

Supplementary Report: Summary of Transportation Impacts related to the proposed Ontario Place (955 Lake Shore Boulevard West) Redevelopment

Date: January 6, 2025

To: Toronto East York Community Council

From: Deputy General Manager, Transportation Services

Wards: Ward 10, Spadina-Fort York

SUMMARY

At its meeting of December 4, 2024, Toronto and East York Community Council deferred consideration of item TE18.24 and directed the General Manager, Transportation Services to report to the January 14, 2025 meeting with a summary of pedestrian and cycling levels of service for the Ontario Place redevelopment. This supplementary report responds to that direction.

Based on the submitted data in the Transportation Impact Assessment Update (dated September 13, 2023) by LEA Transportation Consulting Ltd., the projected pedestrian demand is expected to be satisfied by most of the existing/improved crossing locations along Lake Shore Boulevard West, with only the peak operational times of Live Nation reducing the site area's overall pedestrian accessibility and levels of service. For the projected cycling demand, the south side of Lake Shore Boulevard West (within the Martin Goodman Trail) will continue to provide a high level of cycling accessibility.

RECOMMENDATIONS

The Deputy General Manager, Transportation Services, recommends that:

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

FINANCIAL IMPACT

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

At its meeting of December 4, 2024, Toronto and East York Community Council deferred consideration of item TE18.24 and directed the General Manager, Transportation Services to report to the January 14, 2025 meeting with a summary of pedestrian and cycling levels of service for the Ontario Place redevelopment.

<https://secure.toronto.ca/council/agenda-item.do?item=2024.TE18.24>

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

At its meeting of December 4, 2024, Toronto and East York Community Council deferred consideration of item TE18.24 and directed the General Manager, Transportation Services to report to the January 14, 2025 meeting with a summary of pedestrian and cycling levels of service for the Ontario Place redevelopment. This supplementary report responds to that direction.

Multi-Modal Transportation Analysis

In addition to the vehicular traffic impacts of the proposal, a review of pedestrian and cycling levels of service (LOS) was provided in the submitted Traffic Impact Assessment (TIA) Update, dated September 13, 2023 by LEA Transportation Consulting Ltd.

For the pedestrian review, the analysis was based on the Highway Capacity Manual (HCM, Sixth Edition) which applies the following LOS criteria summarized in Table 1.

Table 1: Pedestrian Level of Service (LOS) Criteria

LOS	Average Space (sq. feet/person)	Description
A	> 5.57	Ability to move in desired path, no need to alter movements
B	> 3.72 - 5.57	Occasional need to adjust path to avoid conflicts
C	> 2.32 - 3.72	Frequent need to adjust path to avoid conflicts
D	> 1.39 - 2.32	Speed and ability to pass slower pedestrian restricted
E	> 0.74 - 1.39	Speed restricted, very limited ability to pass slower pedestrians
F	< 0.74	Speeds severely restricted, frequent contact with other users

As outlined in the TIA, pedestrian volumes were assigned to routes between the main origins/destinations within the site lands, assuming pedestrians would choose the shortest and/or least crowded route. The summary of this analysis is shown in Table 2.

Table 2: Pedestrian Level of Service (LOS) Evaluation

Crossings		Weekday							Weekend				
		7:00	8:00	9:00	16:00	17:00	18:00	19:00	16:00	17:00	18:00	19:00	22:00
Lake Ontario Crossing	Therme	A	A	A	B	B	B	B	D	C	C	D	B
	Live Nation	A	A	A	A	A	D	F	A	A	D	F	F
	Ontario Pl Blvd	A	A	A	A	A	A	A	A	A	A	A	A
Lake Shore Crossing	Ontario Dr	A	A	A	A	A	A	A	A	A	A	A	A
	West Bridge	A	A	A	A	A	A	B	A	A	A	B	C
	New Brunswick Way	A	A	A	A	A	A	A	A	A	A	A	A
	East Bridge	A	A	A	A	A	C	C	A	A	C	D	C
	Newfoundland Rd	A	A	A	A	A	A	A	A	A	A	A	A
	Strachan Ave	A	A	A	A	A	A	B	A	A	A	C	C
	Fort York Blvd	A	A	A	A	A	A	B	A	A	A	B	C

As concluded in the TIA, pedestrians will have sufficient space at the crossing points adjacent to the site for most of the peak operation times. As noted, weekday and weekend evening peak hours (during the peak operational times of Live Nation) will see increased pedestrian demand and a subsequent decrease in pedestrian LOS.

For the cycling review, the TIA applied the City of Ottawa's *Multi-Modal Level of Service (MMLOS) Guidelines* to describe "the convenience and comfort level of cycling infrastructure at the three Ontario Place site access intersections."

As with the pedestrian review, the analysis is summarized via letter grades from A to F, with A representing the most preferred conditions and F representing the least preferred conditions. This review is summarized in Table 3.

Table 3: Cycling Level of Service (LOS) Evaluation

Criteria	Segment	Side	Existing and Future
- Type of cycling facility - Street width - Vehicle Operating Speed - Width of bike lane (if present) - Bike lane blockage (if present)	Lake Shore Blvd W - British Columbia Rd to Ontario Dr	North	F
		South	A
	Lake Shore Blvd W - Ontario Dr to Remembrance Dr/New Brunswick Way	North	F
		South	A
	Ontario Dr - Princes' Blvd to Lake Shore Blvd W	East	D
		West	D
	Lake Shore Blvd W - Remembrance Dr/New Brunswick Way to Ontario Pl Blvd/Newfoundland Rd	North	F
		South	A
	New Brunswick Way - Princes' Blvd to Lake Shore Blvd W	East	B
		West	B
	Remembrance Dr - Lake Shore Blvd W to Remembrance Dr	East	D
		West	D
	Lake Shore Blvd W - Ontario Pl Blvd/Newfoundland Rd to Strachan Ave	North	F
		South	A
	Newfoundland Rd - Princes' Blvd to Lake Shore Blvd W	East	B
		West	B
	Ontario Pl Blvd - Lake Shore Blvd W to Remembrance Dr	East	D
		West	D

As per the conclusions of the TIA, the site access intersections to Ontario Place operate with a LOS of D or better for most of the roadway segments. As expected, the Martin Goodman Trail along the south side of Lake Shore Boulevard West provides a high LOS of A, while the substandard cycling conditions along the north side of the corridor provide a poor LOS of F.

Summary

In general, as anticipated by the TIA, the pedestrian and cycling demands generated by the overall site will be acceptably accommodated at most of the intersections/crossings within the site area along Lake Shore Boulevard West. As noted, weekday/weekend evening operations of Live Nation will continue to generate much of the pedestrian demand in the area. While the south side of Lake Shore Boulevard West will continue to acceptably accommodate the cycling activity in the area.

CONTACT

Lukasz Pawlowski, Manager, Transportation Review (Area 1), Development Review
416-392-7713 and lukasz.pawlowski@toronto.ca

SIGNATURE

Ashley Curtis
Deputy General Manager
Transportation Services