

Six Points Interchange Reconfiguration - Municipal Class Environmental Assessment Study

June 20, 2006



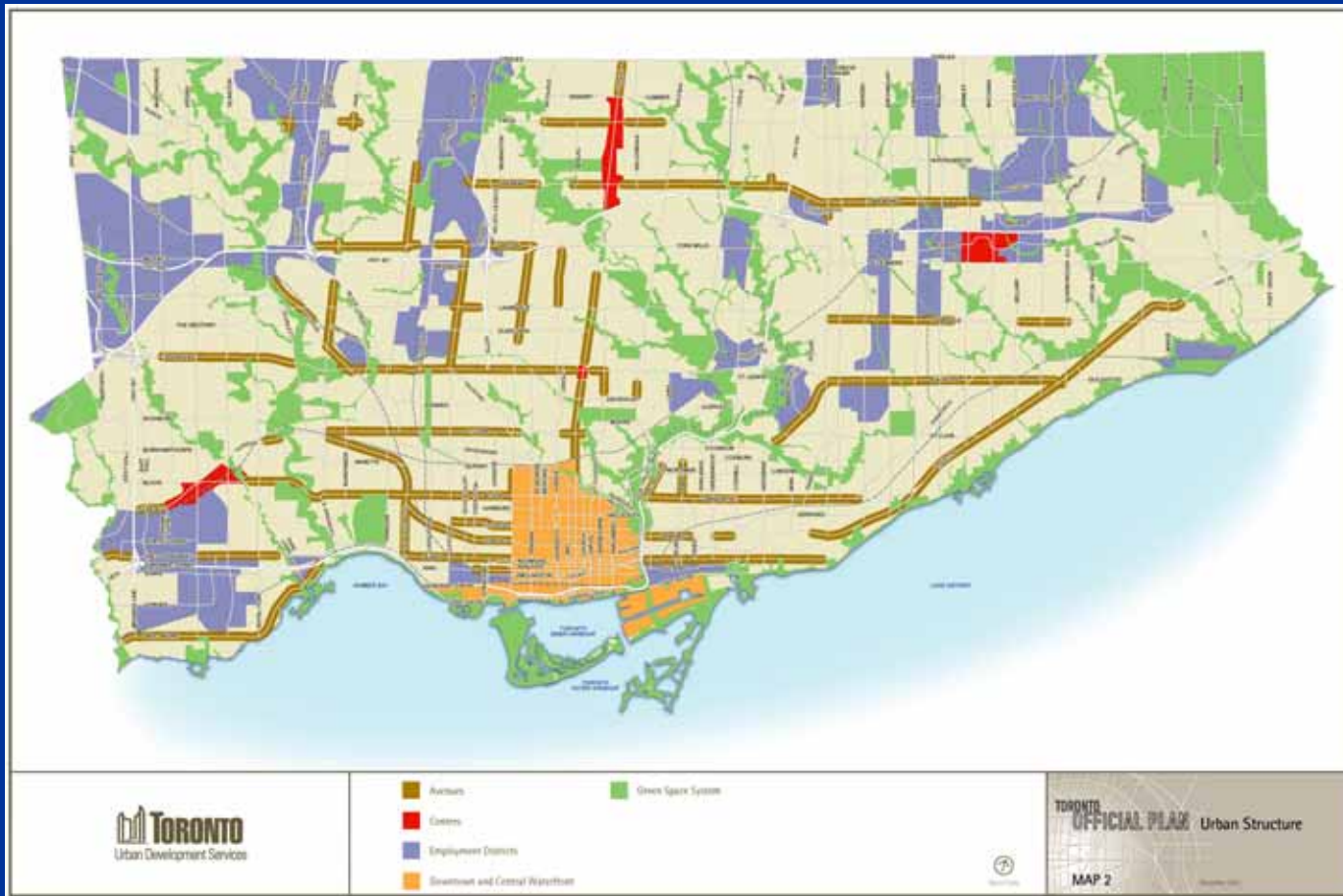
Introduction and Agenda

- Purpose of Meeting
- Presentation
 - Planning Context/Background
 - Environmental Assessment Process
 - Review of Short List of Alternatives
 - Evaluation Results
 - Next Steps

