

## **Document 12 – Motions and Directions from the 2022 Lansdowne Partnership Sustainability Plan and Implementation Report**

### **1. Massing and Height Options**

The 2022 Concept Plan was used as the starting point for exploration of podium heights and scale, various tower separations, tower heights and floor plate sizes for the towers. An urban design brief was prepared for presentation to the Urban Design Review Panel (UDRP) on July 7th, 2023 in support of the Planning Act applications. The initial design analysis included visual presentation on podium scale and form that could shape the public realm experience along Exhibition Way to minimize impacts from the proposed high rises above. This included exploration of:

- A 2-storey podium expression with a 6 metre setback to a 4 storey residential podium expression above
- A 2-storey podium expression, with a 6 metre setback to an additional 2 storey amenity level on top

A further analysis was completed on various floor plate sizes (footprint area of the tower) and tower separation distances. Staff presented the UDRP with conceptual drawings on towers which both met and exceeded the recommended Urban Design Guidelines for High-rise Buildings of 750 square metre floor plate sizes, and towers which also met and exceeded the guideline separation distances of 23 metres. This analysis was to demonstrate how shadow and wind impacts, impact of sky views, and allowance for the passage of natural light into interior spaces could be addressed with a range of tower designs over the retail podium.

The analysis through the Planning applications has resulted in staff's recommendation to minimize tower floor plate sizes, maximize building separations and minimize wind and shadow impacts through a 2-tower design approach. Design comments from the City's UDRP, Heritage Planning Staff, the public, and agencies including the National Capital Commission, Parks Canada, and the Ontario Heritage Trust, informed the preference to locate the tallest future tower towards Bank Street, with the shorter tower internal to the site, and be located at a maximum distance from the Aberdeen Pavilion.

Further advancement of design on the revised 2-tower concept will occur through the Request for Offer of property rights and the future winning bidders site plan control application.

## **2. Trade-off of reducing additional parking with Property rights Value**

Findings from Staff through their property rights appraisal consultants (Altus Group), and the Commercially Confidential Meetings for the Request for Expression of Interest have come to the conclusion that a condominium development would require a 0.8 to 1.0 parking space per unit rate, and a purpose built rental building would require a range of 0.4-0.5 parking spaces per unit. The provision of less parking would adversely impact the property rights value.

While staff do not recommend reducing parking rates below industry standards and market demand, it has been identified that a reduction in parking would benefit the City from a capital cost expenditure. The 2022 OSEG concept illustrated approximately 450 parking stalls located in the mezzanine levels 1 and 2, between the retail podium and the North Side Stands, and located within an underground parking level (P1) beneath the new North Side Stands. Costing provided through OSEG by BTY, and peer reviewed by City consultants (Turner & Townsend), have identified high costs for the provision of parking (\$100,000 per parking space). Staff analysis through costing consultants has determined the development industry can reasonably expect to sell parking or lease parking at a loss and absorb 20% of the parking costs. Parking cost losses will therefore either be passed on to the future residential purchasers or renters, and as well, put pressure on the property rights value or land value. By reducing the overall units from 1200 to 770 and eliminating expensive mezzanine parking and limiting parking underneath the North Side Stands, staff have yielded savings on construction costs, while limiting overall parking requirements for new residential development.

## **3. Low Cost or No Cost Shuttle on Bank Street**

Staff reviewed City costs to providing free transit along the Bank Street corridor between Billings Bridge and Queen Street. Analysis included:

- Free fares for all customers boarding buses on Bank Street between Billings Bridge and Queen Street, with no proof of payment issued, requiring customers to pay if they transfer to a connecting service. A cost of \$2.69 million per year
- Free fares for all customers boarding buses on Bank Street between Billings Bridge and Queen Street, with a transfer issued, allowing customers to transfer to the rest of the OC Transpo and STO networks at no cost. A cost of \$3.53 million per year

Cost calculations were made based on ridership from Winter 2022, expanded and adjusted to annual figures based on seasonal variation, and using our current average fare paid by customers. The cost of foregone revenue will be higher as ridership increases further on the bus routes on Bank Street, with Routes 6 and 7 currently at approximately 80 percent of pre-pandemic levels. If ridership on Bank Street were to further increase because of the new development at Lansdowne or because of a free-fare incentive, the cost of free fare service would increase as well. If a free-fare incentive were to increase ridership to the point that capacity needed to be increased, there would be further operating costs and there could be additional capital costs if we were to need to increase the bus fleet size.

