

## Summary of Traffic Impacts related to the proposed Ontario Place (955 Lake Shore Boulevard West) Redevelopment

**Date:** November 18, 2024

**To:** Toronto East York Community Council

**From:** Deputy General Manager, Transportation Services

**Wards:** Ward 10, Spadina-Fort York

### SUMMARY

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This report responds to a request from City Council to provide a summary of the anticipated traffic impacts on Lake Shore Boulevard West related to Ontario Place redevelopment, including the Therme spa, Live Nation renovations, and new Ontario Science Centre.

Based on a review of the submitted data within the Transportation Impact Assessment Update (dated September 13, 2023) by LEA Transportation Consulting Ltd., the proposed infrastructure improvements in the area, and the redevelopment of Ontario Place, traffic is projected to increase between 23%-40% during the busiest periods which corresponds with an increase in travel times along Lake Shore Boulevard West of approximately 1-2 minutes and 5-6.5 minutes during the typical weekday/weekend peak hours and special event peak periods, respectively.

### RECOMMENDATIONS

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The Deputy General Manager, Transportation Services, recommends that:

1. Toronto East York Community Council receive this report for information.

### FINANCIAL IMPACT

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Given the nature of this proposal, there is no cost to the City. All site construction and related works (e.g. transportation and servicing infrastructure) will be delivered by the Province through its agency, Infrastructure Ontario (IO), and associated construction partners.

## **DECISION HISTORY**

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At its meeting of June 26 and 27, 2024, City Council requested the General Manager, Transportation Services to provide a summary of the anticipated traffic impacts on Lake Shore Boulevard West related to Ontario Place redevelopment, including the Therme spa, Live Nation renovations and new Ontario Science Centre.

[Agenda Item History - 2024.MM19.38 \(toronto.ca\)](#)

## **COMMENTS**

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The redevelopment of Ontario Place provides for extensive renewal of the entire Ontario Place site as a year-round waterfront destination for all Ontarians. As part of the redevelopment, new major attractions will be constructed including an all-season destination constructed by Therme Group, the redevelopment of the existing amphitheatre into a year-round indoor/outdoor live music and performance venue by Live Nation, the adaptive reuse of the existing Pods and Cinesphere, the new mainland pavilion for science-based programming by the Ontario Science Centre (OSC), and the expansion of existing public open space. For a location plan of Ontario Place, please refer to Attachment 1.

A Transportation Impact Assessment (TIA) and Update (dated September 13, 2023) were completed by LEA Consulting Ltd. for Infrastructure Ontario to assess the proposed development from a transportation perspective, determine the traffic impacts on the adjacent road network, and identify any required mitigation measures to support the Ontario Place redevelopment. It is this TIA which has been used to provide the summary of anticipated traffic impacts detailed in this report.

### **Existing Traffic Conditions**

Existing traffic conditions used in the TIA were based on a weekday (Tuesday) and weekend (Saturday) traffic count data collected for the purposes of the application in 2022, supplemented by traffic count data from 2017, 2018, and 2019 supplied by the City for three intersections. Additional counts were requested by City staff, and then undertaken by the applicant, to document peak weekend activity on a Canadian National Exhibition (CNE) Saturday (9am to 12am) and during a Toronto FC (TFC) game (4pm-11pm) in 2023.

### **Future Background Traffic Projections (i.e. No Ontario Place Redevelopment)**

Future background traffic conditions were forecast in the TIA for 2027 and for 2032. For ease of comparison to the "with Ontario Place Redevelopment" the 2032 forecast has been used in this report.

These projections take into account a number of factors that would impact traffic levels in the area including development applications, corridor growth, planned transit improvements (such as the Ontario Line, Waterfront East and West LRT, Lakeshore West GO improvements, and SmartTrack), along with planned active transportation improvements (including Martin Goodman Trail improvements and two new north-south pedestrian promenades that are proposed as part of the Exhibition Station to Ontario Place solution).