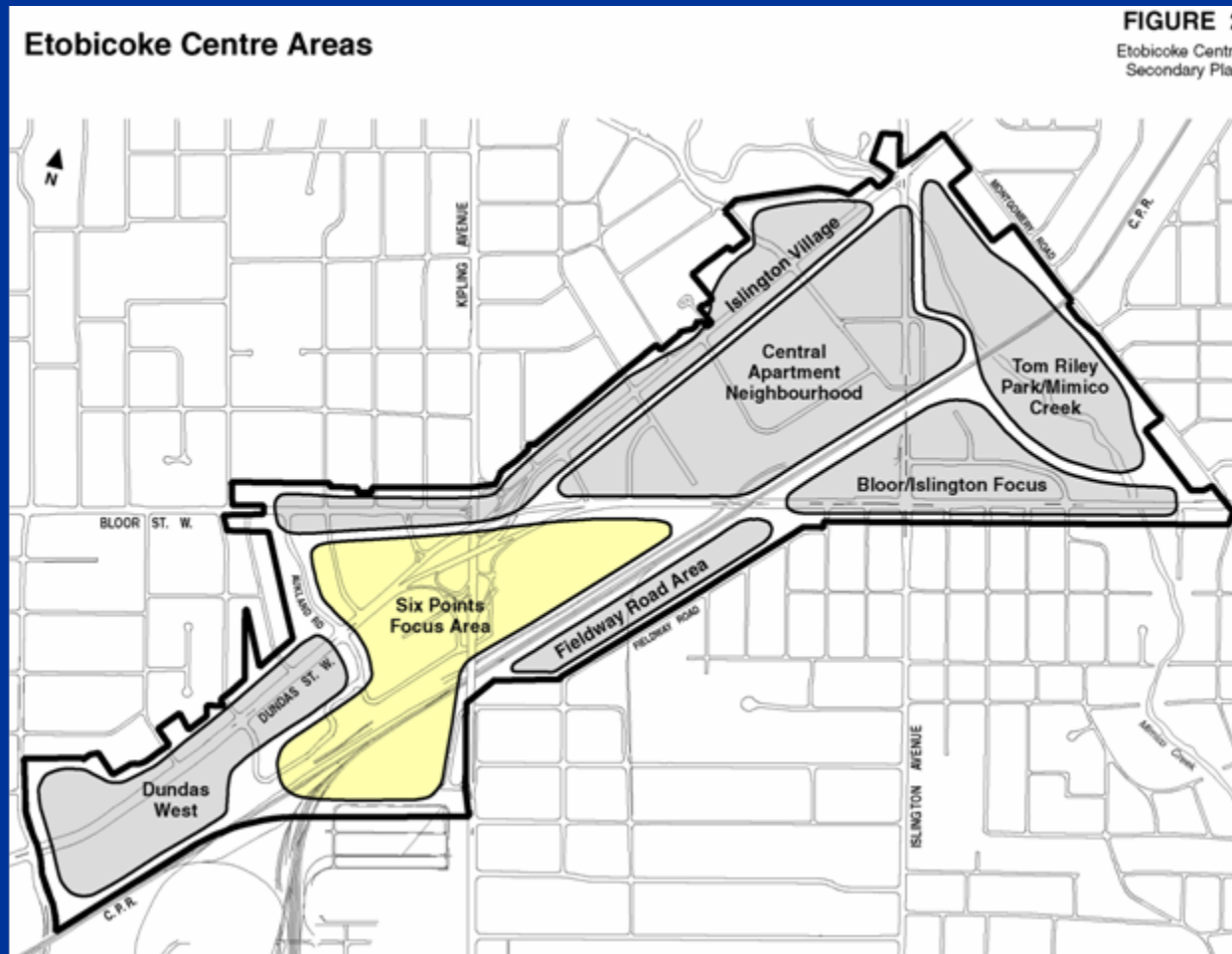
Planning Context

- Six Points Interchange lies within the “Etobicoke Centre Secondary Plan” area
- Etobicoke Centre is one of four “centres” identified in the new City of Toronto Official Plan

Planning Context



Planning Context



Planning Context

- Was a “centre” under the old Etobicoke and Metro Toronto Official Plans
- Original “City Centre Secondary Plan” approved in 1987
- New “Etobicoke Centre Secondary Plan” and Zoning By-law approved in 2002

Why Change Six Points

- Achieve City Building objectives
- Free lands for other uses
- Westwood Theatre lands are a significant City asset