Low or no cost transit service on Bank Street must be measured against the current Transportation Demand Management program for special events. The hallmark of the TDM program at Lansdowne is the inclusion of free transit and shuttle service to all ticketed events at Lansdowne, irrespective of the event size. This includes 3 hours prior to the start of the event and up to 3 hours after the event.

As part of the preparations for the 2014 inaugural season of the Ottawa RedBlacks, three TDM brands were developed to promote transit and park & shuttle service for events at Lansdowne. A brief overview of the three brands is provided below:

#### *TD Place Park & Shuttle:*

The TD Place Park & Shuttle brand focused on promoting park-and-ride shuttle services operated by OC Transpo and STO from Park & Ride locations, as well as shuttles operated by TD Place (initially included Canada Post, Carleton University, the RA Center, and Vincent Massey Park before transitioning to Canada Post and City Hall to better match demand). These off-site Park & Shuttle locations are advertised through variable message signs and local radio stations to inform eventgoers of the locations and availability of parking spaces.

#### *TD Place Take Transit:*

The TD Place Take Transit brand promoted door-to-door transit service to TD Place. Similar to the Park & Shuttle brand, promoting this service is as free with an event ticket is a key component of the brand and promotion.

#### *TD Place Bike & Park:*

The TD Place Bike & Park brand promoted cycling and using secure bike parking (i.e. corrals) when attending major events at TD Place and Lansdowne. In 2021, the bike parking area was moved from the sport court east of the Aberdeen Pavilion to a more visible location close to stadium Gate 4 to better promote cycling as a transportation option.

### *TDM Outreach:*

A key aspect of the branding strategy in 2014 was to promote both the Park & Shuttle and Take Transit brands equally as viable and convenient options to travel to Lansdowne for special events. This included promoting OC Transpo's enhanced 450-series service from transit Park & Ride lots and OSEG's special event operated satellite park & shuttle service under the same TD Place Park & Shuttle brand. As part of the TDM marketing campaign, a direct communication outreach program has been undertaken to inform event attendees on available transportation options, and to provide information on available trip planning tools.

#### **4. Aberdeen Square Cut-Through**

A major theme from the May 17, 2023, public session on the Urban Park and Public Realm was to find ways to have less cars on the premise and more dedicated pedestrian and cycling spaces. In particular, public comments through the public realm survey spoke to enhancements to events and festivals, additional green space and public realm space, and specifically the removal of cut through vehicular traffic across the Lansdowne site from Bank Street to the Queen Elizabeth Drive, via Marché Way to Princess Patricia Drive.

Pedestrianizing Marché Way and expanding Aberdeen Square northward to the commercial block of Cineplex and Jack Astors, as well as expanding Aberdeen Square eastward towards the Horticulture Building can be a cost-effective measure that provides more amenities supporting social gathering, improving the sense of place, and enhancing pedestrian movement and safety.

#### The current arrangement and usage

Diagram 1 below, illustrates the sites current designated surface parking, delivery areas, loading zones, etc. along with the different roadways.

## Diagram 1 – Public Realm Space Identification



The usage of the vehicular access road through the north portion of Aberdeen Square can be segmented into four main categories.

### *Anytime Use*

Use of Marché Way, around Aberdeen Square, occurs with regular motorized passenger vehicle use seeking to either cut-through Lansdowne to/from Bank Street and the Queen Elizabeth Drive (QED), use Marché Way to find a destination within Lansdowne, or drop off directly in front of the commercial units fronting onto Aberdeen Square. For example, a motorist may use Marché Way when accessing Lansdowne from the QED if they are seeking to park on a surface parking stall located within the business section of the site, west of the square, or conversely if they are arriving from Bank Street to access the parking spaces adjacent the skating court, east side of the property.

