

ONTARIO PLACE
DEVELOPMENT STRATEGIES AND COSTING REPORT
MHSTCI BRIEFING (PARKING)



JANUARY 28TH, 2021

PRESENTATION

OVERVIEW

1. Introductions
2. Study Overview
3. Study Findings
4. Next Steps



INTRODUCTIONS

WHO'S ON THE LINE?

Fotenn Planning + Design

- Matt Reid
Principal, Planning and Policy

Nelson/Nygaard

- Thomas Brown
Principal



STUDY OVERVIEW

OBJECTIVES

- Identify parking challenges
- Present parking options
- Receive directions on:
 - Governments parking priorities
 - Whether any of the options presented are a non-starter
 - Governments commitment to control parking to ensure a balanced, site-wide solution
- Initiating discussions with the City on precinct parking



STUDY OVERVIEW

A PARKING SOLUTION FOR ONTARIO PLACE

Challenges related to parking provisions at Ontario Place include:

- Unprecedented use of the site (up to 7M annual visitors)
- Multiple interests and existing agreements across site
- The site is very constrained (i.e. size, waterfront location)
- All options are costly
- No perfect solution - all options require trade-offs



STUDY OVERVIEW

BACKGROUND

Parking at Ontario Place is currently at capacity:

- 1,200 spaces are fully utilized based on historic use as single-use amusement park and evening entertainment venue
- Site is currently all surface parking which is not the optimal use of the site
- Has not been updated to address operational challenges (i.e. access/egress, peak circulation, etc.)



STUDY OVERVIEW

FUTURE PARKING CONSIDERATIONS

Any parking solution at Ontario Place will need to consider:

- Views to the heritage core of Ontario Place (Pods and Cinesphere)
- Impacts on Lake Shore Boulevard, lagoons and water
- A positive user experience (i.e. distance to facilities, public realm treatment)
- The optimal use of the site to protect for future development
- The support of the City and tenants



STUDY OVERVIEW

FUTURE PARKING CONSIDERATIONS

Government's vision for a world-class destination for all Ontarians:

- Has attracted 3 anchor tenants with substantial parking requirements (7M visitors!)
- Will operate all day/evening with varying 'peak' times
- Requires up to 3,150 spaces

FIPPA s. 18(1)(c), 18(1)(d)

Total Spaces 3150
(with shared parking and TDM considered)

STUDY OVERVIEW

A CHALLENGING SITE

Addressing parking entirely on site is complicated and costly due to **Physical Challenges:**

- Waterfront location
- Parking limited to small mainland lots
- Premium construction costs to address:
 - Water table and soil quality
 - Innovative 'space saving' solutions
 - Mitigation of impacts on island and Lake Shore Boulevard



STUDY OVERVIEW

A CHALLENGING SITE

Addressing parking entirely on site is complicated and costly due to **Operational Challenges:**

- The nature of anchor tenants generates significant demand both night and day
- The site is not designed for the level of parking required
- The solution must balance multiple interests and existing obligations
- Ultimate vision for Phase II remains unknown



STUDY OVERVIEW

GENERAL PARKING COSTS

**Based on our analysis/
experience, the following
cost implications should be
considered:**

- Any solution involving on-site parking will require some form of structured parking (i.e. above and/or below grade)
- Underground is the most expensive route, and moreso along the waterfront
- Above-grade structures not generally supported on the waterfront

