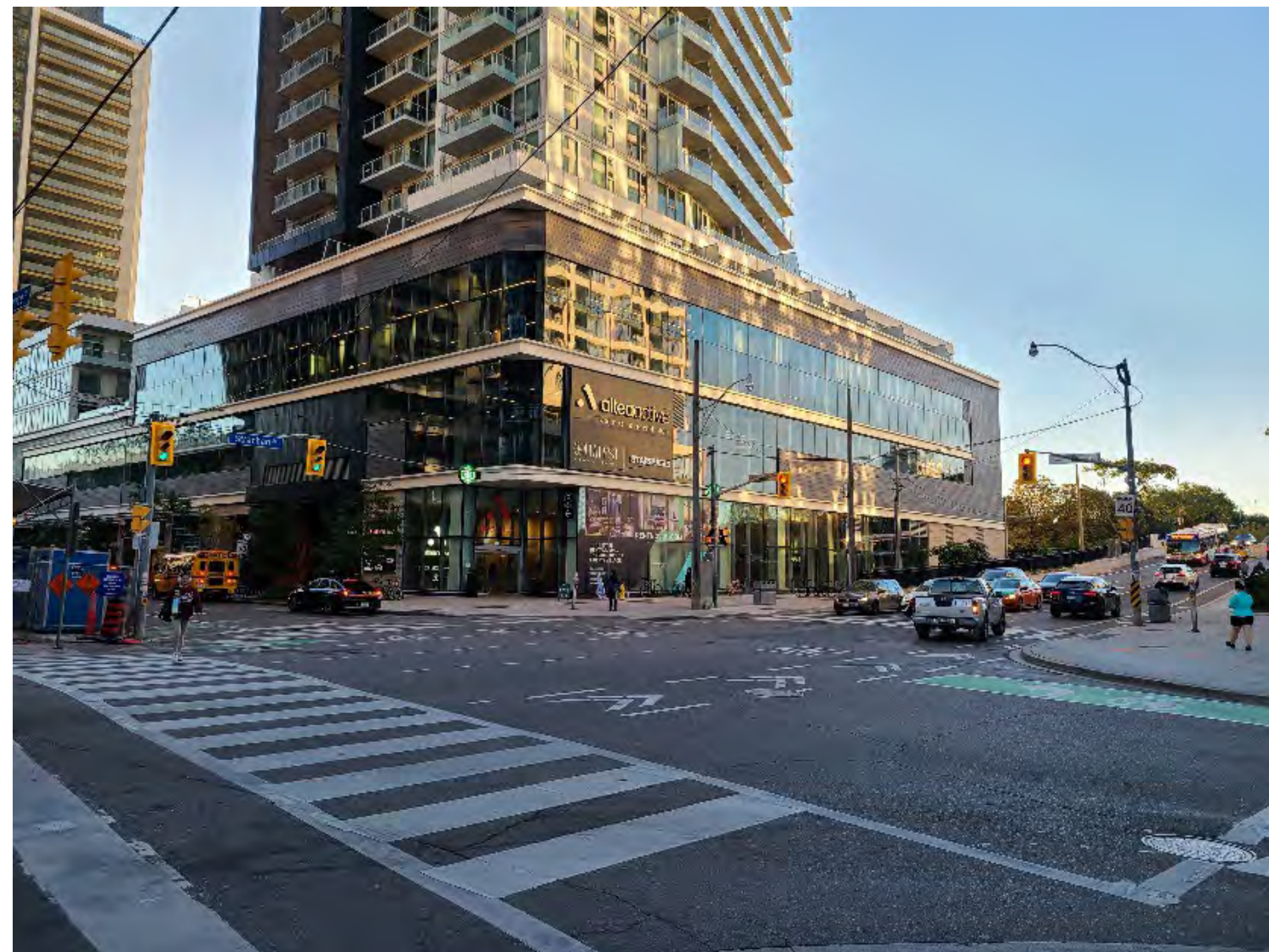
What we found:

- There are opportunities to improve safety at key pedestrian crossings and access points to the neighbourhood destinations.

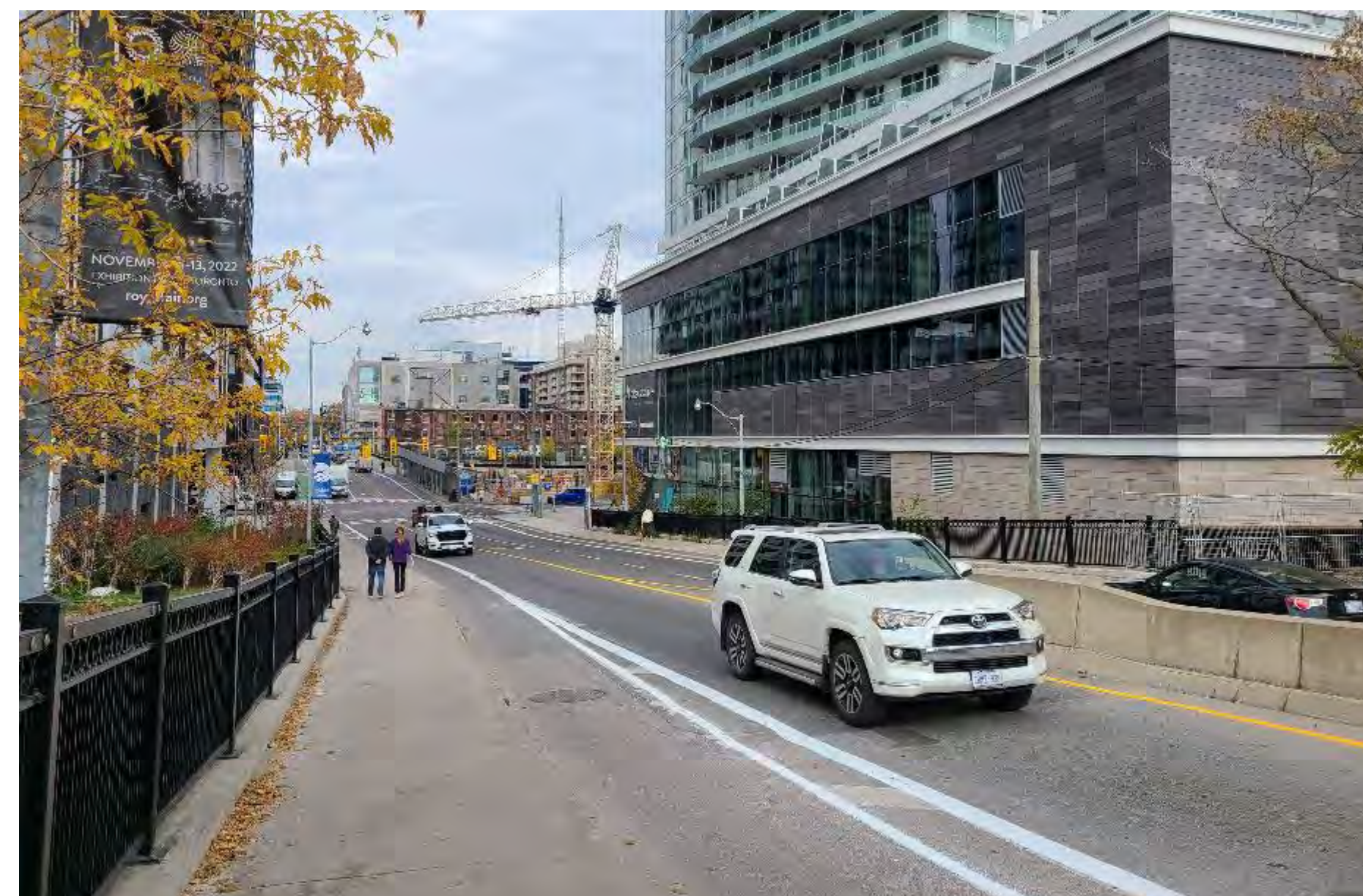


Existing Measures That Promote Road Safety

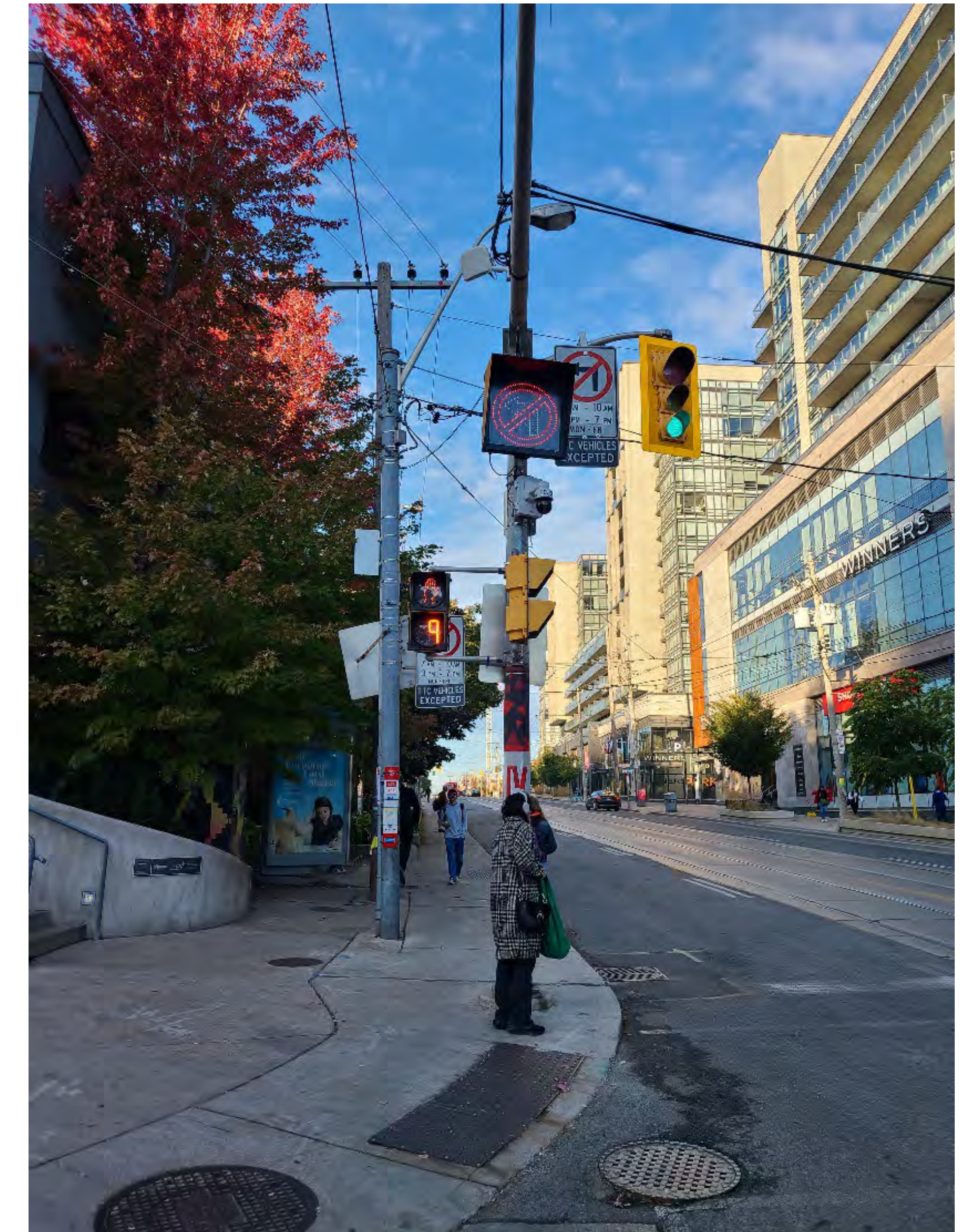
- Pedestrian head start signal at Strachan Ave and East Liberty St



