

Construction Staging Area - TTC Summerhill Station Second Exit/Entrance Project

Date: January 13, 2026

To: Toronto and East York Community Council

From: Director, Congestion and Network Management, Transportation Services

Wards: Ward 11, University-Rosedale

SUMMARY

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

Summerhill Station, located on the southeast corner of Yonge Street and Scrivener Square, is constructing a new exit/entrance extending from the south ends of the existing platforms. A staircase from the northbound platform will connect to an underpass tunnel below the existing Toronto Transit Commission (TTC) subway. A staircase on the west side of the TTC subway will connect the underpass tunnel to the corridor from the southbound platform, from there, a common corridor will connect into the construction development at 10 Price Street.

Construction will be undertaken in nine stages, with varying degrees of sidewalk and lane closures taking place on Scrivener Square. An alternative pedestrian pathway will always be maintained during construction.

RECOMMENDATIONS

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

1. Toronto and East York Community Council authorize the closure of the north and south sidewalk on Scrivener Square, between a point 38 metres east of Yonge Street and a point 60 metres further east, and a provision of a temporary pedestrian walkway, from February 1, 2026 to April 30, 2028 inclusive.

2. Toronto and East York Community Council rescind the existing standing prohibition at all times on the north side of Scrivener Square (east-west leg), between Yonge Street and Scrivener Square (north-south leg).
3. Toronto and East York Community Council prohibit stopping at all times on the north and south side of Scrivener Square (east-west leg), between Yonge Street and Scrivener Square (north-south leg).
4. 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.
5. 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).
6. 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.
7. 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.
8. 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.
9. Toronto and East York Community Council direct the applicant to provide 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.
10. 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.
11. 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.

12. 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.

13. 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.

14. Toronto and East York Community Council direct the applicant to create a publicly accessible website with regular construction updates and post the website address on the construction site hoarding, 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 mitigate light pollution by installing a shield/barrier on any lighting standards within proximity to adjacent residential properties, such as cranes.

16. Toronto and East York Community Council direct the applicant to pressure wash the construction site and adjacent sidewalks and roadways weekly, or more frequently as needed to be cleared of any construction debris and made safe.

17. Toronto and East York Community Council direct the Director, Traffic Management, Transportation Services, and the applicant to continue to establish a Construction Management Working Group that meets monthly and invite local stakeholders including Municipal Licensing and Standards, Toronto Building, adjacent neighbours, local resident groups, local Business Improvement Areas and local school administration.

18. Toronto and East York Community Council direct that Scrivener Square 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. The TTC will be responsible for all costs associated with the installation of signage and traffic control set-up.

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 Scrivener Square, these fees will be approximately \$5,000.00.

DECISION HISTORY

At its meeting of December 16 and 17, 2025, City Council adopted Item GG26.34, entitled "Expropriation of Property Interests near Summerhill Station for the Secondary Construction Staging Area Time Extension - TTC Summerhill Station

Exit Project - Stage 2" without amendment. This item was considered by the General Government Committee on December 8, 2026 and was adopted without amendment. [Agenda Item History - 2025.GG26.34](#)

At its meeting of July 23 and 24, 2025, City Council adopted Item GG23.27, entitled "Application for Approval to Expropriate Property Interests near Summerhill Station for the Second Exit Project - Stage 1" without amendment. This item was considered by the General Government Committee on July 14, 2025 and was adopted without amendment.

[Agenda Item History - 2025.GG23.27](#)

COMMENTS

Summerhill Station, located on the southeast corner of Yonge Street and Scrivener Square, is constructing a new exit/entrance extending from the south ends of the existing platforms. A staircase from the northbound platform will connect to an underpass tunnel below the existing TTC subway. A staircase on the west side of the TTC subway will connect the underpass tunnel to the corridor from the southbound platform, from there, a common corridor will connect into the construction development at 10 Price Street.

Existing Conditions

Scrivener Square is characterized by the following conditions:

- It is a two-lane, east-west roadway east of Yonge Street and curves north-south to Price Street, the road is currently not classified in the City's Road Classification System. However, it should be classified as a local roadway.
- The north-south portion is identified as a public laneway but is officially known as Scrivener Square
- The east-west portion operates two-way traffic on a pavement width of approximately 8.5 metres
- The north-south portion operates two-way traffic on a pavement width of approximately 6 metres
- The speed limit is 30 km/h on the east-west portion
- There is no TTC service provided on this street
- There are sidewalks located on both sides of the east-west portion street
- There are no sidewalks on the north-south portion of the street
- Standing is prohibited at all times on both sides if the east-west portion
- Parking is prohibited at all times on both sides if the north-south portion

Proposed Construction Staging Area

Construction will be undertaken in several stages, with varying degrees of sidewalk and lane closures taking place on Scrivener Square. The construction staging area will be located on the north side of Scrivener Square, between a point 38 metres east of Yonge Street and a point 60 metres further east. The scope of work on Scrivener Square is anticipated to begin early February 2026 and will be completed by end of April 2028.

Construction Staging Area Time Extension - TTC Summerhill Station

Sidewalk closures and lane configurations will occur in nine stages. Generally, the proposed construction staging area will result in the closure of either the north or south sidewalk, or both concurrently on the noted section of Scrivener Square. A temporary pedestrian pathway around the construction staging will always be in place during construction. In addition, two-way traffic will be maintained at all times.

A review of the City's Major Capital Works Program indicates there are no capital works projects planned in the vicinity of the site. Therefore, the construction staging area on Scrivener Square is not expected to conflict with the City's capital works projects.

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

CONTACT

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SIGNATURE

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