### Future Traffic Projections (i.e. with Ontario Place Redevelopment)

Future traffic conditions, which include all the above-noted future background conditions and the full build-out of the Ontario Place redevelopment as currently proposed, were forecast in the TIA for 2032.

The existing and forecast future traffic volumes in the eastbound and westbound directions along Lake Shore Boulevard West are summarized in Table 1.

**Table 1: Summary of Site Traffic Volumes for 2022 and Forecast 2032**

	AM Peak		PM Peak		Saturday Peak		CNE Saturday Peak		TFC Saturday Peak	
	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
<b>Lake Shore Boulevard West (West of Dufferin Street)</b>										
Existing 2022	2,320	760	1,713	1,263	2,100	1,165	1,759	1,118	2,458	1,532
Future Background 2032	2,467	800	2,009	1,342	2,441	1,260	2,027	1,173	2,763	1,820
Future with Redevelopment 2032	2,555	840	2,268	1,497	2,781	1,599	2,362	1,510	3,419	2,285
<i>% Impact of Redevelopment 2032</i>	3%	5%	11%	10%	12%	21%	14%	22%	19%	20%
<b>Lake Shore Boulevard West (East of Strachan Avenue)</b>										
Existing 2022	2,081	399	1,592	937	1,726	1,068	1,448	923	1,537	1,009

	AM Peak		PM Peak		Saturday Peak		CNE Saturday Peak		TFC Saturday Peak	
Future Background 2032	2,232	414	1,735	1,206	1,874	1,318	1,684	1,347	1,557	1,255
Future with Redevelopment 2032	2,271	571	1,888	1,564	2,064	1,752	1,912	2,253	1,789	1,689
<i>% Impact of Redevelopment 2032</i>	2%	27%	8%	23%	9%	25%	12%	40%	13%	26%

To understand the likely effect of this additional traffic on road users, intersection performance at five key locations was examined to understand the impact on vehicle journey times on Lakeshore Boulevard West, see Attachment 2.

Table 2 summarizes this review of the future scenarios in 2032, with and without the proposed redevelopment, in terms of increased delay in seconds along Lake Shore Boulevard West.

**Table 2: Summary of Traffic Delay: 2032 Background to 2032 with Redevelopment**

	AM Peak		PM Peak		Saturday Peak		CNE Saturday Peak		TFC Saturday Peak	
	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
<b>Lake Shore Boulevard West at British Columbia Road</b>										
Difference (in seconds)	0	0	0	2	1	8	1	2	22	17
<b>Lake Shore Boulevard West at Ontario Drive</b>										
Difference (in seconds)	6	1	11	3	32	4	24	5	189	11
<b>Lake Shore Boulevard West at New Brunswick Way/Remembrance Drive</b>										
Difference (in seconds)	4	1	17	5	14	13	12	3	33	55

	AM Peak		PM Peak		Saturday Peak		CNE Saturday Peak		TFC Saturday Peak	
	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
<b>Lake Shore Boulevard West at Newfoundland Road/Ontario Place Boulevard</b>										
Difference (in seconds)	-2	0	20	2	19	9	14	2	144	22
<b>Lake Shore Boulevard West at Strachan Avenue</b>										
Difference (in seconds)	8	1	26	12	-17	75	7	23	8	195
<b>Total of Five (5) Intersections Combined</b>										
<i>Total Delay (in seconds)</i>	16	3	74	24	49	109	58	35	396	300

## Summary

Based on the TIA analysis it is expected that the Ontario Place redevelopment will increase traffic on Lakeshore Boulevard West in 2032 by up to 27% in the AM peak, up to 23% in the PM peak, up to 25% on a typical Saturday peak, and by as much as 40% during major events like TFC games and the CNE.

