

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



What We Heard (part 1)

Survey and Consultations

The City received over 350 responses to the online survey. Common themes were revealed. Below is a summary of the comments received from the surveys as well as the various consultations and stakeholder meetings held.

Traffic, Congestion, and Mobility (750+ mentions)

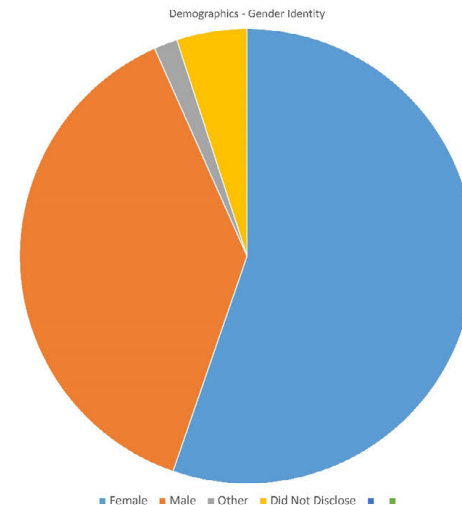
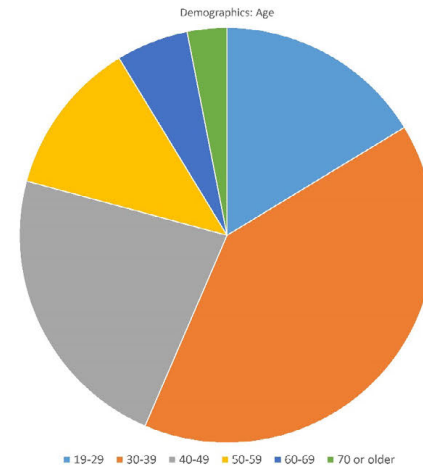
- Access into and out of Liberty Village as a major concern
- Need Liberty New Street, new bike lanes, and faster delivery of transit facilities such as the Exhibition Ontario Line Station and King-Liberty GO Station.
- More pedestrian and cycling connections, especially across rail corridors and highways,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

Parks, Green Space and Community Facilities (450+ mentions)

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

Concern for Future Development (300+ mentions)

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



What We Heard (part 2)

Survey and Consultations

Pets and Dogs (120+ mentions)

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

Public Transit (105+ mentions)

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

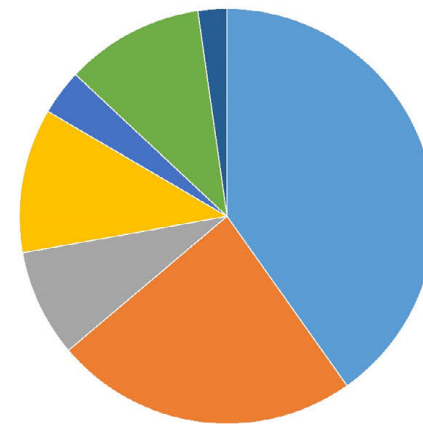
Parking (75+ mentions)

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

Other Common Themes

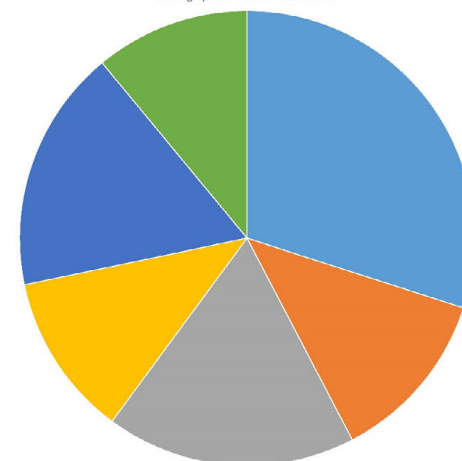
- Liberty Village has unique identity as a neighbourhood close to downtown yet distinct from it, expressing a strong desire to preserve and further develop this “city but not downtown” character.
- Many praised community diversity and called for future development to support a mix of lifestyles, household types, and incomes.
- Support for more community events.
- Need for cleaner and better-maintained public spaces, improved safety, and preservation of local heritage without resorting to facadism.
- Emphasized maintaining mixed uses and encouraging more varied built forms, such as additional mid-rise development.

Demographics - Relationship to LV



■ Live in LV ■ Own in LV ■ Visit LV ■ Work in LV ■ Represent a Business ■ Live Near LV ■ Work Near LV

Demographics - How LV Gets Around



■ Walk ■ Bike ■ TTC ■ GO Transit ■ Drive ■ Taxi/Rideshare

Process and Outcomes

What does a Secondary Plan do?

Process

A planning study has two fundamental processes: 1) vision and 2) implementation. The creation of a Secondary Plan is the vision part of this fundamental process.

Vision

Within that vision process are various mini-studies, such as public consultations, analysis of existing conditions, topic-specific studies on matters like community services and facilities, land economics, public realm, water and sewer capacity, etc. The results of these mini-studies within the vision process is what creates the Secondary Plan.

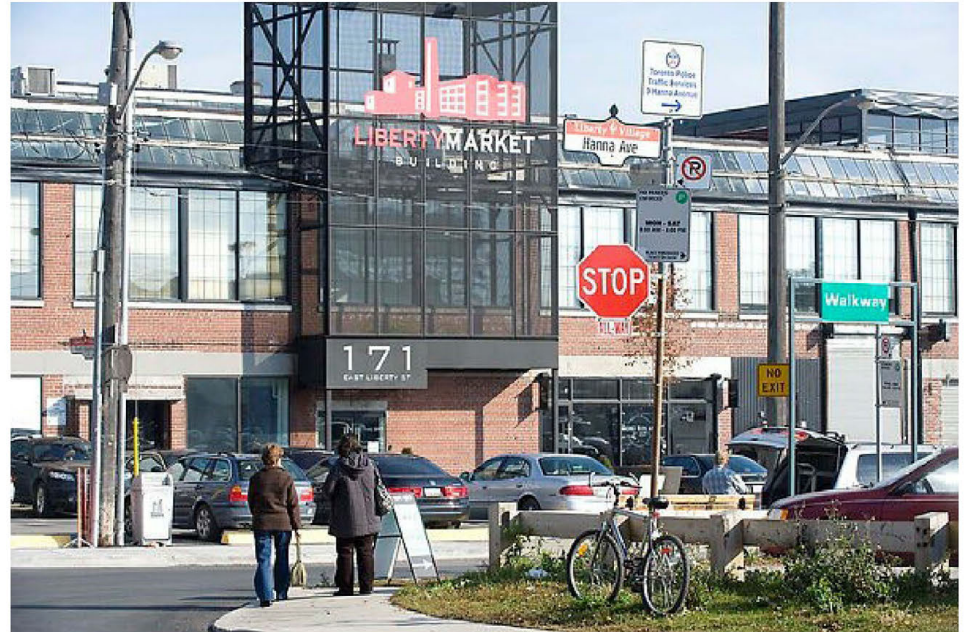
The Secondary Plan is a visionary document. It “sets the stage” for how an area should grow. The vision is then laid out in various policies (as well as various strategies) that are directive but not prescriptive. Policies have purpose and intent but are not typically a set of standards. Standards, which are prescriptive, come from the second fundamental process: implementation.

