



REPORT FOR ACTION

Construction Staging Area – Dalhousie Street (241 Church Street)

Date: September 2, 2025

To: Toronto and East York Community Council

From: Director, Traffic Management, Transportation Services

Wards: Ward 13, Toronto Centre

SUMMARY

This staff report is about a matter that Community Council has delegated authority from City Council to make a final decision.

Graywood CD Limited Partnership is constructing a 53-storey residential building at 241 Church Street. The site is located on the northeast corner of Church Street and Dundas Street East.

Currently, a 4.6 metre wide portion of the west curb lane and sidewalk on Dalhousie Street is closed for construction staging operations. With the construction staging area in place, the remaining road width is 4.5 metres, which is insufficient for two-way traffic operations. Consequently, the two-way operations have been temporarily converted to a one-way northbound operation. In addition, the construction staging area encompasses the west sidewalk, therefore pedestrian movements are restricted. Advance advisory warning signage has been installed to inform pedestrians to cross to the other side of the roadway. It should be noted that the construction staging area has been installed and is operating under a monthly Street Occupation Permit.

Transportation Services is requesting to formalize the above noted closures and traffic amendments on Dalhousie Street. The developer has requested the subject construction staging areas for a period of 33 months, from September 19, 2025 to May 30, 2028.

RECOMMENDATIONS

The Director, Traffic Management, Transportation Services, recommends that:

1. Toronto and East York Community Council authorize the closure of the west sidewalk and a 4.6 metre wide portion of the southbound curb lane on Dalhousie Street, between Dundas Street East and a point 45 metres north, from September 19, 2025 to May 30, 2028 inclusive.
2. Toronto and East York Community Council designate Dalhousie Street, between Dundas Street East and a point 54 metres north, as one-way for northbound traffic only.
3. Toronto and East York Community Council rescind the existing maximum fifteen minute parking regulation in effect at all times, on the east side of Dalhousie Street, between a point 9 metres north of Dundas Street East and a point 11 metres further north.
4. Toronto and East York Community Council prohibit stopping at all times on the east side of Dalhousie Street, between a point 9 metres north of Dundas Street East and a point 11 metres further north.
5. Toronto and East York Community Council rescind the existing compulsory stop on Dalhousie Street at the intersection of Dalhousie Street and Dundas Street East.
6. Toronto and East York Community Council direct the applicant to pressure wash or sweep (weather permitting) the construction site and adjacent sidewalks and roadways daily, or more frequently as needed to be cleared of any construction debris and made safe.
7. Toronto and East York Community Council direct the applicant to construct and maintain a fully covered, protected and unobstructed walkway for all pedestrians, including for those with mobility devices, for the entire duration of the construction staging area permit to the satisfaction of the City engineer and ensure it is compliant with the Accessibility for Ontarians with Disabilities Act (AODA).
8. Toronto and East York Community Council direct the applicant to ensure that the existing sidewalks or the proposed pedestrian walkway have proper enhanced lighting to ensure safety and visibility at all times of the day and night.
9. Toronto and East York Community Council direct the applicant to clearly consult and communicate all construction, parking and road occupancy impacts with local business improvement areas and resident associations in advance of any physical road modifications.
10. Toronto and East York Community Council direct the applicant to install appropriate signage and request the applicant to install converging mirrors to ensure that pedestrians, cyclists and motorists safety is considered at all times.
11. Toronto and East York Community Council direct the applicant to provide a sufficient number of traffic control persons as determined by the Work Zone Coordinator and Toronto Police Construction Liaison Officer, on a daily basis to control construction vehicle access and egress to and from the site and maintain a safe environment for the public.

12. Toronto and East York Community Council direct the applicant to provide a sufficient number of pay-duty Police Officers as determined by the Work Zone Coordinator and Toronto Police Construction Liaison Officer, during large scale concrete pours and large-scale material deliveries to control vehicle access and egress to and from the site and maintain a safe environment for the public.
13. Toronto and East York Community Council direct the applicant to install cane detection within the covered and protected walkway to guide pedestrians who are visually impaired.
14. Toronto and East York Community Council direct the applicant to post a 24-hour monitored construction hotline number on the hoarding board, which must be prominently placed and legible from 20 metres and on all elevations from the construction site.
15. Toronto and East York Community Council direct the applicant to provide and install public art, including mural artwork, onto every elevation of the hoarding board with adequate spotlighting for night-time illumination, at their sole cost, to the satisfaction of the Ward Councillor.
16. Toronto and East York Community Council direct the applicant to cooperate with and provide all necessary assistance to the City Engineers, staff and representatives carrying out operation, maintenance, and construction activities to municipal infrastructure with the vicinity of the construction staging area, and at no cost to the City to remove any staging to accommodate the necessary municipal infrastructure work.
17. Toronto and East York Community Council direct the applicant to provide monthly community meetings, to discuss any concerns raised by the community.
18. Toronto and East York Community Council direct that the occupation permit for construction staging on Dalhousie Street be conditional, subject to there being no conflicts with Metrolinx transit project construction.
19. Toronto and East York Community Council direct that Dalhousie Street be returned to its pre-construction traffic and parking regulations when the project is complete.

