

## **Parking and Traffic Amendments - Dundas Street West – Findings Report on Pilot Initiative**

**Date:** May 20, 2025

**To:** Toronto and East York Community Council

**From:** Director, Traffic Management, Transportation Services

**Wards:** Ward 10, Spadina-Fort York; Ward 11, University-Rosedale

### **SUMMARY**

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As the Toronto Transit Commission (TTC) operates a transit service on Dundas Street West, City Council approval of this report is required.

In May 2024, Transportation Services recommended temporary parking and traffic amendments on Dundas Street West, between Spadina Avenue and McCaul Street, to enhance transit service. These changes were in support of the closure of the 510 Spadina streetcar right-of-way, initially scheduled from June until December of 2024. The Toronto Transit Commission (TTC) required alternate ways to support customers accessing the Chinatown neighbourhood during this time.

To support the 505 Dundas streetcar travelling through Chinatown, the on-street paid parking in this section of Dundas Street West was to be removed during the construction period. This was generally replaced with regulations that prohibited stopping during the daytime periods and parking during the overnight periods. Additionally, areas were identified through consultation with the Chinatown BIA for on-street commercial and accessible loading activities. Finally, the existing weekday peak period turn prohibitions at Dundas Street West and Spadina Avenue were also amended to include weekends.

As the TTC's construction on Spadina Avenue was not completed by the end of December 2024, Transportation Services subsequently recommended extending the temporary parking and traffic amendments on Dundas Street West to be in effect until the end of March 2025. Based on the TTC's findings and community consultation, adjustments were made to the parking and stopping prohibitions at this time to restore some paid parking outside the daytime peak period on the south side.

As part of the extension approval, Transportation Services were also directed to report back by the second quarter of 2025 on the results of the temporary changes and the feasibility of making the changes permanent.

Through consultation with the TTC, the data indicates that travel times have improved, with the following results:

- In the eastbound direction, TTC saw improvements of up to 7% on the weekdays and 6% on the weekends in September. There was no impact major impact to the travel times when the parking signs were restored on the south side when looking at the January 2025 travel time numbers.
- In the westbound direction, TTC saw improvements of up to 21% on weekdays and 10% on weekends in September. In January after signage changes on the south side were made, these improvements continued to be similar with improvements of up to 21% on weekdays and 12% on weekends.

The TTC have reviewed the ridership numbers and there was no noticeable increase along the corridor, but the travel time and reliability improvement did impact the 14,000 daily customers who take the 505 streetcar on this stretch from Bathurst Street to University Avenue. The TTC are in favour of maintaining the current conditions permanently.

The pilot project has resulted in the loss of approximately 81 on-street paid parking spaces and four parking machines, as well as a 94% decrease in transactions. If the spaces were to close permanently, the Toronto Parking Authority (TPA) assessed that the financial impact would be a loss of \$322,000.00 in annual gross revenue (estimate), plus \$6,780.00 for the pay machines (including tax).

However, there is still alternative parking available for customers at nearby on-street paid parking locations (about 269 spaces within a 300-metre radius) and off-street Green P facilities including Car Park 150 at 40 Larch Street (capacity of 332 spaces), where TPA is currently pursuing state of good repair and wayfinding capital improvements. The average daily peak utilization at these parking locations indicates that there is capacity to absorb additional parking demand.

There was consultation through Councillor's Saxe's office to advise the impacted business on this corridor to ensure there was general support for the changes made through the pilot period.

As the pilot initiative on Dundas Street West achieves the goals of the Congestion Management plan in moving more people through the City, Transportation Services recommends that the temporary changes be made permanent.

## **RECOMMENDATIONS**

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The Director, Traffic Management, Transportation Services recommends that:

1. City Council direct that the following amendments to parking and traffic regulations currently in place on Dundas Street West between Spadina Avenue and McCaul Street approved in Item TE13.42, as amended by MM23.35, be made permanent:

- a. Prohibit stopping from 9:00 a.m. to 7:00 p.m., Monday to Friday and 12:00 p.m. to 9:00 p.m., Saturday and Sunday
- b. Prohibit parking from 7:00 p.m. to 9:00 a.m., Monday to Friday and 9:00 p.m. to 12:00 p.m., Saturday and Sunday
- c. Designate an Accessible loading zone, 9:30 a.m. to 3:30 p.m., daily, between a point 34.5 metres east of Huron Street and a point 12.5 metres further east, on the north side of Dundas Street West
- d. Designate Pay Parking, 6:30 p.m. to 9:00 p.m., Monday to Friday and 1:00 p.m. to 12:00 a.m., Sunday, on the south side of Dundas Street West
- e. Designate a 20-minute loading zone, 9:30 a.m. to 3:30 p.m., daily, between a point 55 metres east of Huron Street and a point 13.5 metres further east, on the south side of Dundas Street West
- f. Designate a Bus loading zone, 9:30 a.m. to 3:30 p.m., daily, between a point 9 metres east of Beverley Street and a point 86 metres further east, on the south side of Dundas Street West

## **FINANCIAL IMPACT**

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The Toronto Parking Authority (TPA) have advised that the permanent removal of the on-street paid parking would result in an annual gross revenue loss of \$346,000.00 (estimate) and an operational expense of \$6,780.00 for the removal of pay machines.

## **DECISION HISTORY**

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On November 13 and 14, 2024, City Council adopted Item MM23.35 (Re-Opening and Amending Item 2024.TE13.42 - Keeping Dundas Street Streetcar Moving Through Chinatown: Temporary Adjustments to Parking Regulations on Dundas Street West), extending temporary parking and traffic amendments on the subject section of Dundas Street West as the TTC construction had not been completed. The changes were to be in effect until the end of March 2025. The City Council decision can be found at:

[Agenda Item History - 2024.MM23.35](#)

On May 22 and 23, 2024, City Council adopted Item TE13.42 (Keeping Dundas Street Streetcar Moving Through Chinatown: Temporary Adjustments to Parking Regulations on Dundas Street West), approving temporary parking and traffic amendments on the subject section of Dundas Street West. The changes were to be in effect until the end of 2024. The City Council decision can be found at:

### [Agenda Item History - 2024.TE13.42](#)

On May 7, 2024, Toronto and East York Community Council adopted Item TE13.42 (Keeping Dundas Street Streetcar Moving Through Chinatown: Temporary Adjustments to Parking Regulations on Dundas Street West), directing Transportation Services to report to the May 22, 2024 meeting of City Council to recommend temporary parking and traffic amendments on Dundas Street West that would support the movement of the 505 Dundas streetcar service between Spadina Avenue and McCaul Street. The Community Council decision can be found at:

### [Agenda Item History - 2024.TE13.42](#)

## **COMMENTS**

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Transportation Services were directed by City Council to report back on the results of the temporary parking and traffic amendments on Dundas Street West and the feasibility of making the changes permanent.

## Existing Conditions

Dundas Street West, between Spadina Avenue and McCaul Street, is characterized by the following conditions:

- It is a four-lane, east-west, major arterial roadway with streetcars operating on a shared right-of-way in the median lanes
- It operates two-way traffic on a pavement width of approximately 12.6 metres
- The daily two-way traffic volume is approximately 15,000 vehicles
- The speed limit is 40 km/h
- Heavy trucks are permitted at all times
- There is TTC service provided by the 505 Dundas streetcar
- There are sidewalks located on both sides of the street

The land use in this area is a vibrant mix of many businesses. West of Beverley Street, there are a variety of uses, including restaurants, groceries, spas and gift shops. East of Beverly Street, there are numerous art galleries as well as the Art Gallery of Ontario (AGO) on the south side of the street.

The history of the parking regulations on the subject section of Dundas Street West have been summarized as follows in Tables 1 and 2:

Table 1 - Parking Regulations on the North Side of Dundas Street West

Pre-June 2024	June-December 2024	January- June 2025
<ul style="list-style-type: none"><li>• No stopping, 3:30 p.m. to 6:30 p.m., Monday to Friday</li><li>• No parking, 7:30 a.m. to 9:30 a.m., Monday to Friday</li><li>• Pay parking, 9:30 a.m. to 3:30 p.m. and 6:30 p.m. to 9:00 p.m., Monday to Friday, 8:00 a.m. to 9:00 p.m., Saturday and 1:00 p.m. to 9:00 p.m., Sunday</li><li>• three-hour time limit parking all other times (statutory)</li></ul>	<ul style="list-style-type: none"><li>• No stopping, 9:00 a.m. to 7:00 p.m., daily</li><li>• No parking, 7:00 p.m. to 9:00 a.m., daily</li><li>• Accessible loading zone, 9:30 a.m. to 3:30 p.m., daily, between a point 34.5 metres east of Huron Street and a point 12.5 metres further east</li></ul>	<ul style="list-style-type: none"><li>• No stopping, 9:00 a.m. to 7:00 p.m., Monday to Friday and 12:00 p.m. to 9:00 p.m., Saturday and Sunday</li><li>• No parking, 7:00 p.m. to 9:00 a.m., Monday to Friday and 9:00 p.m. to 12:00 p.m., Saturday and Sunday</li><li>• Accessible loading zone, 9:30 a.m. to 3:30 p.m., daily, between a point 34.5 metres east of Huron Street and a point 12.5 metres further east</li></ul>