Implementation

Implementation follows vision. It is through implementation that we start to see the vision of the Secondary Plan unfold. Implementation is the fulfillment of the policies and strategies. It's building the new streets, new community services, new sewer and watermains, new parks, and new transit infrastructure. It's also the enhancement of the public realm and an area's heritage character.

Where the vision process can typically take 1-2 years for completion, the implementation process can take many years to fully realize. This is often due to resources and seizing opportunities as they arise, as well as the fact that new construction of any kind takes time.

Also note that there are various other processes involved in development and construction, which include development and permit applications, all with their own set of rules, but it all starts with the vision.



The outcome of the Liberty for All planning study is a Secondary Plan.

The Secondary Plan provides a vision in the form of policy that directs how a specific area should grow in the future. This growth is not just intensification in terms of residential and non-residential uses and population, but also the various pieces of infrastructure needed to support that growth (such as parks, transit, community services, watermains, etc.).

Secondary Plans are not just for city planners and developers – they are meant for and used by residents, businesses, and City councillors – really, everyone! Secondary Plans are communal and participatory in nature.

Lastly Secondary Plans are supplementary and more specific to an area than the City's overall Official Plan which applies city-wide. A good Secondary Plan does not repeat the Official Plan since what is in the Official Plan already applies today.

Study Road Map

PHASE 1 (Q4 2024)	PHASE 2 (Q1-Q2 2025)	PHASE 3 (Q3-4 2025)	PHASE 4 (Q1 2026)	PHASE 5 (2026 -)
<p>Initial Internal Review</p> <p>Site visits</p> <p>Data on existing conditions and existing development pipeline</p>	<p>Community Consultation</p> <p>Stakeholder working groups</p>	<p>Analysis on community services and facilities, non-residential use, affordable housing, City real estate</p> <p>Drafting Secondary Plan policies</p> <p>Consult community on draft policies and emerging directions.</p>	<p>Finalize Secondary Plan policies</p> <p>Bring forward a Secondary Plan for adoption by City Council</p>	<p>Implementation.</p> <p>May include appeals.</p>

*The timelines associated with this study road map may change from time to time as the study progresses.

Emerging Vision and Objectives

Emerging Vision

Liberty Village will grow into a vibrant, resilient, transit-accessible, and pedestrian-friendly neighbourhood with diverse housing, flexible commercial spaces, public amenities, and a preserved sense of history and place. It is a complete community—livable, walkable, and welcoming for residents, workers, visitors, children and pets.

Emerging Objectives

- a) Strengthen and expand the thriving economic character of Liberty Village, supporting independent, startup, and creative businesses and industries within flexible commercial spaces;
- b) Improve transportation infrastructure that alleviates traffic congestion and reduces carbon emissions, including promoting walkability, implementing cycling infrastructure, building Liberty New Street, and reducing the reliance on vehicles;
- c) Prioritize the provision and expansion of community services and facilities, particularly a community recreation centre to serve a growing Liberty Village;
- d) Conserve the cultural heritage resources within Liberty Village, both individually and as a group, and enhance the area's historic character by incorporating its heritage into the design of new buildings, parks and open spaces, midblock connections, and streets;
- e) The provision of affordable housing units, and encouraging other forms of housing, such as seniors and social housing;
- f) Enhance and expand the existing public realm network with new and/or improved parks, open spaces, midblock connections, and streetscapes, and the incorporation a "Liberty Loop" for increased permeability through the area.
- g) Contribute to reducing extreme heat effects through the provision of soft landscaping, trees, permeable areas and green infrastructure to all new development and City-led capital works, as well as support the reduction of carbon emissions through low carbon design strategies.



The emerging vision and objectives came out of the various inputs the City received through community consultation, stakeholder meetings, and survey results. Note that the entire City of Toronto has a vision and set of objectives outlined in City's Official Plan, which also apply to Liberty Village. As such, this vision and list of objectives are meant to be specific to Liberty Village and an add-on to the overall vision and objectives of the City.

Land Use Emerging Direction

The City recently hired a land use and land economics consultant, N. Barry Lyon Consultants (NBLC), to undertake an assessment of the land uses in Liberty Village and recommend policies.

Currently, as part of the settlement for Official Plan Amendment 231, all sites in the **Regeneration Areas** would need to devote 45% of the total gross floor area of a development to non-residential uses. Part of the study from NBLC will look at the feasibility of this 45%, while recognizing the importance of Liberty Village as an economic driver in the City.

