

Welcome to Liberty For All

A Regeneration Area Study for Liberty Village

AGENDA:

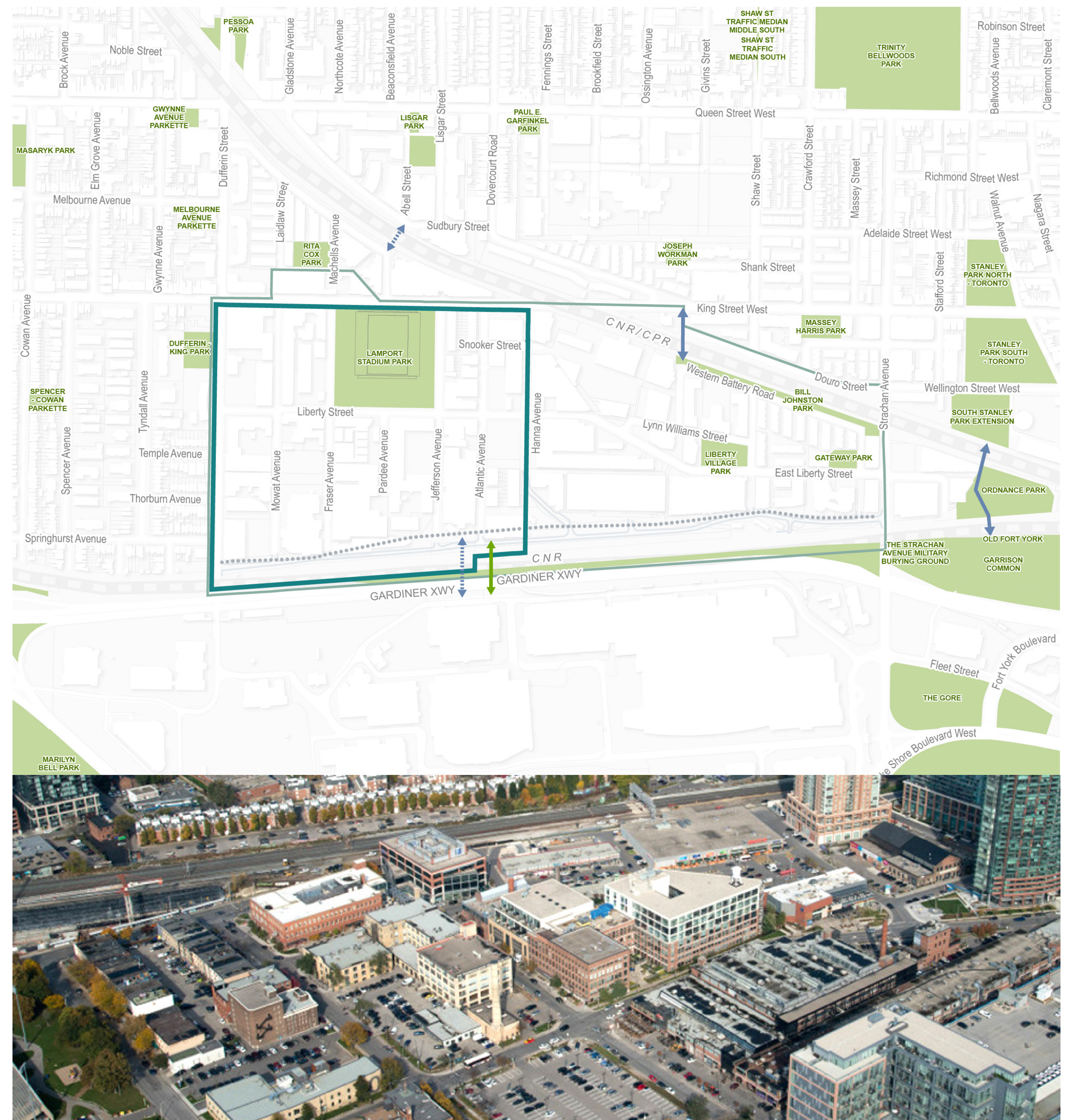
- Open House from 6:00 – 7:30 PM
- Learn about the study and speak with City staff
- Take home the Liberty For All pamphlet and fill out the survey
- Sign-in to get updates on Liberty for All

WHY ARE WE HERE?

Liberty For All is a planning study that will result in a new Secondary Plan for Liberty Village. A Secondary Plan represents a land use vision for a specific area identified by the City. Secondary Plans are land use plans and policies that guide how certain areas are intended to grow over the long-term, resulting from consultation with partner agencies, stakeholders, and community engagement.

Through this consultation process, we are looking to elicit your feedback and vision for how you think Liberty Village should grow in the long-term. What policies should we include in the Secondary Plan? What work needs to be done to improve the liveability of Liberty Village?

The display boards provide information on Liberty Village as well as the various components that make up City building. This is an opportunity for you to learn, ask questions, and provide your feedback.



Background

How did we get here?

Settlement Report on Official Plan Amendment 231

Official Plan Amendment (OPA) 231 sets out City-wide economic policies as well as amends areas of the City for certain employment uses (called Core and General Employment Areas). There were 178 appeals to OPA 231. Of those appeals, three of them applied to Liberty Village, west of Hanna Avenue. City Staff negotiated with the appellants and reached a settlement and City Council adopted the settlement on December 4, 2023.

Highlights from the settlement:

- Redesignates the lands west of Hanna Avenue from Employment Areas to Regeneration Areas;
- Introduces residential uses;
- Requires affordable housing in new development;
- Retention, expansion and replacement of existing non-residential gross floor area; and
- Secondary Plan should be in place first before redevelopment proceeds.

Regeneration Areas open up areas of the City to a wide array of uses to help attract investment, re-use buildings, encourage new construction and bring life to the streets. Regeneration Areas need “tailor-made” strategies and frameworks for development, provided through a Secondary Plan.

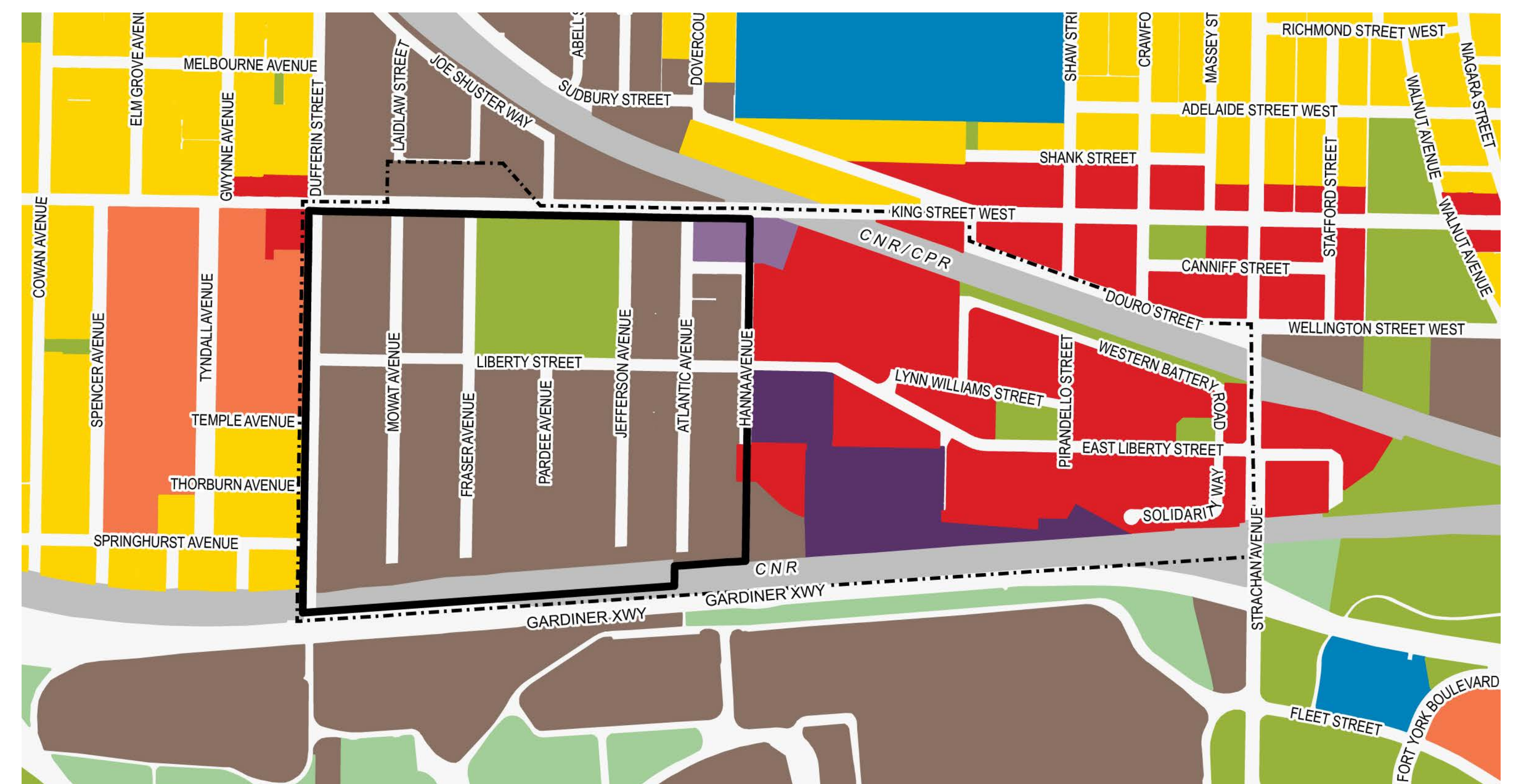
A Secondary Plan is the result of a Regeneration Areas Study. They are land use plans and policies that guide how an area is intended to grow over the long-term, resulting from consultation with partner agencies, stakeholders, and community engagement. Secondary Plans supplement the Official Plan and apply policies that are specific to the area. Policies in a Secondary Plan can be on built form, transportation, heritage, public realm and parks and open spaces, servicing, community services and facilities, and land use. Policies in a Secondary Plan set a course of action on how an area grows within 10-20 years. It is a visionary document.



REPORT FOR ACTION WITH CONFIDENTIAL ATTACHMENT

OLT Appeal of OPA 231 – Lands bound by King Street West, Dufferin Street, Lakeshore Rail Corridor & Hanna Avenue – Request for Directions

Date: December 4, 2023



Study Road Map

We are
here

Phase 1 Q4 2024

- Initial Internal Review
- Site visits
- Data on existing conditions and existing development pipeline

Phase 2 Q1 2025

- Community Consultation
- Stakeholder working groups

Phase 3 Q2-3 2025

- Analysis on community services and facilities, non-residential use, affordable housing, City real estate
- Drafting Secondary Plan policies
- Consult community on draft policies and emerging directions.

Phase 4 Q4 2025

- Finalize Secondary Plan policies
- Bring forward a Secondary Plan for adoption by City Council

Phase 5 (2026 -)

- Implementation
- May include appeals

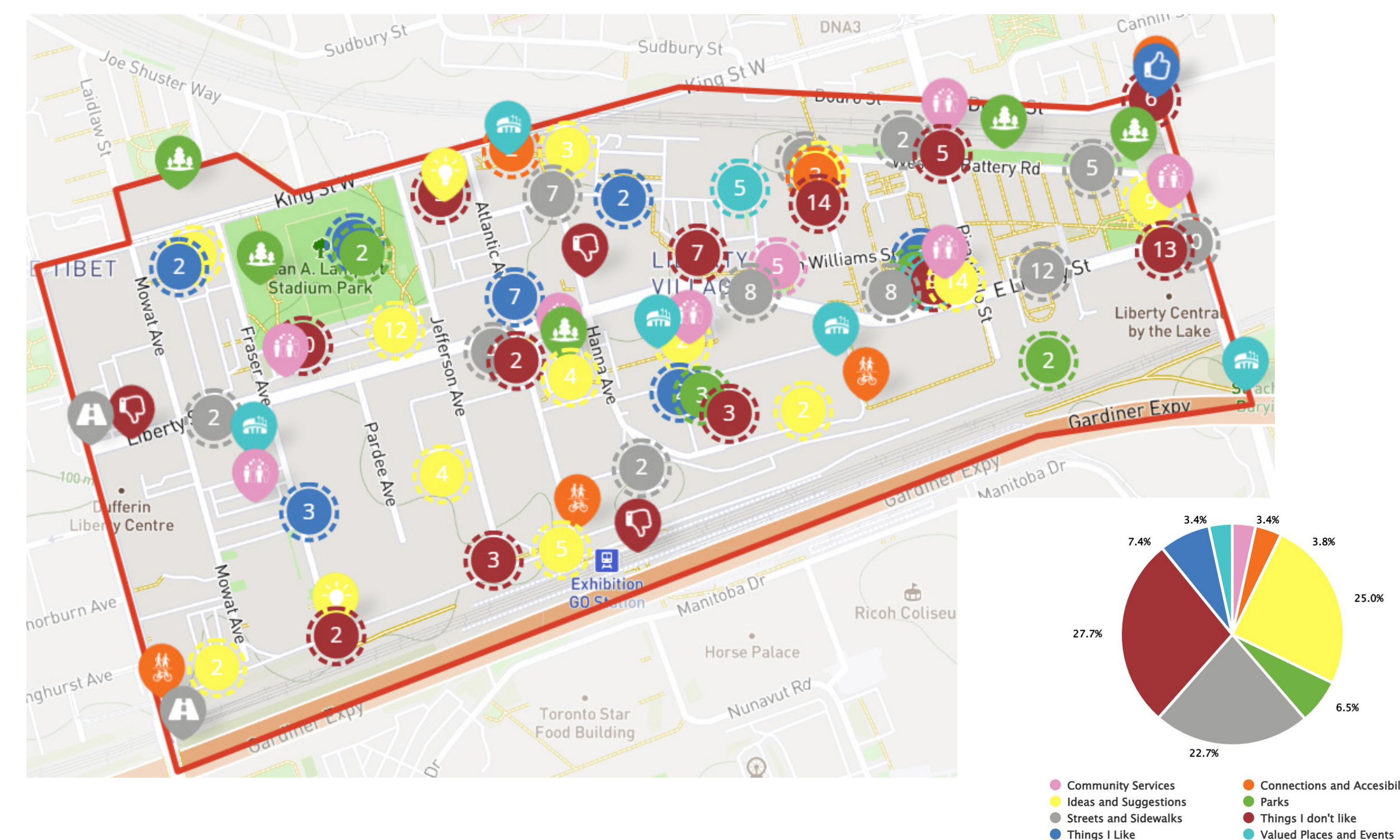
What We Heard

We aren't starting from scratch!

Unlike other planning studies, Liberty Village is an area that has benefitted from extensive community consultation through previous studies and development applications. There are previously approved strategies and plans that apply to all of Liberty Village which will help inform the Secondary Plan.

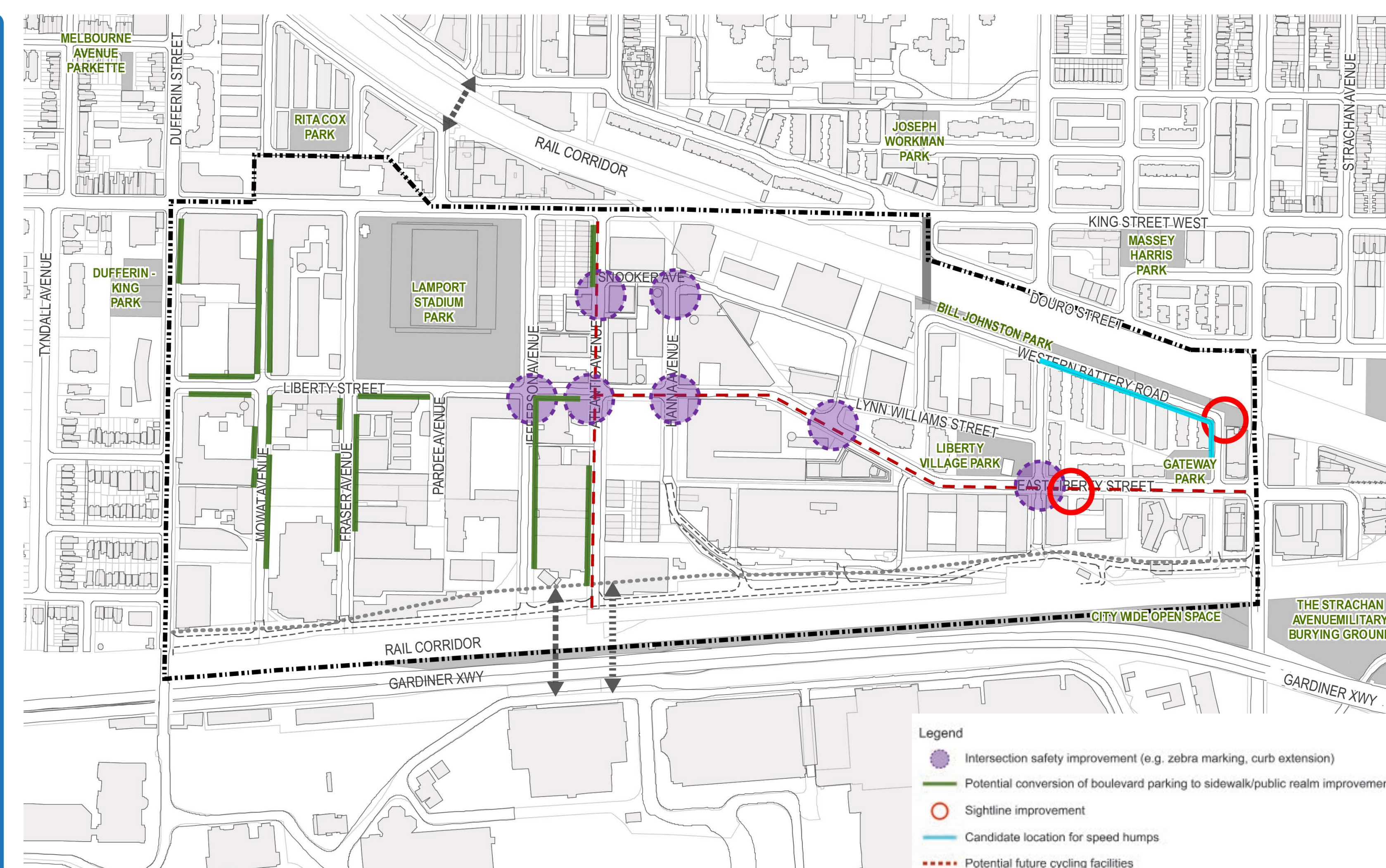
On April 17, 2024, City Council adopted a public realm strategy that applies to all of Liberty Village. The strategy seeks to improve and enhance the public realm of Liberty Village through public and private initiatives and partnerships.

On October 9, 2024, City Council adopted a Traffic Action Plan for Liberty Village. The traffic action plan seeks to address traffic congestion, parking, road safety, and related construction work zone traffic management and event traffic management issues in the neighbourhood.



Through prior community consultation, we heard:

- Turn surface parking lots into green spaces
- Widen sidewalks and make streets safer
- Need for community services such as: daycares, school, community centre, library, Canada Post
- Traffic congestion during events and during peak hours
- Too much condo development
- Cleaner, safer streets, better maintained open spaces
- Improved connections into and out of the neighbourhood
- Liberty New Street is needed as another east-west connector
- Liberty Village BIA's improvements to the neighbourhood have been well received and should be extended
- Liberty Market is a cool building and should be replicated in terms of its shopping alleyway
- Improve and implement traffic calming measures and consider changing speed limits and one-way conversions



Recent Development

Exhibition Transit-Oriented Community

Status – Provincially approved on April 8, 2022

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

Status – Approved on July 20, 2023

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.

