

June 17, 2013

Community Update #1

Reconfiguration Of The Six Points Interchange - Detailed Design

Project Timeline

West District
Design Initiative
Design Charrette

[NOV]

Kipling Station
Design Charrette

[MAY]

2007

2008

2009

Sept 2007
West District Design
Initiative (WDDI)

Oct 2007
Six Points Interchange
Reconfiguration Class
Environmental Assessment
Study

May 2009
Toronto West Courthouse
Rezoning Application

Aug 2009
Kipling Mobility
Hub Master Plan

The Six Points Interchange is generally bound by the Etobicoke Centre Limits plus a portion of Kipling north of Bloor St. West. According to the City of Toronto Official Plan, the Etobicoke Centre is the City's western urban focal point and one of four designated Centers.

The Etobicoke Centre is strategically located at the western gateway to the City between Toronto's downtown and International Airport, and is well positioned to assist in the implementation of urban structure and growth management objectives of the City. This location is also served by two major subway stations on the Bloor-Danforth subway line, namely Islington and Kipling stations. A GO Transit rail station is also located at Kipling Station which connects the City to other Cities within the Greater Toronto Area (GTA).

The vision for Etobicoke Centre is for an integrated, mixed use community with the feel and function of an urban core, and through the development of identified transportation network, it will further provide a safe access to all commuters to existing and new developments. It will implement the public realm vision from the previous studies while creating a friendly atmosphere for pedestrians and cyclists.

Purpose: to produce urban design visions for three properties;

- Bloor-Islington Lands
- Westwood Theatre Lands and
- Current Etobicoke Civic Complex (CECC) site.

The urban design visions explored the built form potential of the sites in order to guide their comprehensive redevelopment.

Objective: to identify the built form options that maximize net value on these sites while supporting the policies of the;

- Toronto Official Plan
- Etobicoke Centre Secondary Plan
- Other applicable regulations



The Six Points Interchange Reconfiguration Environmental Assessment Study was developed in tandem with the West District Design Initiative

Purpose: to recommend a preferred option for the reconfiguration of the Six Points Interchange.

Objective: to support the Secondary Plan, to generate development potential, and to create a better urban connection and improved pedestrian and vehicular access between the Westwood Theatre Lands and lands to the north.



Purpose: to amend the Etobicoke Centre Zoning By-law

Objective: to permit a Provincial Courthouse and ancillary uses.

The project was cancelled by the province in March 2010.

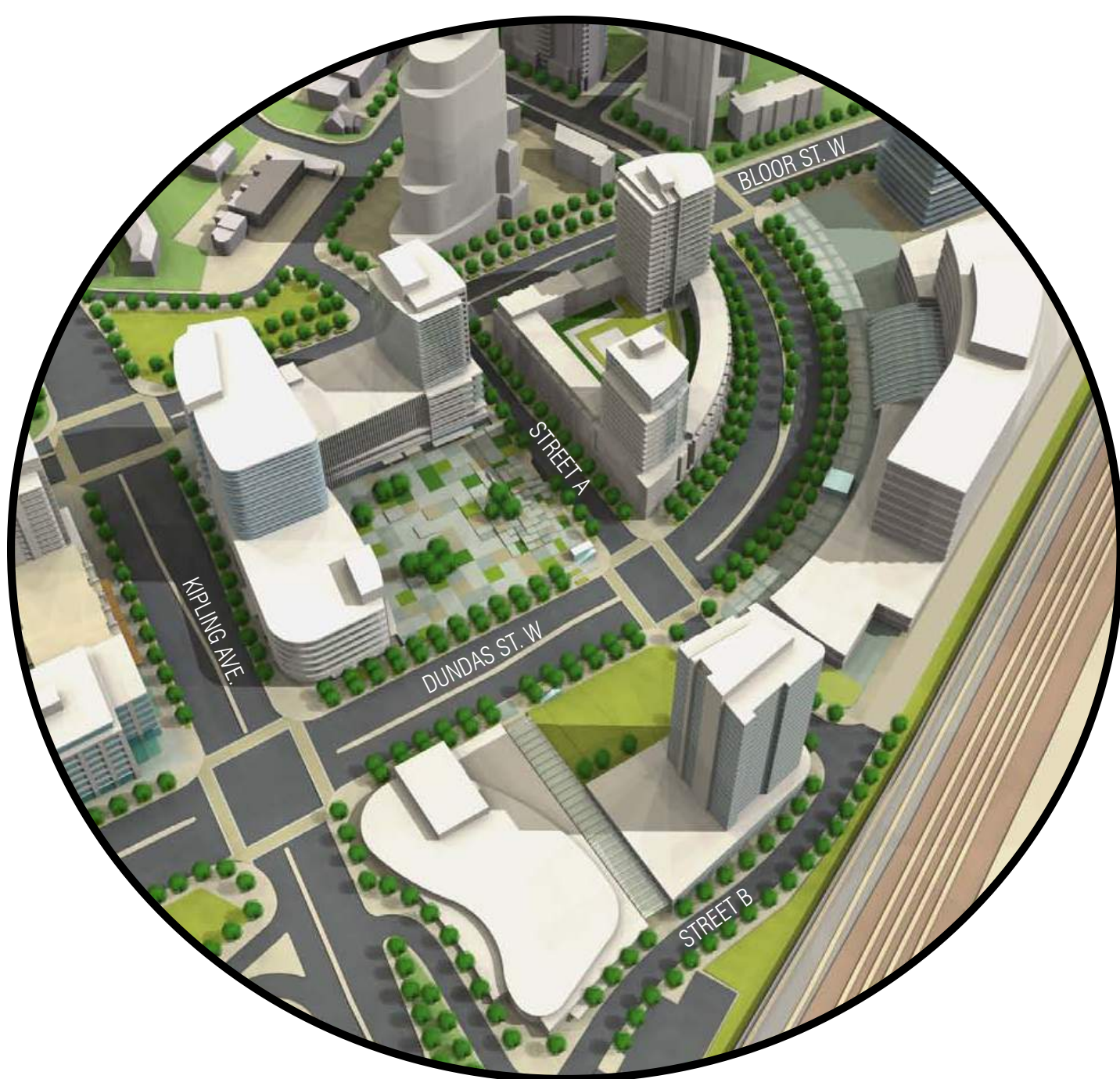


Purpose: to relocate Mississauga Transit bus facility from Islington Subway Station into the Kipling Mobility Hub

Objective: to develop a plan for an integrated Mobility Hub that supports the Centre and the Big Move (Metrolinx's Project)

2010

Oct 2009
Westwood Precinct
Urban Design
Guidelines



Purpose: to provide a development framework for the Westwood Precinct.

Initiated in 2008, the study was the result of the selection of the Westwood Precinct as the site for the new Toronto West Courthouse.

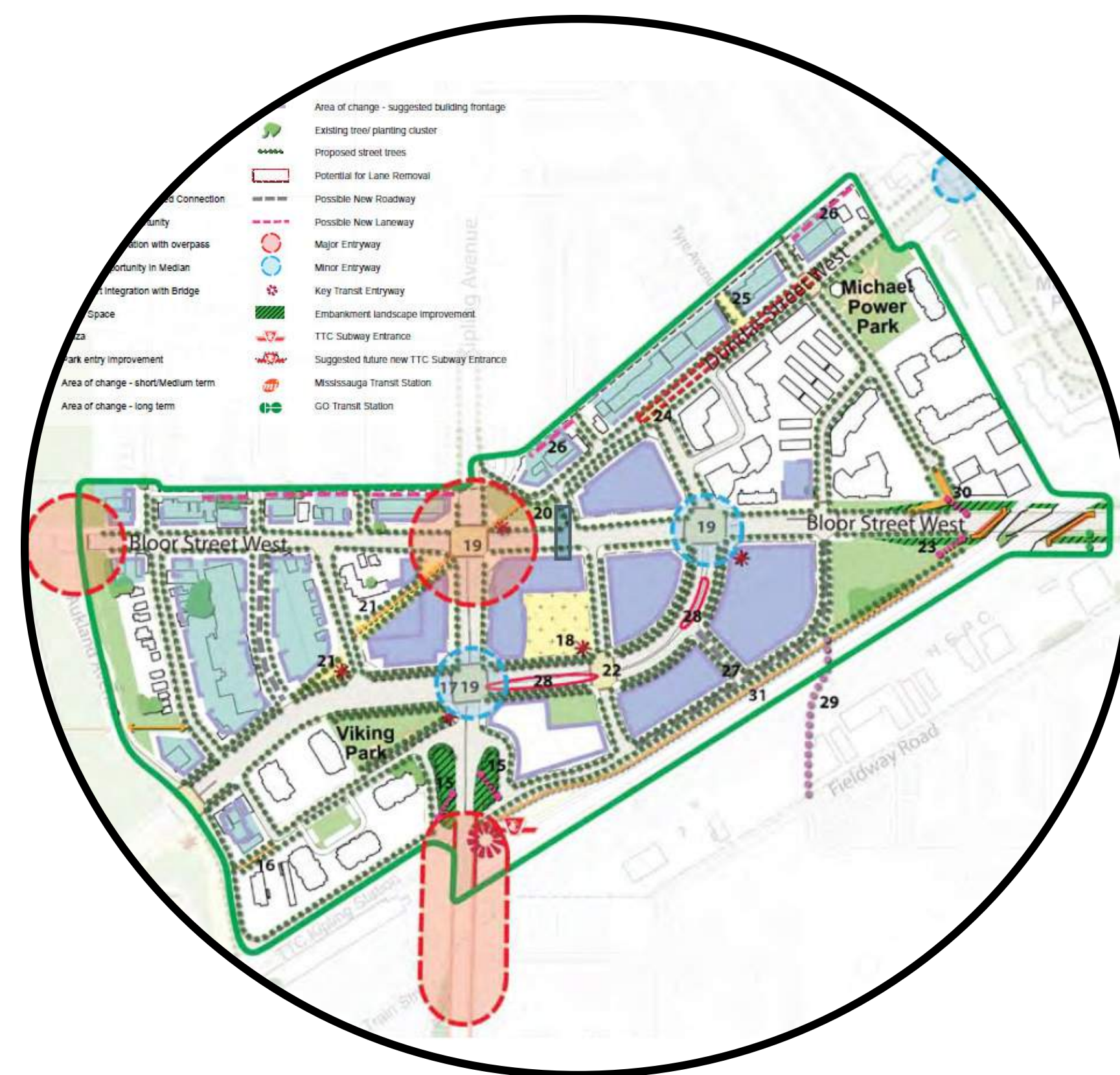
Objective: to confirm and update the urban design guidelines from the West District Design Initiative (2007) and the Etobicoke Centre Secondary Plan (2002).

