



## **Declaration of Surplus Property – 17 and 19 Dewhurst Boulevard, and 1 and 3 Strathmore Boulevard**

**Date:** September 10, 2025

**To:** TTC Board

**From:** Chief Capital Officer

### **Recommendations**

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It is recommended that the TTC Board:

1. Declare Surplus the rear yard portions of the properties at 17 and 19 Dewhurst Boulevard, measuring approximately 121 square metres (1,300 sq. ft.) in area, to the operational needs of the TTC and to authorize the release of these lands to the City of Toronto (“City”) for disposal in accordance with TTC Procedural By-Law No. 2, TTC Policy 8.2.0 – Disposal of Surplus Property, Acquisition of Real Property, Office and Short-Term Lease, and the City surplus property process, on terms and conditions satisfactory to the TTC’s General Counsel.
2. Declare Surplus the entire properties at 1 and 3 Strathmore Boulevard to the operational needs of the TTC and authorize the release of the properties to the City of Toronto for disposal in accordance with TTC Procedural By-Law No. 2, TTC Policy 8.2.0 – Disposal of Surplus Property, Acquisition of Real Property, Office and Short-Term Lease, and the City surplus property process, on terms and conditions satisfactory to the TTC’s General Counsel.

### **Summary**

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This report recommends that the TTC Board declare portions of the rear yards of 17 and 19 Dewhurst Boulevard and the entire properties at 1 and 3 Strathmore Boulevard as surplus to the operational needs of the TTC. The portions of the rear yards of 17 and 19 Dewhurst Boulevard, behind the newly constructed Secondary Entrance/Exit building at Donlands Station, and the entire two properties at 1 and 3 Strathmore Boulevard, are no longer required for TTC use.

It is recommended that all lands be released to the City in accordance with TTC Procedural By-Law No. 2, TTC Policy 8.2.0 – Disposal of Surplus Property, Acquisition of Real Property, Office and Short-Term Lease, and the City surplus property process.

## Background and Analysis

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The TTC initiated the design of the Donlands Station Second Exit project in 2008 (“Project”). The original design identified two, semi-detached, two-storey residential properties at 1 and 3 Strathmore Boulevard as the selected site for the Secondary Entrance/Exit building (shown on Attachment 1). In 2010-2011, the TTC engaged in an initial public consultation to discuss the Project and the need to acquire the 1 and 3 Strathmore Boulevard properties.

In response to the Ombudsman’s report regarding the TTC’s original public consultation process, the TTC paused the Project and undertook a series of policy and procedural changes aimed at improving its approach to community engagement, including the establishment of an Expert Panel to determine a framework for locating secondary exits. The TTC also established its first Community Relations function for construction projects. In the meantime, to keep all location options available for the Project, City staff continued negotiations with the owners to acquire 1 and 3 Strathmore Boulevard. The owners of both 1 and 3 Strathmore Boulevard had requested an expedited acquisition process. As a result, both properties were purchased by the City, on the TTC’s behalf, in 2013.

In 2013, the Board endorsed the Second Exit Planning and Consultation Program (“Program”). In accordance with the Program, the Donlands Local Working Group (“LWG”) was created in 2014 to ensure a more inclusive decision-making process. TTC staff worked with the LWG to evaluate multiple alternative locations for the Secondary Entrance/Exit based on the Framework. The LWG eventually recommended 17 and 19 Dewhurst Boulevard as the new site for the Secondary Entrance/Exit building. TTC staff concurred with LWG’s recommendation, and in 2017, the Board endorsed this site as the new and final location. The 19 Dewhurst Boulevard property was purchased by the City, on the TTC’s behalf, in July 2019, and 17 Dewhurst Boulevard was expropriated at the end of the same year. The properties at 1 and 3 Strathmore Boulevard were temporarily repurposed as a construction site office to support the Project.

With major construction at Donlands Station now complete, TTC staff have determined that 1 and 3 Strathmore Boulevard are no longer needed for TTC use. Furthermore, since the Secondary Entrance/Exit is now open at 17 and 19 Dewhurst Boulevard, the rear yard portions of these properties are no longer required for TTC use. Staff are now seeking Board approval to declare these properties as surplus to TTC’s operational needs and to proceed with the next steps in their disposal, as per the recommendations outlined in this report.

The lands at the rear of 17 and 19 Dewhurst Boulevard and the entirety of 1 and 3 Strathmore Boulevard are being released to the City in accordance with the real estate service delivery model and delegated authority approval process as set out in Item EX27.12, adopted by Council at its meeting of October 2, 3, and 4, 2017.

## **Diversity, Equity and Inclusion Matters**

The TTC is dedicated to promoting and supporting diversity, accessibility, and inclusion in all of its corporate policies, programs, and services. A cornerstone of the TTC's Corporate Plan is universal accessibility. As a proud leader in providing accessible public transit to Toronto residents and beyond, we are committed to ensuring reliable, safe, and inclusive transit services for all our customers.