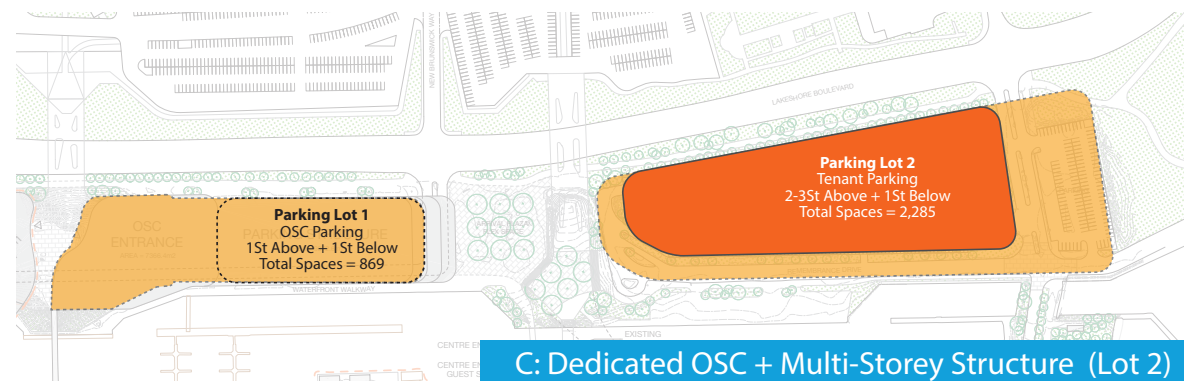
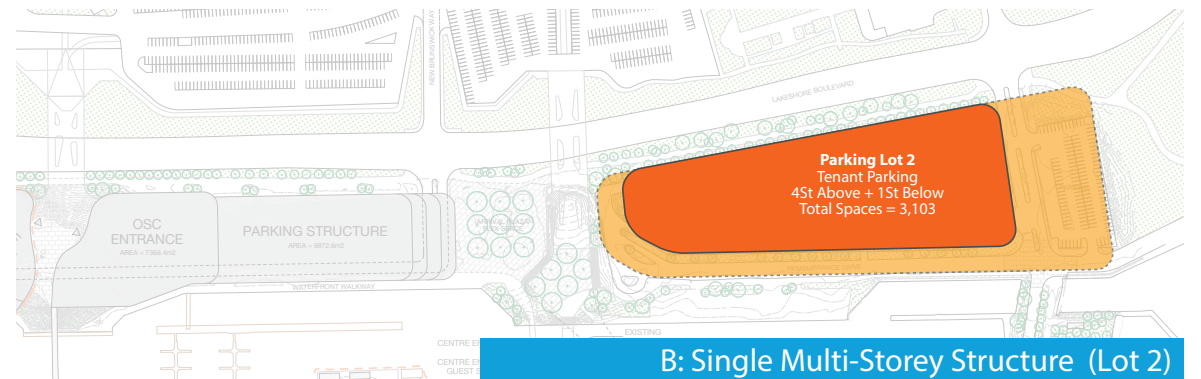
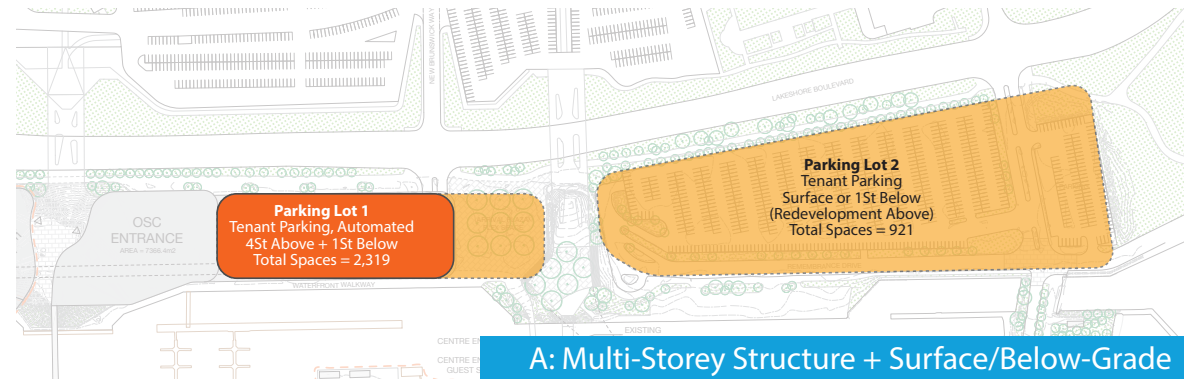
FIPPA s. 18(1)(c), 18(1)(d)

STUDY FINDINGS

PARKING OPTIONS

Option 1: On-Site Solutions

<p>Site Optimization</p> <p>● Low</p>	<ul style="list-style-type: none"> - Requires much of the mainland for parking and reduces public realm - Below-grade parking on Lot 2 subject to future development plans/timing - May restrict Phase II development
<p>Cost/Implement.</p> <p>● Med - ● High</p>	<ul style="list-style-type: none"> - FIPPA s. 18(1)(c), 18(1)(d) - May require innovative technologies - Risks with U/G (i.e. cost premiums and escalation, environmental, etc.)
<p>User Experience</p> <p>● Med</p>	<ul style="list-style-type: none"> - All parking located close to facilities - West Island is not as well served (especially by Options B and C) - Negative impacts on Lake Shore Blvd. and lagoons
<p>Trade Offs</p> <p>● High</p>	<ul style="list-style-type: none"> - Requires higher design standards/cost due to impacts on Lake Shore Blvd. - Blocks historic views to iconic core - Restricts future Phase II development - May not be supported by the City



STUDY FINDINGS

PARKING OPTIONS

To mitigate site constraints and minimize impacts on development, off-site solutions could be explored that:

- Protect for future development at Ontario Place
- Mitigate impacts of waterfront development and related risks
- Reduce the risk of over-build due to future shifts in mode-share
- Minimize negative impacts on Lake Shore Boulevard

FIPPA s. 18(1)(c), 18(1)(d)

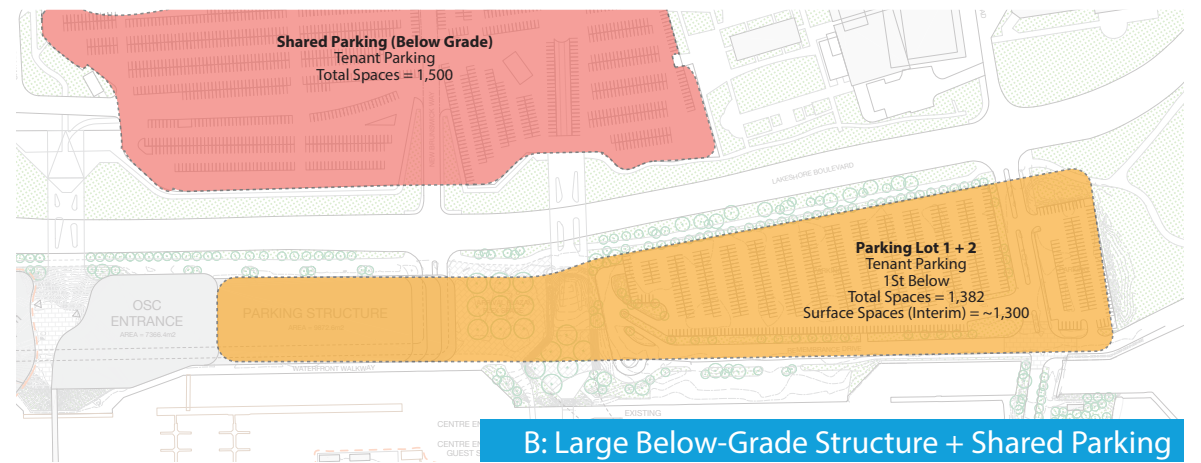
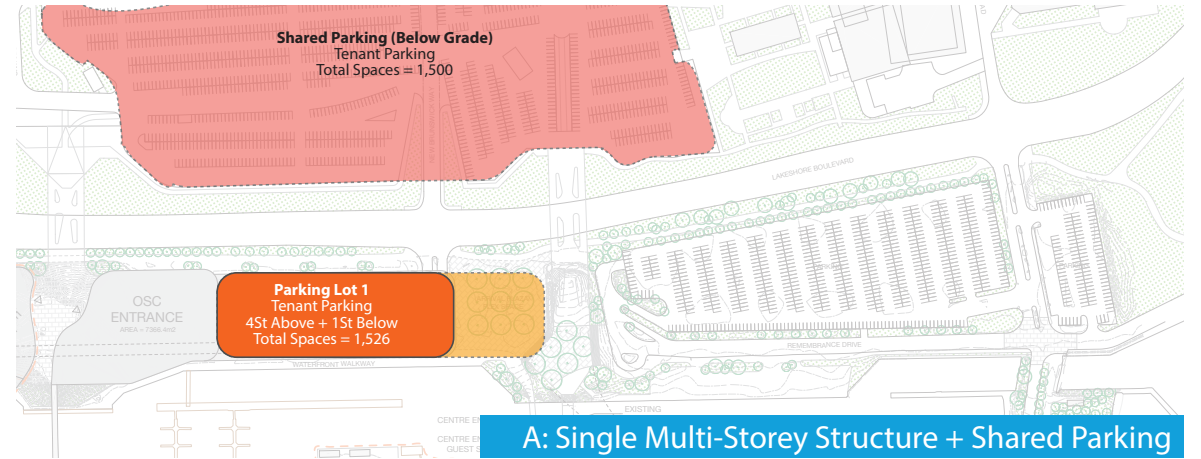


STUDY FINDINGS

PARKING OPTIONS

Option 2: On/Off-Site Solutions

Site Optimization	<ul style="list-style-type: none"> – May require part of the mainland for parking – Option A protects for Phase II and changing parking trends – Option B may not be feasible and can significantly sterilize future development
● Med	
Cost/Implement.	<ul style="list-style-type: none"> – FIPPA s. 18(1)(c), 18(1)(d) – Opportunities to share some cost with the City – Risks with U/G (i.e. cost premiums and escalation, environmental, etc.)
● Med - ● High	
User Experience	<ul style="list-style-type: none"> – Some parking located close to facilities – Off-site parking can be designed to provide direct pedestrian access to Ontario Place – West Island is not as well served
● Med	
Trade Offs	<ul style="list-style-type: none"> – Requires co-ordination with the City – Impacts to portions of Lake Shore Blvd. require higher design standards/costs – Moderate impact on views to historic iconic core – Option B impacts Phase II development
● Low - ● Med	