2011

Etobicoke Centre
Public Space &
Streetscape Plan
Open House

[JUNE]

Nov 2011
Etobicoke Centre
Public Space & Streetscape Plan

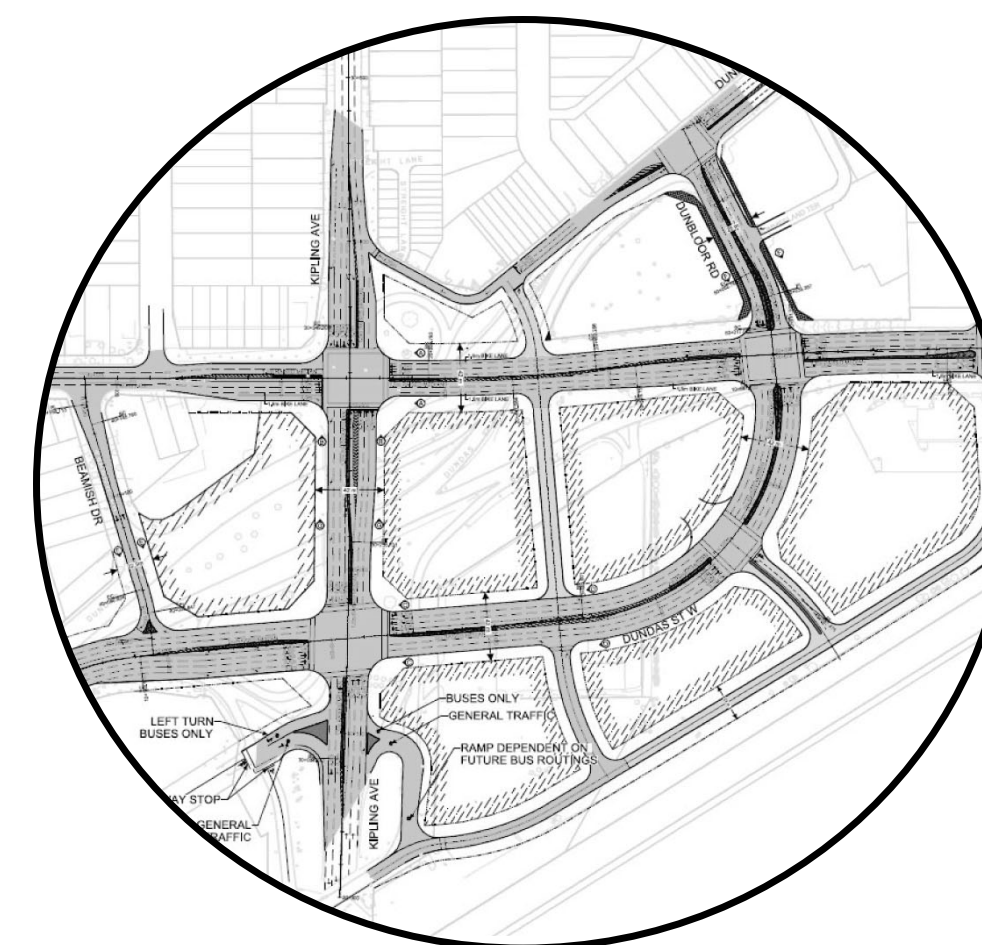


Objective: to finalize the urban design guidelines and formulate a strategy to unify the Etobicoke Centre into a vibrant, healthy, pedestrian friendly environment.

After the Courthouse cancellation, this Plan updated the recommendations for the Westwood Precinct to better connect it to the rest of the Centre.

2013

Mar 2013
Six Points Interchange
Detailed Design starts



Purpose: to implement the public realm vision from the previous initiatives.

Objective: to finalize the detailed design and prepare for construction

**WE ARE
HERE**

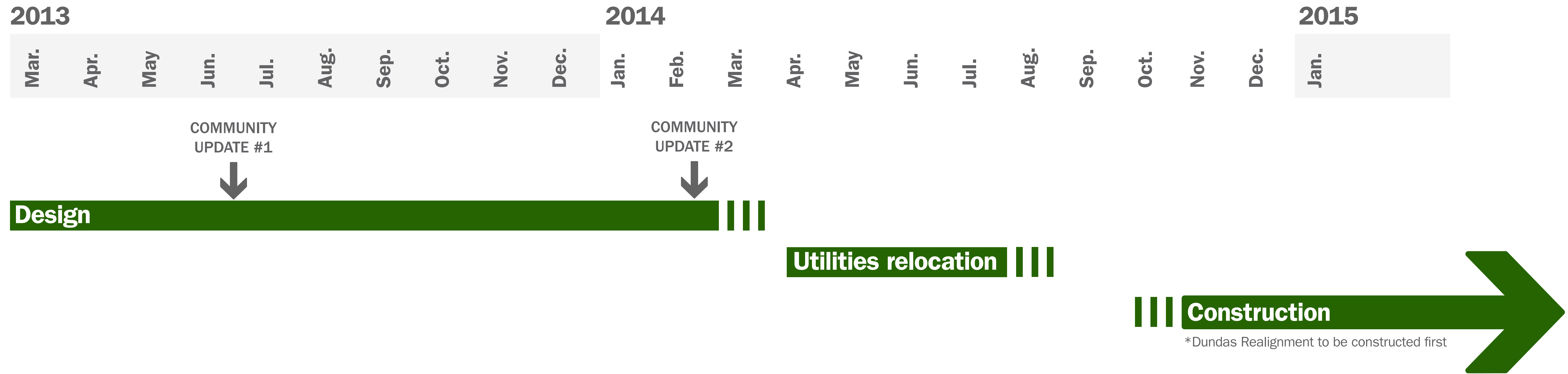
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2014