70-86 Lynn Williams Street

Status – Approved at Toronto and East York Community Council on February 20, 2025

The development is for a 44-storey mixed-use building containing 520 rental dwelling units, a public daycare, 13 affordable rental housing units, and a public park.

147-151 Liberty Street & 54-68 Fraser Avenue

Status – Proposed and under review

A proposal for a 55-storey mixed-use building that will incorporate the existing building facade. The proposal consists of a total of 732 residential dwelling units and approximately 1,140 square metres of office space.



Land Use Existing Conditions

Existing Land Use Designations

Regeneration Areas

Regeneration Areas open up unique areas of the City to a wide array of uses to help attract investment, re-use buildings, encourage new construction and bring life to the streets.

Neighbourhoods

Lower scale residential buildings consisting of detached houses, semi-detached houses, duplexes, triplexes and various forms of townhouses as well as interspersed walk-up apartments.

Apartment Neighbourhoods

Apartment Neighbourhoods are distinguished from low-rise Neighbourhoods because a greater scale of buildings is permitted.

Parks and Open Space Areas

Toronto's many parks and open spaces offer residents, workers and visitors a range of experiences. They contain passive and active recreational opportunities, including natural habitat areas, recreation trails, stormwater management facilities.

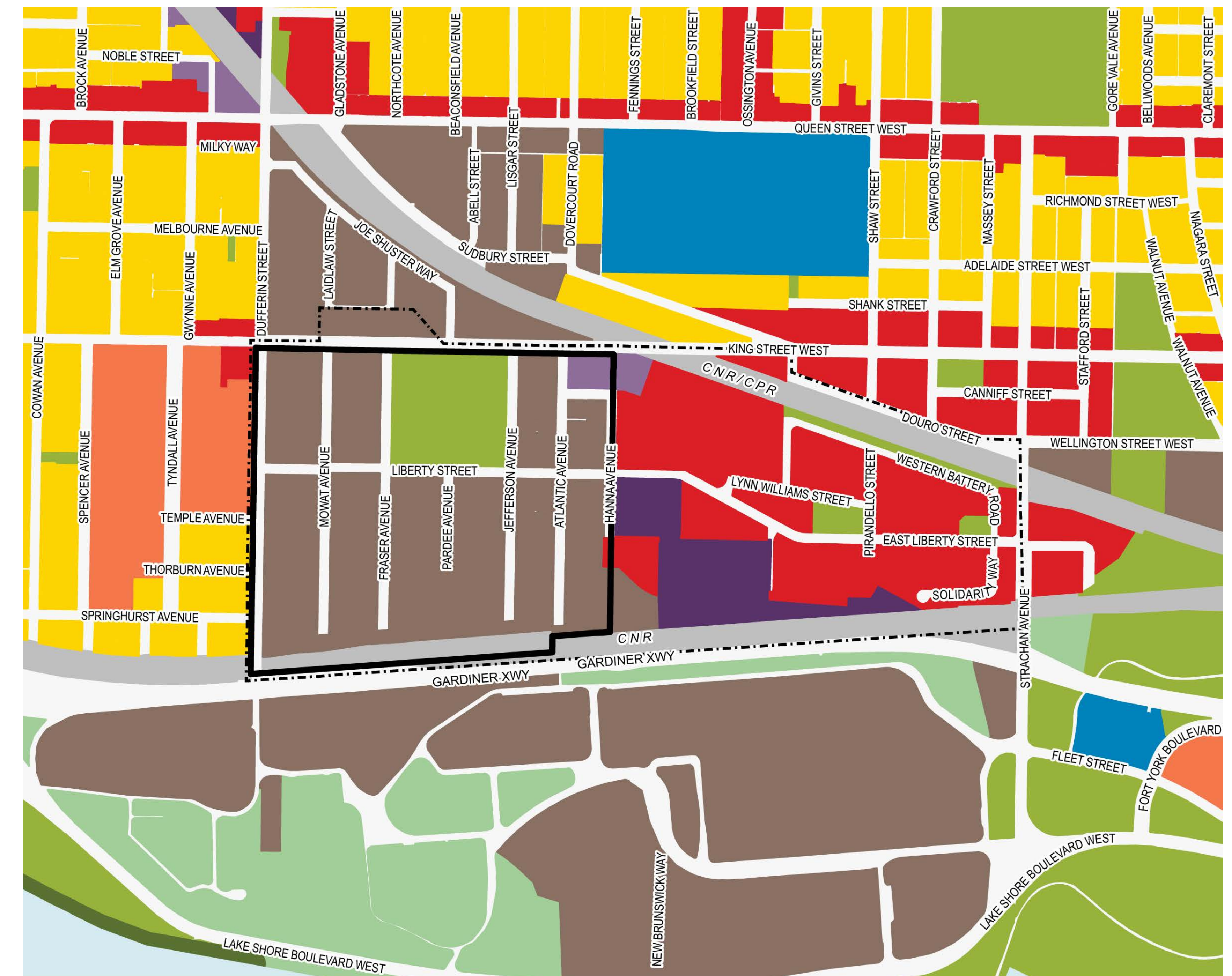
Employment Areas

Employment Areas are places of business and economic activities vital to Toronto's economy and future economic prospects.

Mixed-Use Areas

Mixed Use Areas combine a broad array of residential uses, offices, retail and services, institutions, entertainment, recreation and cultural facilities, and parks and open spaces.

The eastern half of Liberty Village is generally Mixed-Use Areas while the western half of Liberty Village was Employment Areas. Following the settlement approval for Official Plan Amendment 231, the western half of Liberty Village shifted from Employment Areas to Regeneration Areas, which requires a planning study be undertaken.



Legend

- | | | | |
|--|--------------------------|--|--------------------------|
| | Study Area | | Other Open Space Areas |
| | Liberty Village Boundary | | Institutional Areas |
| | Neighbourhoods | | Regeneration Areas |
| | Apartment Neighbourhoods | | General Employment Areas |
| | Mixed Use Areas | | Core Employment Areas |
| | Parks | | Utility Corridors |

Mobility

Active Transportation and Complete Streets

What is Active Transportation?

Active transportation is using your own power to get from one place to another. The study can promote active transportation in a variety of ways:

Improve Walkability by creating a well-connected network of direct and convenient routes, as well as wider sidewalks for pedestrian accessibility, comfort and safety.

Encourage cycling by providing an expanded cycling network, upgrades to existing cycling routes for greater comfort and safety, and additional bicycle parking facilities and locations.

Increase connectivity by improving and expanding street crossings and midblock connections.

What are Complete Streets?

Complete streets are designed to be safe for all users: people who walk, bicycle, take transit or drive, and people of varying ages and levels of ability. They also consider other uses like sidewalk cafés, street furniture, street trees, utilities, and stormwater management. In 2017, the City developed Complete Street Guidelines which provide a new approach for how we design our city streets.

Streets for People

Streets should be safe, universally accessible and promote healthy lifestyles by inviting people to be physically active.

Streets for Placemaking

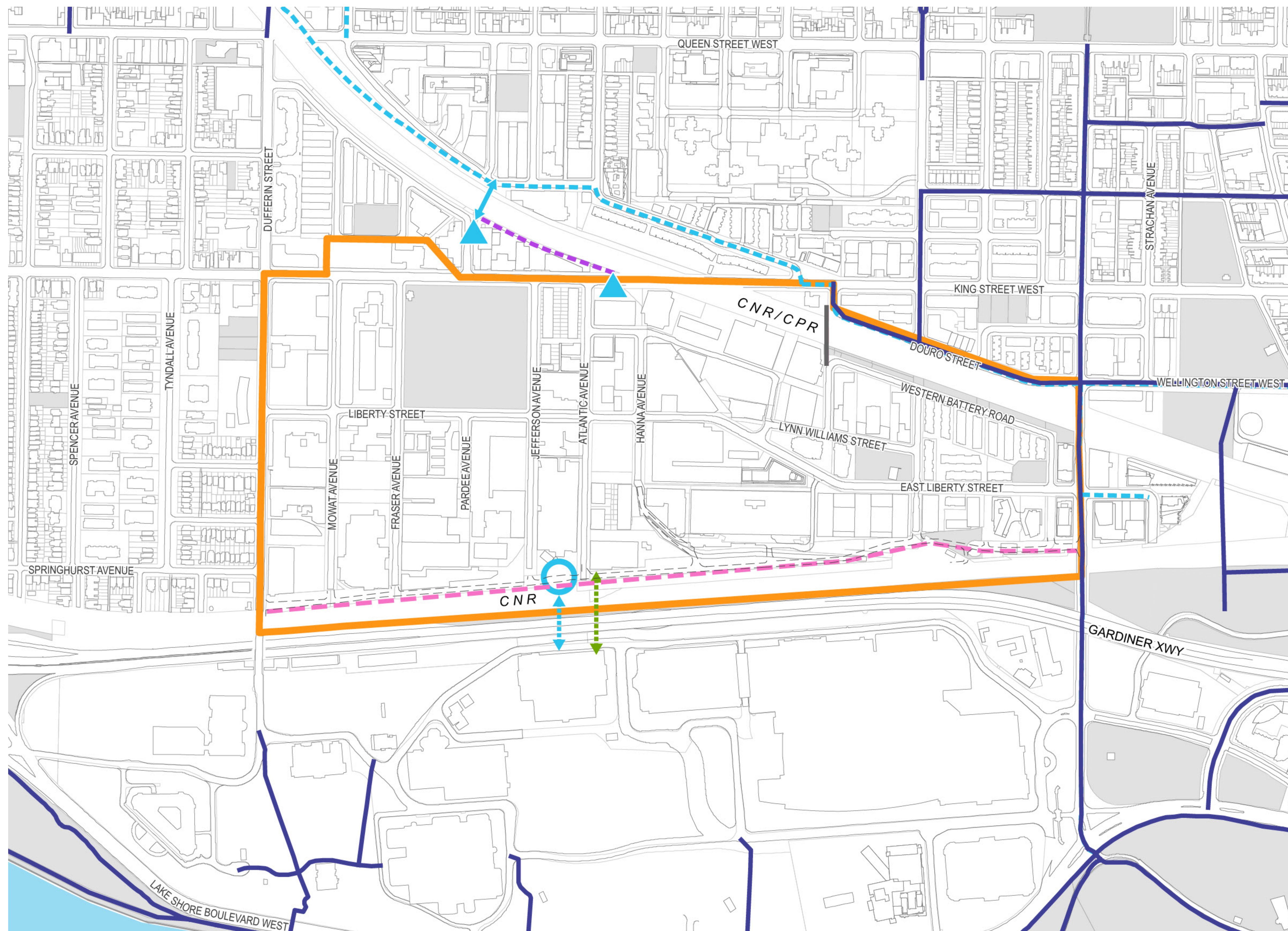
Streets are important public spaces that should be attractive, inviting and promote civic pride. They should have healthy street trees and comfortable micro-climates.

Streets for Prosperity

Streets support economic vitality by providing pedestrian-oriented shopping and creating street life. They provide a wide range of transportation options to serve businesses and workers.



Mobility Cycling



Projects that will improve access to Liberty Village:

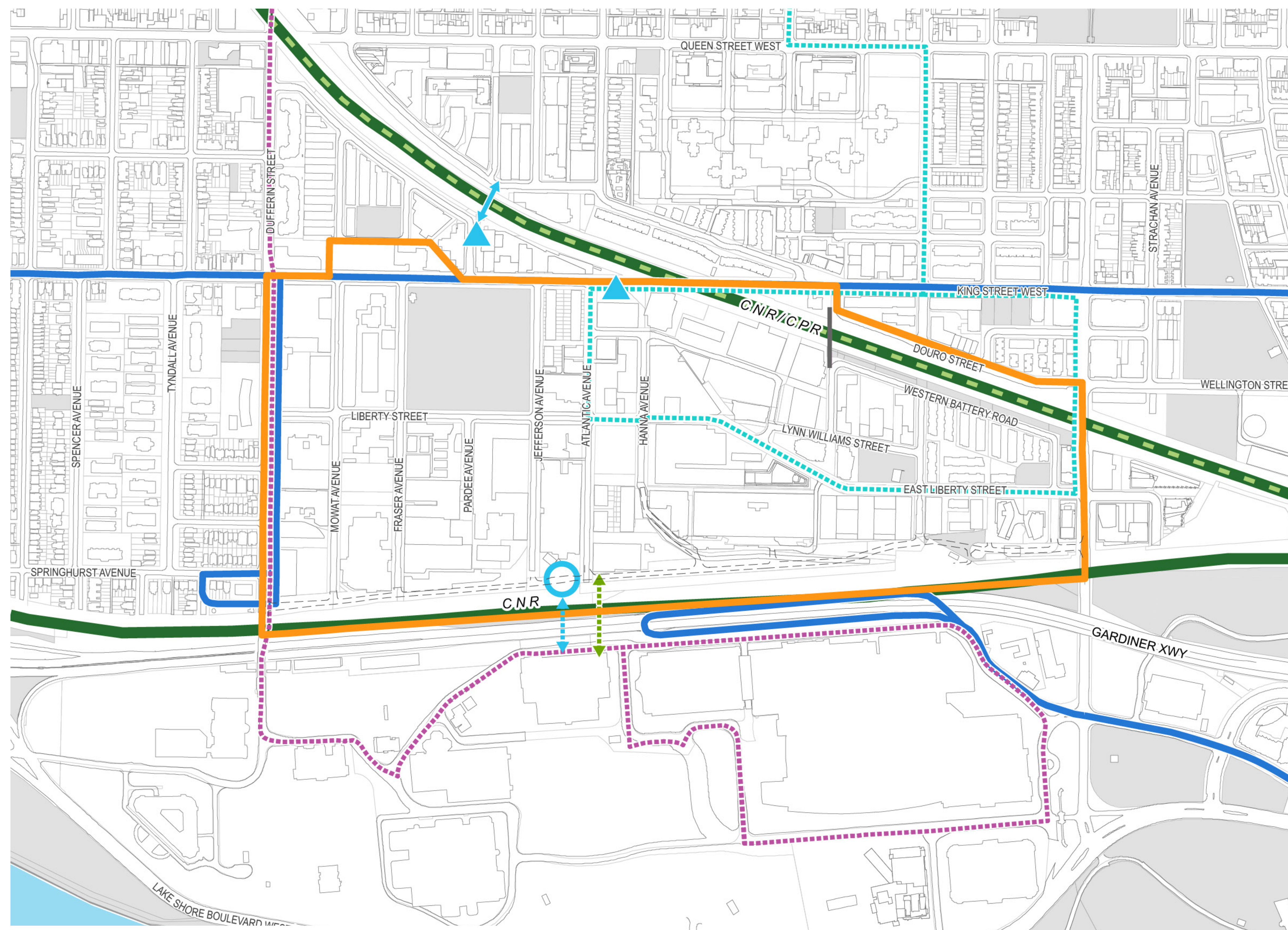
- Douro Street
- Strachan Avenue
- Sudbury Street
- Extension of West Toronto Rail Path
- Wellington Street West

Legend













- Study Area
- Smart Track Entrances
- Smart Track Bridge or Exhibition GO Station Bridge
- Existing Cycling Network
- Programmed Cycling Projects
- Future Multi-Use Path
- Liberty New Street Multi-Use Path

Where could bike lanes be in Liberty Village that we should consider for the City's Cycling Plan?

Mobility Transit



Legend

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

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.

Smart Track King-Liberty Station

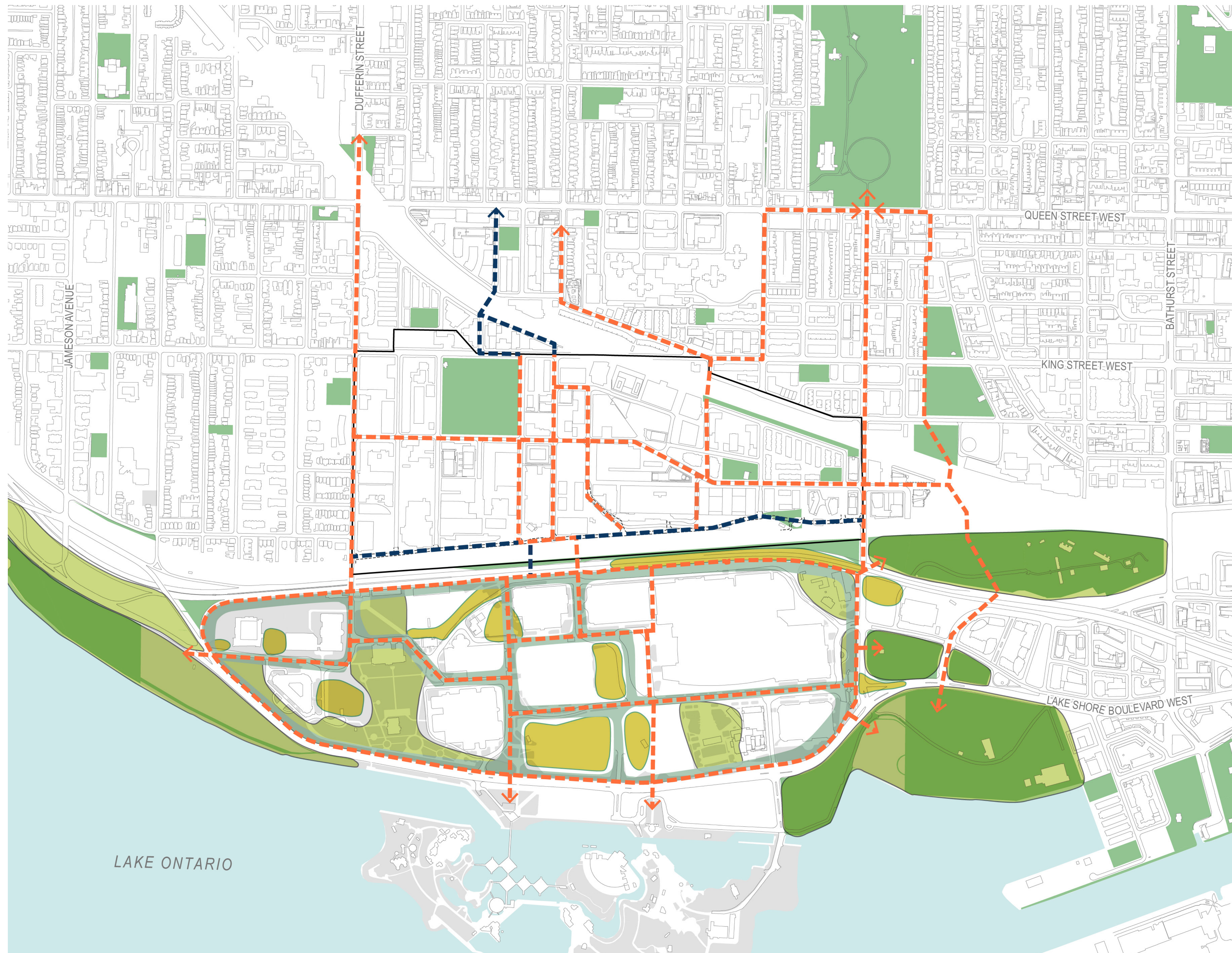
In December 2024, City Council confirmed priorities for the SmartTrack Program which deferred the King Liberty Station. The City awaits formal Provincial confirmation on the future of the King Liberty Station.

Ontario Line 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.

The TTC also plans to use Liberty New Street to provide bus service connecting directly to the Ontario Line/GO Station.




Mobility Pedestrian Network



Legend

-  Study Area
-  Existing Connections
-  Planned New Connections

Exhibition Place Connections

-  Continous Public Realm & Connections
-  Existing and Potential Open Spaces
-  Potential Flexible Open Space (Programming, Parking, Operations, etc.)