Declaring 1 and 3 Strathmore Boulevard and the rear portions of 17 and 19 Dewhurst Boulevard as surplus will not have an impact on the accessibility of transit facilities, including the newly built Secondary Entrance/Exit building at Donlands Station.

## **Innovation and Sustainability Considerations**

The portions of the rear yards of 17 and 19 Dewhurst Boulevard and the entire properties at 1 and 3 Strathmore Boulevard are not required for the TTC's innovation and sustainability program requirements.

## **Corporate Plan Alignment**

The recommendations in this report support the TTC's Corporate Plan by aligning with Strategic Direction 5 (Address the Structural Fiscal Imbalance), specifically Objective 5.1 (Improve Value for Money, Focus on Efficiency) and Action 5.1.3 (Drive Continuous Improvement in Capital Delivery), by ensuring surplus properties are efficiently managed and proceeds are reinvested, where possible.

## **Financial Impact**

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The declaration of surplus and release of the properties at 17 and 19 Dewhurst Boulevard and 1 and 3 Strathmore Boulevard to the City of Toronto is expected to result in a minor reduction in operating costs as the TTC will no longer be responsible for the maintenance of these properties.

The City of Toronto will determine the future use of all of its properties through its process for surplus property.

Should the City decide to sell the properties on the open market, the sale will be at market value, and as per City policy, the net proceeds from the sale of these properties shall be deposited in the Land Acquisition Reserve Fund to fund future capital requirements, including those of the TTC Second Exit projects.

The Executive Director – Finance has reviewed the report and agrees with the financial impact information.

## **Contact**

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## **Attachments**

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Attachment 1 – Decision History  
Attachment 2 – Donlands Station Surplus Properties

### Decision History

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Prior to the TTC establishing a Community Relations function for construction projects, the City of Toronto Ombudsman's office investigated the original consultation process for the Donlands Station Second Exit project and the need for improved engagement with the affected community. This report was considered at City Council and later presented to the TTC Board where its recommendations were accepted.

[October 31, 2012: City Council Meeting – CC27.9 – Tunnel Vision: an Investigation into the Toronto Transit Commission Second Exit Project at Donlands and Greenwood Stations](#)

The TTC Board endorsed several initiatives in response to the Ombudsman's report, including the Second Exit Planning and Consultation Program, which included the establishment of a panel of third-party experts to develop the evaluation framework for recommendation to the TTC Board and the establishment of a new Community Relations function for construction projects at the TTC.

[February 25, 2013: TTC Board Meeting – Follow-Up to Ombudsman's Report](#)

Staff reported to the Board that an expert advisory panel had been established and had started meeting to develop an evaluation framework that would serve as the guide for local working groups to assess potential locations for second exits.

[September 25, 2013: TTC Board Meeting – New Second Exit Planning and Consultation Process – Expert Panel](#)

The TTC Board endorsed an evaluation framework submitted by the Expert Advisory Panel on Second Exits. This framework was later applied for the Second Exit site selection at Donlands Station.

[December 19, 2013: TTC Board Meeting – Planning and Consultation Process for Second Exits – Evaluation Framework](#)

Staff reported to the Board on the establishment of Local Working Groups in accordance with the Second Exit Planning and Consultation Program.

[February 24, 2014: TTC Board Meeting – Planning and Consultation Process for Second Exits – Local Working Groups](#)

In 2017, the TTC Board approved 17 and 19 Dewhurst Boulevard as the location for the Donlands Station Second Exit, which was recommended by the LWG. At this meeting, the Board also directed staff to work with City Real Estate Management to ensure that proceeds from the future sale of 1 and 3 Strathmore Boulevard be directed back to the project.

[February 21, 2017: TTC Board Meeting – Donlands Station Second Exit/Entrance Location Contract D6-3](#)

The real estate service delivery model and delegated authority approval process, as set out in Item EX27.12, was adopted by Council at its meeting on October 2, 3, and 4, 2017, including any amendments as approved by Council from time to time.  
[Agenda Item History – 2017.EX27.12 \(toronto.ca\)](#)

