

Response to City Council Direction on EX.25.4 RapidTO: Transit Priority on Dufferin Street and Bathurst Street

Date: October 9, 2025

To: Toronto and East York Community Council

From: Director, Planning, Design, and Management, Transportation Services

Wards: 4 - Parkdale-High Park, 9 - Davenport, 10 - Spadina-Fort York, 11 - University-Rosedale

SUMMARY

On July 23-24, 2025, City Council adopted EX 25.4 RapidTO: Transit Priority on Dufferin Street and Bathurst Street, which includes the installation of priority transit lanes on Dufferin Street, from King Street West to Bloor Street West, and on Bathurst Street, from Bathurst Station to Lake Shore Boulevard West. Approved changes also include turn restrictions at key locations to improve traffic flow.

While priority transit lanes provide a benefit to the transit riders on both Dufferin Street and Bathurst Street, it is expected that there will be a change in how people travel and park in the nearby areas. Responding to direction from Council, this report identifies potential solutions to mitigate the impacts on changes to nearby local road travel patterns and the availability of on-street parking that may result from the Council-approved changes on Dufferin Street and Bathurst Street, including:

- Potential infiltration of traffic onto local streets;
- Parking supply for permit holders around Dufferin Street; and,
- Off-street and side-street parking supply near Bathurst Street around St. Moses & St. Katherine Coptic Orthodox Church.

Transportation Services is committed to bringing forward recommendations for local streets with existing conditions that meet the requirements for traffic calming. Additional data collection is currently underway to inform recommendations for measures to be implemented on local streets.

While a review of utilization in permit parking areas adjacent to Dufferin Street demonstrated sufficient capacity to absorb the loss in permit parking spaces on Dufferin Street between Dundas Street West and Peel Avenue, there are two identified potential opportunities to improve area permit parking access and supply:

- Green P spaces can be used overnight on Gladstone Avenue, north of Bloor Street West; and,
- Alternating side on-street permit parking can be allocated to the side with the higher number of spaces on up to eight local roads.

Additionally, Transportation Services has reviewed parking in the area around St. Moses & St. Katherine Coptic Orthodox Church, located near Bathurst Street. A loading zone has been included in the final design of RapidTO: Bathurst Street, located in front of the Church during Sunday service hours and holidays. Further changes are not recommended at this time, as sufficient parking alternatives are available on adjacent streets.

RECOMMENDATIONS

The Director, Planning, Design and Management, Transportation Services recommends that:

1. City Council direct the General Manager, Transportation Services, to report back to Toronto and East York Community Council in Q1, 2026 with a positive recommendation for local roads identified in the RapidTO Dufferin Street and Bathurst Street data monitoring program that satisfy the traffic calming policy guidelines, in consultation with the local Councillors.
2. City Council direct the General Manager, Transportation Services, to report back to Toronto and East York Community Council in Q1, 2026 with recommendations to change on-street permit parking hours, to affix on-street permit parking to the side of the street with greater supply, and to adjust on-street permit parking spaces at appropriate locations informed by engagement with the local residents and local Councillors.

FINANCIAL IMPACT

There is no financial impact associated with this report.

DECISION HISTORY

On July 23-24, 2025, City Council adopted EX 25.4 RapidTO: Transit Priority on Dufferin Street and Bathurst Street. City Council requested the General Manager, Transportation Services, to report to the October 22, 2025, meeting of the Toronto and East York Community Council, in collaboration with the Toronto Transit Commission, with recommendations to address local road infiltration and improve parking supply in adjacent neighbourhoods.

[Agenda Item History - 2025.EX25.4](#)

COMMENTS

In July 2025, City Council adopted EX 25.4 RapidTO: Transit Priority on Dufferin Street and Bathurst Street, which includes the installation of priority transit lanes on Dufferin Street, from King Street West to Bloor Street West and Bathurst Street, from Bathurst Station to Lake Shore Boulevard West. Approved changes also include turn restrictions at key locations to improve traffic flow. The contract procurement for the delivery of the priority transit lanes is underway at the time of writing this report and is expected to begin in mid-October 2025.

As part of the City Council decision on EX 25.4, Transportation Services was directed by City Council to report to the October 22, 2025 Toronto and East York Community Council with potential solutions to mitigate the impacts on changes to nearby local road travel patterns and the availability of on-street parking that may result from the Council-approved changes on Dufferin Street and Bathurst Street, including:

- Potential infiltration of traffic onto local streets;
- Parking supply for permit holders around Dufferin Street; and
- Off-street and side-street parking supply near Bathurst Street around St. Moses & St. Katherine Coptic Orthodox Church.

