



Declaration of Surplus Property at Spadina Road and New Entrance Connection at 350 Bloor Street West

Date: July 22, 2026
To: TTC Board
From: Chief Capital Officer

Recommendations

It is recommended that the TTC Board:

1. Declare surplus to the operational needs of the TTC and authorize the release to the City of Toronto, the portion of 6 Spadina Road, measuring approximately 320 square metres in area and currently used as a station entrance (the “Surplus Lands”), subject to the following requirement:
 - a. That the Owner of the proposed development at 350 Bloor Street West (the “Owner”) construct both a new integrated entrance connection within 350 Bloor Street West and the capacity expansion work to Spadina Station (the “Spadina Capacity Improvements”).
2. Authorize the release of these lands to the City of Toronto (“City”), for ultimate sale to the Owner, 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.
3. Approve the new entrance connection to Spadina Station within the proposed 35-storey development at 350 Bloor Street West (the “Development”) and the subsequent closure, and demolition of the stand-alone, single-storey entrance building to Spadina Station, located on the Surplus Lands (the “Existing Entrance Building”).
4. Authorize execution of an entrance connection agreement, and any other agreements arising as a result of the new entrance connection, closure and demolition of the Existing Entrance Building, and construction of the Spadina Capacity Improvements, all on terms and conditions acceptable to the TTC’s General Counsel.

Summary

This report recommends that the TTC Board declare the portion of 6 Spadina Road, measuring approximately 320 square metres, as seen in Attachment 2, which includes the Existing Entrance Building, surplus to the operating requirements of the TTC. The declaration of surplus is subject to the requirement that the Owner construct the new integrated entrance connection within the Development and the Spadina Capacity Improvements.

The recommendation is that all Surplus Lands be released to the City of Toronto for intended sale to the Owner to accommodate the construction of the Development, which will include a fully integrated accessible entrance connection, the construction of the Spadina Capacity Improvements, and a future pedestrian right-of-way between Spadina Road and Walmer Road.

Demolition of the existing entrance building is anticipated to commence in 2028 and is projected to take approximately four years. For the duration of construction, there will be no entrance/exit from the northwest corner of the Bloor Street West and Spadina Road intersection. Signage will be posted directing customers to existing station entrances at 9 Walmer Road and 7 Spadina Road. The TTC will secure any required temporary and permanent easements required for the new connection, capacity expansion work, and during the construction to ensure that at all times required egress capacity is maintained at Spadina Station.

The Spadina Capacity Improvements will include a western expansion to the existing concourse to accommodate a shell space for a future escalator to be installed by the TTC as part of the Line 2 Capacity Enhancement Program to improve vertical circulation at Spadina Station. Finally, the new integrated, accessible entrance connection to Spadina Station will include an elevator for access between the existing subway concourse level and street level, as well as a new stairway and fareline to be constructed at the Owner's full cost and expense.

Background and Analysis

At its meeting on July 19, 2022, City Council amended the Zoning By-law to permit a 35-storey, mixed-use building, containing 422 residential dwelling units (including 24 rental replacement units), 8,200 square metres of non-residential gross floor area, and 3,716 square metres of office uses at 334-350 Bloor Street West and 2-6 Spadina Road, a general outline of which can be seen in Attachment 2.

At its meeting on November 8, 2023, City Council approved a development charge credit against the transit component of the development charges payable for the Development, for the cost of the design and construction of the Spadina Capacity Improvements.

The TTC is leading initiatives to build network capacity to support long-term growth, one of which is the Line 2 Capacity Enhancement Program. The Line 2 Capacity Enhancement Program explores, assesses, and recommends improvements to address

issues that affect the entirety of Line 2, but also specific capacity constraints at individual stations. Within Spadina Station, vertical circulation from the platform level to the concourse level has been identified as one such constraint. The Spadina Capacity Improvements, to be constructed by the Owner as part of the Development, will help alleviate this constraint.

In accordance with Corporate Policy 8.3.1 Entrance Connections, any new entrance connection or amendment to an existing Entrance Connection requires approval of the Board. “Entrance Connection” refers to a physical, weather-protected, or fully enclosed structure between a Development, as defined in the policy, or an Intermodal Station and a Transit Station including, but not limited to, tunnel structure, bridge, walkway, covered walkway, stairs, elevator, and escalator, but excluding a chair lift or platform lift for a vertical transition or grade transition.

To protect the TTC's assets and interests during construction, and to ensure that specific obligations are carried out during construction of the Development and entrance connection, the Owner will enter into a construction agreement with the TTC.