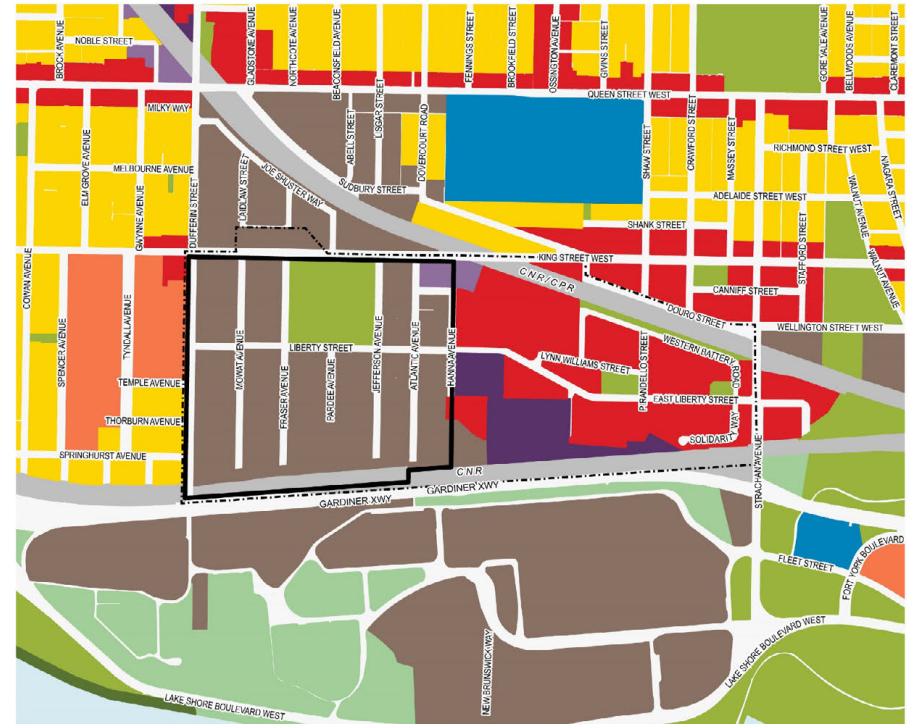
Economic Development staff have advised NBLC that Liberty Village accounts for 15% of the City's total jobs, particularly in the creative industries sector. As such, Liberty Village is a unique area of the city when it comes to the creation and retention of jobs for Torontonians. Part of this has to do with the convenient location of Liberty Village as compared to other parts of Toronto.

Emerging Direction

Protect the jobs and non-residential uses that are currently in Liberty Village and enhance opportunities for job growth, ensuring compatibility with non-residential uses and future residential uses with the **Regeneration Areas**.

Before the Official Plan Amendment 231 settlement, the lands that are now designated Regeneration Areas in the western half of Liberty Village were designated Core Employment Uses with no permissions for residential uses.

Part of the Liberty For All study, as well as the assessment from NBLC, will look at what land use designations are most appropriate to replace the Regeneration Areas.



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 |

Streets and Sidewalks

Emerging Direction and Draft Policies

Emerging Direction

Converting private roads into public streets, creating new public streets, as well as widening sidewalks for soft landscaping and ensuring safe pedestrian and cyclist movement through Liberty Village.

Draft Policies

The unassumed street as generally shown in **red** will have a 16.5 metre right-of-way width and become a new public street when fully constructed. (This is known as the Snooker Street Extension.)

Liberty Local Road, also known as **Liberty New Street**, will provide an additional east-west corridor in and out of Liberty Village, and should be designed to improve mobility, including walkability and cycling.

Sidewalks and boulevards as described in policy 3.1.1.13 in the Official Plan will be designed to achieve a minimum width of 6 metres. Pedestrian clearways shall be at least 2.1 metres in width.

Where there are properties of cultural heritage value or interest on or adjacent to a development site, narrower sidewalk widths may be considered. Curblin modifications must be considered and the pedestrian clear way may be reduced to accommodate properties on the Heritage Register.

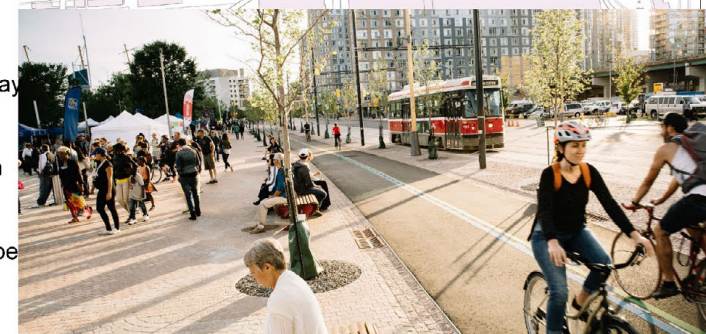
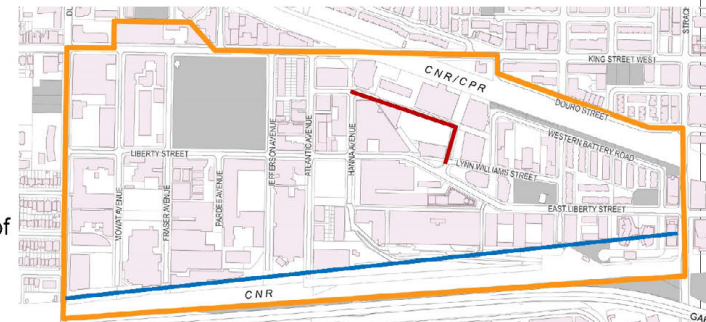
Developments closer to transit stations and entry points into Liberty Village may be subject to wider sidewalks in the area, in order to accommodate higher and safer pedestrian traffic.

Liberty Street, East Liberty Street, Atlantic Avenue, Jefferson Avenue, and Hanna Avenue are Priority Streetscape Improvement Streets. These streets define the structure of the neighbourhood and will be prioritized for streetscape enhancement, such as sidewalk widening, tree plantings, green infrastructure, and custom paving.

Where possible, existing remnants of rail spurs within the public right of way should be retained. Pathways of former rail spurs within the public right of way should be interpreted or incorporated into new road and sidewalk surfaces when conducting public works upgrades or street improvements.

All new development will increase the tree canopy in Liberty Village, including: planting trees throughout development sites and in the public realm, wherever possible; providing a suitable volume of soil for every tree to support large-growing shade trees; and locating/relocating utilities, where feasible, to ensure required soil volumes for street trees.

Soft landscaping, such as trees, along streetscapes should be designed to protect from dogs.



What's going on with Liberty New Street?

Liberty New Street, officially known as Liberty Local Road, will be another east-west connection in and out of Liberty Village. The road is already captured in the City's Official Plan, meaning that the City has authority to obtain lands for that street.

Liberty New Street will be delivered upon the completion of Metrolinx's improvements to Exhibition GO Station. The City remains engaged with Metrolinx on the delivery of this street, including design and funding.

Midblock Connections

Emerging Direction and Draft Policies

Emerging Direction

Expand and formalize the various midblock connections in Liberty Village to create more permeability through the area and to enhance this characteristic unique to Liberty Village.

