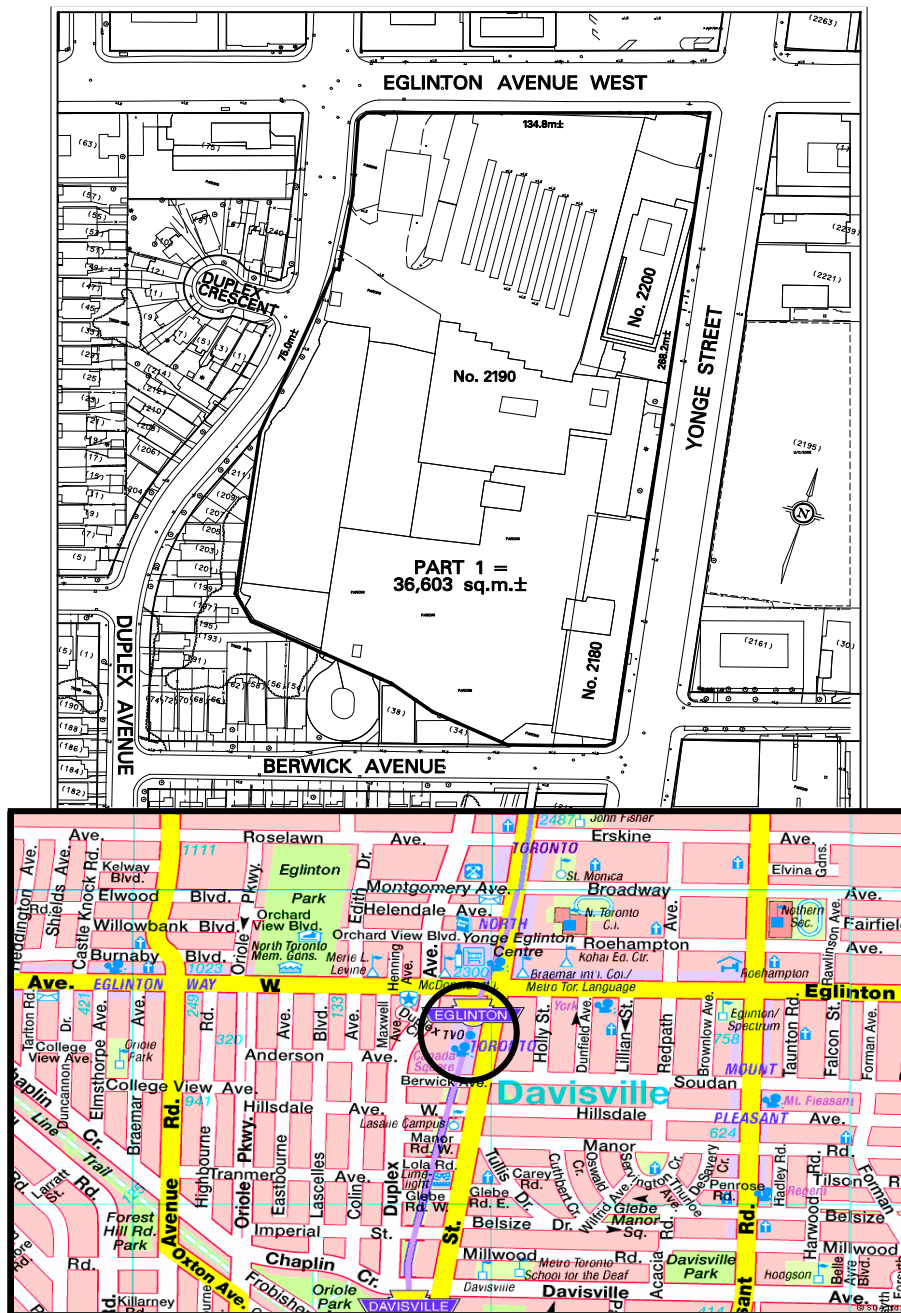


## Attachment 1 - Status of 2008 Priority Transit Sites

### (1) Eglinton/Yonge Bus Terminal/Garage

High probability for private redevelopment within short term:

