

WELCOME

PUBLIC MEETING AND OPEN HOUSE #1

Six Points Interchange Reconfiguration Class Environmental Assessment Study

Tuesday, March 2nd, 2004

City of Toronto

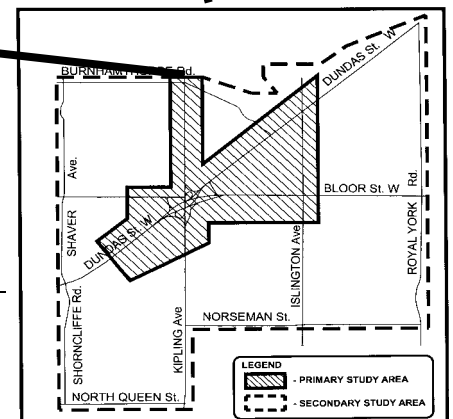
PURPOSE OF TONIGHT'S MEETING

The purpose of tonight's meeting is to:

- Present an overview of the Six Points Reconfiguration study
- Present the selected short list of proposed options
- Present the preliminary criteria to be used to evaluate the options
- Outline the next steps for the project

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 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 existing 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 also contains a policy addressing the need to reconfigure the Six Points Interchange.

STUDY PURPOSE

The purpose of this study is to:

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

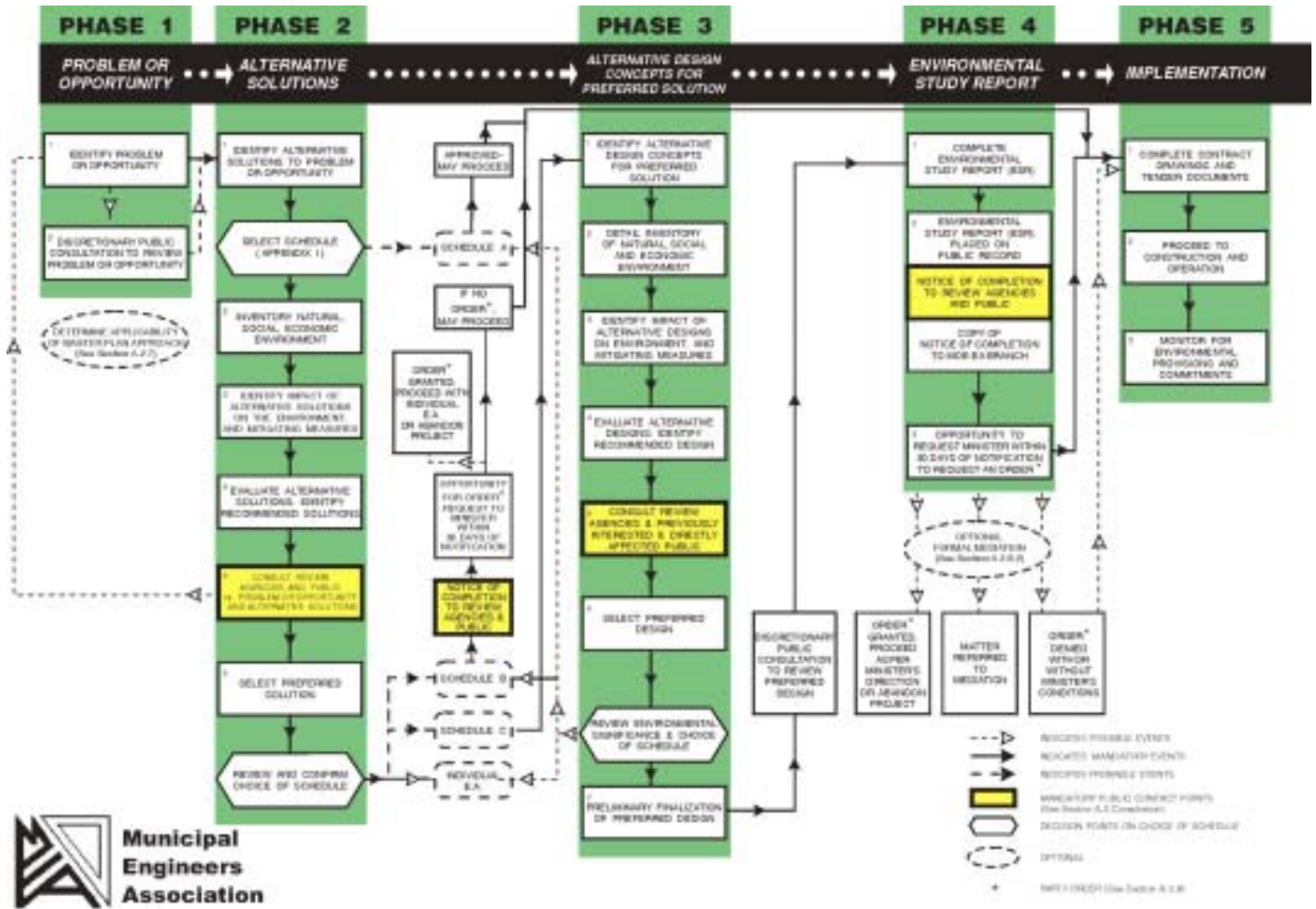
Key benefits of any proposed redesign should include:

- a less land consumptive design, 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 either side 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).

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

CLASS ENVIRONMENTAL ASSESSMENT PROCESS



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 - Tonight
 - Phase 3 – Public Meeting and Open House #2 - Spring 2004
– Environmental Study Report (ESR) to Council –
Spring 2004
 - Phase 4 – File ESR on public record – Summer 2004
- 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 (formerly known as the “bump-up” request), if you feel, after consulting with the City, that serious process and/or environmental concerns remain unresolved. The decision rests with the Minister of the Environment.

