

WELCOME

PUBLIC MEETING AND OPEN HOUSE #2

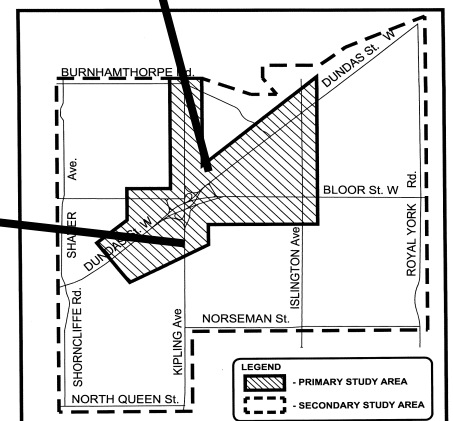
**Six Points Interchange Reconfiguration
Class Environmental Assessment Study**

June 20, 2006

City of Toronto

STUDY AREA

The focus of the study is the Six Points Interchange, the area where Kipling Avenue, Dundas Street West and Bloor Street West meet, in the west end of the City of Toronto (Etobicoke). The primary study area is shown below.



STUDY UPDATE

The Six Points Interchange Reconfiguration Class Environmental Assessment study was initiated in November 2003, and the first of two planned Public Meetings and Open Houses was held on March 2, 2004. The purpose of the first meeting was to:

- Present an overview of the Six Points Reconfiguration study
- Present a long list and a selected short list of proposed options
- Present the preliminary criteria to be used to evaluate the options

At the March 2004 Public Meeting and Open House, a total of 33 'Long List' of design concepts, was presented. A set of 'coarse' criteria was presented and used as a first step evaluation tool to shorten the 'Long List' of options. The evaluation resulted in an initial 'Short List' of Options, which was also presented at the March 2004 Public Meeting and Open House.

A delay subsequently occurred in the project, and the project was resumed late 2005.

The purpose for tonight's meeting, and other background information on the project follows on the next set of panels.

PURPOSE OF TONIGHT'S MEETING

The purpose of tonight's meeting is to:

- Provide an update of work completed since the first Public Meeting and Open House held on March 2, 2004
- Present the short list of proposed options for reconfiguring the interchange
- Present the evaluation of these options
- Present the preliminary preferred option
- Outline the next steps for the project

STUDY BACKGROUND

- Reconfiguration of the Six Points Interchange has been a municipal objective for more than 2 decades.
- The former City of Etobicoke ***City Centre Secondary Plan***, approved in 1987, included a policy calling for the reconfiguration of the Six Points Interchange.
- Several studies were undertaken between 1983 and 1989 to identify and evaluate alternative interchange redesign concepts.
- Further study was held in abeyance in the mid 1990's as a result of discussions between the City of Etobicoke and Metropolitan Toronto concerning the use of the Metro owned Westwood Theatre lands for a new Etobicoke Civic Centre, and funding issues associated with the Six Points reconfiguration.
- Given the age and condition of the structures within the interchange, a program to rehabilitate the interchange was initiated in 1996 and all bridges were subsequently reconstructed.
- A review of the ***City Centre Secondary Plan*** was initiated after amalgamation, in the context of a program to develop an Official Plan for the new City of Toronto.
- The new ***Etobicoke Centre Secondary Plan*** was approved by City Council in November 2002. It contains a policy addressing the need to reconfigure the Six Points Interchange.

STUDY PURPOSE

The purpose of this study is to:

- examine options for reconfiguring the Six Points Interchange and associated ramps and service roads
- recommend a preferred design and property protection plan for a reconfigured Six Points road network, consistent with the policy objectives of the new ***Etobicoke Centre Secondary Plan***

Key benefits of any proposed redesign should include:

- a design that requires less land than existing, potentially releasing surplus lands for other uses
- improved aesthetics and compatibility of land uses, and a balance of the needs of users within the corridors
- an improved street and block pattern to better integrate land uses on the east and west sides of Kipling Avenue
- improved pedestrian and bicycle connections including linkages to the Kipling Subway Station, adjacent neighbourhoods and employment area

The study will be carried out in accordance with the requirements of **Schedule “C”** of the June 2000 *Municipal Class Environmental Assessment (EA)* process.