Draft Policies

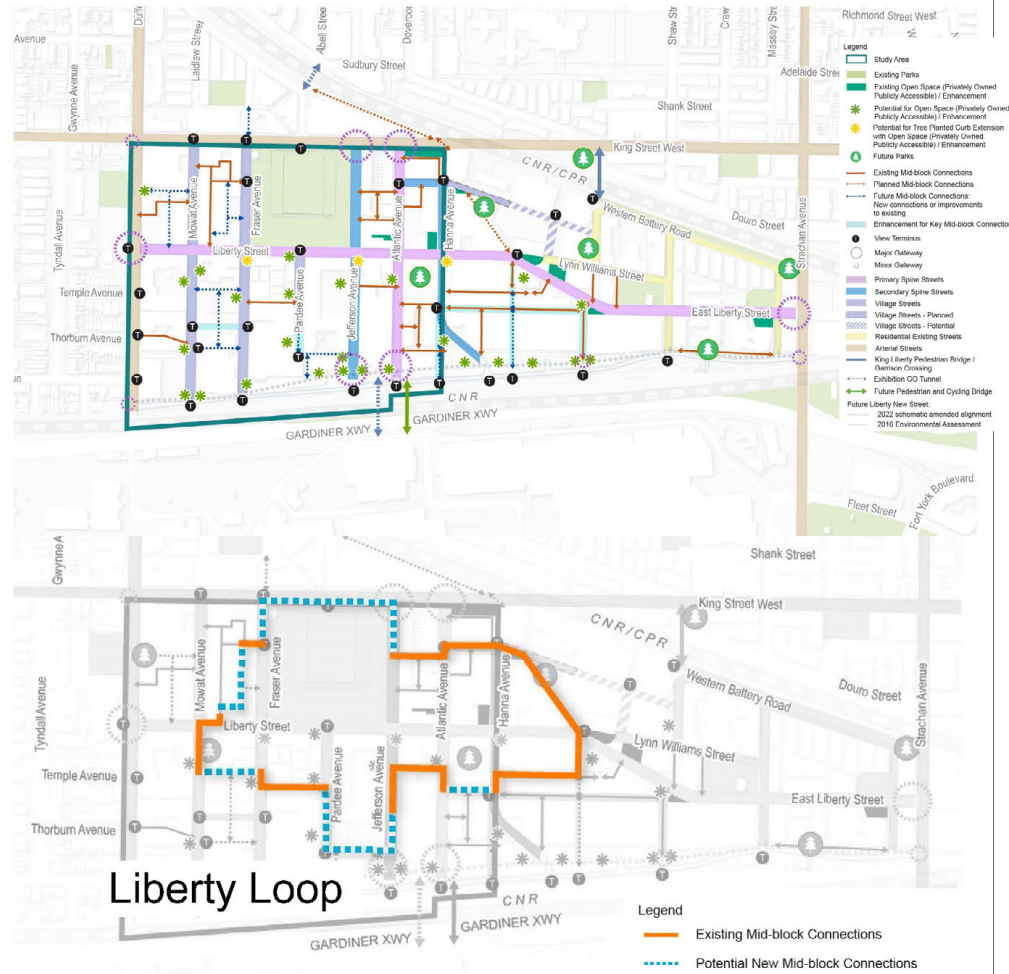
New publicly-accessible midblock connections will be secured through the development application review process to create a functional and accessible pedestrian and cycling network and improve mobility, including access to community amenities in the Plan Area. Existing and conceptual locations for midblock connections include, but are not limited to, those shown on the Map for Parks, Open Spaces and Public Realm. This map presents various midblock paths connecting existing and new open spaces for a consistent and continuous pedestrian and, where appropriate, cycling network through the neighbourhood. This interconnectedness creates a “Liberty Loop”.

Midblock connections provide direct, legible, continuous and connected public access through blocks and should:

- be located at grade with high-quality design and materials that are compatible with the industrial character of the area;
- be publicly accessible throughout the year;
- be accessible, signed and well-lit with pedestrian-scale lighting and clear sight lines for public safety;
- be lined with active uses, such as with retail or live/work units;
- be generally a minimum of 6 metres in width; and
- be soft landscaped where possible to contribute positively to the microclimate.

Exterior or interior midblock connections, or a combination, are permitted. Interior midblock connections on properties on the Heritage Register are especially encouraged where interior heritage attributes have been identified on the property.

Midblock connections on or adjacent to properties or cultural heritage landscapes on the Heritage Register will be designed to conserve the cultural heritage value of the property and maintain the industrial character of the area.



Public Parks and POPS

Emerging Direction and Draft Policies

Emerging Direction

The expansion of new public parks and open spaces as well as a mix of strategically placed and inviting privately owned, publicly-accessible spaces (POPS).

Draft Policies for Parks

The locations of existing and future new public parks and open spaces are shown conceptually on the Map for Parks, Open Spaces, and Public Realm Plan.

Consolidation of parkland dedication from more than one development and/or multiple landowners, assembled to create larger parks, is encouraged.

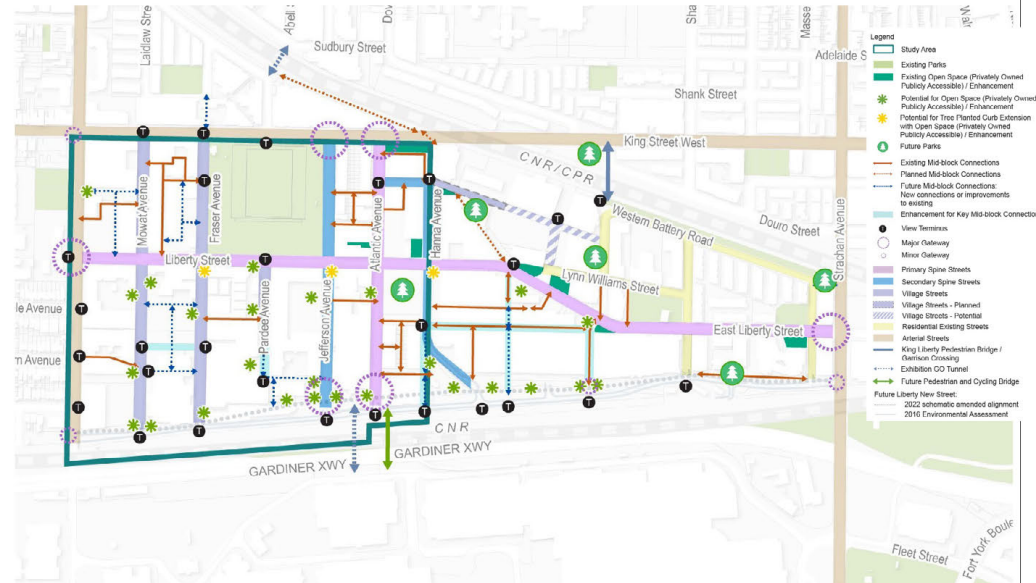
Potential new public parks and expansions to existing or future public parks may be secured through parkland dedication and/or land acquisition by the City over time. These potential new public parks or expansions may include lands adjacent to or abutting existing or future new public parks, surface parking lots, or other underutilized sites, and should be strategically identified and located to: a) form a connected network of parks and open spaces which support and complement the Liberty Village Public Realm Strategy; and b) provide park space of a suitable size and configuration to offer a wide range of locally-oriented active and passive parks programming within a high-growth area.