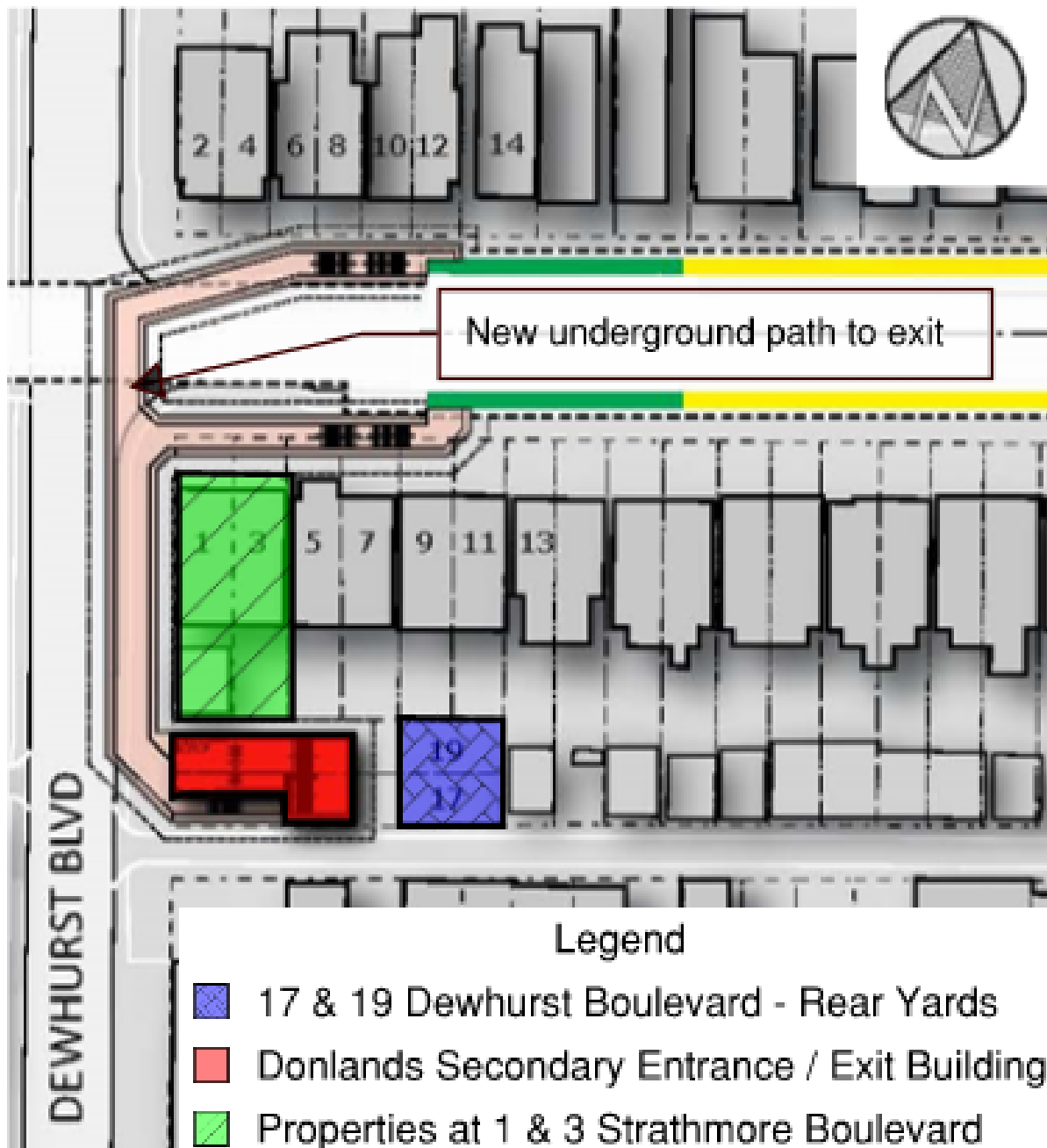
The TTC Board authorized staff to work with City Real Estate Management to secure, through negotiation and expropriation where necessary, the properties at 17 and 19 Dewhurst Boulevard.  
[April 11, 2018: TTC Board Meeting – Donlands Station Easier Access Phase III and Second Exit Property Acquisitions](#)

At its meeting held on July 23, 24, 25, 26, 27, and 30, 2018, City Council adopted the recommendations in Report GM29.28, granting authority to the applicable staff to continue negotiations for the acquisition of the Property Interests and initiate the expropriation process, if it is deemed necessary or appropriate by the applicable staff to proceed in that manner.  
<https://secure.toronto.ca/council/agenda-item.do?item=2018.GM29.28>

At its meeting held on July 16, 17, and 18, 2019 City Council adopted the recommendations in Report GL6.15, authorizing the applicable staff to enter into agreements, an offer to sell or an agreement under the Expropriations Act, with respect to the acquisition of the Property Interests identified near Donlands subway station for the Easier Access Phase III and Secondary Exit Projects.  
<https://secure.toronto.ca/council/agenda-item.do?item=2019.GL6.15>

The TTC Board awarded the contract for the Donlands Station – Second Exit/Entrance and Easier Access.  
[July 14, 2020: TTC Board Meeting – Making Donlands Station Accessible and Second Exit/Entrance](#)

## Attachment 2 – Donlands Station Surplus Properties



\*not to scale