

Supplementary Report: Construction Staging Area – 1113-1125 Dundas Street West

Date: July 28, 2026
To: City Council
From: General Manager, Transportation Services
Wards: Ward 10, Spadina - Fort York

SUMMARY

At its meeting of July 8 and 9, 2026, Toronto and East York Community Council considered Item TE34.166 "1113-1125- Dundas Street West- Construction Staging Area", and requested that the General Manager, Transportation Services, in consultation with the Chief Executive Officer, Toronto Transit Commission (TTC), review alternatives to the proposed lane closure and, if necessary, identify operational measures to minimize impacts on the 505 Dundas Streetcar service and report directly to the July 29, 30, and 31, 2026 meeting of City Council.

The item proposed a construction staging area to support the development of a 10-storey affordable housing project on the south side of Dundas Street West, east of Ossington Avenue. The proposed construction staging plan would maintain pedestrian access adjacent to the site through a temporary protected pedestrian walkway within the eastbound curb lane. While this approach supports pedestrian access and safety during construction, it would require the temporary closure of the eastbound curb lane on Dundas Street West for approximately two years. Concerns were raised that the lane closure could affect the reliability and travel times of the 505 Dundas Streetcar service, particularly given recent initiatives undertaken along the corridor to improve transit performance.

Transportation Services, in consultation with TTC staff, evaluated two options:

Option 1- Temporary Lane Closure: Close the eastbound curb lane on Dundas Street West and convert it into a temporary protected pedestrian walkway to maintain safe and accessible pedestrian access while the south sidewalk adjacent to the development site is closed for construction activities. Under this option, Dundas Street West would operate with a single eastbound traffic lane through the work zone, increasing general traffic operations in the streetcar lane.

Option 2- Maintain Existing Lane Configuration: Maintain the eastbound curb lane for vehicle and streetcar operations and avoid the temporary lane closure. However, due to high pedestrian volumes adjacent to the construction site, this option would

require the installation of a pedestrian crossover (PXO) to provide safe pedestrian access through the work zone.

Based on the analysis undertaken by Transportation Services and TTC staff, Option 1- Temporary Lane Closure is recommended. Traffic and transit analysis indicates that the impacts to the 505 Dundas Streetcar service can be mitigated through operational measures such as continued assessment of transit-priority improvements and monitoring during construction. Option 2 is not recommended, as the PXO required to safely accommodate pedestrians would create recurring interruptions to streetcar operations and result in a greater impact to transit travel times and service reliability.

RECOMMENDATIONS

The General Manager, Transportation Services recommends that:

1. City Council receive this report for information.

FINANCIAL IMPACT

There are no immediate financial impacts arising from City Council receiving this report for information. The original construction staging area report identified approximately \$225,000.00 in developer-paid fees, including right-of-way occupancy permit fees, lost parking revenue recovery, and Road Disruption Activity Reporting System (RoDARS) Traffic Management Recovery Fees.

Transportation Services and the Toronto Transit Commission are continuing to assess potential transit mitigation measures associated with the proposed lane closure. Should operational measures such as traffic signal modifications, transit priority enhancements, streetcar stop relocations, or related infrastructure changes be determined to be warranted, associated costs incurred in 2026 are expected to be managed within existing approved program budgets and/or applicable cost recovery mechanisms. Should the existing lane configuration be maintained via a pedestrian crossover (PXO), the financial impact will be addressed in the quarterly variance reporting subject to competing priorities.

As the construction staging area is proposed to remain in place from 2026-2028, once the comprehensive assessment of the potential transit mitigation measures is complete, any operating or capital impacts arising in future years will be reviewed and considered through as part of the applicable annual budget processes. At this time, no additional funding authority is being requested.

The Chief Financial Officer and Treasurer has reviewed this report and agrees with the financial impact information.

DECISION HISTORY

Toronto and East York Community Council, at its meeting on July 8 and 9, 2026, requested the General Manager, Transportation Services, in consultation with the Chief Executive Officer, Toronto Transit Commission, to propose where feasible, operational measures to minimize impacts to the 505 Dundas Streetcar service arising from the proposed lane closure, and report directly to the July 29, 30, and 31, 2026 meeting of City Council.

<https://secure.toronto.ca/council/agenda-item.do?item=2026.TE34.166>

City Council, at its meeting on July 24 and 25, 2024, adopted Item 2024.TE 15.3 without amendments, and in doing so, amended Zoning By-law No. 569-2013 for the lands municipally known as 1113-1125 Dundas Street West.