Spring 2014
Utility relocation
scheduled to start

Fall 2014
Construction
scheduled to start

Schedule



Existing Study Area



A. Kipling Looking North



B. Westwood Theatre



C. Bloor At Kipling Looking East



D. Dundas At Beamish Looking North



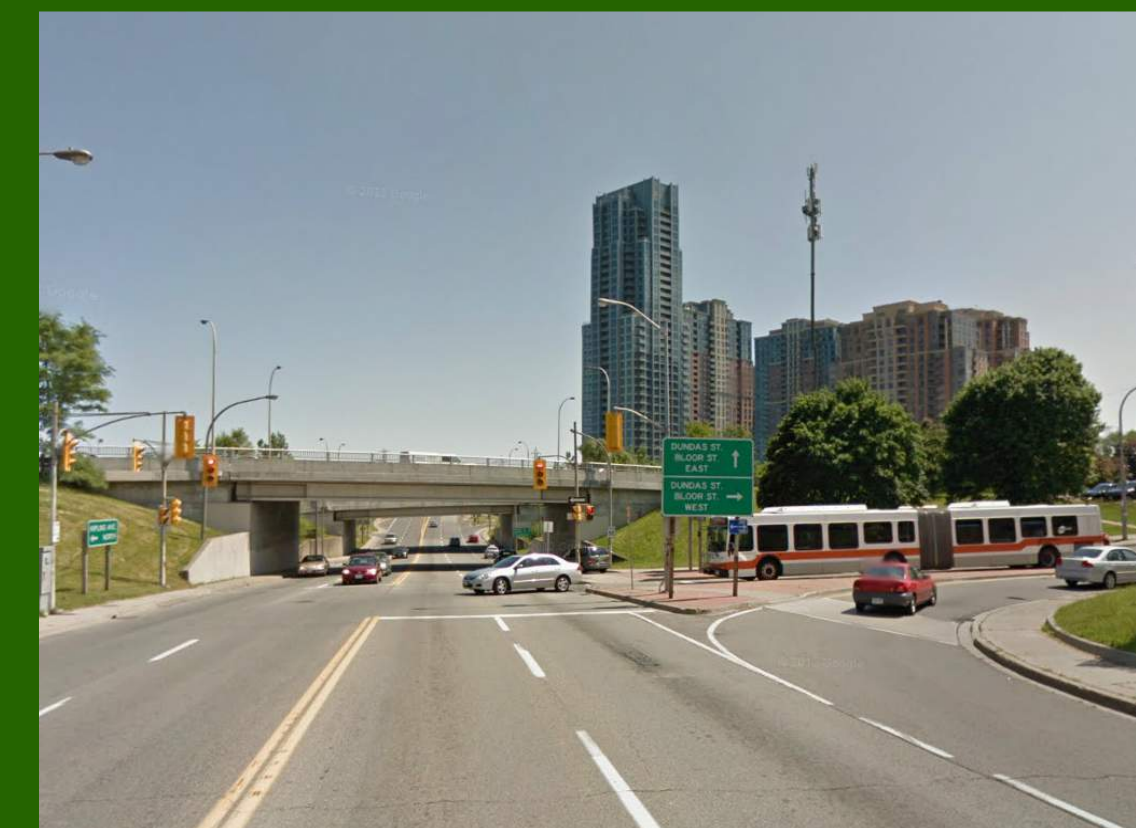
Source: Bing Maps



E. Dundas At Kipling Looking South



F. Dundas Looking East



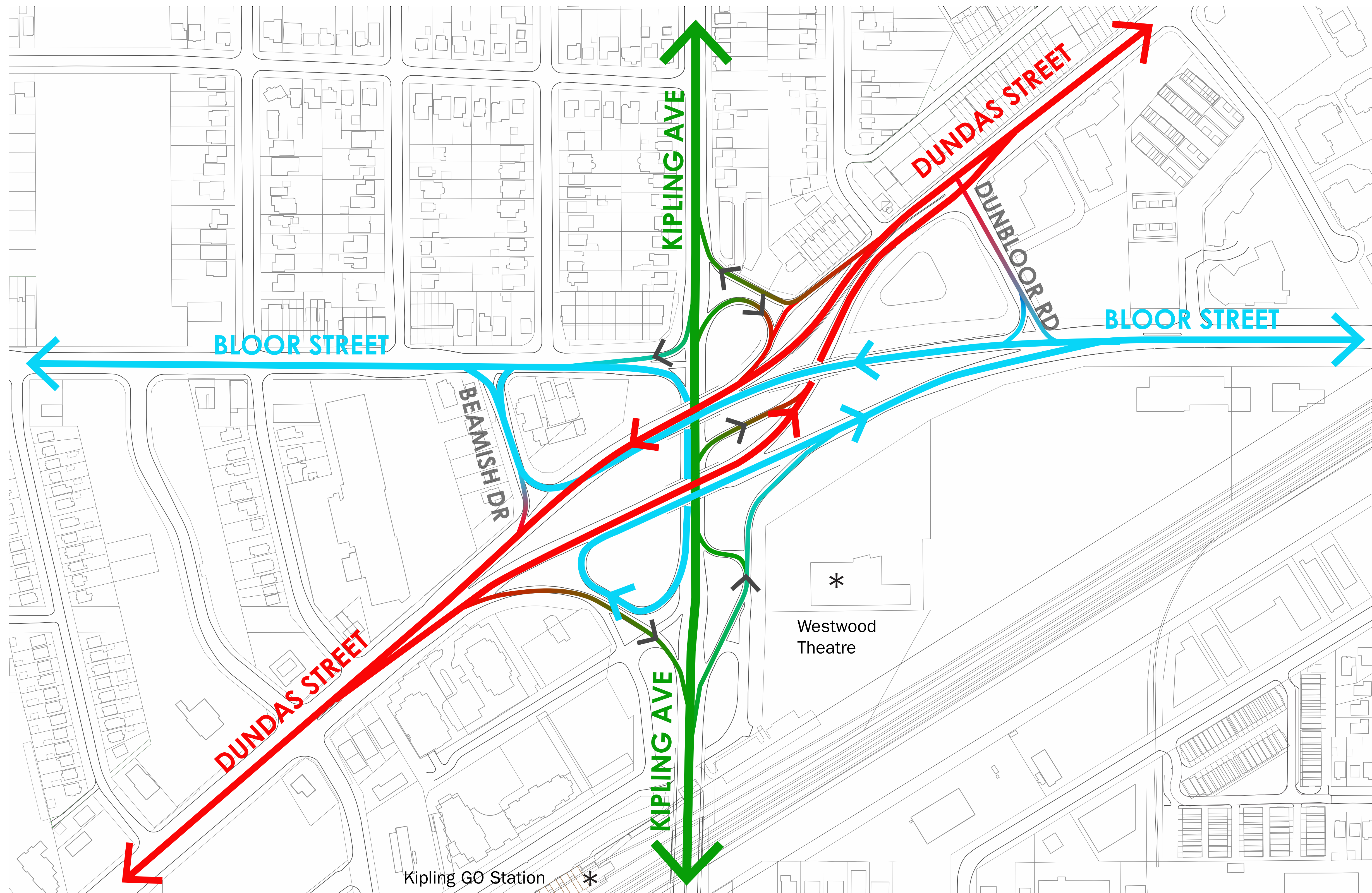
G. Kipling Looking South



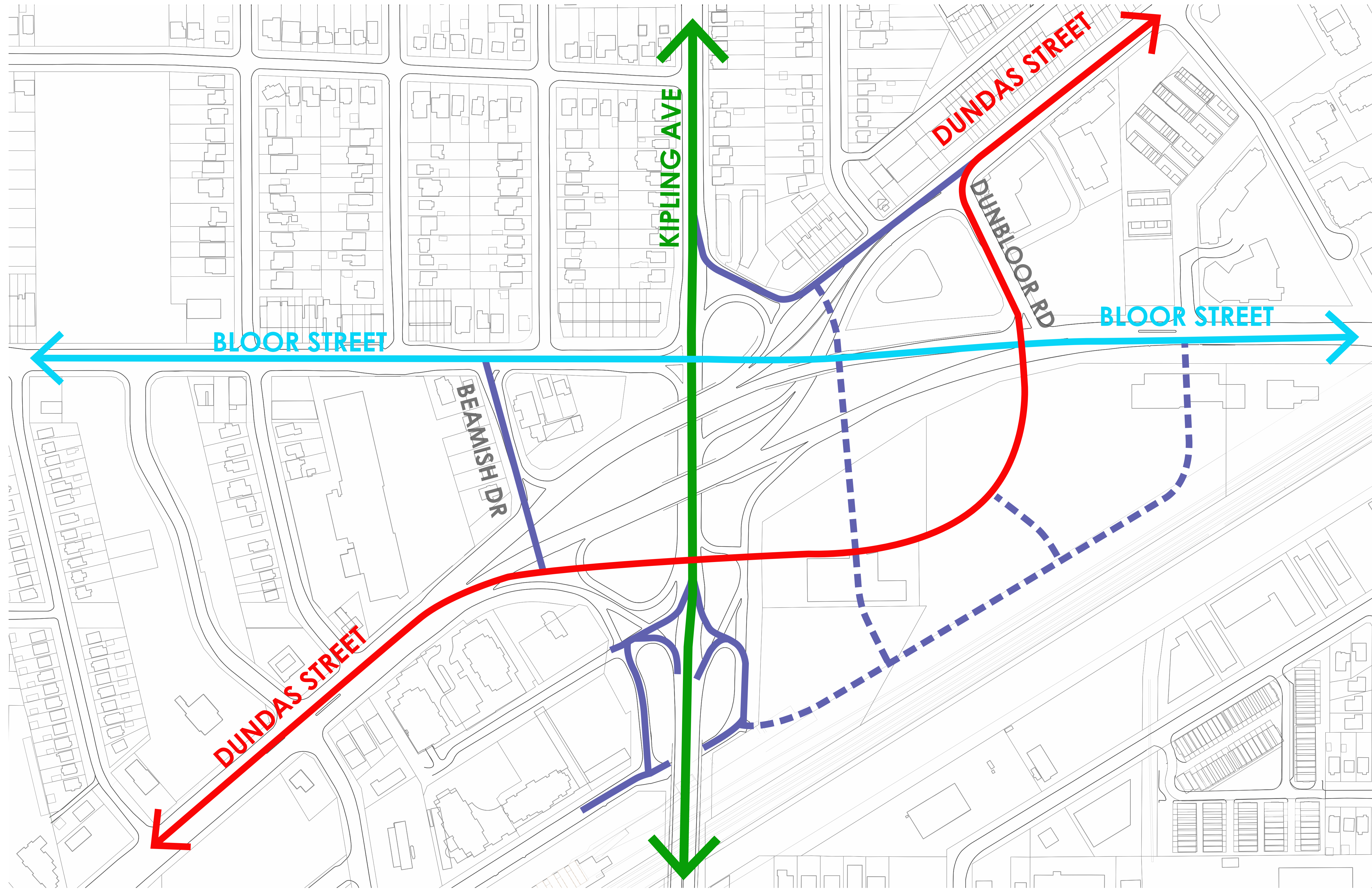
H. Kipling Subway Station