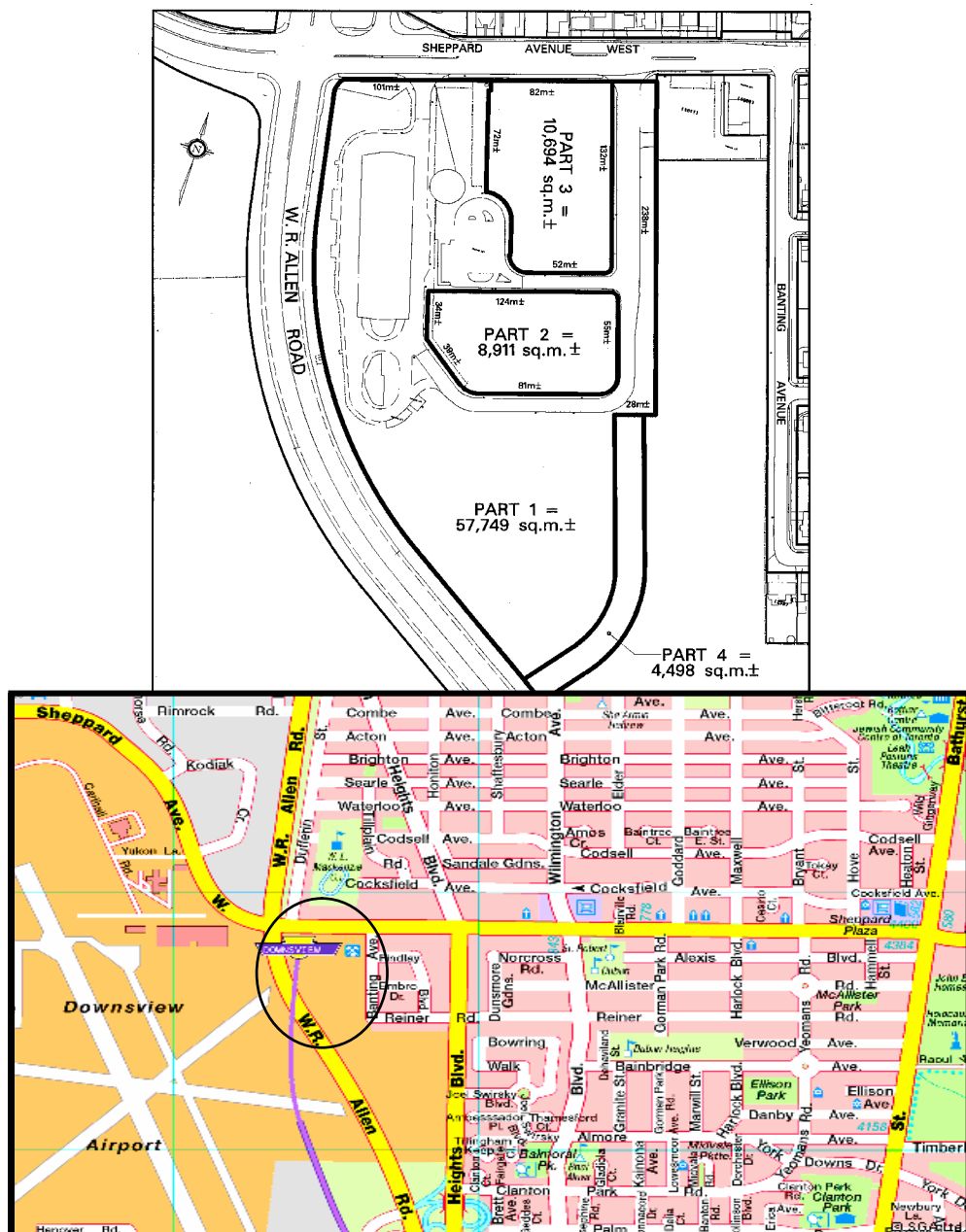
High priority requirement of the TTC to achieve redevelopment and a new bus terminal at this location. TTC has selected a preferred bus terminal configuration and options for LRT service that establishes parameters for redevelopment of the site. The policies and guidelines from the Focussed Review of the Yonge-Eglinton Centre are to be reflected in the RFP, and should be considered by Council in early 2008.



(2) **Downsview Station Lands**

High probability for private redevelopment within medium term:

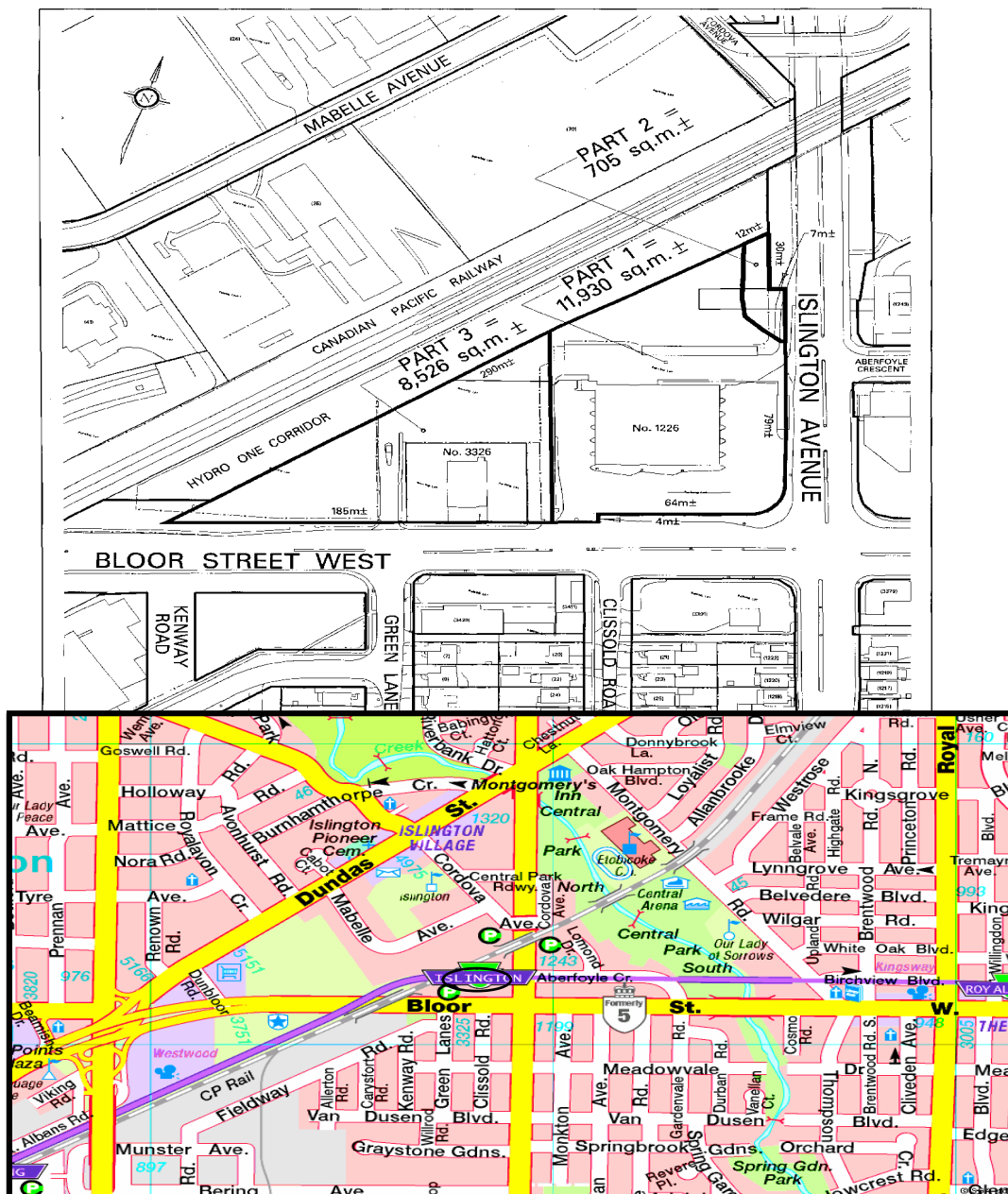
The property is subject to height and use restrictive covenants that will impede any further development until released. Parts 2 and 3 were declared surplus by Council on January 31, February 1 and 2, 2006 for transfer to TEDCO. Parts 1 and 4 remain under the TTC's jurisdiction and on the DOTS priority list. TEDCO's future development of Parts 2 and 3, in conjunction with lands to the south, will establish a public road system and municipal services for the TTC's Downsview lands



### (3) Islington Station Bus Terminal/Commuter Parking Lot

High probability for redevelopment within short term:

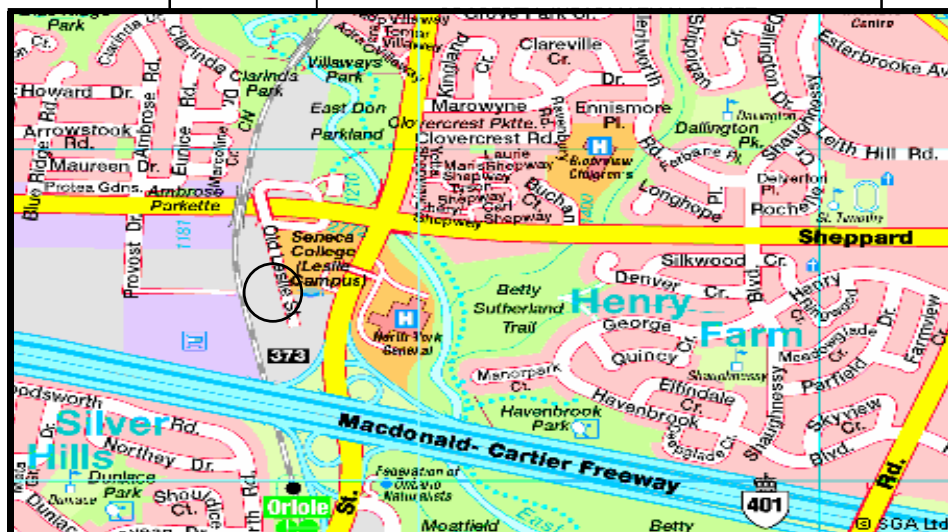
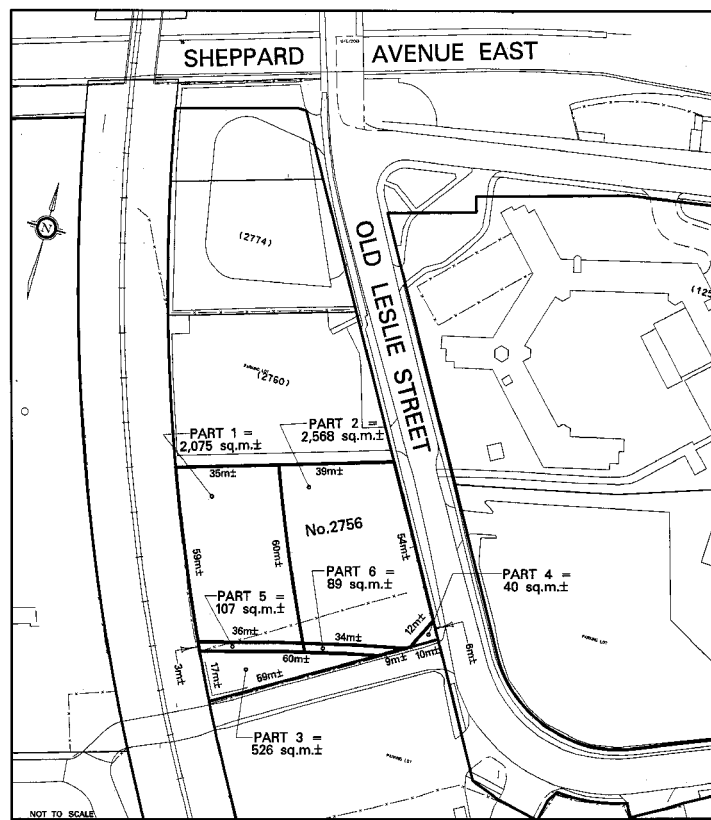
The Kipling/Islington Redevelopment Initiative is underway with the projected date for the completion of a new TTC Islington bus terminal, relocation of Mississauga Transit to Kipling and demolition of the old terminal by June 30, 2011. Council has approved a conditional sale transaction for portions of Part 3 to SNC-Lavalin Inc. The Part 1 lands are under consideration as a potential new location of the West District Service Centre once the Islington bus terminal is relocated to the northern portion of the property.