Marché Way is also used in 'anytime' scenarios for the loading of and unloading for events in Lansdowne (i.e. Escapade), as well as deliveries for the retail/commercial uses fronting onto Aberdeen Square. Although less frequently, Marché Way is utilized by Ambulance, Fire, Police accessing the site from either the Queen Elizabeth Drive or from Bank Street when responding to a call or not in service.

### *Specific Time Allocations*

Some vehicular access of Marché Way is time specific, including the drop off and pick up at The Element High School between the hours of 7:30-8 am and 4-4:30 pm. Ottawa Farmers Market also has allocated time drop-off and pick-up, from 7-9 am and 3-4 pm.

### *During Events*

Major events, which come with shuttle service, including RedBlack and 67 games, operate before and after each event. They utilize Queen Elizabeth Driveway and the Great Loop Marché Way through the Aberdeen Court.

Accompanying major events are broadcasting services such as TSN, ROGERS, CTV, who utilize the Marché Way.

Other City of Ottawa events where the Great Lawn, Horticulture Building, and Aberdeen Pavilion are being programmed and require loading and un-loading may have service vehicles using Marché Way depending on how the event is configured and where the service vehicles are coming from.

### *Variable Usage*

Marché Way is and can be utilized on a 'as need be' basis for directing vehicles through Lansdowne to the QED, or directing vehicles to utilize the QED entrance should there be issues with the Bank Street surface entrance/exit, or Bank Street in particular.

## The issue

The permission of regular vehicular traffic through the northern portion of Aberdeen Square has been observed to create conflicts with pedestrian and cyclist users and to detract from the ambiance of the activities hosted in the Square, such as Lansdowne Movie Nights. The safety conflict that arises is focused on the level of comfort the more vulnerable active transportation user has on Marché Way. A painted pavement marking is the only delineator between the roadway area and the Aberdeen Square, creating a situation where there is no clear visual or physical separation between vehicles and active users. Secondly, the patios occupying the pedestrian realm along the north side of Marché Way force pedestrians to walk alongside the vehicular route, or on the vehicular route, whereas in the section of Marché Way to the west the pedestrian space is buffered by street furnishings, light standards and on-street parking.

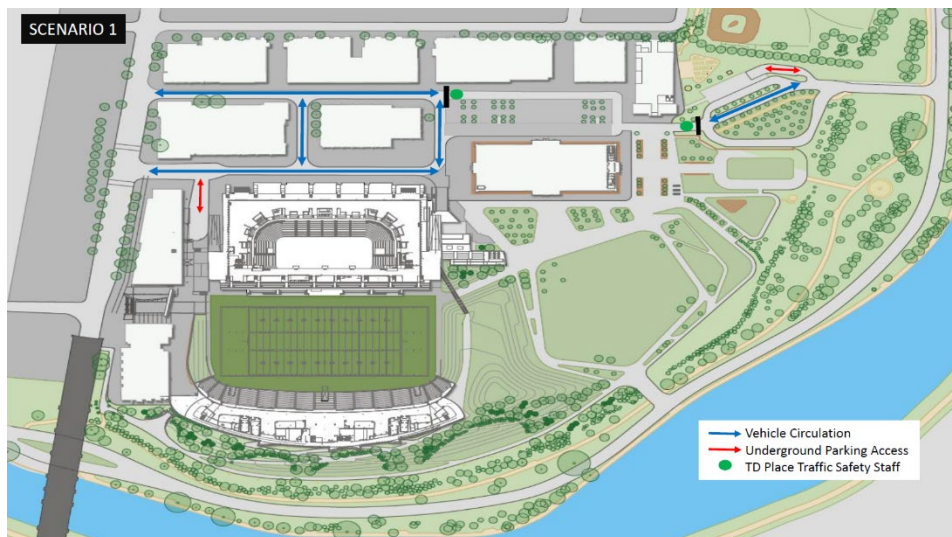
## Scenarios

There are 2 main scenarios in addressing the overall, issue of enhancing pedestrian and cycling safety and comfort.