Why Change Six Points



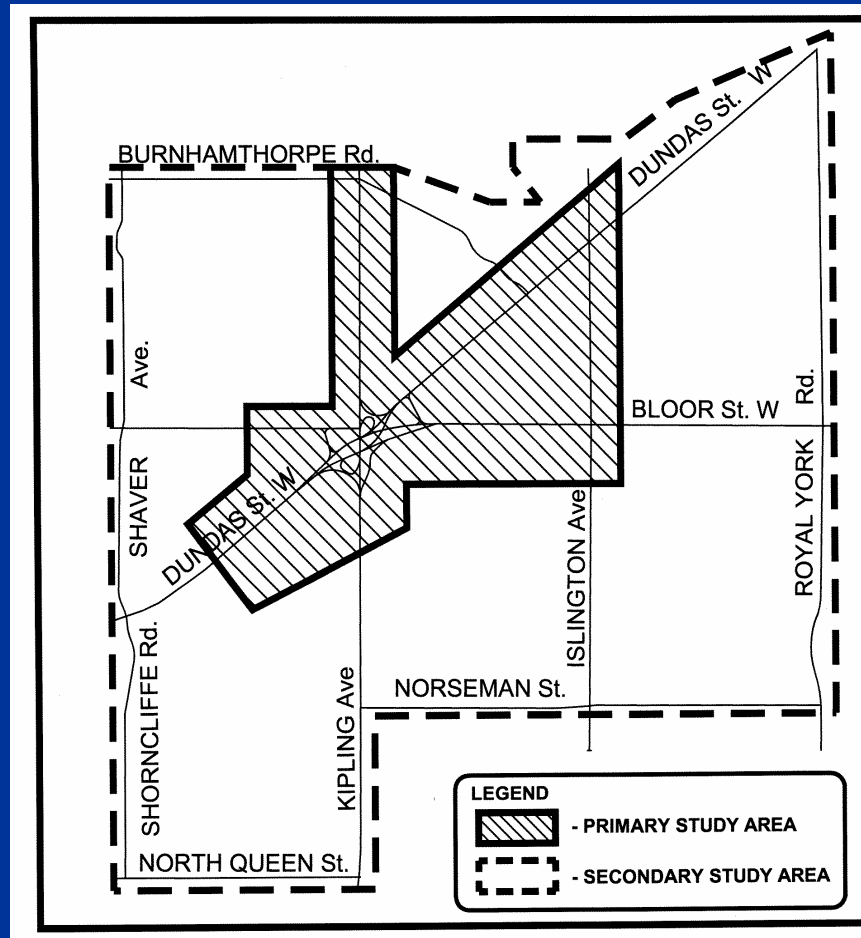
Why Now

- A new design is overdue
- Must not preclude the opportunity to reconfigure the interchange
- Ensure opportunity to improve access to the Westwood Theatre lands

Study Purpose

- Examine options for the reconfiguration of the existing Six Points Interchange
- Recommend a preferred design and property protection plan consistent with the new Etobicoke Centre Secondary Plan

Study Area



Municipal Class Environmental Assessment

- Phase 1 - Identify problem or opportunity
- Phase 2 - Identify and evaluate alternative solutions
 - (Public Meeting No. 1)
- Phase 3 - Identify and evaluate alternative design concepts for the preferred solution
 - (Public Meeting No. 2)
- Phase 4 - Prepare Environmental Study Report
- Phase 5 - Implementation

Need and Opportunity



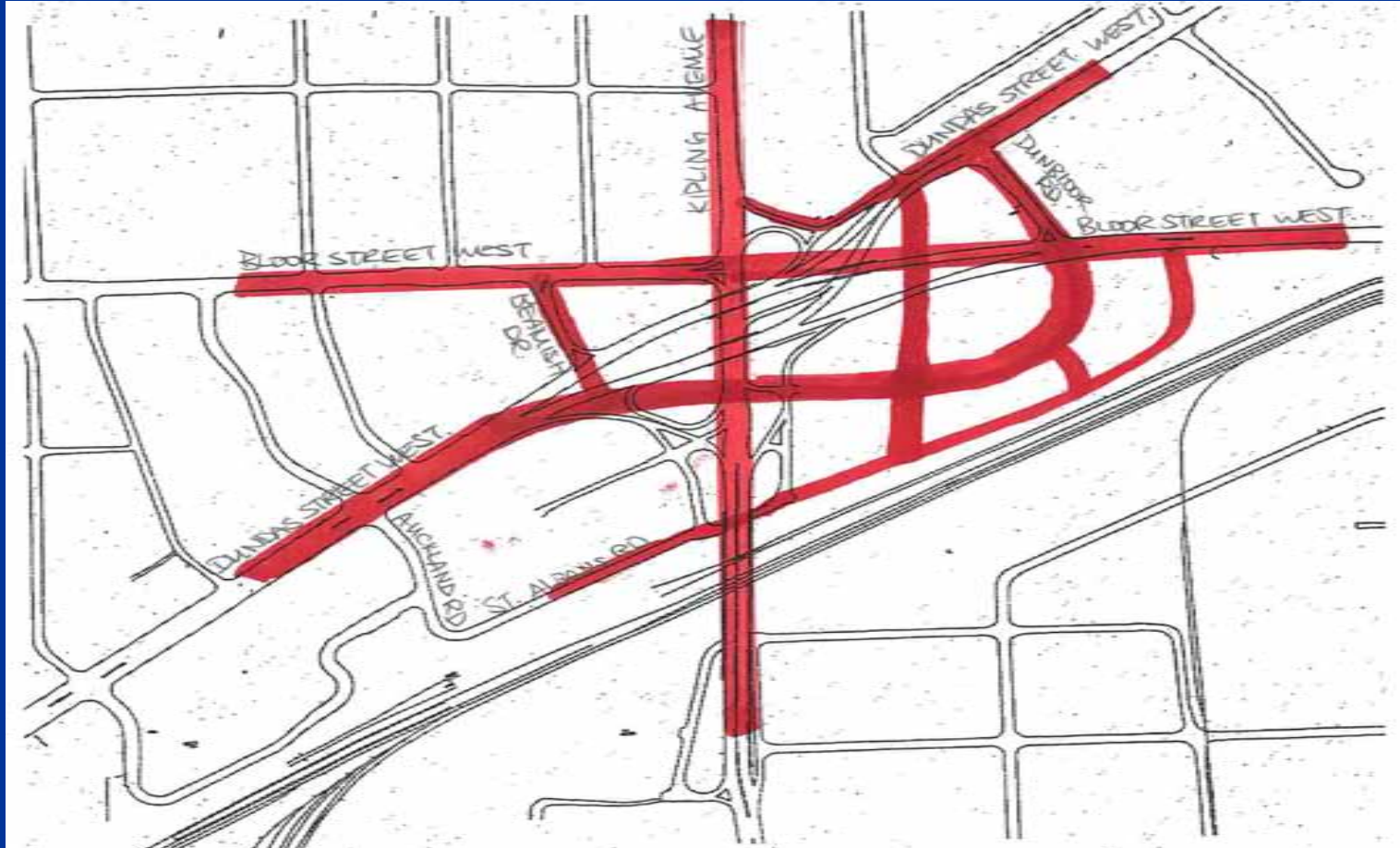
Need and Opportunity

- Barrier effect – visual and physical
- Compliance with the Etobicoke Centre Secondary Plan
- New West District Centre
- Maintain acceptable transit/traffic levels of service
- Simplify the road network
- Provide good pedestrian and cyclist access

