

# **Ossington Avenue Safety and Streetscaping Improvements Project**

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**Public Consultation Report**

March 2026

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# Consultation Summary

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 included a project web page, 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.

Overall, there was support for the project from participants, specifically for prioritizing the pedestrian environment. The majority of participants wanted to see more of the proposed street parking converted to widened sidewalks and pedestrian space. There was support for beautifying the area and adding greenery, however there were some concerns about maintenance of the proposed planters and greenery. Some participants noted the need for more dedicated cycling infrastructure.

Other top priorities identified by participants included a desire to use permanent materials for Segment 2, from Argyle Street to Queen Street West, ensuring that traffic congestion would not increase on Ossington Avenue and side streets, and maintaining emergency vehicle access and permit parking availability on side streets.

Business owners and operators were largely supportive of the proposed changes, although some flagged concerns with certain curb extensions that could restrict delivery vehicles.

The feedback gathered through this consultation will inform staff recommendations to City Council. More information about the project can be found at [toronto.ca/Ossington](https://toronto.ca/Ossington).

## Project Overview

The Ossington Avenue Safety and Streetscaping Improvements project proposes removing peak-hour parking restrictions on Ossington Avenue, which would allow for full-time parking in the curb lanes. There would be one vehicle travel lane in each direction with dedicated turn lanes at Dundas Street West and Queen Street West. The travel lanes would be widened to meet City standards and make it safer for people cycling and larger vehicles like buses and ambulances to travel along the corridor.

Proposed improvements also include expanding pedestrian space with curb extensions at intersection corners, widened sidewalks in some sections, and new parkettes with planting and seating. Additional bike parking and one Bike Share station are also proposed.

To increase the parking supply year-round, the project proposes permanently moving permit parking on Halton Street to the north side. This work would be completed as part of planned road resurfacing along Ossington Avenue, beginning as early as 2029.

## Overview of Communications and Consultation Activities

### Communication Activities

A variety of methods were used to notify people of the project and opportunities to participate:

- Project web page [toronto.ca/Ossington](https://toronto.ca/Ossington)
- Notice delivered through Canada Post (4,382 addresses in the project area)
- Letter to business owners on Ossington Avenue (109 addresses)
- Street signage posted along Ossington Avenue (10 signs)
- E-notification to project subscribers (24 contacts)
- Email to interest groups including residents associations, community groups, organizations, institutions and elected officials (17 contacts)
- Project promoted on the City's GetInvolvedTO social media accounts

### Consultation Activities



*Pop-up event at West Neighbourhood House (left) and public drop-in event at 30 Humbert Street (right).*

Public and interest group comments on the project were received through the following consultation and engagement activities:

| <b>Activity</b>   | <b>Date</b>                     | <b>Participation</b>  |
|---|---------------------------------|---|
| Virtual Interest Group Meetings   | August 19 and December 10, 2025 | - West Queen West BIA<br>- Ossington Community Association<br>- Ossington BIA |
| Public Drop-In Event  | January 27, 2026                | 22 attendees  |
| Two pop-up events at Trinity Community Recreation Centre and West Neighbourhood House | January 14, 20, 2026            | 83 visitors   |
| Online Survey   | January 13 – February 10, 2026  | 256 respondents   |
| Virtual Business Meeting  | January 26, 2026                | 2 attendees   |
| Business Loading Survey   | January 13 – February 27, 2026  | 6 respondents   |
| Email/Phone   | January 13-February 10, 2026    | 7 comments received from 7 individuals  |

