

## **Ossington Avenue Safety and Streetscape Improvements**

Date: May 7, 2026

To: Toronto and East York Community Council

From: Acting Deputy General Manager, Transportation Services

Wards: Ward 10 - Spadina-Fort York

### **SUMMARY**

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This staff report is about a matter that Toronto and East York Community Council does not have delegated authority from City Council to make a final decision.

Transportation Services is proposing changes to Ossington Avenue between Dundas Street West and Queen Street West, to bring vehicle lane widths to current standards, expand sidewalks and pedestrian space and provide full-time parking. The proposed changes would improve safety, comfort and operations for all street users.

Current vehicle lane widths on this section of Ossington Avenue are narrow and do not meet the minimum standards for safe passage of emergency vehicles, buses and motor vehicles. High rates of improper passing and sideswiping collisions have been observed. This section of Ossington Avenue is also one of the City's most vibrant, pedestrian-dense commercial streets, yet many sections feature narrow and obstructed sidewalks and constrained pedestrian boulevards lacking amenities to support the high volumes of pedestrian activity. This mismatch between roadway design and corridor function presents a clear opportunity to reallocate space to better support safety for all road users and enhance the public realm.

In 2028, road resurfacing is planned on Ossington Avenue from Dundas Street West to Argyle Street, providing an opportunity to address the challenges along the corridor in a cost and time efficient manner. This report proposes removing peak hour parking restrictions along Ossington Avenue from Dundas Street West to Queen Street West, to allow full-time curbside parking. Curb lanes would be narrowed to accommodate a single, wider vehicle travel lane in each direction that meets minimum standards for emergency vehicle and bus operations. Dedicated left-turn lanes are proposed at Dundas Street West (northbound) and Queen Street West (southbound). Roadway improvements also include upgrades to TTC bus stops and merging areas to improve bus movement and reliability.

This section of Ossington Avenue has relatively low traffic volumes and can readily support conversion from a four-lane cross-section to a two-lane cross-section with left-turn lanes, with negligible impacts to travel times along the corridor.

The design proposes lengthy sections of sidewalk extensions that would widen the pedestrian boulevard by 1.5-2.3 metres along 475 metres of the street, from Dundas Street West to Rebecca Street. There are seven sidewalk extensions proposed along the west side and eight sidewalk extensions proposed along the east side of Ossington Avenue. The expanded boulevard space would be enhanced with permeable concrete pavers, six new parkette spaces that include bioretention planters and space for seating, eight new waste receptacles and new bicycle racks to provide 60 additional bicycle parking spaces. The proposal also includes four Commercial Loading Zones to accommodate business loading needs.

The extended sidewalks would result in a loss of 14 on-street parking spaces along Ossington Avenue from Rolyat Street to Rebecca Street. To offset this parking loss, Transportation Services and Toronto Parking Authority are exploring the possibility of a shared-use arrangement (outside of school hours) at the Toronto District School Board owned parking lot at 42 Givins Street. This could add up to 45 off-street parking spaces to the local supply that would be available evenings, weekends and during summer months, which are the peak visitor times in the area.

## **RECOMMENDATIONS**

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The Acting Deputy General Manager, Transportation Services recommends that:

1. City Council authorize the installation of the Ossington Avenue Safety and Streetscape Improvements and all required by-law amendments to Toronto Municipal Code Chapters 910, 925, 950, as generally described in Attachment 1 and 2 to the report (May 7, 2026) from the Acting Deputy General Manager, Transportation Services.

## **FINANCIAL IMPACT**

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The estimated cost associated with the entire capital project is \$1.67 million, inclusive of state-of-good-repair road resurfacing as well as road and streetscape improvements as noted in the report including but not limited to sidewalk and curb extensions, permeable concrete paving and parkettes. Funding is included for the project, categorized as health and safety and service improvement and enhancement, in the 2026-2035 Capital Budget and Plan for Transportation Services.

The permanent removal of fourteen (14) Pay and Display (P&D) on-street parking spaces proposed in the report would reduce Toronto Parking Authority's (TPA) annual gross revenue by an estimated \$141,168 based on 2025 revenue data. The additional revenue that could be generated from a mixed-operations car park at 42 Givins Street is not included in this report. The Toronto Parking Authority would incur the estimated

\$3,264 cost to reprogram and install new parking machines along the street whereas the associated cost to move and install new parking signage would be incurred by Transportation Services.