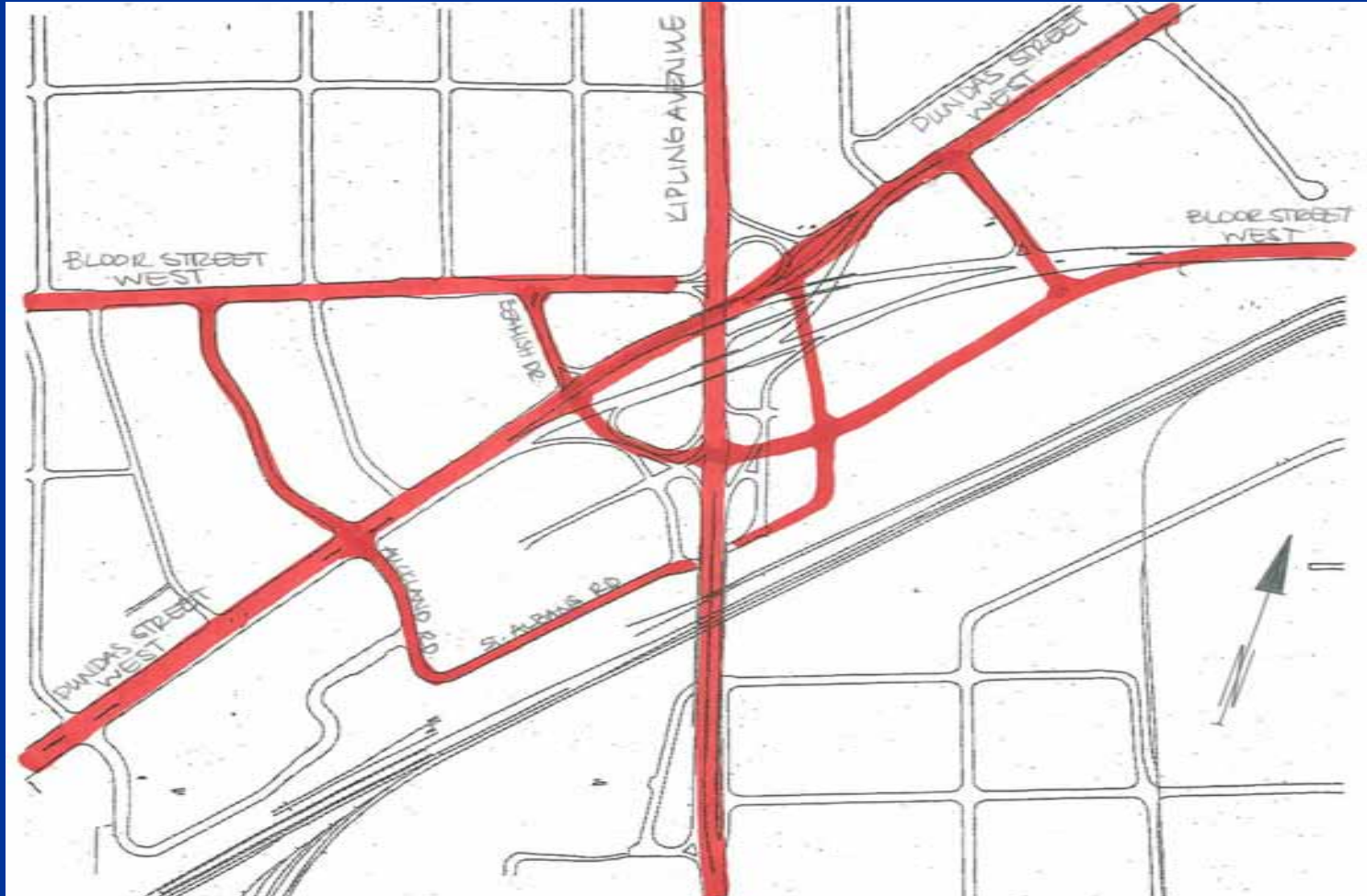
1. Do-nothing



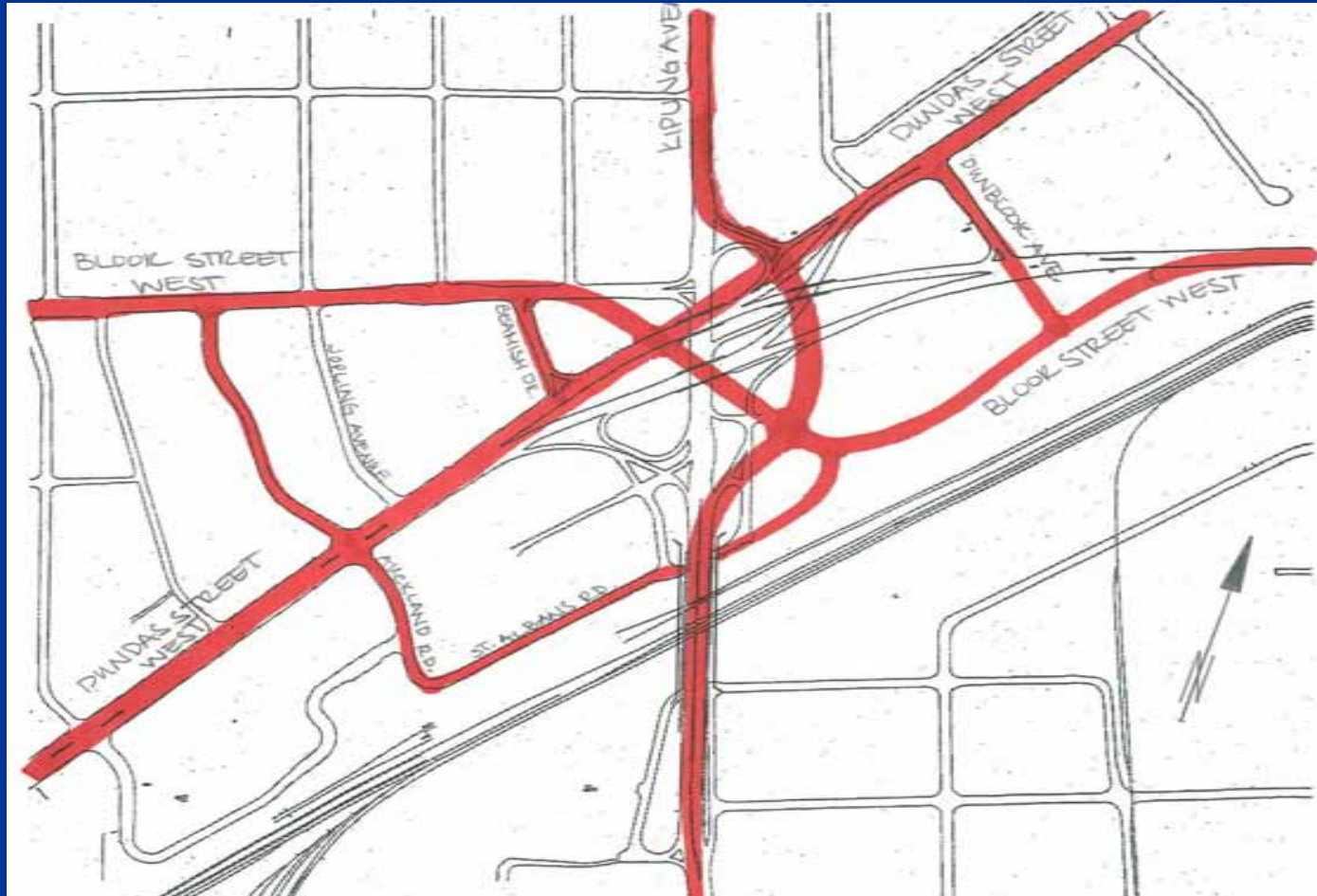
2. Fully At-Grade Dundas Street Loop



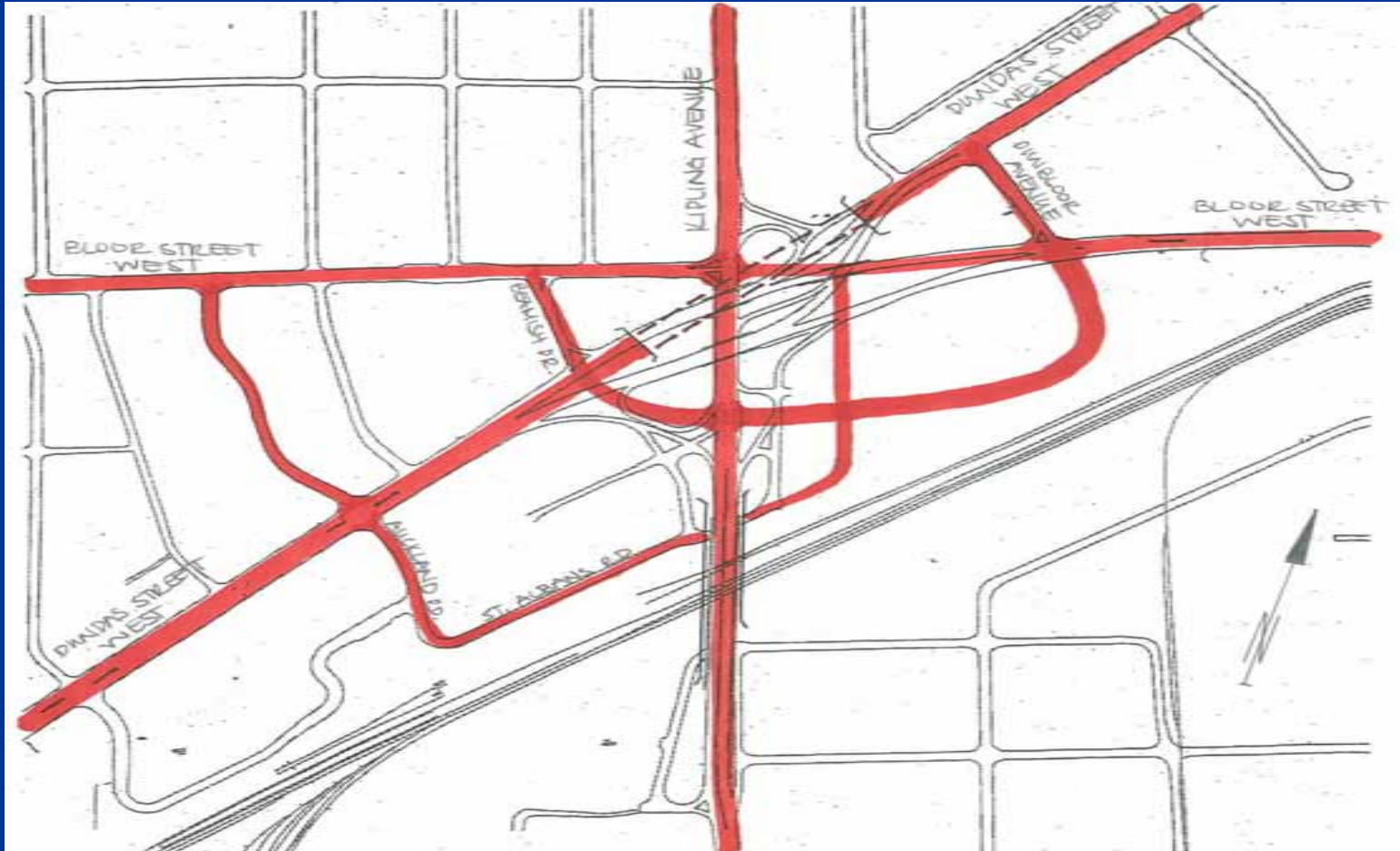
3. Fully At-Grade Bloor Street Loop



4. Fully At-Grade Kipling Avenue Loop



5. Dundas Street Underpass



6. Kipling Avenue Underpass



Work Undertaken Since PIC #1

1. Received public comments
2. Developed new *Alternative*
3. Preliminary Screening
4. Detailed Evaluation

7. Modified Existing– Improved Westwood Land Access



Preliminary Screening of Alternatives

All 3 Alternatives

- Land shapes & sizes – not conducive to development

3. Fully At-Grade Bloor Street Loop

- Non typical/normal intersection – Dundas/Kipling

4. Fully At-Grade Kipling Avenue Loop

- Significant impacts – existing homes & active developments north of Bloor Street
- Roadway alignment geometry doesn't meet appropriate design criteria