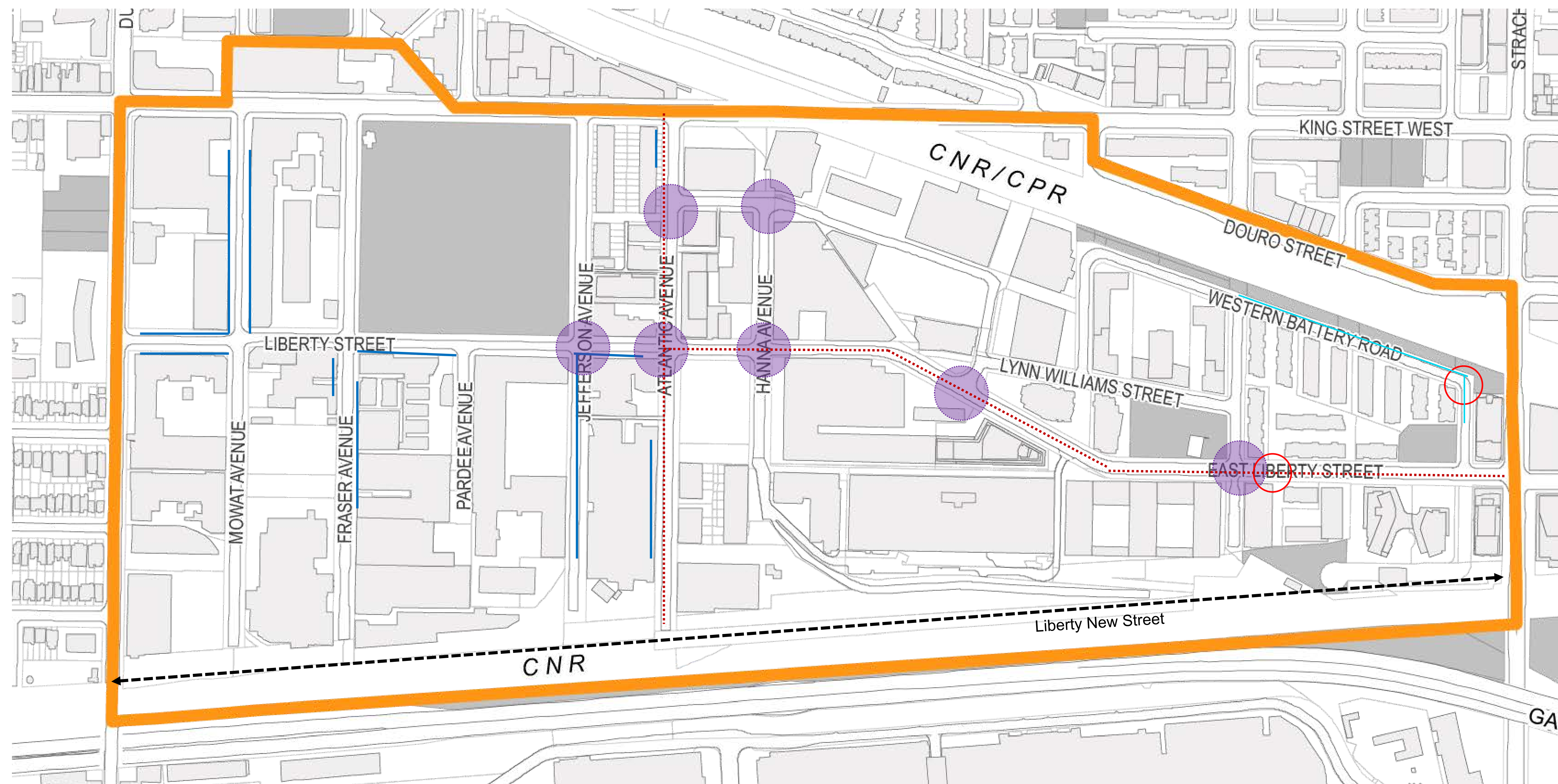
Pedestrian routes south of Liberty Village are being improved in coordination with several projects, including: Exhibition GO station; Exhibition Place; Ontario Place; and the Bentway.

Updates on New Connections

- Exhibition GO station improvements include a new bridge and increased capacity of existing tunnel. The alignment of planned Liberty New Street in the south of Liberty Village is undergoing adjustments due to rail corridor requirements for GO service.
- The City also awaits a Provincial decision on whether they will fulfill plans for pedestrian/cycling connection over the rail corridor between Sudbury Street and Joe Shuster Way.

Mobility

Liberty Village Streets Plan



Legend

- Study Area
- Intersection safety improvement (e.g. zebra marking, curb extension)
- Sightline improvement
- Conversion of boulevard parking to sidewalk/public realm improvement
- Candidate location for speed humps
- Potential future cycling facilities

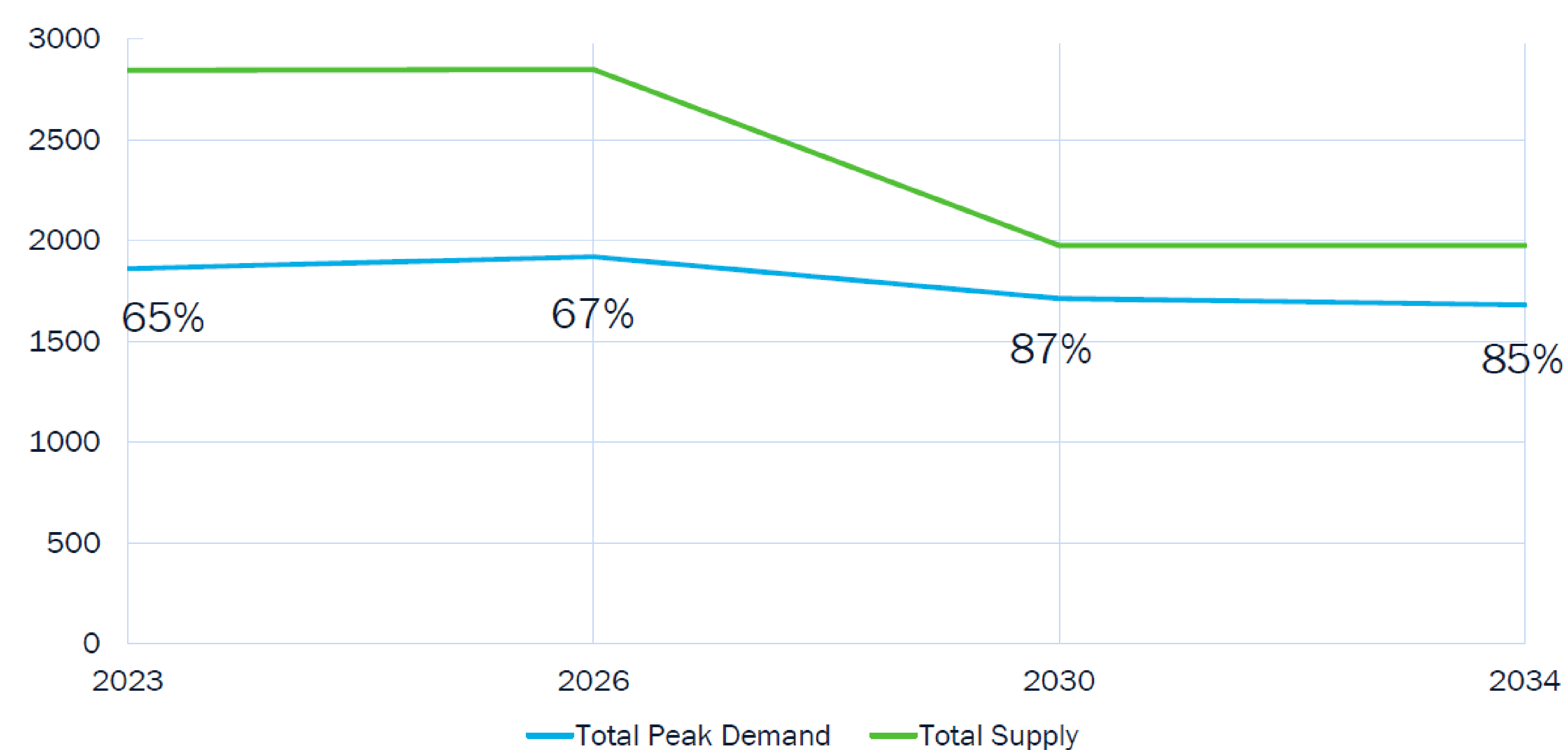
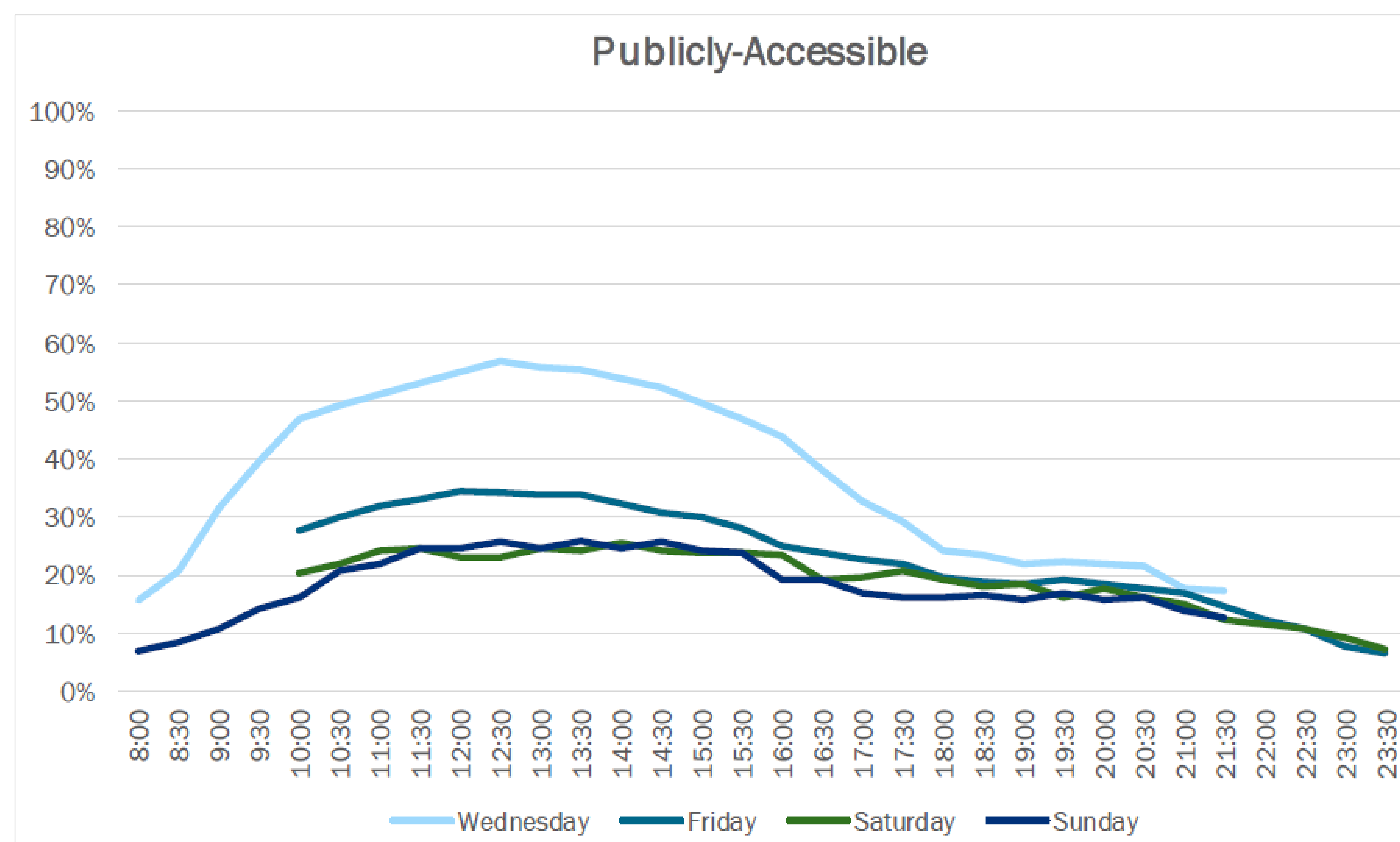
Other Measures Considered but Not Recommended

- **One-way road configurations (i.e. Western Battery Rd, Pirandello St, and East Liberty St)** were considered as a potential measure to improve traffic flow, reduce motor vehicle volumes, and prioritize safety and mobility. However, the analysis indicates that the one-way designation could increase the risk of conflict at surrounding intersections. As such no new one-way designation was proposed.
- **Traffic calming measures on East Liberty Street, Strachan Avenue, Lynn Williams Street, and Pirandello Street.** Speed studies did not show any pattern of excessive speeding.

Mobility

Liberty Village Parking Precinct Study

- A parking inventory and occupancy study was conducted on 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).



Mobility

Liberty Village Traffic Action Plan

In October 2024, City Council adopted the Liberty Village Traffic Action Plan report, made up of three sections:

Mobility in Liberty Village Today

- Acknowledgement of Existing Conditions
- Acknowledgement of City Building Context

Action Plan for Improved Mobility in Liberty Village

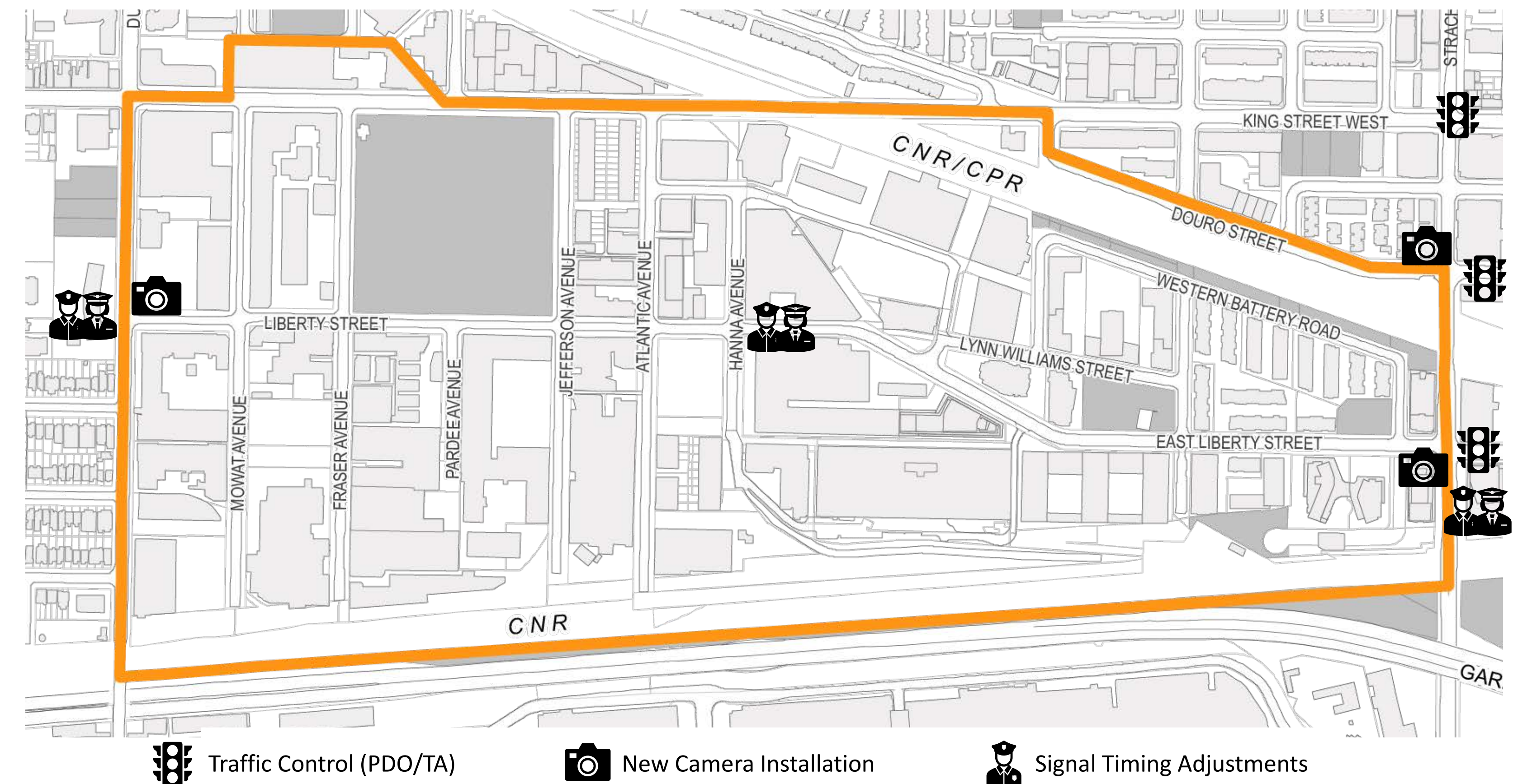
- Works started (Summer 2024)
- Short term (Complete in 2024)
- Medium term (Completed before FIFA World Cup 2026)
- Medium to long term (Completed Fall 2026 onward)

Communication and Collaboration on Mobility in Liberty Village

- Anticipated Engagements
- Engagement with Metrolinx at Exhibition Station
- Event Traffic Working Group

Traffic Action Plan outlines the list of actions that are taking place or are committed to in the short, medium, and long term to improve mobility and the streetscape in Liberty Village. The Action Plan will evolve to integrate items raised through the Metrolinx Construction Liaison Committee, the FIFA World Cup 2026 Mobility Plan, the City's Event Traffic Management Working Group, and all other regular City channels for addressing operational issues on Toronto's street network.

Liberty Village has been designated as part of both a Construction Hub and a Special Event Zone. These programs provide for dedicated staff to be assigned to better coordinate construction activities and special events in the area.