Annual maintenance costs including winter maintenance, sweeping, and other maintenance needs related to the new sidewalks and green street infrastructure will be included for consideration in future operating budget submissions upon completion of the new infrastructure.

## **DECISION HISTORY**

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This report addresses a new initiative.

## **COMMENTS**

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### ***Background***

While most of Ossington Avenue functions as a through-route with relatively low pedestrian and moderate vehicle volumes, the segment between Dundas Street West and Queen Street West operates differently, with high pedestrian volumes and relatively low vehicle volume due to the termination of the street at Queen Street West.

On-street parking is currently permitted on both sides of the street, seven days a week except on Mondays to Fridays during peak travel times: west side from 7:00-9:00 a.m. and east side from 4:00-6:00 p.m. During the warm months - from May to October - a high density of CaféTO curb lane cafés effectively block peak hour travel in the curb lanes.

While the curb lanes do function as travel lanes ten hours a week for six months of the year, constrained roadway width impacts their viability as vehicle travel lanes. They are excessively wide lanes for parking and very narrow lanes for travel. This has resulted in all four lanes being sub-standard width for travel by an average of 0.6 metres, with the existing cross-section not meeting the minimum standard clearance of 6 metres for emergency vehicle passage. The narrow lanes present many safety risks and vehicle operational challenges.

Through site visits in October 2025 and November 2025, staff observed frequent lane encroachments, bus merge delays and reduced safety for people cycling. Approximately 55% of reported collisions along the corridor in the last 10 years are related to sideswiping and passing parked vehicles, which is unusually high and associated with overly narrow lanes.

While most of Ossington Avenue is flanked primarily by residential and institutional uses, this segment is a unique, animated pedestrian-oriented commercial corridor, characterized by boutique shops and trendy independent restaurants and bars with high pedestrian volumes. It is widely recognized for its vibrancy and was named one of "the

coolest streets in the world" by Time Out in 2022. It functions as a local main street that many people walk to access daily goods and services, but it is also a city-wide destination that people walk, bike, take transit and drive to. Despite the high pedestrian activity, long stretches of sidewalk fall well below the minimum pedestrian clearway width of 2.1 metres, with some sections only reaching 1.2 metres in width. The pedestrian boulevard space is also constrained, lacks seating and other amenities and is obstructed by tree pits, waste bins and restaurant furniture.

The current street design provides neither efficient safe traffic movement nor main street functionality, highlighting the need to reallocate right-of-way to better align with the corridor's context and current use.

In 2018, the Ossington Business Improvement Area (BIA) in partnership with the City's Economic Development and Culture Division, developed a Streetscape Master Plan for this part of Ossington Avenue that proposed reallocating the road space to better reflect the street's current context as a commercial hub and proposed removing peak parking restrictions to make space for full-time parking and extended sidewalks in the curb lanes.

In 2028, road resurfacing is planned on Ossington Avenue from Dundas Street West to Argyle Street. This state-of-good repair project provides an opportunity to build on previous plans and address the challenges and opportunities along this section of Ossington Avenue between Dundas Street West and Queen Street West in a manner that is time and cost efficient. The map in Figure 1 highlights the project area and extents of the planned resurfacing work.