### *Scenario 1*

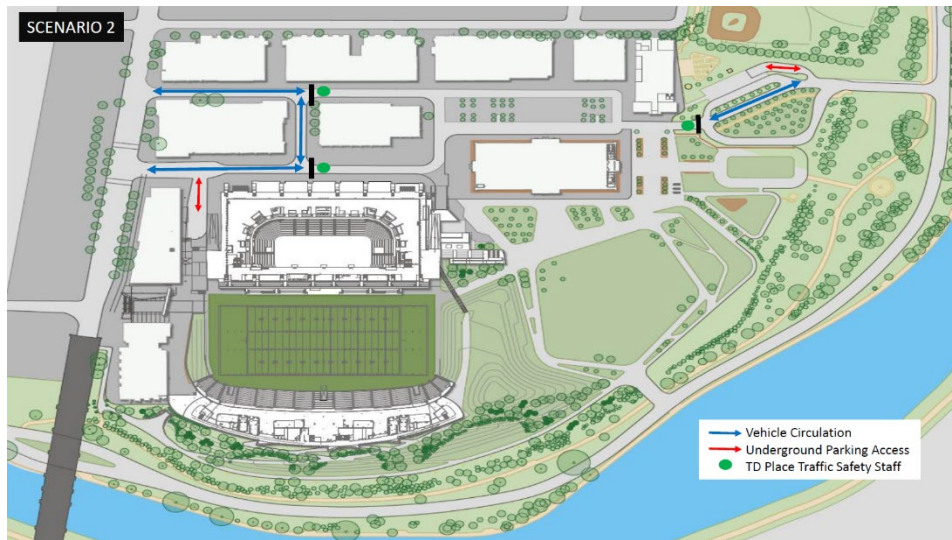
Permanently close Marché Way through Aberdeen Square to regular 'anytime' vehicular traffic through movable barriers, signage or other means. The closure would be located at the east end closing off vehicular entrance to the square from the bus loop, and the closure would be situated at the west end of Aberdeen Square where Marché Way meets Exhibition Way.

Install bollard or traffic deterrents that are moveable to allow for service, maintenance and emergency vehicles to access to and through Aberdeen Square. To limit the amount of service vehicular traffic explore reviewing options on establishing set times for deliveries and collaborate with OSEG on this option.



## Scenario 2

Scenario 2 is currently implemented on a temporary basis in conjunction with Scenario 1 for larger events on the Great Lawn, 613 Flea and Sunday Farmers' Market, to protect the surface areas for patrons in the underground garage surfacing out of the Red, Blue and Yellow Parking underground zones. This scenario involves the closure of both Exhibition Way and Marché Way at Paul Askin Way. Implementing a temporary closure for other ranges of event scenarios could aid in normalizing the pedestrian only environment for the majority of the interior streets within Lansdowne and allow for Aberdeen Square events to spill over into the adjacent streets, providing enhanced comfort and security for plaza events.



## Considerations for Recommendations

In consideration of improved pedestrian only areas it would be prudent to explore design and functional matters, including:

- During set up and take down of events, allow vehicles but only with escort directing movement
- Continue to use Great Loop for delivery and set ups/take downs
- Reviewing options on how to create a delivery/access behind the Great Lawn
- Review how other pedestrian only environments, such as Harbour Front in Toronto, and Sparks Street in Ottawa, address specific delivery and service vehicle movements and times
- Minimizing load in/load out of the Event Centre on Aberdeen Pavilion west court



Consideration of current retail / commercial tenant lease agreements and tenant access to and from Marché Way will need to form part of the evaluation.

### *Next Steps*

Staff are recommending a capital allowance be funded to help advance public realm improvements such as the development of options and a plan for implementation on improving the public realm of Aberdeen Square and the enhancement of pedestrian and cycling safety through the square. This will require a public design and engagement process with the collaboration of the community, OSEG, City departments (such as EMS and Traffic Services), and the local businesses to determine the right approach to the Aberdeen Square enhancements.