- Dedicated cycling facilities on Douro St and Strachan Ave

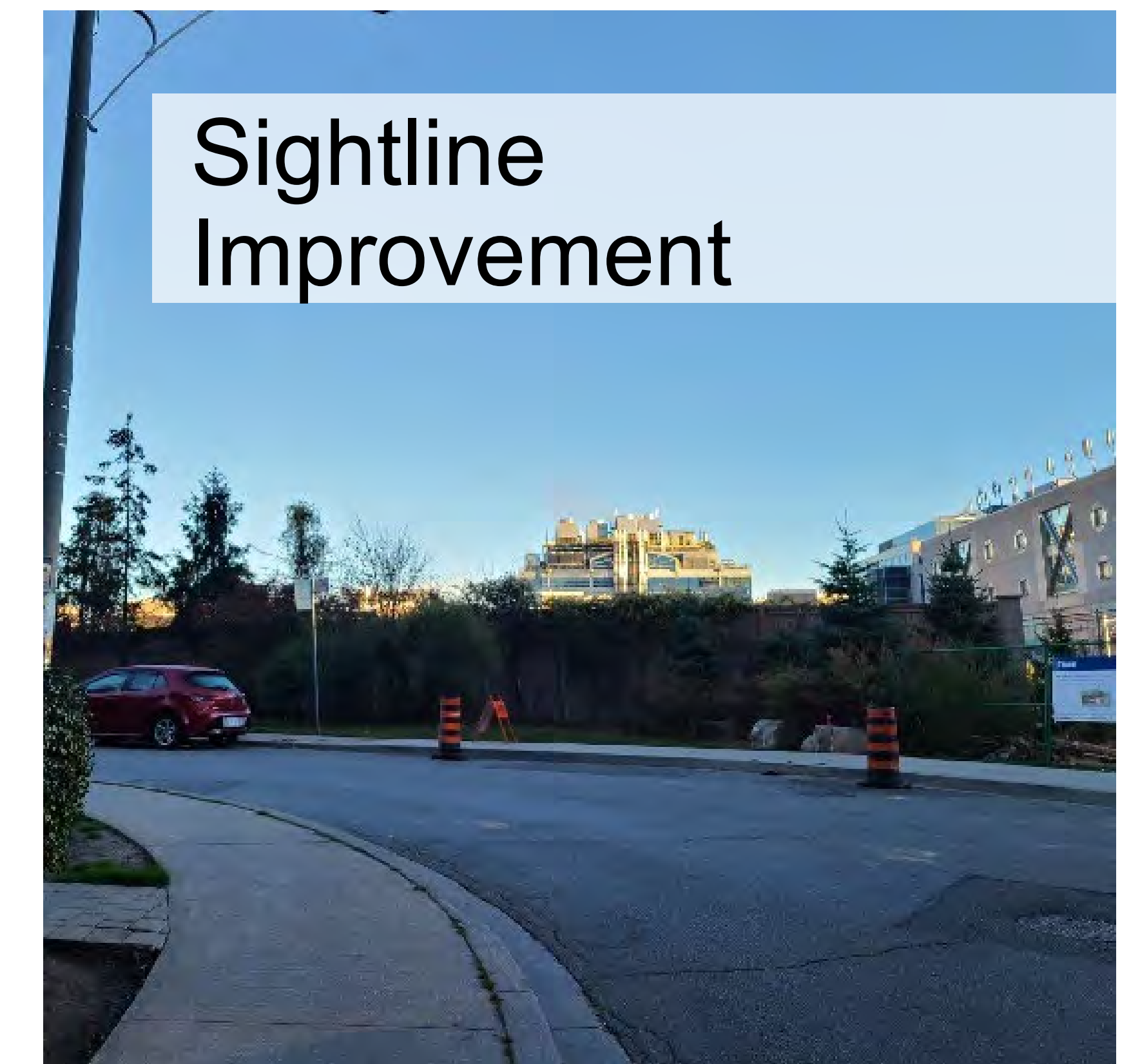


- LED blank-out sign at Atlantic Ave and King St W



Road Safety Improvements

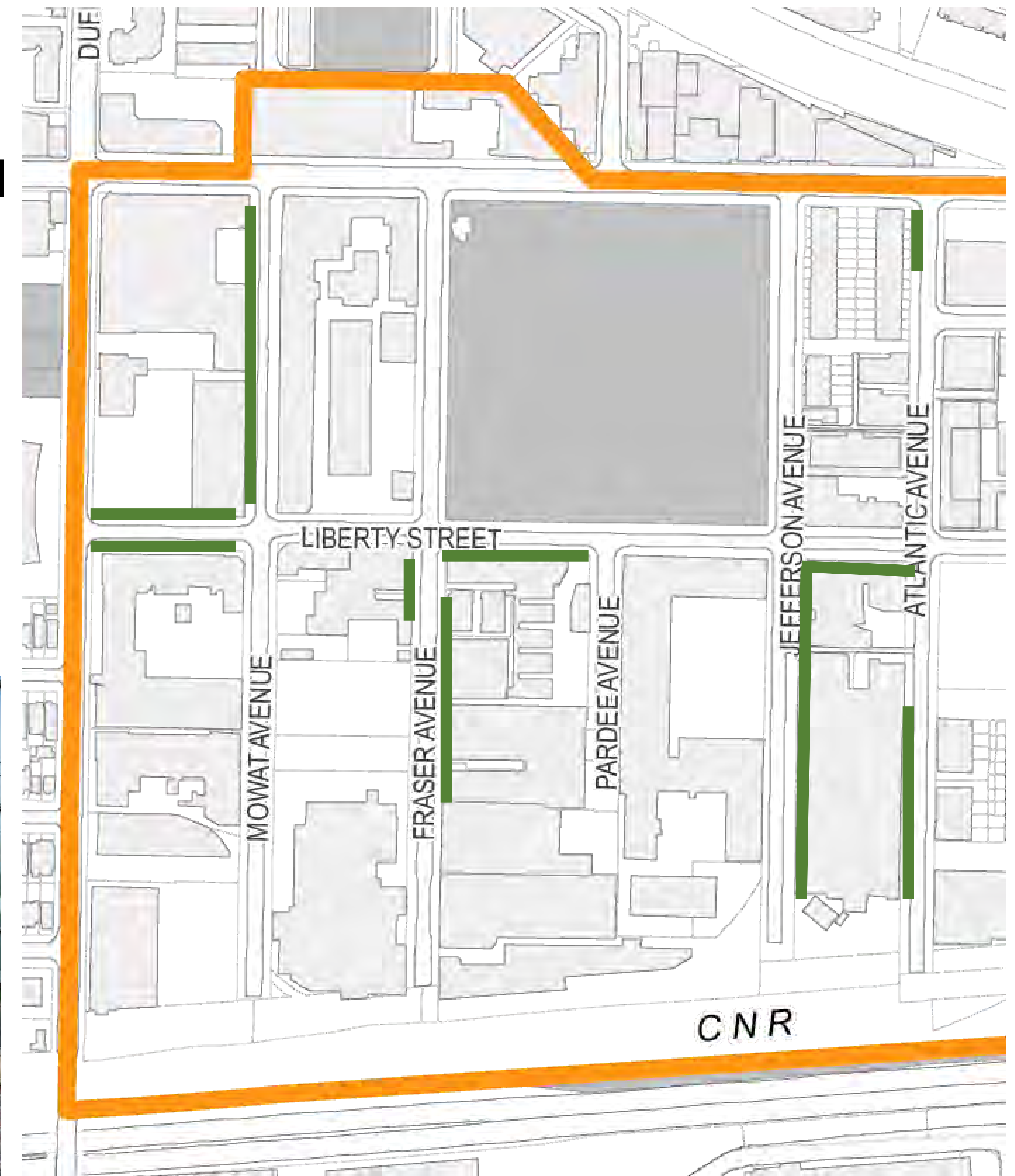
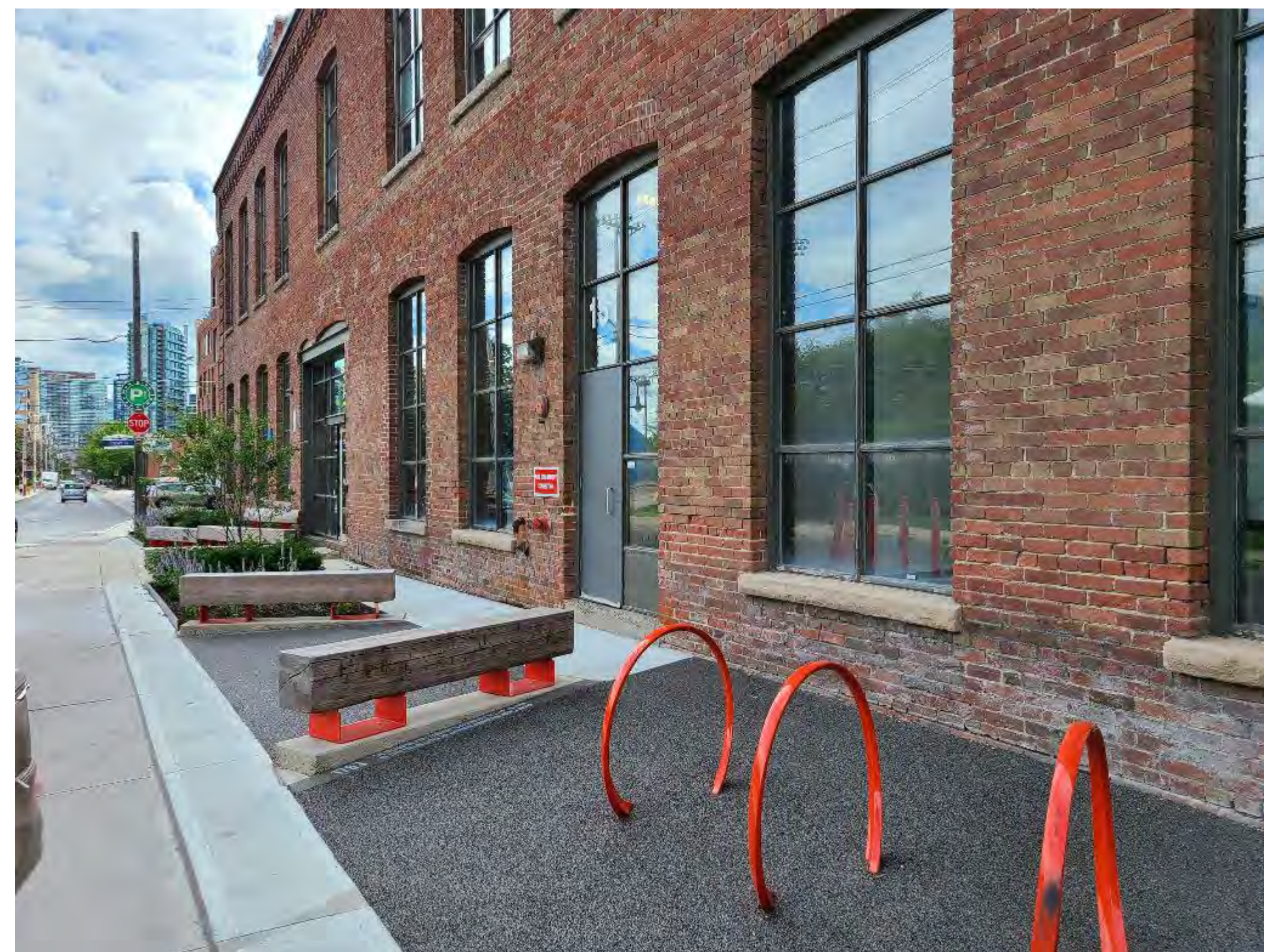
The following changes are being proposed:



Proposed Measure: Conversion of Boulevard Parking

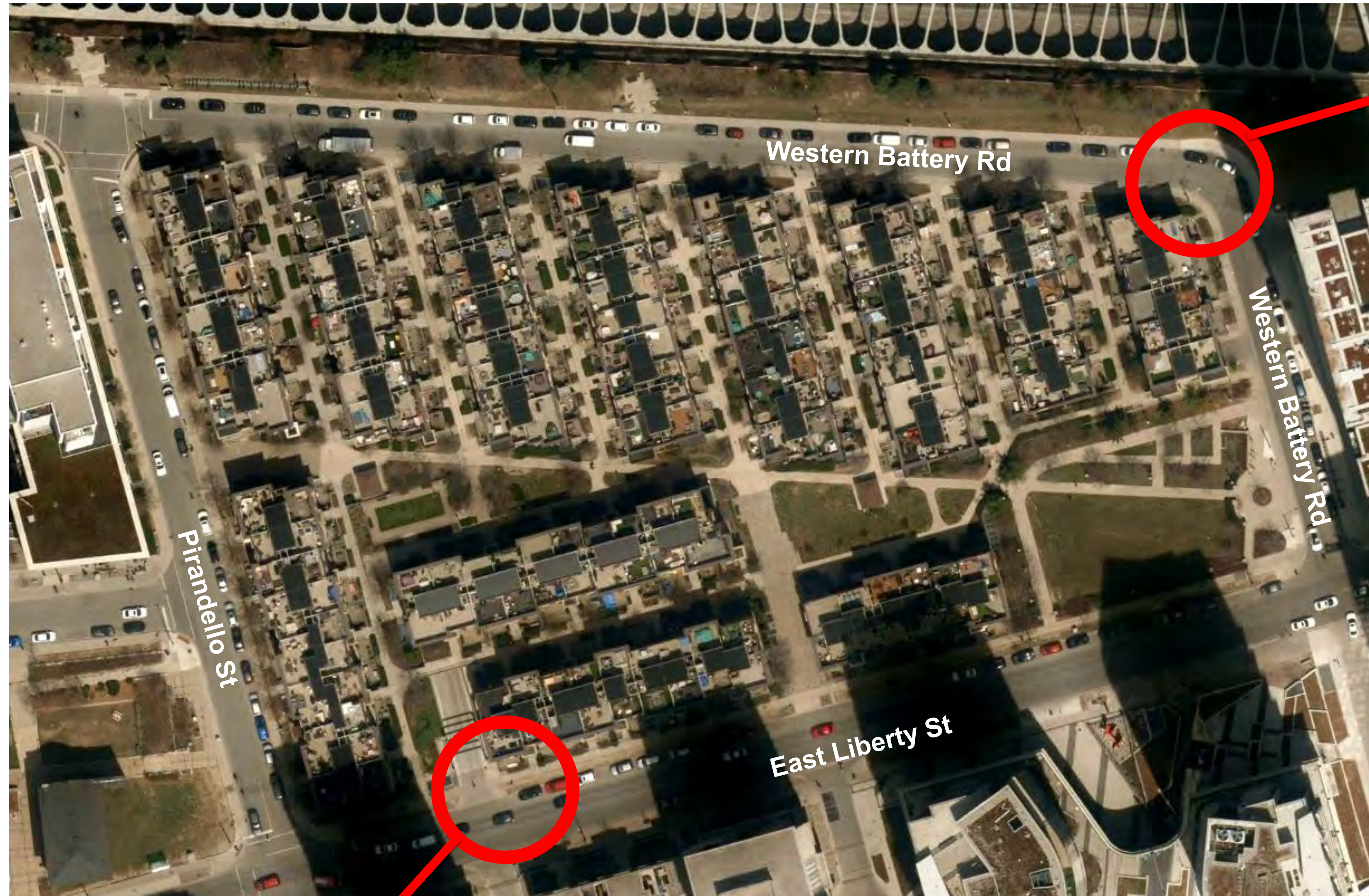
Conversion of boulevard parking to sidewalk/public realm improvement:

- Locations have been identified to improve neighbourhood connectivity and where there is no existing sidewalk
- Goal is to have complete sidewalk coverage
- Installation of sidewalks would be bundled with road reconstruction work; timeline for installation is unknown
- Possibilities for installing sidewalks outside of road reconstruction are being sought



— Conversion of boulevard parking to sidewalk/public realm improvement

Proposed Measure: Sightline Improvements



Western Battery Rd curve (northeast)

- The proposed measures include the installation of new warning signage and potentially speed humps to reduce the speed of motor vehicles as they make a sharp turn.

SHARP CURVE Sign



East Liberty St between Pirandello St and Western Battery Rd

- It is proposed to extend the length of the existing standing prohibition on the north side of East Liberty St (from being from Pirandello St to a point 40m east, to being from Pirandello St to a point 50 m east).

Proposed Measure: New Stop Sign

New Stop Sign at Lynn Williams St at Private Access:

- There is currently no stop control for the vehicular traffic travelling northbound on Lynn Williams St, while there is an existing crosswalk at the north approach of the intersection.
- This could result in unsafe conditions for pedestrians.
- A new Stop Sign is proposed at the south leg of the intersection to address this issue.



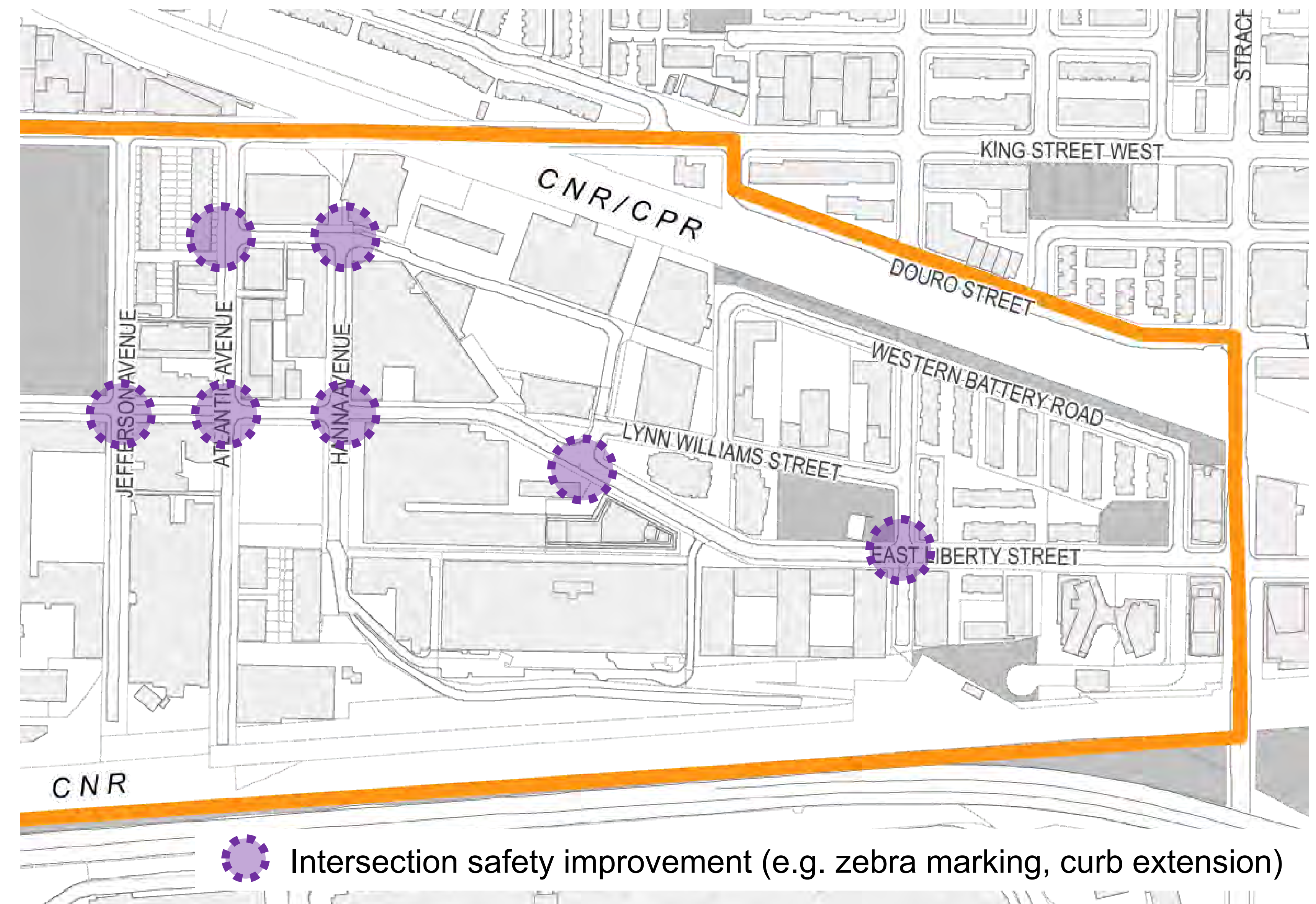
Proposed new stop sign



Existing stop sign

Proposed Measure: Intersection Improvements

- Safety improvements are proposed for the following intersections:
 - East Liberty St / Pirandello St
 - East Liberty St/ Lynn Williams St
 - East Liberty St / Hanna Ave
 - Liberty St / Atlantic Ave
 - Liberty St / Jefferson Ave
 - Atlantic Ave / Snooker St
 - Hanna Ave / Snooker St
- The improvements will be implemented through future major road work. Opportunities are sought to install interim improvements with paint and bollards where capital works or other major projects are not planned.



Speed Management

What We Found

- Traffic studies collect precise travel speed data from motor vehicles.
- Studies completed in 2022 suggest that there are roads in the neighbourhood where motor vehicles travel 8 km/h or more above the posted limit.
- Local roads where speeding was observed:
 - Western Battery Rd
- Roads where studies have not shown any pattern of speeding:
 - East Liberty St
 - Strachan Ave
 - Lynn Williams St
 - Pirandello St

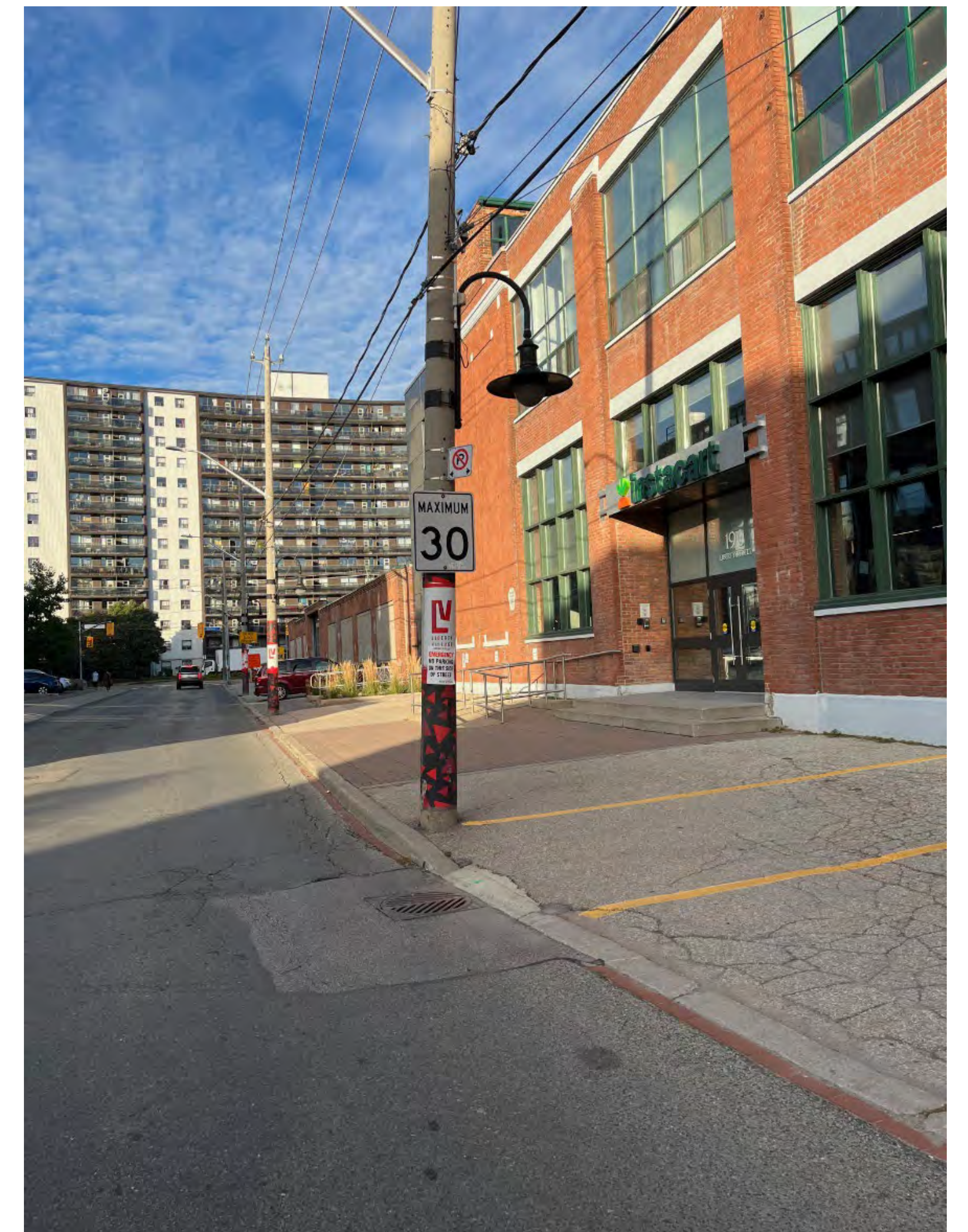
What We Heard

- Motorists do not adhere to speed limits
- Requests for traffic calming, specifically speed humps and road diet

Existing Speed Management Measures

The City's Speed Management Strategy aims to reduce the number of traffic-related injuries and fatalities associated with speeding. Traffic calming strategies that have been installed over the years include:

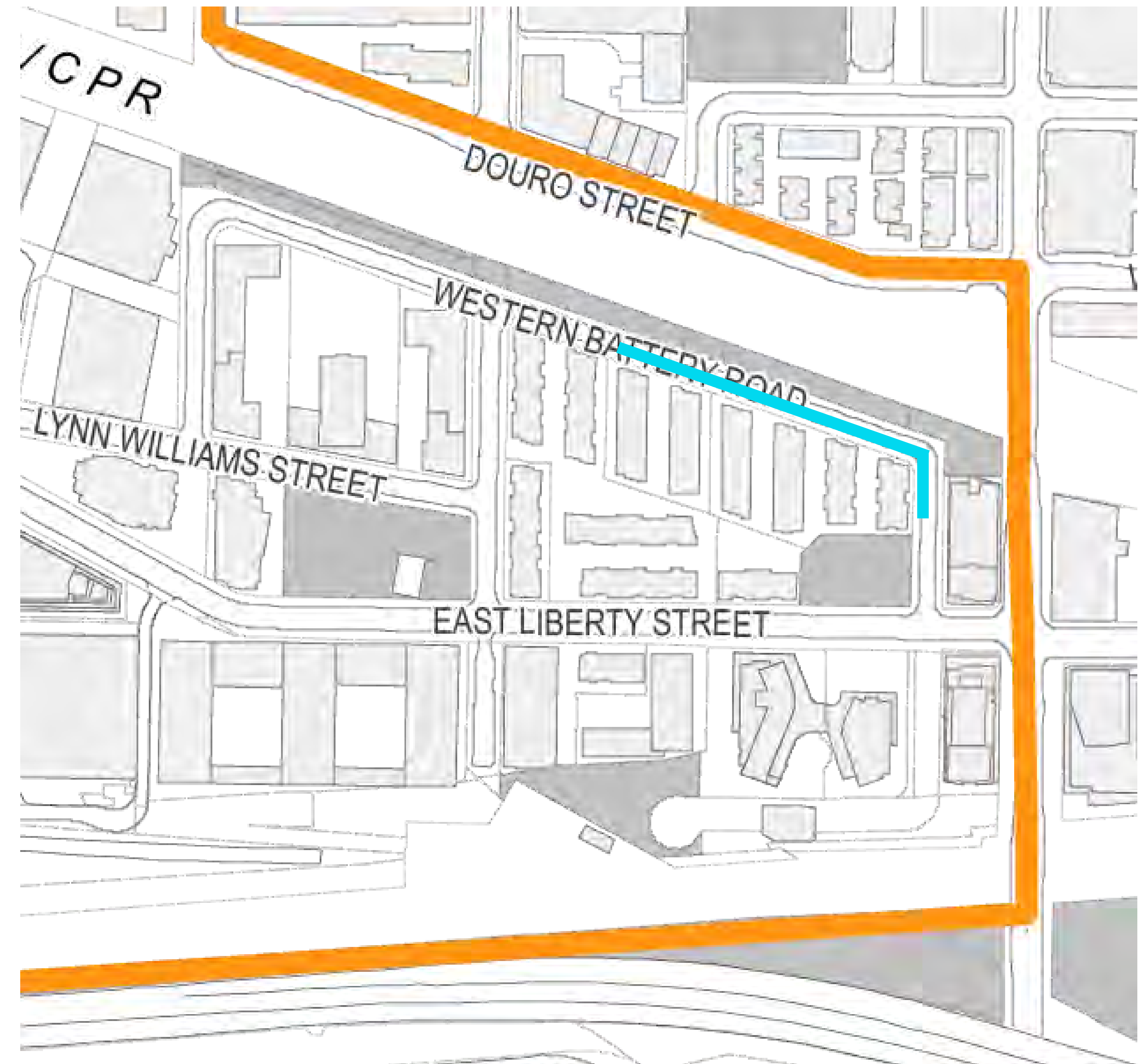
- Reducing speed limits to 30 km/h on local roads and 40 km/h on collector roads
- Some Collector roads are further reduced to a 30 km/hr speed limit. There are two in Liberty Village:
 - Atlantic Ave
 - Liberty St



Proposed Speed Management Measures

Speed humps are being proposed on Western Battery Rd, where operating speeds are over 38 km/h.