(4) **Leslie Station, Commuter Parking Lot, 2756 Old Leslie Street**

High probability for private redevelopment within short term:

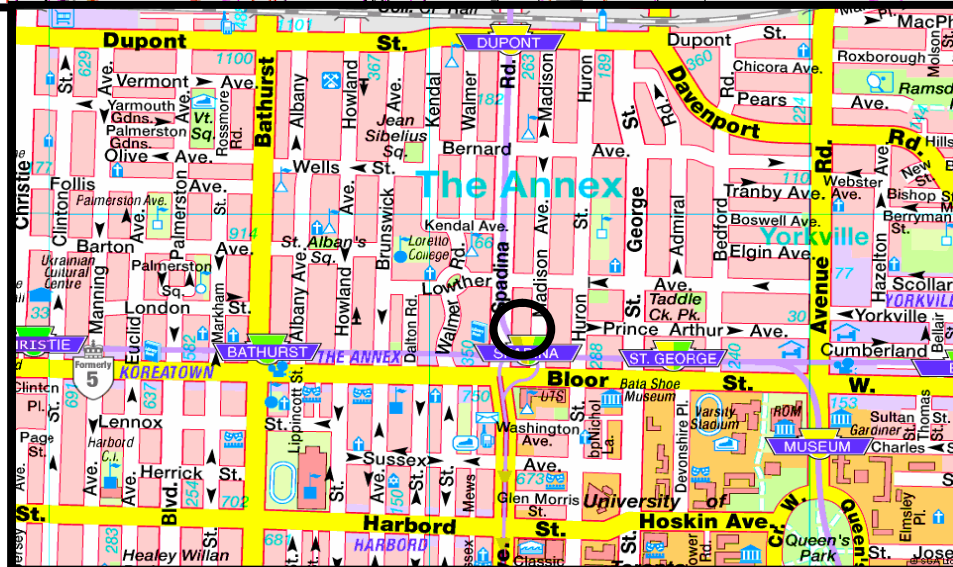
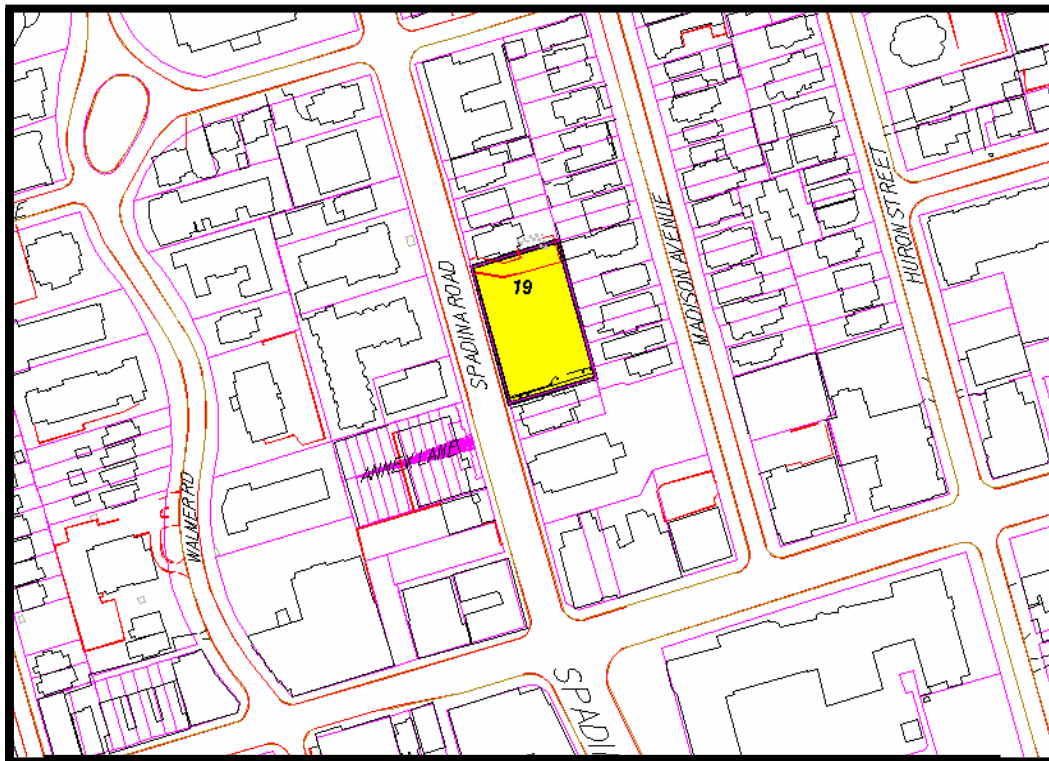
On December 14 and 16, 2005, Council approved the sale of portions of 2756 Old Leslie Street (Parts 1, 2, 5, and 6), subject to the incorporation of an upper strata limit on the property that would limit development to twelve storeys. A surface strata over Parts 1 and 5 has been retained for a TTC commuter parking lot expansion. An extension of the closing date for this sale transaction to spring 2008 has been required until the construction of the new road and grade separation along the southern limit is complete.