## What We Heard

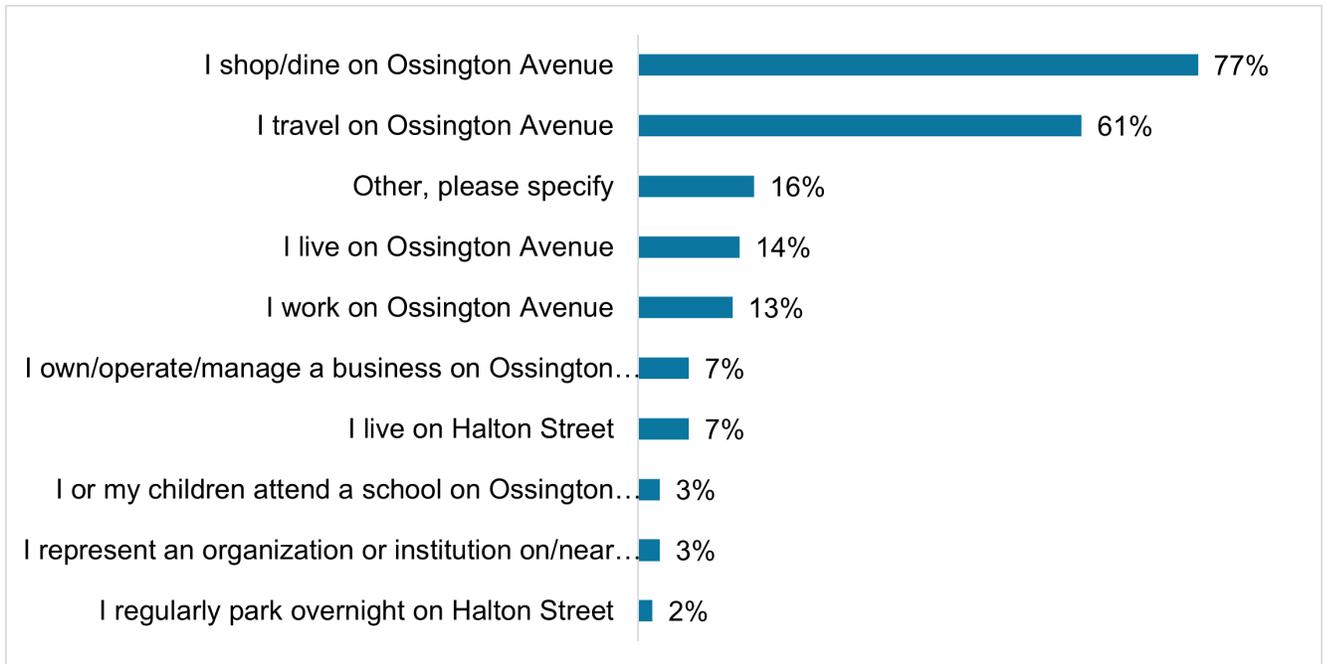
- 59% of survey respondents, and 64% of those who indicated they live on Ossington Avenue, were supportive of the proposed changes, especially the focus on improving pedestrian safety and comfort.
- Respondents generally preferred to have wider sidewalks over more parking spaces, and many noted a desire for the street to be pedestrianized and to have better cycling infrastructure.
- Businesses were supportive, although some flagged concerns with the proposed changes, such as certain curb extensions, noting that it might increase traffic congestion on Ossington Avenue and side streets, and hinder large vehicle access.
- Overall, there was support for beautifying Ossington Avenue with greenery, seating, parkettes and street art. Some participants noted that Segment 2 should use permanent materials as well.

## Survey

The survey was available online and in print format and included background information on the project. The questions included multi-choice or multi-select responses, in addition to open ended comment boxes and optional demographic questions. Participation in the survey was anonymous. See Appendix for survey participant profile.

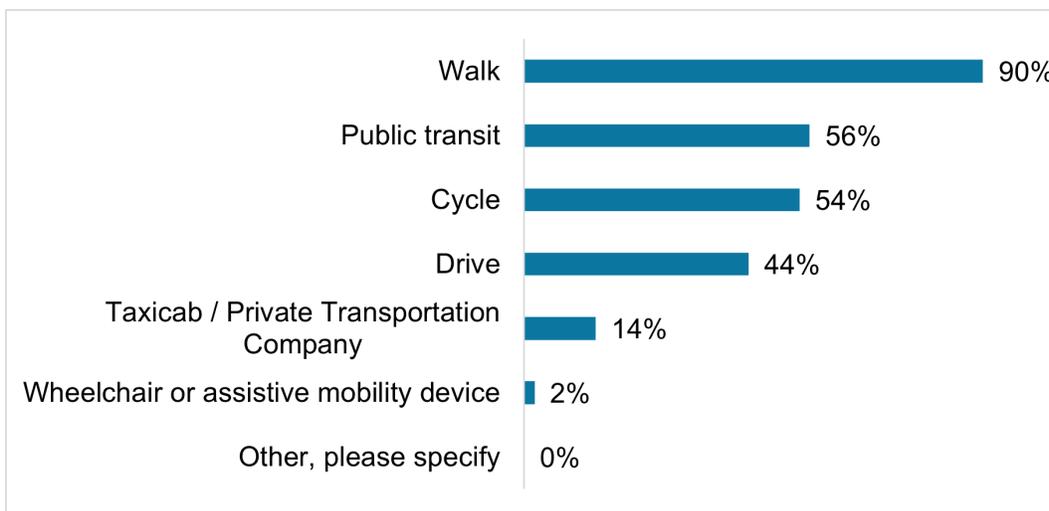
Responses received to each question are presented in this section.