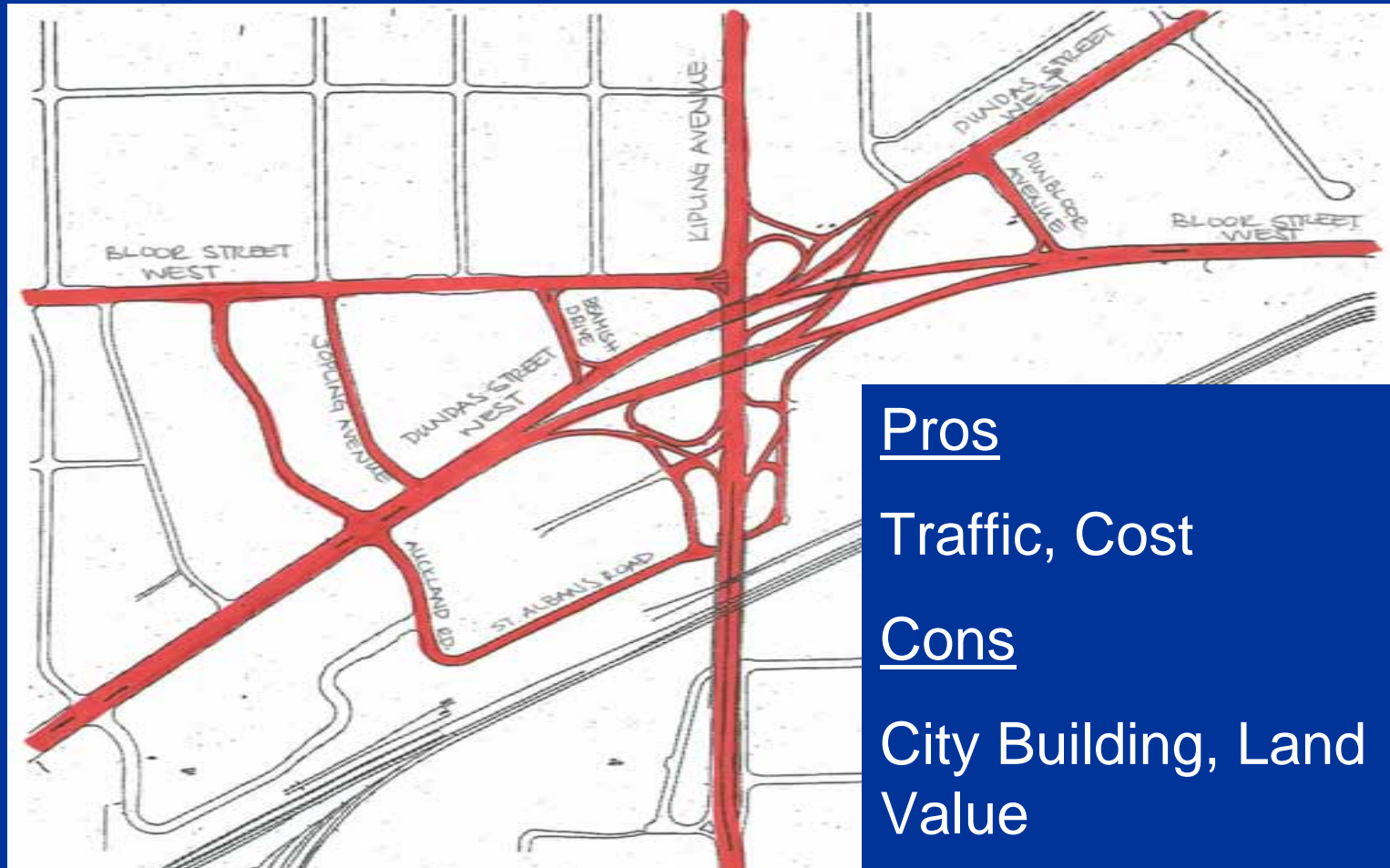
6. Kipling Avenue Underpass

- Significant impacts – several homes on Kipling Ave north of Bloor Street

Criteria to Evaluate Short List

- Land Use and Socio-Economic Impacts
- City Building
- Transportation Impacts
- Environmental Impacts
- Implementation Impacts
- Cost
- Land Value