(5) **Spadina Station Lands**

Low probability for private redevelopment within medium term:

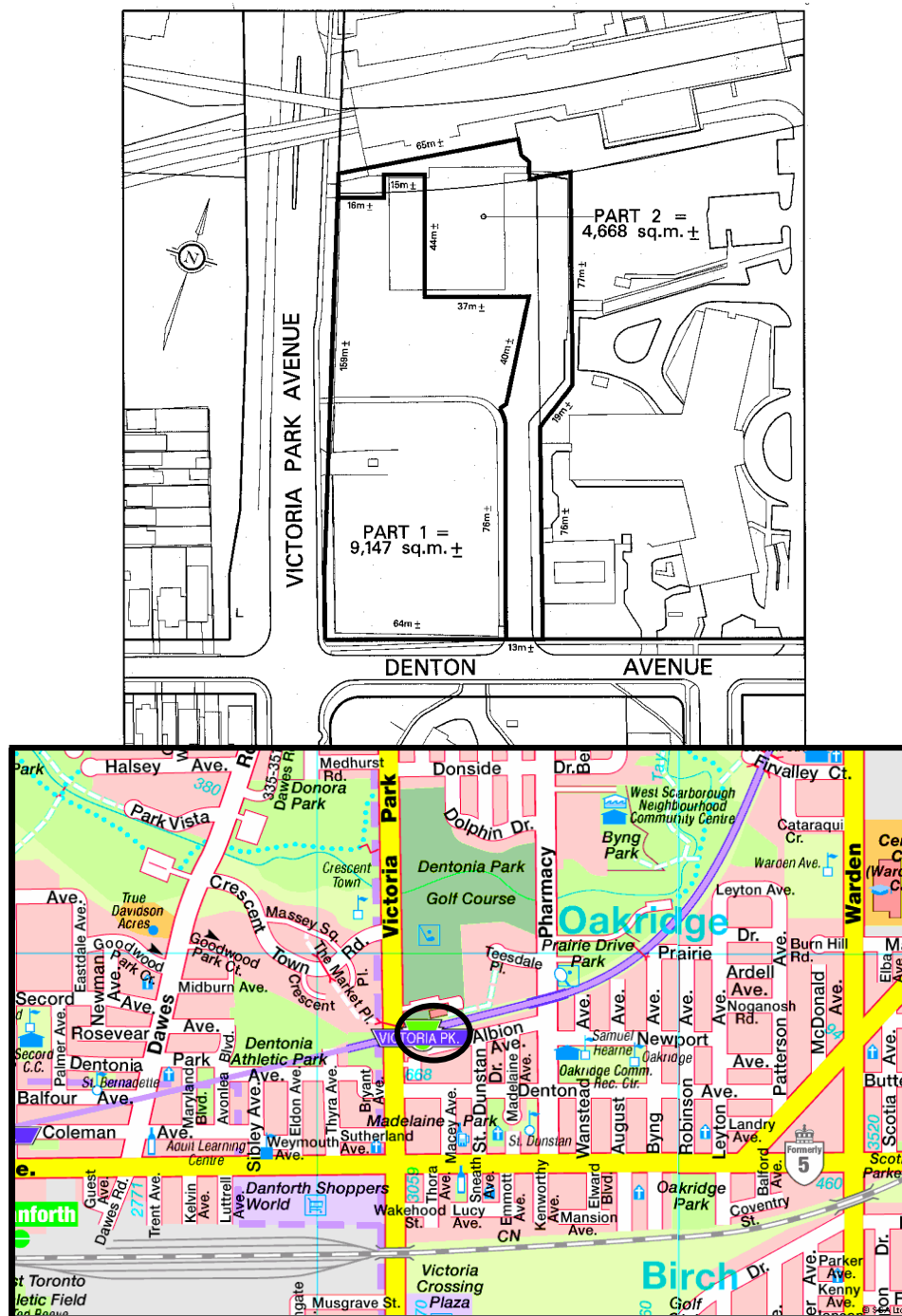
City leases the land from the Province on a 99 year term as one of a portfolio of Spadina properties. The proposed transfer of ownership to the City is part of a comprehensive package being negotiated with the Province and requires an Order in Council. This property is encumbered by a subway structure that constrains its load bearing capacity. Toronto Parking Authority (TPA) has operated a parking lot on the property since 2006.