Source: Google Streetview

Existing Road Network



Proposed Road Network



- Existing Roads to Be Improved
- Future Development Roads

Proposed Plan



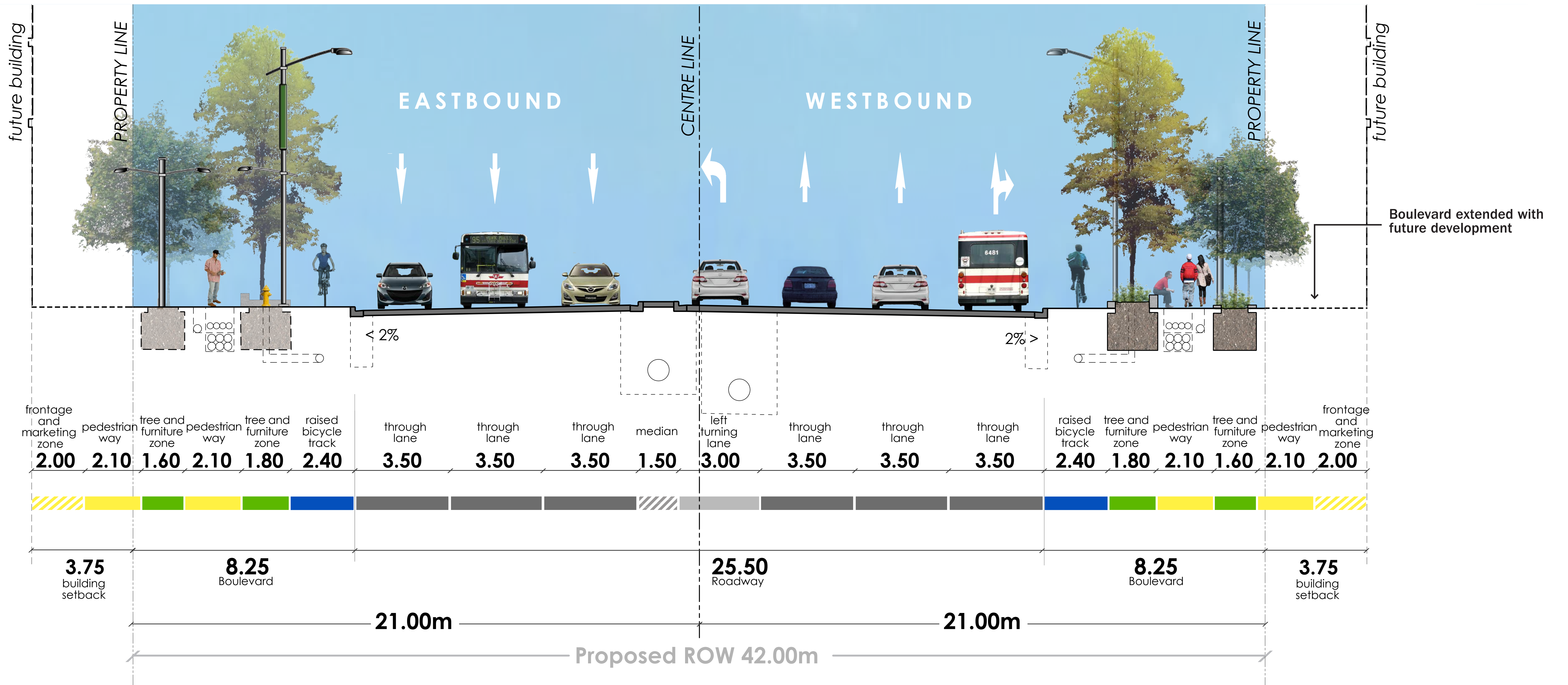
Legend

- Developable Parcels
- Existing to Remain
- Study Area
- Roadway
- Sidewalk
- Bicycle lane
- Signalized Intersection
- All-way Stop
- Right-in Right-out

0 25 50 100

Cross Section A

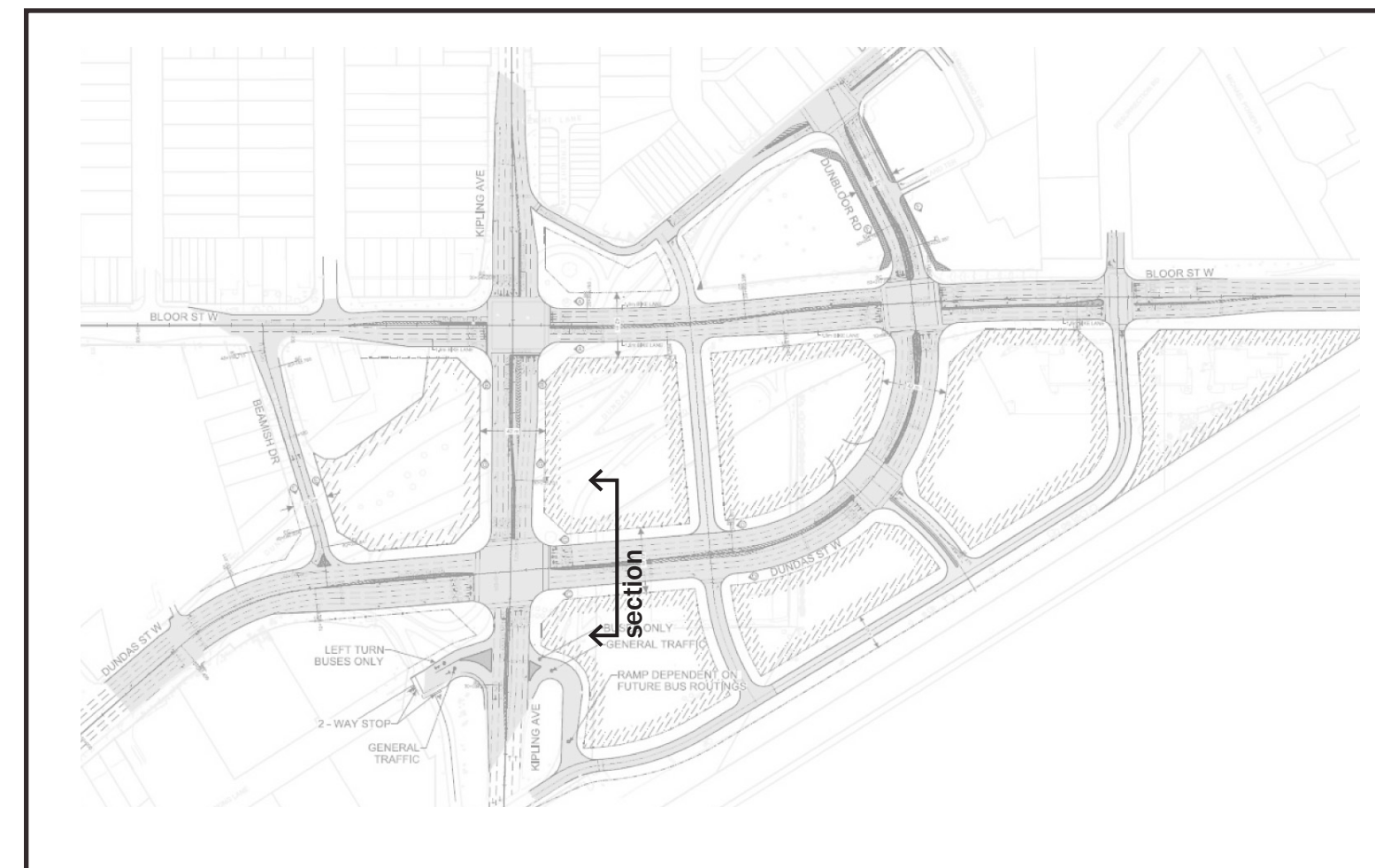
Proposed Dundas Street Typical Cross Section Mid-Block ~ 42 M Right-of-Way