Recently completed and upcoming actions:

Pavement markings refresh (e.g. zebra crossings and stop bars) at key locations;

Sight-line improvements at the garage entry/exit ramp east of Pirandello Street on East Liberty Street;

Installation of warning signs and speed humps on Western Battery Road;

Installation of four on-street wayfinding signs as part of the City's T0360 program to help guide pedestrians to major landmarks and find efficient walking routes;

TTC service restorations for 29C Dufferin, 63 Ossington, 504 King and 508 Lake Shore;

Signal timing adjustments and installation of traffic cameras at key intersections;

Deployment of Traffic Agents during Peak Periods and BMO Field Games Days;

Revoking permits for non-essential lane closure, as necessary;

The Canadian National Exhibition Traffic Management Plan was completed and executed, applying tactics including: deployment of Toronto Police Officers, traffic agents, signage, active traffic management, monitoring cameras and making real-time signal timing adjustments; and

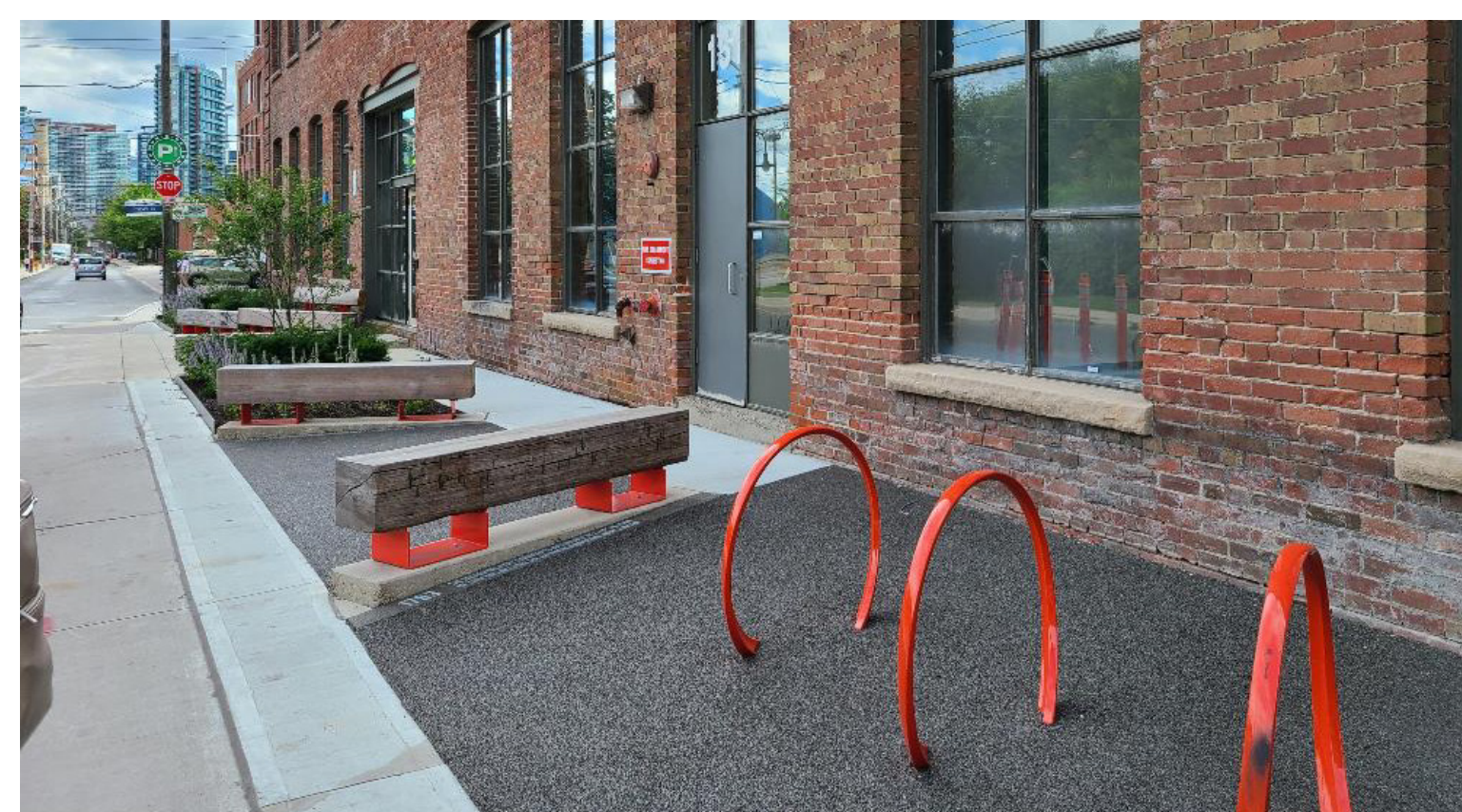
Designation of haul route plans for the Ontario Line Exhibition Station with Metrolinx to minimize construction disruption.

Mobility

Actions Before and After FIFA WC 2026

Actions before FIFA World Cup 2026

- FWC26 Mobility Concept to be completed and implemented; tactics under consideration include: temporary parking restrictions; temporary pedestrianization of key streets such as Atlantic Avenue, south of Liberty Street; and restricting the area to “Local Traffic Only”;
- Designating geofenced areas for ride-hail pick-ups and drop-offs;
- Gardiner rehabilitation between Dufferin Street and Strachan Avenue targeted to be completed by April 2026, in advance of FWC26;
- Geometric safety improvements with quick-build materials (e.g. paint-and-post curb extensions and corner radii reductions, and/or zebra markings) at priority intersections (Atlantic Avenue and Liberty Street, East Liberty Street and Hanna Avenue, and East Liberty Street and Pirandello Street);
- Upgrade the boulevard space at 65-85 East Liberty Street from sod to interlocking brick to accommodate increased pedestrian volumes;
- Feasibility assessment of removing boulevard parking on East Liberty Street and Atlantic Avenue to improve pedestrian pathways;
- Potential reconsideration of curbside management by-laws pertaining to Parking, Stopping and Standing to support redistribution of parking, and enable short term deliveries/lay-bys; and
- Routine collaboration with Exhibition Place and other trip generators in the area through a series of Traffic Management working group meetings.



Conversion of boulevard parking to sidewalk and public realm improvements

Actions before FIFA World Cup 2026

- Exhibition GO Station improvements and the Ontario Line anticipated to be completed and in-service by 2031.
- Ongoing work with Metrolinx to secure commitments for the delivery of Liberty New Street from Dufferin Street to Strachan Avenue.
- Geometric safety improvements to be considered as part of major scheduled road work at key intersections: Atlantic Avenue and Snooker Street; Atlantic Avenue and Liberty Street; Liberty Street and Jefferson Avenue; Snooker Street and Hanna Avenue; East Liberty Street and Hanna Avenue; East Liberty Street and Lynn Williams Street; and East Liberty Street and Pirandello Street;
- Feasibility assessment of removing boulevard parking to improve pedestrian pathways.
- Considerations of all streets as candidates for bikeways in each near-term planning cycle of the Cycling Network Plan, with particular attention to Atlantic Avenue and East Liberty Street.
- Consideration of transit priority measures, such as bus priority lanes and intersection improvements to improve efficiency and reliability of TTC routes.

Public Realm

Liberty Village Public Realm Strategy

What is the Public Realm?

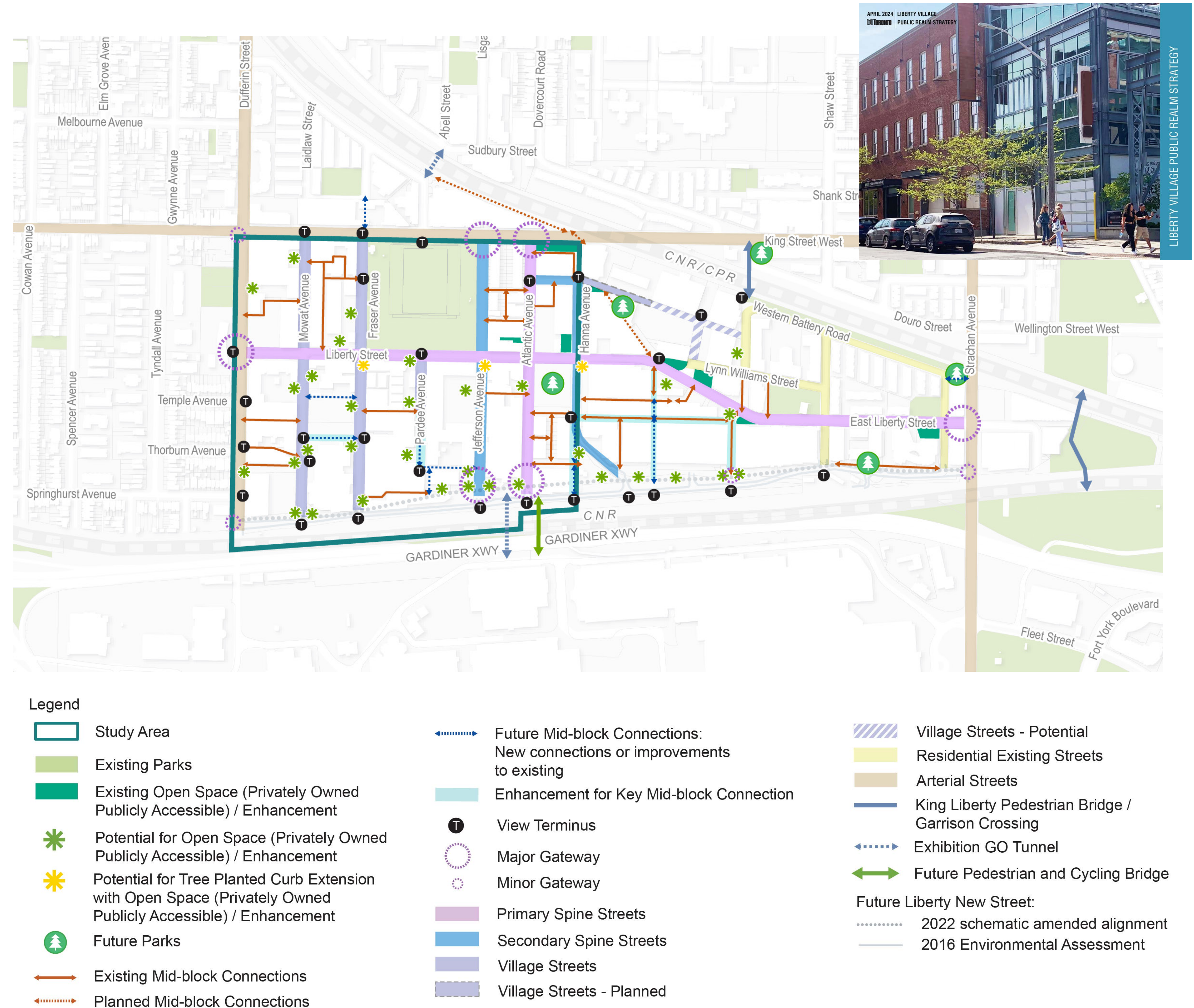
The public realm is the fundamental organizing element of the City and its neighbourhoods and plays an important role in supporting population and employment growth, health, liveability, social equity and overall quality of life. It is a key shared asset that draws people together and creates strong social bonds at the neighbourhood, city and regional level. The public realm and the buildings that frame it convey our public image to the world and unite us as a city. They set the stage for our festivals, parades and civic life as well as for daily social interaction.

The Public Realm and Liberty Village

Liberty Village benefits from having a recent Council-adopted public realm strategy that sets out various public realm improvements that will be realized as part of public investment and private development. The strategy provides direction and actions to:

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

City Council adopted the Liberty Village Public Realm Strategy on April 17, 2024. In addition to the public realm strategy, a Neighbourhood Streets Plan and a parking study were undertaken and included as part of the overall understanding of Liberty Village's streets and parking supply. Areas to Regeneration Areas, which requires a planning study be undertaken.



Public Realm

Elements of the Public Realm

What makes up the public realm?

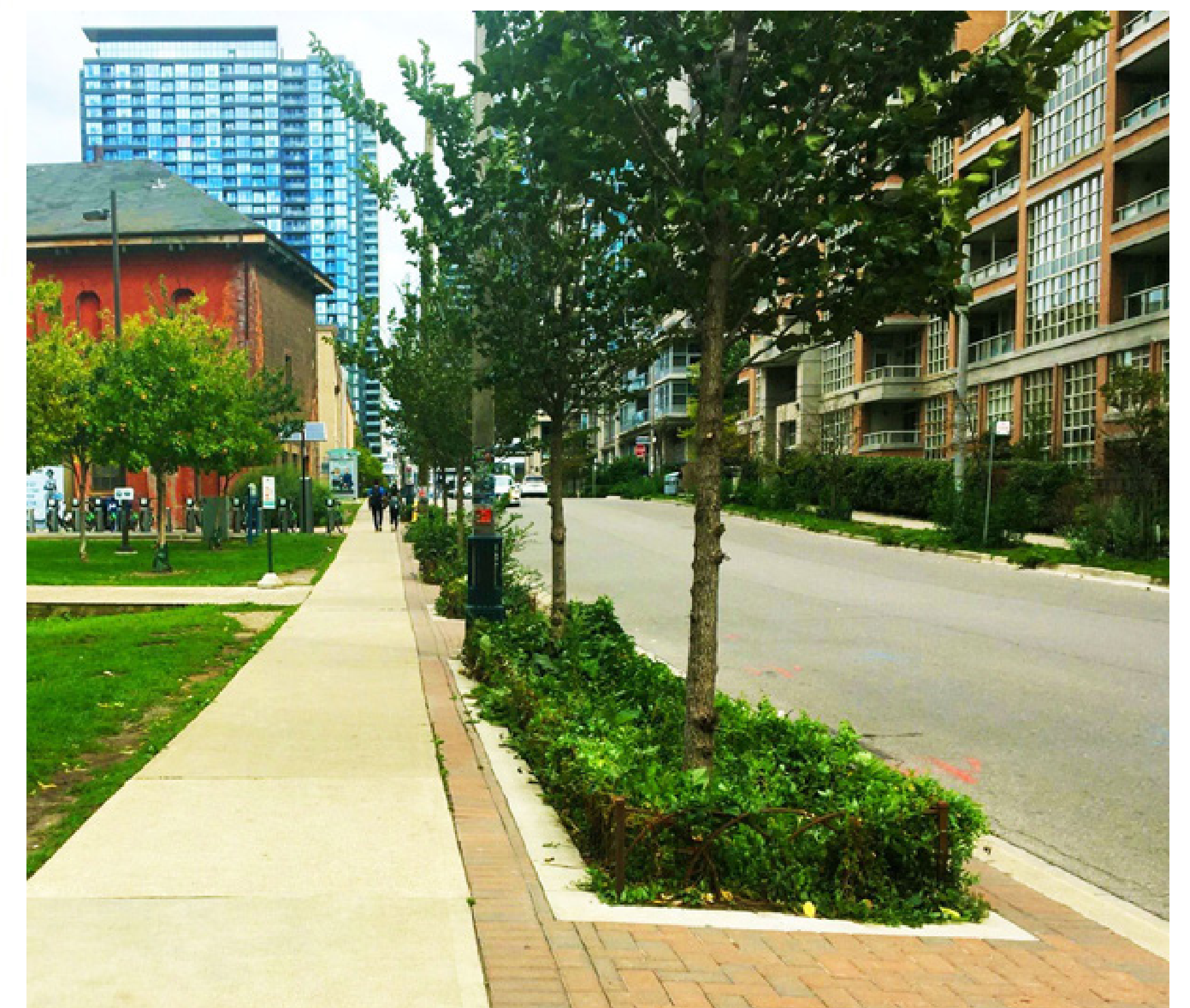
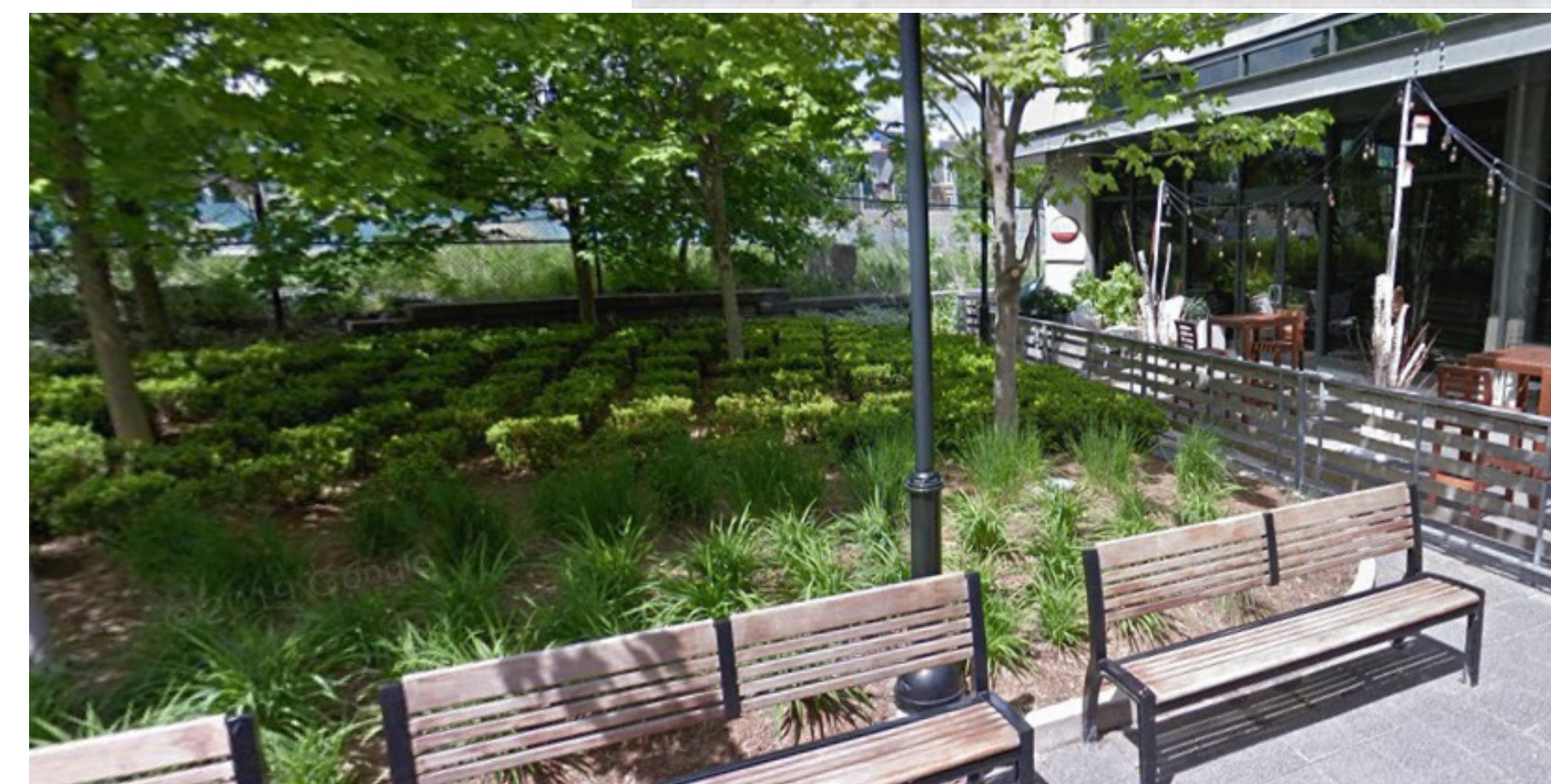
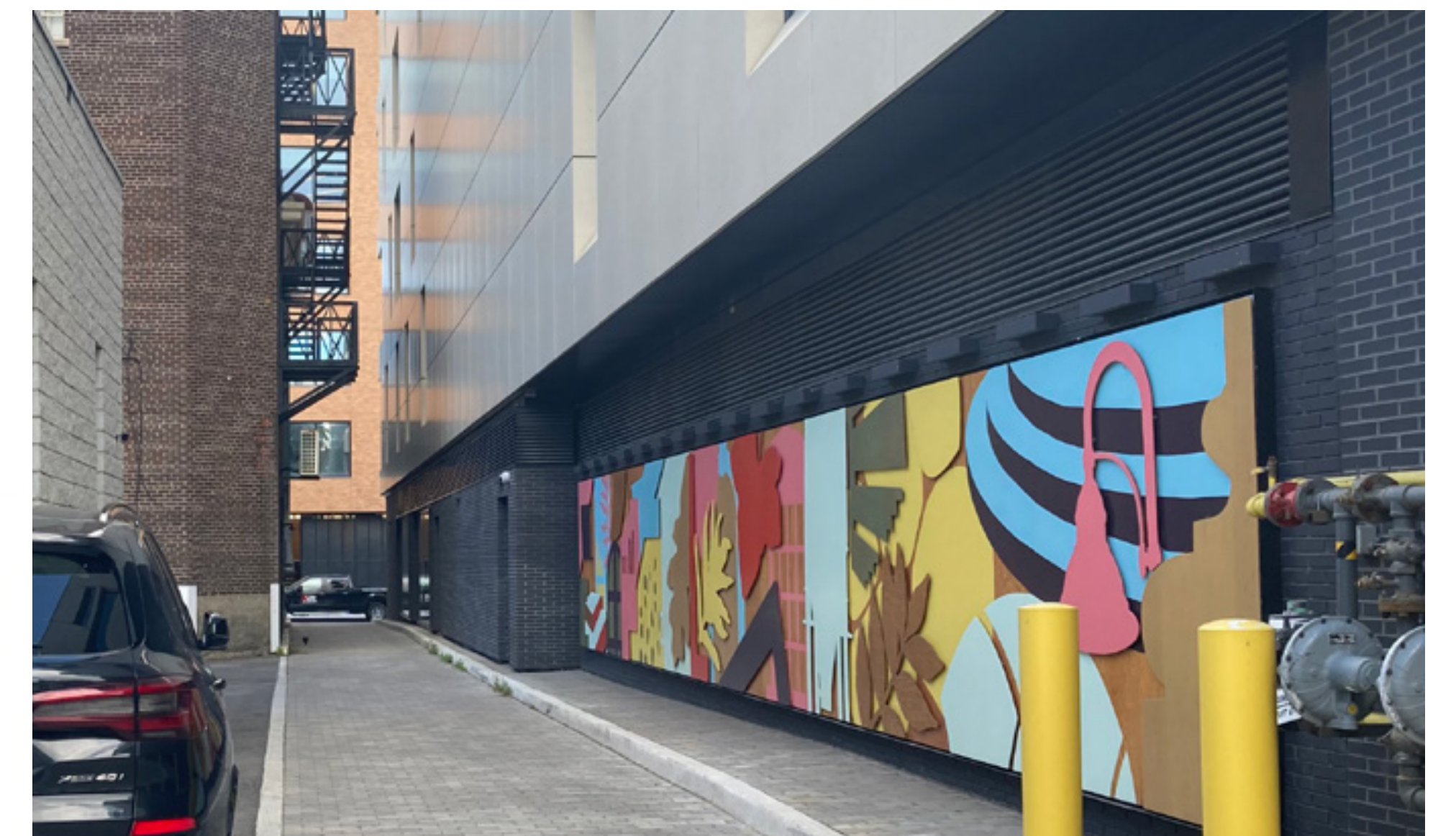
Midblock Connections - Mid-block connections are essential assets of an urban area, providing a quieter human-scaled walking environment as compared to city streets. These connections can become vibrant places with patios, art, and other animating uses and design features. Mid-block connections also help to break up long blocks, contributing to permeability and reducing walking distances. Mid-block connections are part of the character of Liberty Village and every development should retain, enhance, and expand the mid-block connection network, providing public access through Liberty Village.