Speed hump installation is subject to the Traffic Calming Policy and requires Community Council approval.



— Candidate location for speed humps

Volume and Flow Management

What We Found

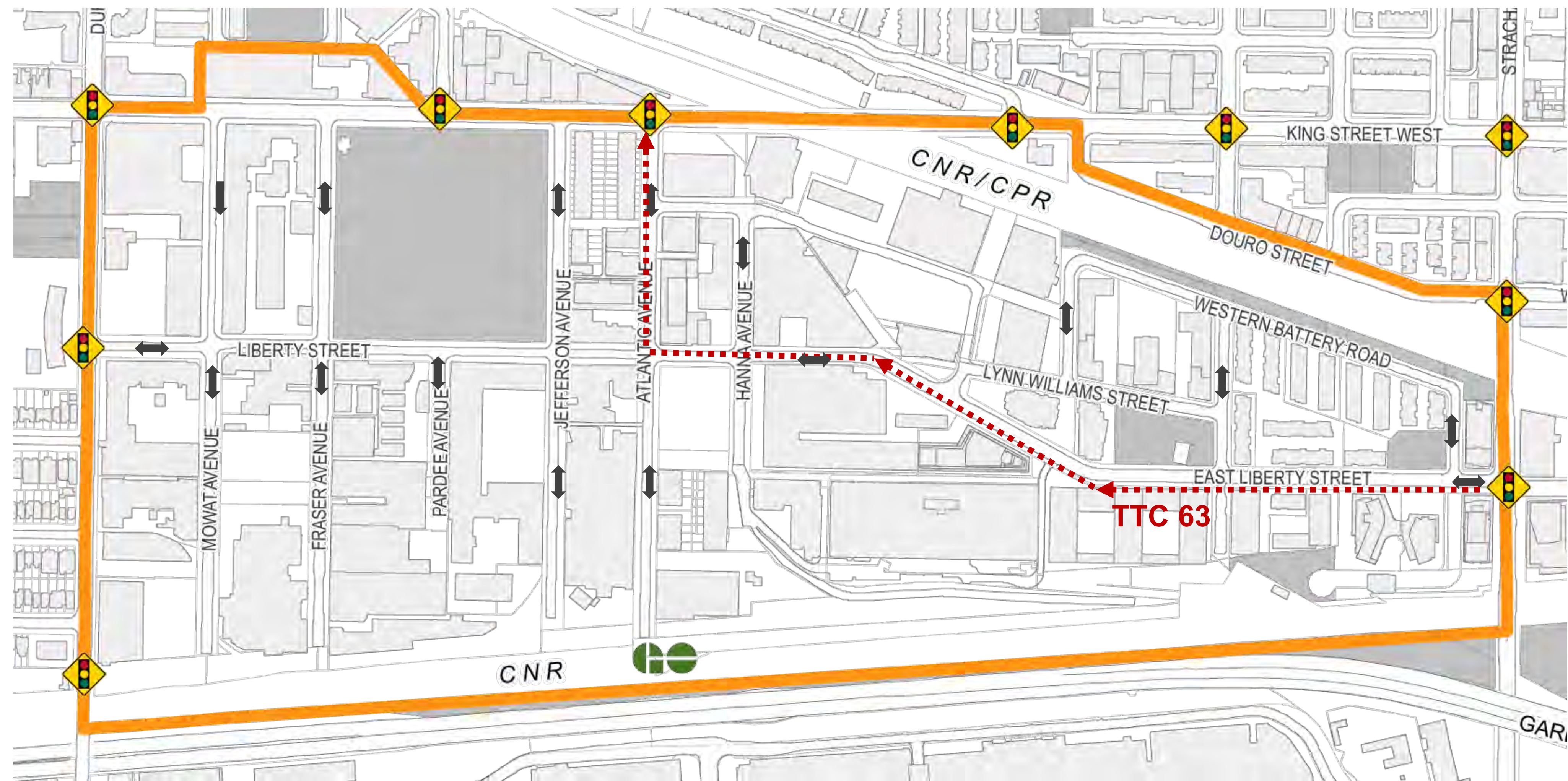
- Traffic data were collected in 2022 and reflect normalized traffic patterns.
- Traffic studies suggest that motor vehicle volumes on most roads are below the expected capacity for local (2,500 vehicles) and collector roads (8,000 vehicles).
- There is one Collector road with more than 8000 vehicles per day: East Liberty St (~8,300 vehicles). The future *Liberty New Street* will provide an alternative east-west connection and it is expected to alleviate traffic conditions on Liberty St and East Liberty St.

What We Heard

- Congestion on Liberty St / E Liberty St and Strachan Ave, and concerns about the impact of ongoing developments
- Consider one-way conversions on:
 - Western Battery Rd
 - Pirandello St
 - East Liberty St

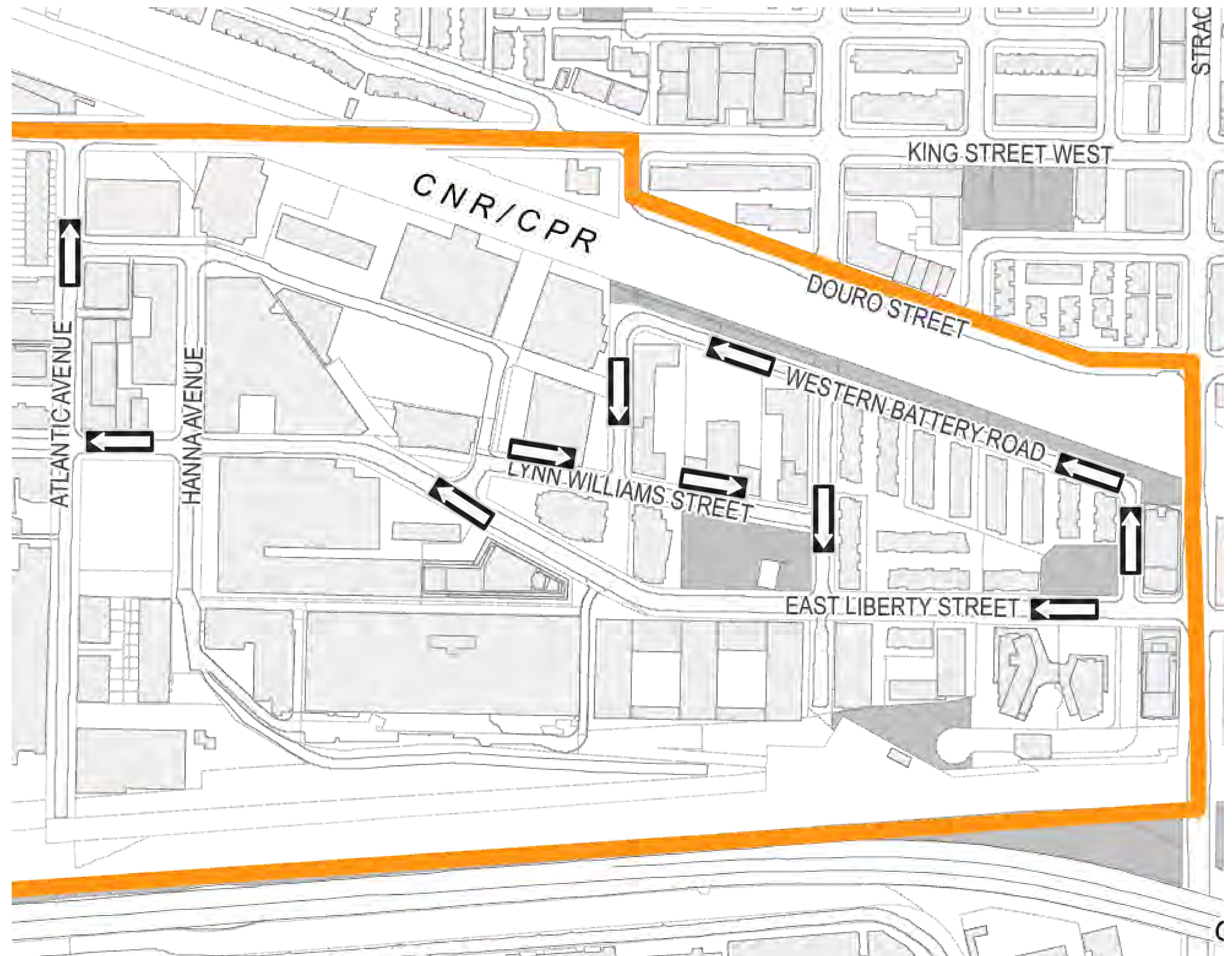
Volume and Flow Management

- 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.
- The City of Toronto seeks opportunities to enable more people to choose transit, walking or cycling, mitigating the number of vehicles trying to use the road simultaneously.



One-Way Conversion: Considered, not recommended

- One-way road configurations were considered as a potential measure to improve traffic flow and prioritize safety and mobility.
- Several one-way scenarios were developed. However, the analysis indicates that the one-way designation would increase the risk of conflict at surrounding intersections.



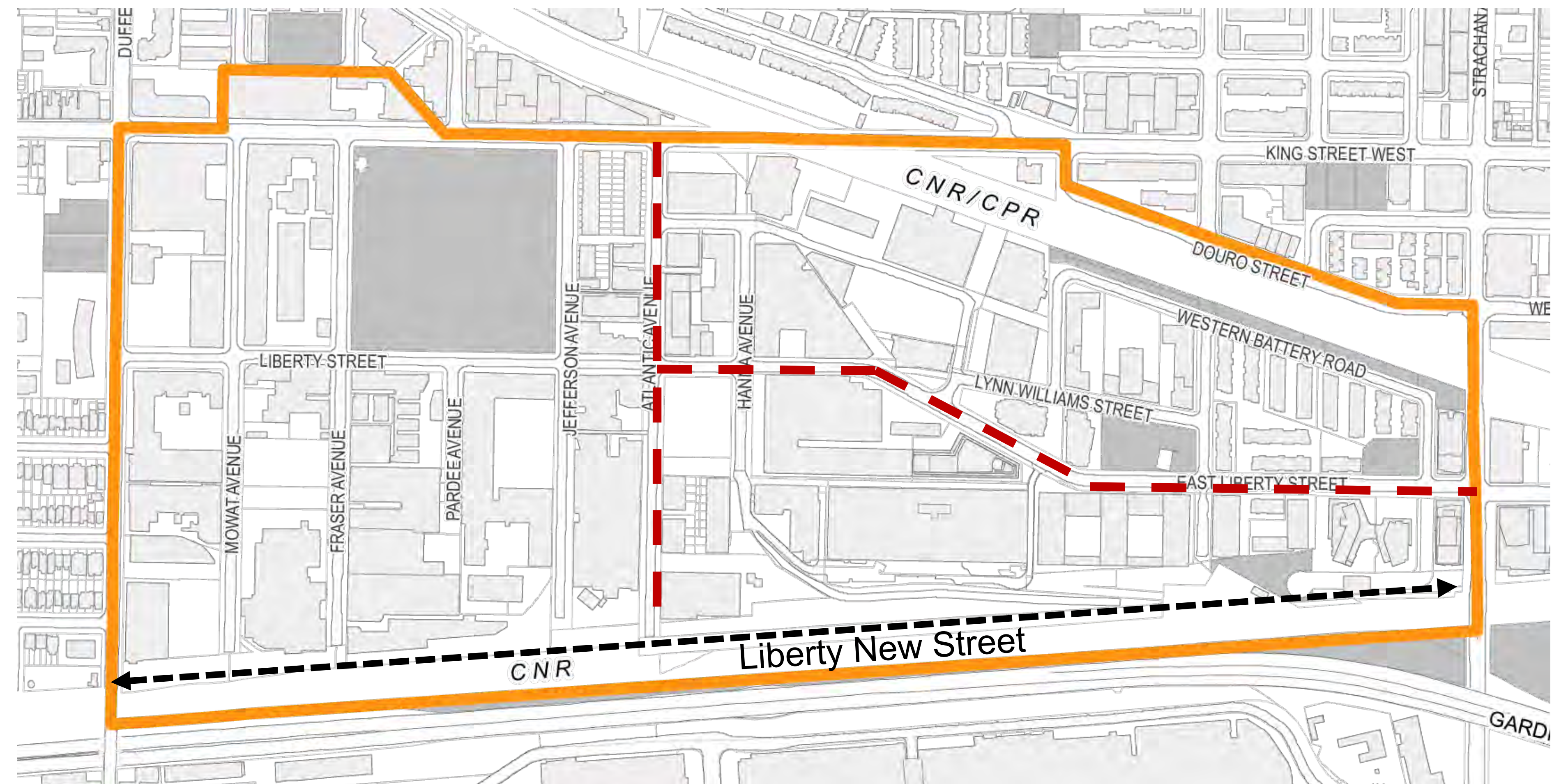
Routes considered, not recommended

Mode Choice: Cycling Connections

Cycling Connections

Bikeway connections are envisioned in the area in the long-term.

- The Council-approved design for Liberty New Street includes a multi-use path that will improve connectivity for pedestrians and people cycling.
- Atlantic Ave and East Liberty St – Liberty St have also been identified as potential future cycling connections.
- A City-wide Cycling Network Prioritization Framework is used to determine implementation schedule for cycling routes. The 2025-27 implementation program is currently under development.