Similar to Yonge St at North York Centre



Key Map

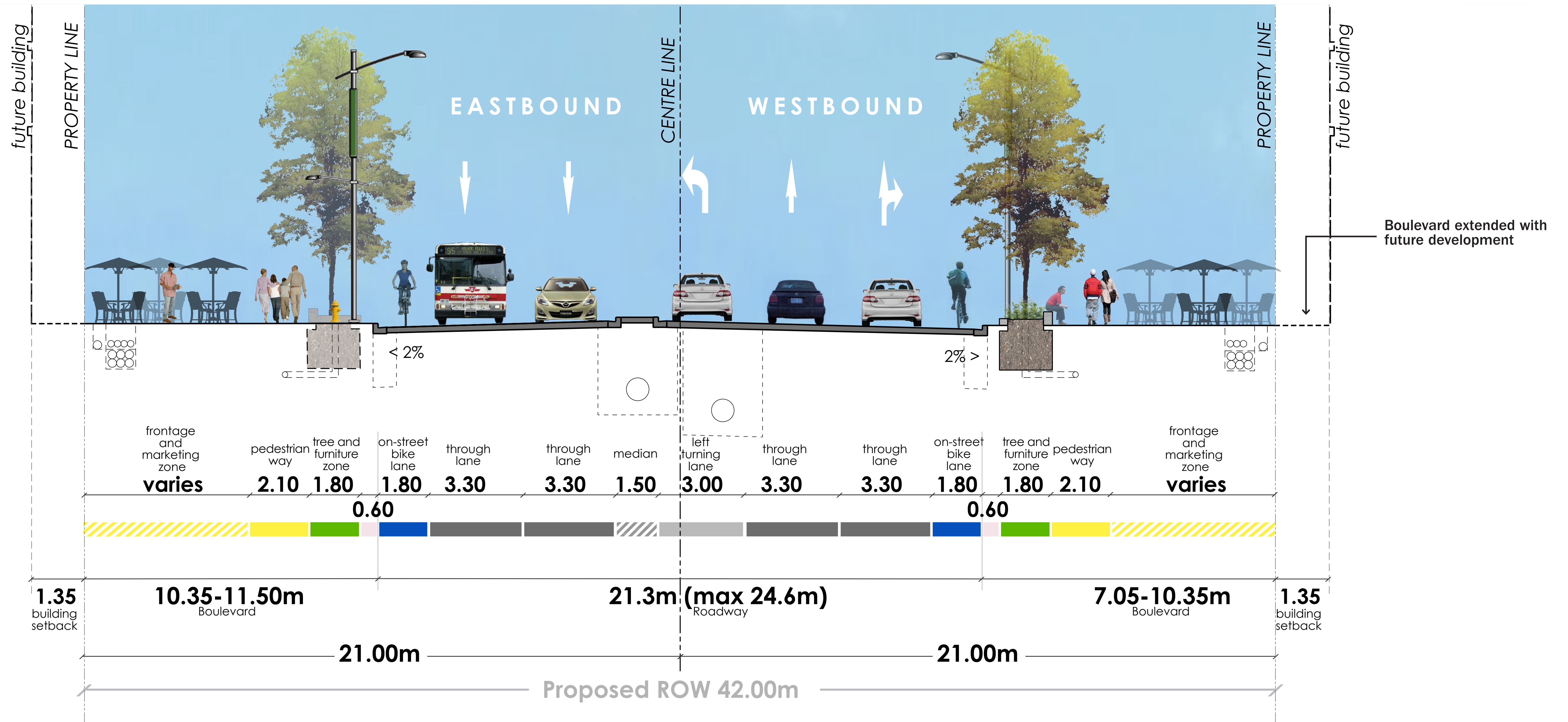


Legend

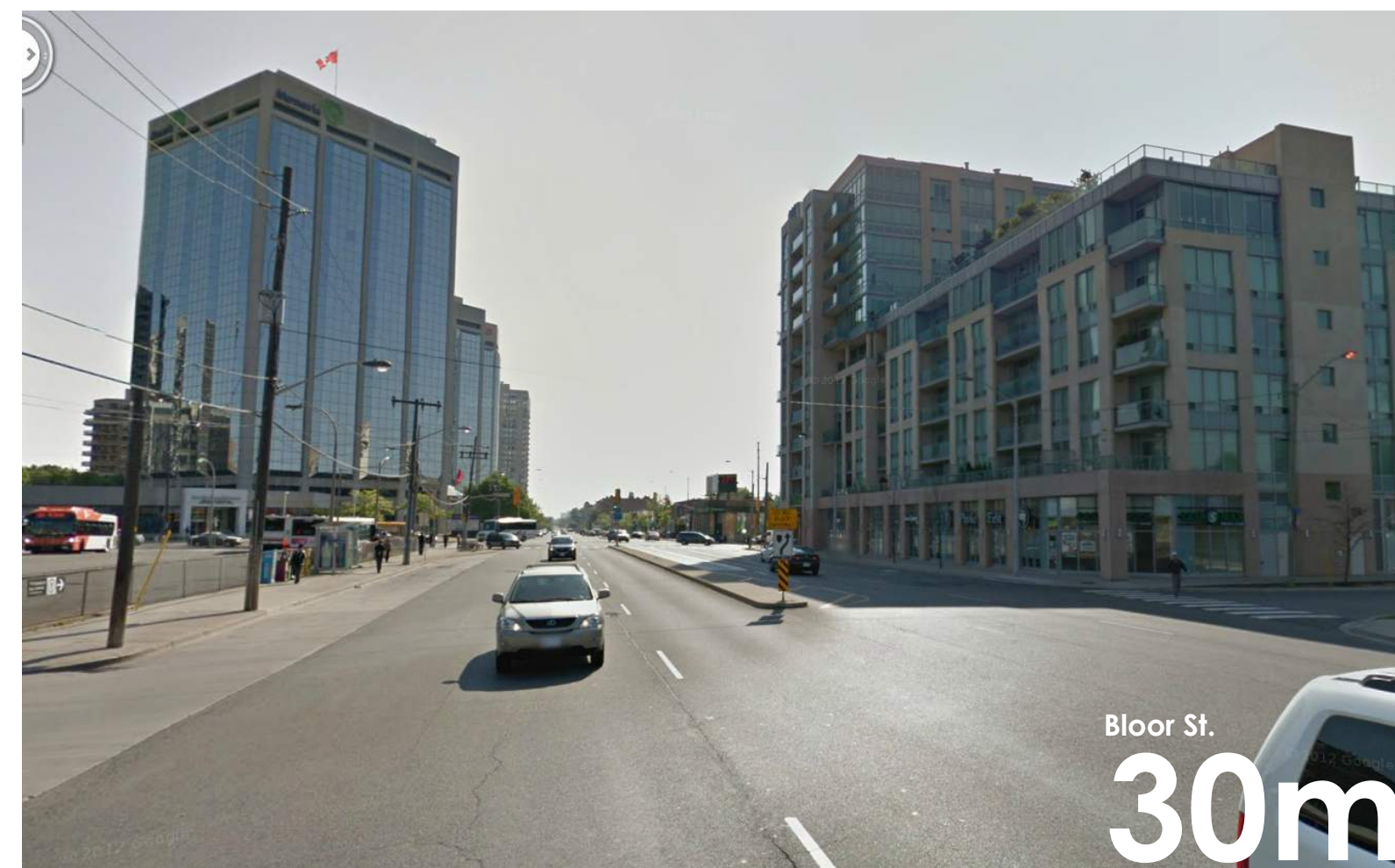
- frontage and marketing zone
- pedestrian way
- tree and furniture zone
- bicycle infrastructure
- through lane
- median
- turning lane

Cross Section B

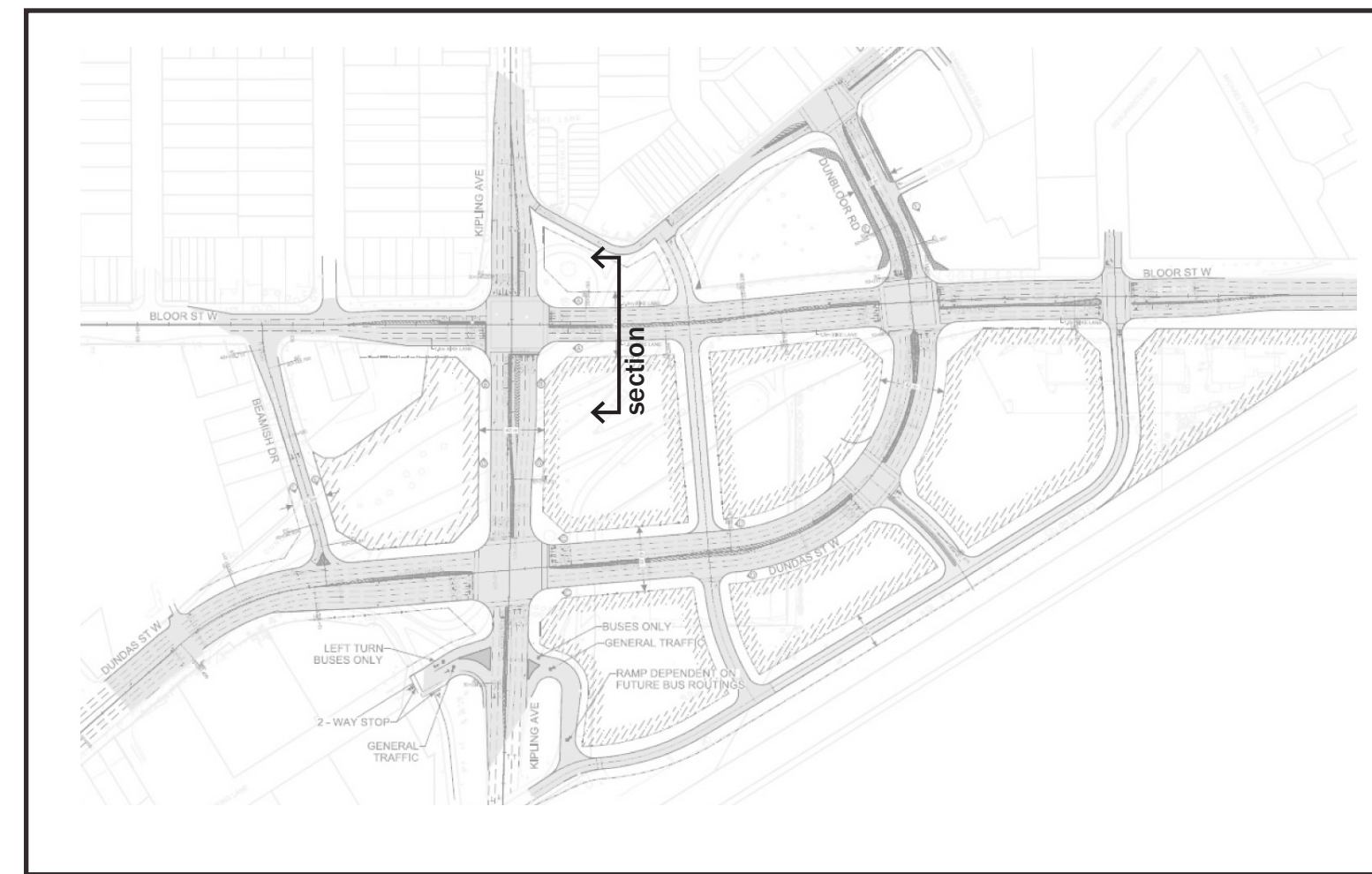
Proposed Bloor Street West Typical Cross Section Mid-Block ~ 42 M Right-of-Way