**Question – Which statements describe your relationship to Ossington Avenue between Dundas Street West and Queen Street West? Select all that apply.**



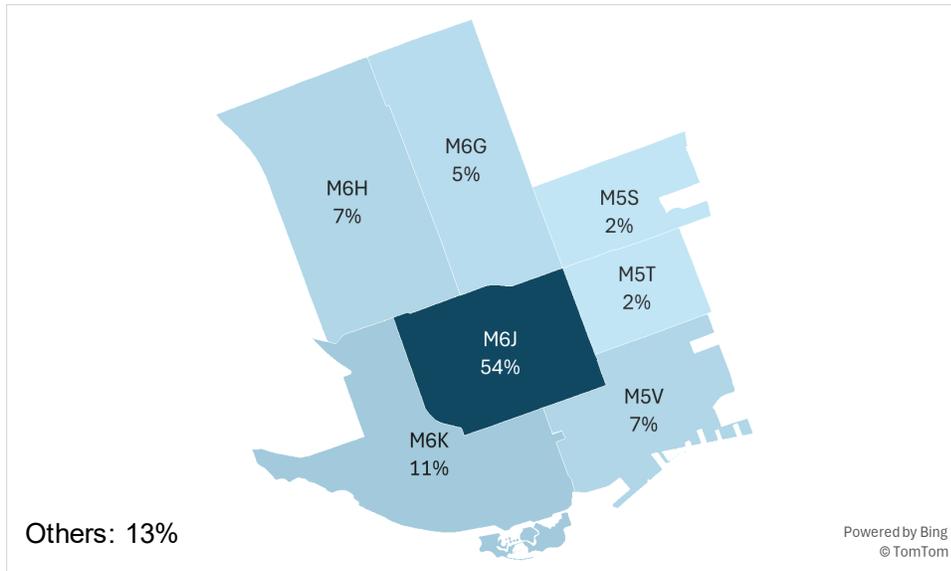
There were 256 respondents to this question, with 77% indicating they shop/dine on Ossington Avenue, 61% travel on Ossington Avenue and 14% live on Ossington Avenue. 16% of respondents selected “Other,” noting that they lived on nearby streets, or owned businesses/properties nearby. 7% of respondents own/operate/manage a business on Ossington Avenue.

**Question – How do you typically travel on or around Ossington Avenue? Select all that apply.**



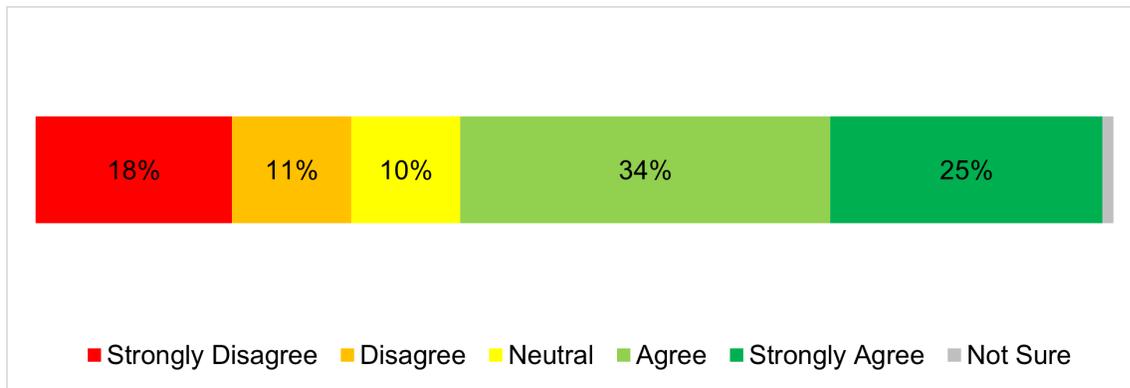
There were 256 respondents to this question, with 90% indicating they walk, 56% take public transit, 54% cycle, 44% drive, 14% take taxicab or private transportation company, and 2% use a wheelchair or assistive mobility device.

**Question - What are the first 3 digits of your postal code?**



There were 256 respondents to this question. Just over half of all survey respondents live in or near the study area (M6J), with other respondents scattered across the city.

**Question – Overall, do you agree that the proposed changes on Ossington Avenue between Dundas Street West and Queen Street West will improve safety and comfort for all road users? This includes people driving, people using transit, people cycling, and people using the sidewalk.**