Additionally, an entrance connection agreement will be required to set out ownership, maintenance, and operating obligations of the entrance connection and associated equipment, as required. The entrance connection will be located entirely within property owned and/or to be owned by the Owner. New structures and equipment will be owned and maintained by the Owner. The TTC will have minimal responsibility of the entrance connection. All obligations will be finalized during the negotiation and settlement of the entrance connection agreement.

Diversity, Equity, and Inclusion Matters

The declaration of surplus of the portion of 6 Spadina Road and the release of the property to the City of Toronto, for ultimate sale to the developer, is required to facilitate the construction of the Development. The Development will include the construction of a new integrated accessible entrance connection to Spadina Station and the Spadina Capacity Improvements.

The proposed entrance connection was presented to the TTC's Advisory Committee on Accessible Transit (ACAT) Design Review Subcommittee on June 9, 2026. The Owner is in the process of refining the entrance connection design to incorporate the feedback received from ACAT with respect to certain features of the accessible path, which can be seen in Attachment 3. This project aligns with the TTC's multi-year accessibility plan and AODA requirements.

Innovation and Sustainability Considerations

Increasing the station's vertical circulation capacity and the new entrance connection will enhance access to Spadina Station, making it safer and more convenient for TTC customers to reach transit services. The new integrated entrance connection will contribute to a more efficient transit network and reduce TTC infrastructure exposure to severe weather events, consistent with the TTC's innovation and sustainability objectives.

Corporate Plan Alignment

The entrance connection advances the Line 2 Capacity Enhancement Program at Spadina Station, as well as the Easier Access IV Program. The Line 2 Capacity Enhancement Program and the new integrated and accessible entrance connection also supports the TTC's Corporate Plan by aligning with:

- Strategic Direction 2 – Attract New Riders, Retain Customer Loyalty. Specifically:
 - Objective 2 – Improve the customer experience by providing a safe, accessible, and comfortable journey; and
 - Objective 4 – Prioritize asset state-of-good-repair to keep the system moving.
- Strategic Direction 3 – Place Transit at the Centre of Toronto's Future Mobility. Specifically:
 - Objective 1 – Build network capacity to support long-term growth forecasted to 2041; and
 - Objective 2 – Promote sustainable transportation modes through seamless connections.

Financial Impact

The entrance connection and capital expansion work will be carried out at the Owner's sole cost. The ongoing operation and maintenance responsibilities of the entrance connection will be negotiated with the Owner in consultation with TTC stakeholders and will be set out in the entrance connection agreement.

As the proposed entrance connection is a direct connection between the Development and Spadina Station, the Owner is required to pay a one-time entrance connection fee. Per TTC Policy 8.3.1 Entrance Connections, the entrance connection fee is calculated by multiplying the gross floor area of the development by the rate outlined in Policy 8.3.1 depending on the density of the development.

Development Density	Applicable Rate per Square Metre	Fee Calculation	Fee
9.74FSI	\$8.07	36,335 sq.m (GFA) x \$8.07 (Density)	\$293,223.00

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 – Context Map

Attachment 3 – Proposed New Accessible and Non-Accessible Routes

Decision History

At its meeting on July 19, 2022, City Council amended the Zoning By-law to permit a 35-storey, mixed-use building, containing 422 residential dwelling units (including 24 rental replacement units), 8,200 square metres of non-residential gross floor area, and 3,716 square metres of office uses at 334-350 Bloor Street West and 2-6 Spadina Road.

[350 Bloor Street West – Zoning By-law Amendment](#)

At its meeting on November 8, 2023, City Council approved a development charge credit against the transit component of the development charges payable for the development at 350 Bloor Street West for the cost of the design and construction of the expansion of the concourse level.

