

# Lansdowne 2.0

NEW NORTH SIDE STANDS  
URBAN DESIGN BRIEF

DECEMBER 6, 2024

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CSW

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## Project Team

Architect — Brisbin Brook Beynon Architects  
Planner — Fotenn  
Landscape Architect — CSW  
Heritage Consultant — ERA  
Site Services — WSP



# 1. INTRODUCTION

We are pleased to submit this Urban Design Report for the Lansdowne 2.0 — North Side Stands project, in accordance with Ottawa's Urban Design Brief Terms of Reference. This submission has been prepared to demonstrate the context behind the development and the site, current design direction of the North Side Stands, and alignment with the City's design policies and Official Plan.

This Urban Design Brief substantiate our current design approach and preliminary considerations, providing background information and visuals of the proposed development. This report aims to assist in the review process, ensuring that the design seamlessly integrates with its urban context and enhances the existing environment.

We believe that the materials provided illustrate our commitment to creating a vibrant, multi-use, and community-focused stadium that will serve as a significant asset to the Lansdowne and Ottawa.

Thank you for your consideration of our submission. We look forward to your feedback and are available to discuss any aspects of the report in further detail.



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## 2. PROJECT DESCRIPTION

### PROJECT OBJECTIVE

The New North Side Stands (NNS) at Lansdowne Park's TD Place will replace the current, functionally obsolete stadium's north-side stands. The NNS will reduce the seating capacity from 13,993 to 11,200 while introducing new club seating, enhanced accessibility viewing areas, and standing-room space for eventgoers. Access to the NNS will be improved through Gates 2, 3, and 4, which will lead into a reimagined main concourse. This concourse will feature various food and beverage options, retail kiosks, bars, facility operation areas, and men, women, and gender-inclusive restrooms. The NNS will also provide sensory rooms and prayer rooms, creating an environment that is not only inclusive for eventgoers but also fosters a welcoming space for all visitors. Furthermore, the new design will open up accessible job opportunities, particularly in retail, hospitality, and event operations, ensuring that employment opportunities are available to individuals of all abilities. The new upper concourse will offer similar amenities for patrons and staff. A new bridge will link the NNS to the neighbouring new North Side Stands and the South Side Stands to provide convenient access between the two facilities and additional sightlines to the field. A new parking level will be constructed at the existing service level and seamlessly connect to the adjacent parking structure via an access ramp, ensuring convenient vehicular flow. Designed with future expansion in mind, the parking facility will be adaptable for integration into the future residential developments adjacent to the New North Side Stands (NNS).

### PROJECT DESIGN INTENT

The new North Stands replace an obsolete and over imposing structure that currently fragments the landscape by filling up the space between Exhibition Way and the field, interrupting the pedestrian realm between the two. The new stands aim at bridging the areas and improving the streetscape for local residents by introducing landscaping opportunities, plus walkable and cyclable paths. They also provide a new vibrant experience for event goers at all stages, starting from the fully accessible welcome areas and continuing well into the concourses with improved services and design sensibility. The event experience is further enhanced by presenting a new variety in seating options for all users, premium and general admission alike. Interior spaces also provide ample and necessary office space, with a flexible design that allows for future internal expansion, and new team areas for the local soccer team, with consideration for accessibility and gender inclusiveness. The spaces and services take into consideration flexibility for types of events that are not limited to sports alone. The design overall follows LEED principles and reduces the footprint and impact of the current structure, while creating a physical and visual connection to the South stands and Event Centre.

The new look presents a smaller and streamlined mass, with multiple point of access and open concourses that create a welcoming feeling, while offering raised views of the surrounding points of interest such as the Aberdeen Pavilion. The facade is linear, clean and easy to read, allowing users to quickly find their way around the stands. The simplicity of the design aims at creating a structure that is easily integrated into the surroundings, further demonstrated by the way it subtly mirrors the Event Centre rounded facade at the East end entrance and the curved footprint of the South Stands.