Completion of this Environmental Assessment is part of the process to enable the City to address both the short-term and the long-term needs for the Six Points area.

STUDY PUBLIC CONSULTATION PLAN

- Opportunities for public input are provided throughout the process. Public input is gathered through public meetings, telephone inquiries, letters, email and faxes. Notices with a contact name and telephone numbers were published in the City of Etobicoke Guardian and mailed out to property owners, residents and government agencies.
- Comments are always welcomed. Formal public consultation points, which are also shown on the EA Process panel are as follows:
 - Phase 2: - Public Meeting and Open House #1:
March 2, 2004
 - Phase 3: - Public Meeting and Open House #2:
Tonight
- Environmental Study Report (ESR) to Council:
Early Fall 2006
 - Phase 4 - File ESR on public record: Fall 2006/Spring
2007
- Upon filing of the ESR, a public notice of the completion of the study will be published.
- The ESR will be available for public review and comment for a required 30-day review period.
- During the 30-day review period, you may request that the project be 'bumped-up' to a Part II Order, if you feel after consulting with the City, that serious process and/or environmental concerns remain unresolved. The decision to 'bump-up' the project to a Part II Order rests with the Minister of the Environment.

NEEDS AND OPPORTUNITY

Planning Needs

- The Six Points Interchange occupies a significant portion of the Six Points Area, and is identified as a substantial barrier between lands east and west of Kipling Avenue. It is also a major obstacle for pedestrians and cyclists.
- As per the ***Etobicoke Centre Secondary Plan*** policies, the City has identified the need to investigate alternative designs for the interchange area.

Capacity and Operational Needs

- Six Points is a major transit corridor providing transit service connection for the TTC and the City of Mississauga Transit (MT). Maintaining acceptable surface transit operations will be required.
- Dundas Street, Bloor Street, and Kipling Avenue are arterial roads through the area. Acceptable roadway traffic levels of service must be maintained to reduce the potential for traffic diversion into adjacent neighbourhoods.
- Reconfiguring the Six Points Interchange will provide an opportunity for improving pedestrian and cyclist access and circulation through the area.

PROBLEM STATEMENT

Solutions are required to reconfigure the Six Points Interchange to allow for a connected Etobicoke Centre, and to meet the objectives of the ***Etobicoke Centre Secondary Plan***. The problem statement entails finding solutions necessary to:

- Simplify the road network layout, freeing up surplus lands for other uses.
- Maximize ‘typical’ street intersections and frontages.
- Provide good pedestrian network access to and from the Kipling Subway Station, the Westwood Theatre site, Bloor and Dundas Streets, and improve pedestrian connections between the east and west sides of Kipling Avenue.
- Improve cyclist connections through the area to connect to adjacent land uses.
- Improve the landscape and streetscape of the area.
- Have acceptable levels of service for traffic operations on the area arterial road network that is consistent with a highly urbanized pedestrian-oriented environment.
- Maintain acceptable surface transit operations, particularly to and from the Kipling Subway Station, considering existing and future bus operations.

“LONG LIST” OF OPTIONS

At the March 2004 Public Meeting and Open House, a ‘Long List’ of design concepts, totaling 33 Options, was presented. The concepts were grouped into the following families to facilitate evaluation:

1. Do Nothing
2. Fully At-Grade
3. Bloor-Dundas Connected with Grade Separation
4. Bloor Connected with Grade Separation
5. Bloor Not Connected with Grade Separation
6. Roundabout and Ring Road

A set of ‘coarse’ criteria was presented and used as a first step evaluation tool to shorten the ‘Long List’ of options. The ‘Long List’ of options was evaluated, based on the ability of each alternative to address each criterion.

The evaluation resulted in an initial ‘Short List’ of Options, which was also presented at the March 2004 Public Meeting and Open House.

“SHORT LIST” OF OPTIONS

The initial ‘Short List’ of Options for reconfiguring the Six Points Interchange presented at the March 2004 Public Meeting and Open House, included the following:

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

In consideration of the cost of removing the existing interchange structures, the City also developed an option to maintain the existing structures and provide access improvements through the Westwood Theatre Lands. This option was added to the ‘Short List’, and is called the **Modified Existing – Improved Westwood Lands Access**.