Where appropriate, park design should accommodate pets.

Draft Policies for Privately Owned, Publicly-Accessible Spaces (POPS)

POPS will be located as conceptually identified on Map for Parks, Open Spaces and Public Realm and designed to accommodate a wide range of potential uses and amenities for the enjoyment of users of all ages and abilities. Additional POPS are encouraged on all new development.

Where appropriate, POPS design should accommodate pets.



The Official Plan already includes policies related to the provision, design, and maintenance of the City's public parks and open spaces, as well as POPS. For POPS, there are urban design guidelines which help the implementation of POPS.

Liberty Village also benefits from the Liberty Village Public Realm Strategy, which the Secondary Plan will incorporate.

Note that if a park is not identified on the map, that does not mean the City won't ask for parkland from a developer, especially if the development site is large enough that the required parkland dedication should be provided on-site instead of as cash-in-lieu. This will occur through review of development applications as they are applied for, and is part of the implementation process.

Mobility

Emerging Direction and Draft Policies

Emerging Direction

Prioritize other modes of transportation, including active transportation (such as walking and cycling) and transit-use, over private vehicle; new development to focus on transportation demand management, including solutions to pick-up and drop-off (PUDO) and deliveries.

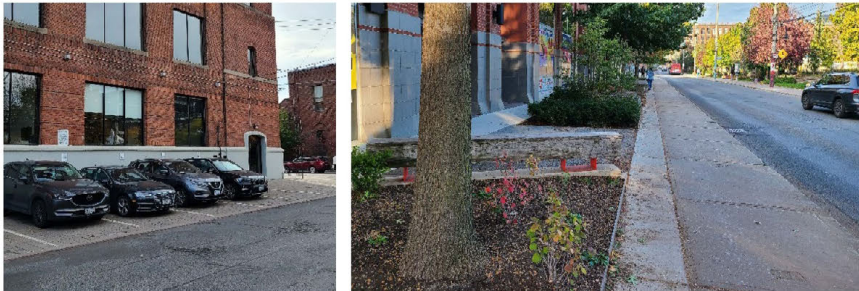
Draft Policies

The use of transit, active transportation, ridesharing and ridehailing should be optimized over routine travel by private vehicle.

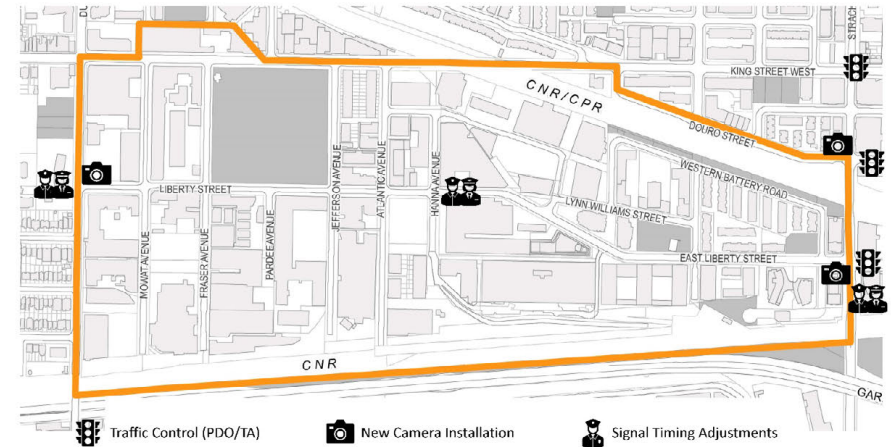
New development proposing residential units is encouraged to prioritize barrier free parking, short-term parking, car-share parking, and bicycle parking, to accommodate visitors and residents with accessibility needs, those completing deliveries or pick-ups and drop-offs, or those making occasional trips by car.

Due to Liberty Village's enclosed environment and limited road space, new development must provide, where feasible, pick-up and drop-off activity, including ride-share and deliveries, on-site and off-street and must recommend transportation demand management measures.

The inclusion of new cycling facilities and improvements to existing cycling facilities will be implemented on all streets, as appropriate, as well as on private streets, laneways, and midblock connections where feasible.



Conversion of boulevard parking to sidewalk and public realm improvements



What about the Liberty Village Traffic Action Plan?

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.

The Traffic Action Plan is an on-going process, which requires monitoring from Transportation Services staff.

Built Form

Emerging Direction and Draft Policies

Emerging Direction

Limit shadow impacts, have sustainable and resilient buildings, have a scale and height that is appropriate for the area and its heritage character.

Draft Policies

Development should:

- a) provide a variety of building types, heights and site configurations especially on blocks that can accommodate multiple buildings;
- b) have towers in a north-south orientation to limit shadow impacts on the public realm;
- c) have base building heights that align with the scale and height of neighbouring streetwall heights.