## PRELIMINARY PROJECT STATISTICS

<b>Lansdowne 2.0 New North Side Stands</b>		
<b>GROSS FLOOR AREA</b>	<b>AREA (SF)</b>	<b>AREA (SM)</b>
NORTH SIDE STANDS	193,960	18,020
OSEG OFFICES	21,960 (+ 4,920 Mezzanine)	2,040 (+ 460 Mezzanine)
UNDERGROUND PARKING	46,040	4,275
<b>TOTAL</b>	<b>266,880</b>	<b>24,795</b>
<b>SEATING</b>	<b>CAPACITY</b>	<b>TOTAL SEATS</b>
GENERAL	-	10,363
ACCESSIBLE SEATING & COMPANION	-	238 & 22
SUITES (6 TOTAL)	18/SUITE	108
LOGES (12 TOTAL)	4/SUITE	48
<b>TOTAL CAPACITY</b>	<b>-</b>	<b>11,221</b>
<b>PUBLIC WASHROOM</b>	<b># OF FIXTURES</b>	
WOMEN	56	
MEN	73	
GENDER NEUTRAL	29	
FAMILY	6	
UNIVERSAL	1	
<b>TOTAL</b>	<b>165</b>	
<b>FOOD &amp; BEVERAGE</b>		
BELLY-UP CONCESSIONS	3	
JUST WALK OUT & COOKING	4	
PORTABLES	8	
CLUB	1	
CLUB KITCHEN	1	
STORAGE COMMISSARY	880 SF (82 SM)	

## ADDITIONAL ACCESSIBILITY FEATURES

- All Entries
- All Publicly Accessible F&B Areas
- Washrooms in all Areas
- Guest Services
- Stroller Parking
- Elevators
- Adaptable Seating provided (5% of total capacity)