Local Road Data Collection and Monitoring

As part of the consultation process for both RapidTO: Dufferin Street and RapidTO: Bathurst Street, Transportation Services staff conducted an assessment of local roads that have the potential to be used by people driving to avoid the new turn restrictions at Dufferin Street or Bathurst Street. Through public consultation efforts, the communities were also asked to provide feedback on existing local roads currently used as cut-through routes within their neighbourhoods. These lists were included in the July 2025 RapidTO: Transit Priority on Dufferin Street and Bathurst Street report as key corridors to be monitored for changes in traffic patterns on local roads, potentially resulting from the implementation of priority transit lanes on Dufferin Street and Bathurst Street.

A traffic model was developed using 2024 traffic data for Dufferin Street and Bathurst Street as part of the RapidTO program to help understand existing traffic concerns, and predict changes in travel behaviour including mode share, travel time, speed and diversions. Additional data collection efforts are underway to update the baseline conditions prior to the installation of the priority transit lanes.

Mid-block vehicle speed, volume, and classification counts were completed on local roads to supplement data available from previous data collection efforts. The complete data was not available in time to be included in this report, as best practice requires data collection after the fall school year resumes, to capture the period with the highest vehicle volumes. Transportation Services staff require additional time to review the results and conduct a warrant analysis for measures to be implemented on local roads with existing conditions that meet the requirements for traffic calming.

Traffic Calming Measures on Local Streets

Transportation Services is recommending that staff proactively review baseline data to identify, evaluate and score the baseline local roads as per the 2023 Traffic Calming Policy (<https://www.toronto.ca/wp-content/uploads/2023/12/8b1f-2023-Traffic-Calming-Policy.pdf>). This Policy enables the City of Toronto to install Traffic Calming measures – speed humps and cushions on local and collector roadways. The warrant analysis for speed humps generally requires that the 85th percentile speed be above 8 km/h over the speed limit or the 95th percentile speed be above 15 km/h over the speed limit.

Transportation Services will work with the local Councillors on the recommendations and report back to Toronto and East York Community Council with positive recommendations where warranted and supported by the local Councillors.

Traffic Infiltration Directional Changes

Changes to travel patterns resulting from RapidTO Dufferin Street and RapidTO Bathurst Street cannot be measured until the implementation has begun and travellers adapt to the changes on Dufferin Street and Bathurst Street. At this time, it is premature for staff to recommend directional or turning movement changes to neighbourhood streets. Additionally, as residents rely on these local roads to get to and from their homes, any new turn prohibitions or changes in street direction should be informed by updated traffic data as well as the shared experience of local residents.

In addition to the data monitoring plan described in the July 2025 staff report, Transportation Services will work with local Councillors to conduct additional counts on an as-needed basis where residents identify new areas of concern. This approach will enable staff to explore potential mitigation measures while being informed by traffic data to support informed decisions and appropriate changes. These changes could include measures such as turn restrictions, changes in travel direction on specific streets, or additional traffic calming measures beyond those described above.

Parking Availability in Permit Parking Areas (2, 3K)

As identified in the July 2025 report EX 25.4 RapidTO: Transit Priority on Dufferin Street and Bathurst Street, the implementation of RapidTO priority transit lanes on Dufferin Street will result in the removal of 128 on-street permit parking spaces between Peel Avenue and Dundas Street West. These spaces are distributed across two permit parking areas: Area 2 and Area 3K (refer to Attachment 1 and Attachment 2). Based on Transportation Services' inventory of on-street permit parking spaces compared to numbers of permits issued, there is sufficient capacity collectively within these areas to accommodate the potentially displaced residents with home addresses on Dufferin Street (41 permit holders as of April 2025).

Specifically, current utilization rates in Permit Parking Area 2 are 82%, while Area 3K has a utilization rate of 81%. This results in an estimated surplus of approximately 1,500 and 175 parking spaces available in these areas, respectively, based on the ratio of permits issued to the total number of available spaces. Permit holders who regularly park overnight on Dufferin Street can be accommodated on nearby side streets within Area 3K, including Peel Avenue, Alma Avenue, Gladstone Avenue, Waterloo Avenue, and Stonehouse Crescent. Additionally, streets such as Florence Street, Gordon Street,

Bank Street, and Sheridan Avenue within Area 2 can also be used for parking. These streets may experience additional parking pressures and are potential candidates for parking mitigation measures.