APPLICABLE OFFICIAL PLAN AND SECONDARY PLAN POLICIES

The City of Toronto Official Plan identifies the Etobicoke Centre as the City's western urban focal point, and one of four major centres strategically located across the City.

According to the Etobicoke Centre Secondary Plan Policies:

- The reconfiguration of the Six Points Interchange is a long term municipal objective. The City is to investigate alternative designs of the interchange so that future implementation of changes to the interchange are not compromised through the approval of future development proposals, or the design of other public capital projects in the vicinity of the interchange.
- New City streets are to be designed to create adequate space for pedestrians, cyclists and landscaping, as well as vehicles and utilities. The streets are to be designed to promote a distinctive image that is predominantly urban in character.
- The efficient operation of the arterial road network is to be maintained so that "through" traffic does not spill over into adjacent residential neighbourhoods, and to facilitate the efficient operation of surface transit routes.
- Large undeveloped blocks in the Six Points area are to be divided into smaller blocks, with new public roads that will provide connections to the existing community.
- The City-owned Westwood Theatre lands can form a focus for the area becoming a hub of community activity. A variety of building heights, open space areas, an internal road structure and a pedestrian connection under Kipling Avenue to the Subway Station, are primary objectives.

NEEDS AND OPPORTUNITY

Planning Needs

- The Six Points Interchange consumes 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 of the interchange.

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 pedestrians and cyclists access and circulation.

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 surplus lands for other uses
- Maximize 'typical' street intersections and frontages
- Provide good pedestrian network access to and from Kipling Station, the Westwood Theatre site, Bloor and Dundas Streets, and improve pedestrian connections between the east and west sides of Kipling Avenue
- Improve cyclists 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

A long list of design concepts was developed from a number of sources for a total of 33 Options. These sources include:

- Three separate studies conducted between 1983 and 1989 to review redesign concepts for the interchange
- An urban design charrette held in 1999 in conjunction with the 'City Centre Secondary Plan' review
- Project Team concepts developed as part of this study

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

“COARSE” SCREENING CRITERIA FOR EVALUATION OF LONG LIST OF OPTIONS

A set of criteria, referred to as ‘coarse’, were developed to provide a first step elimination of some of the 33 “Long List” of options, to arrive at a “Short List” of options. The “Short List” of options will go through a more rigorous evaluation process, based on more detailed evaluation criteria.

The long list of options were evaluated based on the ability of each alternative to address the following criteria:

- release interchange lands for other uses
- “normalize” intersections (i.e. intersect at-grade, meet typical geometric design criteria, pedestrian and cyclist accessibility, etc.)
- arterial road continuity/connectivity (i.e. Dundas-Dundas connection, Bloor-Bloor connection, and Kipling-Kipling connection)
- no “above grade” grade separations
- no significant impacts on active development sites

The evaluation resulted in a ‘Short List’ of Options. The “Do Nothing” option was carried forward for further comparison purposes.

SHORT LIST OF OPTIONS

The resulting Short List includes the following options:

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

Short List of Options

Do Nothing



Fully At-Grade Dundas Street Loop

Fully At-Grade Bloor Street Loop



Fully At-Grade
Kipling Avenue Loop



Dundas Street Underpass

Kipling Avenue Underpass



CRITERIA FOR EVALUATION OF “SHORT LIST” OF OPTIONS

Similar to the evaluation of the “Long List” of options, criteria for evaluating the “Short List” of options were developed. The following are the initial criteria:

Land Use and Socio-Economic Impact

- minimize impacts on the surrounding residential community
- minimize impacts on surrounding businesses
- minimize the Six Points footprint
- make better use of all lands adjacent to the Six Points
- minimize property impacts on active development sites
- minimize need for property acquisition
- minimize impacts on utilities

City Building

- provide for a network of streets that divide larger sites into smaller blocks
- 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
- promote a compact transit oriented street and block pattern
- eliminate/minimize grade separations
- avoid “above grade” street grade separations
- provide for a Centre with common infrastructure elements

Transportation

Transit

- maintain acceptable surface transit operations
- maintain/enhance access to Kipling Subway Station for surface transit vehicles

CRITERIA FOR EVALUATION OF "SHORT LIST" OF OPTIONS (Cont'd.)

Transit cont'd.

- maintain acceptable vehicular access to ancillary subway station facilities (i.e. passenger pick-up and drop-off and commuter parking)

Traffic

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

Pedestrians

- connect/integrate new pedestrian facilities with the surrounding community and employment areas
- improve connections across arterial roads
- improve pedestrian access to the Kipling subway station, particularly to/from the Westwood Theatre lands

Cyclists

- connect/integrate new cycling facilities with the surrounding community and employment areas (in the context of the City's Master Bicycle Plan)

Environmental Impacts

- evaluate impact on the natural environment

Implementation

- construction feasibility
- staging opportunities

Costs

- evaluate costs

Business Case

- return on investments

NEXT STEPS

We will review all comments and suggestions received from the public and agencies.

Based on public input, we will:

- Confirm the “Short List” of Reconfiguration Options
- Evaluate the “Short List” of Reconfiguration Options based on the Evaluation Criteria
- Select a technically Preferred Option with identified short-term and long-term changes
- Identify and evaluate alternative designs and select a preferred
- Prepare a preliminary design for the Preferred design option

The next Public Meeting and Open House is tentatively scheduled for Spring 2004. At this meeting, we will present and request your input on:

- The evaluation of the “Short List” of Reconfiguration Options
- A preliminary Preferred Design for reconfiguring the Six Points interchange in the short-term and the long-term

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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