PRELIMINARY AERIAL CONCEPT RENDERING — VIEW OF SITE



PRELIMINARY EXTERIOR CONCEPT RENDERING — VIEW OF NORTH EAST



PRELIMINARY EXTERIOR CONCEPT RENDERING — VIEW OF SOUTH EAST

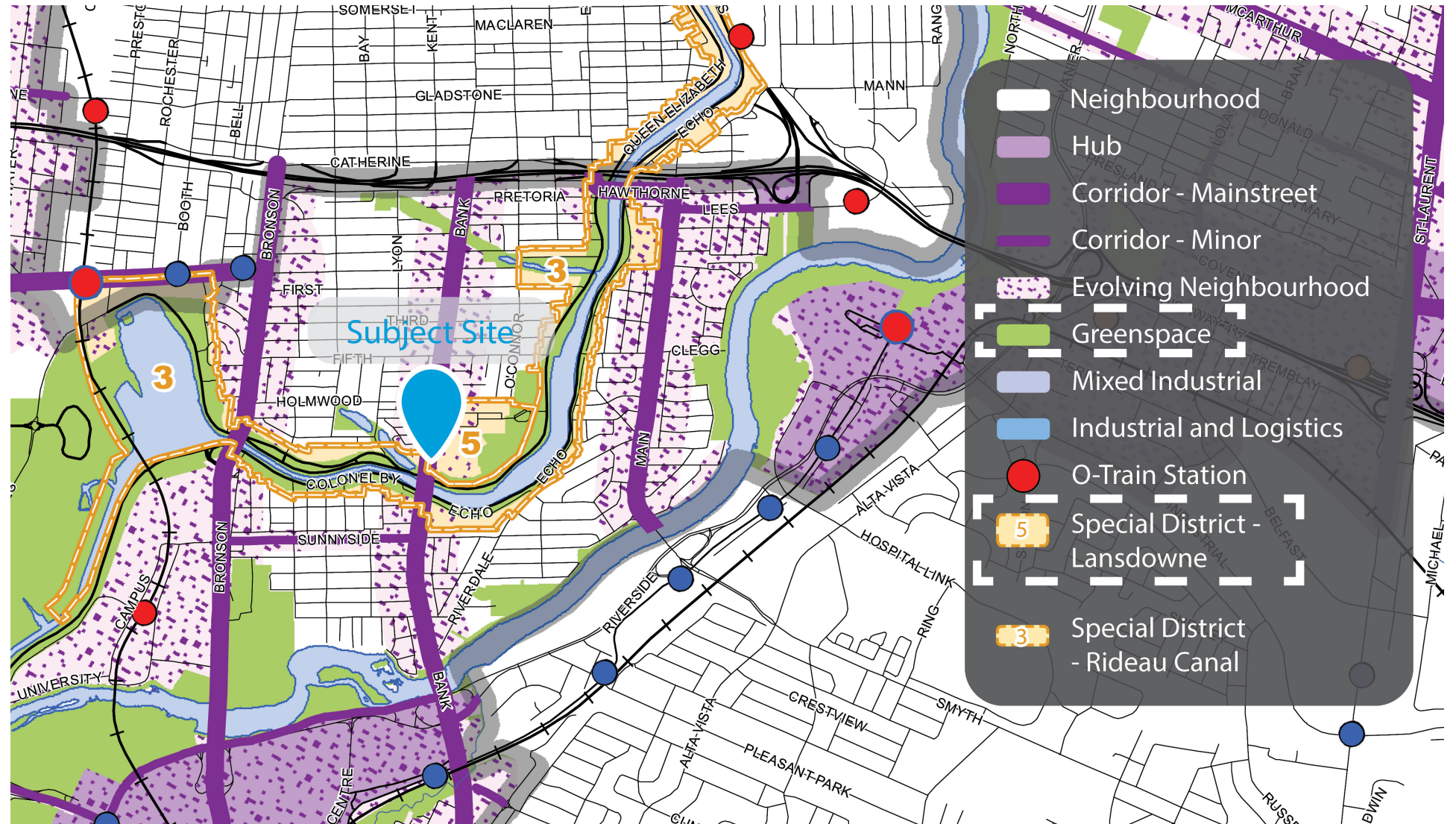


# 3. DESIGN DIRECTIVE

## PLANNING FRAMEWORK POLICY CONTEXT

The subject property is located within the Inner Urban Transect of the City of Ottawa and is designated as the Lansdowne Special District in the City's Official Plan. Special Districts are parts of the City that are important internationally, nationally and to the metropolitan area. They define the image of the City through their cultural heritage value, architecture, public realm, their roles as tourism attractions and/or as major economic generators. Lansdowne is considered to be a City-defining special district, as it is a demonstration of the successful integration of a large professional sports facility within an established neighbourhood. The Special District policies provide general direction for maximum permitted building heights and more specific policies for the Lansdowne Park area, which considers heritage, transportation, the type of development, and where development is located. The proposed development conforms to the policies of the Official Plan as it relates to the Lansdowne Special District and the Inner Urban Transect. The proposed development will contribute to supporting the role of Lansdowne as a destination for amateur and professional sports, festival, concerts, etc. by creating modern, safe and efficiently maintained facilities. The proposed development will also support existing and potential new cultural assets.

The proposed development responds well to the City's policy direction as it relates to urban design. The subject site is located within a Tier 2 Design Priority Area, which is an area of national and regional importance to defining Ottawa's image. The proposed development recognizes the importance of cultural heritage assets on and around the site, and has been designed to enhance existing views of the Aberdeen Pavilion as outlined in the Heritage Easement with the Ontario Heritage Trust. Public realm and pedestrian-scale are important elements of the proposed development, particularly in areas where there is a direct interface between the north side stands and the urban plaza in front of the event centre entrance.



