



OSSINGTON AVENUE SAFETY AND STREETScape IMPROVEMENTS

Public Drop-In Event

January 27, 2026, 6:30-8:30 p.m.

Project Overview

The City of Toronto is proposing changes to Ossington Avenue to widen sidewalks, provide permanent parking and improve safety and operations for all road users.

The changes proposed as part of the project would:

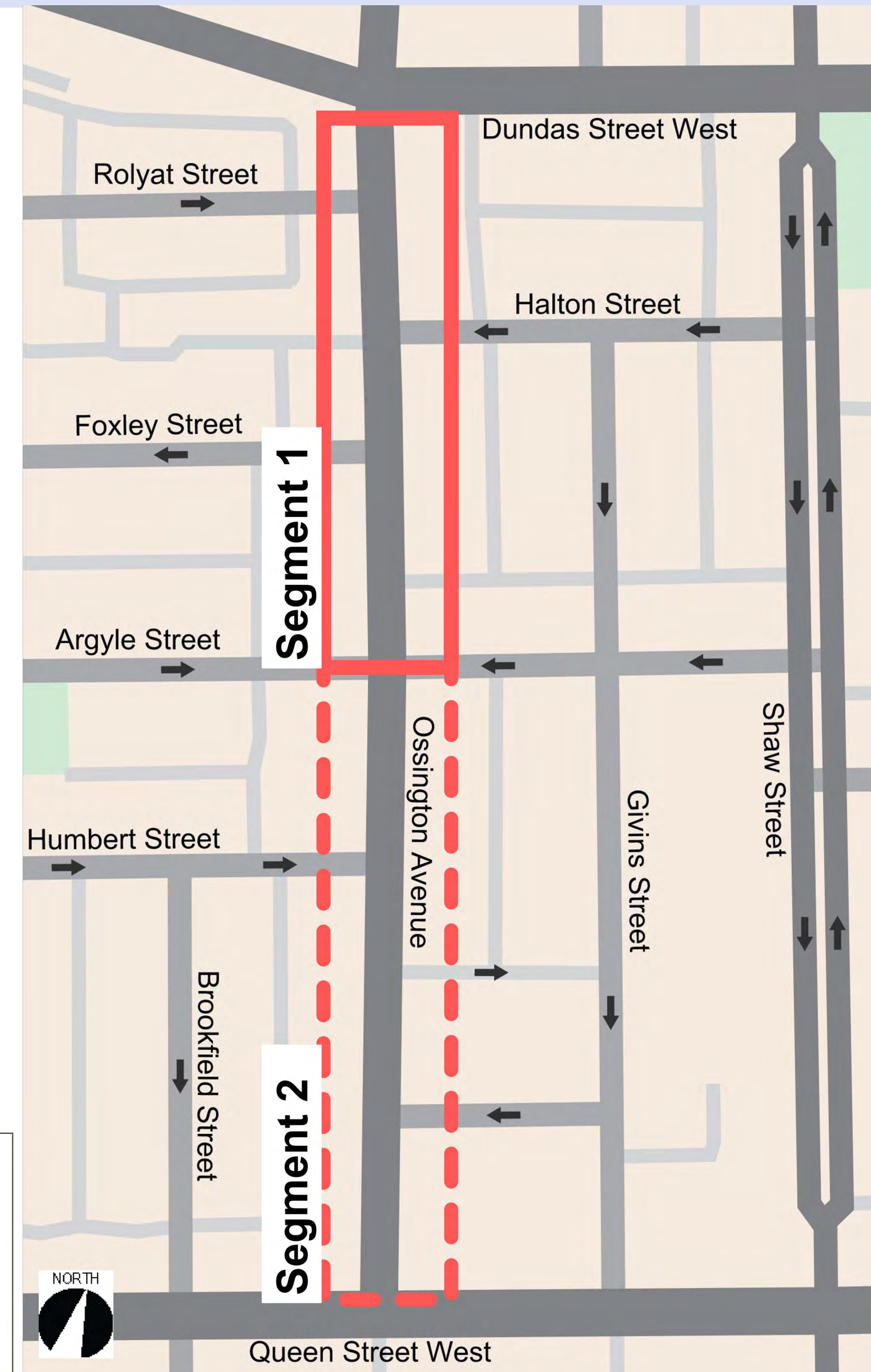
- Improve safety for pedestrians, people cycling and driving
- Increase space for pedestrians by widening sidewalks and adding curb extensions where possible
- Increase street parking by making parking permanent on Ossington Avenue and adding new parking spaces where possible
- Ensure buses and emergency vehicles can operate safely and efficiently

Why Now?

- In 2029-2030, road resurfacing is planned on Ossington Avenue from Dundas Street West to Argyle Street, providing an opportunity to make safety and streetscape improvements along the corridor

The project includes two segments of Ossington Avenue:

- **Segment 1 (Dundas Street West to Argyle Street):** Road realignment and streetscape improvements with **permanent materials**
- **Segment 2 (Argyle Street to Queen Street West):** Road realignment and streetscape improvements with **paint and quick-build materials**



Legend

- Proposed changes with permanent materials
- - - Proposed changes with paint and quick-build materials

Why Now | Project Background

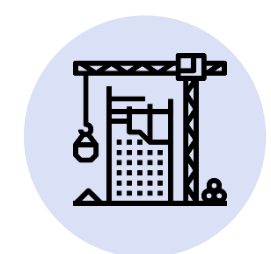
In addition to the planned road work, the project is being advanced now to:



Improve roadway safety: Current lane widths on Ossington Avenue do not meet City standards for safe operations of emergency vehicles and buses; improper passing and sideswiping have been observed. Narrow travel lanes also limit space for people cycling.



Increase pedestrian space: Ossington Avenue is one of the most vibrant and pedestrian-heavy streets in the city, but it has limited pedestrian space and amenities like seating. This project provides an opportunity to expand and improve the public realm.



Address future loss of parking: The existing Green P Parking lot (37 parking spaces) at 1117 Dundas Street West is being redeveloped, creating a demand for parking in the project area.



Example of road resurfacing works



Unmarked and wide pedestrian crossing at Rolyat Street

Implementing Complete Streets Principles

The proposed changes on Ossington Avenue will incorporate a 'complete streets' approach and are designed to meet the following goals:



Streets for People



Streets for Placemaking



Streets for Prosperity

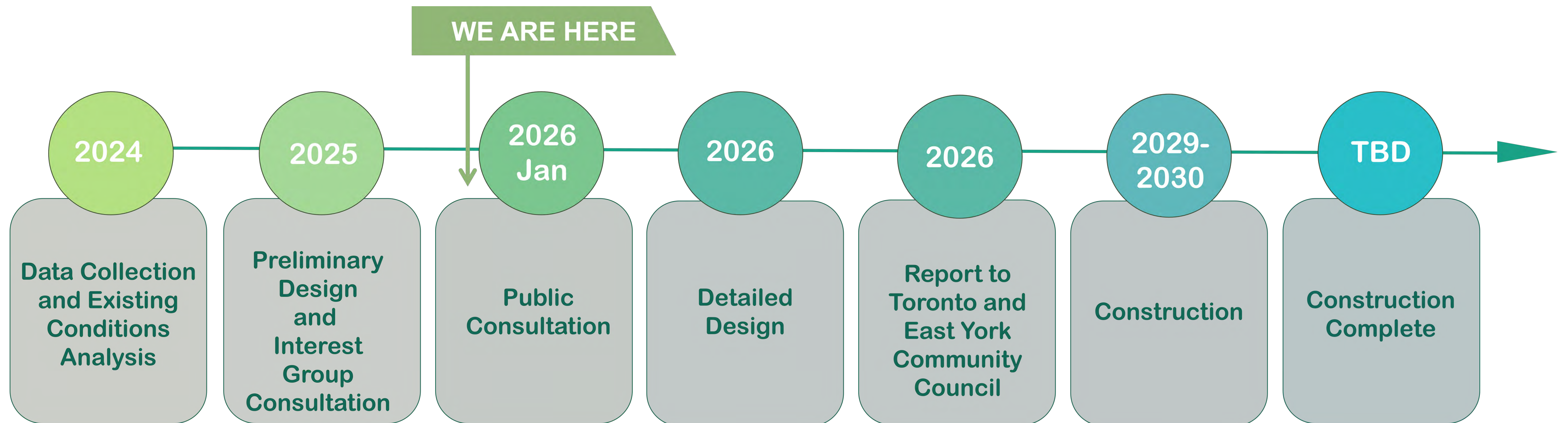
- Improve safety and accessibility for all road users
- Improve transit connections
- Make streets more comfortable and inviting for pedestrians and people cycling
- Welcoming to families and people of all ages and abilities

- Create attractive and accessible public spaces with amenities for people such as seating and bike parking
- Street design should reflect local identity and priorities
- Improve environmental sustainability

- Support local businesses including CaféTO patios
- Provide more travel options
- Build flexibility into design
- Consider loading and parking needs

Project Timeline

Following public consultation, the detailed design work for Ossington Avenue is expected to begin in 2026. Construction of both segments is anticipated to begin in 2029-2030. Timelines are subject to change.