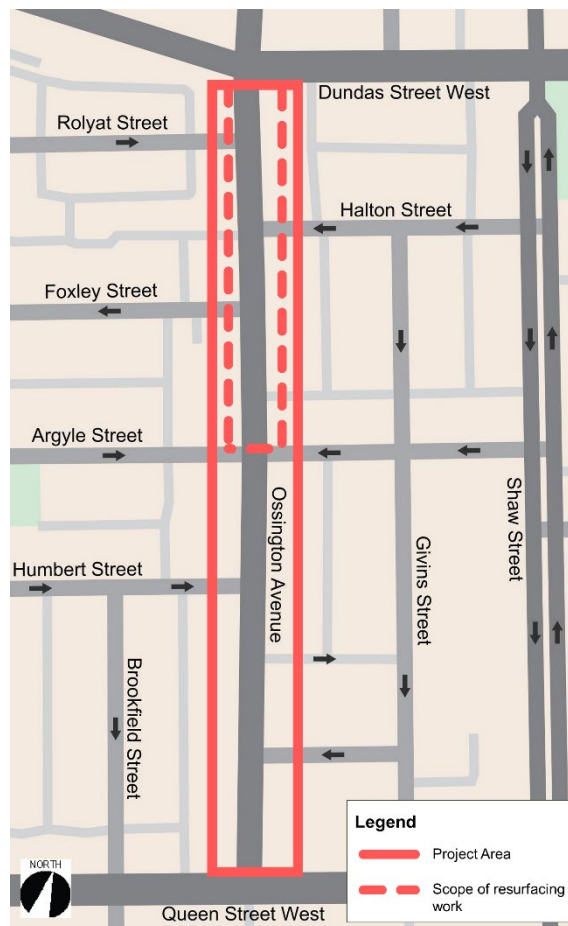


Figure 1: Map of project area and scope of planned resurfacing work

### ***Existing Conditions***

Ossington Avenue from Dundas Street West to Queen Street West is characterized by the following conditions:

#### ***Road Conditions***

- It is a north-south minor arterial roadway;
- It is a four-lane road with peak period parking restrictions in curb lanes;
- It operates two-way traffic on an average pavement width of 11.2 metres;
- Vehicle travel lanes are sub-standard, ranging from 2.7-2.9 metres wide;

- The daily two-way traffic volume was 9,090 vehicles north of Argyle Street (recorded in September 2025) and 8,388 vehicles south of Argyle Street (recorded in April 2024);
- The speed limit is 40 km/h; and
- The average speed recorded in 2024-2025 was 38km/h;

### *Bus Operations*

- The TTC 63 Ossington bus runs frequently along this corridor, with stops at Argyle Street and Queen Street West, falling within the project area; and
- The space for bus stopping and merging is sub-standard at all bus stops.

### *On-Street Parking*

- There are 86 on-street parking spaces in the curb lanes, which operate as paid parking managed by the Toronto Parking Authority most of the time;
- These spaces are restricted during the two-hour peak times: no stopping 7:00 a.m. to 9:00 a.m. on the west side and no stopping 4:00 p.m. to 6:00 p.m. on the east side, Monday to Friday;
- The Toronto Parking Authority operates a Car Park (#167) with 20 paid parking spaces at 18 Ossington Avenue; and
- There is a high demand for on-street parking in the area - particularly on evenings, weekends and during the summer months.

### *Permit Parking*

- On-street parking spaces along Ossington Avenue convert to permit parking overnight from 12:01 a.m. to 7:00 a.m. on both sides of the street;
- Parking on the west side of the street is part of Permit Area 3K, which has a 91% subscription rate; and
- Parking on the east side of the street is part of Permit Area 4H, which has an 85% subscription rate.

### *Loading*

- There is one Commercial Loading Zone (28 metres long) on the east side of Ossington Avenue south of Argyle Street where loading is permitted 8:00 a.m. to 4:00 p.m. and 6:00 p.m. to 12:00 a.m., Monday to Friday and 8:00 a.m. to 12:00 a.m., Saturday and Sunday; and
- A significant amount of loading informally occurs at intersecting side-street corners.

### *CaféTO*

- This section of Ossington Avenue hosts the densest concentration of CaféTO curb lane cafés in the city. In 2025 there were 23 cafes in the curb lane, covering approximately 55% of the on-street parking space.

### *Cycling Infrastructure*

- People cycling operate within the sub-standard width travel lanes. This does not provide sufficient width for safe side-by-side sharing with motor vehicles, particularly buses and trucks, as was observed during a staff site visit in October 2025;
- This section runs parallel to the north-south Shaw Street contra-flow bike lane and connects to the east-west Argyle Street contraflow bike lane;

- There is no dedicated cycling infrastructure on this section of Ossington Avenue and it is not identified in the City's Cycling Network Plan as a planned cycling corridor;
- There are various bike racks that provide 152 well-used bicycle parking spaces; and
- There is an existing Bike Share station north of Bruce Street that is well used.