Streetscapes - Redevelopment presents opportunity to improve sidewalks. When a development is proposed, City staff will request applicants to provide a wide sidewalk from building face to curb, in combination with tree planting and heritage building considerations, as applicable. Trees not only add greening visually but provide significant climate change mitigation: cooler temperatures for heat and holding stormwater for increases in precipitation.

Furnishings and Lighting – Furnishings include seating areas, public art, bike racks, and garbage bins. Furnishings to the public realm will be implemented through major road work and redesign as well as through redevelopment. New development should also provide appropriate lighting on the building facades to animate and illuminate the street.

View Termini - A view terminus occurs when a street, lane or mid-block connection ends. The view at the end naturally becomes a focal point as it is highly visible and can provide an opportunity for visual interest. Attractive elements of built form, landscape and public art in these areas will contribute to the character and quality of the public realm and provide landmarks to orient the public.

Gateways - Gateways are distinct entry points into a community, that can create a sense of place through public realm enhancements. Some of the gateways in Liberty Village have been improved through design, landscaping, and public art by the Liberty Village BIA.



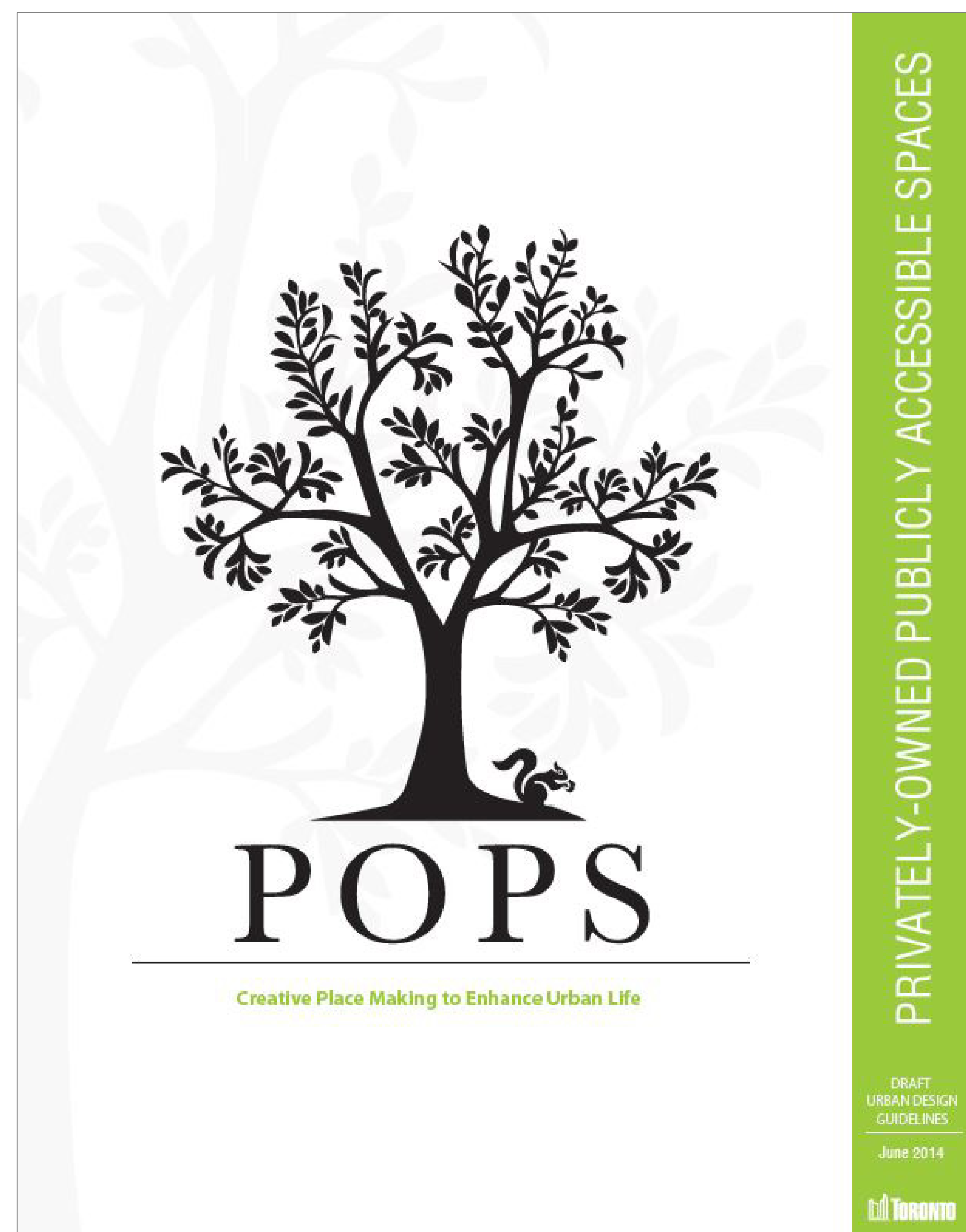
Public Realm

Elements of the Public Realm

Privately-Owned Publicly Accessible Spaces (POPS) - POPS are a specific type of open space which the public are invited to use but remain privately owned and maintained. They are a key part of the city's public realm network, providing open space in much needed locations across the city and complementing existing and planned publicly owned parks, open spaces and natural areas. In order to provide this much needed open space within Toronto's dense urban landscape, the City often negotiates with private developers to include Privately Owned Publicly-Accessible Spaces, or "POPS" for short.

POPS are intended to complement the City's public parks, open space and natural areas, not replace them. One way by which the City expands and enhances the public park and open space network is through Parkland acquisition strategies, whereby land or cash in lieu of land is provided to the City as part of the development process. Further information on these policies is provided in Section 3.2.3 Parks and Open Spaces of the City's Official Plan.

Through the Liberty Village Regeneration Study staff will look into the opportunity to build the POPS spaces envisioned in the public realm strategy. Development applications will be encouraged to secure POPS spaces that will positively contribute to the character of the area and improve the pedestrian experience for the residents



Public Realm

Existing Building Heights

The existing building heights in Liberty Village range from two-storey townhouses to 44-storey tall buildings.

Appropriate built form on any given site is determined by a variety of factors such as:

SUNLIGHT ACCESS

Maximizing sunlight on streets and open spaces between the spring equinox and fall equinox will ensure the viability of green spaces and comfort of pedestrians.

WIND EFFECTS

Step backs from base buildings can be used to reduce undesirable downward wind flows. The proportion of base building setbacks and their influence on the wind is affected by the height of the surroundings. Base building roof areas that are inaccessible to pedestrians can be used to mitigate against downward wind flows and improve conditions at grade.

SEPARATION DISTANCE

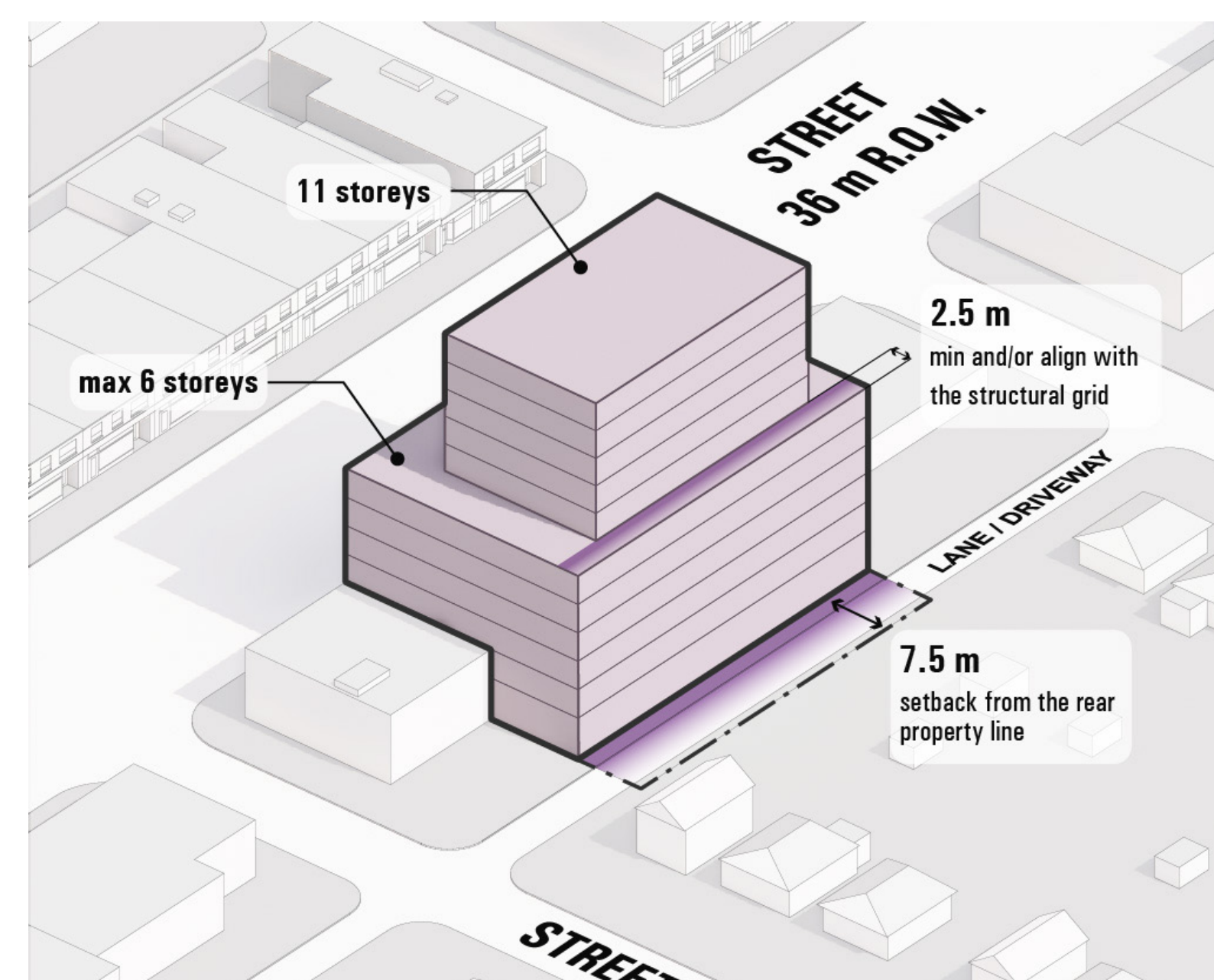
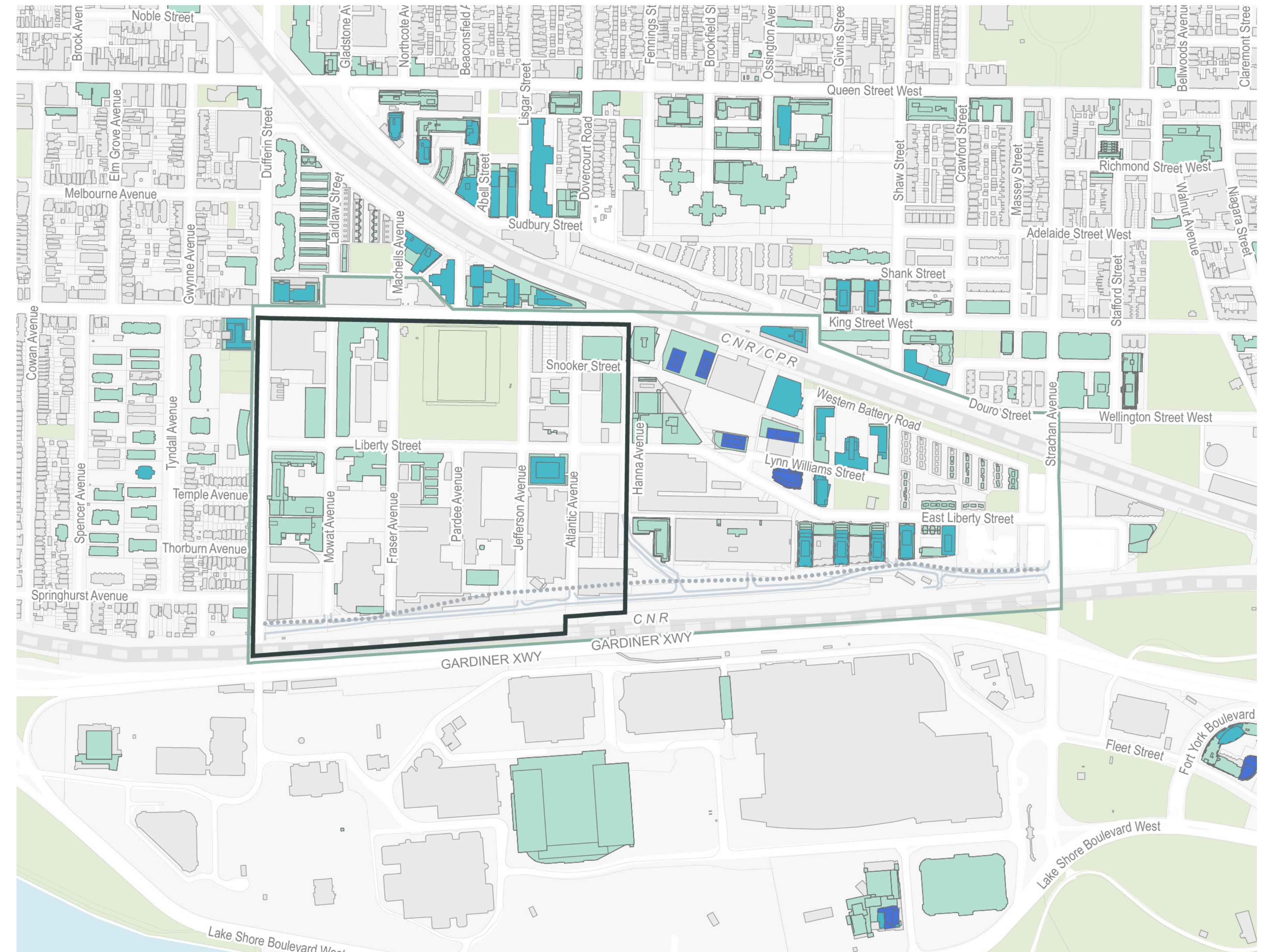
Development will provide adequate privacy, sunlight and sky views for occupants of new and existing buildings by ensuring adequate distance and separation between building walls. The minimum separation requirement for tall buildings is 25 metres in accordance with the City's Tall Building Design Guidelines.

SETBACKS AND STEPBACKS

Adequate building setbacks would be required on ground level to improve streetscape and public realm as well as to contribute to overall separation distance. New developments will also require to provide appropriate setbacks above base building to conserve character of the heritage properties.

WEATHER PROTECTION

Permanent pedestrian weather protection, such as overhangs or canopies will maximize pedestrian comfort.



Legend

- Study Area
- Liberty Village Boundary

Building Heights

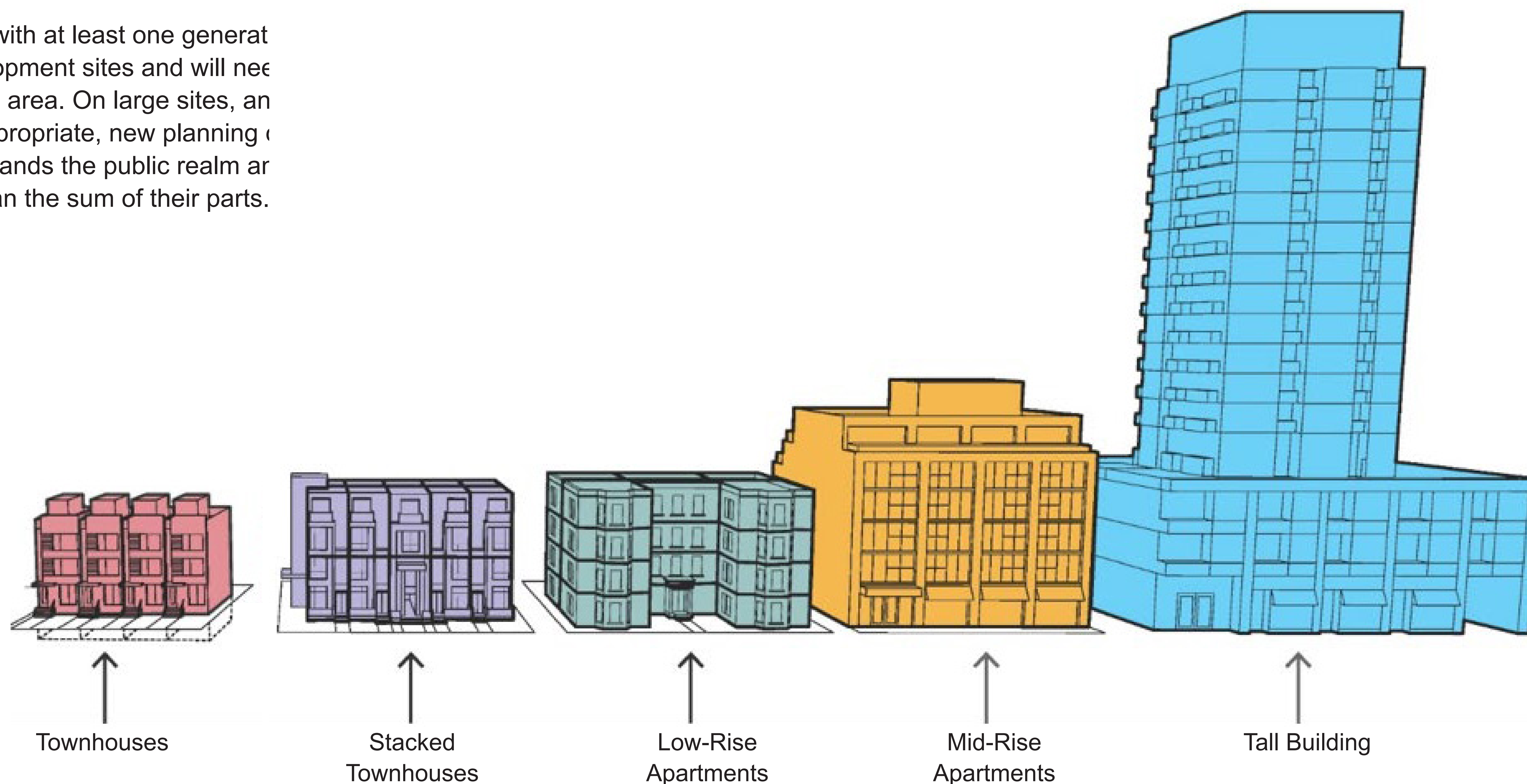
- ≤ 13m
- 13.01m - 43m
- 43.01m - 91m
- 91.01 - 151m
- 151.01m ≤

