



Declaration of Surplus Property – 1870 Avenue Road, Southern Portion of Roe Loop

Date: February 3, 2026
To: TTC Board
From: Chief Capital Officer

Recommendations

It is recommended that the TTC Board:

1. Declare surplus to the operational needs of TTC, the southern portion of Roe Loop at 1870 Avenue Road, measuring approximately 620 square metres in area, and authorize the release of these lands 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

This report recommends that the TTC Board declare the southern portion of Roe Loop at 1870 Avenue Road, currently used as a bus loop, surplus to the operating requirements of the TTC.

The recommendation is that all lands be released to the City of Toronto 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

At its meeting on May 18, 2017, the TTC Board declared the northern portion of Roe Loop as surplus to the TTC's operational requirements.

In March 2022, City Council adopted the member motion requesting that the TTC work with the General Manager of Parks and Recreation to transfer the entire Roe Bus Loop property for parkland opportunities. Future uses are being evaluated in consultation with the local Councillor, Parks and Recreation, CreateTO, and other stakeholders as needed.

With the progress of the Easier Access construction at Lawrence Station, as of August 31, 2025, bus service is no longer extended to the southern portion of Roe Loop, and

bus routes 124 Sunnybrook and 162 Lawrence-Donway have returned to Lawrence Station. For the past five years, the entirety of Roe Loop has been used on Saturdays in the summer months for a farmers' market (the "market"). When the loop was occupied by the market, alternative bus routings through the local neighbourhood were implemented. These alternative routings utilized local roads within the boundaries of Allen Road, Yonge Street, Eglinton Avenue West and Wilson Avenue to meet TTC operational needs.

With the permanent release of the southern portion of Roe Loop to the City of Toronto, it is expected that TTC operations will continue using the local roads within the area described above. Potential routes for emergency situations or service adjustments include:

- Covington Road and Brucewood Crescent;
- Brooke Avenue, Kelso Avenue, and Haddington Avenue; and
- Roe Avenue, Elm Road, and Brooke Avenue.

Any construction or road closures may necessitate the use of other local streets within the boundaries identified above.

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, and 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 the southern portion of Roe Loop as surplus will not have an impact on the accessibility of transit services or facilities.

Innovation and Sustainability Considerations

The southern portion of Roe Loop is 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).

Financial Impact

The declaration of surplus and release of the southern portion of Roe Loop 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 the property.

In accordance with the City of Toronto's policy, the property is to be released through the Technical Review Committee process, whereby the asset will be considered for

other municipal purposes, prior to being made available for sale on the open market. Should the City decide to sell the property 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.

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

Contact

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Attachments

Attachment 1 – Decision History
Attachment 2 – Roe Loop Surplus Property

Attachment 1 – Decision History

Decision History

At its meeting of May 18, 2017, the TTC Board approved the “Surplus Land Review Update and Declaration of Surplus TTC Properties” report. The report approved the declaration of surplus of the northern portion of Roe Loop that would be used by other Agencies, Boards, Commissions, and Divisions (ABCDs), similar to the plan for this southern portion of Roe Loop.

[Surplus Land Review Update and Declaration of Surplus TTC Properties](#)

At its meeting of March 9, 2022, Toronto City Council approved the member motion for TTC to work with the General Manager, Parks and Recreation and the Executive Director, Corporate Real Estate Management on transferring the entire Roe Bus Loop to the Parks, Forestry, and Recreation division after the completion of planned accessibility improvements at Lawrence Station.

[Member motion MM41.4 – Conversion of Toronto Transit Commission Roe Bus Loop](#)

Attachment 2 – Roe Loop Surplus Property

Area highlighted in yellow is the land that will be declared surplus. Area highlighted in blue was declared surplus by the TTC Board May 18, 2017.