## **5. Accessible Event Centre Roof**

Three Options were analyzed and costed with respect to the Event Centre roof design for both public accessibility and green roof options. Two green roof options were explored, being an 'extensive' green roof system and an 'intensive' green roof system. The extensive green roof system is defined as having a soil profile of approximately three to four inches and would include ground cover plants, grasses, sedum and succulents. Whereas an intensive green roof system is defined as having a soil profile of approximately eight inches or greater and would lend itself to a larger range of plant species. Costs for introducing the public onto an accessible roof begin at an additional \$28 million to the Event Centre construction costs due to structural loads, fire protection, fire protection systems and roof access. On the lower cost side, an extensive green roof, with no public access, provides the lowest cost of an additional \$4.2 million, but does expose risk to operational maintenance of the plantings, and the waterproofing membrane.

### Option 1: No Public Access, Extensive Green Roof (\$4.2M):

The design intent with Option 1 is a fully modular green roof, easily pre-grown and easily removed or moved as needed after installation. Modules would be pre-grown in order to minimize post-installation maintenance requirements and provide for robust and well rooted plantings that will better resist erosion and die-off. A mix of sedum varieties that have demonstrated viability in Ottawa or similar climates should be used, with provisions for watering during extended periods of drought.

Benefits of Option 1 include:

- Lowest cost for materials, installation, and ongoing maintenance
- Reliable options to pre-grow modules for installation
- No permanent irrigation is required
- Sedum plantings are self-regenerating and rapidly spread to cover any exposed soil.
- 4 inches of soil media will provide good stormwater management capacity and have capacity to capture roughly the first inch of any given rain event

Limitations of Option 1 include:

- Limited ability to include non-sedum plants
- Potential for reduced plant varieties over time as the most aggressive plants best suited to the microclimate(s) on the roof become dominant.
- Total volumetric capacity of the system to manage stormwater is less than the deeper options being considered

Option 2: No Public Access, Intensive Green Roof (\$7.2M):

The design intent is a fully modular green roof, easily pre-grown and easily removed or moved as needed after installation. Planting will be limited to herbaceous varieties and will not include woody shrubs or trees. Plantings should include a combination of herbaceous perennials and ornamental grasses that have demonstrated long-term viability in Ottawa and/or similar climates. Permanent irrigation will be required for the proper maintenance of the planting types.

Benefits of Option 2 include:

- Significant stormwater management capacity per event and per year
- Visually impressive
- Significant potential sound mitigation impacts – sounds entering or escaping the venue
- Increased potential energy savings impacts due to greater thermal mass
- Reasonably aggressive roots are still unlikely to cause damage to the waterproofing system even if they were to reach the underlying membrane

Limitations to Option 2 include

- Increased costs for materials, installation, and maintenance
- Permanent irrigation is required
- Ongoing replanting will be part of the long-term maintenance because most flowering perennials and ornamental grasses are not self-propagating like sedums incorporated into Option 1
- This design is more difficult to walk on and access for maintenance, including more difficulty in accessing the waterproofing system below.

Option 3: Full Public Access, Intensive Green Roof (\$28M):

The design intent of Option 3 is a fully modular green roof, easily pre-grown and easily removed or moved as needed after installation. The extent, location, and type of hardscape to be included in the final design is not available as of the date of this report, however it is assumed to be 20-30% of the roof area. Plantings should include a combination of herbaceous perennials and ornamental grasses that have demonstrated long-term viability in Ottawa and/or similar climates. Proper fall protection should be included to allow for future maintenance and should include some combination of guard rails or parapets that meet regulatory requirements. Clear delineation of accessible and non-accessible spaces will be required, and additional railings or other physical barriers between hardscape and the planted areas should be considered

Plans for snow removal and routine cleaning will need to be adjusted to ensure any chemicals used are compatible with the plantings and the waterproofing system

Benefits of Option 3 include:

- Community engagement with nature
- An attractive and highly desirable potential amenity space
- Significant stormwater management capacity per event and per year
- Significant potential sound mitigation impacts – sounds entering or escaping the venue
- Increased potential energy savings impacts due to greater thermal mass

Limitations of Option 3 include:

- Increased costs for materials, installation, and maintenance
- Permanent irrigation is required
- Greater biomass and dried flowers and stems could create a potential for fire risk, wind-borne debris, and/or excessive pollen
- Heavier design has increased structural requirements
- Accessing the underlying waterproofing system in the future will be more difficult due to the increased weights of each module
- Public use of rooftops presents added risk to the City.