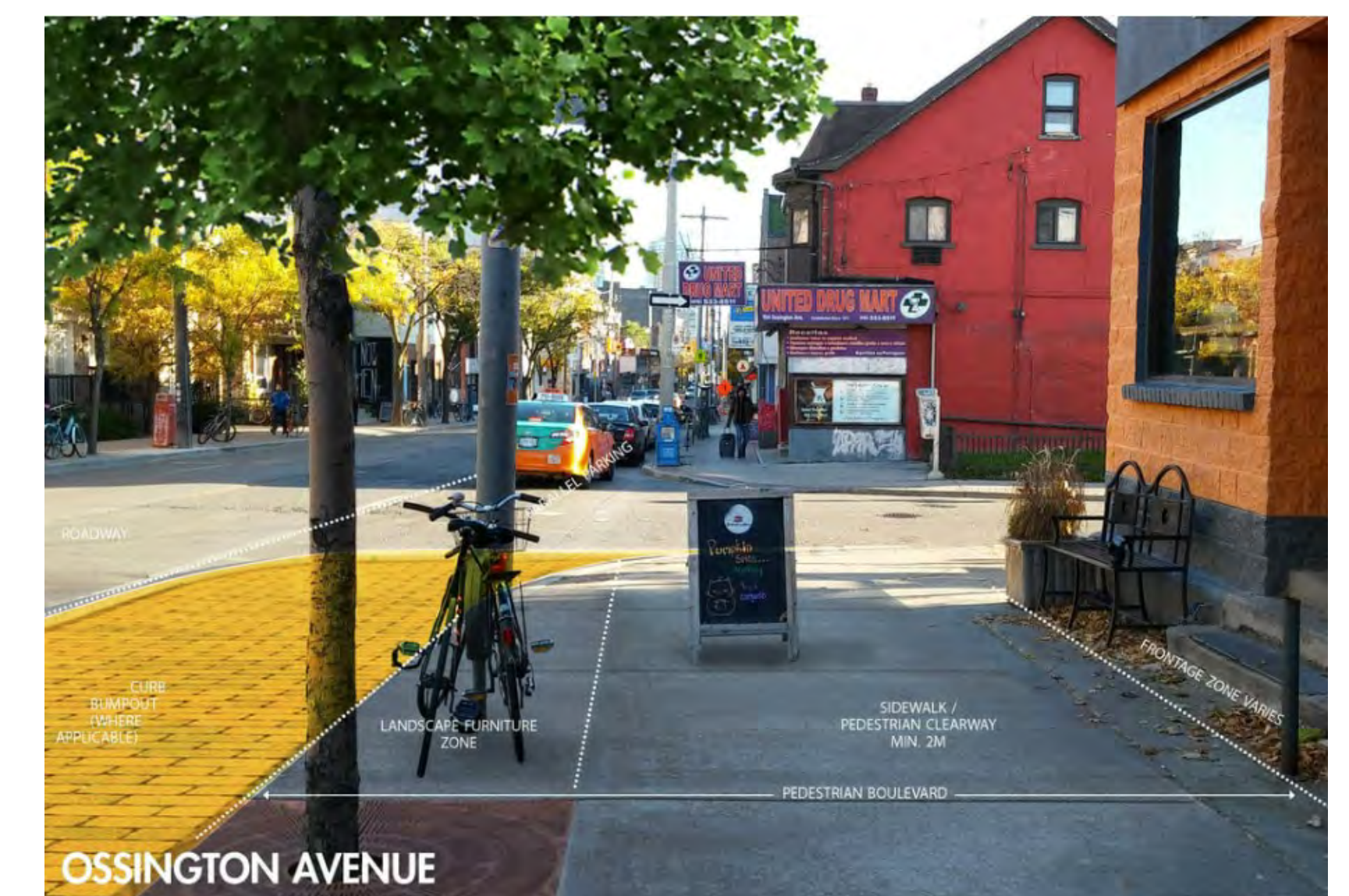


2013 Ossington Avenue Planning Study

- An area specific policy for Ossington Avenue between Queen Street West and Dundas Street West was developed by City Planning
- This included a vision of Ossington Avenue as a “*village in a city*”
- A key recommendation was that new development should promote a vibrant pedestrian environment through seating areas, landscaping, art/murals

2018 Ossington BIA Streetscape Master Plan

- In 2018, the Ossington Business Improvement Area completed a Streetscape Master Plan to help guide future improvements along Ossington Avenue, in partnership with the City’s Economic Development and Culture Division
- Recommendations in the Master Plan include:
 - Removing peak-hour parking restrictions to allow for full-time parking and other uses in the curb lanes, with one vehicle travel lane in each direction
 - Extending curbs and widening sidewalks wherever possible
 - Increasing bike parking, adding parkettes, rain gardens and trees
 - Slowing vehicle traffic and adding crossings



Streetscape Plan and Image from the 2018 Ossington BIA Streetscape Masterplan

Existing Conditions

The following is a summary of the current condition of Ossington Avenue:

Public Realm and Pedestrian Infrastructure

- A City-wide destination for pedestrians, with a lively commercial street and many patios
- Limited sidewalk spaces, which are below City standard width, uneven in sections, and often pinched by trees
- Existing parkette at Argyle Street and Foxley Street
- Limited public seating and waste receptacles
- Several incidents of vehicles hitting pedestrians crossing at side streets with unmarked crossings

Cycling Infrastructure

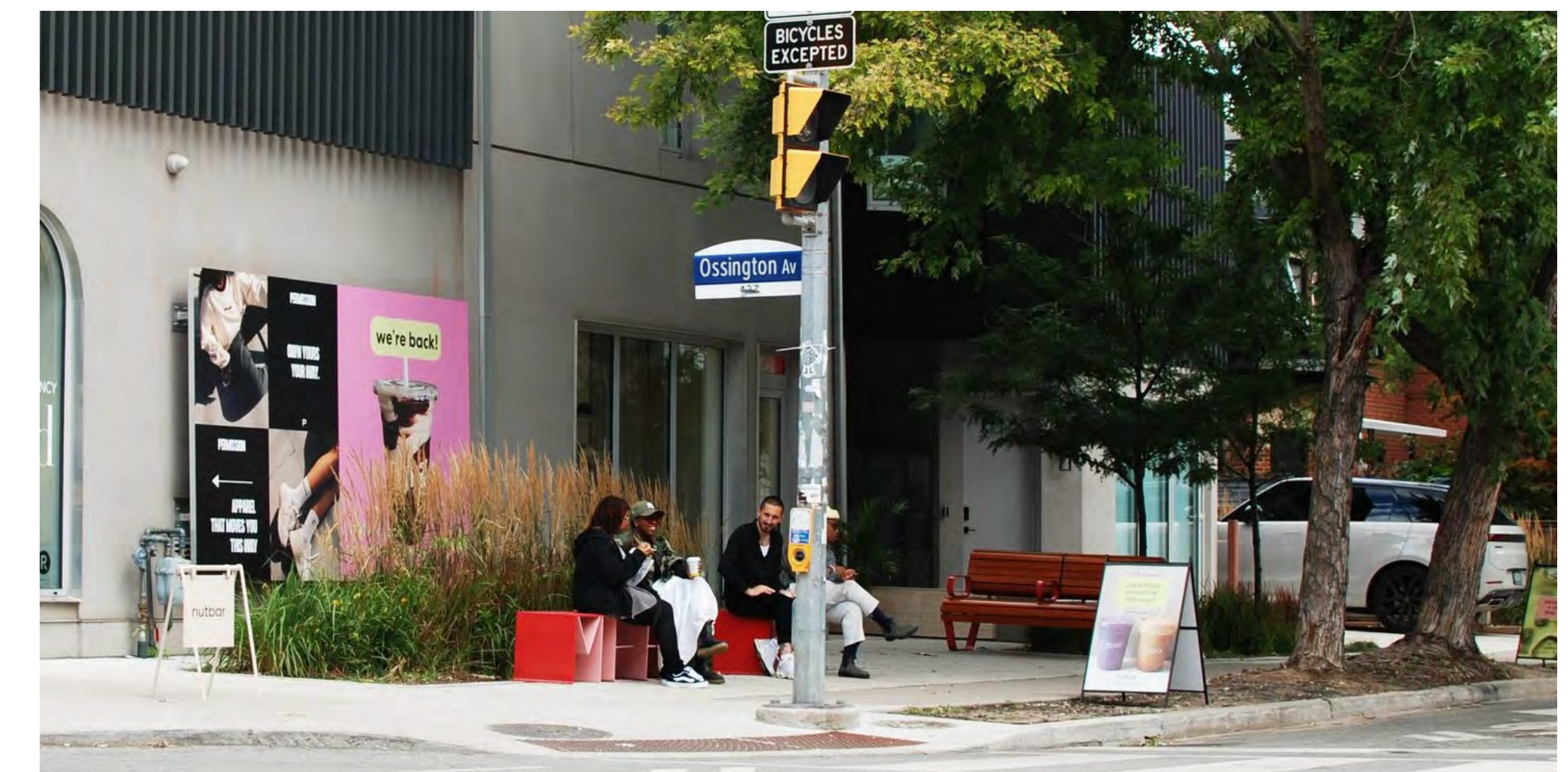
- Existing narrow travel lanes force people cycling to ride with vehicles
- Limited bike parking
- Bike Share station north of Bruce Street is well used, and additional stations would be beneficial