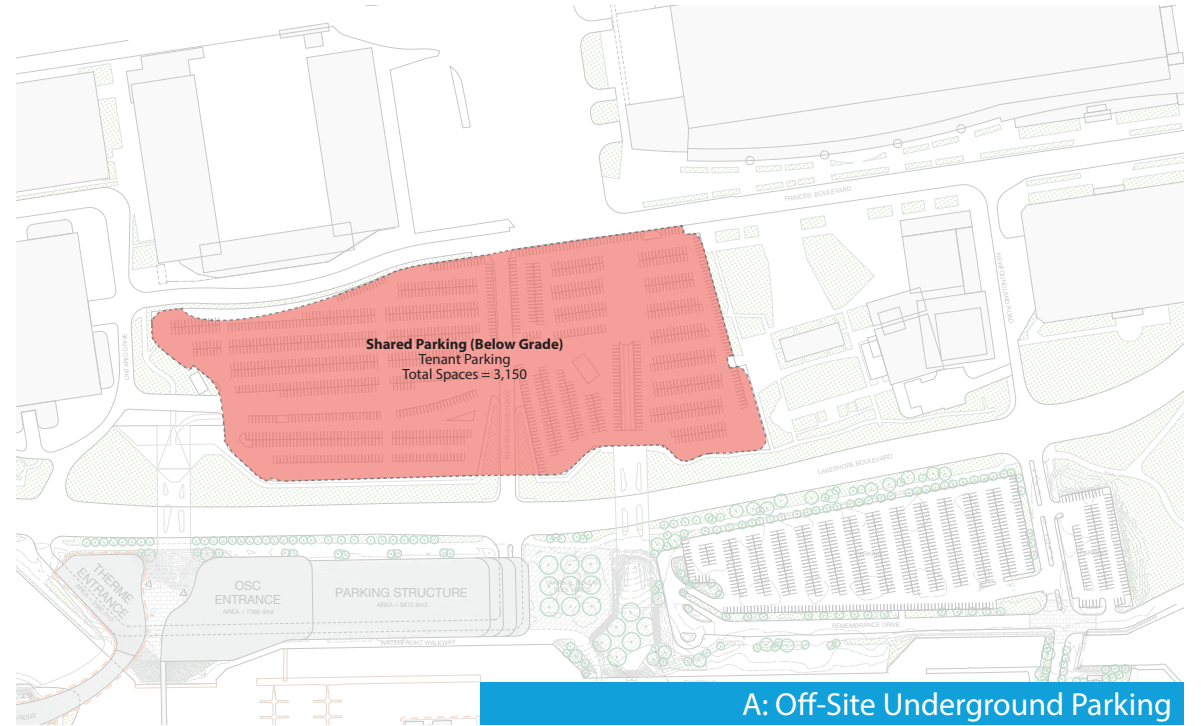


STUDY FINDINGS

PARKING OPTIONS

Option 3: Off-Site Solutions

Site Optimization	<ul style="list-style-type: none"> – Protects mainland for development and changing parking trends – Can continue to use existing surface parking in the short-term – Concept of optimizing Exhibition Place is supported by City
● High	
Cost/Implement.	<ul style="list-style-type: none"> – FIPPA s. 18(1)(c) – Opportunities to share parking costs with City – Further analysis and discussions with City required
● Med	
User Experience	<ul style="list-style-type: none"> – Parking generally located close to facilities (i.e. no tenant favoured) – Off-site parking can be designed to provide direct pedestrian access to Ontario Place – A positive ‘front door’ on Lake Shore Boulevard (i.e. views, programming)
● Med	
Trade Offs	<ul style="list-style-type: none"> – Requires co-ordination with City
● Low	