“SHORT LIST” OF OPTIONS (CONT’D)

After preliminary review of the ‘Short List’ of options, the Fully At-Grade Bloor Street Loop, Fully At-Grade Kipling Avenue Loop, and the Kipling Avenue Underpass were screened out from further evaluation for the following reasons:

- | | |
|--|--|
| Fully At-Grade
Bloor St. Loop | <ul style="list-style-type: none">• Roadway geometry results in non-“typical/normal” intersection at Dundas and Kipling – limits available capacity in the road network with restricted left turn movements• Resulting block shapes and sizes are not conducive to development and/or road network users. |
| Fully At-Grade
Kipling Ave.
Loop | <ul style="list-style-type: none">• Significant impacts on existing homes and on active development site north of Bloor St.• Resulting block shapes and sizes are not conducive to development and/or road network users.• Resulting roadway alignment geometry does not meet appropriate design criteria. |
| Kipling Ave.
Underpass | <ul style="list-style-type: none">• Significant impacts on several homes on Kipling Avenue north of Bloor Street• Resulting block shapes and sizes are not conducive to development and/or road network users. |

The following **four** options were therefore carried forward for further detailed evaluation:

1. Do Nothing
2. Modified Existing – Improved Westwood Lands Access
3. Fully At-Grade Dundas Street Loop
4. Dundas Street Underpass

CRITERIA FOR EVALUATION OF “SHORT LIST” OF OPTIONS

The assessment criteria for detailed evaluation of the final “Short List” of Options, included impacts on the social and economic environments, transportation network, the natural environment, implementation, and costs, as follows:

Land Use and Socio-Economic

- impacts on the surrounding residential community
- impacts on surrounding businesses
- Six Points footprint size (road network area)
- utilization of all lands adjacent to the Six Points
- property impacts on active development sites
- property acquisition needs
- impacts on existing utilities/services

City Building

- provide for a network of streets that divide larger sites into smaller blocks, and promotes a compact transit oriented street and block pattern
- provide for the integration of surplus interchange lands into the existing urban fabric
- achieve “typical/normal” street intersections
- promote street-oriented buildings
- promote pedestrian scale building-to-street relationships
- eliminate/minimize grade separations
- avoid “above grade” street grade separations
- provide for a Centre with common infrastructure elements

Transportation - *Transit*

- delay to surface transit operations
- opportunity for enhanced transit service in the area, including the Westwood Theatre lands and adjacent sites
- access to Kipling Subway Station for surface transit vehicles
- vehicular access to ancillary subway station facilities (i.e., passenger pick-up and drop-off and commuter parking)

CRITERIA FOR EVALUATION OF “SHORT LIST” OF OPTIONS (Cont’d.)

Transportation - Traffic

- achieve arterial road continuity/connectivity
- traffic levels of service
- vehicular access to the Westwood Theatre lands, and adjacent sites

Transportation - Pedestrians

- connect/integrate new pedestrian facilities with the surrounding community and employment areas
- pedestrian connections across arterial roads
- pedestrian access to the Kipling Subway Station, particularly to/from the Westwood Theatre lands
- overall pedestrian environment / experience

Transportation - Cyclists

- bicycle access to/from the Kipling Subway Station
- provides bicycle friendly streets
- implements the City’s Bikeway Network (i.e., connect/integrate new biking facilities with the surrounding community and employment areas, in the context of the Toronto Bike Plan)

Natural Environmental

- natural environment
- air quality

Implementation

- construction feasibility
- staging opportunities

Costs

- construction costs
- maintenance costs

Land Value

SUMMARY ASSESSMENT OF ALTERNATIVES

Please refer to the “Summary Assessment of Alternatives” PDF file on the project website.