### Summary

The cost to introduce public access to the Event Centre roof presents both a capital project budget pressures and future maintenance and operations budget pressures. While Option 1 is the simplest of the three options to implement and maintain, with the lowest cost it does not provide the benefit of public access and integration of a green roof with the Great Lawn. While Option 1 can provide stormwater management benefits there is an opportunity to explore a solar panel roofing system to generate electricity. Electricity generation through solar ensures local energy security and reliability and promotes economic competitiveness and resiliency. It is also an important action required to meet Ottawa's targets to reduce greenhouse gas emissions to zero by 2040 within the corporation, and by 2050 Ottawa-wide. To meet the targets, 20 megawatts of solar must be installed in Ottawa by 2025 and 1100 megawatts by 2050.

## **6. Transportation Demand Management and Lessons Learned Report**

The TDM plan for special events under Lansdowne 2.0 will be largely the same as the current TDM program with opportunities for refinement and consideration of anticipated changes in programming. These are summarized below:

- The existing 9,800 seat indoor arena and event space, known as TD Place Arena, will be replaced with a new standalone 5,500 seat (6,500 spectator) multi-purpose Event Centre that will be the new home to the OHL's Ottawa 67's, the CEBL's Ottawa BlackJacks. This change will effectively cap indoor arena events to 6,500 attendees, down from the previous 10,000 level that was previously identified for a sold-out arena event.
- The current spectator capacity for the Stadium at TD Place is 24,000. Under Lansdowne 2.0, the existing north side stands will be reconstructed with capacity for 11,200 seats (12,100 total spectators), down from the current capacity of 14,028 spectators. This means a reduction in capacity of approximately 2,000 spectators at the north side stands, resulting in a total capacity of 22,000 spectators for the Stadium at TD Place.

### *Minor Events*

- Events with less than 3,000 representing smaller indoor events at the new Event Centre, and other public events held at Lansdowne.
- 3,000 to 6,500 representing average and sold-out indoor events at the new Event Centre.
- 10,000 representing concurrent sold-out indoor events at the new Event Centre with other events occurring at Lansdowne such as the Ottawa's Farmer Market.

### *Major Events*

- 13,000 representing events between 10,000 and 15,000 (i.e. smaller Stadium event).
- 18,000 to 23,000 representing average and sold-out Stadium events.
- 30,000 representing concurrent sold-out indoor events at the new Event Centre, and a sold-out event at the Stadium at TD Place. It is noted that while the overlapping of two sold-out events is unlikely, the Lansdowne 2.0 TDM Strategy accounted for this maximum impact situation.
- 40,000 representing a large 'Mega Event' with expanded Stadium seating capacity, or concurrent large events.

### *TDM and Residential Development*

High-rise development and density come with limited allocated space for surface or underground parking. There will be limits on residential parking as it is anticipated that those who choose to live in Lansdowne 2.0 are there to take advantage of a lifestyle that does not require car ownership. Consistent with the City of Ottawa's TDM Measures Checklist for new developments, the following TDM measures were identified in support of promoting sustainable modes of transportation and reducing the reliance on the single automobile travel for day-to-day activities at Lansdowne:

- TDM Program Management
- Supporting Walking and Cycling

- Supporting Transit
- Carsharing
- Bikesharing & Micromobility
- Parking
- TDM Marketing & Communications
- Ridesharing

As a way to support transit use, opportunities to offer residents with PRESTO cards preloaded with one monthly transit pass on resident purchase / move-in should be explored to encourage residents to use transit. Moreover, information regarding the PRESTO card system should be available on-site and provided to all households to encourage other members to sign up for monthly-debited transit passes.