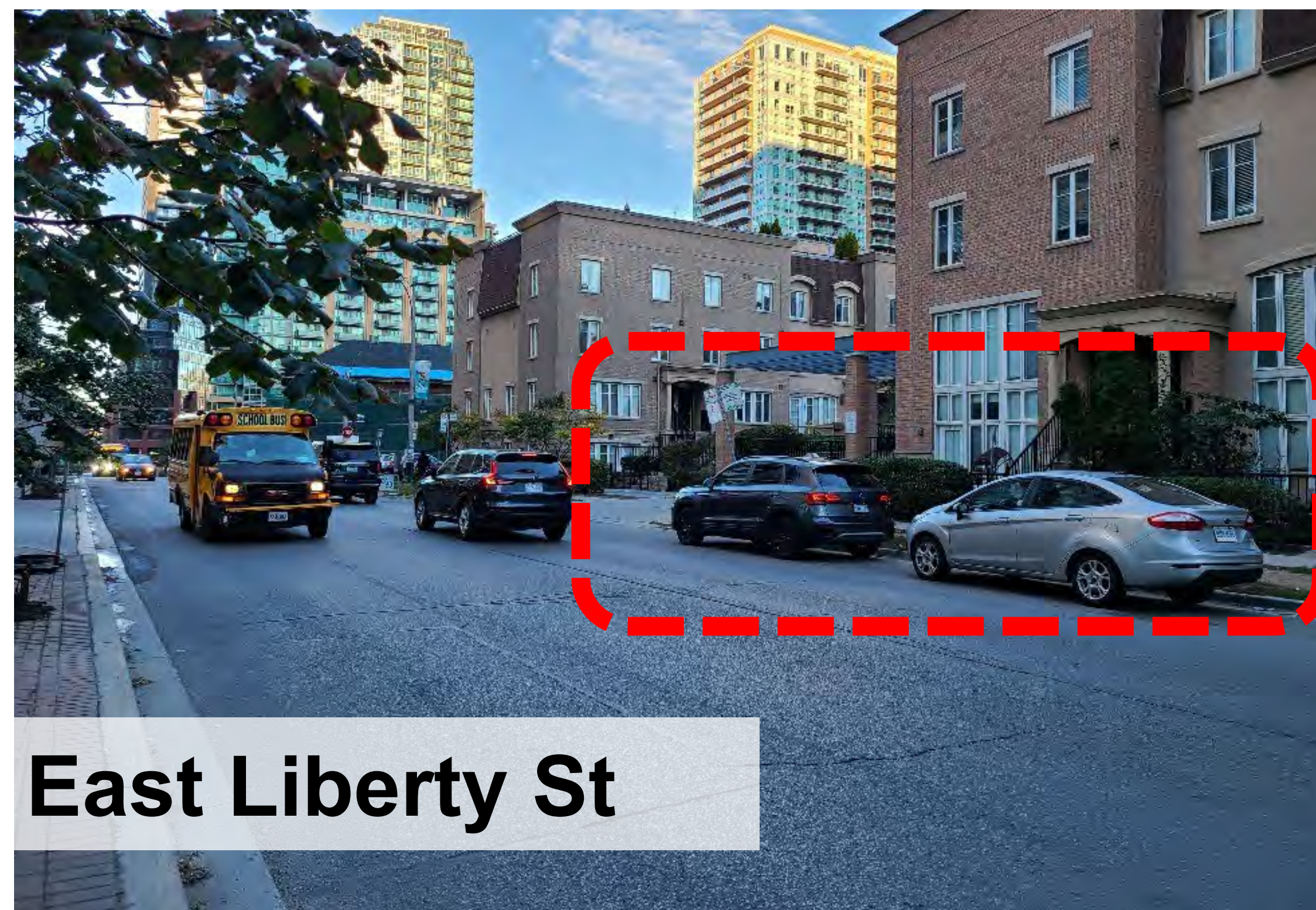


--- Potential future cycling facilities

--- Future multi-use trail as part of Liberty New Street

Mode Choice: Cycling Connections

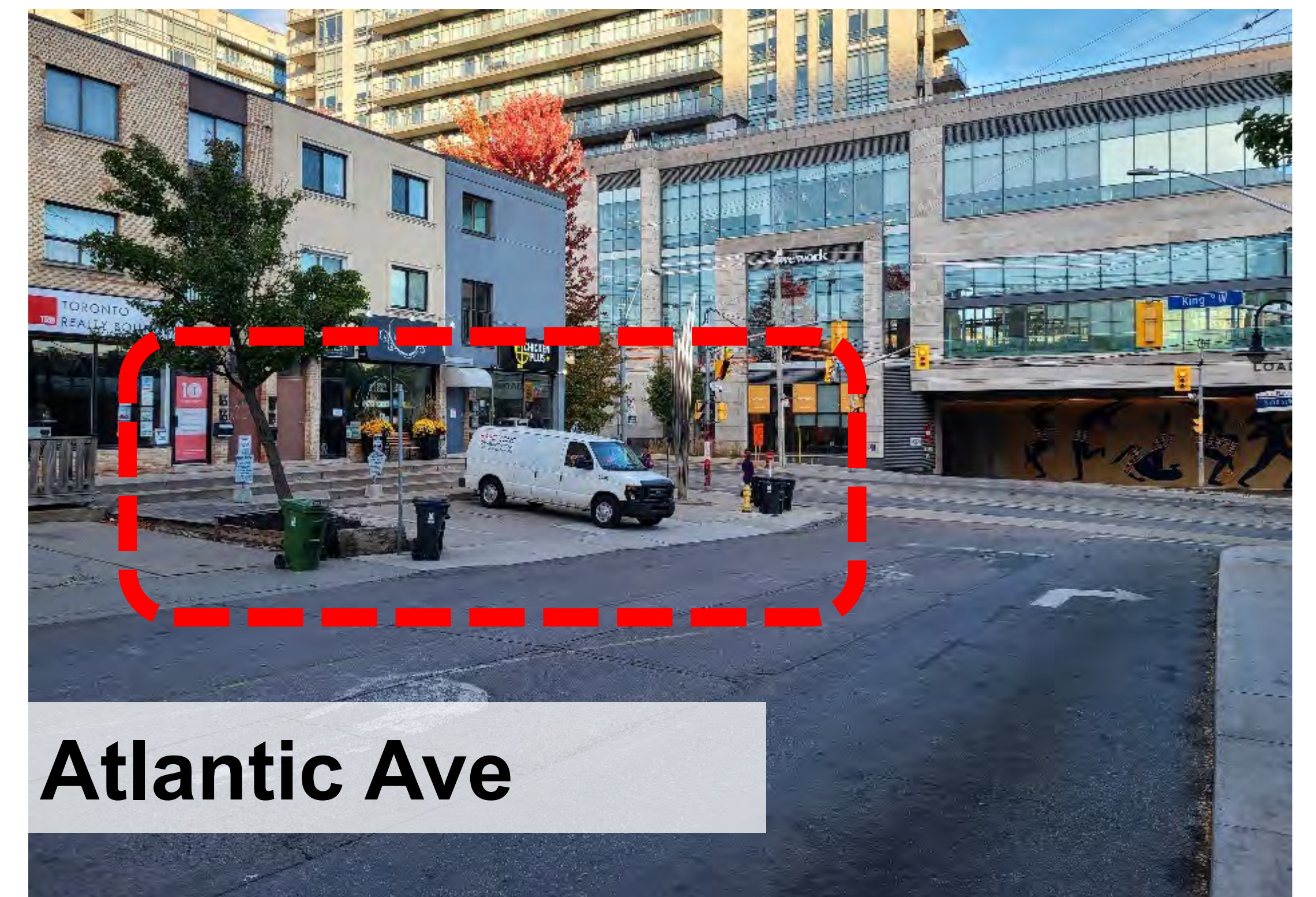
Further review to be considered as part of the City's Cycling Network Plan. Preliminary feasibility assessment indicate that the appropriate cycling facilities for Atlantic Ave and East Liberty/Liberty St would be a separated cycle track considering the existing motor vehicle volumes and speed on the roads.



Addition of future cycling facilities would require the removal of existing on-street parking on the north side.



There is not enough space between the existing curbs to fit in 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 operational impact.



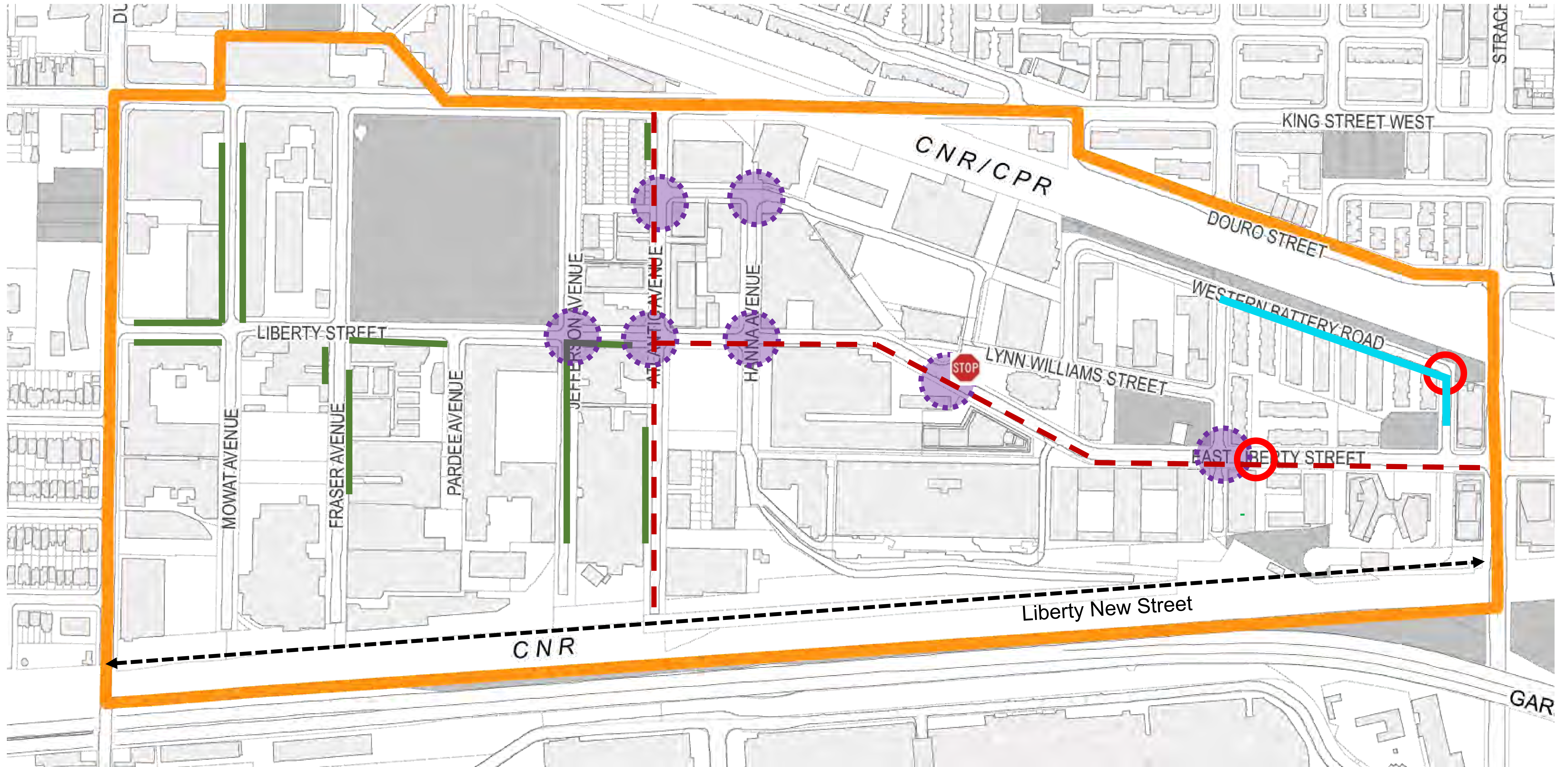
Addition of future cycling facilities would require removal of boulevard parking on the west side of Atlantic Ave and civil construction. Reducing number of motor vehicle lanes was considered and deemed not feasible.



Timeline for Changes



Some changes can be made relatively quickly and do not require Council approval or lengthy design and review periods. Others that are more complex, impact a wider area, or require major capital work can take more time. This plan identifies a range of measures from ‘quick wins’ to longer-term improvements.



Phased Improvement	Timing	Examples
Quick Wins <ul style="list-style-type: none"> • No council approval required • Relatively small/localized intervention • Minimal data/analysis required • Aligned with City's plans for road work 	6-18 months	<ul style="list-style-type: none"> • Simple pavement markings • Placed curbs & flex posts • Watch your speed signs • Movable, flexible materials
Short-term Measures Quick wins that was not prioritized, or <ul style="list-style-type: none"> • Council approval required • Some data/analysis required • Public engagement required 	1-5 years	<ul style="list-style-type: none"> • Traffic calming measures • Parking regulation changes • Complex pavement markings • Intersection controls • More permanent materials
Longer-term Measures <ul style="list-style-type: none"> • Council approval required • Neighbourhood-wide impacts • Substantial data & analysis required • Public engagement required 	5+ years	<ul style="list-style-type: none"> • Road re-design (e.g. sidewalks) • Bundled with planned road resurfacing or reconstruction

Plan Components



-  Intersection safety improvement (e.g. zebra marking, curb extension)
-  Conversion of boulevard parking to sidewalk/public realm improvement

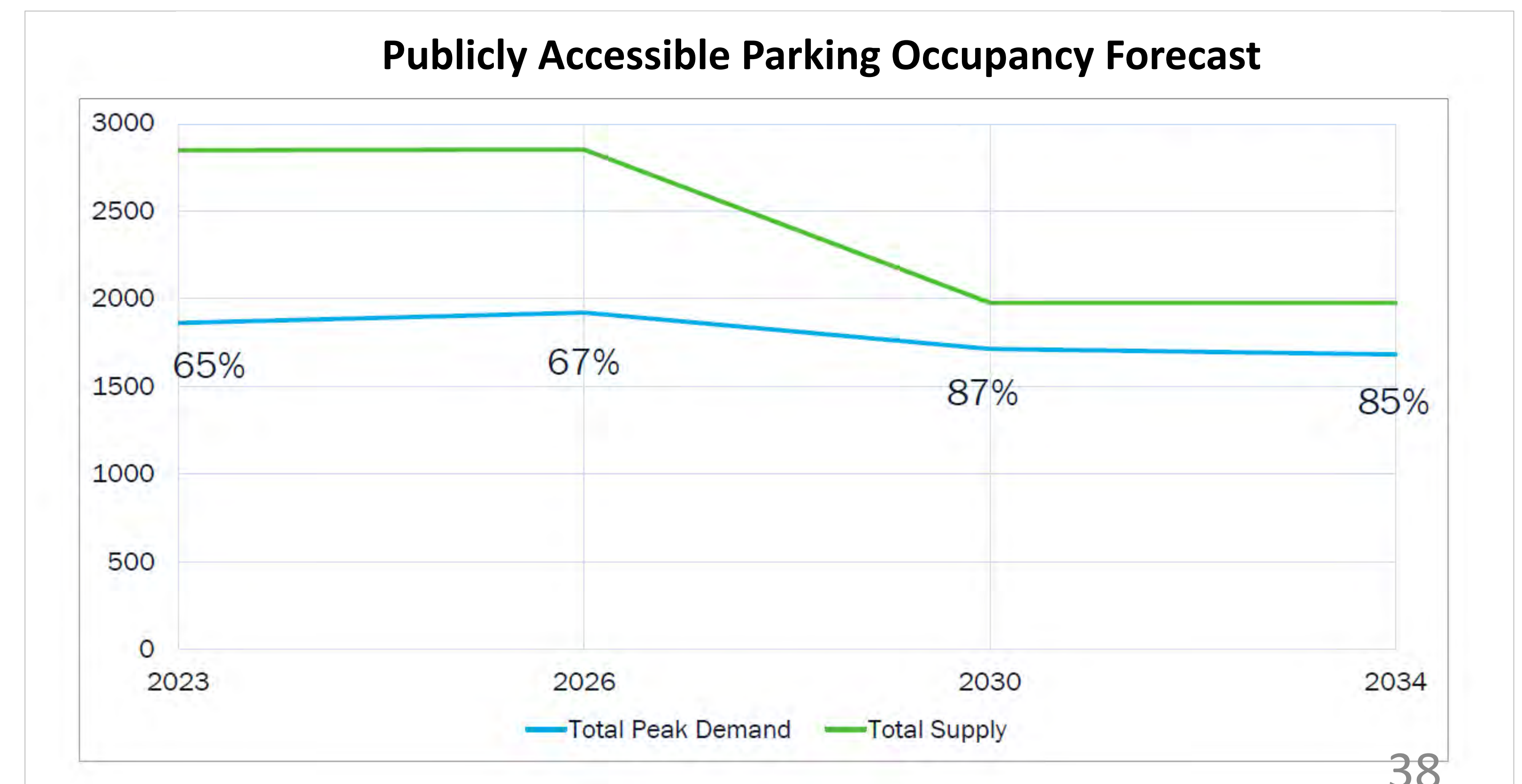
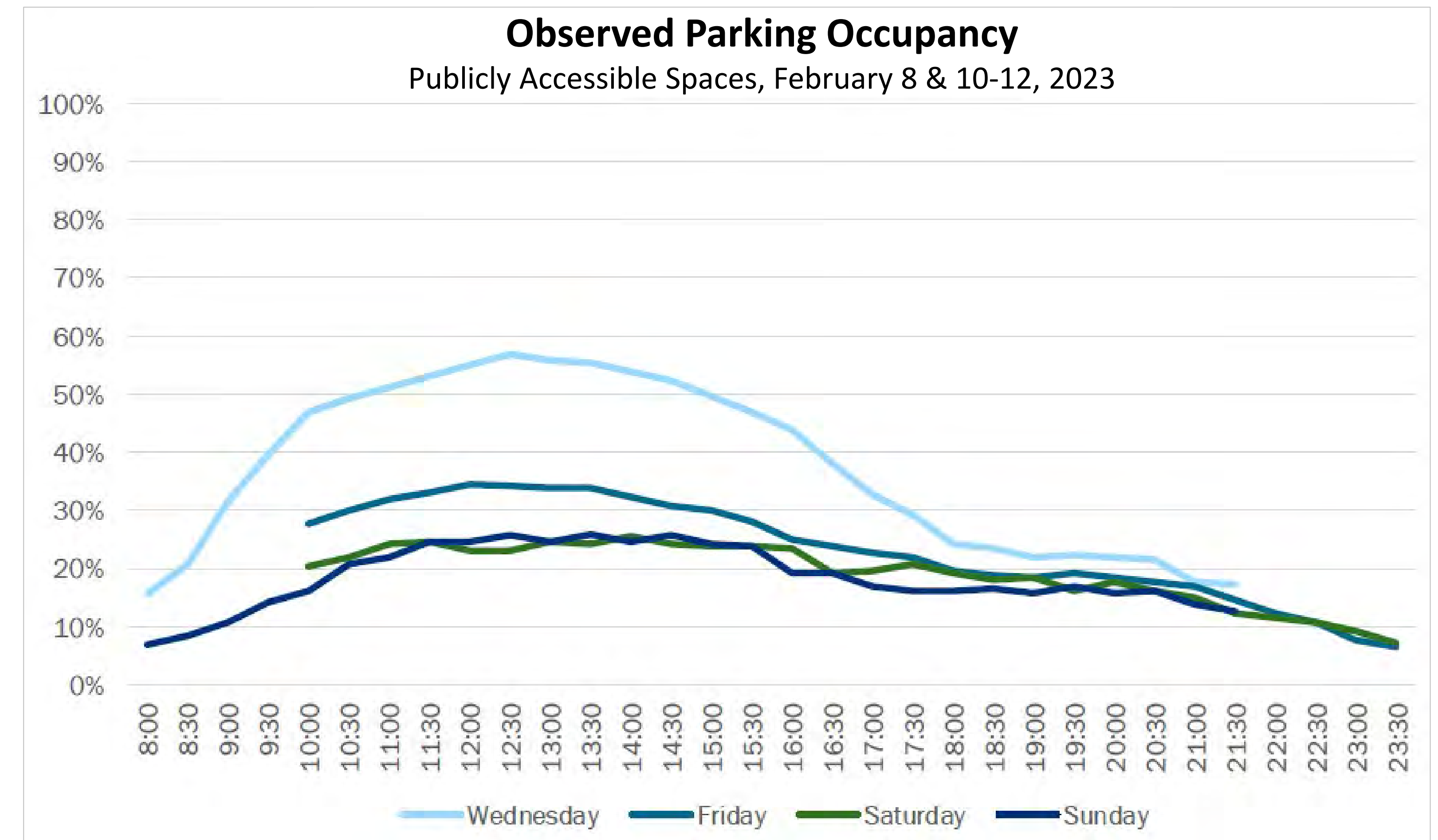
-  New stop sign
-  Sightline improvement