GENERAL COMMENTS AND RESPONSES FROM OPEN HOUSE #1

General public comments recorded at the March 2004 Public Meeting and Open House are summarized below:

1. Why were the structures rebuilt three years ago? Why can't we work with what we have and build a pedestrian walkway?

- the bridge were deteriorating and had to be rehabilitated to maintain structural integrity
- at the time of the rehabilitation, there was no plan for the reconfigured interchange; momentum associated with developing a plan for reconfiguring the interchange was lost prior to amalgamation
- leaving the existing interchange in it current form, with some improvements for pedestrians and cyclists where possible, is one option that will be considered

2. Why are we going back to at-grade intersections? The traffic moves very well with the fly-overs.

- at-grade intersections meet the objectives of the Secondary Plan; reconfiguring the Six Points intersection will remove a substantial barrier between lands east and west of Kipling Avenue, and a major obstacle to pedestrians and cyclists
- impacts on traffic flow is one of the criteria that is being examined; traffic modeling will be done to assess traffic impacts

GENERAL COMMENTS AND RESPONSES FROM OPEN HOUSE #1 Cont'd

3. Will the EA recognize pollution from vehicles with proposed at-grade intersections?

- environmental impacts will be reviewed, including air quality

4. Previous estimates for reconfiguring the interchange were in the range of \$20 to \$30 million. What is the ballpark figure now?

- Approximately \$34 million

5. Will the reconfiguration have an impact on whether or not the Mississauga Transit Terminal moves to Kipling Station?

- No

GENERAL COMMENTS AND RESPONSES FROM OPEN HOUSE #1

Cont'd

Seventy-one comments forms were received from interested stakeholders. The following table summarizes the majority “likes and dislikes” indicated for each of the “Short List” of Options.

Option	Likes	Dislikes
1. Do Nothing	<ul style="list-style-type: none"> • Cost savings/least expensive • Easy traffic flow 	<ul style="list-style-type: none"> • Confusing for drivers – overpasses act as barriers for connection to Islington Village west of Kipling • Not pedestrian friendly/dangerous for pedestrians • Inefficient use of land
2. Fully At-Grade, Dundas Street Loop	<ul style="list-style-type: none"> • Best Option 	<ul style="list-style-type: none"> • Significant traffic flow concerns
3. Fully At-Grade, Bloor Street Loop	-	<ul style="list-style-type: none"> • Significant traffic flow concerns/slower traffic
4. Fully At-Grade, Kipling Avenue Loop	-	<ul style="list-style-type: none"> • Significant traffic flow concerns
5. Dundas Street Underpass	-	<ul style="list-style-type: none"> • Too costly and complicated • Significant traffic flow concerns/slower traffic
6. Kipling Avenue Underpass	<ul style="list-style-type: none"> • Traffic could run more smoothly 	<ul style="list-style-type: none"> • Significant traffic flow concerns/lights will cause more traffic and pollution • Too costly

PREFERRED OPTION

The assessment and evaluation of the “Short List” of Options concluded that the **Fully At-Grade Dundas Loop** is the preliminary preferred option for reconfiguring the Six Points Interchange. This Option:

- Meets the objectives of the Problem Statement with a simplified road network layout, and integration of surplus interchange lands within the existing urban fabric.
- Maximizes the flexibility to have the best potential to serve adjacent urban land uses, and provides the most opportunities to create appropriate development blocks, with improvement to the landscape and streetscape of the area.
- Provides good pedestrian access to and from Kipling Station, the Westwood Theatre site, Bloor and Dundas Streets, improves pedestrian connections between the east and west sides of Kipling Avenue, and provides an overall positive environment / experience for pedestrians. This option also improves cyclist connections through the area to connect to adjacent land uses.
- Provides for surface transit operations, to and from the Kipling Subway Station, and enhanced opportunity for transit service through the area, including the Westwood Theatre lands. Also provides for traffic levels of service that are comparable to the Dundas Street Underpass option.
- Allows for minimal environmental impacts

Overall, this option provides for significant improvements over existing conditions.

NEXT STEPS

- We will review all comments and suggestions received from the public and agencies.
- Based on public and agency input, we will:
 - Re-evaluate the four 'Short List' Options and their impacts
 - Confirm the Preferred Option
 - Refine / finalize the preliminary design of the preferred option
- We will document the study in an Environmental Study Report (ESR).
- The ESR will be submitted to City Council for review and approval.
- The ESR will then be filed and will be available for public review and comment for a required minimum 30-day review period.

YOUR INPUT IS IMPORTANT

We invite you to fill in the comment sheet with your comments and suggestions.

If you wish to be put on our mailing list, require further information, or wish to provide input to the study, you can contact us in the following ways:

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