Schedule B2 – Inner Urban Transect of the Official Plan

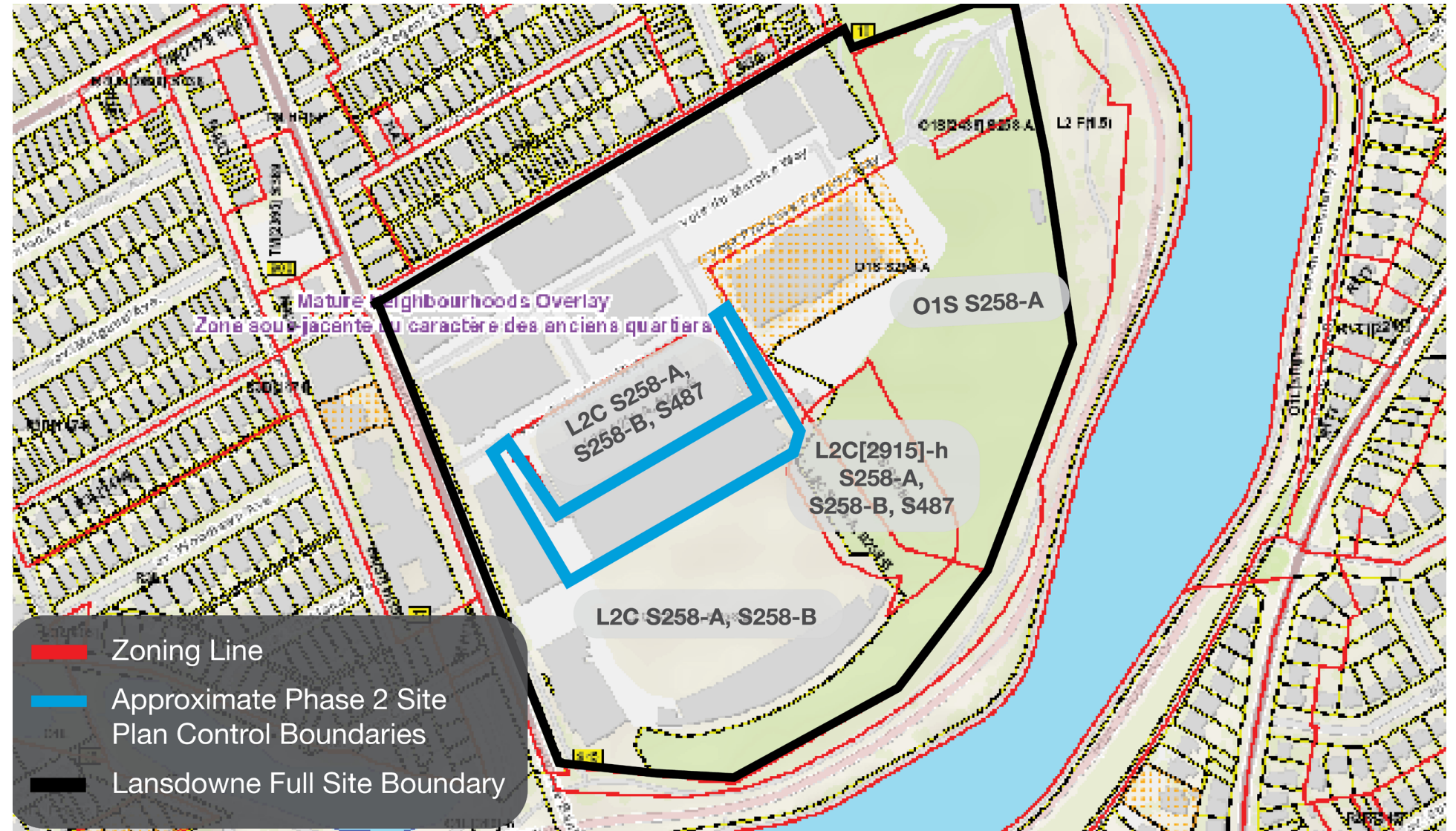
## PLANNING FRAMEWORK CITY OF OTTAWA ZONING BY-LAW

The portion of the property subject to Site Plan Control is zoned Major Leisure Facility, Subzone C, with site specific schedule 258-A and 258-B (L2C S258-A, S258-B).

The purpose of the L2C zone is to:

- Accommodate major, urban City-wide sports, recreational and cultural facilities addressed under the Major Urban Facilities policies of the Official Plan;
- Permit a broad range and intensity of leisure, recreational, cultural and related uses; and
- Allow a moderate density and scale of development.

As outlined in the previous UDRP submission for the Zoning By-law Amendment and the Event Centre Site Plan Control application, the proposed development is consistent with the intent of the Zoning By-law, contributing to Lansdowne Park as a destination at a local, regional, and national scale. The proposed development complies with the Zoning By-law.