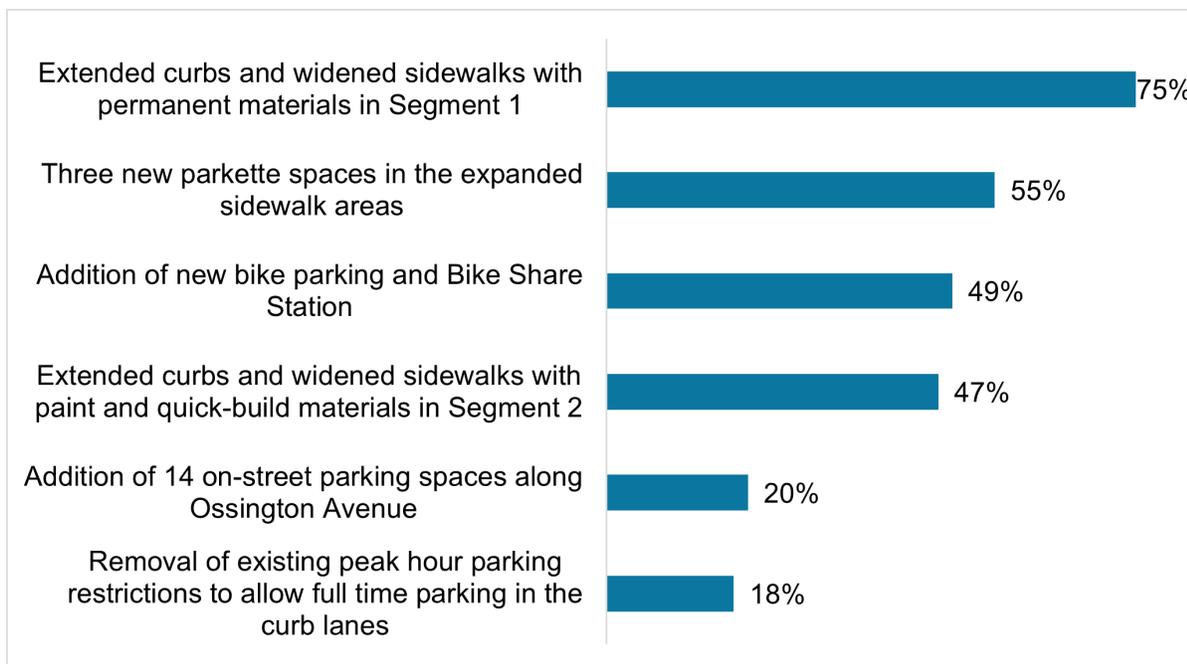


There were 228 respondents to this question, with 59% indicating they agree or strongly agree, 10% neutral, and 28% disagree or strongly disagree. 1% of respondents were not sure.

Respondents who live on Ossington Avenue were mainly supportive of the proposed changes, with 64% indicating they agree or strongly agree, and 26% identifying that they disagree or strongly agree.

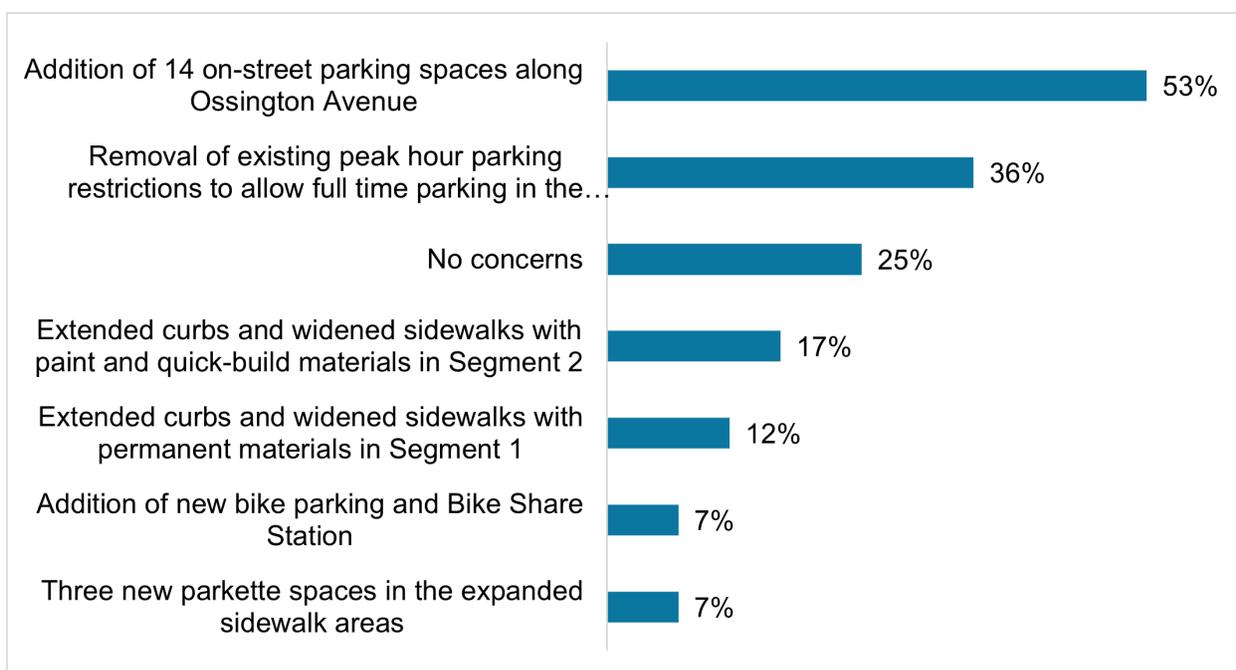
Respondents that own/operate or manage a business on Ossington Avenue, were also supportive, with 71% indicating they agree or strongly agree.