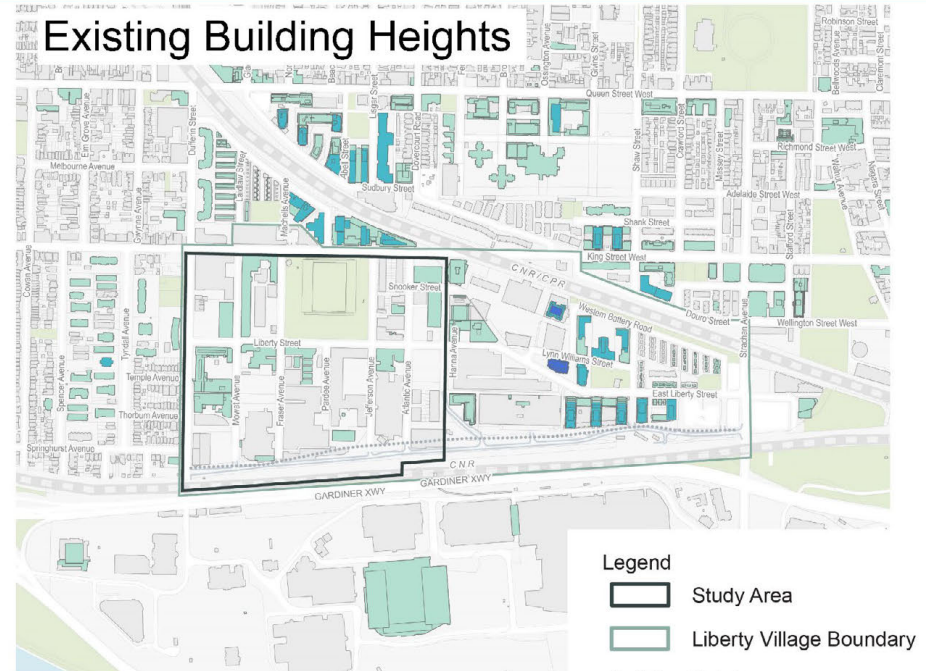
Where appropriate, new development will be organized to include open courtyard spaces accessed from the street that reference the typical layout of former industrial complexes in Liberty Village. Development within a cultural heritage landscape or on properties with cultural heritage value or interest should reinforce the existing geometry of lanes and courtyards on the site.

Development on sites that include or are adjacent to properties with cultural heritage value or interest will include base buildings that are compatible with the height, articulation, proportion, and materiality thereof.

Chapter 3 of the City's Official Plan has in-force policies for built form in all its typologies, including low-rise, mid-rise, and tall buildings. These policies apply currently. The draft policies outlined above would supplement those policies already in the Official Plan and would work together to ensure appropriate built form for new development.

Additionally, there are urban design guidelines (such as the Tall Building Design Guidelines and Mid-rise Design Guidelines) that set out several performance standards for various building types. All these documents and policies are applied holistically.

Existing Building Heights

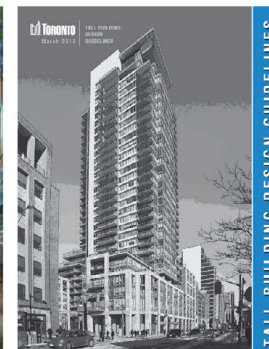
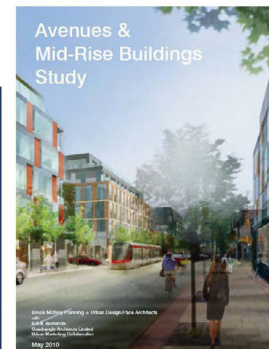


Legend

- Study Area
- Liberty Village Boundary

Building Heights

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



Built Form - Views

Emerging Direction and Draft Policies

Emerging Direction

Limit shadow impacts, have sustainable and resilient buildings, have a scale and height that is appropriate for the area and its heritage character.

Draft Policies

Existing significant views contribute to the unique identity, sense of place and character of Liberty Village and are shown on the Views Map. These views shall be maintained and where possible, enhanced. A view study may be required as part of any development application to ensure these views are protected.

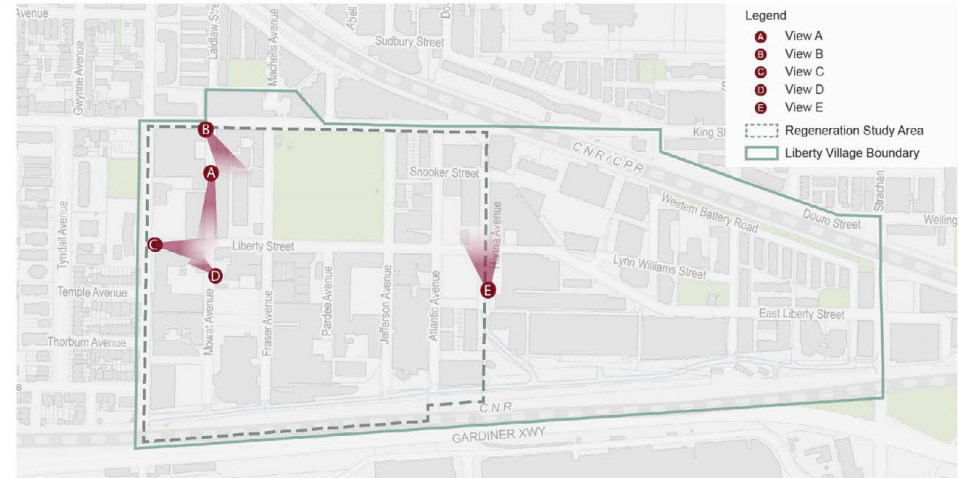
a) The west elevation of the Toronto Carpet Factory (67-77 Mowat Building), the bridge over Mowat Avenue, the east elevation of 190 Liberty Street, and the stack of 219 Dufferin Street can be viewed from the east side of Mowat Avenue, 70m south of King Street West.

b) The roofline, signage, and upper windows of the north elevation of the Toronto Carpet Factory (67-77 Mowat Building) and the upper portion of its landmark stack can be viewed from the southwest corner of King Street West and Mowat Avenue.

c) The north elevation and stack of the Sunbeam Incandescent Lamp Factory at 219 Dufferin Street, chamfered corner of the S. F. Bowser and Company Factory at 39 Mowat Avenue, and the south elevations of 190 Liberty Street and the Toronto Carpet Factory (67-77 Mowat Building) can be viewed from the centre of Liberty Street at the east side of the intersection with Dufferin Street.

d) The stack, gabled roofline, and monitor roofline of the Sunbeam Incandescent Lamp Factory at 219 Dufferin Street can be viewed from the east side of Mowat Avenue 50m south of Liberty Street.

e) The west elevation of former Inglis Bren Factory building at 171 East Liberty Street, and the boiler house with stack and painted signage on the south elevation of the Brunswick-Balke-Collender Company Complex at 40 Hanna Avenue can be viewed from the east side of Hanna Avenue, 70m south of East Liberty Street.



Community Services & Facilities

Emerging Direction and Draft Policies

Emerging Direction

Create opportunities for new community services and facilities located within Liberty Village.