(6) **Victoria Park Station Commuter Parking Lot**

Medium probability for private redevelopment within medium term:

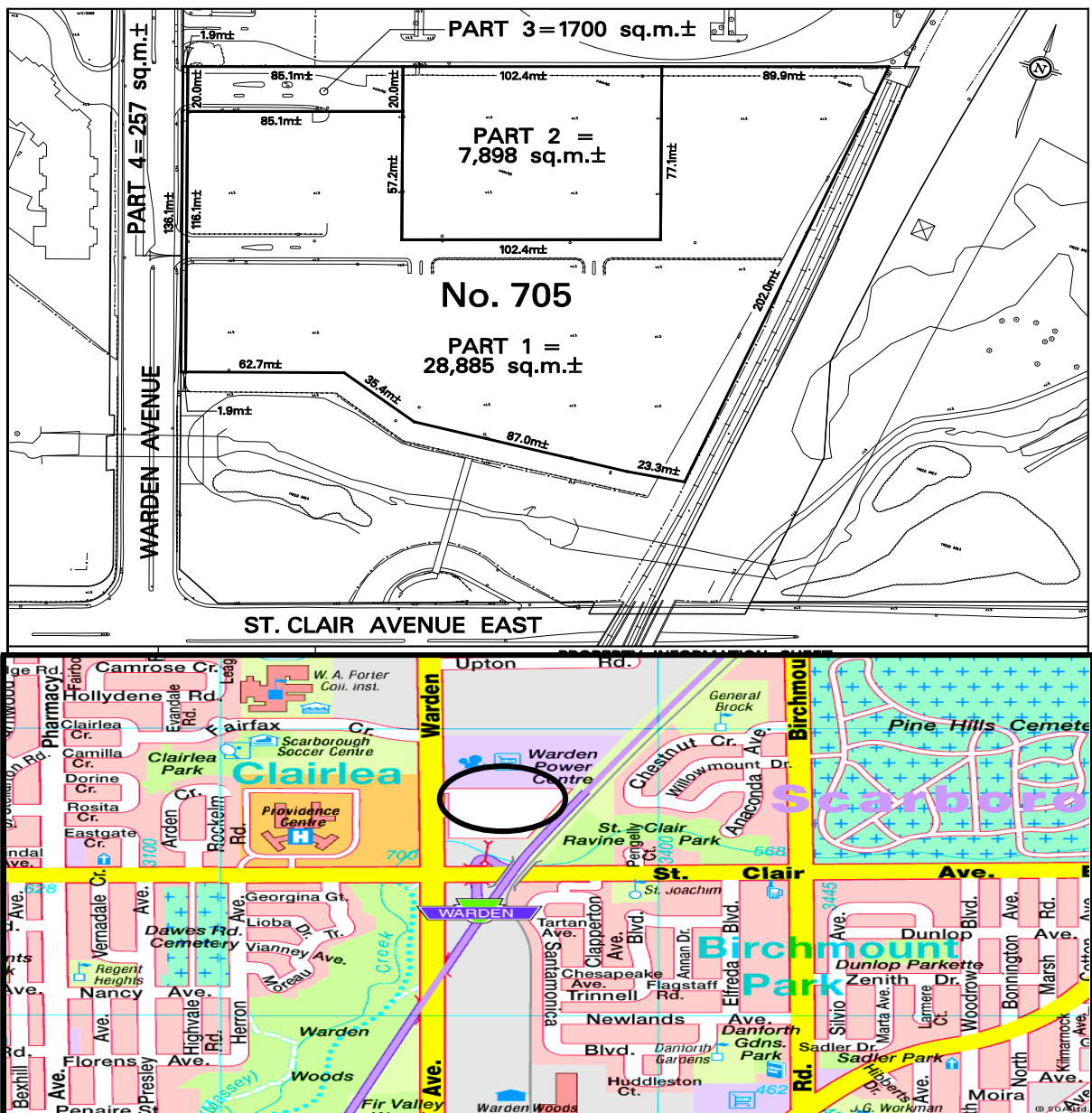
TTC functional design work on a new bus terminal is on-going and redevelopment of the bus terminal is scheduled to commence in fall 2008 for completion in 2010-2011. A development site in the southern portion of Part 1 is scheduled to be available to market by 2010, once the temporary construction requirements of this property are ended.