**Question – What do you like about the proposed changes for Ossington Avenue between Dundas Street West and Queen Street West (Segments 1 and 2)? Select your top three.**



There were 228 respondents to this question, with 75% identifying that they like the extended curbs and widened sidewalks with permanent materials in Segment 1, 55% identifying that they like the three new parkette spaces in the expanded sidewalk areas, and 49% identifying that they like the addition of new bike parking and the Bike Share Station.

**Question – What concerns you about the proposed changes for Ossington Avenue between Dundas Street West and Queen Street West (Segments 1 and 2)? Select your top three.**



There were 228 respondents to this question, with 53% concerned about the addition of 14 on-street parking spaces along Ossington Avenue, 36% concerned about the removal of existing peak hour parking restrictions to allow full time parking in the in the curb lanes, and 17% concerned about the proposal to extended curbs and widened sidewalks with paint and quick-build materials in Segment 2. 25% of respondents had no concerns.

**Question – Please explain your responses to Questions 6 and 7.**

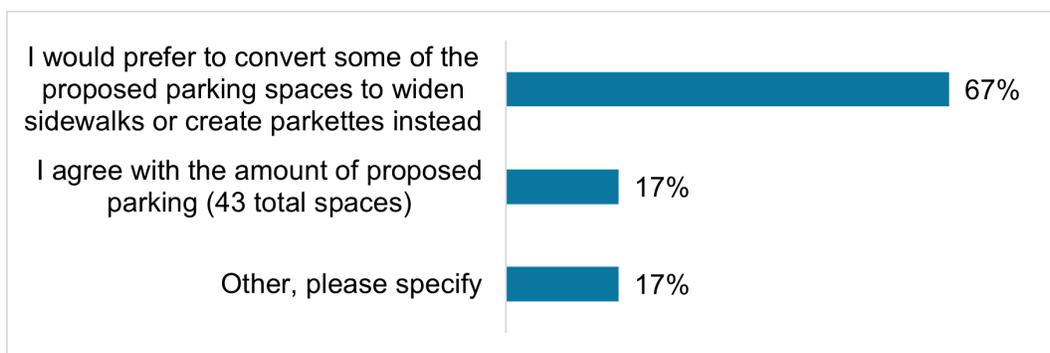
There were 176 respondents to this question. The most common comments included:

- Desire for more sidewalk space and support for prioritizing pedestrian safety and comfort. Sidewalks are congested with high pedestrian traffic.
- Preference to have less or no on-street parking, with several respondents making suggestions to pedestrianize the street, especially during the summer.
- Concern about safety for people cycling and the need to have a bike lanes and dedicated space for people cycling.
- Preference to prioritize pedestrians, public transit and people cycling over motor vehicles.
- Preference to have permanent materials and beautification for Segment 2 as well.
- Concern about the challenges local residents face in finding on-street permit parking spaces on adjacent streets during peak dining hours.
- Some support for the number of parking spaces, indicating that it is needed for the area.

Overall, people who live on Ossington Avenue were generally supportive of the prioritization of sidewalks and pedestrian space, and preferred changes that do not prioritize parking and motor vehicles. However, some respondents were concerned about the impact of the proposed changes on traffic flow and congestion.

Businesses on Ossington Avenue were supportive of the increase in parking and pedestrian space, and requested permanent materials for Segment 2. Some expressed concern about maintenance of parkettes, construction impacts to business, and traffic/loading impacts.

**Question – Which of the following statements best describes your preference for Ossington Avenue, Segment 1?**



There were 223 respondents to this question, with 67% preferring to convert some of the proposed parking spaces to widen sidewalks or create parkettes instead, and 17% agreeing with the amount of proposed parking.

17% selected “Other” with some noting they preferred no changes, more space for people cycling/transit, or no parking at all. Some were not sure.

When asked to explain their response, most common comments received included:

- Desire for more parking space to make up for loss of Green P parking on Dundas Street West.
- Desire for less parking space to prioritize pedestrians and people cycling.
- Desire for more sidewalk space to accommodate heavy pedestrian traffic and alleviate sidewalk congestion. Suggestion to pedestrianize the street and wider sidewalks to improve the public realm.
- Concern that widening sidewalks would increase traffic congestion.