Bus Operations

- 63 Ossington bus runs frequently along the corridor
- The amount of space for bus stopping and merging at Argyle Street stops is below standard



Existing sidewalk frequently pinched by trees



Parkette at Argyle Street, one of the few public places to sit along the street



63 Bus northbound bus stop on Ossington Avenue at Queen Street West

Existing Conditions

Road Conditions

- Minor arterial road with 8,388 vehicles per day, on average
- 40km/h posted speed limit. Average speed recorded in 2024-25 was 38 km/h
- Two travel lanes in each direction, with parking restrictions in curb lanes
- Existing CaféTO curbside patios and a Bike Share station restricts vehicle travel in the curb lanes for most of the year
- Vehicle travel lanes are narrow and do not meet City lane width guidelines
- Approximately 55% of reported collisions along the corridor in the last 10 years are related to sideswiping and passing parked vehicles

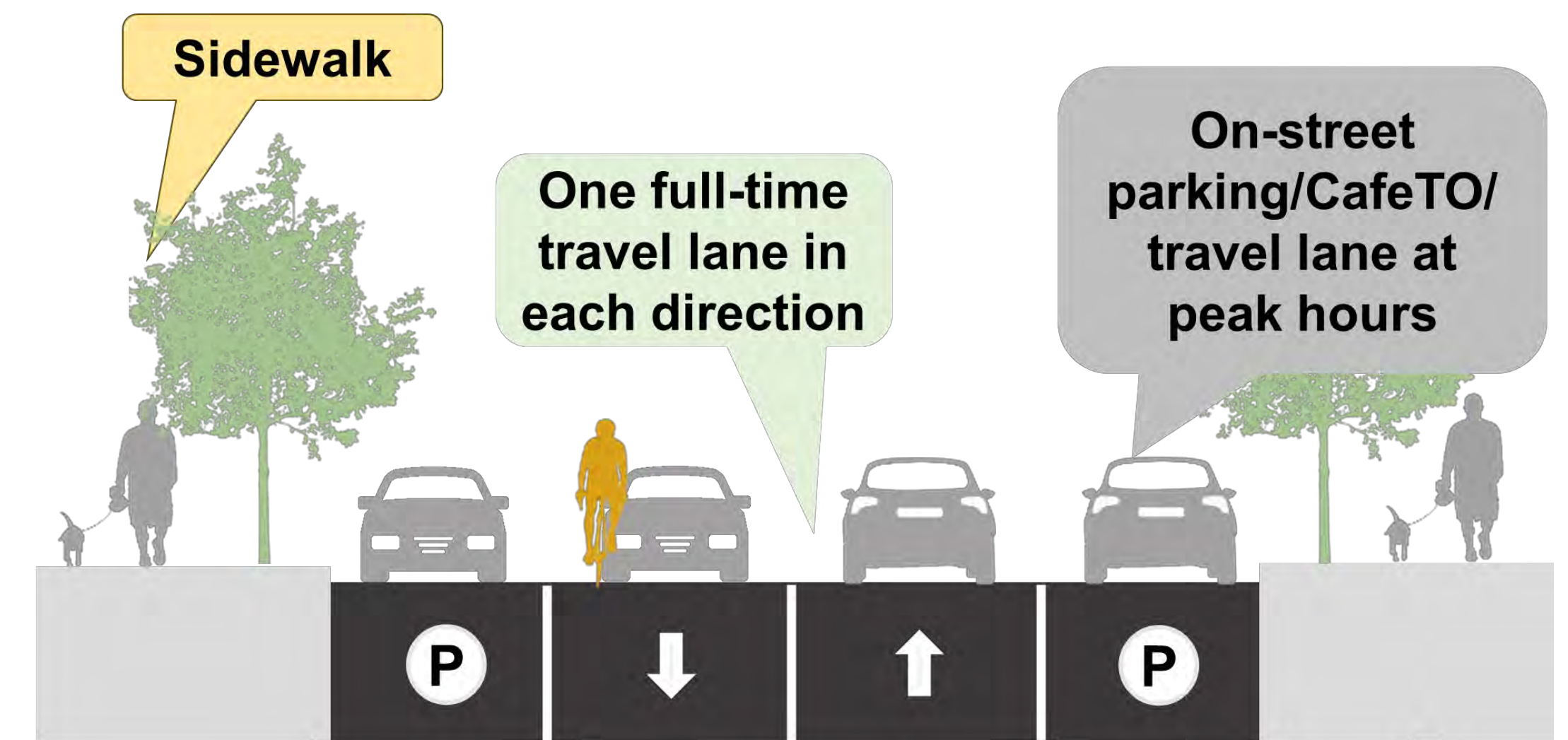
Existing Parking and Loading

- 86 on-street Green P parking spaces in the curb lanes, with no stopping 7 to 9 a.m. on the west side and no stopping 4 to 6 p.m. on the east side, Monday to Friday
- On-street parking changes to permit parking overnight for residents
- High demand for both Green P parking and permit parking in the area
- One Commercial Loading Zone on the east side of Ossington Avenue south of Argyle Street

CaféTO

- Densest stretch for CaféTO in the city. Curbside cafés change the road to one travel lane in each direction without turn lanes from May to October

Existing conditions typical section, facing north



On-street Green P parking flips to permit parking overnight



CaféTO patios restrict vehicle travel in curb lanes

Proposed Changes | Overview

- **Remove on-street parking restrictions to allow for parking at all times** and provide increased space for CaféTO, wider sidewalks and curb extensions. Additional space would be provided by removing the parking restrictions.
- **Widen travel lanes and narrow curb lanes to meet City standard guidelines.** One travel lane in each direction with dedicated turn lanes.
- **Widen sidewalks and curbs** at all intersection corners and along certain segments of Ossington Avenue.
- **Enhance the public realm** by adding streetscaping, seating areas and bike parking.
- **Improve TTC bus operations** by designing bus stop areas to meet current bus loading and merging standards.
- **Incorporate green infrastructure** by adding planters and permeable concrete in the parking bays that capture stormwater runoff.



Rendering of proposed parkette at Rolyat Street, facing north



Rendering of Ossington Avenue, Segment 2 with proposed changes, facing north

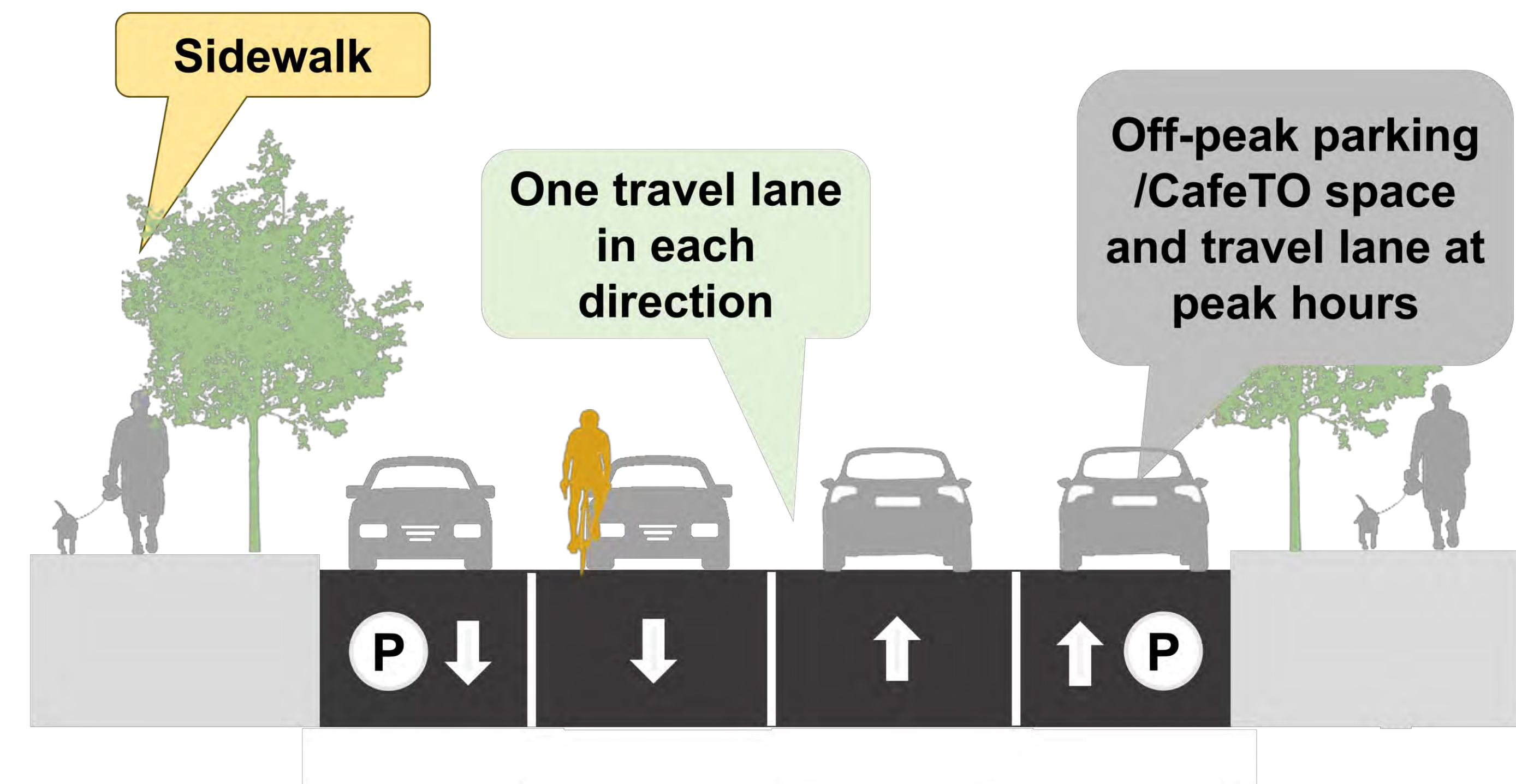
Proposed changes to existing roadway space:

- Remove peak hour parking restrictions (no stopping 7 to 9 a.m. on the west side and no stopping 4 to 6 p.m. on the east side) to allow full-time parking in the curb lanes
- One travel lane in each direction with new dedicated left turn lanes at Dundas Street West and Queen Street West
- Widen vehicle travel lanes to meet City standards:
 - Provide space for people cycling and larger vehicles like buses to travel safely along the corridor
 - Provide enough space for vehicles to pass each other and parked vehicles safely, to reduce sideswiping and collisions

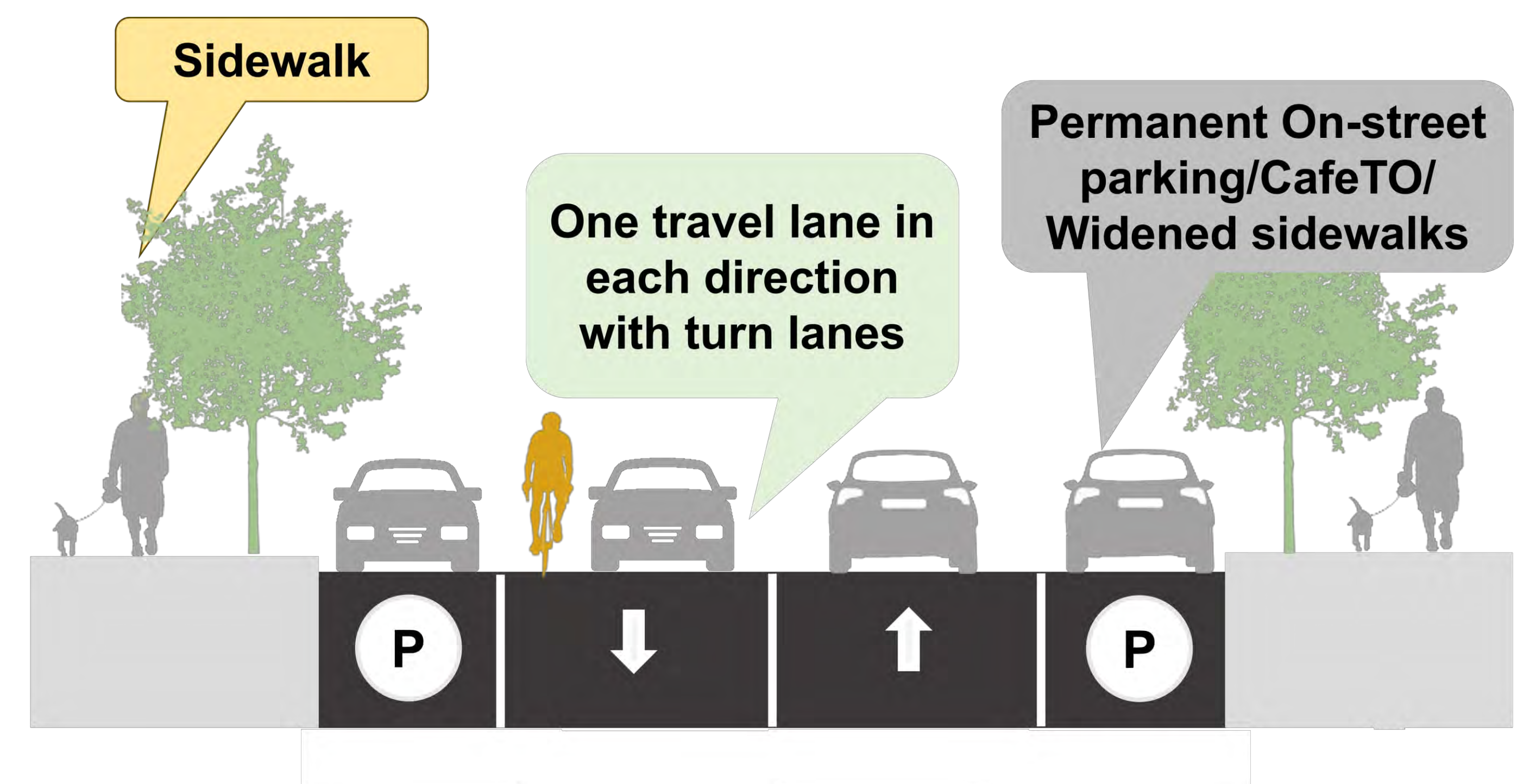
The changes would result in minimal impact to vehicle travel:

- A few seconds change (increase or decrease) in travel time during peak periods at the three signalized intersections: Dundas Street West, Argyle Street and Queen Street West.

Existing Cross Section, Facing North



Proposed Cross Section, Facing North



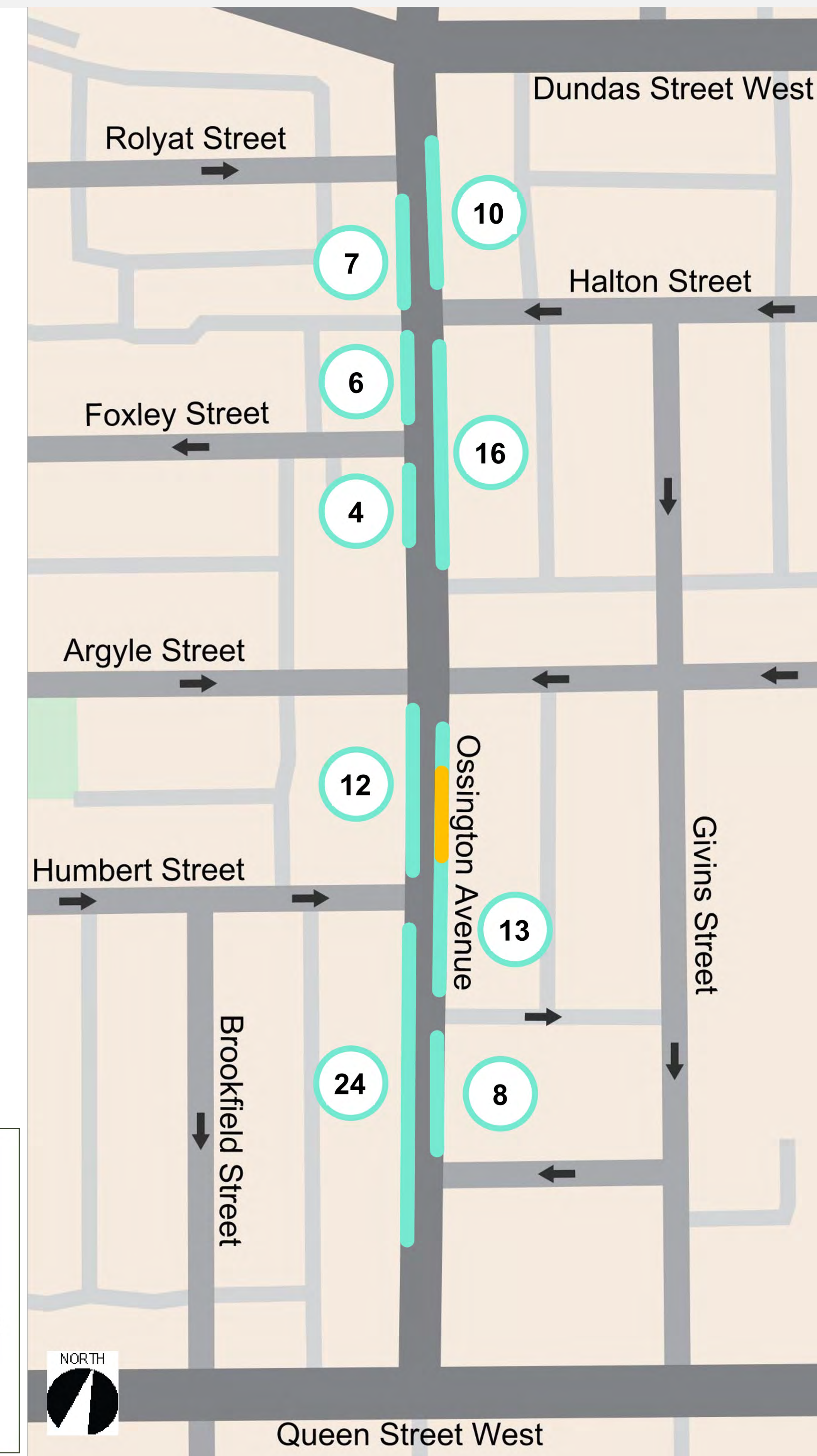
Proposed Changes | Green P Parking and CaféTO

