

Sidewalk Network in Liberty Village - Missing Links

Date: November 10, 2025

To: Toronto and East York Community Council

From: Director, Planning, Design and Management, Transportation Services

Wards: Ward 10, Spadina-Fort York

SUMMARY

This report responds to a request from Toronto and East York Community Council to report back on delivery opportunities for missing links in the Liberty Village sidewalk network, specifically in advance of FIFA 2026.

Transportation Services staff conducted a review of streets in Liberty Village that currently have missing sidewalks. This report provides details on how and when these sidewalks can be constructed through upcoming developments with active site plan applications under review as well as the coordinated state-of-good-repair program including locations programmed within the next five years. Due to the complexities of sidewalk construction outlined in this report, it is not feasible to complete design and construction of permanent sidewalks in this area before FIFA 2026.

Transportation Services will continue discussions with the local Councillor and adjacent properties regarding a proposed quick-build sidewalk installation on the west side of Mowat Avenue between King Street West and Liberty Street in advance of FIFA 2026.

RECOMMENDATIONS

The Director, Planning, Design and Management, Transportation Services recommends that:

1. Toronto and East York Community Council receive this report for information.

FINANCIAL IMPACT

There are no financial implications resulting from the recommendations included in this report.

DECISION HISTORY

On October 22, 2025, Toronto East York Community Council adopted the following with amendment [TE26.25 - Advancing Local Infrastructure Improvements in Liberty Village in Advance of the FIFA World Cup 2026](#)

On June 5, 2025, Toronto and East York Community Council requested staff to provide an update on the status of local infrastructure improvements identified as priorities for action in the Liberty Village Public Realm Strategy.
<https://secure.toronto.ca/council/agenda-item.do?item=2025.TE23.62>

On October 9 and 10, 2024, City Council adopted Liberty Village Traffic Action Plan Update, including short and medium-term actions to be completed before FIFA World Cup 2026. <https://secure.toronto.ca/council/agenda-item.do?item=2024.TE16.56>

On April 17, 2024, City Council endorsed the Liberty Village Public Realm Strategy, including the Liberty Village Neighbourhood Streets Plan and directed staff to report back to the Toronto and East York Community Council in the third quarter of 2024 on a funding and implementation strategy in the leadup to the FIFA World Cup 2026.
<https://secure.toronto.ca/council/agenda-item.do?item=2024.TE12.16>

On July 16, 2019, City Council adopted the Vision Zero 2.0 - Road Safety Plan Update and the Missing Sidewalk Installation Policy with amendment, which directs that sidewalk proposals not otherwise delegated to the General Manager, Transportation Services in the Policy shall be reported on an annual basis to the Infrastructure and Environment Committee for recommendation to City Council.
<https://secure.toronto.ca/council/agenda-item.do?item=2019.IE6.8>

COMMENTS

Providing safe, comfortable, and accessible sidewalks on all public streets is among the City's key objectives for the street network. The Missing Sidewalk Program implements City Council's Missing Sidewalk Installation Policy. It stipulates that arterial and collector roads have sidewalks on both sides and local roads have them at minimum on one side. Currently, there are 65 kilometres (km) of missing sidewalks on both sides of arterial and collector roads and 666 km of missing sidewalks on at least one side of local roads City-wide. The Missing Sidewalk Program has an annual budget of \$4 million and delivers between 2-8 km of sidewalks City-wide each year.

Programming Missing Sidewalk Installations

Most sidewalk projects are delivered as part of road or water infrastructure projects to realize efficiencies in construction costs and to reduce disruptions to the public. This approach aligns the [Missing Sidewalk Installation Policy](#), which prioritizes missing sidewalk projects when other major works are planned, such as substantial road resurfacing involving changes to curbs or other infrastructure. Standalone projects account for a very small portion of annual delivery. Standalone projects are feasible only

when technical challenges, such as those requiring a survey, re-grading, or utility relocation, are not present. In addition, to ensure the interests of the city are met with new developments, sidewalks in the right-of-way are often a requirement to be funded and constructed as part of new developments.

Capital Coordination

The City's capital construction coordination and planning process reviews projects before work takes place on the street. This construction coordination effort aims to reduce neighborhood impacts (scale and duration), allows the City to better adhere to construction schedules and communicate them to the public, and combine projects to avoid reconstruction.

Metrolinx Review Zones

Due to Ontario Line construction, all of Liberty Village currently falls within a Metrolinx Review Zone from 2021 – 2030, adding an additional layer of coordination required for capital projects in this area. Metrolinx is required to review all projects within its zone to provide comments on potential conflicts with the transit project construction. If the area falls within a 30-metre buffer of the Transit Corridor Lands, a permit is required from Metrolinx.