### *Lessons Learned Report*

A Lessons Learned report was developed as a component of the supporting Transportation Impact Assessment, as directed by Council. The report provides a brief summary of feedback received to date from community members and stakeholders. The report includes:

- An overview of feedback received, and achievements made through the Lansdowne Transportation Monitoring and Operations Committee, which was setup in advance of the opening of the site and provided on-going consultation and monitoring for the first three years of operations (2014, 2015, and 2016).
- Feedback received from local community associations on the transportation experience of Lansdowne to date. Feedback was facilitated through a City of Ottawa led Community Workshop held virtually on May 24, 2023.
- Feedback received from the National Capital Commission (NCC) on the revitalization of Lansdowne project. Feedback was received by e-mail. It is anticipated that discussions related to the Lansdowne experience, and particularly the role of Queen Elizabeth Driveway at the community, city, and regional level, will take place.
- Feedback received from City of Ottawa Traffic Services. Feedback is based on the findings of a traffic monitoring study prepared by the City of Ottawa's Special Events Section – Traffic Management department related to the Queen Elizabeth Driveway closures in 2022.
- Feedback received from the Glebe Business Improvement Area (BIA) related to traffic and parking.

## 7. Affordable Housing

In the May 2022 report staff recommended that the new residential component would have a minimum of 10 per cent affordable housing estimated at 120 units. With the reduced density proposed by staff this number would come down to 75 units. Affordable Housing, for the purposes of this development, was defined as rental housing where the monthly rent does not exceed the City-Wide Average Market Rent (AMR) by unit type (i.e., one-bedroom, two bedrooms etc.) as determined by the Canada Mortgage Housing Corporation (CMHC). In order to make the Lansdowne 2.0 proposal revenue neutral, staff had to assume that property taxes would need to be collected from these affordable units. This helped to make the financial model for Lansdowne balanced but did not achieve true affordability per market and regulatory standards. Council asked staff to look at options for making these units more affordable.

As requested by Council, staff worked with Ottawa Community Housing (OCH) to estimate the impact of adding more deeply affordable units on this site. Two models were examined in comparison to the initially proposed model in May 2022:

1. May 2022 Affordability Model:
  - a. 20% of the units @ AMR
  - b. 80% of the units @ 35% above AMR
2. Minimum CMHC NHCF Affordability Requirements:
  - a. 30% of the units @ below 80% of MMR (Glebe)
  - b. 70% of the units @ AMR
3. Minimum Bill 23 Affordability Requirements:
  - a. All units @ 80% of AMR

The assumption used for this analysis was that the developer would construct the units to the specifications of OCH and then sell those units back to OCH. Based on feedback staff received from developers during the REOI process, there is an assumption that this site would be one of the more expensive sites to build on due to location and complexity associated with coordination and integration with the existing site and ongoing operations. Staff estimated that it could cost up to 20% more to build on this site compared to other sites in the city that are already under consideration for affordable housing. The estimated cost to build at Lansdowne is \$483 thousand per unit without parking and \$513 thousand with 0.4 parking per unit. This compares to \$473 thousand for comparable units on other sites with similar parking ratios, that would be on the City's priority list. This premium equates to approximately \$40 thousand per unit or \$3 million for 75 units. Furthermore, dedicating 10% of the 750 units to affordable housing would reduce the property tax uplift assumed in the funding strategy for Lansdowne 2.0, which would equate to a loss of approximately \$330 thousand annually. Furthermore, based on current estimated timelines these towers would not be completed until 2033.

Therefore, staff recommend that 10% of the property rights be allocated to affordable housing and that the remaining 15% that would normally be deducted per the City policy be exempt. This option provides cash of \$3.9 million as soon as it is received, that can be used towards the City's priority list as identified in the September 6, 2023 Affordable Housing Capital Strategy and Update Report to Planning and Housing Committee. These projects are affordable and supportive housing projects consisting of 572 units that should be prioritized for funding this term of Council, many of which will support the Integrated Transition to Housing Strategy.

The 15% exemption will ensure that \$5.9 million of the property rights revenue remains as a funding source for the project, otherwise City funding is required.