-  Candidate location for speed humps
-  Potential future cycling facilities

Parking Study

Liberty Village Parking Precinct Study

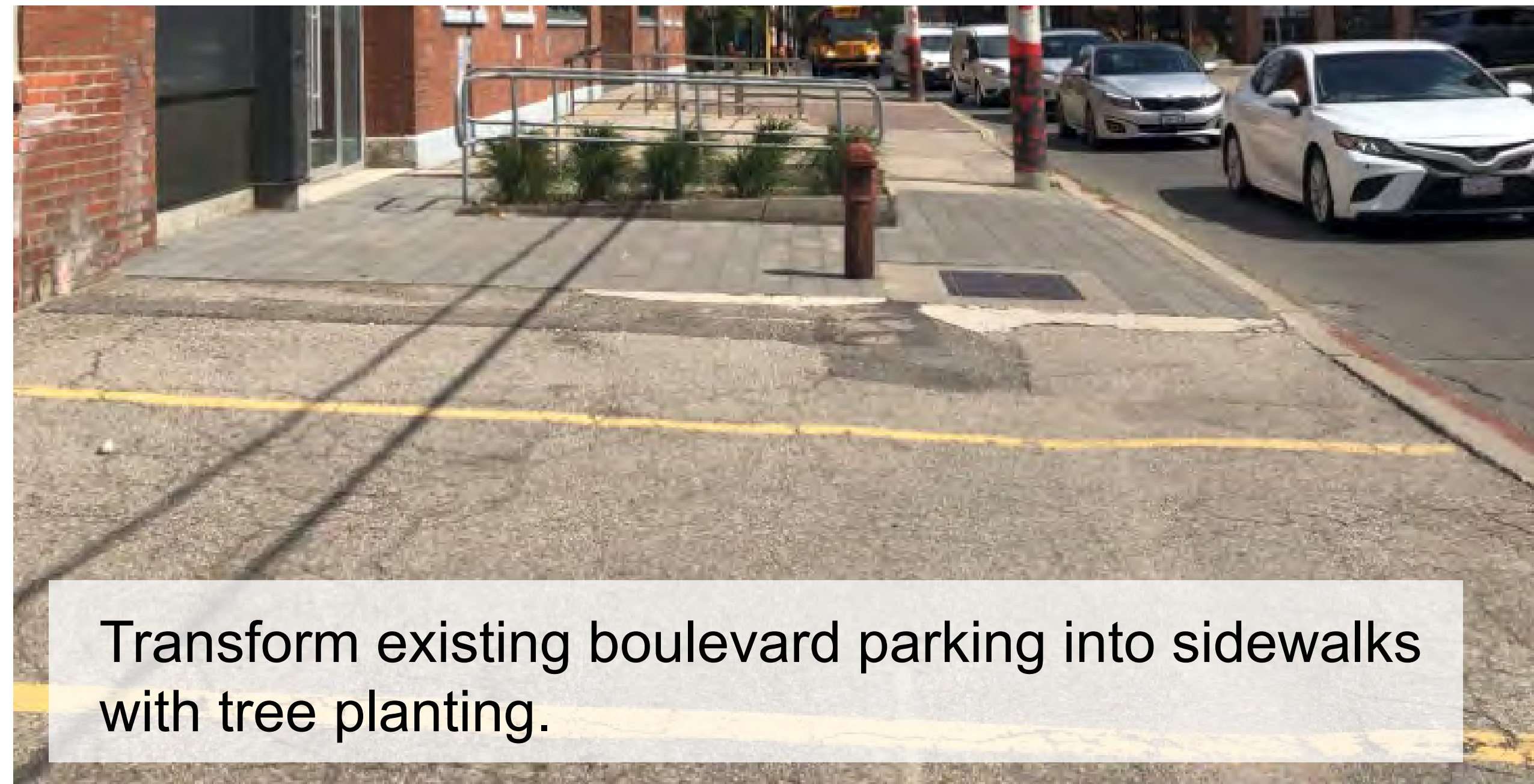
- A parking inventory and occupancy study was conducted February 8th and 10th-12th, 2023
- There are approximately 5,600 total parking spaces in the neighbourhood, including approximately 2,800 publicly accessible spaces
- Toronto Parking Authority data was used to develop a seasonal factor to approximate peak season conditions
- Existing peak utilization of publicly accessible spaces was found to be 65% (1,825 of 2,800 spaces used)
- Future parking demand was estimated, with consideration of anticipated developments, transit infrastructure, and associated changes in parking supply
- Future peak utilization of publicly accessible spaces was estimated to be 85% (1,700 of 2,000 spaces used)



Exploring Opportunities for Greening

Trees, Soft Landscaping and Curb Extensions

We heard from the community: Too much hardscape in existing conditions and new developments.



Transform existing boulevard parking into sidewalks with tree planting.

Photo of boulevard parking asphalt surfaces on Liberty St.



Create plazas with more soft landscaping (trees, planter boxes, permeable pavers, bioswales, etc.).

Photo of hardscape plaza at the northwest corner of Hanna Ave and Liberty St.

Extending curbs (“bump-outs”) with landscaping into excess vehicular road space may be possible.

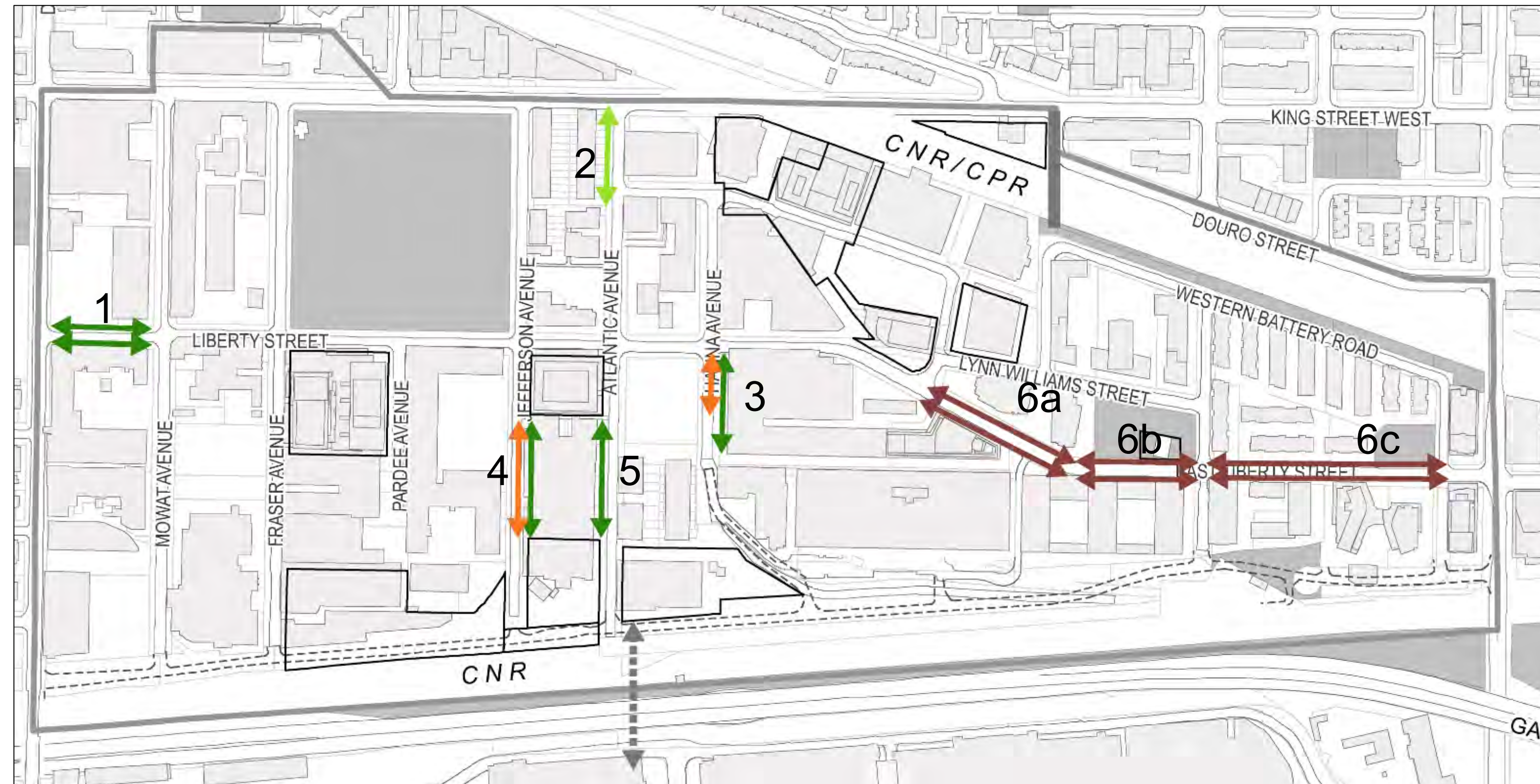


Photo of a bump-out on Roncesvalles Ave to provide room for planting and seating where a few on-street parking spaces had been previously.



Photo of a landscaped bump-out at crosswalks.

Replacing Parking with Landscape Opportunities



On the priority streets established in the guidelines, if parking removal is contemplated, tree planting areas may be possible (subject to further review of the underground utilities).

If it is feasible, funding will need to be allocated towards these opportunities through various means. We have outlined 6 possible opportunities. There is no funding allocated at present to these works.

- Legend**
- Study Area
 - New tree planting appears possible
 - Landscape opportunity
 - Landscaped bump-outs (curb extensions) may be possible that improve tree soil volume
 - Landscaped bump-outs may be possible. Areas 6a and 6b would improve tree soil volume.
 - Development application site

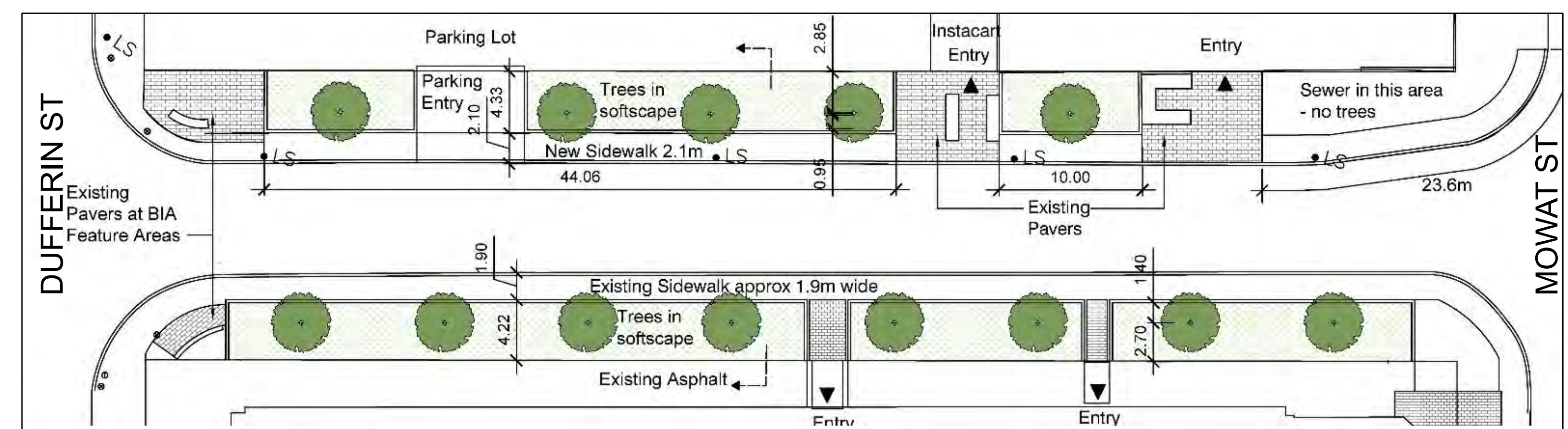
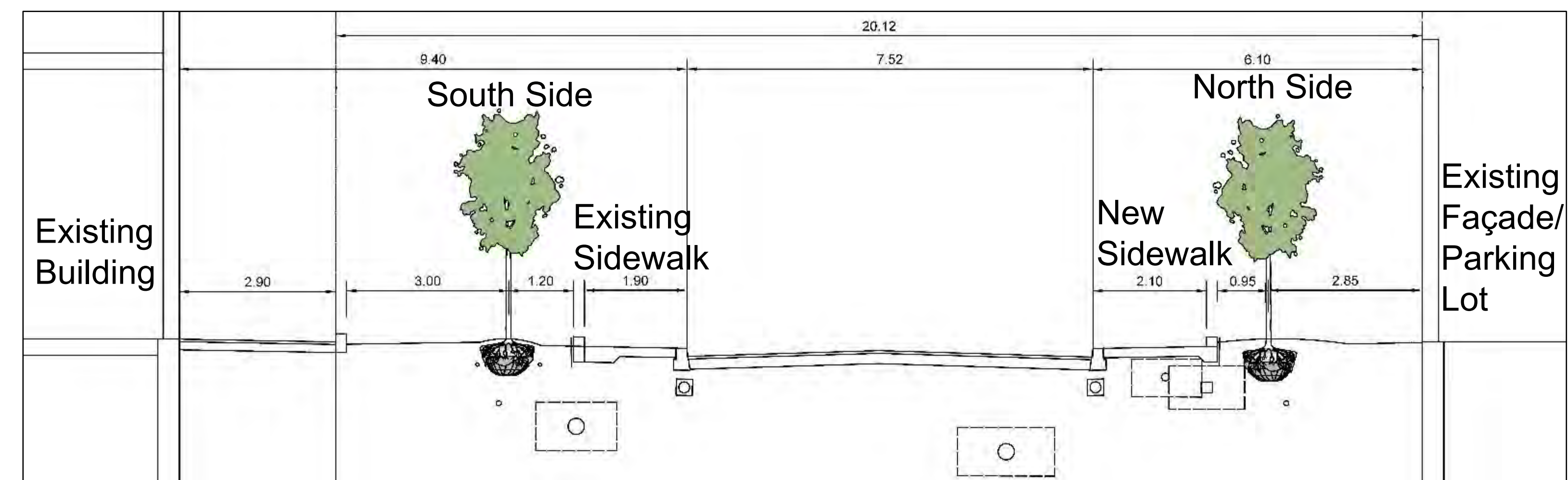


1. Liberty St Dufferin St to Mowat St

If boulevard parking removal is contemplated:
Tree planting at north and south sides, from Dufferin St to Mowat St, appears possible from preliminary utility review.



Photo looking east on Liberty St



Note: To confirm tree planting potential, on-site below-grade utility investigation is required.

2. Atlantic Ave King St to Lane

If boulevard parking removal is contemplated:
Landscaping opportunities are at west side, from King St to Lane. Trees appear possible but would need to design for a potential cycle track.

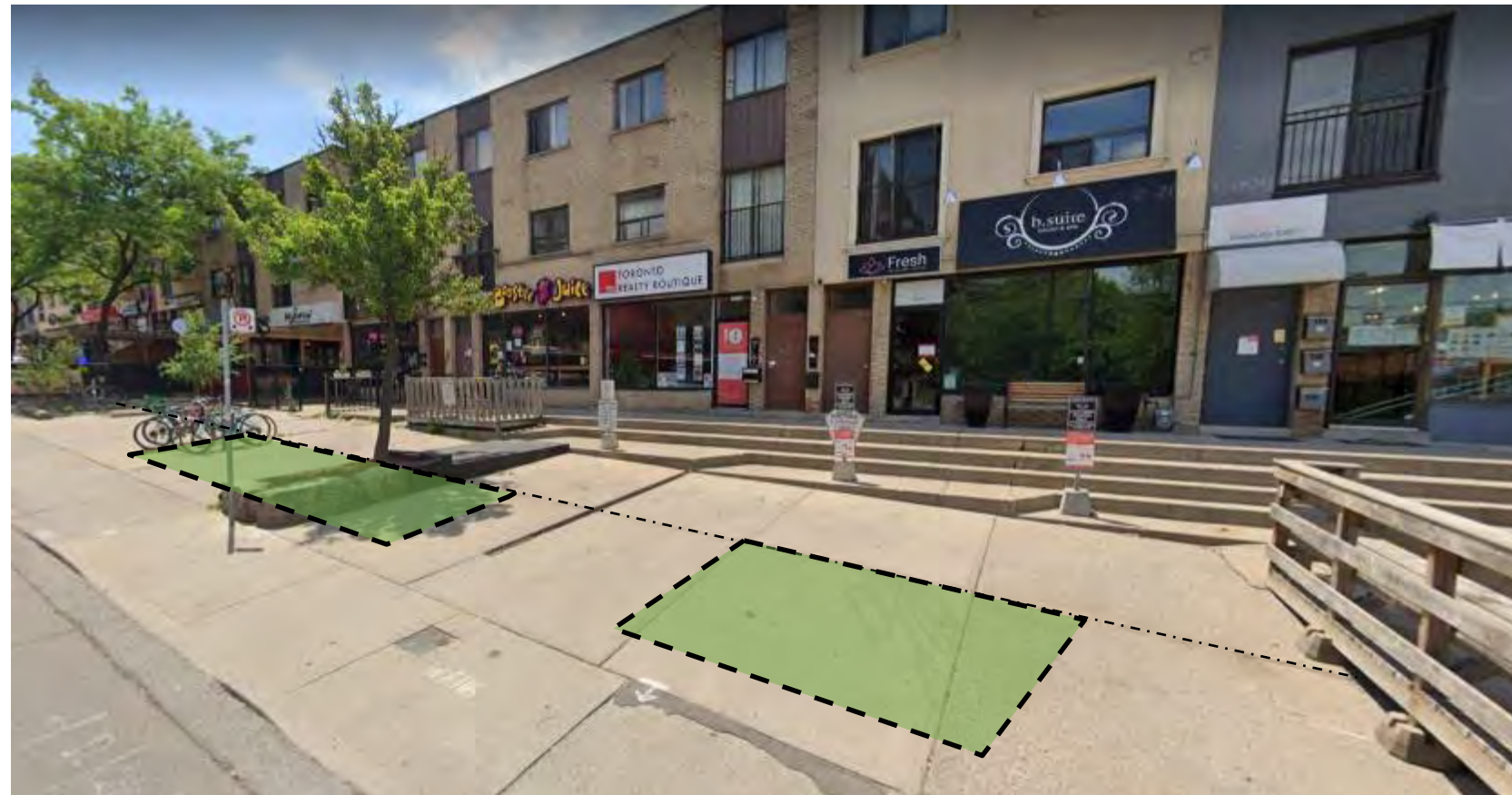
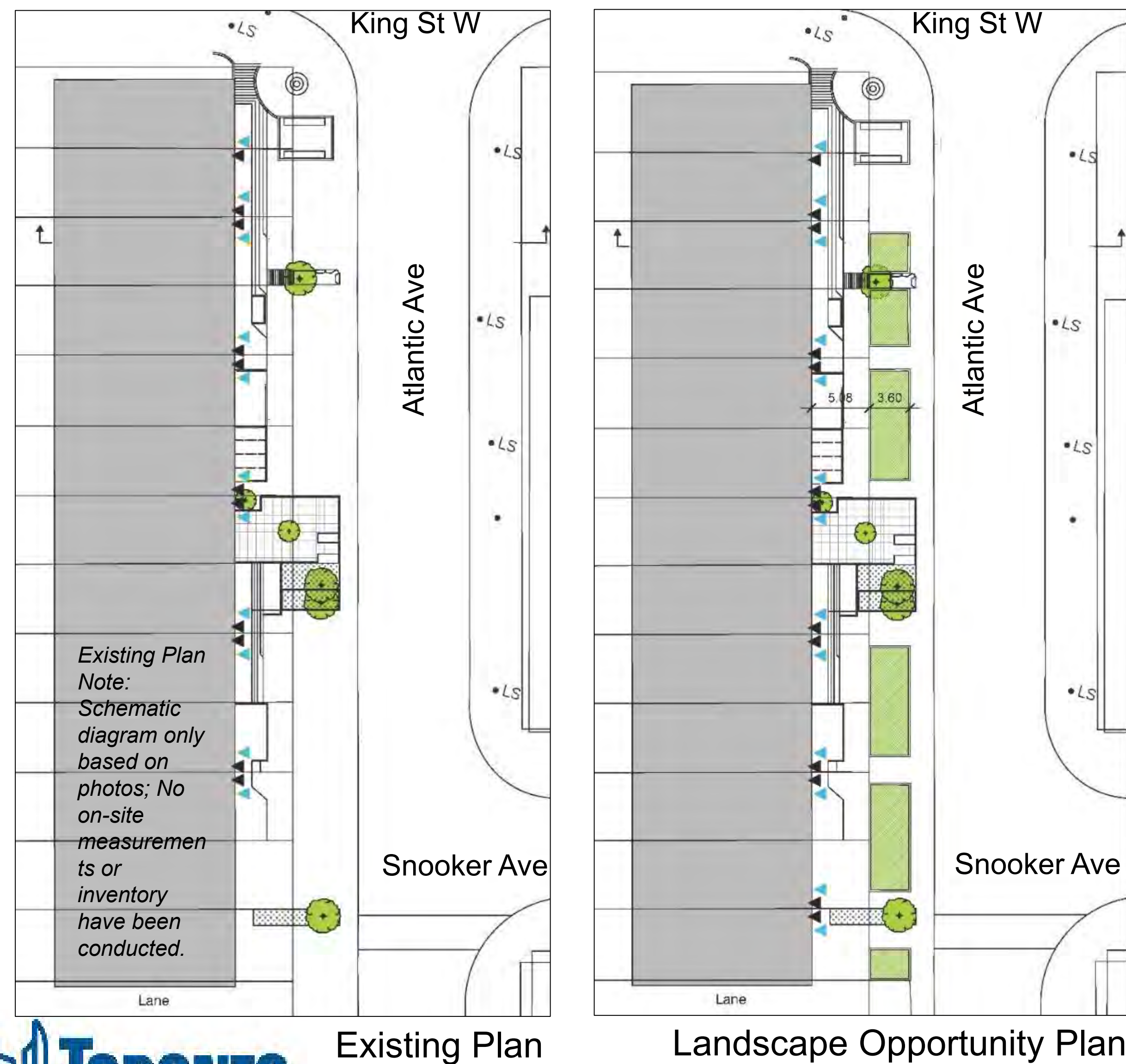