Looking at the impact of this additional traffic on intersection performance at five key locations, see Attachment 2, with full build-out of the site and related infrastructure, the projected traffic levels along the Lake Shore Boulevard West corridor are forecast to add 1-2 minutes to vehicle travel times between British Columbia Drive and Strachan Avenue during typical weekday/weekend peak hours in 2032.

During special events (e.g. the CNE and/or a TFC game), the projected traffic levels on Lake Shore Boulevard West are forecast to add between 5 to 6.5 minutes to vehicle travel times between British Columbia Drive and Strachan Avenue in 2032.

## CONTACT

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## **SIGNATURE**

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Ashley Curtis  
Deputy General Manager  
Transportation Services

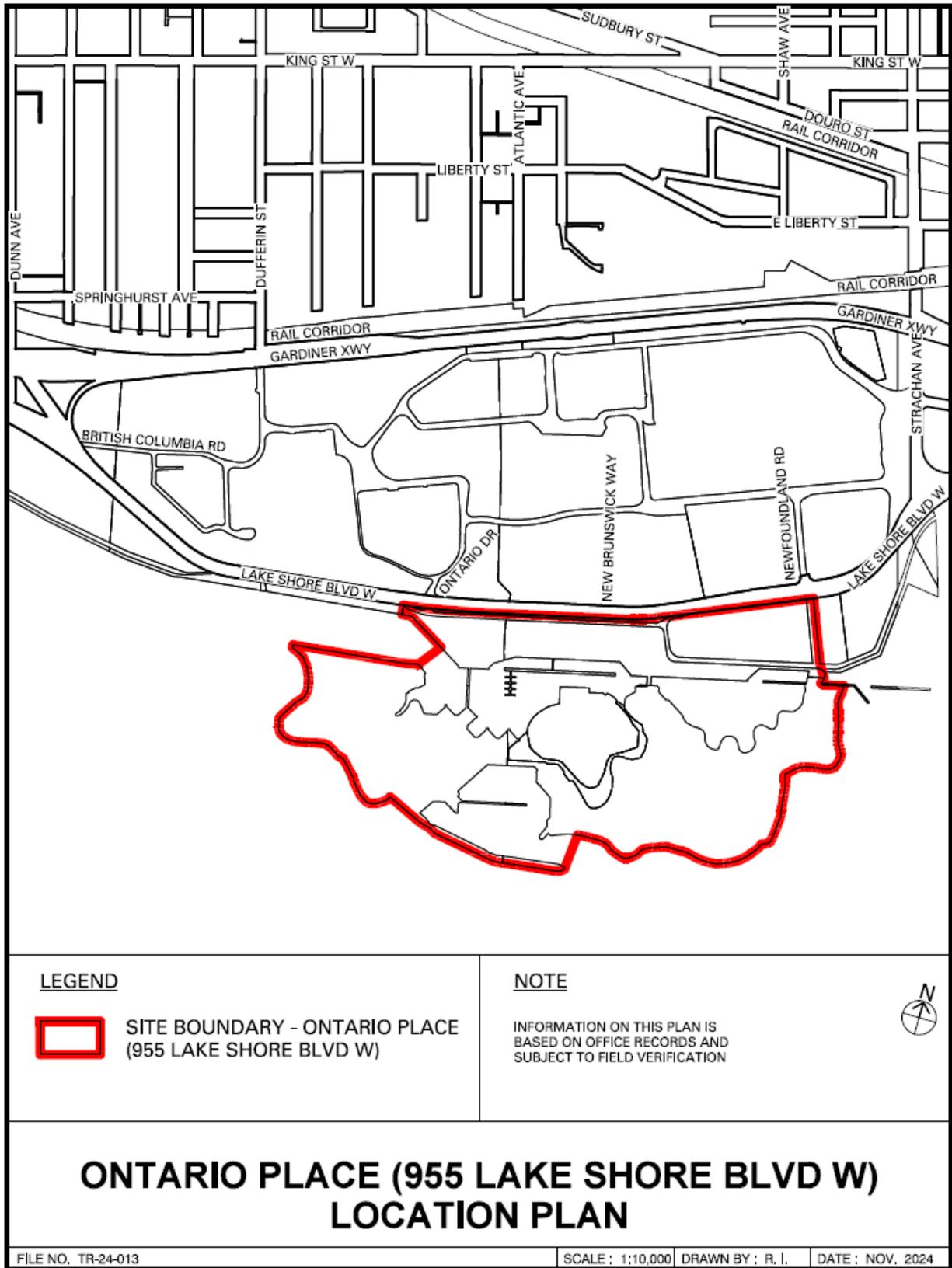
## **ATTACHMENTS**

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Attachment 1: Ontario Place (955 Lake Shore Blvd. W.) Location Plan

Attachment 2: Summary of Traffic Operations for 2022 and 2032

Attachment 1: Ontario Place (955 Lake Shore Blvd. W.) Location Plan



**Table 2 - Summary of Traffic Operations (in Seconds of Delay) for 2022 and 2032**

	AM Peak		PM Peak		Saturday Peak		CNE Saturday Peak		TFC Saturday Peak	
	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
<b>1. Lake Shore Boulevard West at British Columbia Road</b>										
Existing (2022)	4	41	4	20	3	26	6	12	6	31
Future (2032) Background	4	46	5	28	4	34	7	17	10	32
Future (2032) with Redevelopment	4	46	5	30	5	42	8	19	32	49