(7) Warden Station North Commuter Parking Lot

High probability for private redevelopment within short term:

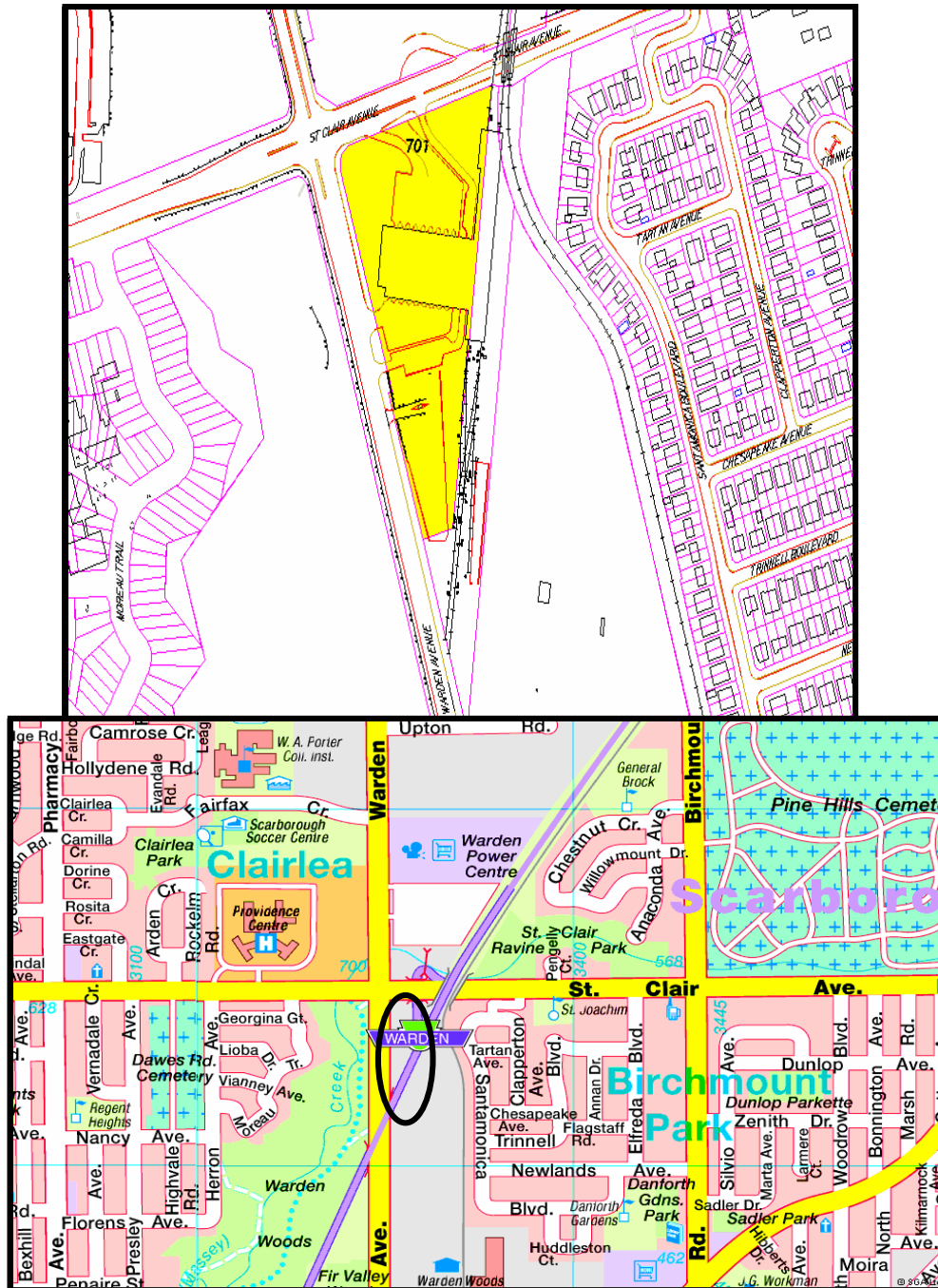
The Warden Station Redevelopment Strategy was adopted by City Council on May 23, 24, and 25, 2006. The former spur lands have been acquired to implement the relocation of the Warden North commuter parking to the Hydro Corridor, south of St Clair Avenue East and construction is planned to start in 2008. PMC is considering the remaining municipal requirements for the property and the Toronto Catholic District School Board's request for a portion of the site. The developable site is approximately 1.76 ha (4.3 acres) in total. The community centre is being budgeted for construction start in 2008-2009.



**(8) Warden Station/Bus Terminal/South Commuter Parking Lot**

Low probability for private redevelopment within medium term:

TTC staff has undertaken functional design work to examine options for reconfiguring the Warden bus terminal to make it more accessible and free up a development site on the property for a later phase of development. The potential development site is more than 3 acres. Official Plan and zoning policies provide for high rise redevelopment on the site.