Similar to Bloor St at Islington



Key Map

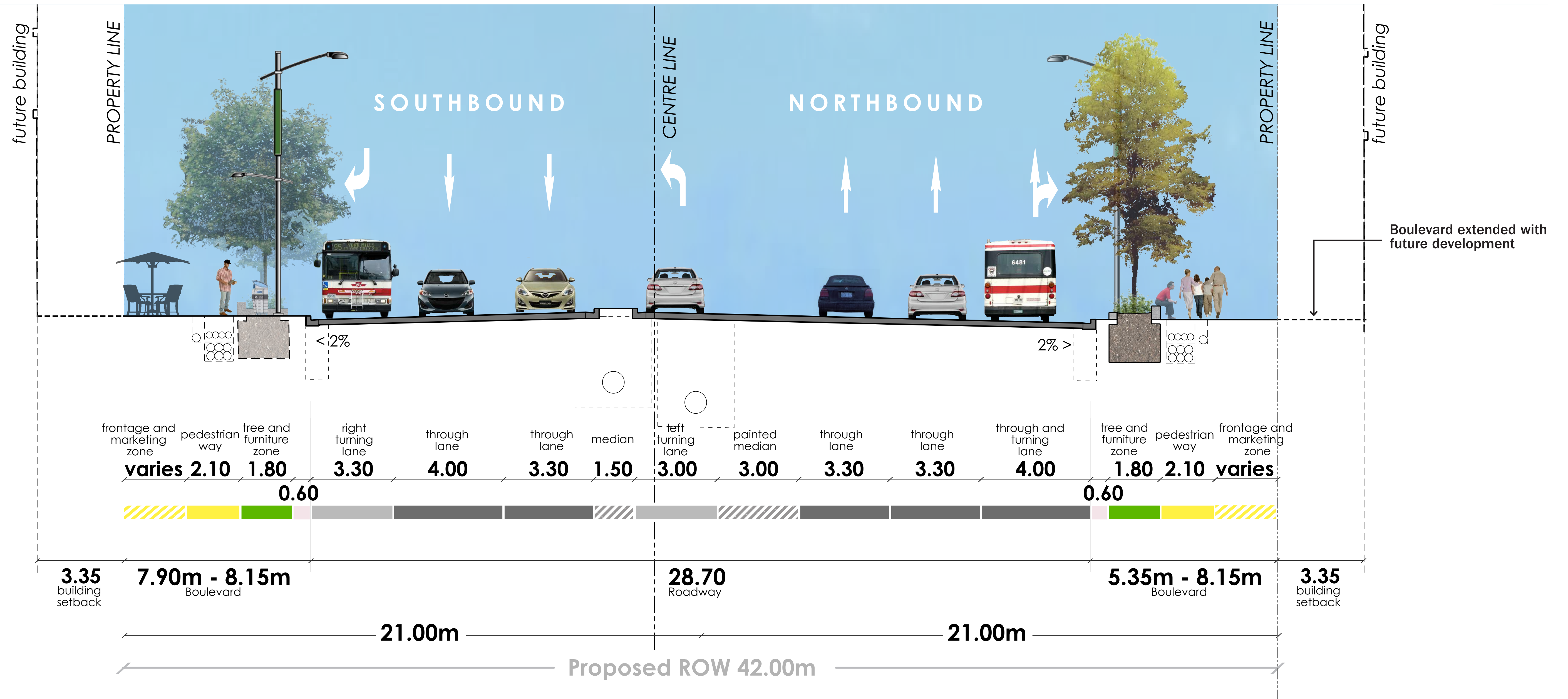


Legend

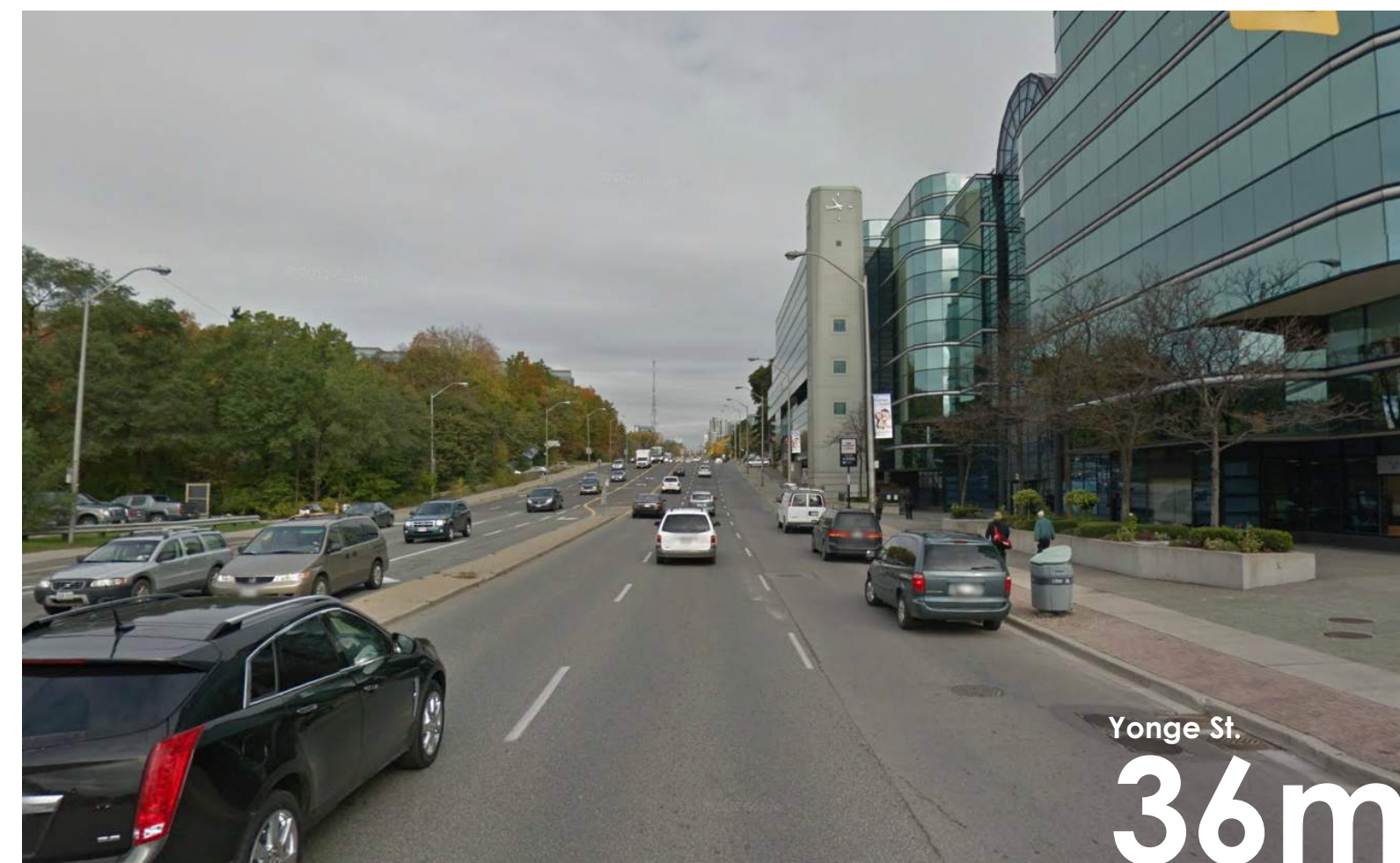
- frontage and marketing zone
- pedestrian way
- tree and furniture zone
- bicycle infrastructure
- through lane
- median
- turning lane

Cross Section C

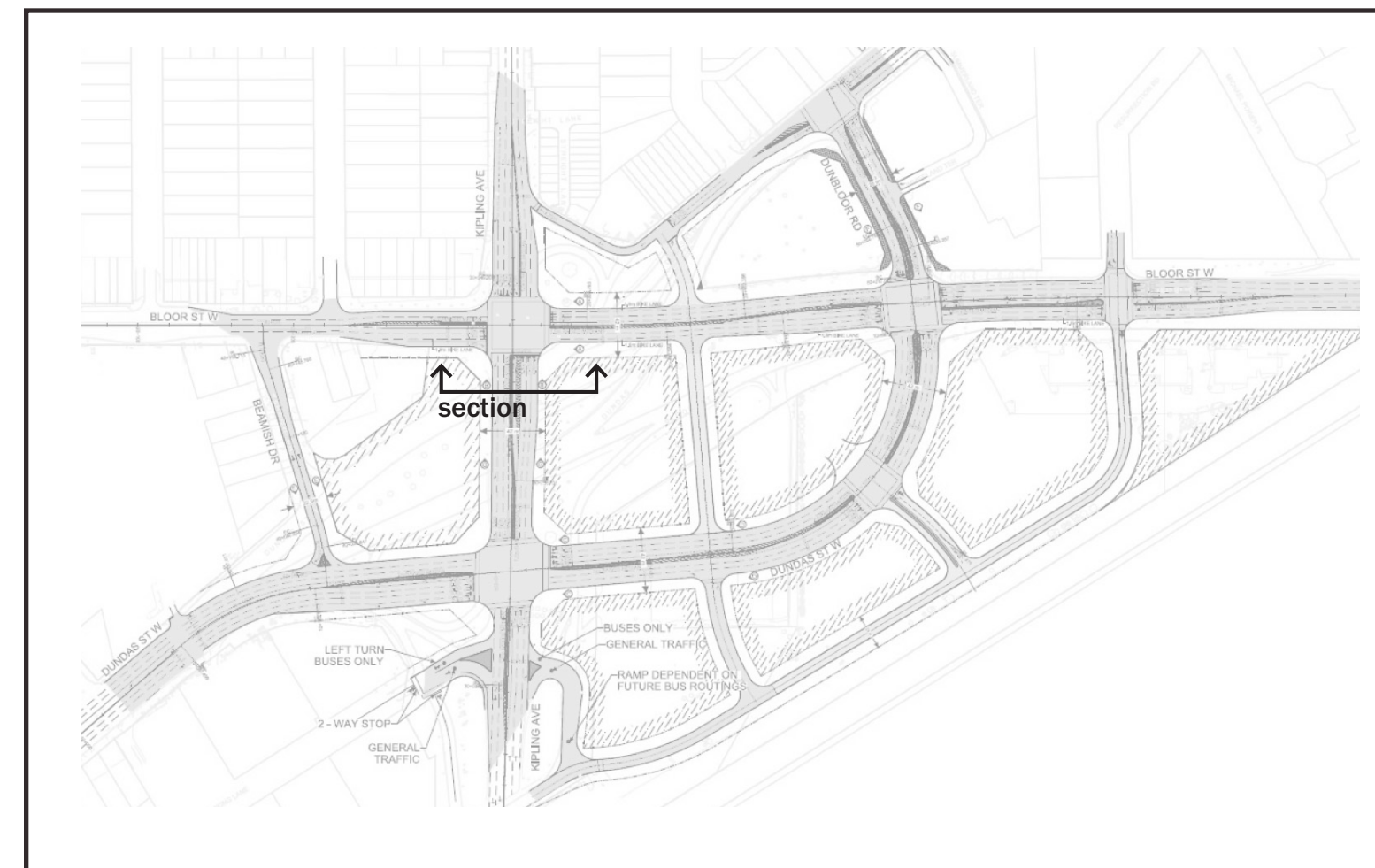
Proposed Kipling Street Typical Cross Section Mid-Block ~ 42 M Right-of-Way