<https://secure.toronto.ca/council/agenda-item.do?item=2024.TE15.3>

COMMENTS

Background

The original report detailed the construction staging strategy associated with the construction of a 10-storey affordable housing building at 1113-1125 Dundas Street West. Due to the building footprint, the construction staging area will require the closure of a segment of the south sidewalk in front of the development site.

Toronto and East York Community Council, at its meeting on July 8 and 9, 2026, requested a more detailed review of impacts and operational measures to reduce delays to streetcar service.

Transportation Services, in consultation with TTC staff, conducted a detailed analysis of both options under consideration. The review assessed the impacts of Option 1, which would convert the eastbound curb lane into a temporary protected pedestrian walkway and require the closure of the eastbound curb lane, as well as Option 2, which would maintain the eastbound curb lane for vehicle and streetcar operations and accommodate pedestrian movements through the installation of a pedestrian crossover (PXO). The analysis focused on the operational effects of each option on traffic, pedestrian safety, and the transit-priority objectives established through the Dundas Street 6-Minute Network.

It is important to note that under Option 2, maintaining the eastbound curb lane would necessitate the installation of a pedestrian crossover (PXO) to safely accommodate pedestrian movements during the sidewalk closure. Without a PXO, pedestrians would be required to detour to the nearest signalized crossings at Ossington Avenue and Dundas Street West, approximately 65 metres west of the site, or Shaw Street and Dundas Street West, approximately 100 metres east of the site. Given the significant pedestrian volumes along this section of Dundas Street West, such a detour would be inconvenient, particularly for people with accessibility needs, and would likely result in increased mid-block crossings at unprotected locations, creating potential safety

concerns. As a result, a PXO is a necessary component of Option 2 to ensure safe and accessible pedestrian access during construction.

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

Options Analysis

To assess the potential impacts on transit service, the TTC conducted a traffic and operational analysis of both options, with the objective of maintaining pedestrian safety while minimizing impacts to the 505 Dundas Streetcar service.

Option 1- Temporary Lane Closure: a temporary protected pedestrian walkway would be provided within the eastbound curb lane. The analysis found that this option would result in localized delays to streetcar operations due to traffic merging movements. TTC modeling indicates that these delays are expected to be manageable and can be monitored throughout construction, with additional mitigation measures implemented, if required.

Option 2- Maintain Existing Lane Configuration: the eastbound curb lane would remain open to traffic. However, given observed pedestrian volumes exceeding 140 pedestrians during the peak hour along the south sidewalk, a PXO would be required to safely accommodate pedestrians during the sidewalk closure.

The analysis determined that this option would result in significantly greater impacts to streetcar operations. Unlike signalized intersections, the PXO would operate on demand and could not be coordinated with adjacent traffic signals. As a result, frequent pedestrian activations would interrupt streetcar movements throughout the day, creating recurring interruptions and sustained delays to transit service.

Transit Mitigation Measures to Minimize Transit Impacts

In proceeding with Option 1, Transportation Services and TTC staff would continue to monitor and assess opportunities to improve streetcar operations during the construction period. Staff are currently evaluating options, including:

- Relocating the eastbound near-side streetcar stop at Dundas Street West and Ossington Avenue, along with signal timing adjustments to optimize transit signal priority;
- Implementing an eastbound transit-callable advanced left-turn green arrow to reduce delays to streetcars by clearing left-turning vehicles; and
- Restricting eastbound left-turns from Dundas Street West onto Ossington Avenue.

Once a comprehensive assessment of the above options is complete, Transportation Services, in consultation with TTC, will implement feasible operational measures, where warranted, to reduce streetcar delays and mitigate the transit impacts associated with the construction staging operations.

Recommendation

Based on the analysis, Transportation Services, in consultation with the TTC, recommend Option 1, which would provide a temporary protected pedestrian walkway within the eastbound curb lane during construction staging operations. This option maintains a safe, accessible, and continuous pedestrian route around the work zone while resulting in the least impact to the 505 Dundas Streetcar service.

In implementing Option 1 with the proposed pedestrian accommodations and continued evaluation of transit-priority measures, Transportation Services and the TTC are satisfied that the impacts associated with the construction staging operations can be appropriately managed while maintaining safe pedestrian access and reliable transit service.

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

CONTACT

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SIGNATURE

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ATTACHMENTS

Attachment 1: Proposed Construction Staging Area - 1113-1125 Dundas Street West

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