**Question – This project is proposing to permanently move permit parking to the north side of Halton Street, which 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. Please share any comments you have on this proposed change.**

There were twelve respondents to this question who indicated they regularly park on Halton Street. The most common comments included:

- Support for the increase in parking spaces on Halton Street, as there is high demand for parking along Ossington Avenue, which is part of the same permit parking area.
- Overall support with comments that it will make parking easier and more consistent.

**Question – Please share any comments you have about the proposed parkette spaces.**

There were 95 respondents to this question. The most common comments included:

- General support for the parkettes, but concern that the greenery would not be maintained or cleaned.
- Desire to have more greenery/trees and seating incorporated into the parkette, and to have more green spaces along Ossington Avenue.
- Concern that the parkettes would narrow the road and create more traffic congestion. Comments that the City needs to ensure clear sight lines for traffic turning.

**Question – Please share any comments you have about existing or proposed bike parking.**

There were 113 respondents to this question. The most common comments included:

- General support for additional bike parking and safe bicycle infrastructure.
- Concern on whether there is sufficient space to accommodate more bike parking and the Bike Share station. Comments that the City needs to ensure sidewalks remain accessible and do not restrict pedestrians.
- Request to move the proposed location of the Bike Share station on Halton Street to not impede parking.
- Some respondents noted bike parking is not needed for a destination street like Ossington Avenue and would be minimally used.

**Question – Please share any additional comments or suggestions about the Ossington Avenue Safety and Streetscaping Improvements project.**

There were 124 respondents to this question. The most common comments included:

- Support for prioritizing pedestrians, widening sidewalks and desire to pedestrianize the street.
- Desire for more beautification and public art along the street.
- Desire for widened sidewalks and permanent build materials for Segment 2.
- Support for increase in parking.
- Request for better cycling infrastructure, such as dedicated bike lanes and e-bike parking.

**Public Consultation Drop-in Event**

At the January 27 public drop-in event, attendees were able to view information panels about the project and speak with members of the project team. Participant comments are summarized below:

| Topic        | Comment Summary  |
|--------------|--|
| CafeTO       | - CafeTO takes up parking space, reduces bike parking and increases congestion   |
| Garbage      | - Solid waste collection is an issue along the street, given the number of restaurants, especially during CafeTO. Many restaurants will have multiple bins blocking the sidewalk   |
| Greenery     | - Support for beautiful gardens and murals<br>- More planters needed in the south portion  |
| Loading      | - Support for more commercial loading zones<br>- More rideshare drop-off and delivery zones needed   |
| Maintenance  | - Concern about durability of permeable concrete, how long it would continue to remain permeable, and whether it is worth the cost<br>- Concern about maintenance of the parkettes and greenery  |
| Materials    | - Desire for more permanent materials for Segment 2  |
| Parking      | - Weekend parking is problematic as there are not enough spaces<br>- People often park illegally on side streets to access restaurants<br>- Preference for more bike lanes over parking<br>- Preference for more sidewalk space over parking   |
| Side streets | - People often park illegally on side streets to access restaurants<br>- Need speed humps on Foxley Street, and stop sign at Foxley and Grove<br>- Restaurant delivery trucks often block Foxley Street. Deliveries also common on Argyle Street and Humbert Street<br>- Large trucks often go into Halton Street for business deliveries. Not a good location for a Bike Share station as it is also a busy area for food delivery drop off (e-bikes)<br>- Fire trucks often turn into Halton Street to access seniors' residence down the street<br>- Visibility issues when turning left at Rolyat Street |

## Interest Group Feedback

The comments received through meetings with interest groups are summarized below:

| Topic        | Comment Summary   |
|--------------|---|
| Business     | <ul style="list-style-type: none"> <li>- Desire to align work with the Ossington BIA Streetscape Master Plan, focusing on widening sidewalk and adding green spaces</li> <li>- Desire for more business engagement during the consultation period</li> </ul>  |
| Maintenance  | <ul style="list-style-type: none"> <li>- Concern about maintenance of bioretention planters/greenery</li> <li>- South end trees need more maintenance than the north portion</li> <li>- Desire for more frequent solid waste collection</li> </ul>  |
| Parking      | <ul style="list-style-type: none"> <li>- Desire for more e-bike parking/waiting zones</li> <li>- Concern more parking on Ossington Avenue will lead to more traffic and impede emergency vehicles</li> </ul>  |
| Pedestrians  | <ul style="list-style-type: none"> <li>- Proposed design should focus more on pedestrians</li> <li>- Consider possibility to pedestrianize street</li> <li>- Concern about pedestrian safety and wheelchair access on sidewalk, request for tree grates to protect trees and pedestrians</li> </ul> |
| Side streets | <ul style="list-style-type: none"> <li>- Concern about emergency vehicle access on Halton Street, Argyle Street, and Humbert Street due to high amount of parked cars</li> </ul>  |
| Sidewalk     | <ul style="list-style-type: none"> <li>- Request for tree grates to protect trees and pedestrians using sidewalk</li> </ul>   |
| Timing       | <ul style="list-style-type: none"> <li>- Preference for work to be completed between October and April to not impact CafeTO</li> </ul>  |

## Business Feedback

The comments received through a virtual meeting with two businesses are summarized below:

Businesses were generally supportive of the proposed changes, noting support for the parkette, and a preference to have permanent plantings and materials in Segment 2, as well as an earlier construction timeline.