Similar to Yonge St at Wilson



Key Map

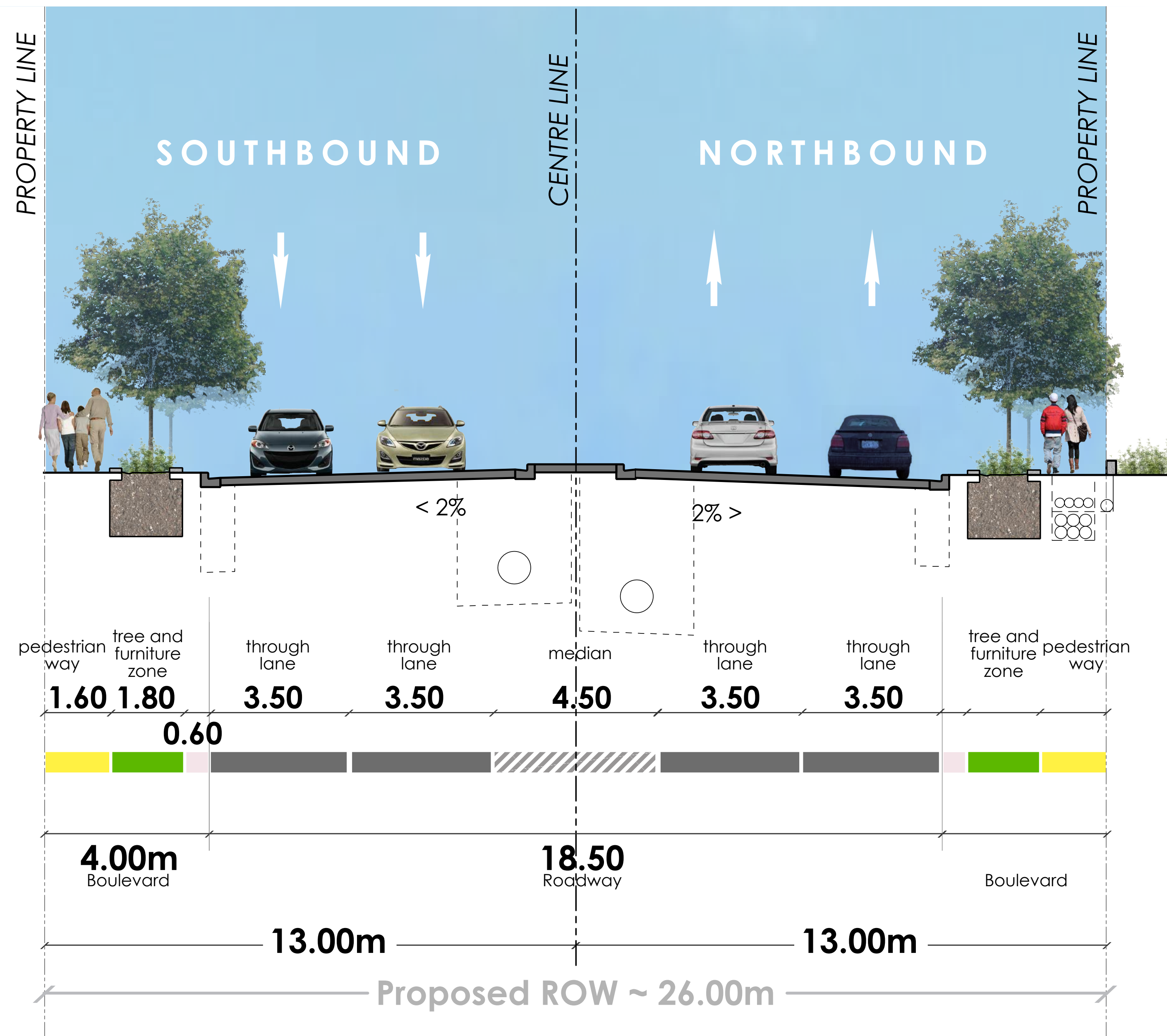


Legend

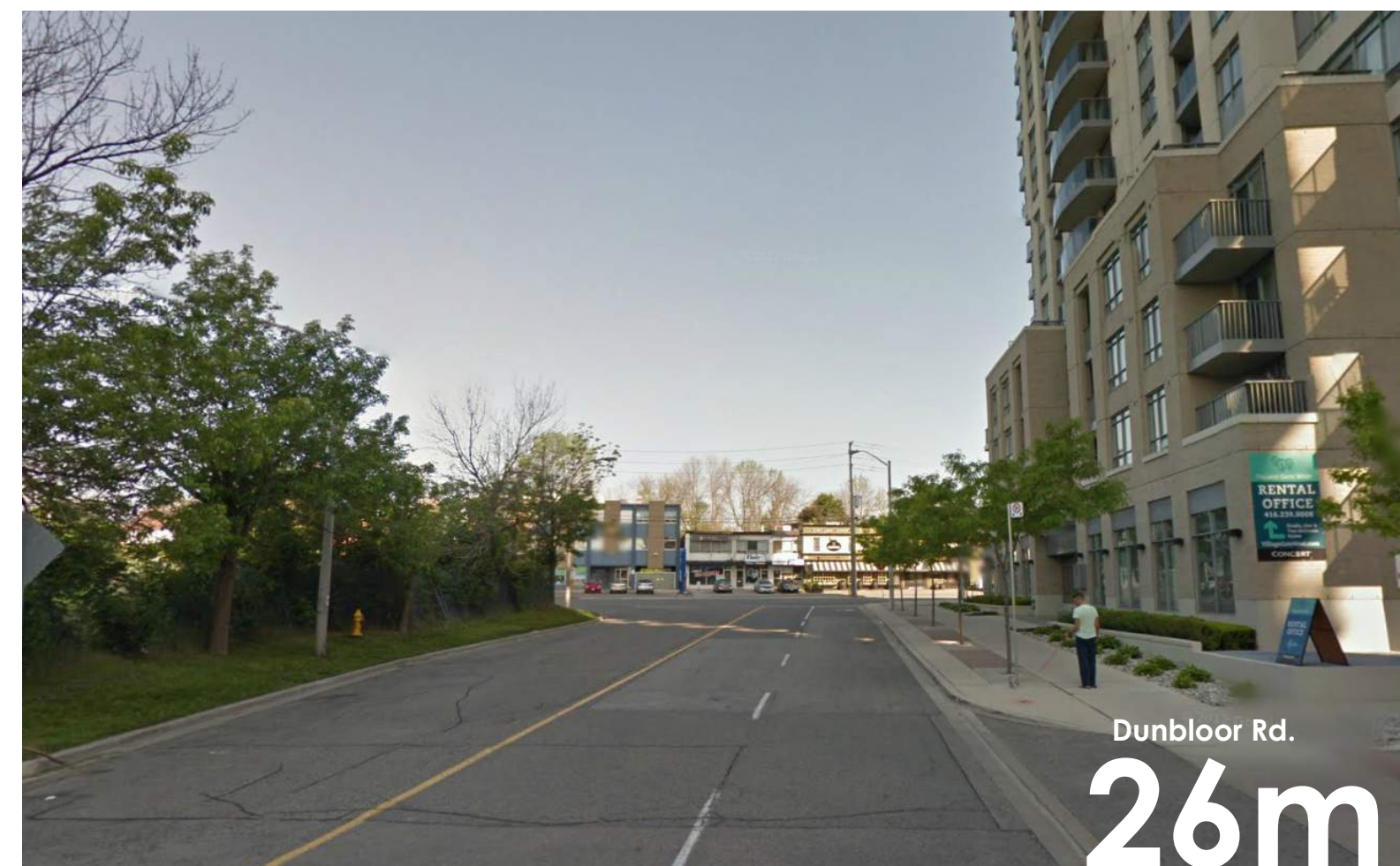
- frontage and marketing zone
- pedestrian way
- tree and furniture zone
- bicycle infrastructure
- through lane
- median
- turning lane

Cross Section D

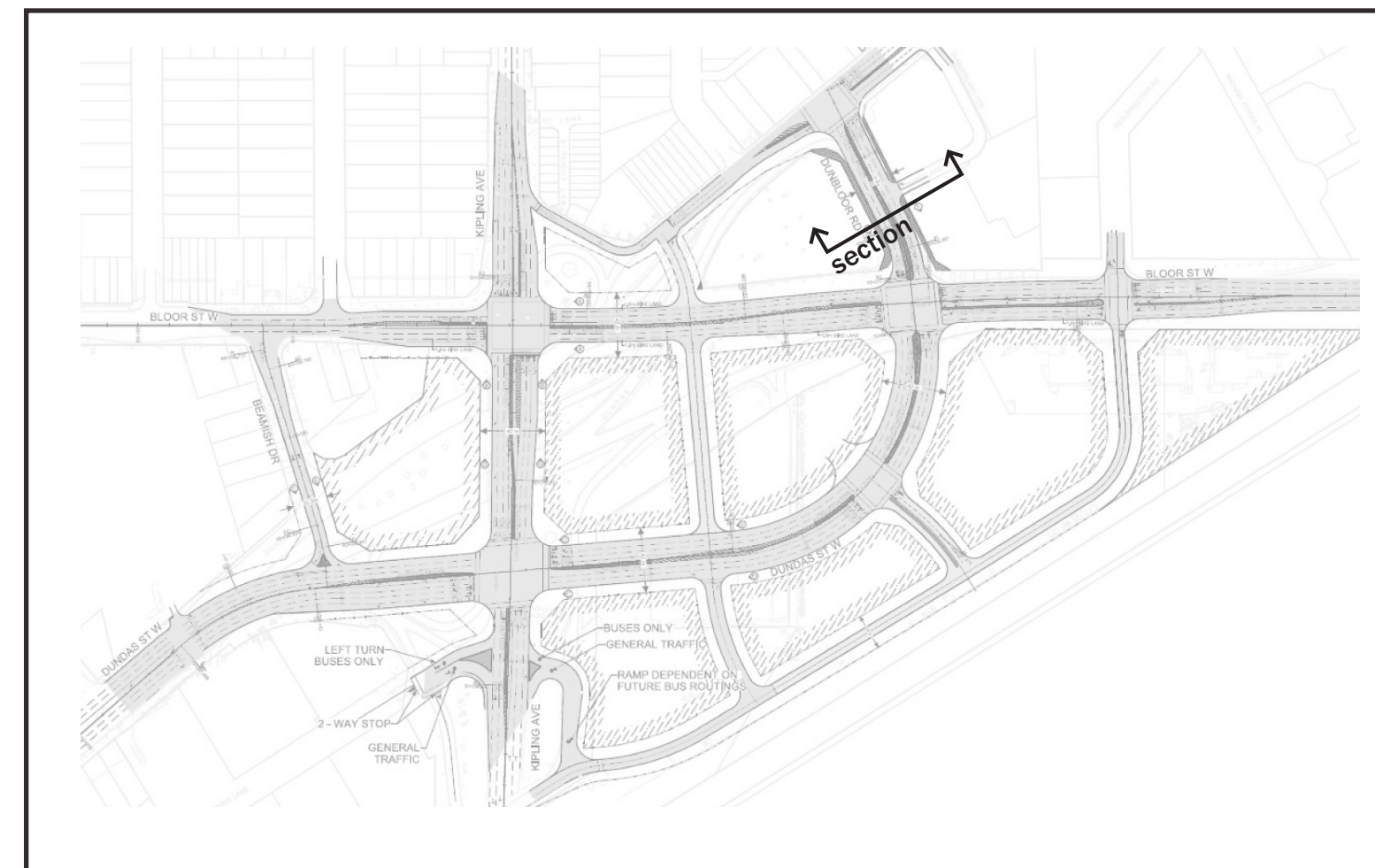
Proposed Dunbloor Road Typical Cross Section Mid-Block ~ 26 M Right-of-Way