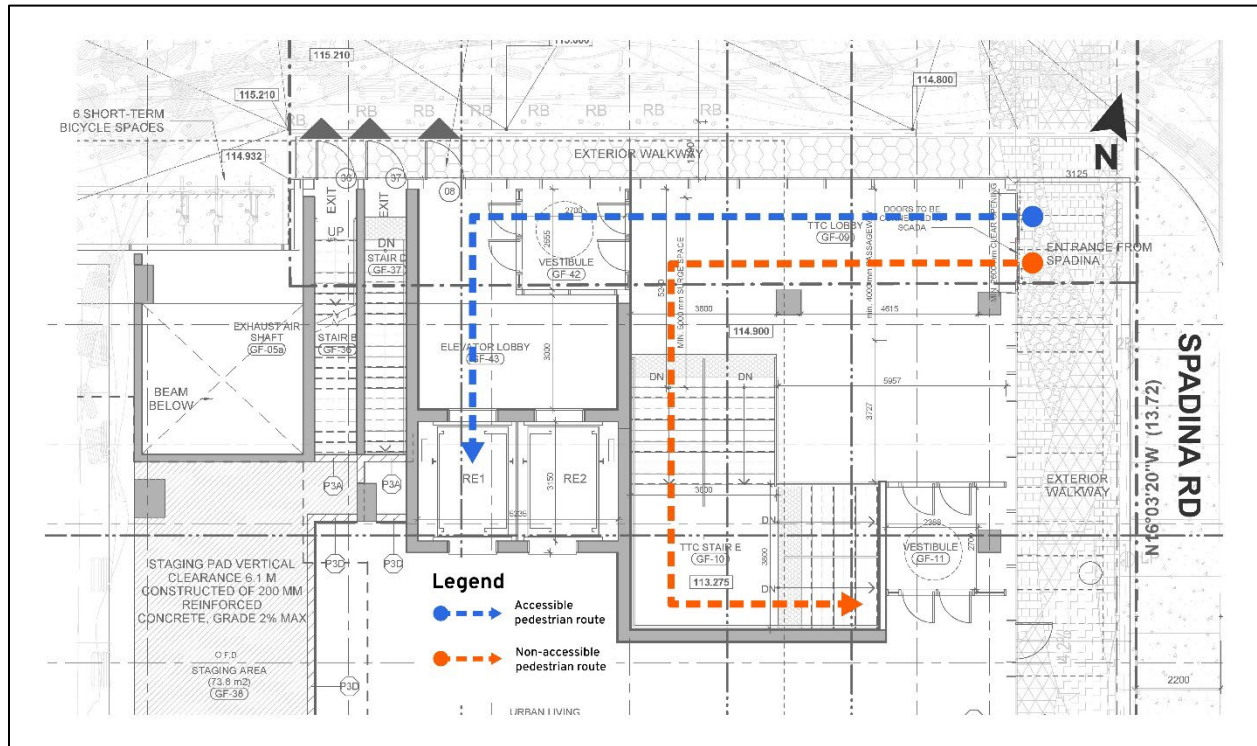
[350 Bloor Street West – Development Charge Credit](#)

At its meeting on April 16, 2026, the TTC Board received the Financial and Major Projects Update for the Year Ended December 31, 2025. The update notes that the Line 2 Capacity Enhancement major project remains unfunded.

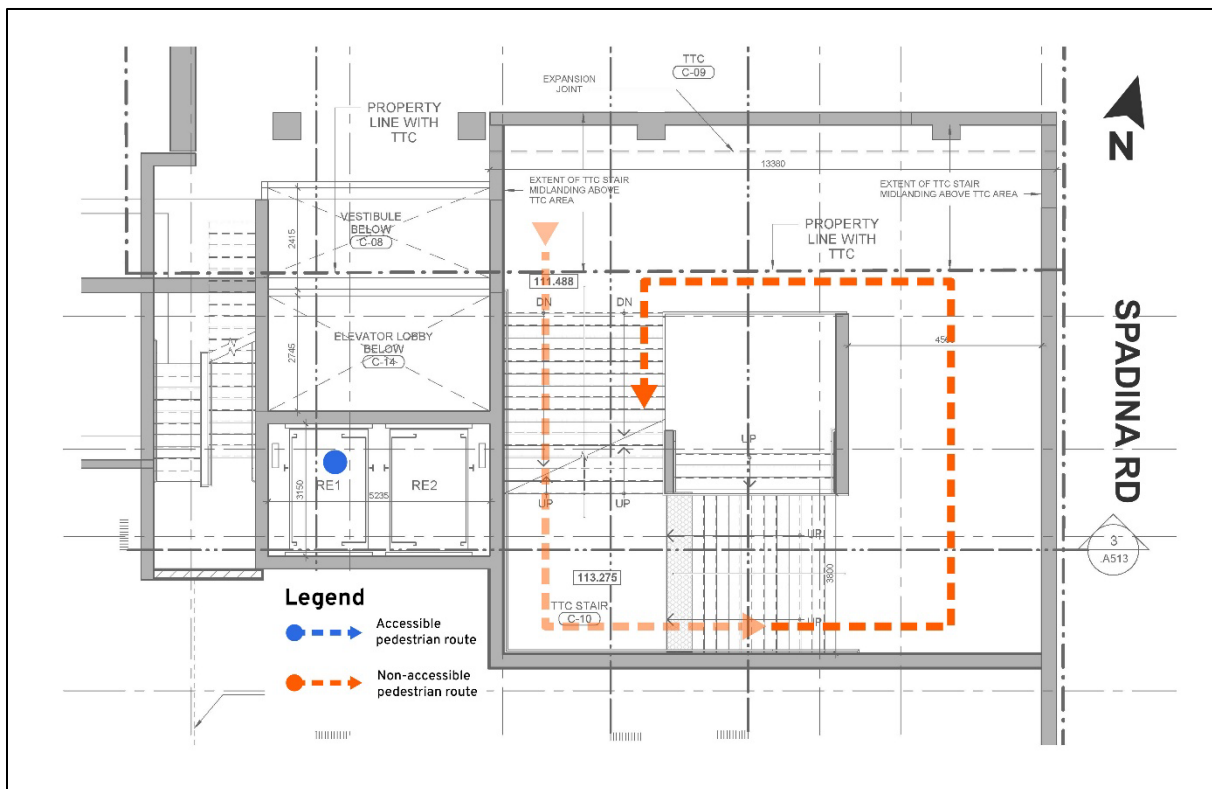
[Financial and Major Projects Update for the Year Ended December 31, 2025](#)