### *Sidewalks and Public Realm*

- The pedestrian boulevards range in width from approximately 4 metres in some sections north of Argyle Street to 2.8 metres at the narrowest sections on the west side of Ossington Avenue south of Argyle Street. The boulevard is characterized by a relatively narrow pedestrian clearway (ranging from 2.5 to 1.2 metres) along the building frontages, adjacent to a row of trees in open tree pits along the curb. Figure 2 below shows this typical pedestrian boulevard cross-section;
- In the narrowest sections of sidewalk, staff have observed people obliged to walk/roll single file or across uneven surfaces and tree pits to pass through - presenting safety, accessibility and pedestrian comfort challenges. There are also many obstructions in the clearway space, such as ramps for shops and waste bins;
- There are approximately as many pedestrians as vehicles during the weekday daytime period (7:30 a.m. to 6:00 p.m.) as recorded per traffic data analysis from October 2021. Pedestrian volumes are higher on evenings and weekends particularly in the summer months as per site observations (August 2025, October 2026) and feedback received through public consultation;
- During these peak pedestrian times, people have been observed spilling onto side streets and blocking the pedestrian clearway, due to inadequate sidewalk and boulevard space to wait, queue and gather;
- There are two well used parkettes with seating on the corners of Argyle Street and Foxley Avenue that were developed by the Ossington BIA;
- Along Ossington Avenue, there is one BIA bench at Halton Street; no other public seating is available;
- There are 68 street trees in open tree pits;
- There are 10 existing City waste receptacles that are overloaded at busy times; and
- On regular waste collection nights, waste bins from businesses dominate the pedestrian boulevard and frequently constrict the pedestrian clearway.



Figure 2: Picture showing a typical pedestrian boulevard along this section of Ossington Avenue

This area ranks high in the City's Green Streets Prioritization Tool, which is used by Transportation Services to identify where to invest in green infrastructure to achieve the greatest impact. To rank high indicates that the location is in an area with relative low tree canopy coverage, high percentage of impervious surface coverage, urban heat

vulnerability and social equity needs. This segment of Ossington Avenue in particular scored high in impervious surface coverage and low in tree canopy coverage.

## Public Consultation

Public and interest group consultation for the Ossington Avenue Safety and Streetscaping Improvements project took place from January 13 to February 10, 2026. Consultation activities included meetings with interest groups and local businesses, two pop-up events, a public drop-in event, a feedback survey, and comment tracking. Over 22 people attended the in-person drop-in event, 83 people were engaged through pop-up events, and 256 survey responses were received along with seven people providing comments by phone and email.

Communications to inform the public and interest groups about the project, and opportunities to participate in consultation, included a project webpage launched with preliminary information on January 13, 2026. See link here: [Ossington Avenue Safety & Streetscaping Improvements – City of Toronto](#). This was followed by targeted emails to interest groups, 4,382 flyers distributed by Canada Post throughout the project area, 10 street signs, 109 letters hand delivered to businesses in the project area, and social media posts.

### *Feedback Received*

Overall, there was support for the project from participants, specifically for prioritizing the pedestrian environment and expanding sidewalk space. Following the consultation period, staff considered community feedback and adjusted the design to respond to specific community concerns.

There were two primary concerns raised in response to the first iteration of the proposed design that was presented in January 2026:

- The majority of participants expressed strong concern that the plan was prioritizing on-street parking over pedestrian space. The January 2026 design proposed adding 14 on-street parking spaces to the existing 86 parking spaces along Ossington Avenue. People wanted to see more on-street parking removed and replaced with expanded sidewalks and boulevards.
  - Following consultation, staff identified strategic locations to replace several sections of on-street parking with expanded sidewalks. Locations were selected to deliver the most benefit to pedestrians, namely where pedestrian clearways are below standard width or at known pedestrian hubs for example. To offset the loss of on-street parking spaces, Transportation Services staff and Toronto Parking Authority are exploring the possibility of a shared-use arrangement (outside of school hours) at the Toronto District School Board owned parking lot at 42 Givins Street. This is described in greater detail later in the report.
- The January 2026 design proposed curb extensions using permanent materials from Dundas Street West to Argyle Street and quick-build materials (paint and bollards) from Argyle Street to Queen Street West. The second top issue raised by participants during consultation was the concern that the quick-build materials would degrade quickly and look "shabby", would not be sturdy enough to prevent illegal parking and stopping in the curb lanes and, most importantly, would not add the functional pedestrian sidewalk space that is needed.

- By strategically reallocating scope, staff was able to integrate permanent curb and sidewalk extensions from Argyle Street to Rebecca Street in the new proposed design.