Built Form

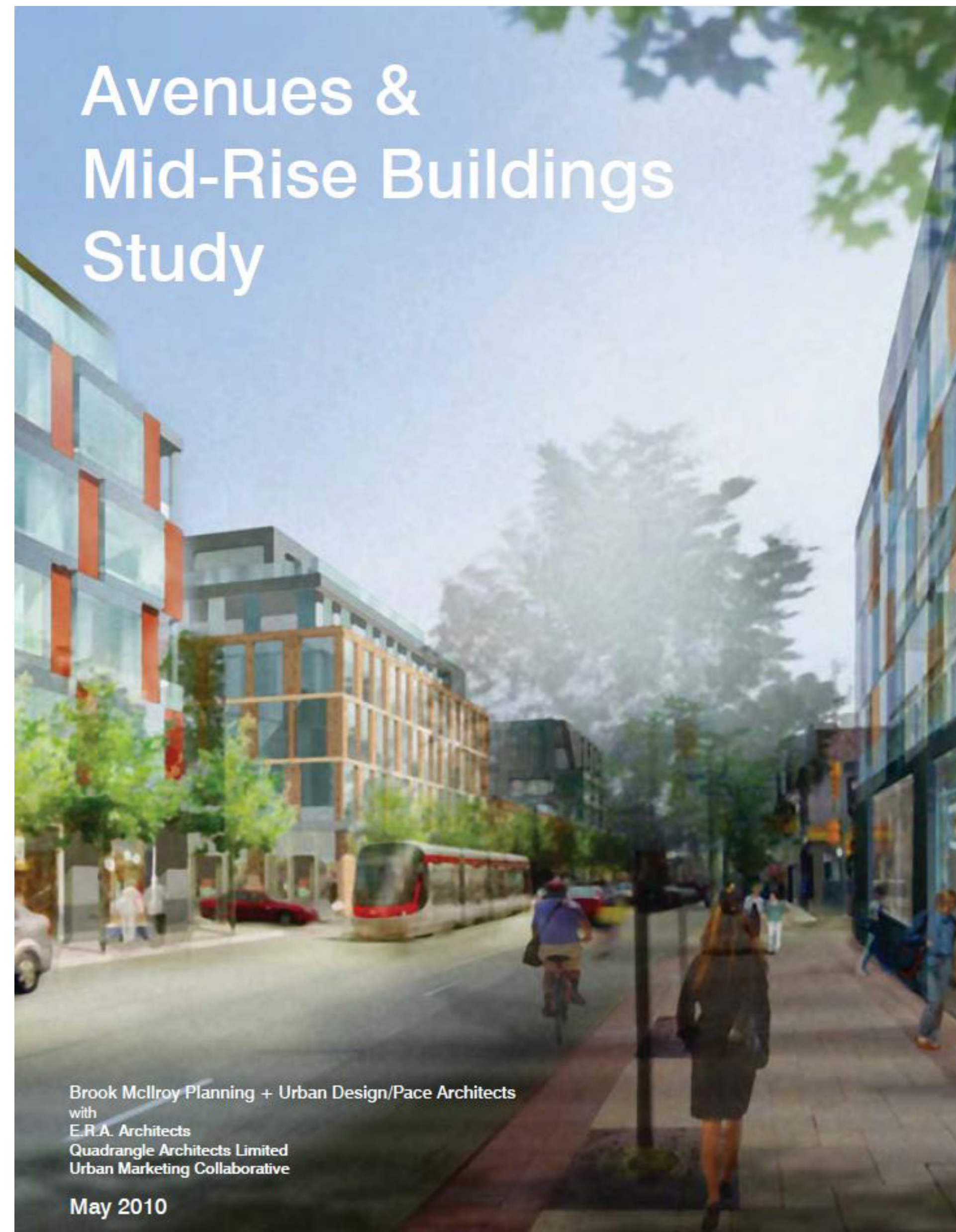
Built Form Types

Our quality of life and personal enjoyment of the public realm depend in part on the buildings that define and support the edges of our streets, parks and open spaces. The scale and massing of buildings define the edges of, and give shape to, the public realm. The ground floor uses, entrances, doors, windows, materiality and quality of these building edges help to determine the visual quality, activity, comfortable environment and perception of safety in those public spaces. Each new development should be designed to make a contribution to the overall quality of urban design in the city.

Most of Toronto is already built with at least one generation of buildings. New buildings will be built on infill and redevelopment sites and will need to reflect the character of the surrounding area. On large sites, an existing physical context is no longer appropriate, new planning is required so that each new development expands the public realm and adds together to more than the sum of their parts.

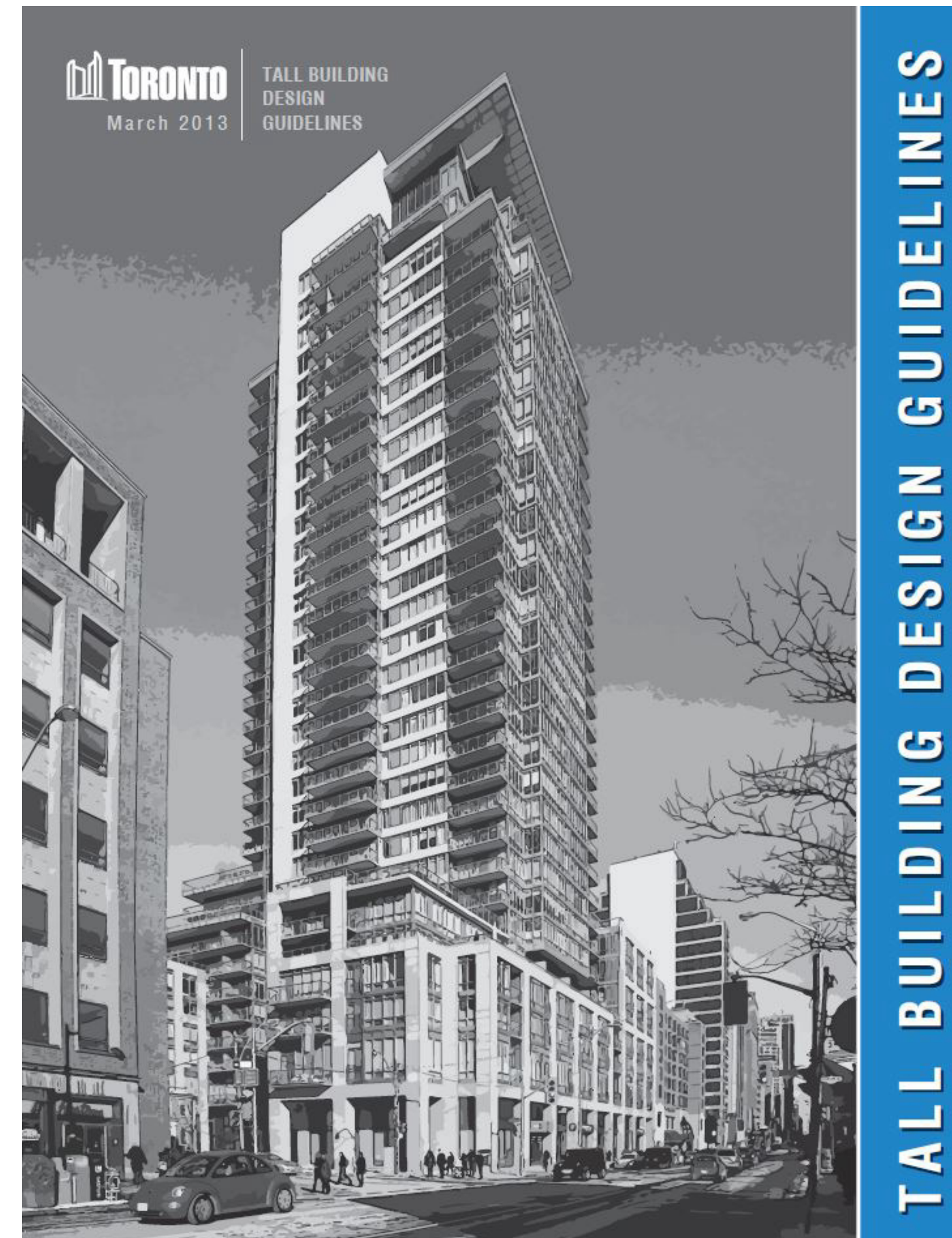


Urban Design Guidelines



Avenues & Mid-Rise Buildings Study

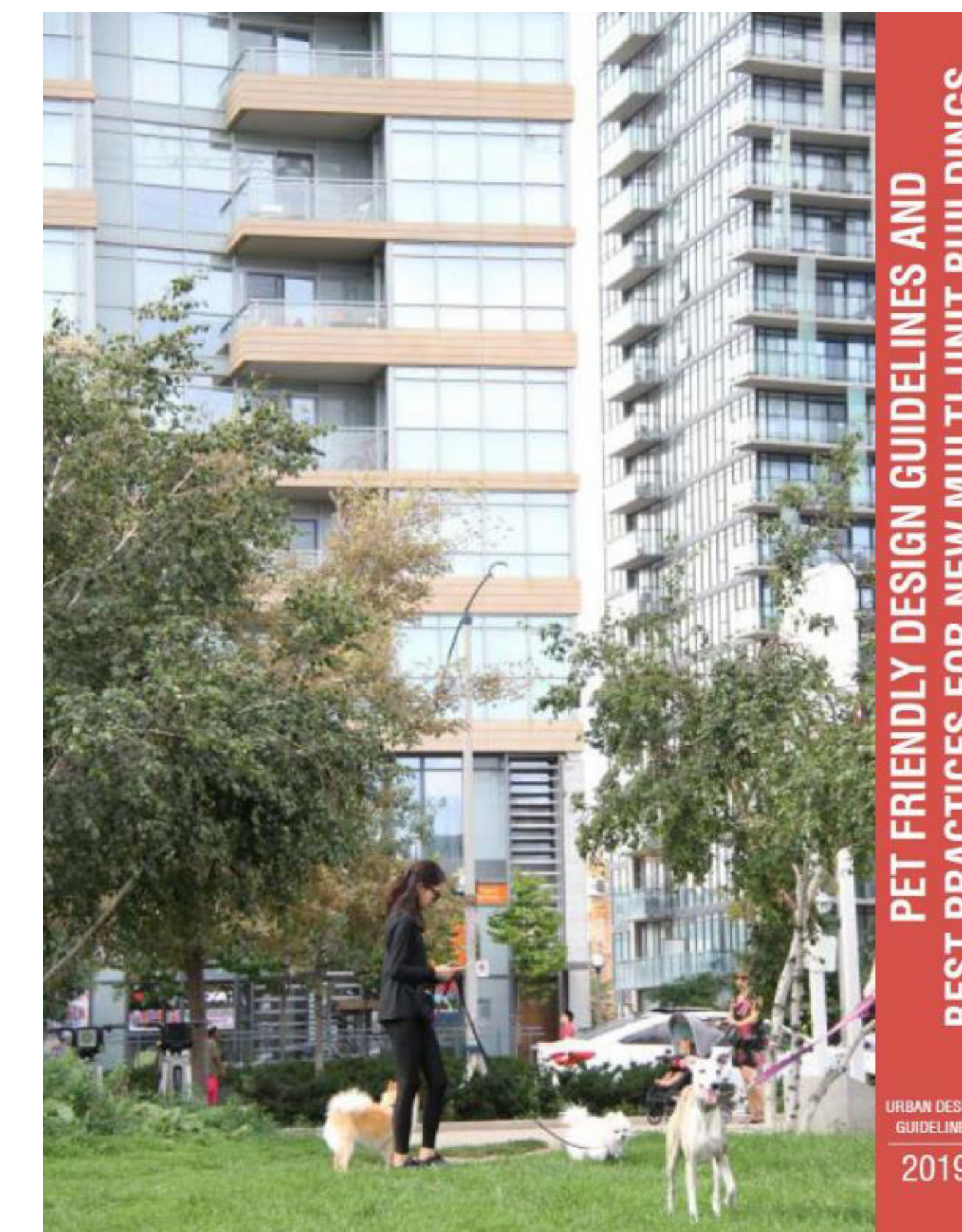
The objective of the **Avenues & Mid-Rise Buildings Study** is to recommend policies and processes that can be adopted by the City to catalyze the reurbanization of the Avenues through the development of well-designed mid-rise buildings.



Tall Building Design Guidelines

To assist with implementation of Official Plan policy and provide specific design direction for tall buildings in Toronto, City Council adopted the **Tall Building Design Guidelines** which were adopted in 2013 and updated in 2018.

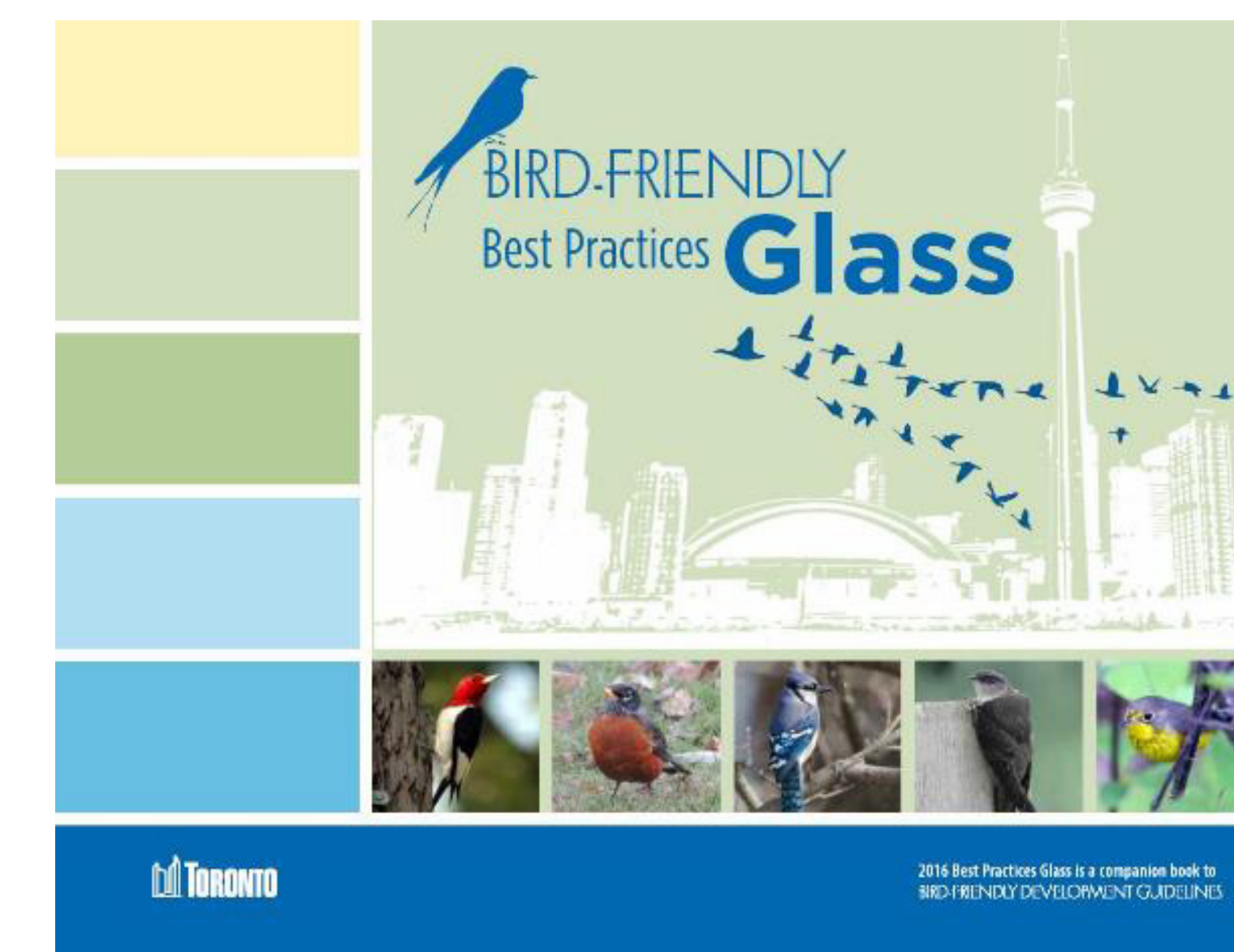
The City of Toronto uses several other design guidelines which provides direction on how new communities will be designed and developed. These guidelines recommend standards for the growing pet population, provide direction for designing vertical communities for children, and promote sustainability through the Toronto Green Standard.



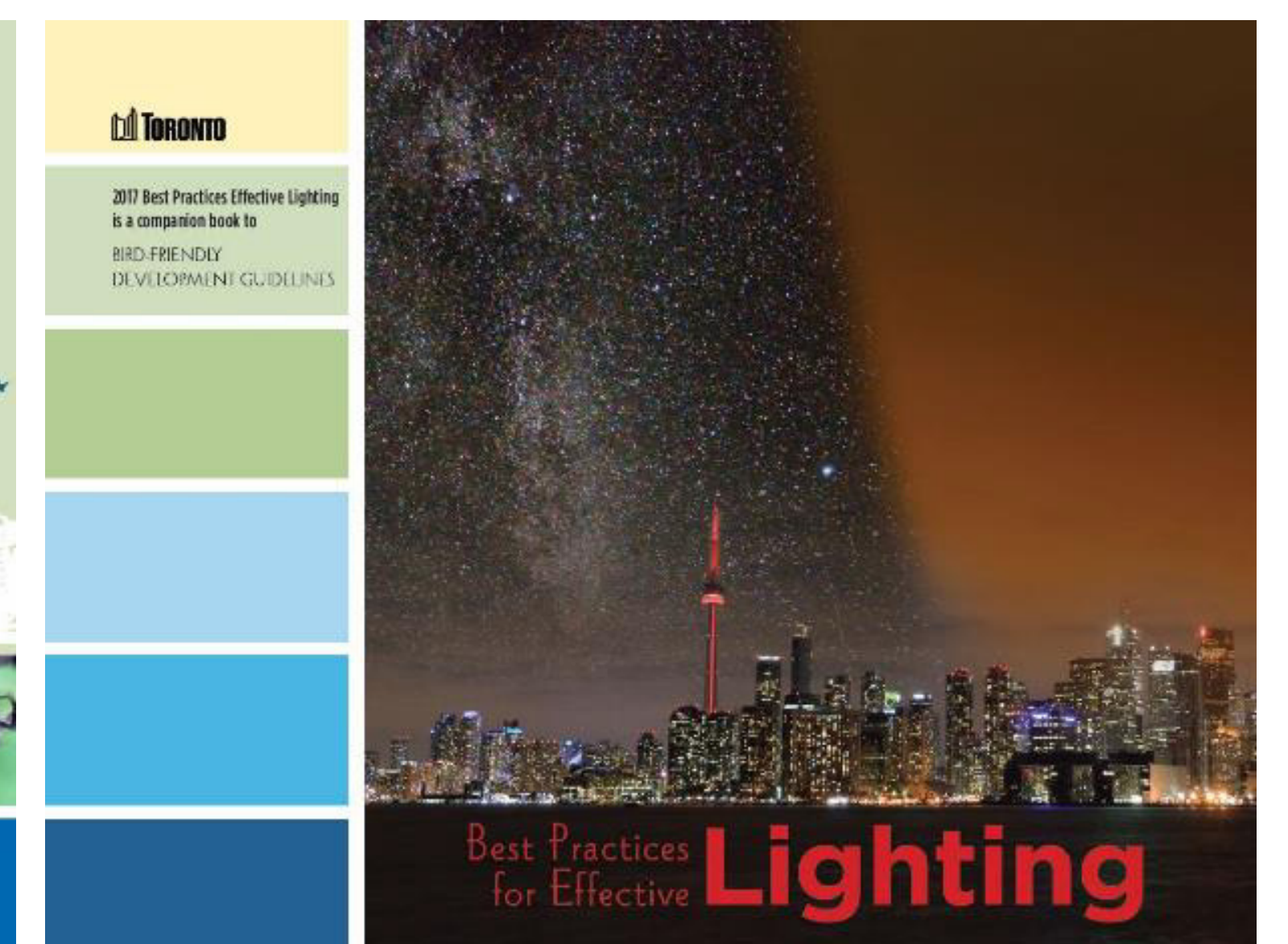
Pet Friendly Design Guidelines



Kid Friendly Design Guidelines



Bird-Friendly Design Guidelines



Cultural Heritage in Liberty Village

Liberty Village Cultural Heritage Resource Assessment (CHRA)

As part of the Liberty Village Regeneration Study, City Planning will be leading a CHRA of Liberty Village.