Draft Policies

The provision of community service facilities by the City and its agencies will be informed by the Liberty Village Community Services and Facilities Strategy, as amended.

It is anticipated that a Community Recreation Centre (CRC) may be required to support the long-term projected growth for the area. City-owned real estate within Liberty Village, including parking lots and Lamport Stadium Park, shall be explored as a conceptual future location for the CRC.

A CRC may also be located in a future private development site in partnership with the City.

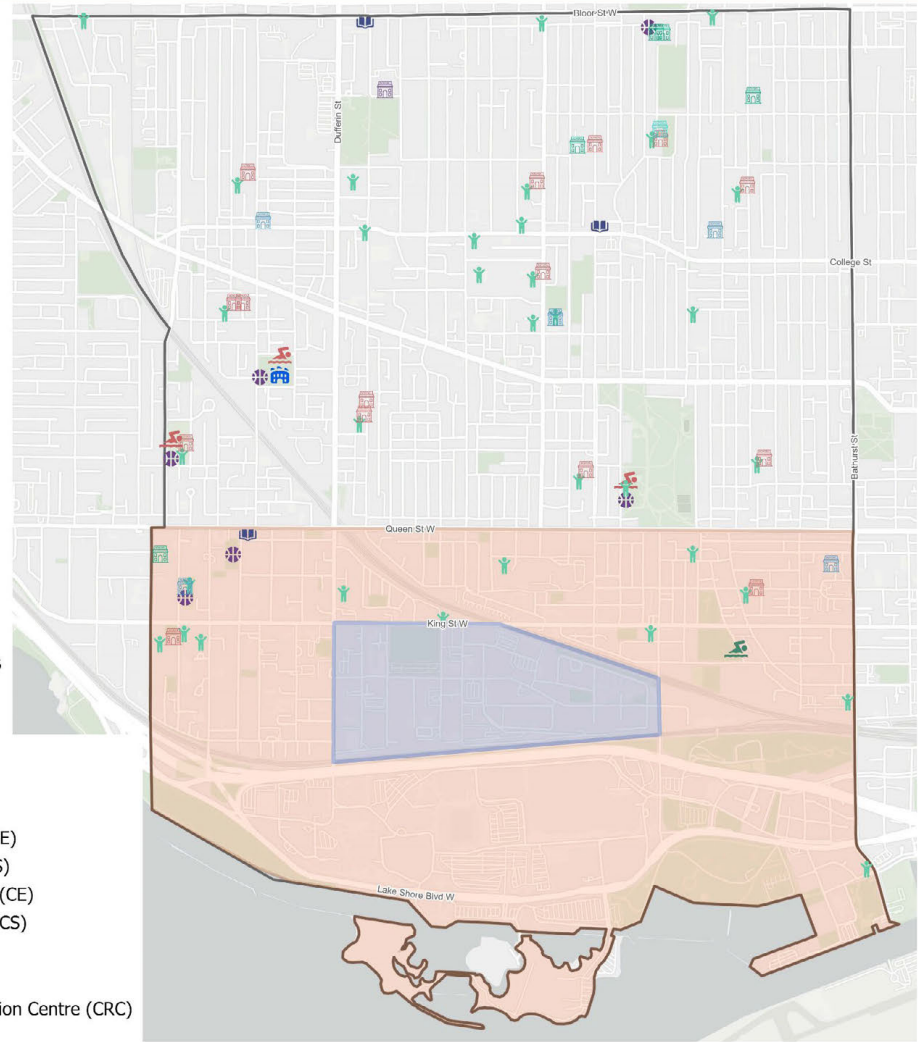
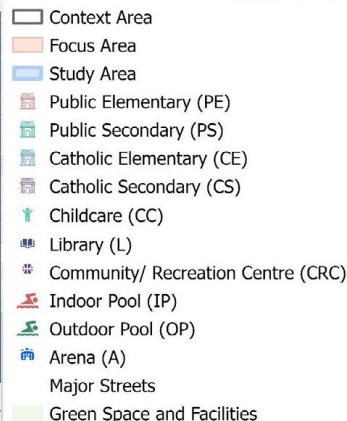
Community services and facilities shall be provided in the first phase of any phased development.

The adaptive re-use of properties on the Heritage Register to accommodate community services and facilities will be encouraged, especially where it creates an opportunity to provide public access to interior heritage attributes identified within a Part IV designation by-law under the Ontario Heritage Act.

Community Services and Facilities Strategy

An assessment of the community services and facilities needs was undertaken together with Children Services, Parks and Recreation, Toronto Public Libraries, and the school boards.

The results were that an addition 5-6 daycares were required and that facilities, such as libraries, schools, and community centres, are available to meet the current population of Liberty Village and that these service providers would continue to monitor growth and provide the necessary services as the area continues to grow.



Liberty for All

Housing

Emerging Direction and Draft Policies

Emerging Direction

Require affordable housing in new developments within the area that is currently designed Regeneration Areas, and that such affordable housing requirements would match those already required in the Official Plan Amendment 231 settlement.

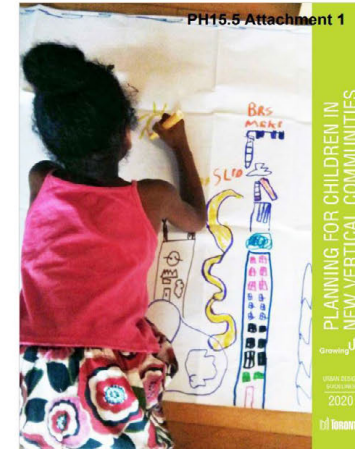
Draft Policies

To achieve a balanced mix of unit types, and to support the creation of housing suitable for families, development containing more than 80 new residential units will include: a minimum of 10 per cent of the total number of units as three-bedrooms units; and a minimum of 15 per cent of the total number of units as units with at least 2 bedrooms. Social housing or other publicly funded housing and specialized housing such as residences owned or operated by a post-secondary institution or a health care institute or other entities to house students, patients or employees, or people with special needs may provide less than this requirement.

Indoor and outdoor amenity spaces provided in development containing residential uses will be suitable for a range of households, including families with children and pet owners.

New development in Liberty Village West containing residential units must provide affordable housing on each site as follows:

- 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



HousingTO
2020 - 2030 Action Plan



December 2019

What about 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.