Other highlights from the feedback include:

- Strong support for beautifying the area and adding greenery, though concerns were raised about the maintenance of the proposed planting areas.
- Many people, including local residents, expressed their desire for this section of Ossington Avenue to be completely pedestrianized at least during the warmer months of the year.
- Many local residents noted that visitors to Ossington Avenue frequently double park on side streets, making it difficult for residents and emergency vehicles to drive through at peak times on evenings and weekends. They requested more stringent permit parking restrictions along Foxley Street and Rolyat Street, and that the City consider other ways to prevent this issue.
- Business owners and operators were largely supportive of the proposed changes. Some requested more loading areas and others wanted to ensure that curb extensions would not block their ability to receive deliveries. Staff investigated the requests, ensured clear access to all driveways and made minor modifications to the design to meet some specific loading needs.
- Many participants noted both a lack of public waste receptacles along Ossington Avenue and a lack of place for businesses to place their bins for curbside pick up that do not obstruct the sidewalk.
- Some participants requested that a dedicated cycling facility be added.
- Some participants wanted to ensure that traffic congestion would not increase on Ossington Avenue and that access for emergency vehicles would be maintained.

All the feedback gathered throughout the consultation process informed the staff recommendations in this report.

## **Proposed Design**

Transportation Services is recommending a design for Ossington Avenue that reallocates roadway space to better balance the needs of residents, businesses and visitors and improves safety and comfort for all roadway users.

### *Roadway Space*

Staff are proposing to remove peak hour parking restrictions (no stopping 7:00 a.m. to 9:00 a.m. on the west side and no stopping 4:00 p.m. to 6:00 p.m. on the east side, Monday to Friday) to allow full-time parking and curb extensions in the curb lanes. This would enable the curb lanes to be reduced to the standard 2-2.2 metre width and the travel lanes (one in each direction) to be widened to the minimum standard of 3.3-3.5 metres for bus routes. New dedicated left-turn lanes would be added at Dundas Street West and Queen Street West, converting the four-lane cross-section to a two-lane cross section with auxiliary left-turn lanes. See Figure 3 for the existing and proposed cross-sections of the street.

The section of Ossington Avenue between Dundas Street West and Queen Street West has relatively low traffic volumes and can readily support conversion from a four-lane to a two-lane cross-section with auxiliary left-turn lanes. Staff modeled the traffic impact of the changed configuration, and the results showed negligible changes to travel times along the corridor.

These proposed changes would provide adequate space for vehicles to travel through the corridor while reducing the likelihood of encountering obstructions or sideswiping parked vehicles. They would provide more space for people to cycle adjacent to vehicles in the shared lane and would enable larger vehicles like buses to travel more reliably and safely along the corridor. TTC and Emergency Services are supportive of the proposal which will bring lane widths and bus stops up to current standards for improved operations of their vehicles.