<i>Additional Delay (secs)</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>2</i>	<i>1</i>	<i>8</i>	<i>1</i>	<i>2</i>	<i>22</i>	<i>17</i>
<b>2. Lake Shore Boulevard West at Ontario Drive</b>										
Existing (2022)	3	5	2	2	3	3	2	2	5	34
Future (2032) Background	7	4	6	9	15	12	5	4	18	53
Future (2032) with Redevelopment	13	5	17	12	47	16	29	9	207	64
<i>Additional Delay (secs)</i>	<i>6</i>	<i>1</i>	<i>11</i>	<i>3</i>	<i>32</i>	<i>4</i>	<i>24</i>	<i>5</i>	<i>189</i>	<i>11</i>
<b>3. Lake Shore Boulevard West at New Brunswick Way/Remembrance Drive</b>										
Existing (2022)	6	2	6	2	34	14	17	14	15	16
Future (2032) Background	5	3	9	16	8	52	4	14	2	28
Future (2032) with Redevelopment	9	4	26	21	22	65	16	17	35	83
<i>Additional Delay (secs)</i>	<i>4</i>	<i>1</i>	<i>17</i>	<i>5</i>	<i>14</i>	<i>13</i>	<i>12</i>	<i>3</i>	<i>33</i>	<i>55</i>

	AM Peak		PM Peak		Saturday Peak		CNE Saturday Peak		TFC Saturday Peak	
	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
<b>4. Lake Shore Boulevard West at Newfoundland Road/Ontario Place Boulevard</b>										
Existing (2022)	4	3	5	3	44	32	28	28	27	21
Future (2032) Background	4	3	7	2	15	23	4	3	11	17
Future (2032) with Redevelopment	2	3	27	4	34	32	18	5	155	39
<i>Additional Delay (secs)</i>	-2	0	20	2	19	9	14	2	144	22
<b>5. Lake Shore Boulevard West at Strachan Avenue</b>										
Existing (2022)	7	10	11	23	19	38	30	33	26	65
Future (2032) Background	17	30	16	39	48	44	17	38	8	51
Future (2032) with Redevelopment	25	31	42	51	31	119	24	61	16	246
<i>Additional Delay (secs)</i>	8	1	26	12	-17	75	7	23	8	195
<b>Total of Five (5) Intersections Combined</b>										
<i>Total Additional Delay (secs)</i>	16	3	74	24	49	109	58	35	396	300