Photo of west side of Atlantic Ave, south of King St

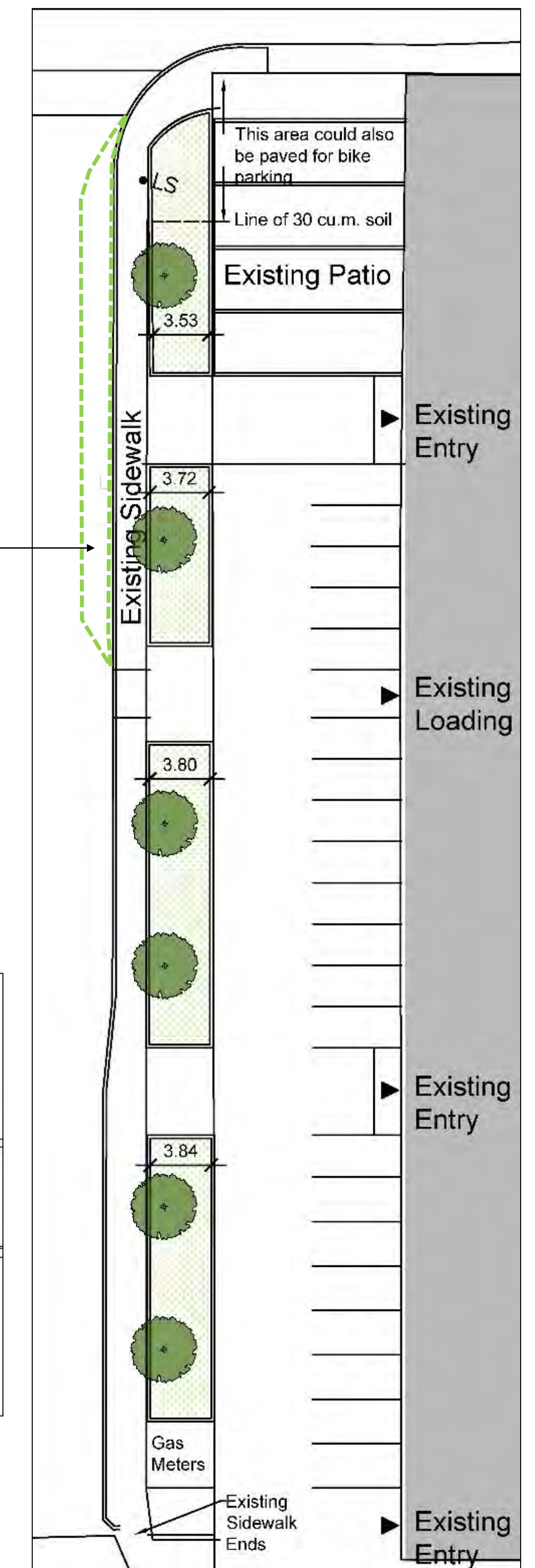
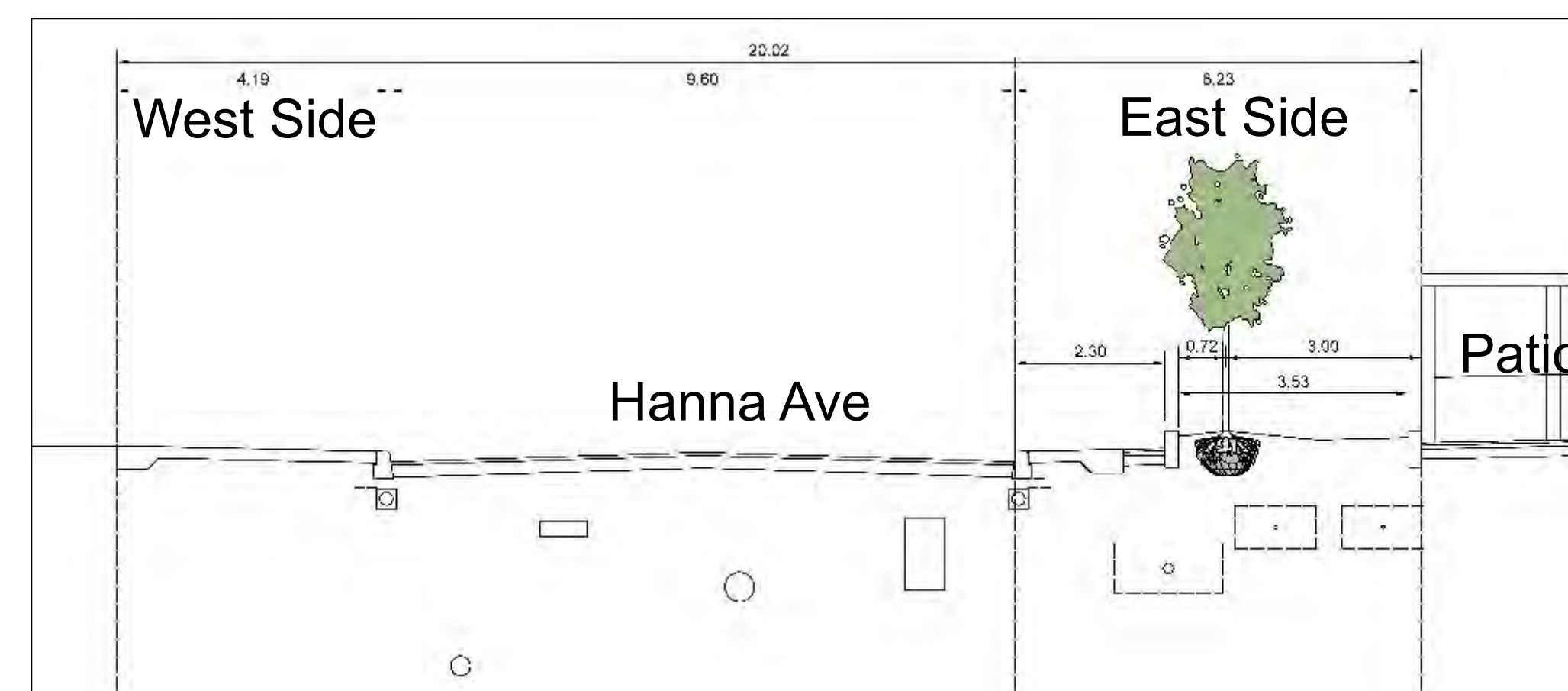


3. Hanna Ave South of Liberty St

If boulevard parking removal is contemplated:
Tree planting at east side and bump-out option appear possible from preliminary utility review.



Photos of southeast corner of Hanna Ave and Liberty St.



Opportunity for bump-out/ curb extension

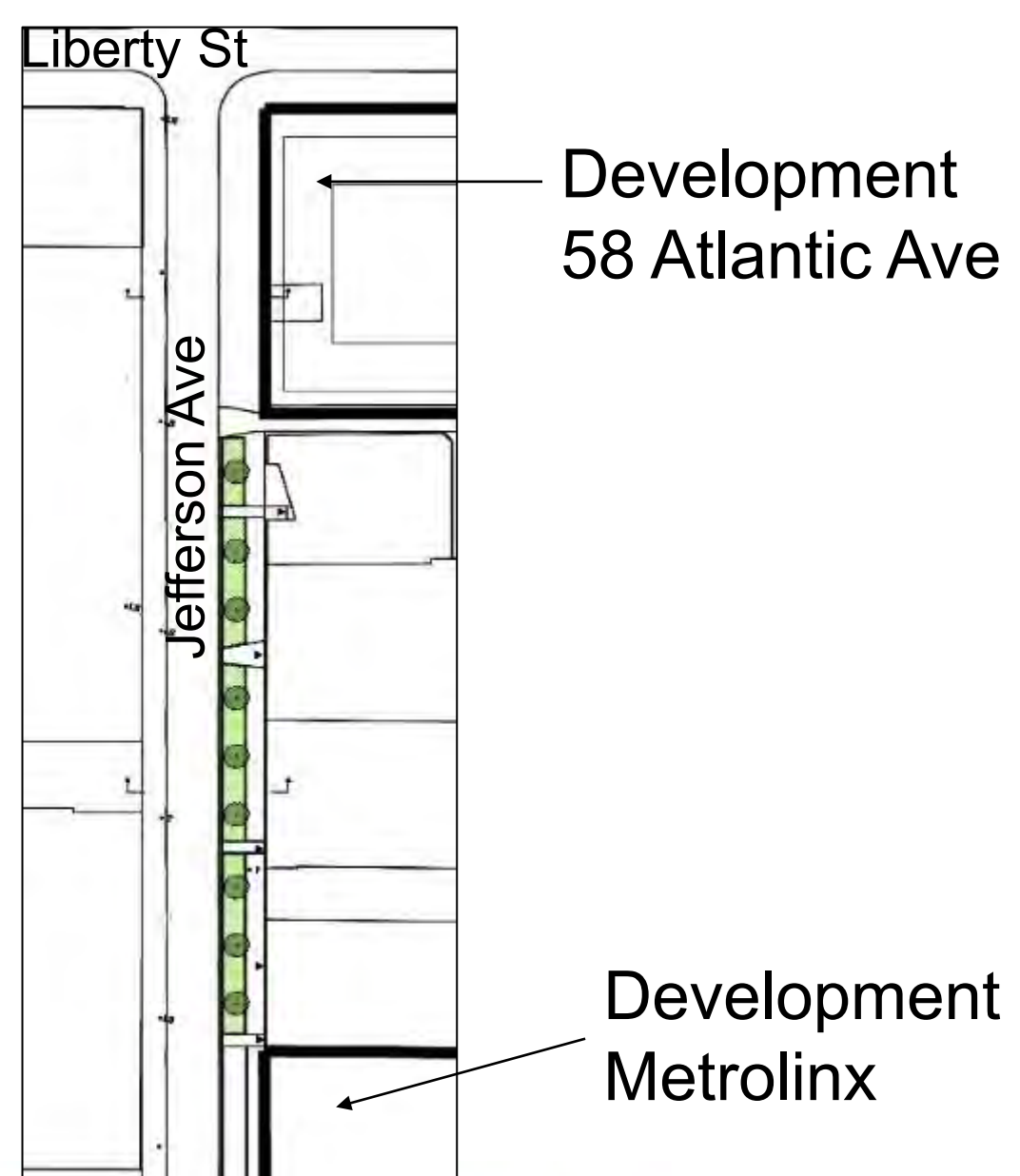
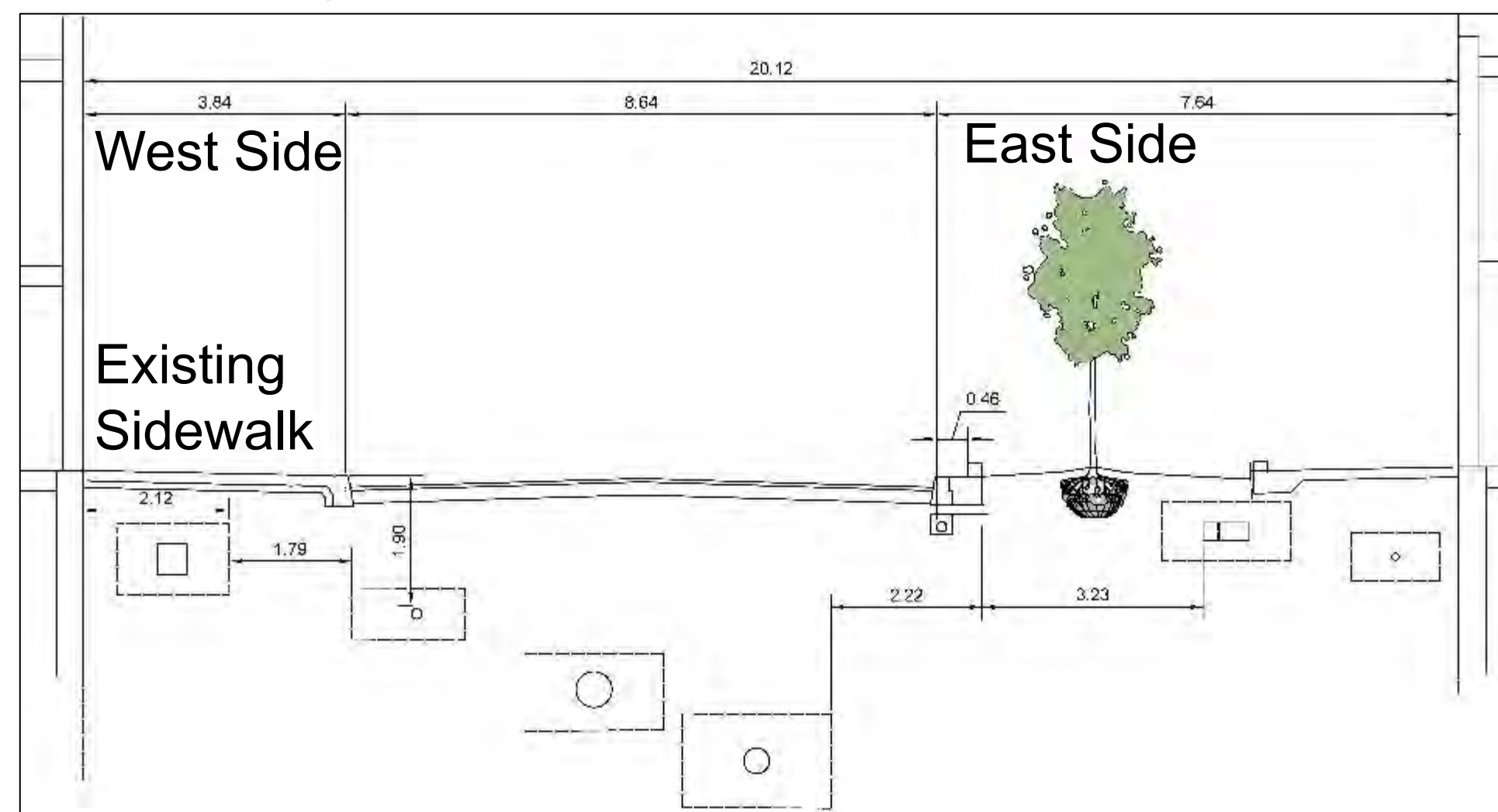
Note: To confirm tree planting potential, on-site below-grade utility investigation is required.

4. Jefferson Ave South of Liberty St

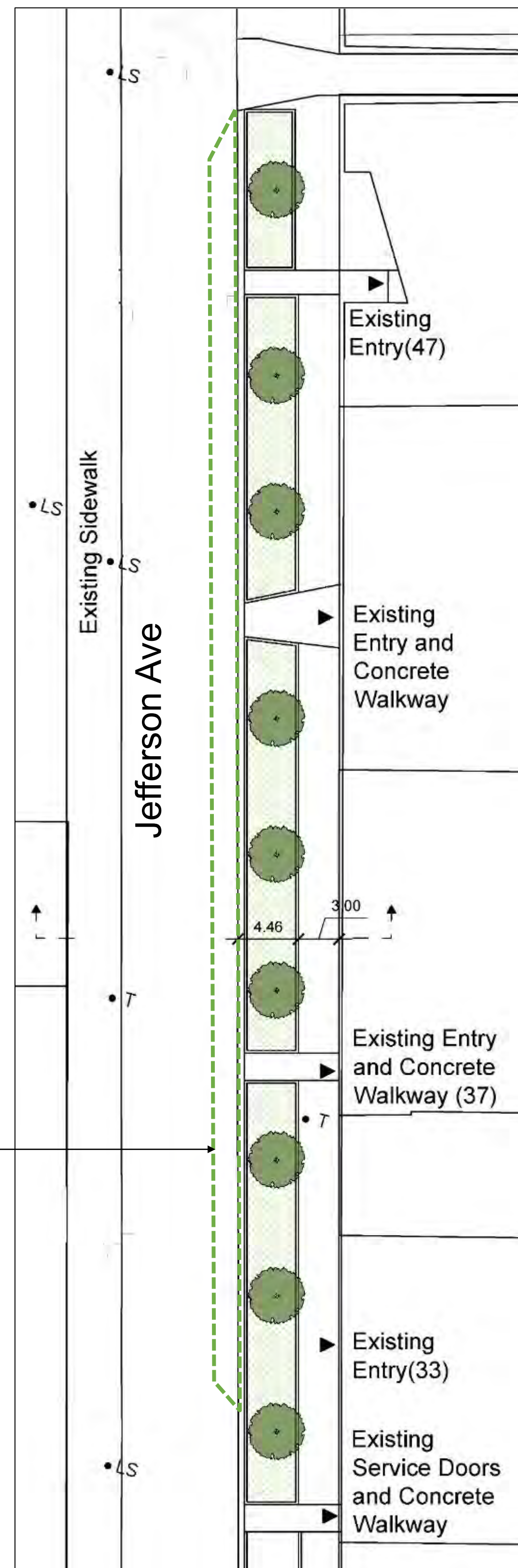
If boulevard parking removal is contemplated:
Tree planting at east side and bump-out option appear possible from preliminary utility review.