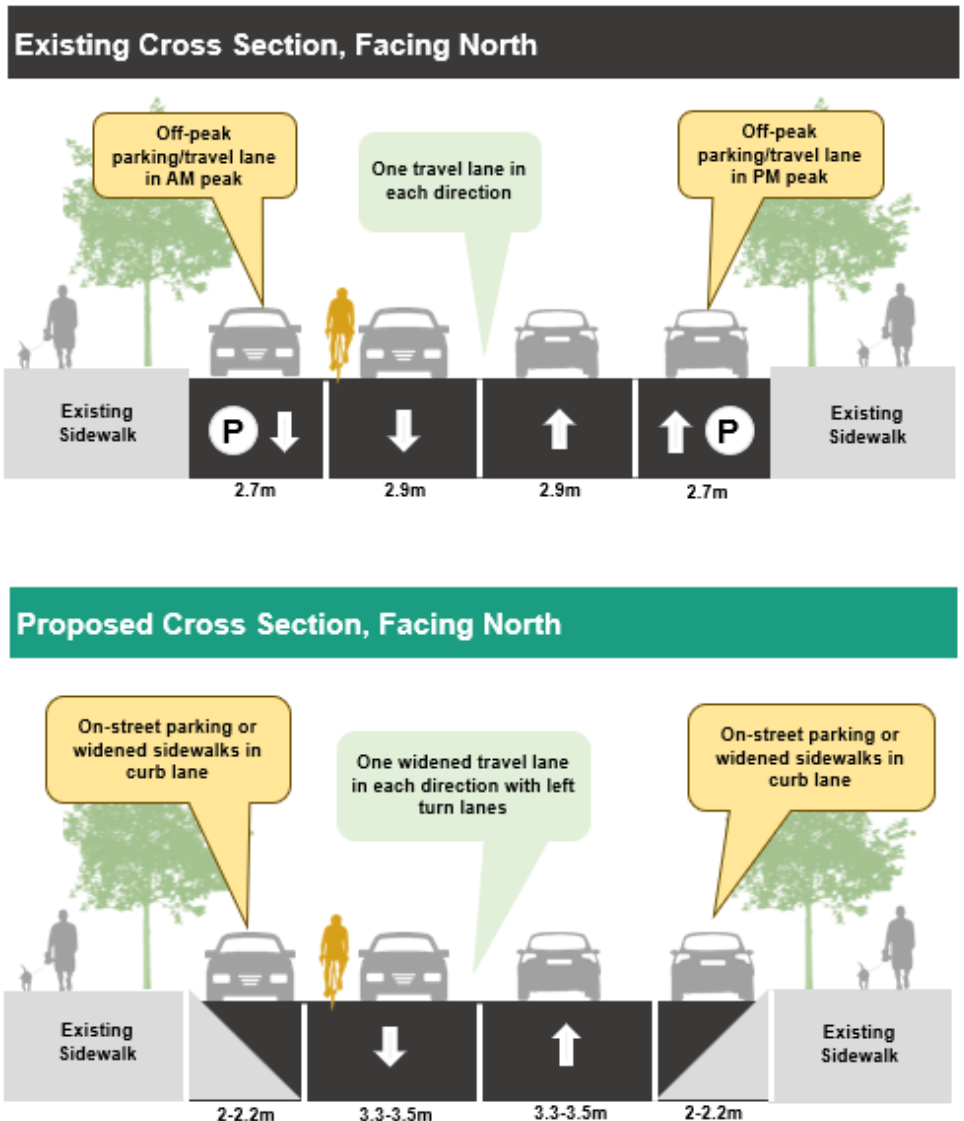


Figure 3: The existing typical cross-section of the street is illustrated above, with the proposed typical cross-section illustrated below.

### Sidewalk and Boulevard Extensions

The design proposes several sections of 1.5-2.3 metre wide sidewalk extensions in the curb lanes along Ossington Avenue between Dundas Street West and Rebecca Street. This includes seven segments of sidewalk extensions along the west side of Ossington Avenue (300 linear metres total) and eight segments of sidewalk extensions along the east side of Ossington Avenue (175 linear metres total). See Figure 5 for a map showing the segments of proposed sidewalk extensions.

Sidewalks are proposed to be extended strategically in the following areas:

Ossington Avenue Safety and Streetscape Improvements

- At most intersection corners from Dundas Street West to Rebecca Street where parking loss would be minimized and pedestrian safety would be improved.
- On the west side of Ossington Avenue between Foxley Street and Argyle Street, the required minimum lane widths for the northbound bus stop results in a west side curb lane space that is too narrow for parking, but wide enough for expanded sidewalks.
- Along identified locations of the street - particularly on the west side south of Argyle Street - where the pedestrian clearway is below the minimum standard width.
- In identified locations to avoid disruptions to CaféTO curb lane cafés.
- At other observed constrained pedestrian hot spots.

The expanded sidewalks and boulevard space would provide much needed space to support high levels of pedestrian activity and bring pedestrian clearways up to City standard in most locations. Figure 4 below shows an illustration of a proposed expanded sidewalk along the west side of Ossington Avenue.



Figure 4: Illustration of a proposed segment of extended sidewalks along the west side of Ossington Avenue, south of Argyle Street, looking south.

### *New Parkettes and Seating*

Six new parkette spaces are proposed along Ossington Avenue at the locations listed below (see Figure 5 for map of locations). These new parkettes would provide

pedestrian amenity space and green space for people to linger and sit along the corridor.

- At Rolyat Street
- At Foxley Street
- At Halton Street
- At Humbert Street
- At Bruce Street
- At Rebecca Street

Each parkette space includes a bioretention planter, decorative concrete paving and an opportunity for seating. See Green Infrastructure section further in the report for details regarding the bioretention planters and planting.