## Additional Feedback

The comments received through phone and email are summarized by theme below:

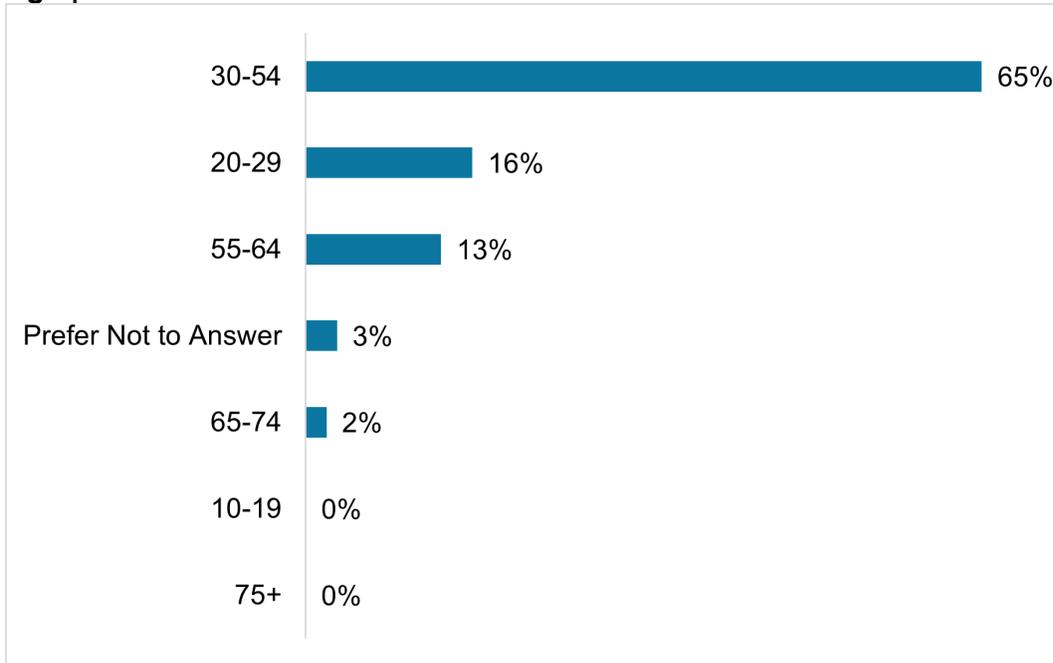
| Theme          | Comments   |
|----------------|--|
| Construction   | <ul style="list-style-type: none"> <li>- Concern about construction impacts to business and how the City will assist businesses during that time</li> </ul>  |
| Foxley Street  | <ul style="list-style-type: none"> <li>- Increased traffic in the neighbourhood on Foxley Street has made it difficult for residents to find parking. Request to change permit parking timing to make it start at 8 p.m. and not midnight</li> </ul>   |
| Halton Street  | <ul style="list-style-type: none"> <li>- Concern over illegal parking on this street</li> <li>- Concern over emergency vehicle access to seniors' residence down the street</li> <li>- Request for speed hump and dedicated loading zone for seniors' residence</li> <li>- Concern about the Bike Share location, as many large trucks/emergency vehicles pass through this street, which could endanger people cycling</li> <li>- Need to ensure access for large trucks is maintained</li> </ul> |
| Humbert Street | <ul style="list-style-type: none"> <li>- Concern about widening the curb on Humbert Street and Ossington Avenue, as that is across from a shipping lane</li> </ul>   |
| Traffic        | <ul style="list-style-type: none"> <li>- Concern that proposed changes on Ossington Avenue would impede traffic and emergency vehicles, as it is already a busy street</li> </ul>  |