Photo looking north on Jefferson Ave



Opportunity for bump-out/ curb extension

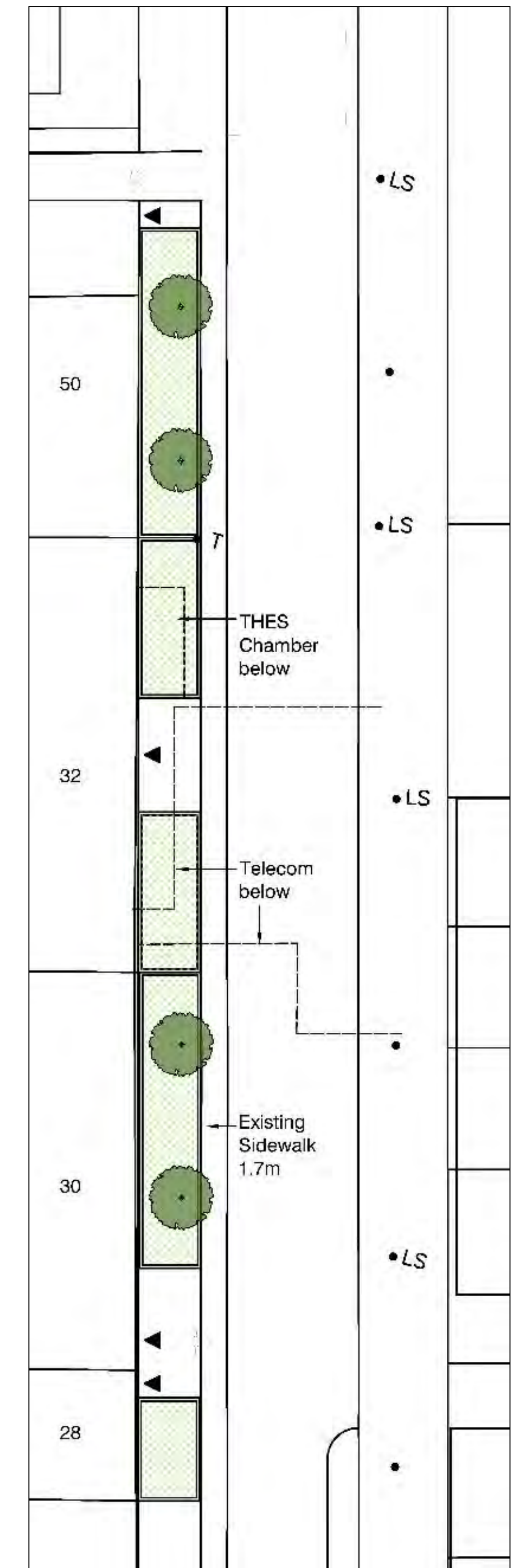
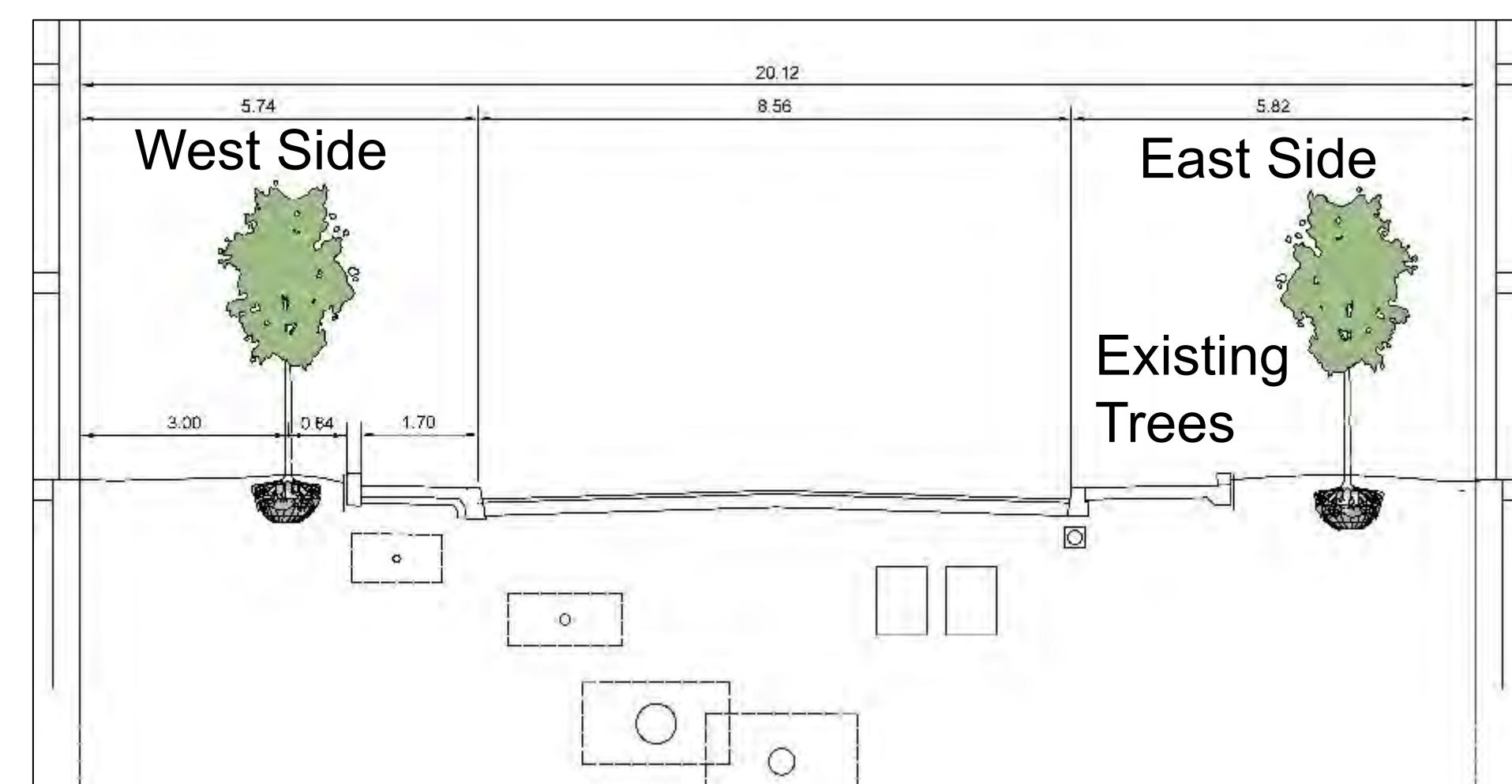


5. Atlantic Ave South of Liberty St

If boulevard parking removal is contemplated:
Tree planting at west side appears possible from preliminary utility review.



Photo of west side of Atlantic Ave



6. East Liberty St – Greening Opportunities

- If on-street parking is removed, bump-outs might be considered. The ideal locations for these bump-outs to improve tree planting appears to be on the north side between Pirandello Street to Lynn Williams Street.
- Many areas on East Liberty Street have utility conflicts that makes existing tree planting improvements difficult.

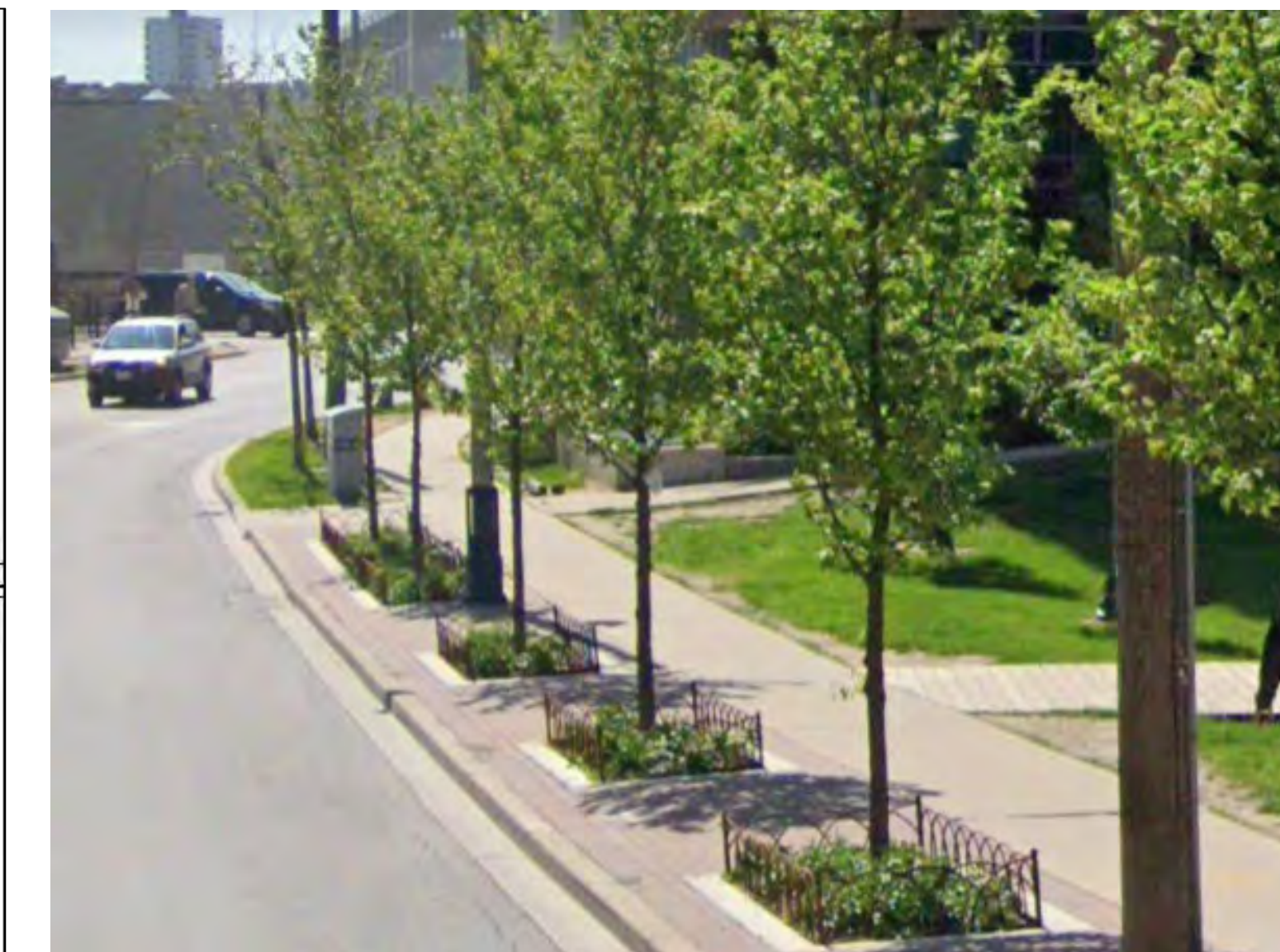
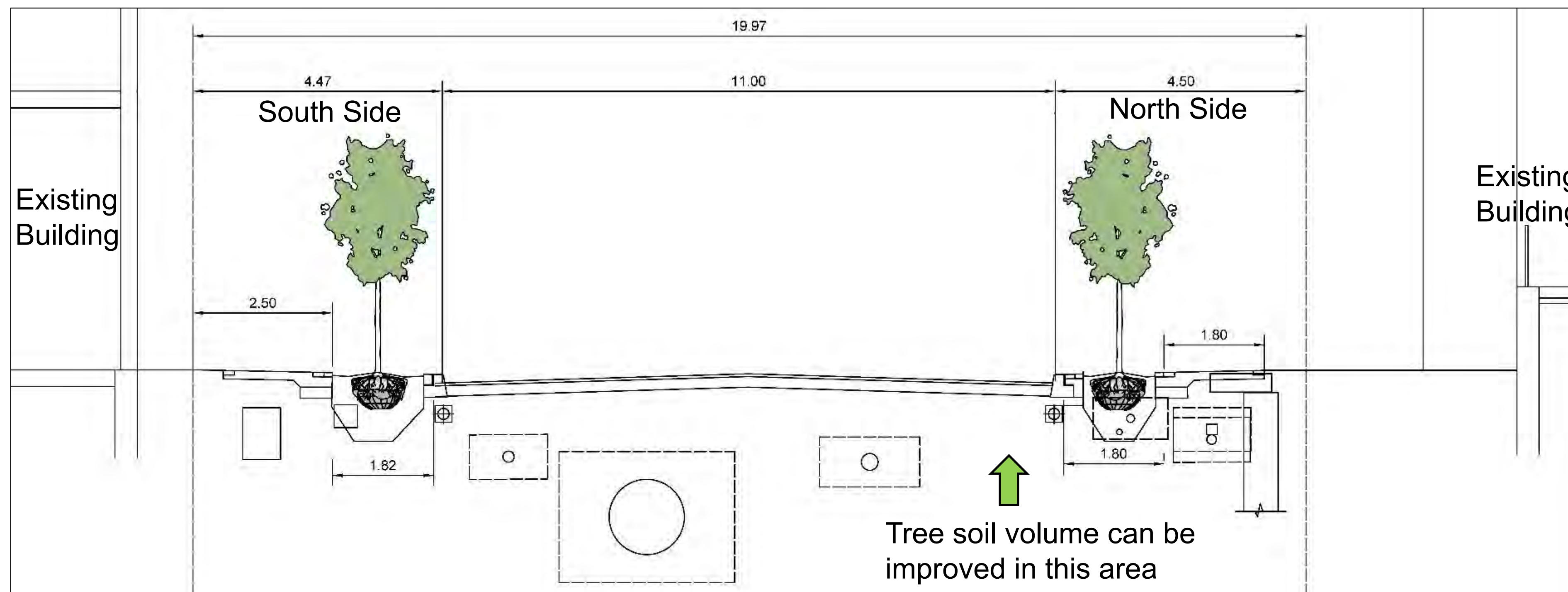
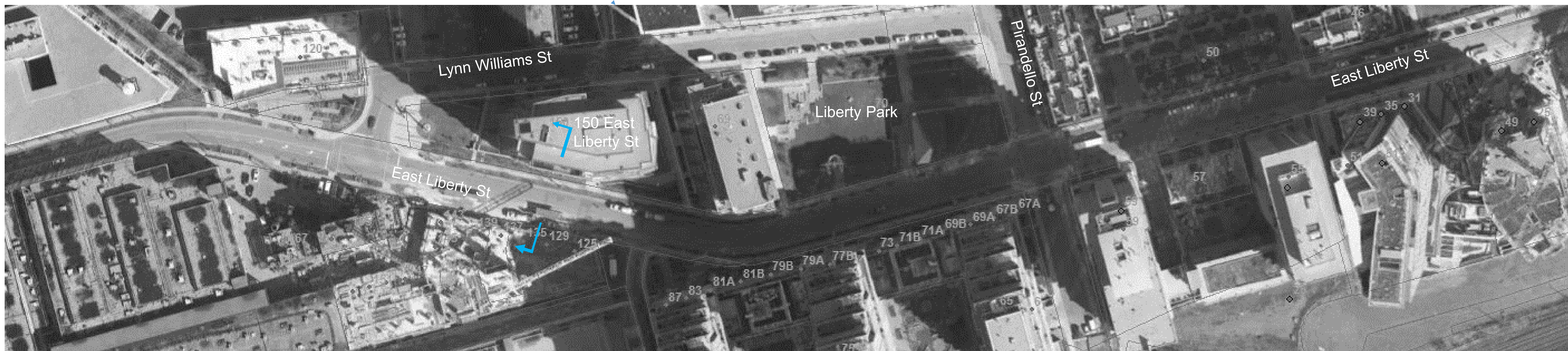


Photo on East Liberty St, west of Pirandello St, looking west

Section through East Liberty Street at 150 East Liberty

Update on Park Improvements

Parks and Open Spaces

Parks and open spaces play a critical role in supporting vibrant, liveable and healthy communities and environments, especially in densely populated neighbourhoods like Liberty Village.

As Liberty Village continues to grow and change, so to must the parks and open space that serve this community. The City is actively pursuing opportunities to deliver new parks and open spaces and enhance existing parks.

How does the City deliver new Parks?

- **Parkland Dedication:** 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 City may also accept payment equivalent to the value of the parkland dedication, known as “cash-in-lieu”.
- **Direct Acquisitions:** The City can purchase land for the purpose of parks using above noted cash-in-lieu funds.
- **Internal Transfers:** Sometimes the operation of City-owned lands is internally transferred to the Parks, Forestry & Recreation Division to create a new park.

The City’s Parkland Strategy guides long-term parks planning, prioritization, and investment throughout the city to ensure the expansion and enhancement of the parks system. The Parkland Strategy sets out four guiding principles:

EXPAND by creating new parks to support growth and address gaps to ensure an effective parks system that will support the needs of a livable, diverse city

IMPROVE the function of existing parks to promote community cohesion, ecological sustainability, and health and wellbeing

CONNECT parks and open spaces, physically and visually, and leverage opportunities to use other open spaces so that people and wildlife have access to parks and open spaces and can seamlessly navigate to and through the parks and open space system

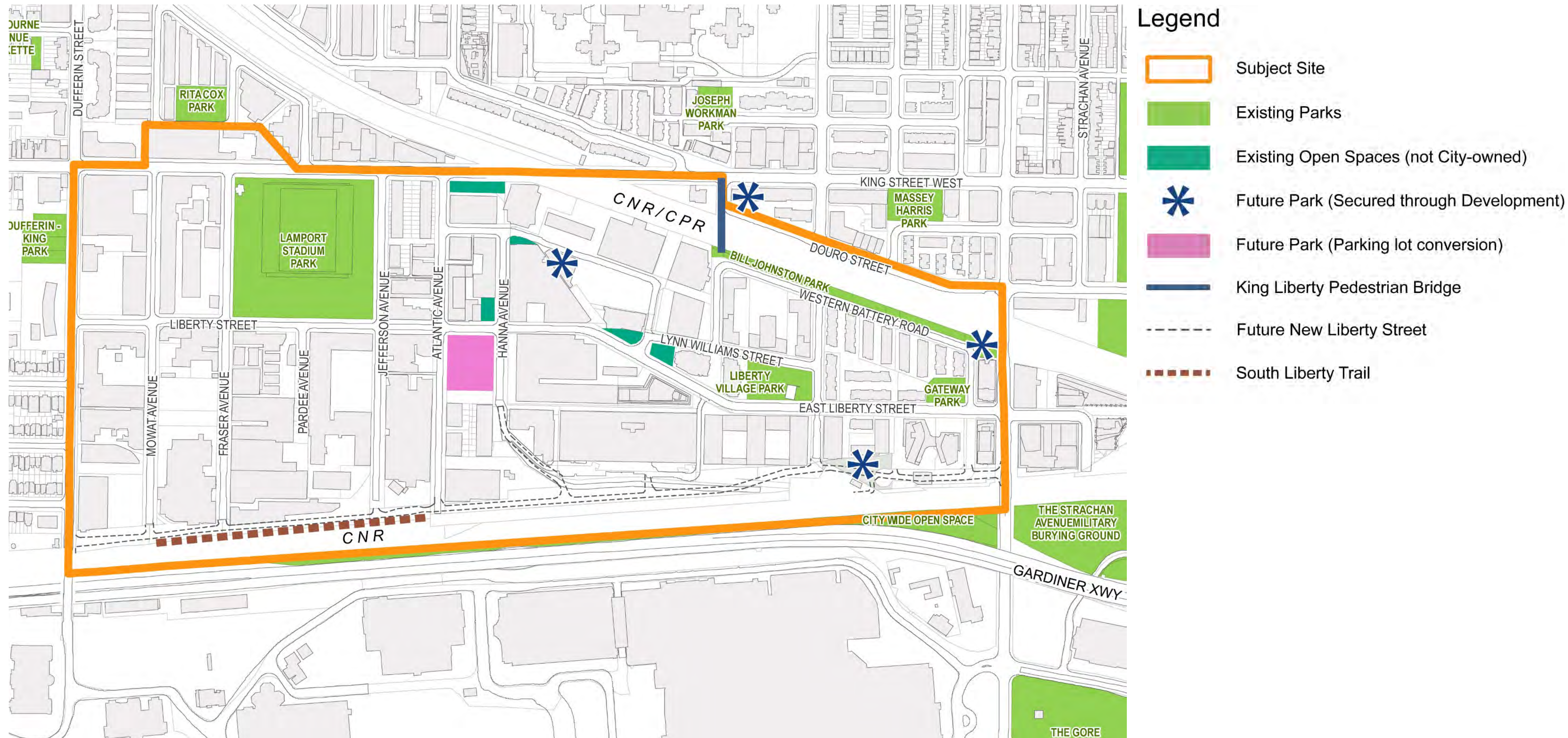
INCLUDE everyone by removing barriers so that parks and other open spaces are inclusive and inviting places that are equitably accessible for people of all ages, cultures, genders, abilities, and incomes.