Transportation Services would work closely with the City's BIA Office and the Ossington BIA through the detailed design process for the parkettes and other streetscape design items so that design elements, potential programming and maintenance requirements are carefully considered and designed to suit the unique needs of the street.

### *On-Street and Off-Street Paid Parking Strategy*

With the removal of peak hour parking restrictions, all on-street paid parking spaces on Ossington Avenue would be available full-time (8:00 a.m. to 12:00 a.m.) on both sides of the street. The design proposes to remove fourteen (14) parking spaces to accommodate expanded sidewalks at key locations along the corridor. This would result in a 16% reduction in the total number of on-street parking spaces, from the current 86 to 72.

To make up for this potential parking loss, Transportation Services and the TPA are exploring the possibility of a mixed-operation parking facility at 42 Givins St owned by the Toronto District School Board (TDSB) via the Toronto Lands Corporation.



Figure 5: Map showing the proposed segments of sidewalk extensions and on-street parking in the curb lanes. The map also shows locations of the proposed parkettes and the off-street parking opportunity at 42 Givins Street.

This parking facility is used exclusively by TDSB staff and presently public usage is prohibited. Pending consent from the Toronto Lands Corporation, TPA will explore the viability of public parking hours in this parking lot outside of school hours and the financial feasibility of upgrading the facility to TPA standards. This potential new car park could add 45 parking spaces to the local parking supply, providing parking for visitors at peak times on evenings, weekends from September to June and at all times in July and August. See Figure 5 for map of proposed on-street and off-street parking.

### *CaféTO*

CaféTO curb lane cafés have become an important feature along this segment of Ossington Avenue. As such, the proposed plan carefully considers and accommodates all approved existing CaféTO curb lane cafés. Of the 30 curb lane cafés that have been approved along Ossington Avenue for 2026, 19 would be accommodated on the new expanded sidewalks and 11 would be accommodated on the roadway as they are now.

The proposed design and segments of expanded sidewalk offer flexibility to provide space for other curb lane cafés in the future.

Potential modifications to cafés may be required in some locations to meet operating standards.

### *Permit Parking*

Paid on-street parking along the curb lanes on Ossington Avenue between Dundas Street West and Queen Street West switches to permit parking overnight (12:01 a.m. – 7:00 a.m.). The proposed changes to on-street parking on Ossington Avenue would result in:

- 13 permit parking spaces lost along the west side of Ossington Avenue in permit Zone 3K, which would bring the subscription rate from 91% to 92%
- 11 permit parking spaces gained along the east side of Ossington Avenue in permit Zone 4H, which would bring the subscription rate from 85% to 84%

To increase the permit parking supply in the area, Transportation Services staff is working with the local Councillor's Office to explore permanently affixing permit parking along the north side of Halton Street in Permit Zone 4H. The north side would offer 26 parking spaces year-round, compared to 17 parking spaces offered on the south side; resulting in an additional; 9 permit spaces in Zone 4H. This change would require further community consultation and is not included as a recommendation in this report.

### *Loading and Pick-Up/Drop-Off*

The design proposes shifting the existing Commercial Loading Zone southwards on Ossington Avenue:

- A 33 metre Commercial Loading Zone along the east side of the street from 77 to 71 Ossington Avenue where loading is permitted Monday to Sunday from 8:00 a.m. to 5:00 p.m. at which point the space converts to paid on-street parking from 5:00 p.m. to 12:00 a.m.

It also proposes adding three additional Commercial Loading Zones, which are as follows:

- A 16.2 metre Commercial Loading Zone on the south side of Rolyat Street at Ossington Avenue, where loading is permitted Monday to Sunday from 8:00 a.m. to 5:00 p.m. at which point the space converts to one-hour maximum restricted parking from 5:00 p.m. to 12:00 a.m.
- A 16.3 metre Commercial Loading Zone on the south side of Halton Street at Ossington Avenue, where loading is permitted Monday to Sunday from 8:00 a.m. to 5:00 p.m. at which point the space converts to one-hour maximum restricted parking from 5:00 p.m. to 12:00 a.m.
- A 16.5 metre Commercial Loading Zone on the north side of Foxley Street at Ossington Avenue, where loading is permitted Monday to Sunday from 8:00 a.m. to 5:00 p.m. at which point the space converts to one-hour maximum restricted parking from 5:00 p.m. to 12:00 a.m.