# Appendices

## Appendix A: Survey Participant Profile

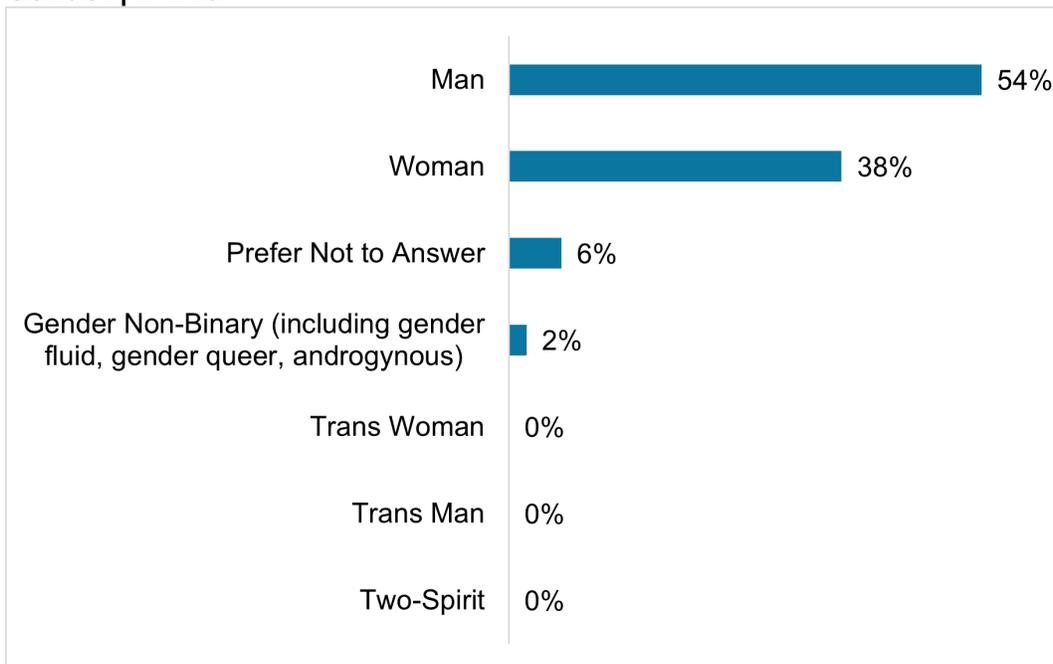
Survey respondents provided optional demographic information described below.

### Age | n=213



Most survey respondents are in working age category. This is comparable to the latest census data and general City consultation trends, which shows 65.5% of Trinity-Bellwoods' population as working age.

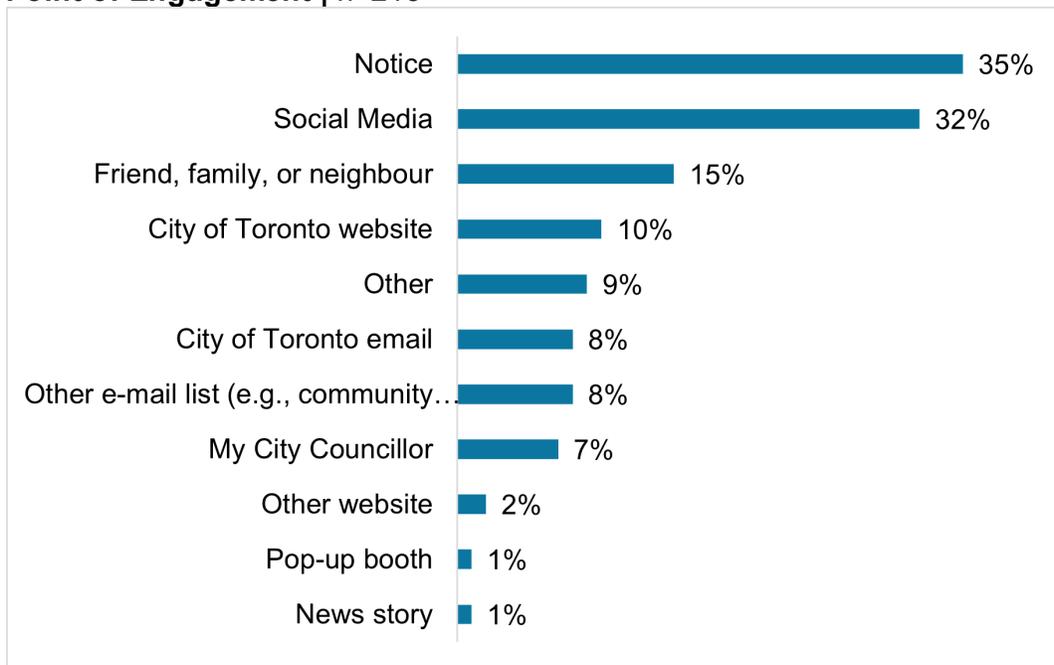
### Gender | n=213



More than half of survey respondents identified as men, followed by women and participants who chose not to answer. Compared to the latest census data, there was stronger participation

from men (50% of Trinity-Bellwoods' population) compared to women (50% of Trinity-Bellwoods' population).

**Point of Engagement | n=215**



Most survey respondents heard about this consultation by the flyer delivered to the project area or through social media, followed by a friend, family or neighbour, and the City of Toronto website.