## **8. Motion on Official Plan Amendment**

On June 8<sup>th</sup>, 2022, during its consideration of the "Lansdowne Partnership Sustainability Plan and Implementation Report", the 2018-2022 Council carried the following motion:

**WHEREAS the Lansdowne Partnership Sustainability Plan and Implementation Report (ACS2022-PIE-GEN-0003) describes the progress to date and next steps in the redevelopment concept and business case to make Lansdowne Park and the Lansdowne Park Partnership sustainable for the next forty-four years; and**

**WHEREAS Council adopted in October 2021 the new Official Plan, following significant public engagement and consultation;**

**WHEREAS the new Official Plan includes policy in support of Special Districts, including the Lansdowne Special District, which recognizes the need for unique planning approaches to strengthen their role as important places in the City;**

**WHEREAS the new Official Plan contains policy direction which requires that any amendment to the Zoning By-law, to enable redevelopment within Lansdowne Park, conform with the Official Plan policies for the Lansdowne Special District, which reference the City's Lansdowne Partnership Plan, the Master Limited Partnership, the registered site plan agreements for Lansdowne, and the Council approved Guiding Principles for Lansdowne;**

**WHEREAS the new Official Plan is expected to be approved by the Province within the next few months;**

**WHEREAS there is a desire to continue to progress the proposed Concept to revitalise Lansdowne Park;**

**THEREFORE BE IT RESOLVED that Council direct Staff that all steps taken with respect to the revitalization plan for Lansdowne Park, including any rezoning, should conform to the Lansdowne Special District policies in the new Official Plan adopted by this Council.**

**CARRIED**

The ***Lansdowne Partnership Sustainability Plan and Implementation Report*** made the following statement in regards to the Lansdowne redevelopment concept and compliance with the Official Plan (emphasis added):

*“The redevelopment concept is consistent with the new Official Plan (OP) policies regarding the Lansdowne Special District which supports and recognizes the role of Lansdowne as a destination for festivals, year-round sports, residential, commercial and public space. As such, upon receiving Ministerial approval of the new OP, **no Official Plan amendments would be required**. The proposed development would be subject to consultation with the Urban Design Review Panel (UDRP), with all applicable Council approved design guidelines to assist in the detailed design and future Site Plan Control applications.*”

As noted above, at the time of the consideration of the *Lansdowne Partnership Sustainability Plan and Implementation Report*, it had been the understanding of Planning staff that an Official Plan Amendment would not be required to move forward with the report. Further detailed review determined that, to move forward with the approved in principle plan, modifications to the new Official Plan would be required. The option of pursuing with the circulation to the public of the development proposal before reporting further to Committee and Council provided meaningful input as to whether the adoption of an OPA (and a concurrent zoning amendment) could be seen to be appropriate.

As a City initiated an OPA amendment, should Council determine that it is not to be pursued or adopted, there is no appeal right by any person to the Ontario Land Tribunal. As Committee and Council will be specifically asked to affirm that the official plan amendment is to be considered as part of the report, it is staff’s opinion that the above motion is being respected.

## **9. Public Engagement Strategy**

City of Ottawa staff and the Lansdowne Project team have engaged in open public consultation with residents following the Council approved [Public Engagement Strategy](#). Public engagement was launched through the [Engage Ottawa Lansdowne Park](#) project page and has since received almost 14,000 unique visits. The website hosted all public posted information, documents, surveys, As We Heard It reports, and information on Public Information Sessions.

The City has hosted four public information sessions on April 27, May 17, July 13, and September 6, 2023. With an attendance of over 150 residents at each session. The April 27<sup>th</sup> topics included: the overall proposal, the funding strategy and business model, and the property rights process including the Request for Expressions of Interest (REOI). The May 17<sup>th</sup> session focused on the Public Realm and Urban Park, and the July 13<sup>th</sup> and September 6<sup>th</sup> sessions focused on the City-initiated rezoning and Official



Plan Amendment applications. Each session included a presentation and a Question-and-Answer period.

Staff have also hosted weekly Coffee Chats, Pop-up events, distributed pamphlets and posters, launched public surveys with over 3000 responses, met with the ward Councillor on a weekly basis, presented at the Accessibility Advisory Committee, and the Ambassadors Working Group, have reached out to Indigenous Groups, hosted a transportation workshop, participated in the Urban Design Review Panel and run a multi-layered advertising campaign.