Proposed changes to parking would improve parking availability and ensure space for CaféTO:

- **14 new Green P on-street parking spaces** along Ossington Avenue added to the existing 86 spaces for a total of 100 spaces when CaféTO is not operational
- Existing commercial loading zone would remain
- On-street parking spaces would accommodate existing CaféTO curb lane cafés and provide opportunities for new cafés. Potential modifications to cafés may be required in some locations to meet operating standards



CaféTO curb lane patios would continue to occupy on-street parking spaces in the warmer months



Proposed Changes | Permit Parking

Green P parking in the curb lanes switches to permit parking overnight (12:01 a.m. – 7:00 a.m.). The proposed changes to **on-street parking** on Ossington Avenue would:

- Add **20 new permit parking spaces** in Zones 3K and 4H
- Remove **two permit parking spaces on Foxley Street** in Zone 3K to accommodate curb extension in front of parkette
- Add **nine new permit parking spaces along Halton Street** in Zone 4H by permanently moving parking to the north side. Parking on Halton Street currently alternates between the north and south sides
 - The north side would offer 26 parking spaces year-round, compared to 17 parking spaces offered on the south side
 - This would also allow space for a proposed Bike Share station on the south side of Halton Street



Proposed curb extension in front of the Foxley Street parkette would result in the loss of two permit parking spaces

Legend

- Existing permit parking zone
- Proposed permit parking
- Proposed number of parking spaces
- Proposed permit parking to remove
- Proposed number of parking spaces to remove

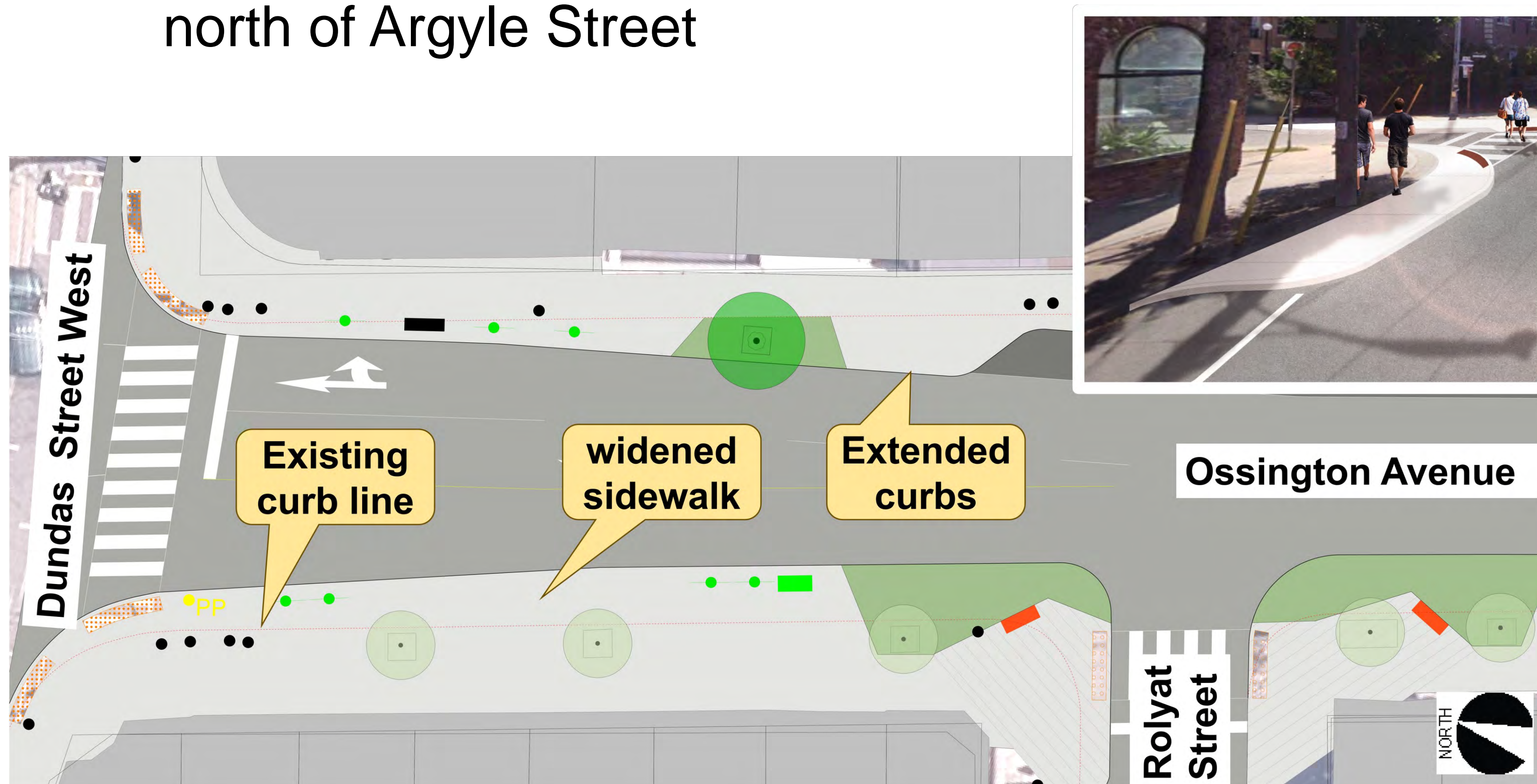


Proposed Changes | Sidewalks and Curb Extensions

Changes to the curb and sidewalk are proposed to improve safety for all road users and provide more space for pedestrians and CaféTO:

Segment 1: Dundas Street West to Argyle Street:

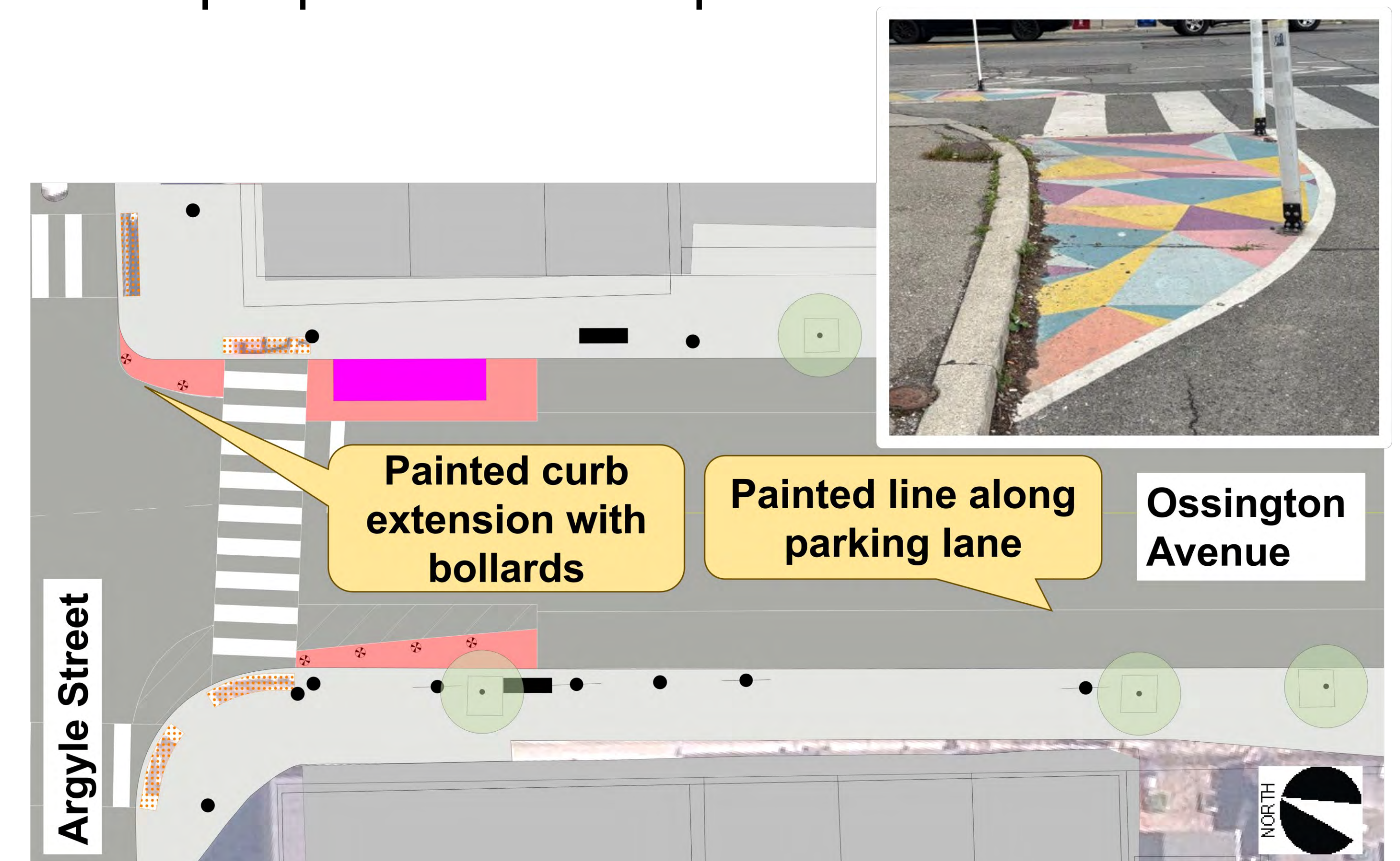
- Extend concrete curbs and widen sidewalks in several locations:
 - At all intersection corners, hydrants and laneway entrances
 - 30 metres along the east and west sides of Ossington Avenue south of Dundas Street West
 - 55 metres along the west side of Ossington Avenue north of Argyle Street



Curb extensions with permanent materials in Segment 1

Segment 2: Argyle Street to Queen Street West:

- Add painted curb extensions with bollards at all intersection corners
- Curb extensions frame in parking and improve pedestrian safety
- Opportunity to work with the Ossington Business Improvement Association (BIA) to develop a unique pattern for the painted curb extensions



Curb extensions with paint and bollards in Segment 2

Proposed Changes | Bus Stops

Proposed changes to bus stops would improve safety and operational efficiency for buses along this route and provide space for other vehicles to safely pass when buses stop for boarding.