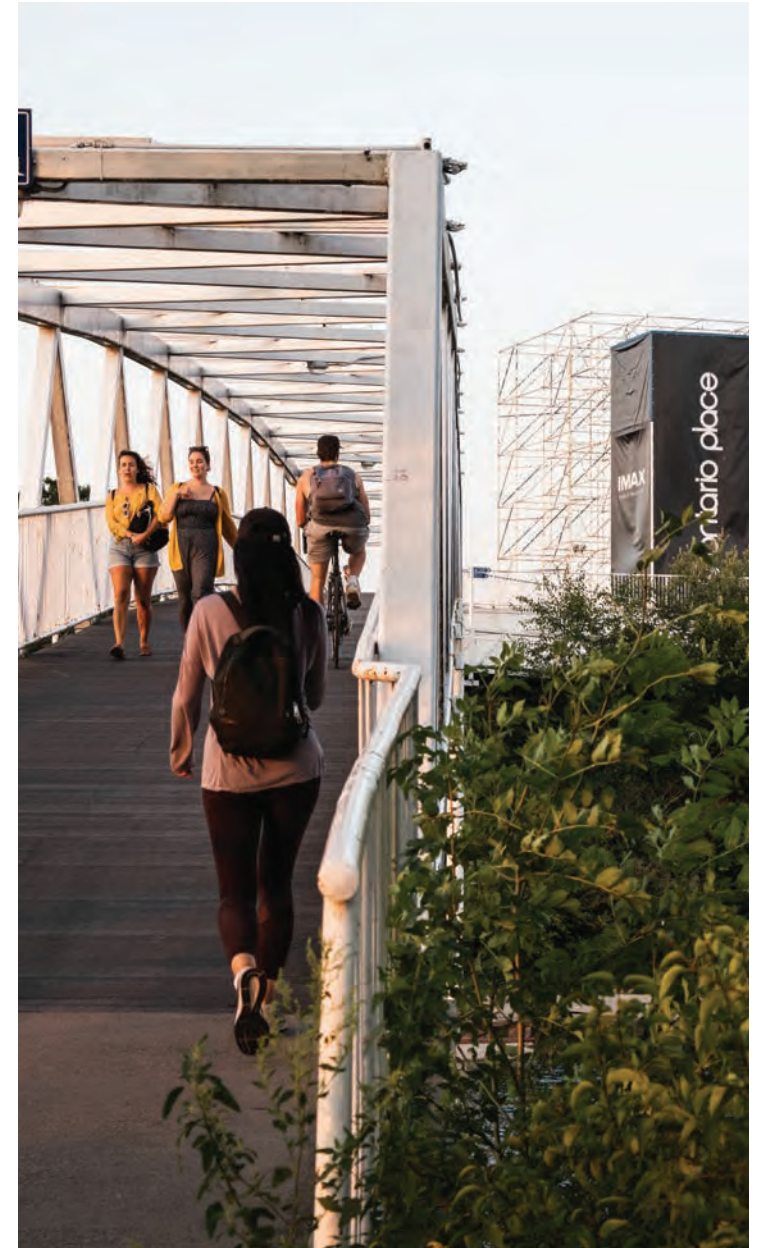


STUDY FINDINGS

A GOVERNMENT OBLIGATION

FIPPA s. 18(1)(c), 18(1)(d)

- It is recommended that Government assume responsibility for developing the parking solution on site.



STUDY FINDINGS

NEXT STEPS

- On-going refinement to technical and costing analysis in coordination with tenants
- Identify any no-go options with Government and verify requirement to protect for Phase II development
- Engage the City to discuss joint-parking solutions and explore how much parking can be located off site
- Continue to refine options
- Confirm that parking is a Government-led solution



THANK YOU

APPENDIX

OPTION SUMMARY

	Option 1 A: Multi-Storey Structure + Surface/Below-Grade	Option 1 B: Single Multi-Storey Structure (Lot 2)	Option 1 C: Dedicated OSC + Multi- Storey Structure (Lot 2)	Option 2 A: Single Multi-Storey Structure + Shared Parking	Option 2 B: Large Below-Grade Structure + Shared Parking	Option 3 A: Off-Site Underground Parking
Spaces Provided (On-Site)	3201	3100	3150	1530	2520	3150
Spaces Provided (Off-Site)	0	0	0	1500	650	0
Total Spaces Provided	3201	3100	3150	3030	3170	3150
All Parking Remains On Site	Yes	Yes	Yes	No	No	No
Minimal Impacts on Lake Shore Road and Lagoons	High Impacts	High Impacts	High Impacts	Partial Impacts	No Impacts	No Impacts
Maintains Heritage Views to Pods and Cinesphere	Restricts Heritage Views	Partially Restricts Heritage Views	Restricts Heritage Views	Restricts Heritage Views	No Impact on Heritage Views	No Impact on Heritage Views
Minimal Impacts on Phase 2	Restricts Future Development	Restricts Future Development	Restricts Future Development	No Impact on Future Development	Restricts Future Development	No Impact on Future Development
Promotes a Positive User Experience	Moderate	Poor	Poor	Moderate	Good	Good
City Support	Unlikely	Unlikely	Unlikely	Likely	Likely	Likely

FIPPA s. 18(1)(c), 18(1)(d)