**(9) Wilson Station**

Low probability for private redevelopment within medium term:

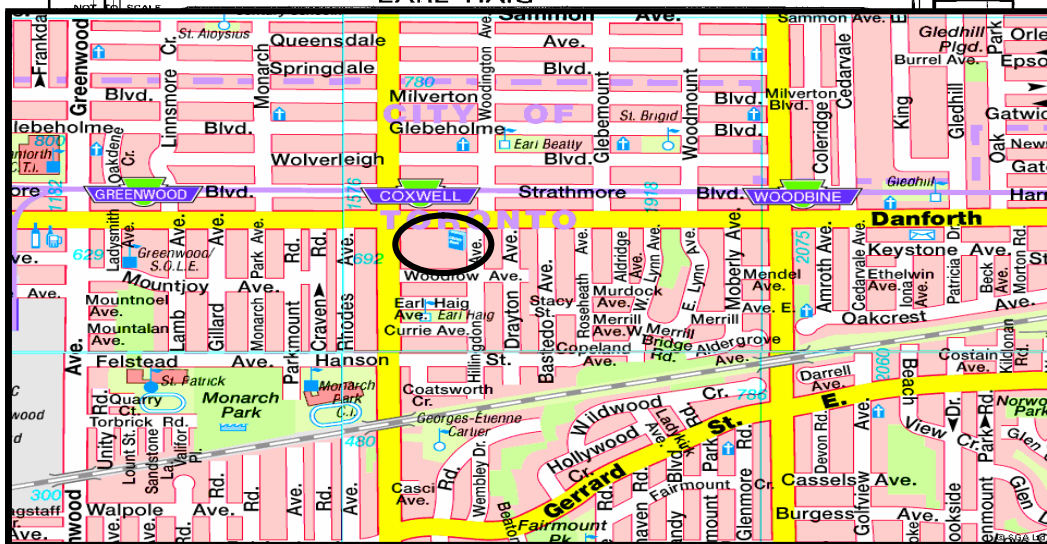
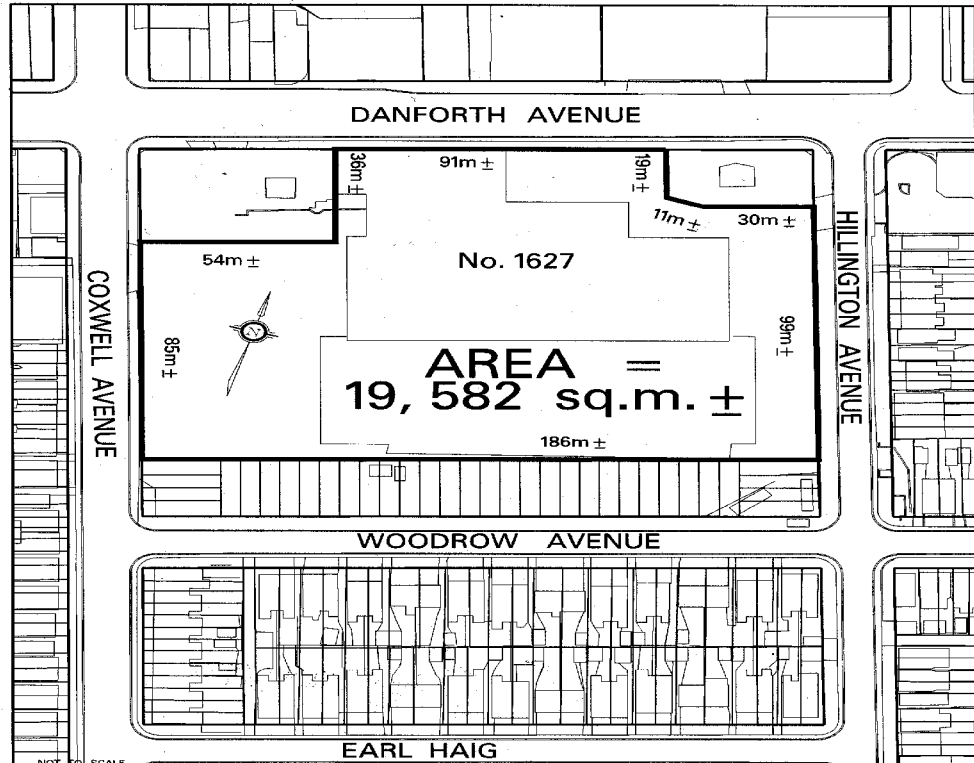
The south-east quadrant, Part 4 has been the subject of interest by an adjoining property owner for the development a new office building. Noise/ height issues due to adjacent Bombardier runway operation impose some restrictions on the property as well the requirement to replace the existing parking. The major TTC maintenance facility north of Transit Road is not under consideration for development.



**(10) Danforth Garage**

Low probability for private redevelopment within medium term:

TTC has continuing operational requirements to be included within any future development. Environmental issues will affect redevelopment potential. City Planning would like to review and establish parameters for future redevelopment of this property. TPA and affordable housing interests in the property have been identified.



# (11) Davisville Subway /Yard

Medium probability for private redevelopment within medium term:

TTC has negotiated a settlement to release prior lease interests on the property so that new redevelopment proposals can be entertained. The TTC has initiated a three phase planning and operational study of the lands to assess its redevelopment potential, in conjunction with City Planning, and the determination of the redevelopment options will be completed in two to three years.

