

Questions & Answers

*Public Information Centre #1 July 5, 2010
Front Street Reconfiguration from Bay Street to York Street
Municipal Class Environmental Assessment*

The primary information about this project has been published in the Public Information Centre #1 display boards and Newsletter #1, both of which can be downloaded at www.toronto.ca/union_station/front

The questions and answers below provide additional details that supplement the display boards and newsletter.

General

- 1. Why is the City doing this project?**

To develop and assess alternatives for the improvement of the pedestrian environment and connections around Union Station, as outlined in the Master Plan and District Plan previously approved by City Council. See further explanations in the panels and newsletter on "Why does Front Street need to change?".
- 2. When will this EA study be finished?**

We intend to complete the study generally by the end of this year in order to report to Council in the Spring 2011.
- 3. When will construction start and how long will it take?**

After Council approval, the City will still require Environmental Assessment Approval and it is difficult to speculate how long this might take. The project itself, depending on the recommended alternative, could take two construction seasons.
- 4. Is there funding for the construction of this project?**

No. The City will develop cost estimates associated with the preferred alternative for consideration by Council; funds will have to be included in the Transportation Services Capital Budget.
- 5. Who will review the final report and approve the final plan?**

Most likely City of Toronto Council's standing Planning and Growth Management Committee will make a recommendation for Council approval.
- 6. When and how can I give input to this project?**

You can submit comments to the project team at anytime during the study using the contact information provided on the web page and the notices. Options include: email, voicemail, fax, post, & TTY. We also host a "Changes to Front Street" Facebook group.

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| 7. How will my input be used? | Your message will be documented, reviewed by the project team and included in the project public consultation record. We regret that we may not be able to directly respond to every message received. A summary of comments and project team responses will be published on the project web page following each stage of public consultation. |
| 8. What is the purpose of the July 5th Public Information Centre? | To solicit input and comments on our preliminary preferred alternative; input could result in refinements to our preferred alternative and could possibly generate new ones. |

New Two Lane and Lay-by Parking Configuration

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| 9. How will the tradition of double parking be addressed for the two-lane options? | It is expected the preferred alternative will be designed to enforce a message to motorists not to block the traffic flow. |
| 10. How will U-turns be accommodated? | U-turn accommodation currently varies by design alternative. In the Preliminary Preferred Alternative (2B) the median could be mountable, permitting U-turns. |
| 11. If rolling curbs are used (e.g. to allow for U-turns) will this affect the median at the mid-block crossing? | It will be reinforced that U-turns are not permitted in the designated midblock crossing area. The final curb design is to be determined, as such, U-turns may not be explicitly encouraged but possible. |
| 12. How will buses (e.g. coach, sightseeing, tour, shuttle, Wheel Trans) fit into the pick-up and drop-off plan? | The buses will share the passenger pick-up/drop-off space. |
| 13. Where will Union Station deliveries be made, including for the expanded retail? | Deliveries will be conducted to the south of Union Station. |
| 14. Are there any turning restrictions anticipated with any of these alternatives? | No turning restrictions are considered at this time, except those alternatives that follow from a one-way direction |
| 15. What changes are likely to be proposed to the street configurations on Front Street east and west of Union Station? How far? | Intended changes are only to match the intersection to the preferred alternative design, and will not extend to the next intersection. |

Traffic Analysis & Impacts

16. **Is the Gardiner off ramp closure (York-Bay-Yonge Interchange Reconfiguration) being included in the traffic analysis?** Yes, it is included.
17. **Is the new Simcoe Street connection being included in the traffic analysis?** Yes, it is included.
18. **Are new condominium and commercial tower developments in the area being considered in terms of changes to pedestrian and vehicle traffic?** The future traffic projection used was based on the City of Toronto's 2031 traffic model, which takes into account approved developments and includes all Official Plan growth.
19. **What are the pedestrian desire lines at busy times of day and night (e.g. rush hours, sporting events)?** During commuter rush hours, pedestrians are noted to use the driveway area between The Royal Bank Plaza and Royal York Hotel to access the PATH Network, and on Bay Street, a number of crossings are made between the GO Bus Terminal and Union Station. The morning commute has large pedestrian volumes crossing northbound at Front Street. During sporting events, the heaviest flows include access points into TTC/GO Transit facilities.
20. **How will this configuration affect the 1 University Avenue underground Green P parking?** No changes are expected (except for network access in the one-way and closure alternatives).
21. **Will access to Station Street be affected at all?** No impacts (except for network access in the one-way and closure alternatives).

Taxis

22. **How many taxis currently serve customers on Front Street?** According to a taxi study conducted by Entra Consultants, during a weekday peak hour there are 224 pick-ups and 150 drop-offs in the AM and 120 pick-ups and 170 drop-offs in the PM.
23. **Will there be offsite taxi queuing and taxi marshalling? If so, how will that work and who will be responsible for it?** There are no present plans for offsite taxi queuing and taxi marshalling. The need for such is still to be determined based on the technically preferred solution. A discussion among the project team, City staff, taxi operators and other stakeholders would be required to proceed with such an initiative.

Cyclists

24. **How many cyclists currently use this section of Front Street?** According to existing traffic conditions, as an average, there are 10 to 20 cyclists in the AM peak hour and 10 to 15 in the PM peak hour for each direction. It should be noted that numbers are variable depending on weather, etc.
25. **What are the closest and connecting bike network bikeways (planned and existing)?** The Simcoe Street bike lane currently exists and a bike lane on Bay Street south of Front Street will soon be painted.
26. **What is the plan for the bicycle station (secure indoor bicycle parking facility)?** There are two new bike stations planned for the western teamway as part of the Union Station Revitalization. These new bike stations would replace the current bike station.

Underground PATH

27. **Are there any plans for possibly extending the PATH going east from Union Station?** Not at the present time.
28. **What is the plan for the glass covered stairs "To Citigroup Place" by the south east corner of York Street and Front Street? (does not appear in the drawings)** It will be replaced with a door from the new lower level retail space as part of the Union Station Revitalization.

TTC

29. **Will any TTC bus stops and routes be changing around Union Station?** At this time there are no changes to TTC routes planned as an outcome of this project.
30. **Will the TTC platform expansion change anything at street level?** Yes, new TTC subway vents may be located within the sidewalk.
31. **Why do the TTC vents need to be in those specific locations?** Due to technical and feasibility issues, the TTC in conjunction with the City will determine the location of these vents.

This *Questions and Answers* document will be updated at key stages in the study process and published, along with other project information, on the project website:

www.toronto.ca/union_station/front