Sidewalk Installation Challenges

Transportation Services staff conducted a review of streets in Liberty Village that currently have missing sidewalks. Sidewalk construction in developed neighbourhoods such as Liberty Village face several challenges from competing uses in a limited right-of-way:

- **Limited Right-of-Way:** Many of the streets in Liberty Village have narrow right-of-way widths, limiting space to accommodate sidewalks without affecting other street functions, such as vehicle travel lanes or boulevard permit parking.
- **Driveways and Grading:** Driveways, property access and existing hard scaping in the right-of-way can complicate sidewalk design, requiring significant adjustments to grades to meet accessibility standards. Cross-slopes of road pavement often require

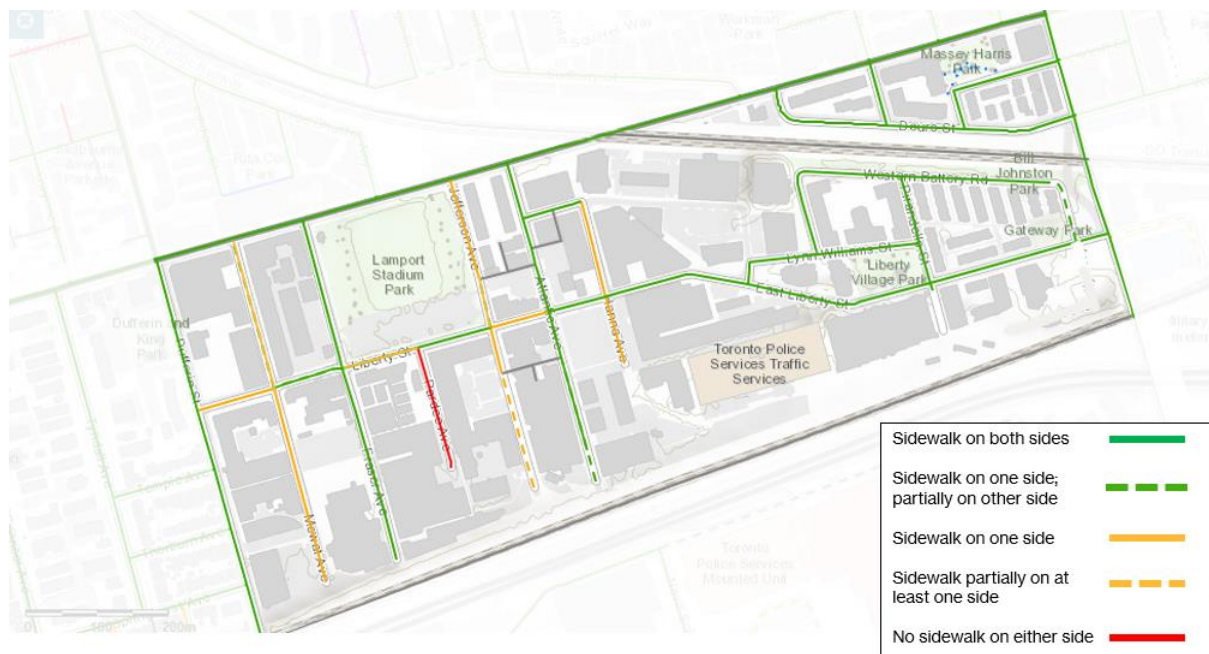
adjustment, to maintain positive drainage flowing to the right-of-way and to achieve AODA sidewalk grades.

- **Utilities, Encroachments and Street Furniture:** Existing utilities (e.g., hydro poles, telecom boxes, catch basins) and other fixtures can obstruct the sidewalk alignment and may require costly relocation. In Liberty Village, there are many private encroachments into the right-of-way (i.e. ramps and handrails providing access to buildings) that would require removal or adjustments. Also, as a former industrial area, there are numerous utilities underground that must be considered when reshaping the surface.
- **Resident and Business Impacts:** Sidewalk installation often requires adjustments to existing private landscaping items in the right-of-way, generally in space perceived by residents as private (i.e. fences, retaining walls, boulevard parking spaces, and other private encroachments).

Missing Sidewalks in Liberty Village

Transportation Services staff conducted a review of streets in Liberty Village that currently have missing sidewalks, as depicted in Figure 1 below. Summarized below are details on how and when these sidewalks can be constructed through upcoming developments with active site plan applications under review as well as the coordinated state-of-good-repair program.

Figure 1: Map of Missing Sidewalks in Liberty Village



Liberty Street from Dufferin Street to Atlantic Avenue

Liberty Street is classified as a collector road. There are three sections of Liberty Street with existing sidewalk only on one side of the street. These sections are currently planned to be addressed within the near-term capital program, through bundled delivery and/or planned development.

Currently, Liberty Street has coordinated planned road resurfacing and new sidewalk construction scheduled for delivery in 2029. These missing sidewalk gaps have been identified to be evaluated and installed as part of the upcoming capital work. This project requires a topographic survey, detailed engineering design, and a consultation process. It will need to incorporate various streetscape elements (i.e. grass boulevard, tree plantings) that would create a multi-functional public space. Removal of boulevard parking would be required to install these sidewalks.

Liberty Street falls within the Metrolinx Review Zone and will require review from Metrolinx to provide comments on potential conflicts with the transit project construction.