Liberty Village forms a unique and intact concentration of buildings that reflect Toronto's industrial heritage. Many of them have evolved over time to accommodate new uses, creating the distinct character of Liberty Village as we know it today.



Aerial Photograph looking east, 1930s (City of Toronto Archives)

A CHRA contributes to a Regeneration Study by:

- Documenting and analysing the area's development history
- Gathering an understanding of how communities value the cultural heritage of the study area
- **The outcomes of a CHRA include:**
 - Identifying properties with potential cultural heritage value to be considered for inclusion on the City of Toronto's Heritage Register
 - Informing other components of the Regeneration Study and helping to plan for future growth by ensuring future planning policy is grounded in the area's history

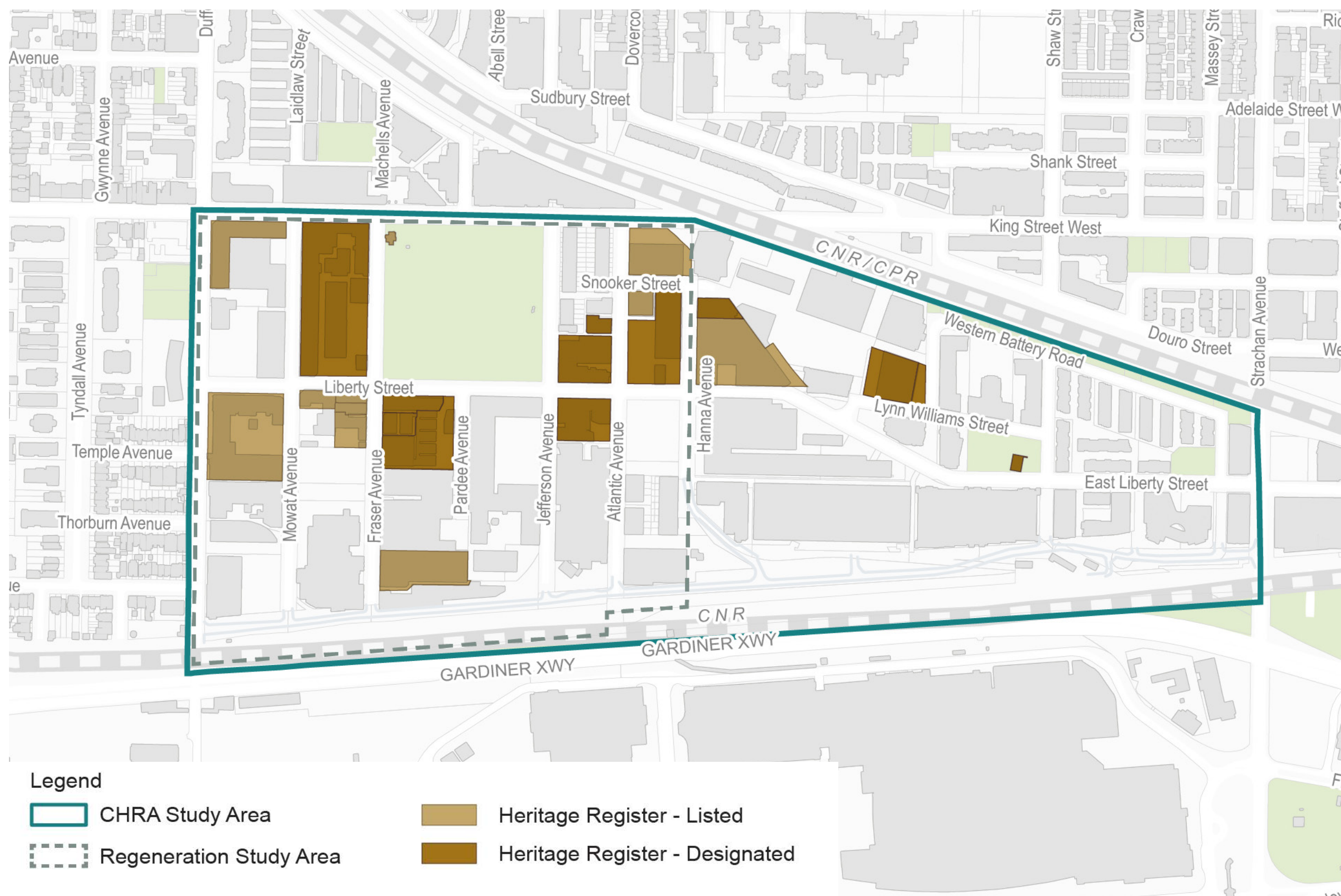
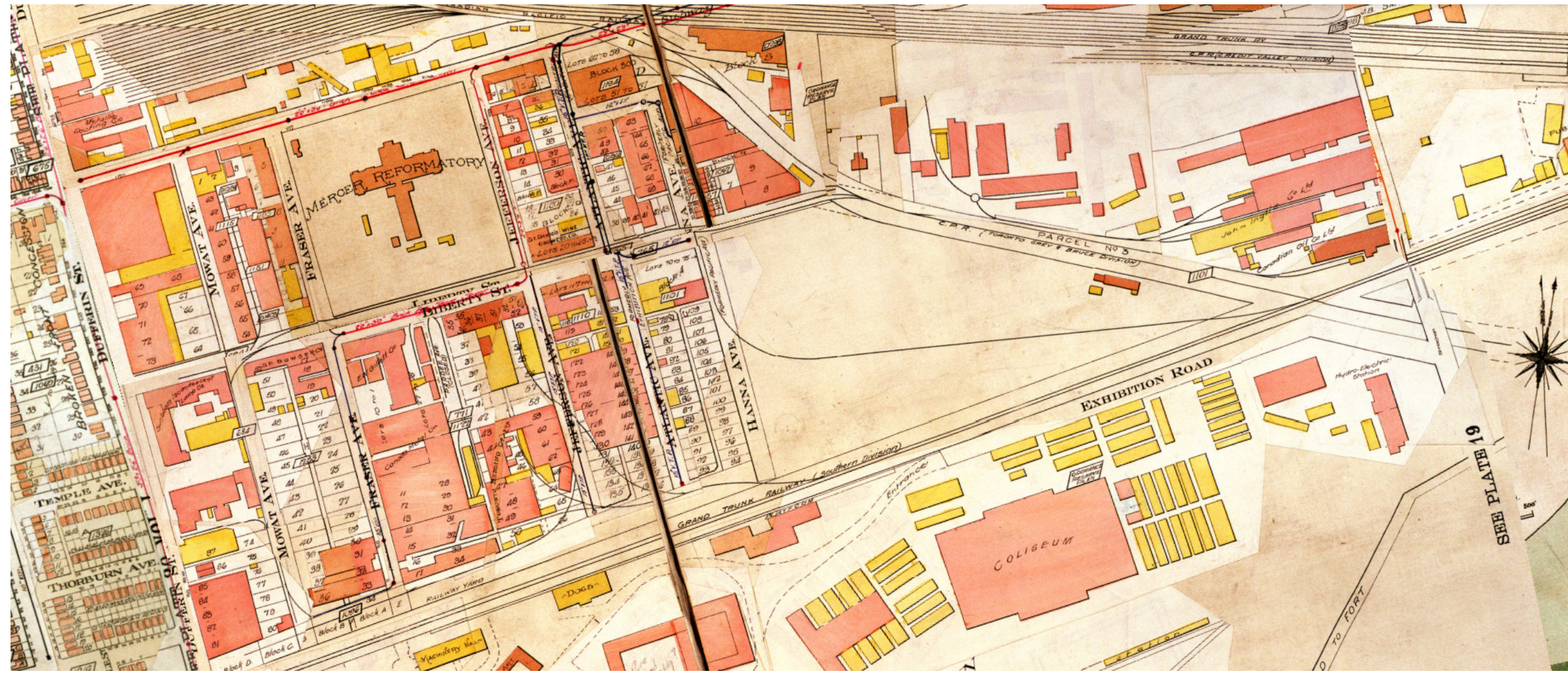


Liberty Street looking east from Mowat Avenue, c.1973
(City of Toronto Archives)



Inglis Company lands and Central Prison Chapel (at left)
looking east, 1980s or 90s (City of Toronto Archives)

Cultural Heritage in Liberty Village



Tell us!

What are your favourite stories and places in Liberty Village?



King and Dufferin Streets, 1917 (Library and Archives Canada)



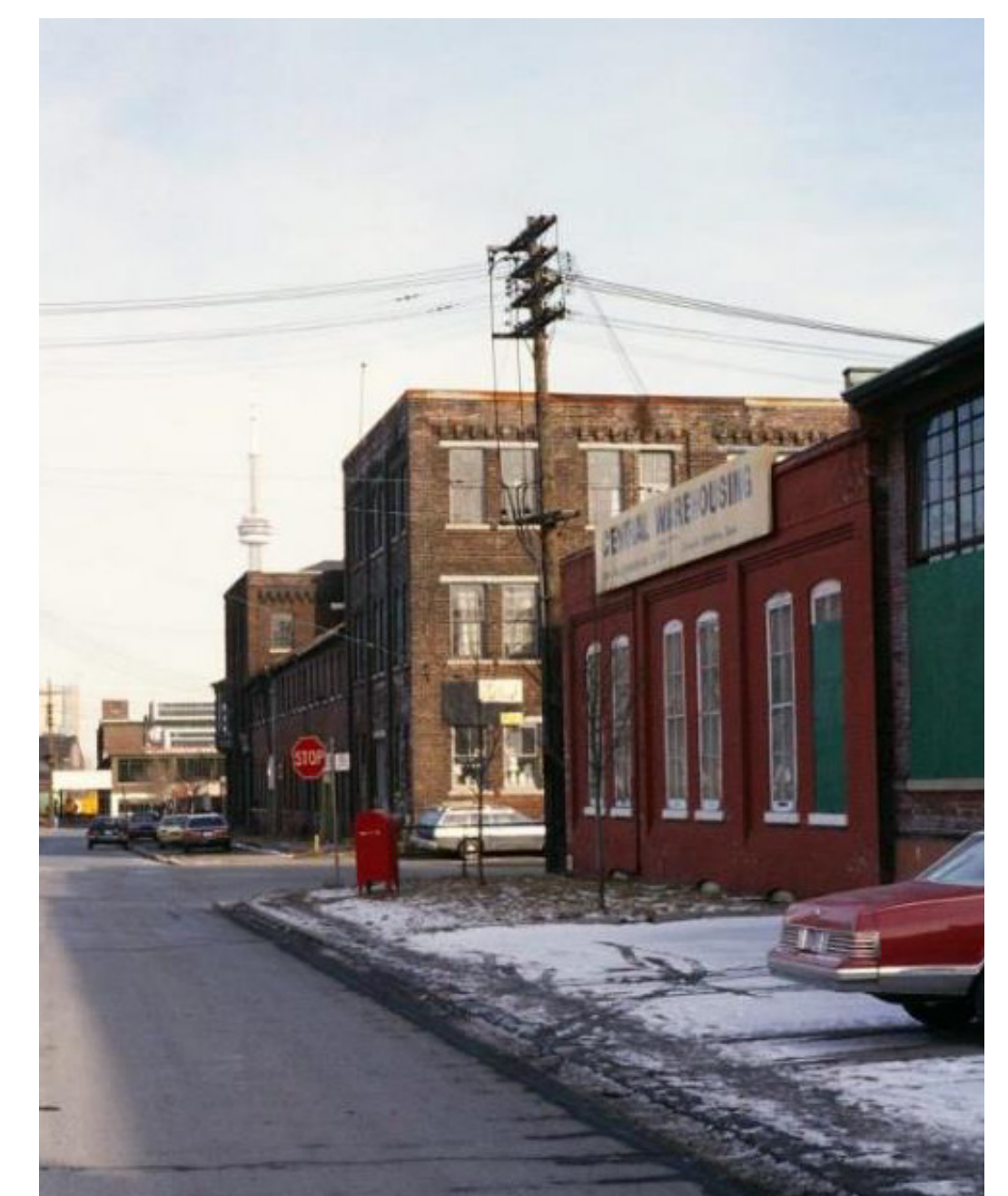
Veronica Foster working in John Inglis factory, 1941 (Library and Archives Canada)



Aeroplane machine shop, former Central Prison building, 1917 (Library and Archives Canada)

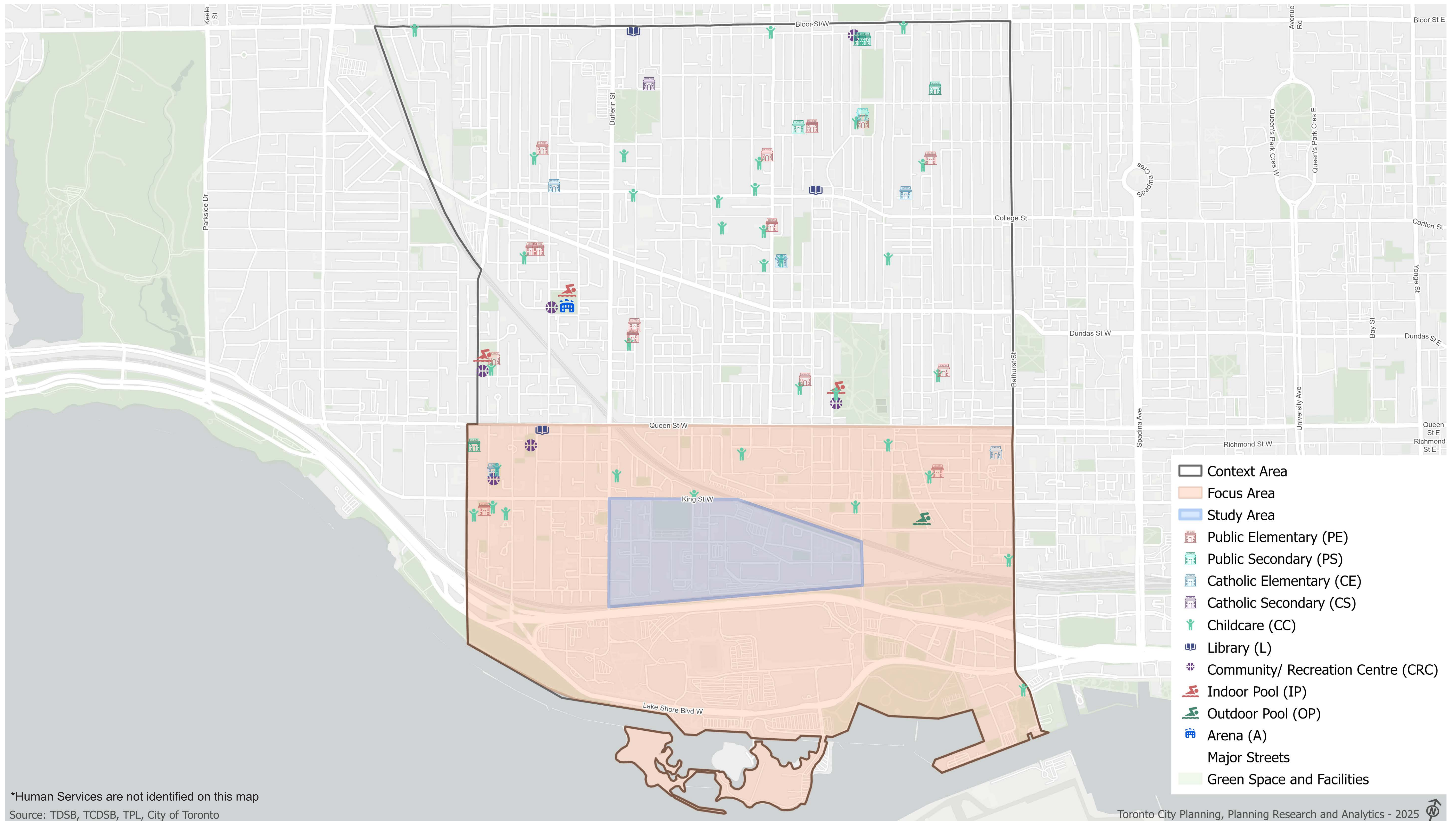


Atlantic Avenue, looking north to Liberty Street, 1980s or 90s (City of Toronto Archives)



Liberty Street, looking east near Jefferson Avenue, 1980s or 90s (City of Toronto Archives)

Community Services & Facilities Existing Conditions



Community Services & Facilities

Existing Conditions



Inventory

- 35 Child Care Centres
- 3 Indoor Swimming Pools
- 1 Outdoor Pool
- 1 Arena
- 6 Community Centres
- 3 Libraries
- 16 elementary and 1 secondary TDSB
- 5 elementary and 1 secondary TCDSB
- 82 Human Service Agencies



What are Community Services and Facilities?

Community services and facilities (CS&F) contribute to the social, economic and cultural development of the city and are vital in supporting liveable communities.

Community services and facilities are publicly accessible facilities and places where City Divisions, agencies and boards, and school boards deliver programs and services. This includes childcare centres, libraries, recreation facilities, schools and community spaces for human services.

Accessible, high-quality community services and facilities support the health, safety and wellbeing of those living and working in our neighbourhoods. They are essential to building community capacity and fostering complete communities.



Why look at Community Services and Facilities as part of this study?

Providing CS&F that meets both current and future community needs is fundamental in planning for new growth and development in local communities.

The CS&F component of this Study will review the services and facilities currently serving the area and examine the particular needs of the community, now and in the future, to understand what services and facilities are required to support a growing population.

Community services and facilities can be secured through redevelopment as an in-kind community benefits charge (CBC). However, there are limitations to the CBC. Development charges (DCs) are another means. DCs are collected from developers at the time a building permit is issued to help pay for the cost of infrastructure required to provide municipal services, such as CS&F.

Housing

A Mix of Housing

The Secondary Plan will include policies that allow for:

- A variety of housing forms, including townhouses, mid-rise, and high-rise.
- A mix of tenures (ownership, rental and co-op).
- A minimum number of multi-bedroom units, such as two-bedroom and three-bedroom units. Minimum unit size requirements for these multi-bedroom units can also be established in policy.

The Secondary Plan will have a focus on building vertical communities to accommodate the needs of all households, including those with children. This includes ensuring safe streets, easy access to daily needs, amenity spaces, and functional unit spaces.

Affordable housing will be required as part of the new development within the Regeneration Areas of Liberty Village to ensure the new community can serve households with a range of incomes. The City's definition of affordable housing is tied to household income.