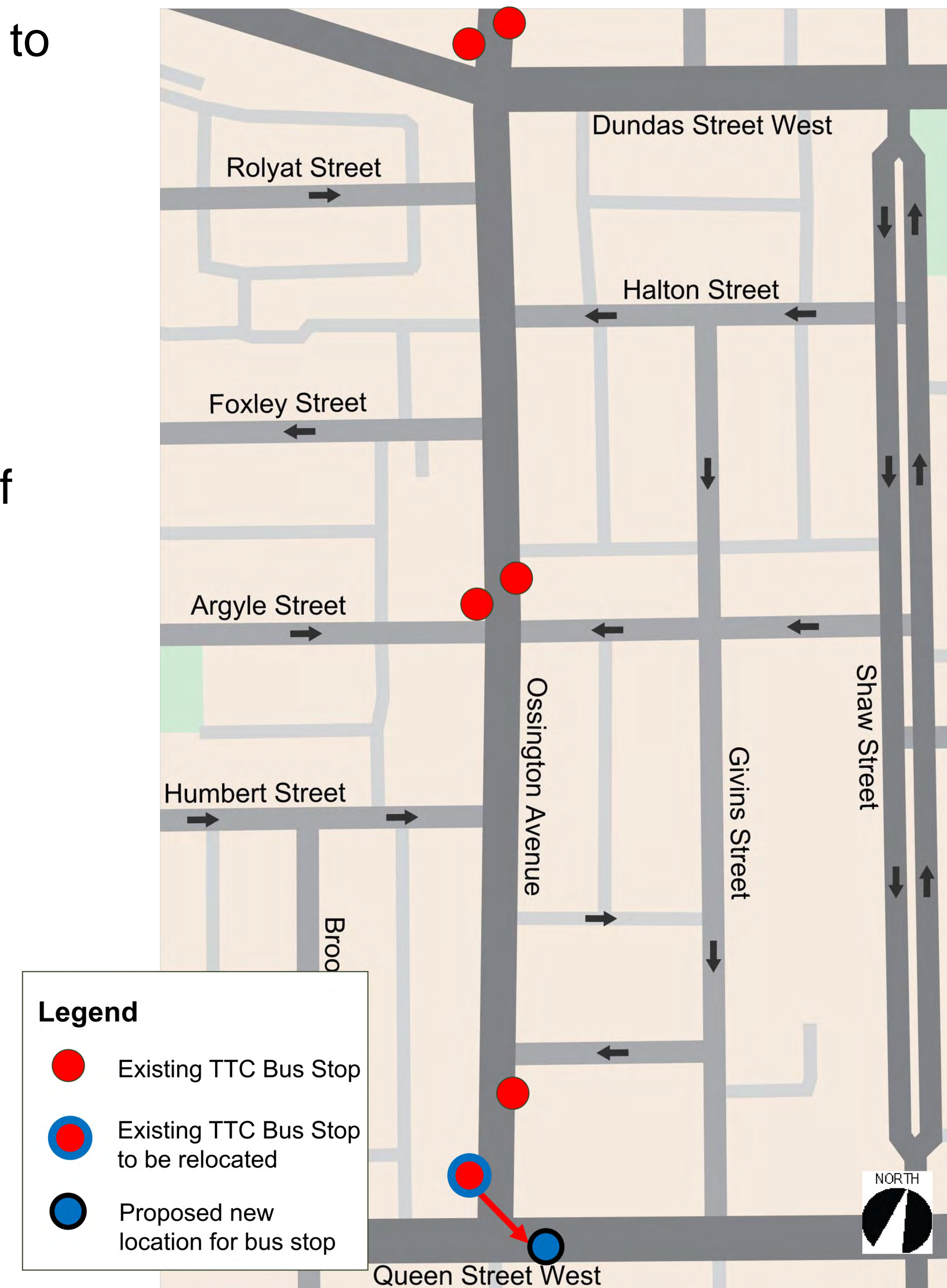
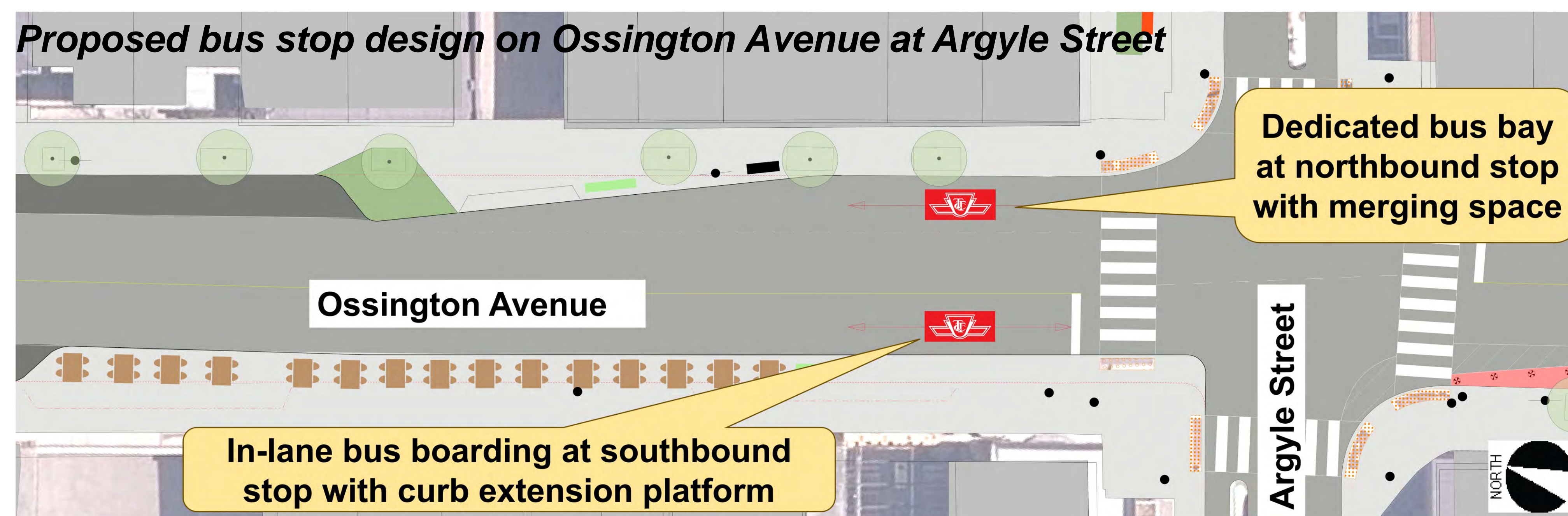
Argyle Street stops:

- Expand sidewalk bus loading platform at southbound bus stop
- Add new dedicated bus bays at the northbound bus stops

Queen Street West stops:

- Relocate the existing southbound bus stop to the southeast corner of Queen Street West and Ossington Avenue (on Queen Street West)
- Reconfigure the northbound stop to a dedicated bus bay