All the areas listed above would convert to permit parking overnight.

Through the detail design process, Transportation Services staff would work with the local Councillor, the Ossington BIA and other internal City groups to explore incorporating a dedicated pick-up/drop-off zone along Ossington Avenue to serve the high numbers of ride share vehicles serving the street.

Staff would also explore opportunities to incorporate a bike courier waiting area at the proposed expanded sidewalk at the south-east corner of Argyle Street and Ossington Avenue, where high volumes of bike and scooter food couriers constricting the sidewalk and boulevard space have been observed.

All parking/loading space allocations would be reviewed through detail design and could be modified as required, subject to Community Council approval.

### *TTC Bus Stops*

Changes are proposed to the four bus stops on Ossington Avenue in the project area:

- At the Argyle Street southbound stop, an expanded bus loading platform is proposed to serve in-lane bus boarding.
- At the Argyle Street northbound bus stop, a new dedicated bus bay is proposed for the bus to pull into for passenger pick up and drop off. The bay would provide enough space for the bus to merge and vehicles to safely pass the stopping bus.
- The southbound Queen Street West bus stop is proposed to be relocated to the southeast corner of Queen Street West and Ossington Avenue (on Queen Street West) to avoid the tight left lane merger that it is currently required.
- The northbound Queen Street West bus stop would include a dedicated bus bay delineated with pavement markings.

All proposed bus stop changes would meet TTC design standards and would be coordinated with TTC. Proposed changes to bus stops would improve safety and operational efficiency for buses along this route.

### *Green Infrastructure*

The project area has a high proportion of impervious surfaces and low tree canopy coverage. To respond to this, the proposed design includes two types of green infrastructure features that would absorb and filter stormwater to reduce stormwater runoff and improve the growing conditions for the existing trees along the corridor:

- Permeable paving is proposed at all sidewalk extensions outside of the pedestrian clearway. This material provides a stable and attractive walking surface that enables water to pass through to adjacent existing trees and to the ground below.
- Eleven bioretention planters filled with drought-tolerant and hardy shrubs are proposed at select intersection corners along this section of Ossington Avenue. The bioretention planters would be designed to capture stormwater runoff from both the street and the sidewalk which would also decrease the watering needs of the plants. See Figure 6 for an illustration of a proposed bioretention planter at Rolyat Street and Ossington Avenue.



Figure 6: Illustrates an example of a proposed bioretention planter at a parkette at an intersection corner

Transportation Services Operations and Maintenance crews would be responsible for maintaining the horticulture and planters to a basic standard, including a bi-weekly maintenance visit in the growing months. Staff are seeking additional maintenance partners from the community to support and augment the basic maintenance program. During the public consultation process, some local residents expressed an interest in helping to maintain the horticulture in the planters.

Should maintenance capacity change or if anticipated maintenance requirements become an impediment, staff would explore replacing the planters with permeable pavers while maintaining opportunities for seating.

Transportation Services Operations and Maintenance crews would also be responsible for maintaining the permeable paving including periodic sweeping and repair of

damaged pavers as required. If the expected upkeep for permeable pavers proves too demanding, staff would consider switching to a poured-in-place permeable concrete alternative.

### *Street Furnishings*

The proposed design incorporates site furnishings along the corridor that were identified as a need through site assessment and public consultation. These include:

- Eight (8) City-standard waste receptacles
- A variety of City-standard bike racks would be added, to provide an additional 60 bike parking spaces along Ossington Avenue from Dundas Street West to Queen Street West

Some site furnishings along the corridor would be relocated and clustered to open-up sidewalk spaces and reduce obstructions to CaféTO curbside cafés and proposed parkettes. Through the detailed design process, staff will look for opportunities to provide additional amenities that would support the street's function as an important gathering place.

## CONTACT

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## SIGNATURE

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Gregg Loane  
Acting Deputy General Manager, Transportation Services

## ATTACHMENTS

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Attachment 1: Ossington Avenue Safety and Streetscape Improvements Proposed By-Laws

Attachment 2: Ossington Avenue Safety and Streetscape Improvements Proposed By-Law Maps