1. Do-nothing



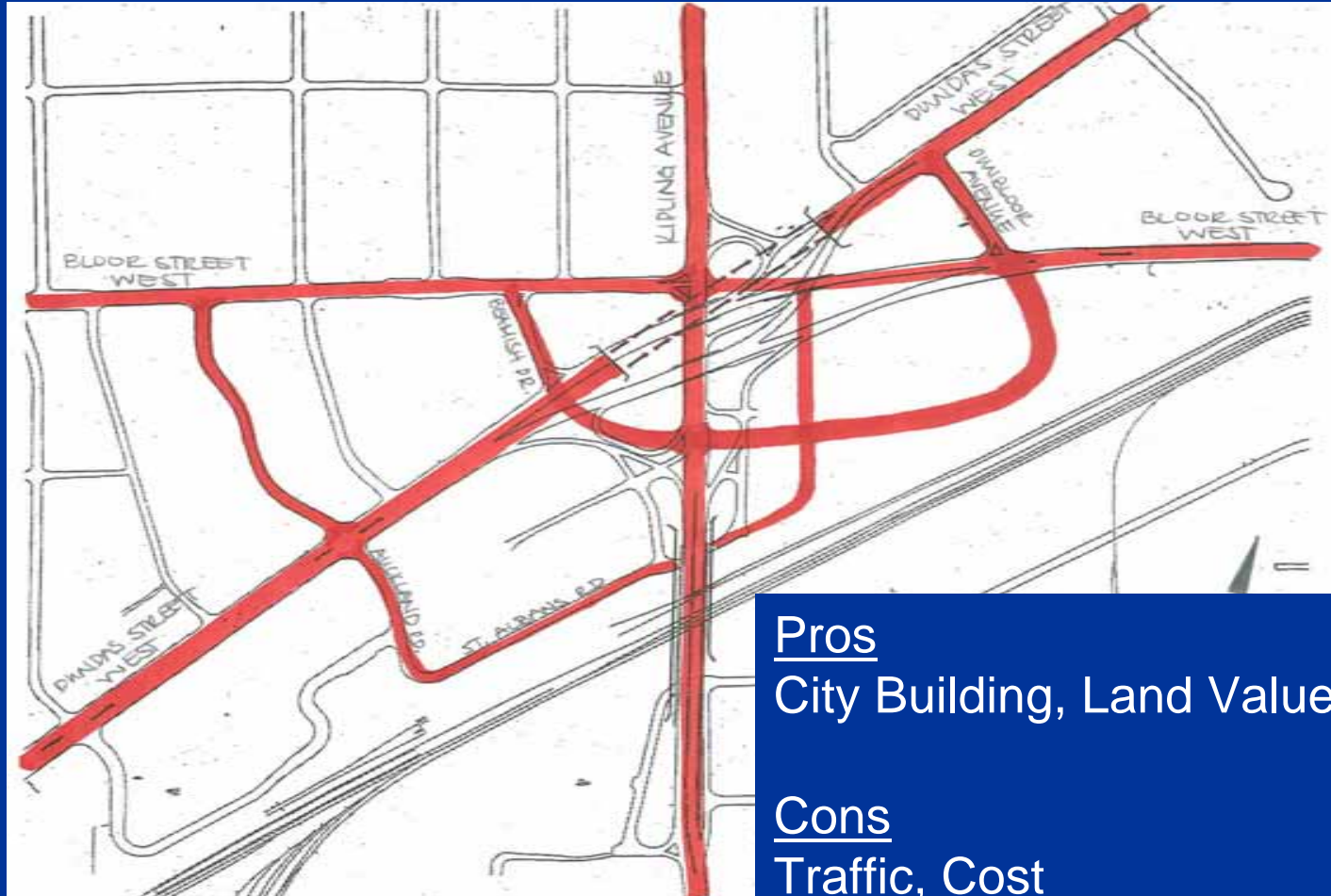
Pros

Traffic, Cost

Cons

City Building, Land Value

4. Dundas Street Underpass



Pros
City Building, Land Value

Cons
Traffic, Cost

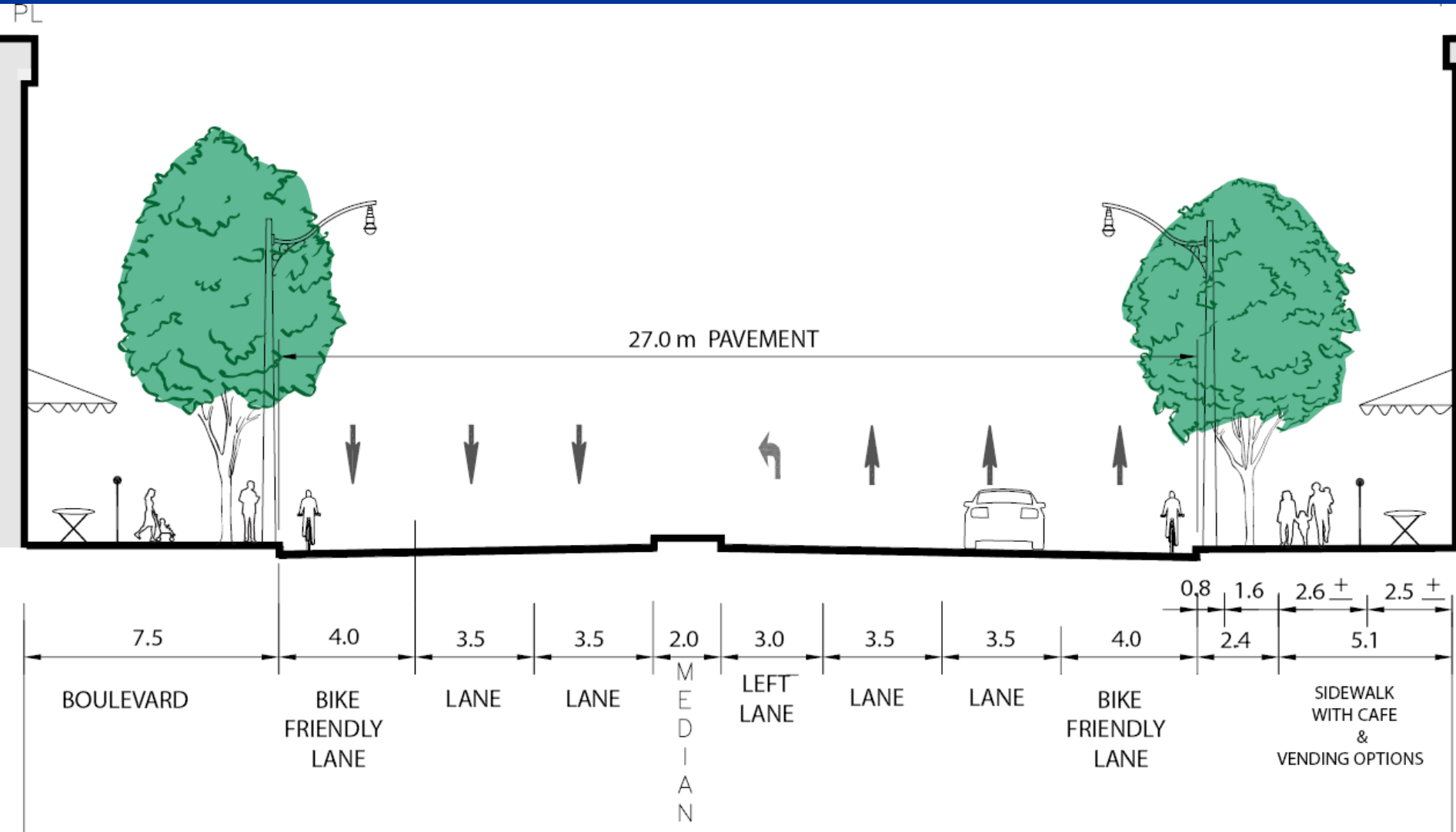
Evaluation Summary

- ✘ 1. Do-nothing
- ✘ 2. Modified Existing
- ✓ 3. Fully At-Grade Dundas Loop
- ✘ 4. Dundas Underpass

3. Fully At-Grade Dundas Street Loop



Dundas at Kipling





Six Points Existing Condition

Next Steps

- Review comments from Public and Agencies
- Re-evaluation of Alternatives - based upon comments
- Confirm Preferred Alternative
- Finalize the Environmental Study Report
- Submit report to Works Committee and Council with Preferred Alternative – Fall 2006/Spring 2007
- Issue Notice of Completion – 30 Day Public Input Period