Table 2 - Parking Regulations on the South Side of Dundas Street West

Pre-June 2024	June-December 2024	January- June 2025
<ul style="list-style-type: none"> <li>• No stopping, 7:30 a.m. to 9:30 a.m., Monday to Friday</li> <li>• No parking, 3:30 p.m. to 6:30 p.m., Monday to Friday</li> <li>• Pay parking, 9:30 a.m. to 3:30 p.m. and 6:30 p.m. to 9:00 p.m., Monday to Friday, 8:00 a.m. to 9:00 p.m., Saturday and 1:00 p.m. to 9:00 p.m., Sunday</li> <li>• three-hour time limit parking all other times (statutory)</li> </ul>	<ul style="list-style-type: none"> <li>• No stopping, 9:00 a.m. to 7:00 p.m., daily</li> <li>• No parking, 7:00 p.m. to 9:00 a.m., daily</li> <li>• 20-minute loading zone, 9:30 a.m. to 3:30 p.m., daily, between a point 55 metres east of Huron Street and a point 13.5 metres further east</li> <li>• Bus loading zone, 9:30 a.m. to 3:30 p.m., daily, between a point 9 metres east of Beverley Street and a point 86 metres further east</li> </ul>	<ul style="list-style-type: none"> <li>• No stopping, 9:00 a.m. to 7:00 p.m., Monday to Friday and 12:00 p.m. to 9:00 p.m., Saturday and Sunday</li> <li>• No parking, 7:00 p.m. to 9:00 a.m., Monday to Friday and 9:00 p.m. to 12:00 p.m., Saturday and Sunday</li> <li>• Pay parking, 6:30 p.m. to 9:00 p.m., Monday to Friday and 1:00 p.m. to 12:00 a.m., Sunday</li> <li>• 20-minute loading zone, 9:30 a.m. to 3:30 p.m., daily, between a point 55 metres east of Huron Street and a point 13.5 metres further east</li> <li>• Bus loading zone, 9:30 a.m. to 3:30 p.m., daily, between a point 9 metres east of Beverley Street and a point 86 metres further east</li> </ul>

## Impacts from Changes

The TTC has reported the following changes with respect to the parking on Dundas Street West:

- In the eastbound direction, TTC saw improvements of up to 7% on the weekdays and 6% on the weekends in September. There was no impact major impact to the travel times when the parking signs were restored on the south side when looking at the January 2025 travel time numbers.
- In the westbound direction, TTC saw improvements of up to 21% on weekdays and 10% on weekends in September. In January after signage changes on the south side were made, these improvements continued to be similar with improvements of up to 21% on weekdays and 12% on weekends.

TTC's position is that we would like the signage to be made permanent to maintain these improved operations for the Dundas Streetcar.

The TPA have advised that the changes have resulted in the loss of approximately 81 on-street spaces, and they report a 94 percent decrease in transactions as a result of the pilot project. The permanent removal of these spaces would result in an estimated gross revenue loss of \$346,000 including \$6,780 for pay machines. There is a Green P parking lot (40 Larch Street) located on the south side of Dundas Street West, between Spadina Avenue and Huron Street, that does offer an alternative for visitors parking in the area. There is no mechanism to assess whether displaced parkers have been using this lot as an alternative. However, the average daily peak occupancy at the lot on Larch Street (January to May 2025) is 49 percent, which indicates there is availability at the facility to absorb additional parking demand.

Notwithstanding the loss of parking revenue generated by the on-street parking on Dundas Street West, as the pilot initiative achieves the goals of the Congestion Management Plan in easing congestion and moving more people through the City of Toronto, Transportation Services recommends that the temporary changes be made permanent.

The Ward Councillors have been advised of the recommendation of this staff report.

## **CONTACT**

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## **SIGNATURE**

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for

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