- **Liberty Street from Dufferin Street to Mowat Avenue (north side):** Many existing items in the right-of-way require coordination, relocation or removal, working with different City divisions, utility vendors or adjacent property owners to accommodate sidewalk construction such as: 19 commercial boulevard permit parking spaces, four hydro poles, two accessibility accesses to private properties (i.e. ramps and handrails) encroaching in the right-of-way, fire hydrant, three metal bollards and two underground utility chambers.
Recommendation: this sidewalk should be constructed through planned coordinated capital delivery in 2029.
- **Liberty Street from Fraser Avenue to Pardee Avenue to (south side):** Active site plan application under review for 53 Fraser Avenue and 8-42 Pardee Avenue, which includes new sidewalk installation on the south side of Liberty Street from Fraser Avenue to Pardee Avenue. 19 commercial boulevard parking spaces to be removed.
Recommendation: this sidewalk should be constructed through planned development (active site plan application under review).
- **Liberty Street from Jefferson Avenue to Atlantic Avenue (south side):** 18 Commercial Boulevard Permit parking spaces within the right-of-way would require removal. Sidewalk is currently planned to be delivered in the near-term capital program.
Recommendation: this sidewalk should be constructed through planned coordinated capital delivery in 2029.

Jefferson Avenue from Liberty Street to End (east side)

Jefferson Avenue is a local road with an existing sidewalk on the west side. Removal of boulevard parking would be needed for sidewalk installation. Sidewalk construction on the east side of the street is planned as part of the Ontario Line Exhibition Station and the Infrastructure Ontario Exhibition Transit-Oriented Communities development proposal site plans.

Recommendation: the sidewalk on the east side should be constructed through planned development of the Ontario Line Exhibition Station and associated Transit-Oriented Communities development proposals.

Mowat Avenue from Liberty Street to End (east side).

Mowat Avenue is a local road with an existing sidewalk on west side. Many existing items in the right-of-way require coordination, relocation or removal with different City divisions, utility companies or adjacent property owners, to accommodate sidewalk construction such as hydro poles, concrete bollards, private fence, Green P Parking machine, green space, two mature trees and 10 commercial boulevard permit parking spaces.

Recommendation: this sidewalk should be constructed when future state-of-good repair work is scheduled within the capital work plan.

Mowat Avenue from King Street West to Liberty Street (west side).

Mowat Avenue is a local road with existing sidewalk on east side.

Recommendation: a sidewalk on the west side of this segment of Mowat Avenue should be constructed as part of future state-of-good-repair road due to engineering challenges. The existing right-of-way space is currently being utilized by 51 commercial boulevard permit parking spaces. Staff are reviewing options to convert the existing asphalt boulevard into a quick-build sidewalk using paint/pavement markings. Options are being reviewed to see if it is possible to retain some boulevard permit parking capacity.

Pardee Avenue from Liberty Street to End (east side).

Pardee Avenue is a local road with no sidewalk on either side. Active site plan application under review for 53 Fraser Avenue and 8-42 Pardee Avenue, which includes new sidewalk installation on the east side of Pardee Avenue from Liberty Street to End. Pardee Avenue falls within the Metrolinx Review Zone and will require review from Metrolinx to provide comments on potential conflicts with the transit project construction.

Recommendation: this sidewalk should be constructed through planned development (active site plan application under review).

Summary

Recommendations for sidewalk construction in Liberty Village, where currently missing, are summarized in the below table.

Street	From	To	Side	Recommendation
Liberty Street	Dufferin Street	Mowat Avenue	North	Sidewalk should be constructed through planned coordinated capital delivery in 2029.
Liberty Street	Fraser Avenue	Pardee Avenue	South	Sidewalk should be constructed through planned development - active site plan application under review.
Liberty Street	Jefferson Avenue	Atlantic Avenue	South	Sidewalk should be constructed through planned coordinated capital delivery in 2029.

Street	From	To	Side	Recommendation
Jefferson Avenue	Liberty Street	End	East	Sidewalk should be constructed through planned development of the Ontario Line Exhibition Station and associated Transit-Oriented Communities development proposals.
Mowat Avenue	Liberty Street	End	East	Sidewalk should be constructed with future state-of-good repair work when programmed.
Mowat Avenue	King Street West	Liberty Street	West	Permanent sidewalk should be constructed with future state-of-good repair work when programmed. Quick build sidewalk could be installed in spring 2026 in advance of FIFA.
Pardee Avenue	Liberty Street	End	East	Sidewalk to be constructed through planned development - active site plan application under review.

Generally, Liberty Village has a well-connected existing sidewalk network. Missing sidewalks in Liberty Village will continue to be programmed based on bundling opportunities with the state-of-good repair roadwork and/or pursued through redevelopment sites. In most cases, removal of boulevard parking would be required to install sidewalks.

Transportation Services will continue discussions with the local Councillor and adjacent properties regarding a proposed quick-build sidewalk installation on the west side of Mowat Avenue between King Street West and Liberty Street in advance of FIFA 2026. Due to the complexities of sidewalk construction outlined above, it is not feasible to complete design and construction of any permanent sidewalks in this area before FIFA 2026.

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SIGNATURE

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