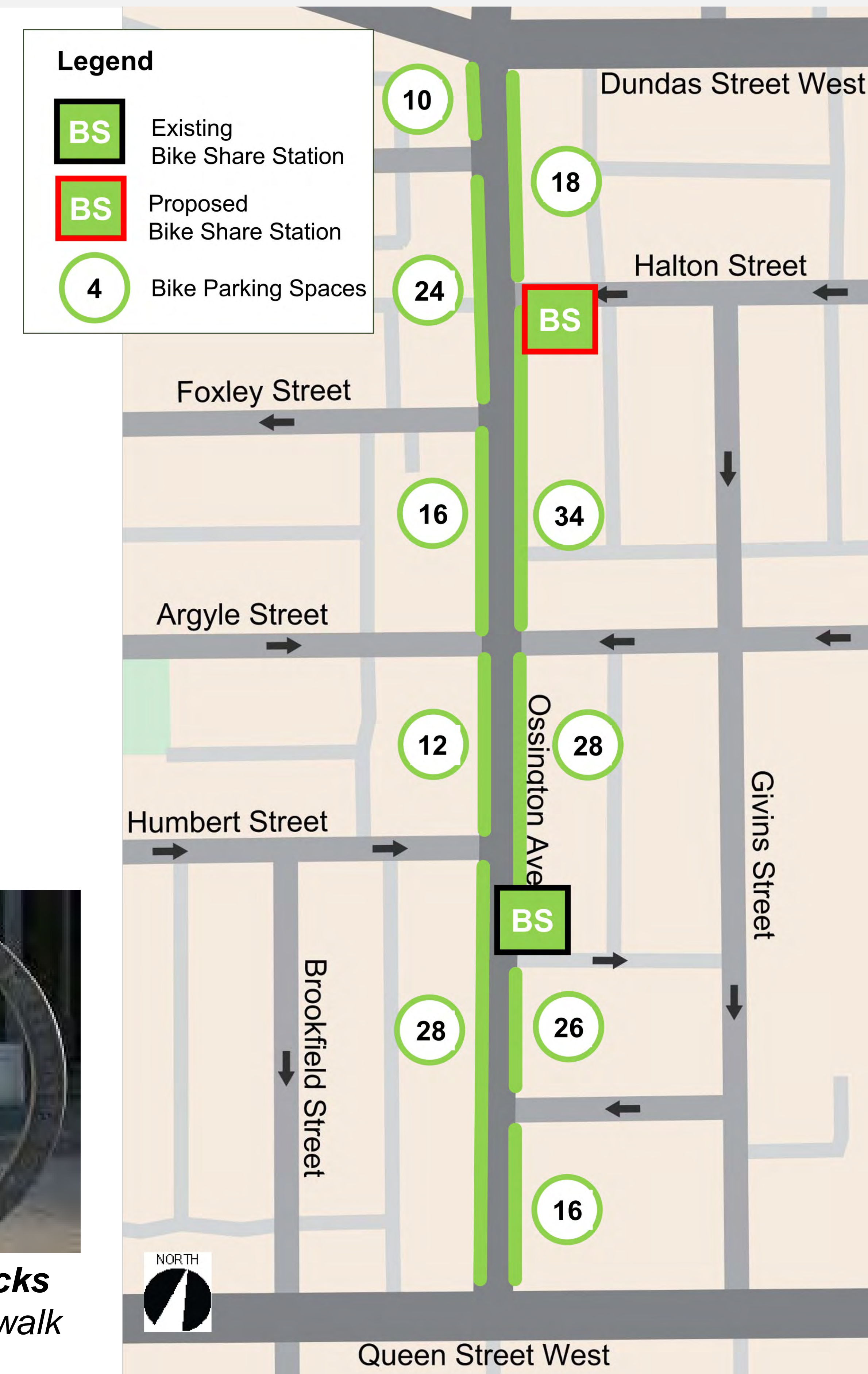
Reconfigured stops will meet TTC design standards



Proposed Changes | Bike Share and Bike Parking

Proposed changes:

- **New Bike Share station** (15 bicycles) on Halton Street at Ossington Avenue. Existing Bike Share station would remain
- **Add 60 bike parking spaces** to existing 152 spaces for total of 212
- New “stacker racks” on expanded sidewalk areas
- New “bike rack corrals” on painted curb extensions
- Relocation of some post-and-ring racks away from conflicts with CaféTO
- Placing bike corrals on painted curb extensions would help prevent vehicles from using the space illegally



Bike Share station is proposed on Halton Street



Bike Stacker Racks are put on the sidewalk



Bike Corrals are put on the roadway

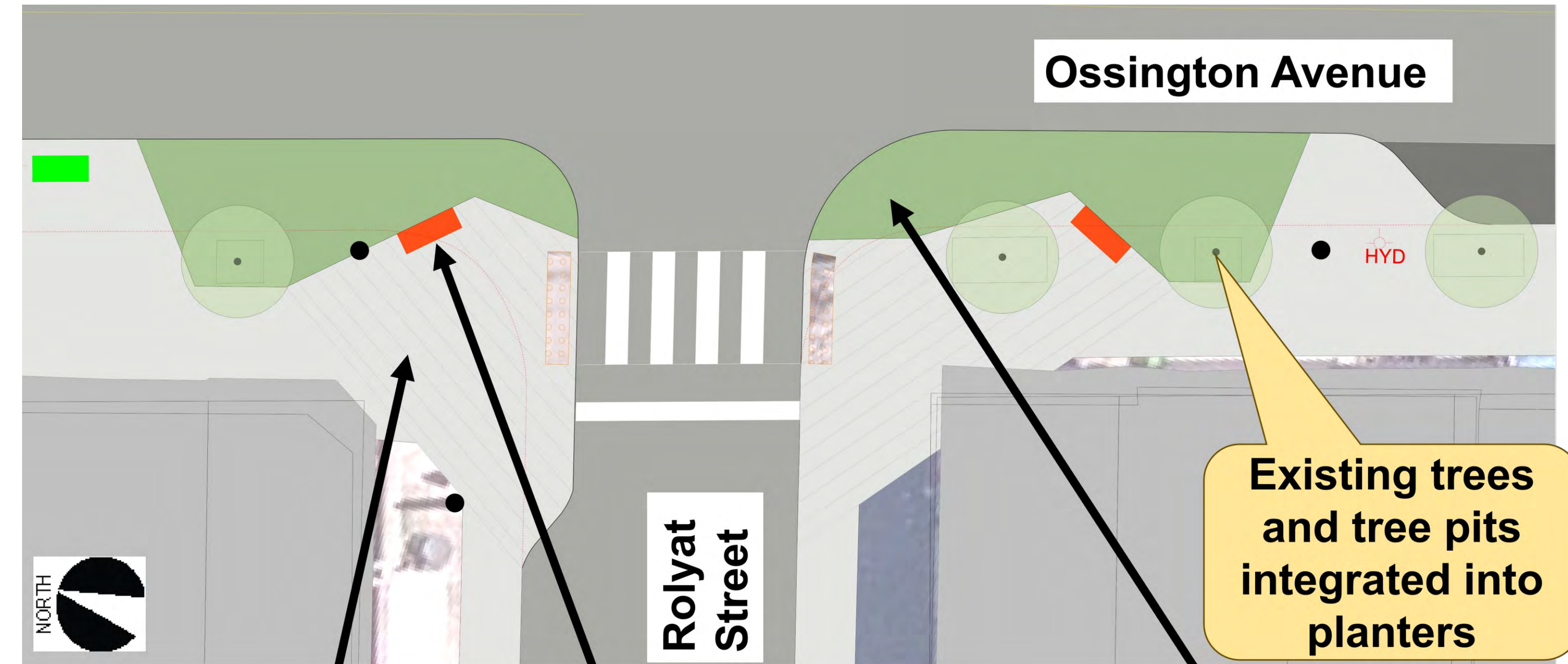


Post and Ring Racks are put on the sidewalk

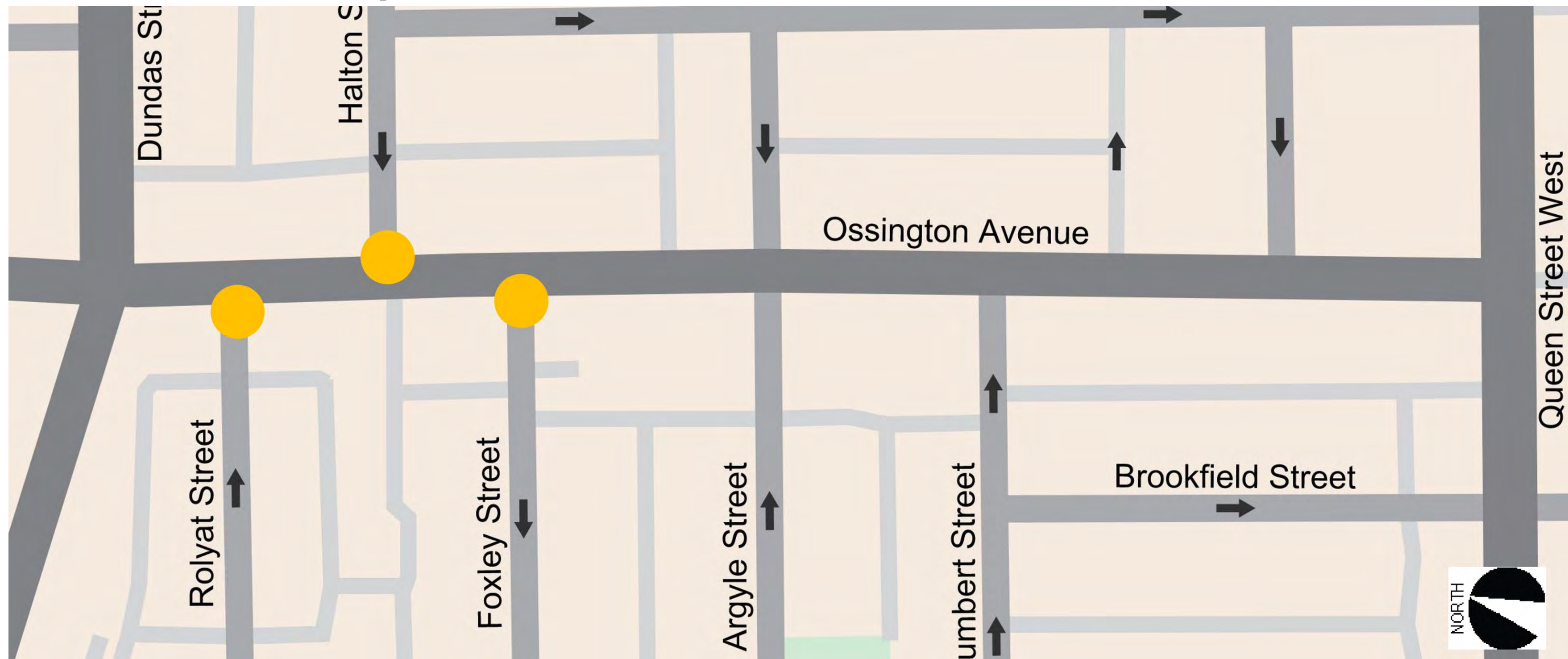
Proposed Changes | New Parkettes and Seating