Existing Condition



Key Map

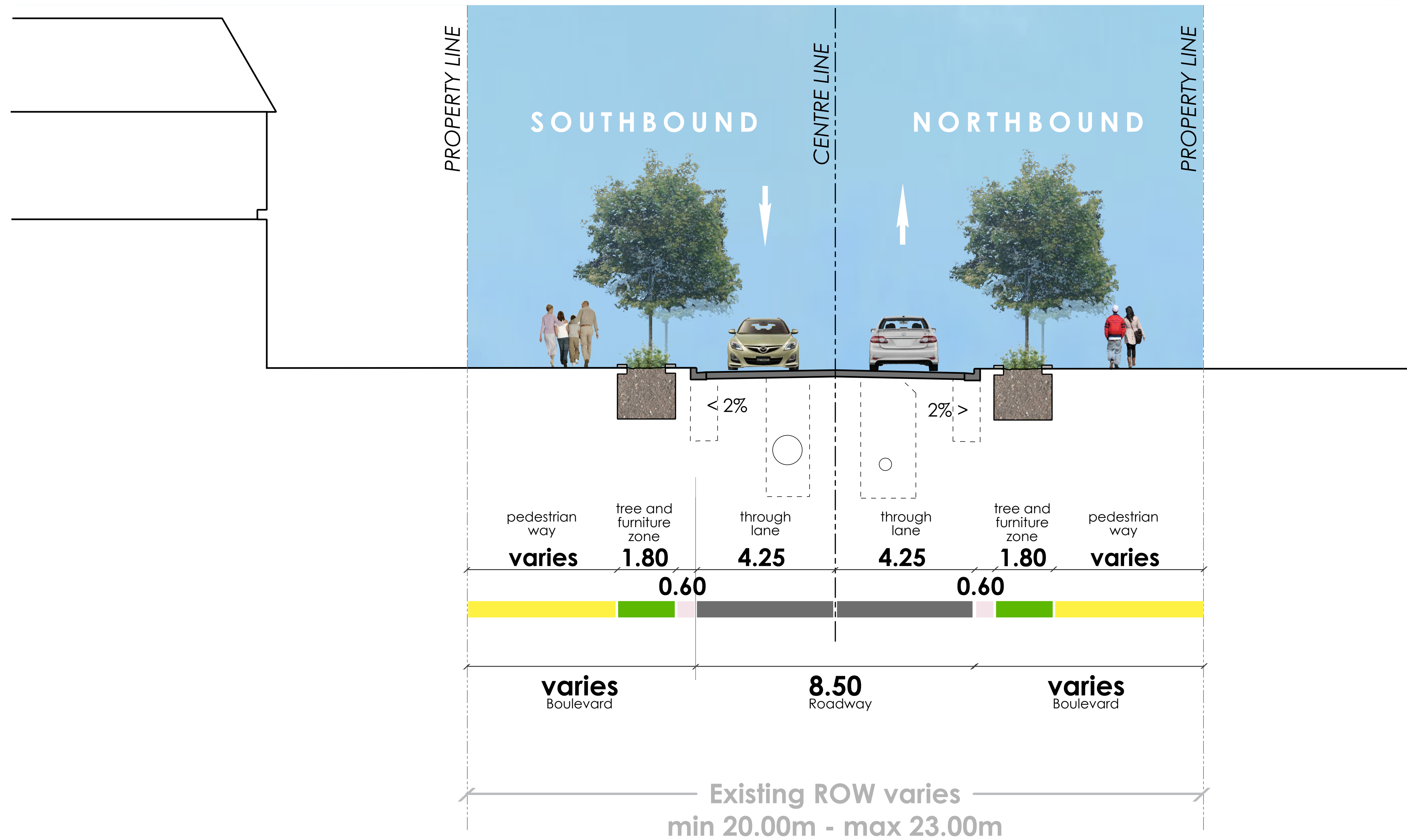


Legend

- pedestrian way
- tree and furniture zone
- through lane
- median

Cross Section E

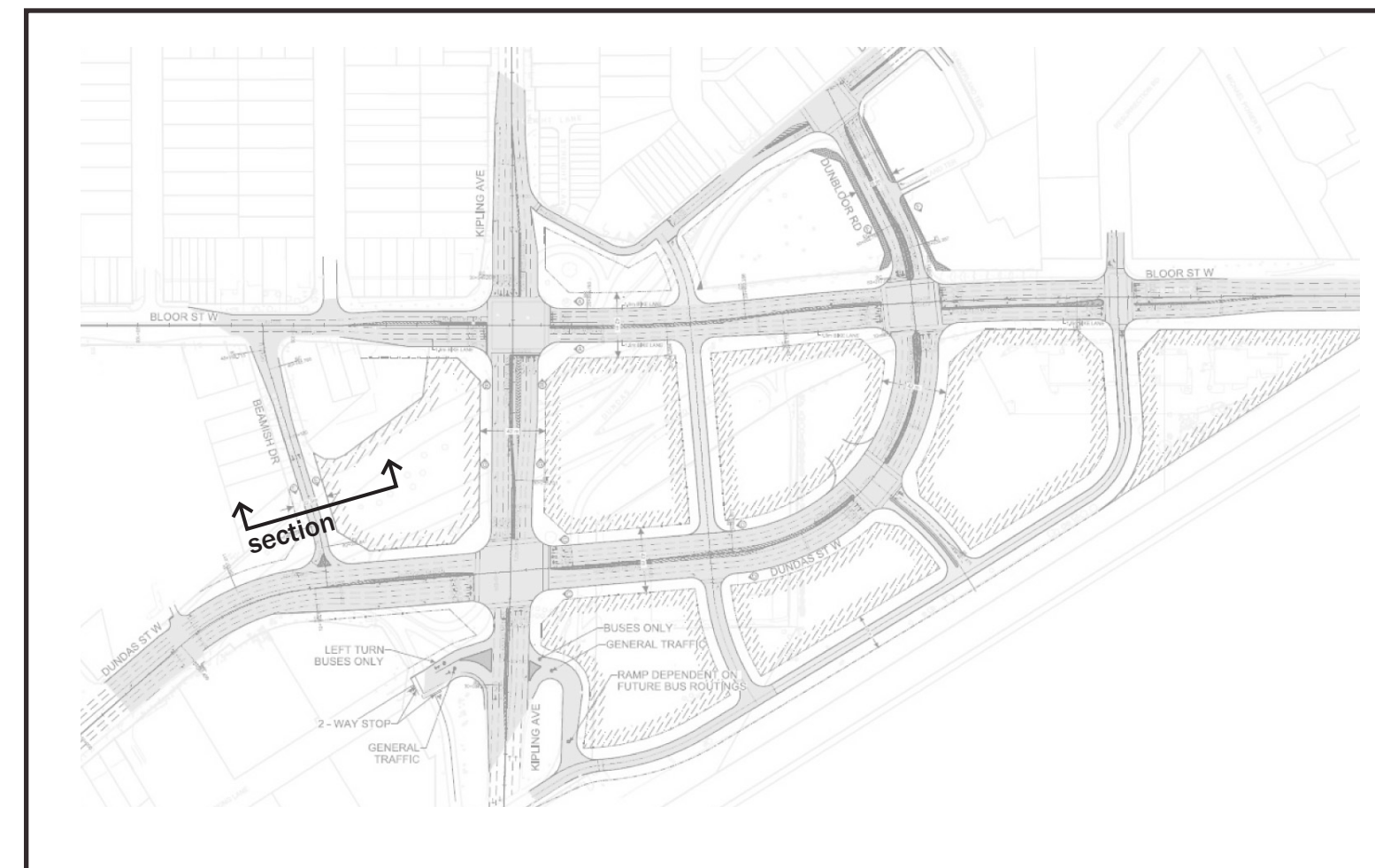
Proposed Beamish Drive Typical Cross Section Mid-Block



Existing Condition



Key Map



Legend

- pedestrian way
- tree and furniture zone
- through lane

Next Steps

- ➔ **Completion of Soils and Geotechnical Investigation**
- ➔ **Completion of Westwood Theatre Demolition and Site Preparation**
- ➔ **Development of Traffic Management Plan and Construction Staging Plans**
- ➔ **Coordination of Utility Relocation Requirements**
- ➔ **Continuation of the Detailed Design and Contract Tender Preparation**

Next Community Update is planned for February, 2014.

For comments and further information, please contact:

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