FINANCIAL IMPACT

There is no financial impact to the City. Graywood CD Limited Partnership is responsible for all costs, including payment of fees to the City for the occupancy of the right-of-way. Based on the area enclosed and projected duration of the proposed closure on Dalhousie Street these fees will be approximately \$525,000.

As of April 1, 2025, applicants are subject to the new Road Disruption Activity Reporting System (RoDARS) - Traffic Management Recovery Fee for the temporary closure of a

traffic lane. Based on the proposed duration, length, and extent of the proposed lane closures on Dalhousie Street, these amount to approximately \$3,000.

DECISION HISTORY

City Council, at its meeting on May 10, 11 and 12, 2023, adopted Item TE4.14 entitled "241 Church Street - Zoning By-law Amendment Application - Removal of Holding Symbol ("H") - Decision Report - Approval". This item was considered by Toronto and East York Community Council on April 12, 2023 and adopted with amendment.

[Agenda Item History - 2023.TE4.14](#)

City Council, at its meeting on July 19, 20, 21 and 22, 2022, adopted Item TE34.26 entitled "241 Church Street - Zoning Amendment Application and Class 4 Noise Classification (NPC-300) Final Report". This item was considered by Toronto and East York Community Council on June 29 and 30, 2022 and was adopted with amendments.

[Agenda Item History - 2022.TE34.26](#)

Toronto and East York Community Council, at its meeting on February 24, 2022, adopted with amendments Item TE23.53 entitled "241 Church Street - Zoning Amendment Application - Preliminary Report".

[Agenda Item History - 2021.TE23.53](#)

COMMENTS

The Development and Timeline

Graywood CD Limited Partnership is constructing a 53-storey residential building at 241 Church Street. The site is bounded by Toronto Metropolitan University to the north, Dundas Street East to the south, Church Street to the west and Dalhousie Street to the east.

A detailed review of the construction schedule was undertaken by the developer to minimize the project duration and impacts of the construction on all road users. Various options were explored by the developer to set up construction staging operations for the development. The developer has advised that due to limited availability of space, all construction activities, including delivery and storage of construction materials, cannot be accommodated within the site.

The development is scheduled to be fully completed in August 2028, however, the construction staging area is required only until May 2028. The major construction activities and associated timeline for the development are described below.

- Demolition: Completed
- Excavation and shoring: from November 2024 to July 2025;
- Below grade formwork: from March 2025 to September 2025;
- Above grade formwork: from September 2025 to September 2027;

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- Building envelope phase: from March 2026 to July 2027; and
- Interior finishes stage: from April 2026 to August 2028.

Existing Conditions

Dalhousie Street is characterized by the following conditions:

- It is a two-lane, north-south, local roadway
- It operates one-way traffic on a pavement width of approximately 8 metres
- The speed limit is 30 km/h
- There is no TTC service provided on this street
- There are sidewalks located on both sides of the street
- Stopping is prohibited at all times on both sides of the street

Proposed Construction Staging Areas

A detailed review of the construction schedule was undertaken by the developer to minimize the project duration and impacts of the construction on all road users. The developer has advised that, due to limited availability of space, all construction activities cannot be accommodated within the site. The building structure covers most of the property, which limits the available area for construction staging, maneuvering, storage of materials and general access. Moreover, to avoid traffic impacts to the surrounding arterial roadways and overall road network, Dalhousie Street was the least impactful construction staging option.

Construction staging operations on Dalhousie Street takes place within the existing boulevard allowance and the southbound lane on the west side of Dalhousie Street, abutting the site. The west sidewalk and the southbound lane on Dalhousie Street, between Dundas Street East and a point 44 metres north, are closed to accommodate construction staging operations for the development. This section of Dalhousie Street is currently designated as a one-way northbound operation. Pedestrians are redirected from the west side to the east side of the roadway. Pedestrian movements on the east side of Church Street and the north side of Dundas Street East are maintained in a 2.1 metre wide covered and protected walkway within the existing sidewalk.

Advance advisory signage has been installed to inform pedestrians of the sidewalk closure at the southwest corner of Dalhousie Street and Gould Street and northwest corner of Dalhousie Street and Dundas Street East

A drawing of the proposed construction staging area is shown in Attachment 1.

A review of the City's Major Capital Works Program indicates the development site is within a Metrolinx Permit Review Zone. Therefore, the issuance of the occupation permit by Transportation Services, for construction staging on Dalhousie Street, is conditional and subject to Metrolinx review of potential conflicts with transit project construction.

In consideration of the above details and through ongoing dialogue with the developer, Transportation Services is satisfied that Graywood CD Limited Partnership has looked

at all options to minimize the duration and impact of the construction staging area on all road users. At the end of the approved closure period, staff will review the need for an extension and if any changes to the approval conditions are required.

The Ward Councillor has been advised of the recommendations in this report.

CONTACT

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SIGNATURE

Roger Browne, M.A.Sc., P. Eng.
Director, Traffic Management, Transportation Services

ATTACHMENTS

Attachment 1: Proposed Construction Staging Area - 241 Church Street

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