Learn more about the City’s Parkland Strategy by scanning the QR-code with your smart phone or by visiting toronto.ca/parklandstrategy

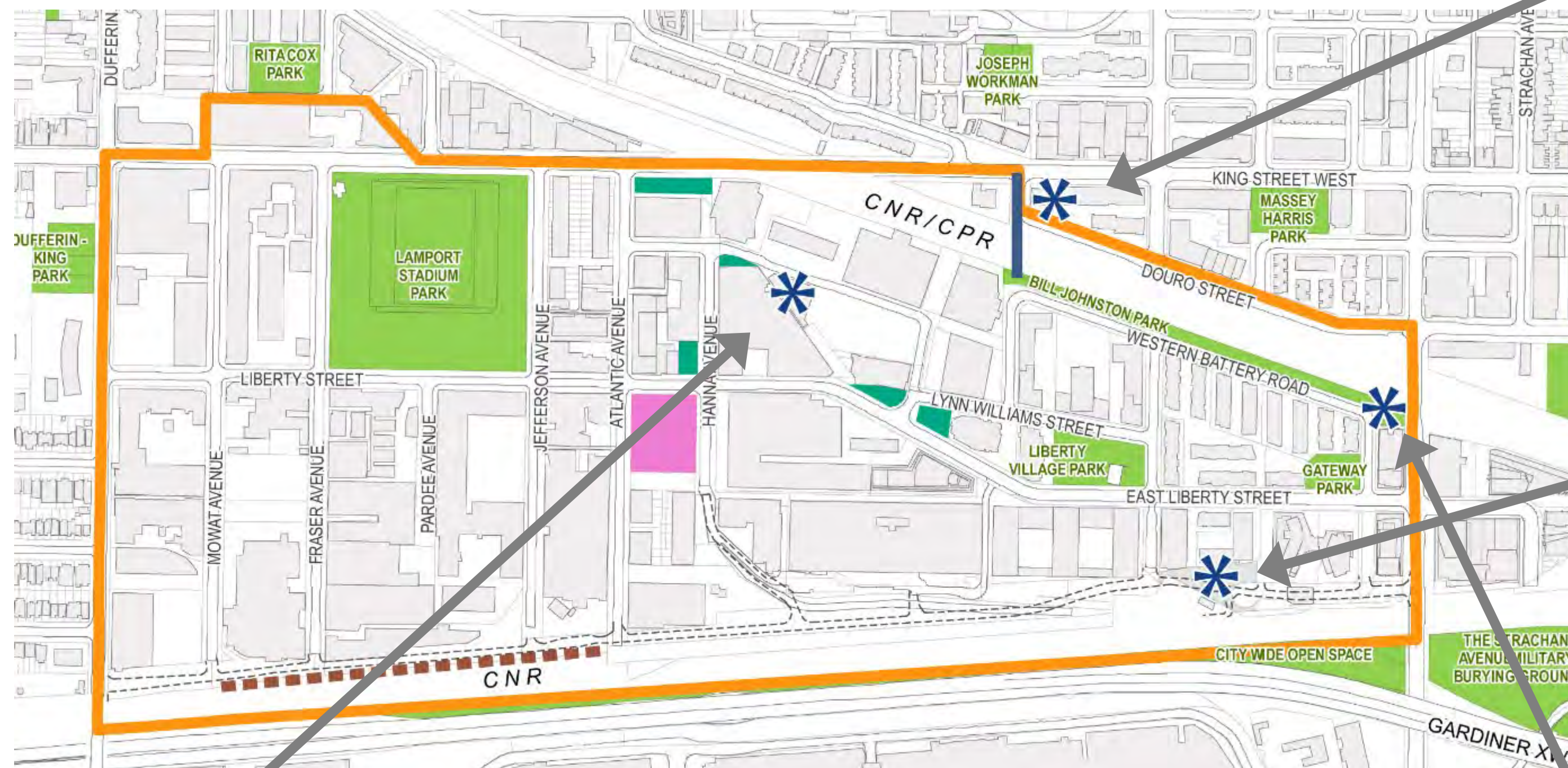
Parks and Open Spaces

The Liberty Village Public Realm Strategy study area includes several existing parks, open spaces, and planned future parks, as illustrated below. A number of parks also exist immediately outside of the study area.



Future Parks

Secured through parkland dedication from development



A new parkette, approximately 230m² in size, will be delivered through on-site parkland dedication from the development at 1071 King St W, and will connect to the planned extension of the West Toronto Rail Path. *(design stage)*

A new park will be delivered through on-site parkland dedication from the development at 39-51 East Liberty St. The size and timing of this new park will be determined in coordination with Environment Assessments being undertaken for the Ontario Line. *(pre-design stage)*



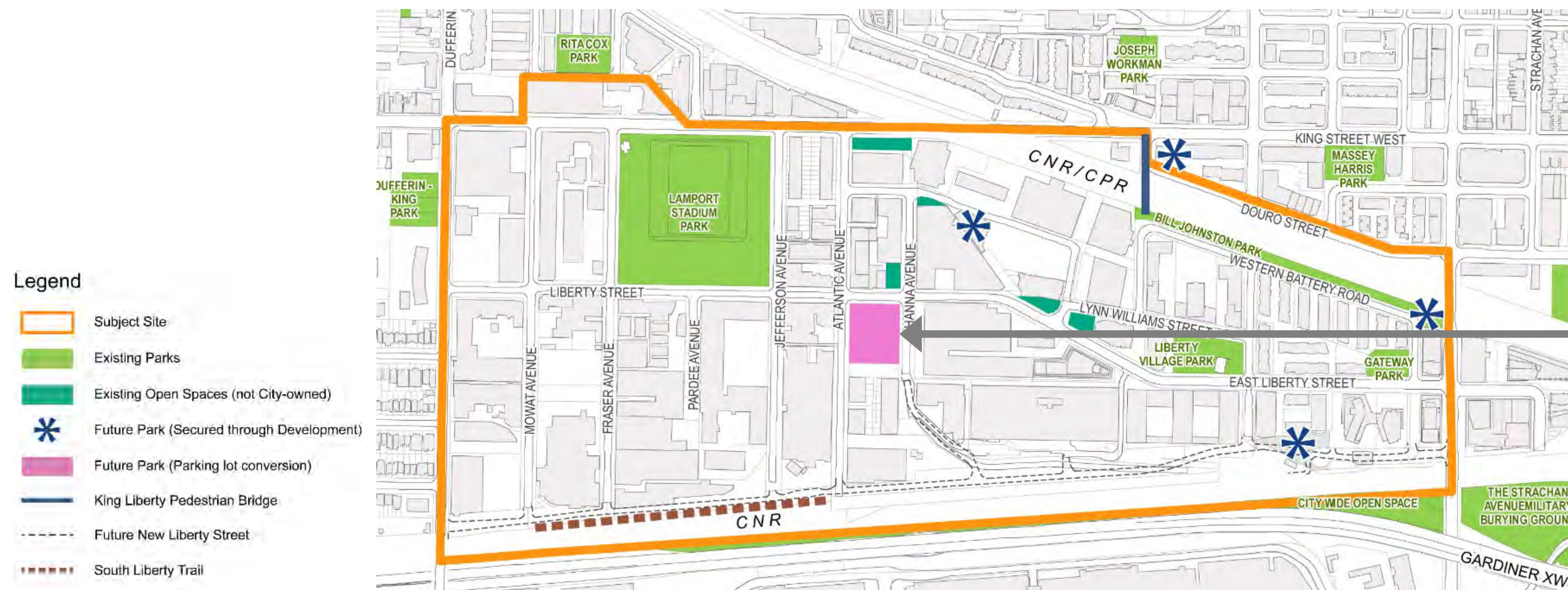
A new park, approximately 1250m², will be delivered through on-site parkland dedication from the development at 61-85 Hanna Ave. The development would also include privately-owned publicly accessible Space (POPS) connecting to the park. *(design stage)*



A new park, approximately 670m², will be delivered through on-site parkland dedication from the development at 19 Western Battery Rd. It will operate as a shared-use outdoor space with the child care operator on site. *(under construction)*

Future Parks

Secured through internal transfers of City-owned properties.



City Council has directed the property at 34 Hanna Avenue be transferred from the Toronto Parking Authority to Parks, Forestry and Recreation and converted into a park. This will create a new park at approximately 4900m² in size.

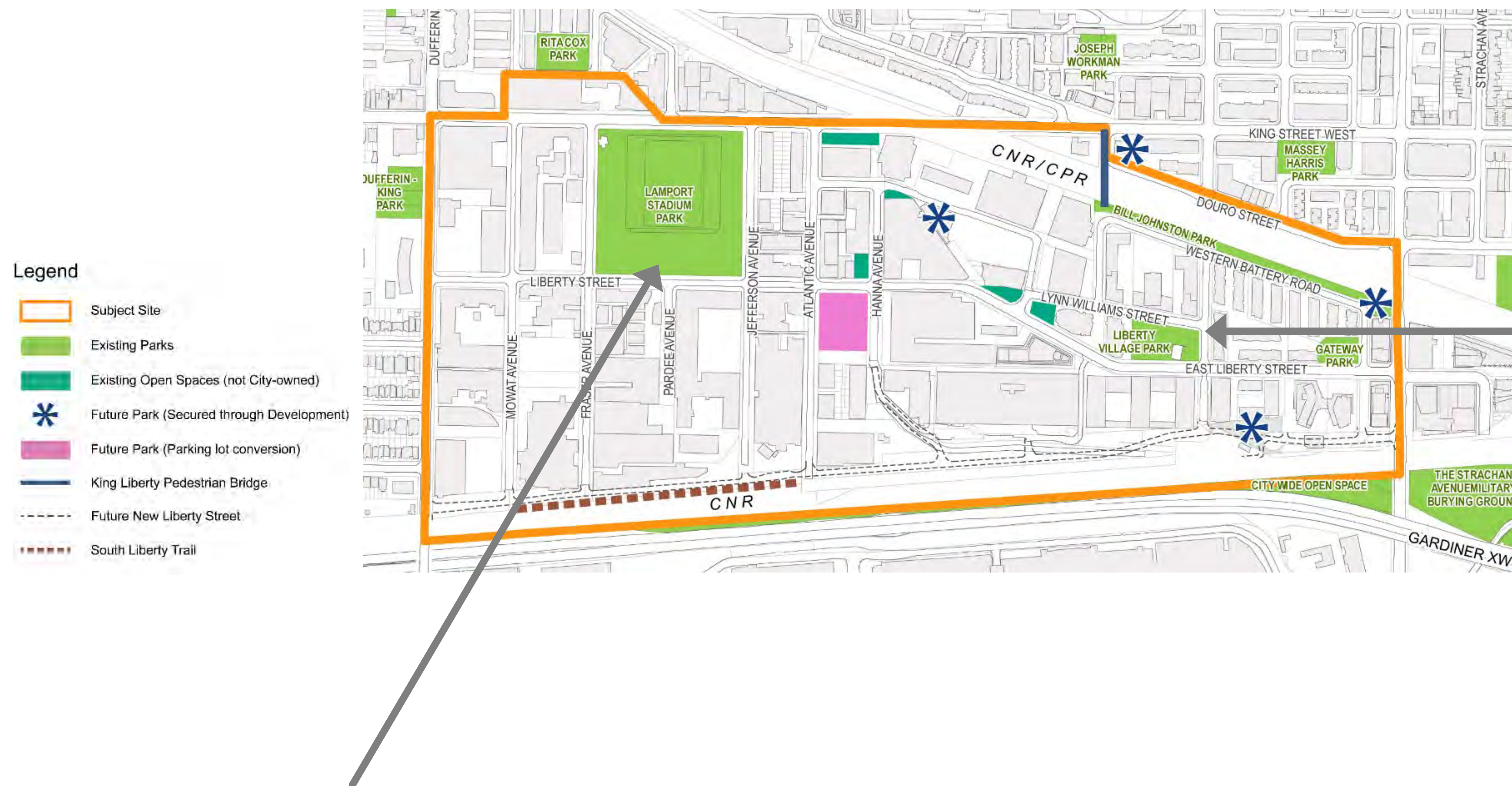
The City is hosting the FIFA World Cup 2026 at BMO Field. The Match schedule has not yet been confirmed but Toronto is anticipated to host 5 matches in June 2026. The FIFA World Cup 2026 Toronto Secretariat has identified the need to use 34 Hanna Ave as a parking lot during the tournament.

There may be an opportunity for an interim community use of the space prior to the FIFA World Cup 2026.

Park design and public engagement will start in 2024 so that construction can start quickly after the FIFA World Cup 2026 ends.

Park Improvements

Investments in existing parks within Liberty Village.



Lampport Stadium Park

Planned improvements to the playground are being deferred. Timing will be determined through the budget process and through coordination with other capital improvements for this park.

(future)

Liberty Village Park

Improvements were completed last year (2022) and include:

- Playground upgrades: new play area with swings and senior parkour structure and new rubber surfacing in existing junior play area
- New pathway, seating and planting areas and new light pole
- Irrigation upgrades

(completed)

Other:

King Street Construction

FIFA 2026

King Street W - Watermain & TTC Track Renewal Dufferin Street to Shaw Street



February to August 2024

Phase 1 – Watermain Work
Dufferin St. to Shaw St.



June to July 2024

Phase 3 – TTC
Streetcar Track - Full
Intersection Closure
at Dufferin and King.



September to November 2024

Phase 5 - TTC Streetcar Track
Full Closure between Atlantic
Ave. to Shaw St.

1

2

3

4

5

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May to June 2024

Phase 2 – TTC Streetcar
Track - Full Closure between
Dufferin St. to Fraser Ave.

June to July 2024

Phase 3 – TTC Streetcar Track
- Full Intersection Closure
at Dufferin and King.

December 2024

Construction complete
*timing finishing
works, if required



Subscribe for updates at toronto.ca/kingwestconstruction

FIFA World Cup 2026 - Toronto

FIFA World Cup 2026 will be the largest ever - 3 Countries - 16 Host Cities - 48 Teams.

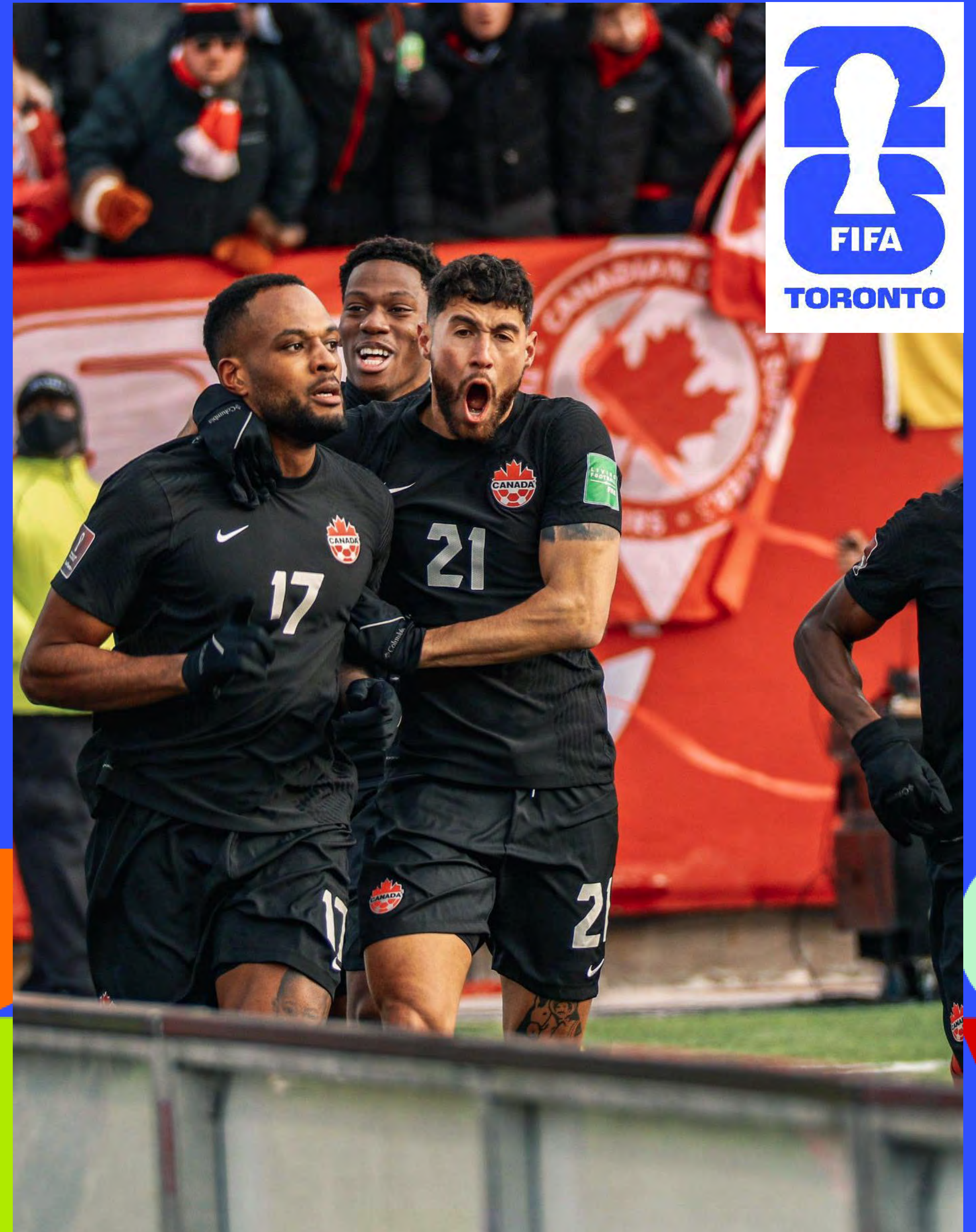
Toronto & Vancouver are the two Canadian Host Cities, alongside cities in Mexico and the USA.

Toronto could host up to 5 matches at BMO Stadium – to be confirmed when FIFA announces the schedule in late 2023.

A comprehensive Traffic Management and Mobility Plan is a critical part of Host City planning.

The World Cup is recognized for generating economic, cultural and community benefits and increasing the Host City's profile on the world stage

toronto.ca/explore-enjoy/festivals-events/fifa-world-cup-26/



Give your feedback and sign up for email updates:

toronto.ca/libertyvillagestudy

**Comment Deadline:
December 14, 2023**



Questions? Comments?

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