Recently, the Province has approved several areas of the City where Inclusionary Zoning can be implemented. Where it has done so, the requirement for affordable housing is that 5% of the total GFA will be devoted to affordable housing for a period of 25 years.

It is the City's intent to bring the affordable housing requirements as outlined in the OPA 231 settlement to the western half of Liberty Village. Since the OPA 231 settlement did not include the eastern half of Liberty Village, these requirements would not apply; however, Liberty Village east would provide affordable housing as per the Province's Inclusionary Zoning regulations.

Heritage

Emerging Direction and Draft Policies

Emerging Direction

Liberty Village has a unique and intact concentration of buildings that reflect Toronto's industrial heritage, many of which have evolved over time to accommodate new uses. New development will conserve the area's cultural heritage resources and contribute to the its overall character and sense of place.

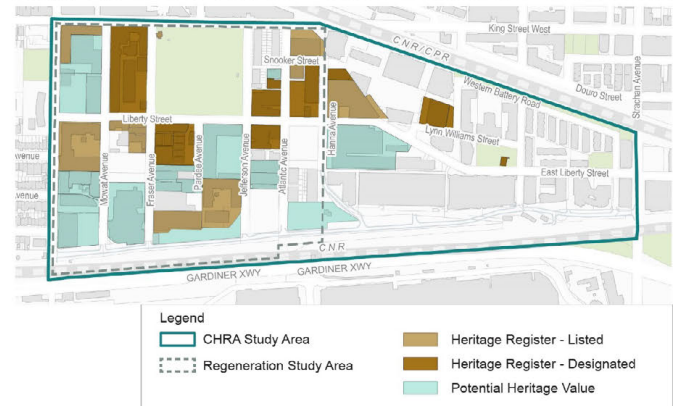
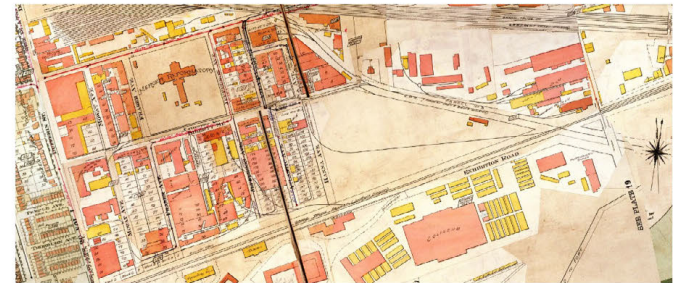
Draft Policies

Liberty Village is a cultural heritage landscape, comprising a significant area of industrial production, economic activity, and labour activism spanning the mid-nineteenth century to the present. This character is evident in the range of cultural heritage resources in the area, including the late-19th to mid-20th century industrial buildings and complexes that have been adaptively reused, remnant rail spurs, extant smokestacks, and the courtyard spaces within building complexes and mid-block connections which created permeability through the large blocks to facilitate the movement and storage of raw materials and manufactured goods. The retention of the area's distinctive heritage character and the ongoing adaptive reuse of heritage properties for non-residential uses is an important part of the built form and land-use vision for Liberty Village.

To achieve the heritage conservation policies of the Official Plan, the historic context statement for Liberty Village provides important information on cultural heritage and the community's unique sense of place that will be used to inform the future evolution of this cultural heritage landscape.

New development on properties with cultural heritage value or interest will require a site-specific approach with additional consideration and design solutions that may entail setbacks and stepbacks over and above the minimum site and urban design standards to address the unique characteristics of on-site heritage buildings.

Enhance the heritage character of the cultural heritage landscape through the design of new development and the public realm by including interpretive and commemorative elements that are informed by the history of the Area, including workers' history and labour activism and the adaptive reuse of the area by artists and creative communities, where possible.



Properties currently on the Heritage Register and properties with potential heritage value

Infrastructure & Sustainability

Emerging Direction and Draft Policies

Emerging Direction for Sustainability

Continue to administer the Toronto Green Standard for all new development and strongly encourage higher standards.

Draft Policies for Sustainability

Development is strongly encouraged to:

- a) incorporate low-carbon/renewable thermal energy technologies such as geo-exchange and solar thermal systems, as well as heat recovery from sources such as sewers, data centres, and industry to reduce greenhouse gas emissions;
- b) develop or incorporate connections to an existing or planned thermal energy network (district energy system);
- c) provide electrical heating/cooling equipment;
- d) provide backup power for resilience to area-wide power outages informed by guidelines developed by the City; and
- e) prevent the loss of embodied energy and emissions contained within the existing building stock, which often features heavy timber or brick and beam construction, by prioritizing adaptive reuse, and through circular practices which include, but are not limited to deconstruction and reuse of salvaged material.

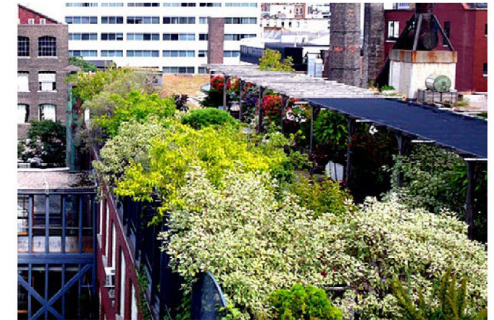
Development is encouraged to use designs, practices and materials that reduce emissions, minimize waste and embodied carbon and promote a circular economy. Such designs and practices may include: green roofs, green walls, permeable pavers, rainwater harvesting, durable materials with lower embodied carbon, highly insulated and airtight design, maximizing natural daylight and ventilation, minimizing underground parking, and on-site renewable energy systems.

Development applications and infrastructure projects will include identification, evaluation and implementation of opportunities to reduce or eliminate GHG emissions in infrastructure, public realm improvements and development.

Infrastructure

Toronto Water is currently finalizing an assessment of the service capacity in Liberty Village. Typically, if a new development needs to provide upgrades to service their development, the developer will provide those services upgrades through a Municipal Infrastructure Agreement, which is entered into at the development review application stage.

If major upgrades are needed, the Secondary Plan will identify these needs and require development to be placed on hold until the upgrade is completed.



Contact

For more information, or to provide feedback, please contact:

George Pantazis, Senior Planner
George.Pantazis@toronto.ca 416-392-3566

Josh Estrella, Planner
Josh.Estrella@toronto.ca 416-338-7697