

## **Construction Staging Area – 7 St. Dennis Drive**

**Date:** May 7, 2026

**To:** North York Community Council

**From:** Director, Congestion and Network Management, Transportation Services

**Wards:** Ward 16, Don Valley East

### **SUMMARY**

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As St. Dennis Drive is classified as a collector street, City Council approval of this report is required.

Osmington Gerofsky Development Corp. is constructing a 37-storey residential building at 7 St. Dennis Drive. The site is located on the south side of St. Dennis Drive, between Don Mills Road and Deauville Lane.

Transportation Services is requesting authorization to temporarily close the south sidewalk, a portion of the eastbound bicycle lane and a portion of the eastbound traffic lane on St. Dennis Drive for a period of 25 months, from September 1, 2026 to September 30, 2028, facilitate construction of the development.

The proposed construction staging area will result in the removal of one westbound traffic lane. Pavement markings will be adjusted to maintain the bicycle lanes on both sides of the roadway, with one eastbound and one westbound traffic lane.

Pedestrian movements will be maintained through a 1.5 metre wide covered and protected walkway located within the closed portion of the eastbound lane on the south side of St. Dennis Drive.

### **RECOMMENDATIONS**

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The Director, Congestion and Network Management, Transportation Services, recommends that:

1. City Council authorize the closure of the south sidewalk, the southerly eastbound designated bicycle lane, and a 5.6 metre wide portion of the eastbound curb lane on St. Dennis Drive, between a point 65 metres east of Don Mills Road and a point 60 metres further east, and a provision of a temporary 1.8 metre wide pedestrian walkway and 1.5

metre wide bicycle lane within the closed portion of St. Dennis Drive, from September 1, 2026 to September 30, 2028, inclusive.

2. City Council prohibit stopping at all times on the north side of St. Dennis Drive, between a point 105 metres east of Don Mills Road and a point 57 metres further east.

3. City 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.

4. City 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).

5. City 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.

6. City 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.

7. City 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.

8. City 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.

9. City 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.

10. City Council direct the applicant to install cane detection within the covered and protected walkway to guide pedestrians who are visually impaired.

11. City 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.

12. City 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.

13. City Council direct the applicant, in consultation with Transportation Services, to maintain any bicycle lanes, and install appropriate signage to inform drivers and cyclists of any changes to the bicycle lanes.

14. City 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.

15. City Council direct that the occupation permit for construction staging on St. Dennis Drive be conditional, subject to there being no conflicts with Metrolinx transit project construction.

16. City Council authorize the appropriate City officials to submit directly to City Council at the appropriate time any necessary bills to amend the appropriate City of Toronto Municipal Code Chapters to give effect to City Council's direction, and to reinstate the traffic and parking regulations to what they were immediately prior to the date of this report from the General Manager, Transportation Services once the project is complete.

17. City Council direct that St. Dennis Drive be returned to its pre-construction traffic and parking regulations when the project is complete.

## **FINANCIAL IMPACT**

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There is no financial impact to the City. Osmington Gerofsky Development Corp. 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 St. Dennis Drive these fees will be approximately \$235,000.00.

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 closure on St. Dennis Drive, these fees will be approximately \$19,000.00.

## **DECISION HISTORY**

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City Council, at its meeting on November 13, and 14, 2024, adopted without amendments Item MM23.23 entitled "Re-Opening and Amending the decision on Item 2024.NY17.11 - 7 St. Dennis Drive and 10 Grenoble Drive - Official Plan Amendment and Zoning Amendment - Decision Report - Approval - by Councillor Jon Burnside, seconded by Councillor James Pasternak".

[Agenda Item History - 2024.MM23.23](#)

City Council, at its meeting on October 9 and 10, 2024, adopted without amendments Item NY17.11 entitled "7 St. Dennis Drive and 10 Grenoble Drive - Official Plan Amendment and Zoning Amendment - Decision Report - Approval". This item was considered by North York Community Council on September 24, 2024 and adopted without amendment.

[Agenda Item History - 2024.NY17.11](#)

## **COMMENTS**

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### **The Development and Timeline**

Osmington Gerofsky Development Corp. is constructing a 37-storey residential building at 7 St. Dennis Drive. The site is located on the south side of St. Dennis Drive, between Don Mills Road and Deauville Lane. The site is bounded by St. Dennis Drive to the north, and residential properties to the south, east, and west sides.

The major construction activities and associated timeline for the development are described below:

- Demolition: May 2026;
- Excavation and shoring: from October 2026 to February 2027;
- Below grade formwork: from February 2027 to July 2027;
- Above grade formwork: from June 2027 to September 2028;
- Building envelope phase: from December 2027 to November 2028; and
- Interior finishes stage: from June 2028 to June 2028.

### **Existing Conditions**

St. Dennis Drive is characterized by the following conditions:

- It is a two-lane, east-west, collector roadway
- It operates two-way traffic on a pavement width of approximately 13 metres
- The speed limit is 40 km/h
- TTC service is provided by the 403 South Don Mills Community Bus
- There are sidewalks and designated bicycle lanes located on both sides of the street
- Stopping is prohibited at all times on the north side of St. Dennis Drive, between Don Mills Road and a point 105 metres east
- Parking is permitted for a maximum period of three hours on the north side of the street
- Stopping is prohibited at all times on the south side of the street

### **Proposed Construction Staging Area**

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. Furthermore, alternative staging locations are not feasible due to the surrounding land uses. Given the physical site constraints and the space required to maneuver construction vehicles, partial occupation of the right-of-way on St. Dennis Drive is essential to set up construction staging operations for the development.

Subject to approval, construction staging operations on St. Dennis Drive will take place within the existing eastbound curb lane, the eastbound bicycle lane and south sidewalk. Pedestrian movements will be maintained in a 1.5 metre wide covered and protected walkway within the closed portion of the eastbound lane on the south side of St. Dennis Drive. Pavement markings will be modified to accommodate traffic and cycling movements. Specifically, the southerly eastbound bicycle lane will be shifted north, with a temporary bicycle lane provided within the eastbound lane, while the northerly westbound bicycle lane will be maintained. Traffic operations will be adjusted to maintain one eastbound traffic lane, and westbound traffic will be reduced from two lanes to one lane.

In addition, the construction staging area will result in the temporary removal of six on-street (three-hour maximum) parking spaces on the north side of St. Dennis Drive.

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 St. Dennis Drive, 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 Osmington Gerofsky Development Corp. 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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Nathan Sham, Acting Manager, Congestion and Network Management, Transportation Services, (416) 338-5397, [Nathan.Sham@toronto.ca](mailto:Nathan.Sham@toronto.ca).

## **SIGNATURE**

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Roger Browne, M.A.Sc., P. Eng.  
Director, Congestion and Network Management, Transportation Services

## **ATTACHMENTS**

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Attachment 1: Proposed Construction Staging Area - 7 St. Dennis Drive

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