- **Three new parkette spaces** are proposed in the new permanent curb extensions along Segment 1 from Dundas Street West to Argyle Street
- Each parkette would include a bioretention planter, decorative concrete paving and opportunities for seating
- Parkettes provide more space for people, as well as greenspace and seating

Parkette at Rolyat Street with Typical Features



Locations of new parkettes

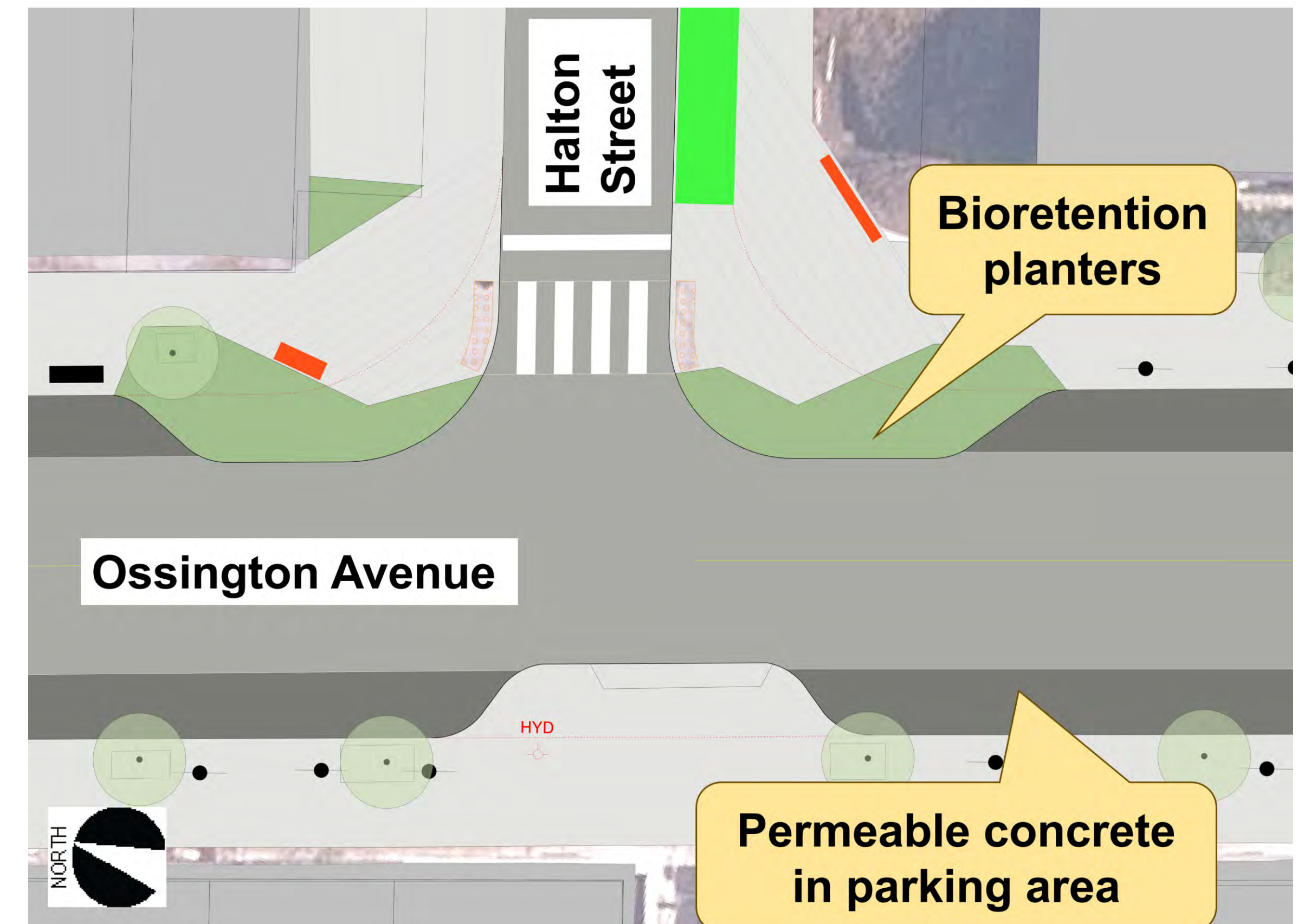


Proposed changes:

- **Permeable concrete paving** in the parking lanes on Ossington Avenue in Segment 1 (Dundas Street West to Argyle Street)
- This material allows water to pass through, reducing stormwater runoff
- This area ranks high in hard, impermeable surfaces such as asphalt, concrete and paving stones, and the parking bays provide an opportunity to add a permeable paving, which is not permitted on high volume roadways
- **Eight bioretention planters** along Ossington Avenue in Segment 1 (Dundas Street West to Argyle Street)
- Bioretention planters will help to both absorb and filter storm water runoff in the area. The water runoff will also decrease the watering needs of planters



Permeable concrete has fewer fines than conventional concrete, creating empty spaces (15-30%) within the material for water to pass through



Green Infrastructure Proposed in Segment 1

The City is proposing bioretention planting in the permanent curb extensions along Ossington Avenue (Segment 1). Planting would add greenery and visual interest while helping to filter and absorb rainwater.

Community capacity to support maintenance will influence the planting plan.

Alternative 1: Decorative planting

- Mix of drought-tolerant, hardy and attractive perennials and shrubs designed to have visual interest year-round. Could integrate same plants as in existing parkettes.
- **Requires community and local resident support to “adopt the planters,”** with support and training provided through the City
- Responsibilities would include light maintenance work of the planted areas:
 - Monthly or bi-weekly weeding, garbage pick up, pruning, deadheading, depending on the season
 - Periodic watering in drought conditions



Example of decorative planting



Example of planting options in different colours

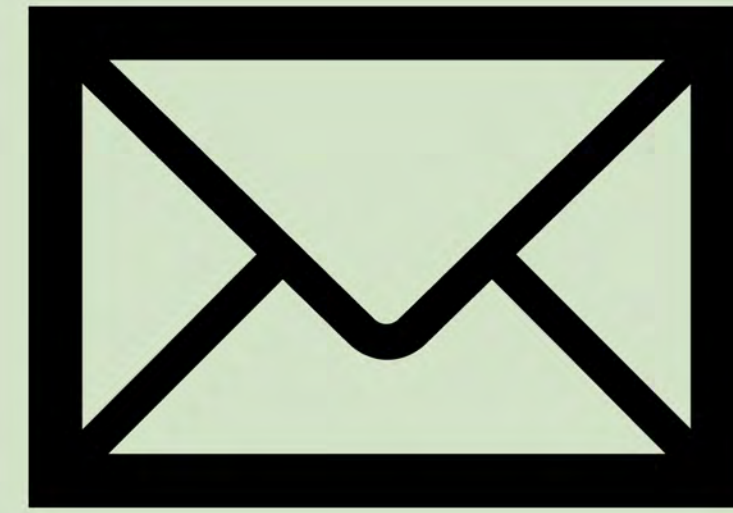
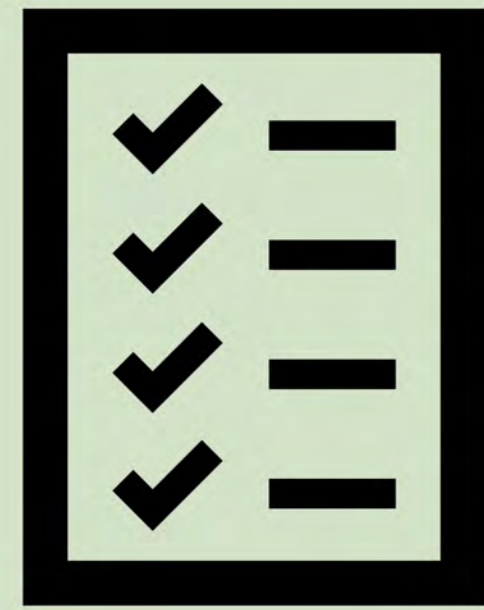
Alternative 2: Hardy Native Shrubs

- Hardy native shrubs
- This would be installed at the planter locations if there is not enough community support to “adopt the planters”



Example of low mow grass mix or native shrubs

Provide Feedback



Comment deadline:
February 10, 2026

- ✓ **Provide feedback via survey, email, phone or mail**
- ✓ **Subscribe for email updates**

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