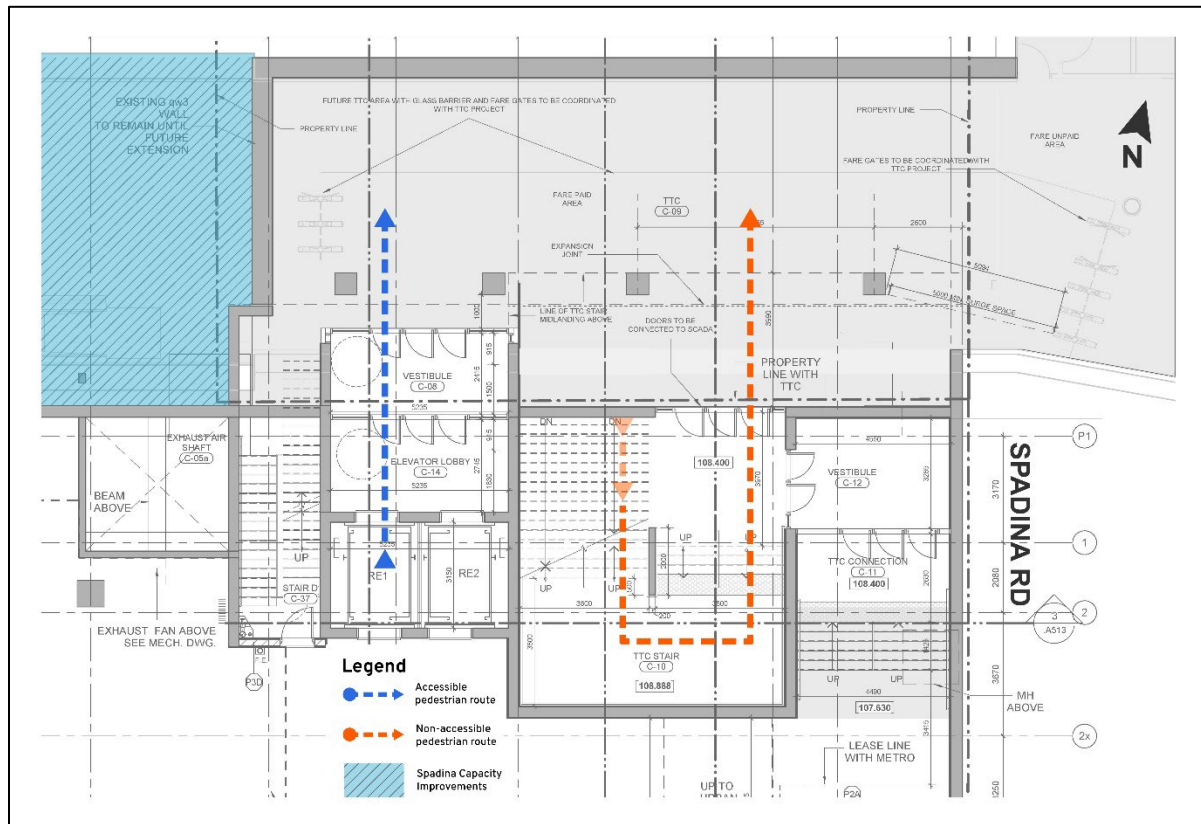
Attachment 3 – Proposed New Accessible and Non-Accessible Routes



Ground level of new entrance connection at 350 Bloor Street West. Designs are conceptual and subject to change.



Mid-stair landing of the entrance connection at 350 Bloor Street West. Designs are conceptual and subject to change.



Concourse level of the entrance connection at 350 Bloor Street West. Designs are conceptual and subject to change.