In addition to the above, staff have assessed the feasibility of the additional options brought forward as directed by Council. While no changes are recommended as part of this report, Transportation Staff will work closely with the local Councillors to determine if any of the following mitigation measures are needed to improve permit parking access and bring any potential changes to a future Toronto and East York Community Council.

Extending Residential Permit Parking Hours on Adjacent Streets

While not common, the extension of permit parking only hours beyond the default midnight to 7 a.m. on any given street is often initiated by area residents to address local parking concerns, such as rush-hour parking congestion where non-permit holders occupy spaces. Examples elsewhere in the city include making changes to extend hours to:

- Start earlier - For example begin at 7 p.m. or 9 p.m. instead of midnight;
- End later - For example end at 9 a.m. or 10 a.m. instead of 7 a.m.; and,
- Capture a specific time block - For example add a period from 4 p.m. to 6 p.m.

Experience has shown, however, that these extensions can have a negative impact on visitors, caregivers, and tradespersons, as all non-permit holders would be required to purchase a temporary permit to park during the extended permit parking hours. The extension of permit parking hours on adjacent streets will not offset the loss of spaces on Dufferin Street. It would not create any additional parking supply during the overnight period, when permit holders on Dufferin Street would need to park.

During the consultation efforts for RapidTO: Dufferin Street in the spring of 2025, a meeting was held with nearby permit holders and residents. As there were only 13 attendees at the permit holder meeting, there was insufficient participation to make specific, proactive recommendations for which streets or times to adjust permit parking hours. Transportation Services will continue to work with the local Councillor to identify any locations that may benefit from permit parking hour changes and implement changes with input from the local community.

Considerations for Adding Permit Parking on the South Side of Alma Avenue, West of Dufferin Street

The existing parking regulations currently in place within this area of Alma Avenue were introduced in February 2024 ([2024.TE11.35](#)) to improve access for delivery vehicles and would preclude any opportunities to install additional permit parking spaces within this area. Unless conditions change, it is not recommended to remove these parking prohibitions to introduce permit marking.

Exploring Permitting Front Yard Parking Applications on Residential Properties on Dufferin Street between Bloor Street West and Peel Avenue

Currently, an application for front yard parking for these specific properties cannot be accepted, as there is an existing moratorium on any new applications being submitted. Response to Council Direction on EX.25.4 RapidTO: Transit Priority on Dufferin Street and Bathurst Street

for location in the former City of Toronto Ward 18 which covers the areas being considered as part of this motion. This moratorium was established by the City Council when Chapter 918 of the Toronto Municipal Code was first enacted in 2006.

Should City Council choose to lift the moratorium to permit front yard parking applications, a property owner would still need to demonstrate that the eligibility requirements set out in Chapter 918 can be met. Within this bylaw Chapter, specific measures have been put in place to restrict front yard parking pads to protect public green space, maintain tree canopy, support stormwater management goals, support urban design guidelines and enhance pedestrian and traffic safety.

Front yard parking is not permitted for properties that do not have the required property frontage and setback from the sidewalk to support both a parking pad of at least 5.3m in length and sufficient plantable green space to maintain the urban tree canopy and soft landscaping, which support stormwater management goals. Additionally, front yard parking is not permitted along any major arterial roadway.

The preliminary review of the properties along Dufferin Street between Peel Avenue and Bloor Street West indicates the lot frontages do not provide adequate space to meet the eligibility requirements for front yard parking, set out in Chapter 918, and would result in applications being refused. Furthermore, Dufferin Street north of Dundas Street West is classified as a major arterial roadway. As such, Transportation Services does not recommend any changes to Chapter 918 that would permit applications for these locations.

Exploring Adjustments to the Boundaries of, or Splitting of, Permit Parking Area 2 to Better Control for Utilization and Local Access

Permit Parking Area 2 was originally created by consolidating smaller permit areas to address chronic waitlists and inequities in parking space availability. Reverting to smaller areas would potentially reintroduce a lengthy waitlist, limit permit holder flexibility, and create significant logistical and equity challenges for approximately 4,690 existing permit holders. Any changes to the boundaries of the permit parking area would require careful consideration and additional consultation with existing permit holders to inform all residents in the permit areas of the potential changes.