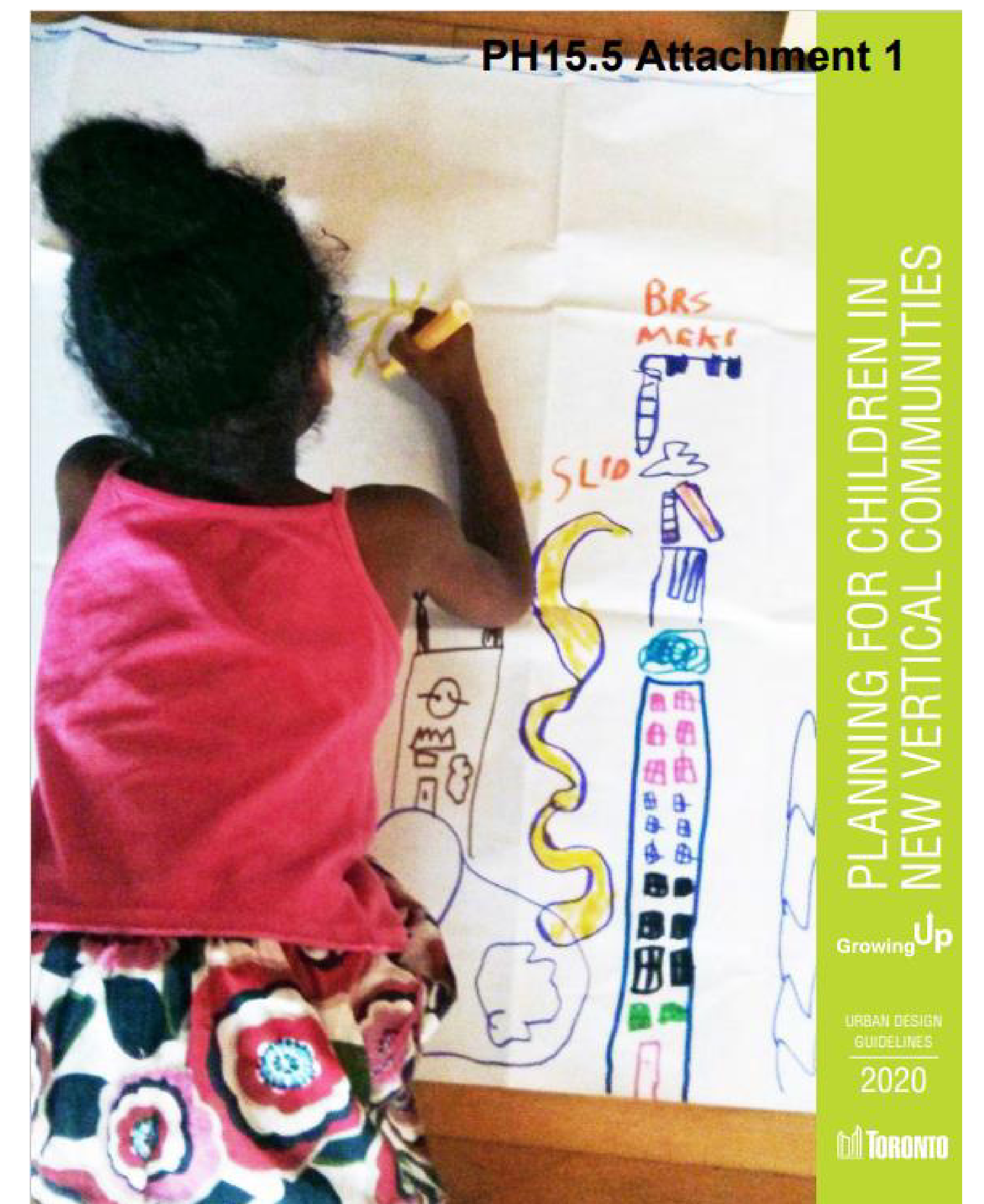
As part of the Official Plan Amendment 231 settlement, any residential development within the Regeneration Area will require:

- 7% affordable rental or 10 % affordable ownership if a condominium building is proposed
- 5% affordable rental if purpose-built rental proposed after 2025
- Minimum affordability period of 75 years
- Affordable housing percentages will escalate in line with Inclusionary Zoning (IZ) requirements
- If IZ comes into effect and IZ requires more affordable housing, IZ prevails



What is inclusionary zoning?

Inclusionary zoning would require new residential developments to include affordable housing units around transit-oriented communities. Inclusionary zoning is one solution among a range of City initiatives to help address Toronto's housing needs. While City Council has adopted inclusionary zoning by-laws, those by-laws require Provincial approval, which has not yet been granted.



Economic Development and Land Use

The western half of Liberty Village has historically been predominantly non-residential, being home to many commercial office spaces. The area is characterized by former industrial buildings, surface parking lots, and a City park containing Lamport Stadium. These industrial heritage buildings contribute to Liberty Village's unique built character.

Owing to its primarily industrial past, portions of the streets and sidewalks in this western half of Liberty Village often have poor pedestrian environments with limited tree planting and street furniture and in some instances, boulevard parking. The Liberty Village Business Improvement Area has made some improvements to these streetscapes. Further improvements can be made as development comes forward.

The lands in this area were designated in the Official Plan as Employment Areas; however, through the settlement on Official Plan Amendment 231 that applies to these lands, this area has now been redesignated Regeneration Areas to permit a mix of employment and residential uses.

As part of the Official Plan Amendment 231 settlement, any residential development within the Regeneration Area will require:

The greater of existing non-residential gross floor area (GFA) or 45 percent of total GFA of proposed development, of which 51 percent will be Core Employment Area uses.

The purpose of the policy was to ensure that this western half of Liberty Village maintains its land use character as non-residential, ensuring a mix of both people and jobs, thus contributing to the achievement of a complete community.



Servicing Infrastructure

DRINKING WATER

Toronto Water operates and maintains over 6,000 kilometres of watermains which supply drinking water to the City. Linking necessary infrastructure upgrades to development is a priority for Toronto Water.

Watermains are used for domestic purposes as well as fire suppression. Any intensification in the area must ensure that water demands, and supply are adequate as per the City's design criteria.

STORMWATER

The storm sewer system collects and directs stormwater from roads and nearby areas into underground pipes, helping to prevent flooding and keep streets safe during heavy storms.

The City has implemented many projects to help manage stormwater and improve water quality in local waterways, including Lake Ontario. These may include a range of low impact development stormwater management technologies, including bioswales, trees, permeable surfaces and green roofs, to increase the rate of water infiltration and decrease the volume of stormwater diverted to municipal storm drains.

New developments are required to follow the City's Wet Weather Flow Management Guidelines to meet water balance, quality, and quantity control targets using Stormwater Management measures.

WASTEWATER

Toronto Water operates and maintains 4,000 kilometres of sanitary sewers which convey wastewater. Existing sanitary sewers within the vicinity of the study area divert the wastewater to the Ashbridges Bay Wastewater Treatment Plant. The study will ensure that sufficient wastewater capacity is available as development occurs. Adequate sewer sizing ensures wastewater is conveyed and treated before discharge into the natural environment.



Community Benefits Charge

What is it? How does it work?

Section 37 of the Planning Act authorizes the City to adopt a community benefits charge (CBC) by-law and collect CBCs to pay for the capital costs of facilities, services and matters that are required to serve development and redevelopment. CBC funding will help support complete communities across Toronto.

CBCs are collected on developments and redevelopments that are at least five storeys in height and that add at least ten residential units.

Developments that do not meet the above criteria are not subject to CBCs. Additionally, the Planning Act and applicable regulation provide exemptions for long-term care homes and hospices, retirement homes, universities, colleges and Indigenous institutes, Royal Canadian Legions and non-profit housing.

The City is required to enact a CBC by-law, supported by a CBC strategy, before it can collect CBCs. The CBC strategy demonstrates the City's capital needs arising from eligible development and supports levying a four per cent CBC based on the appraised value of the land at the time a building permit is issued.

A developer may also opt to provide their CBC as an in-kind contribution. An in-kind contribution is a facility or service that is provided on site. Depending on the land value this can take the form of a few affordable units or smaller forms of public facilities (such as a daycare).

Because the charge is capped at 4%, the City is limited in what can be provided through an in-kind CBC. No municipality can legally go above the 4% cap. It would be very difficult to secure an in-kind CBC contribution in the form of a community recreation centre or other larger format public facility.

Community Benefits Charge (CBC) Overview

When does CBC apply?

Development is at least 5 storeys and 10+ residential units

How much is the charge?

Capped at 4% of land value

What's the City's CBC by-law?

**One city-wide CBC bylaw
By-law 1139-2022**

When do we have to spend the funds collected?

60% of funds in special account must be spent or allocated annually

Additional Considerations

What about FIFA 2026?

The City of Toronto will host six matches in the FIFA World Cup 26™, kicking off on June 12, 2026, with the first-ever men's FIFA World Cup™ match on Canadian soil and featuring Canada's Men's National Team. Toronto is also hosting a round of 32 match on July 2, 2026.

In preparation for FIFA, a comprehensive Traffic Management and Mobility Plan is required as part of a Host City's planning for the event.

While City staff will engage the event's executive director on the formulation of the Secondary Plan, it is unlikely that FIFA 2026 will have much impact on the policies as the Secondary Plan is a 10-20 year plan.

What about Exhibition Place?

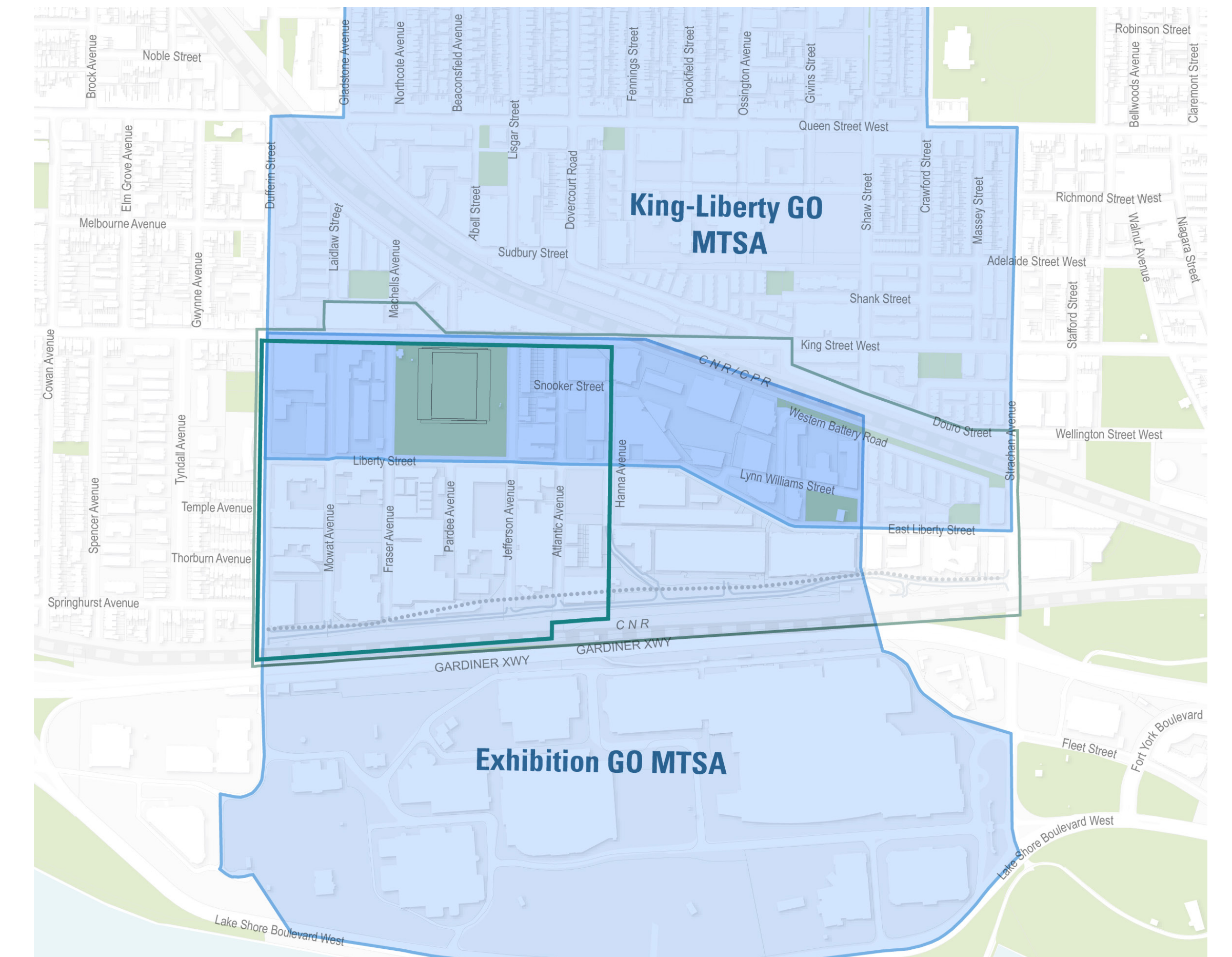
Exhibition Place is not targeted for residential growth. As with the FIFA World Cup, City staff will inform and be informed by the Exhibition Place planning team. There may be opportunities to expand connections that may have not been captured in the Liberty Village Public Realm Strategy.

More growth? More development? Why?

Liberty Village is transit-rich, benefiting from access to streetcar, bus, the Exhibition GO station, and the Ontario Line. While the King-Liberty Smarttrack station has been recently de-prioritized, City Council has maintained that the King-Liberty Station should be funded and built.

Both Provincial policy and City of Toronto Official Plan policy speak to intensifying in areas near public transit and that such intensification should be mixed-use and dense enough to promote active transportation and a reduction in automobile use.

The Province has also directed that municipalities intensify in and around major transit station areas, which are areas where higher order transit (such as Exhibition GO) are located.



Can we stop development?

It is not possible to stop development from occurring.

Regeneration Areas are intended to attract reinvestment and encourage new development. Stopping development would be counter to the purpose of a Regeneration Area.

While new development west of Hanna Avenue should not proceed until the Secondary Plan is in place, there is no mechanism by which we can decline an application for development. Such an application can be refused or approved with conditions or with a Holding Symbol, which essentially approves the development but holds construction until matters such as transportation or engineering is in place to service the development.

Thank you for attending!

Let's stay connected!

For more information, or to provide feedback, please contact George Pantazis, Senior Planner at: George.Pantazis@toronto.ca or call 416-392-3566

New to the study?

Visit the project page at www.toronto.ca/LibertyForAll on the City of Toronto's website for more information.

Get e-updates!

Be sure to include your email at the sign-in table to receive periodic updates and notices about upcoming meetings and milestones.

Participate in the online survey!

Visit the project page at www.toronto.ca/LibertyForAll to take the survey.

The Role of Parks and the City's Parkland Strategy

Parks 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 that serve this community. The City is actively pursuing opportunities to deliver new parks 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

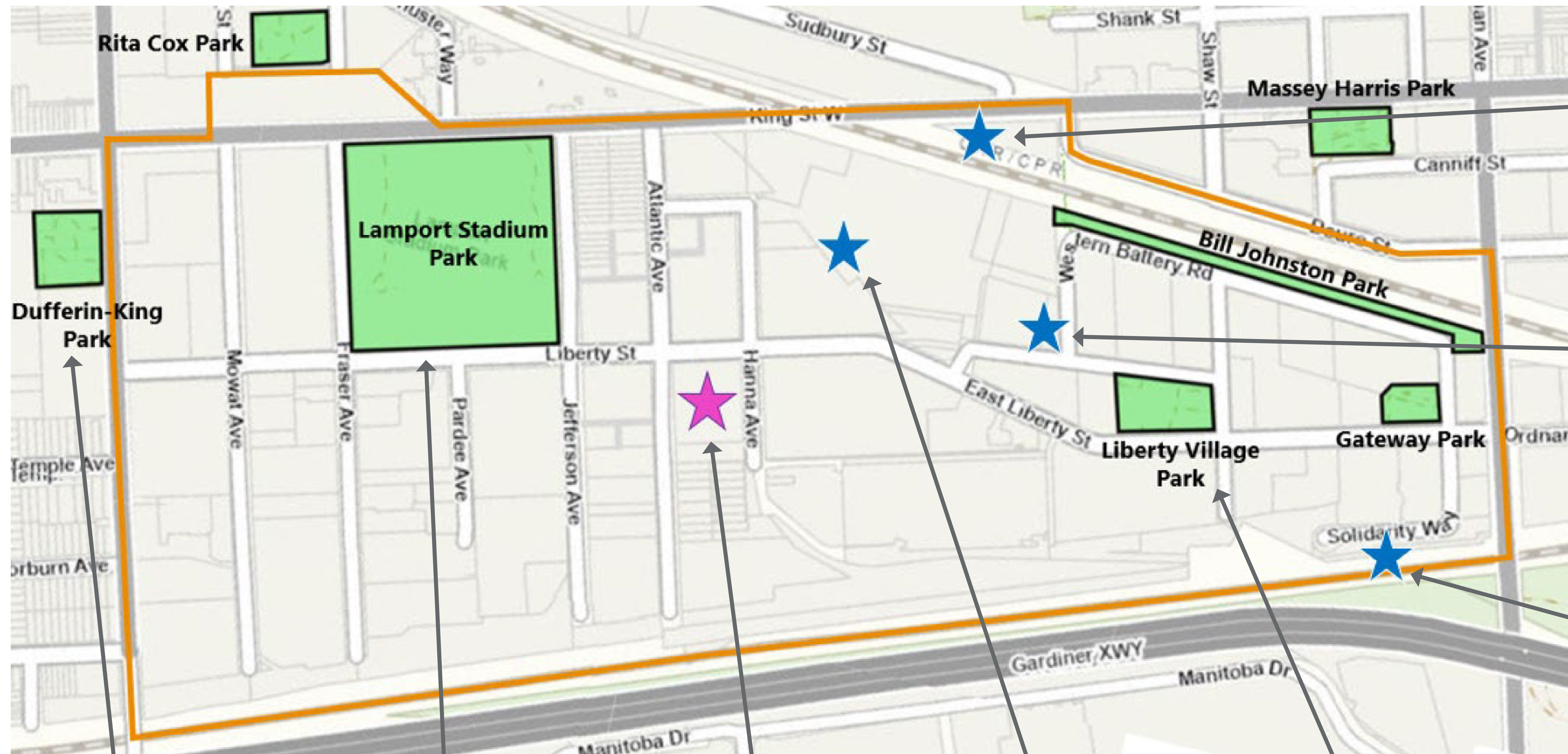
CONNECT parks and other open spaces, physically and visually, and leverage opportunities to use other open spaces so that people and wildlife have access to, and can seamlessly navigate to and through the parks and open space system

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

Park Improvements and Future Parks



A new park, approximately 230m² in size, delivered from development at 1071 King St. West, will connect to the planned extension of the West Toronto Rail Path.

A new park, approximately 325m², will be delivered from the development at 80 Lynn Williams Street.

A new park, has been delivered from the development at 39-51 East Liberty St. The size and timing of this new park will be determined in coordination with Ontario Line works.

An **expansion** of Dufferin-King Park and a connection to King Street West completed in 2024.

Community engagement for **planned improvements** to the playground at Lamport Stadium Park began in Fall 2024.

A new park, approximately 4900 m² will be created in 2027 through transfer of a Toronto Parking Authority (TPA) parking lot.

A new park, approximately 1282 m² in size will be delivered from the new development at 61-85 Hanna Ave.

Improvements at Liberty Village Park were completed in 2022, including a new play area, a new splashpad, and irrigation upgrades.

Legend

-  Public Realm Study Area
-  Existing Park
-  Future park (development)
-  Future park (internal transfer)