Exploring Agreements with Private Property Owners with Parking Lots Adjacent to Dufferin Street

Transportation Services staff and Corporate Real Estate Management staff conducted a review of potential parking lots where a legal agreement could be entered into to allow permit holders to park overnight on private property. In addition to a significant cost barrier, operational obstacles were identified including responsibility for enforcement, snow clearing, salting and maintenance. Staff recommend against pursuing formal legal agreements with Dufferin Mall and the Toronto District Catholic School Board. Staff will continue to work with the Toronto District Catholic School Board to permit parking at 30 Bank Street while the property is not in use.

Additional Opportunities to Improve Parking Supply

Additional measures to improve parking supply in the area adjacent to Dufferin Street, between Bloor Street West and King Street West, have been investigated based on feedback from the local Councillor.

Angled Parking South of 514 Gladstone Avenue

There are approximately six angled Green P parking spaces on the west side of Gladstone Avenue, north of Bloor Street West. Existing paid parking hours are 7 a.m. to 9 p.m., Monday through Friday, and 9 a.m. to 9 p.m. Saturday, from 1 p.m. to 9 p.m. It is feasible to add overnight permit parking hours for these spaces between 12:01 a.m. and 7:00 a.m., while maintaining paid parking during daytime hours. The Toronto Parking Authority has confirmed this change is possible at this location. Staff will work with the local Councillor to enact the change if it is demonstrated to be beneficial to the local community.

Permit Parking Streets Which Alternate between Odd and Even Sides

Transportation Services staff have identified *eight* streets near Dufferin Street where parking currently alternates between the odd and even sides of the street *on the 1st and 16th of each month*. This alternating by-law potentially creates artificial supply constraints for half of each month at locations where the supply of parking spaces is not equal on both sides. By designating permit parking on the side of the street with greater capacity, there is potential to increase the total number of available permits. Transportation Services will work with local Councillors to determine whether there is support from area residents for the change of affixing the parking onto one side. Table 1 outlines the list of streets that may benefit from this change, along with their approximate limits.

Table 1: Alternating Permit Parking Streets

Street Name	Approximate Limits
O'Hara Avenue	North Limit to Queen Street West
Beaconsfield Avenue	Queen Street West to Dundas Street West
Lisgar Street	Dundas Street West to Sudbury Street
Bank Street	Dufferin Street to Sheridan Avenue
Florence Street	Dufferin Street to Brock Avenue
Moutray Street	Dufferin Street to Brock Avenue
Rusholme Drive	College Street to Dundas Street West
Gladstone Avenue	Bloor Street West to Dufferin Grove

Off-street and side-street parking supply near Bathurst Street around St. Moses & St. Katherine Coptic Orthodox Church

As part of the City Council decision on EX 25.4 Transportation Services was directed to review the parking supply near Bathurst Street around St. Moses & St. Katherine Coptic Orthodox Church. In addition, Transportation Services received feedback by members of the community on this matter suggesting changes to residential permit parking hours on certain streets in the nearby neighborhoods. The staff review indicates that there is sufficient parking to meet the parking needs in the immediate vicinity during the Sunday service.

Feedback received regarding this issue raised accessibility concerns for parishioners of St. Moses & St. Katherine Coptic Orthodox Church. As part of the final RapidTO: Bathurst Street design, a loading zone has been provided on Bathurst Street in front of the Church to allow for convenient pick-up and drop-off of passengers during Sunday Service and holidays. The loading zone should have fewer traffic impacts than parking while ensuring adequate access to the Church.

Parishioners of St. Moses and St. Katherine Coptic Orthodox Church submitted a letter requesting changes to permit parking hours on specific adjacent roads. It is not recommended that staff propose changes to permit parking hours on residential streets. Several nearby streets were identified as having sufficient parking spaces and generous free daytime parking hours such as Lippincott Street, Borden Street, Ulster Street and College Street (paid during certain hours).

Transportation Services staff conducted a review of off-street parking options and identified a privately-owned publicly-accessible paid parking lot at 455 College Street. This parking lot is approximately 200 meters or a 3-minute walk and provides a viable off-street parking location.

Next Steps

Transportation Services will work closely with local Councillors to minimize the impact on the residents as a result of the introduction of transit priority lanes on Dufferin Street and Bathurst Street. As described in this report, these initiatives can include traffic calming measures, permit parking changes, and potential directional changes within neighbourhoods. Any changes will be carefully considered, supported by data collection efforts and consultation with the local Councillor to ensure that they are appropriate to address any concerns and that the changes will not cause unforeseen impacts.

The local Councillors have been advised of the recommendations in this report.

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SIGNATURE

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ATTACHMENTS

Attachment 1: Permit Parking Area 2
Attachment 2: Permit Parking Area 3K