— Zoning Line  
— Approximate Phase 2 Site Plan Control Boundaries  
 Lansdowne Full Site Boundary

## RESPONSE TO URBAN DESIGN DIRECTIONS PROVIDED AT PRE-CONSULTATION MEETINGS WITH CITY STAFF

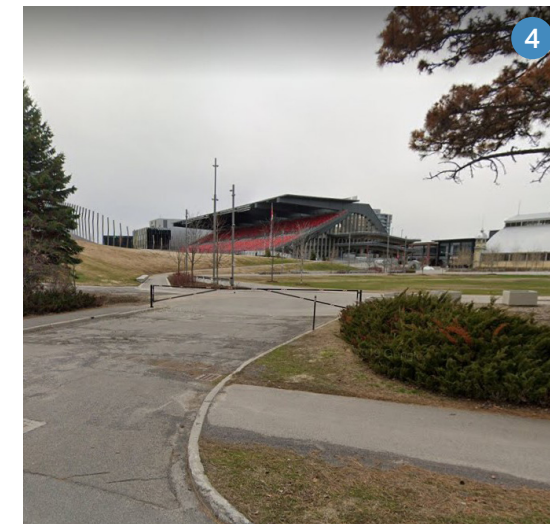
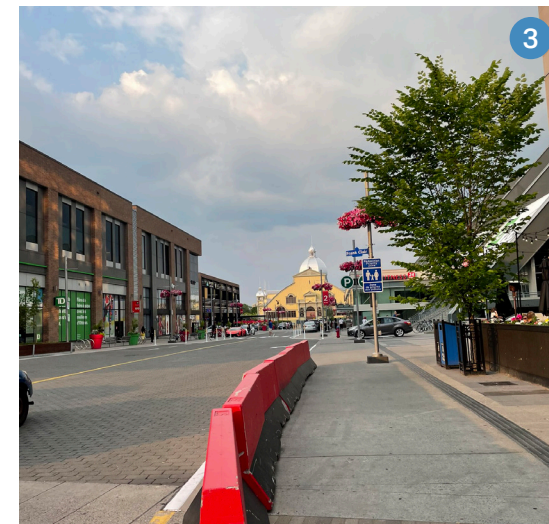
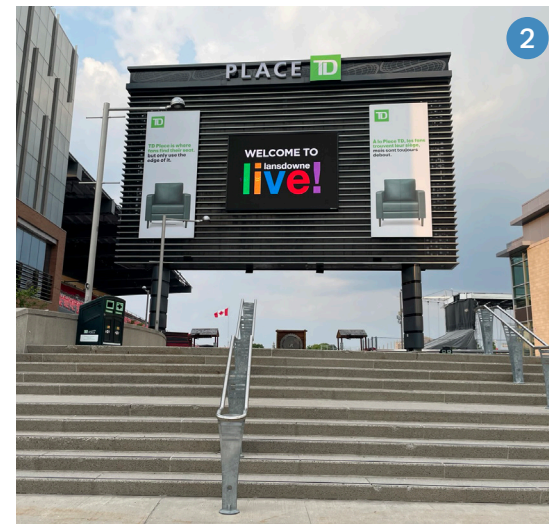
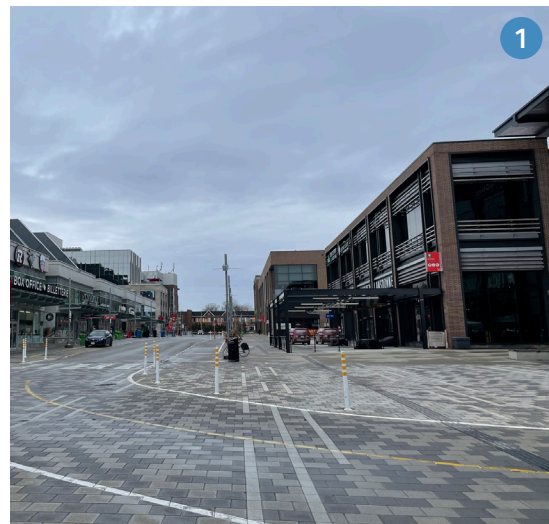
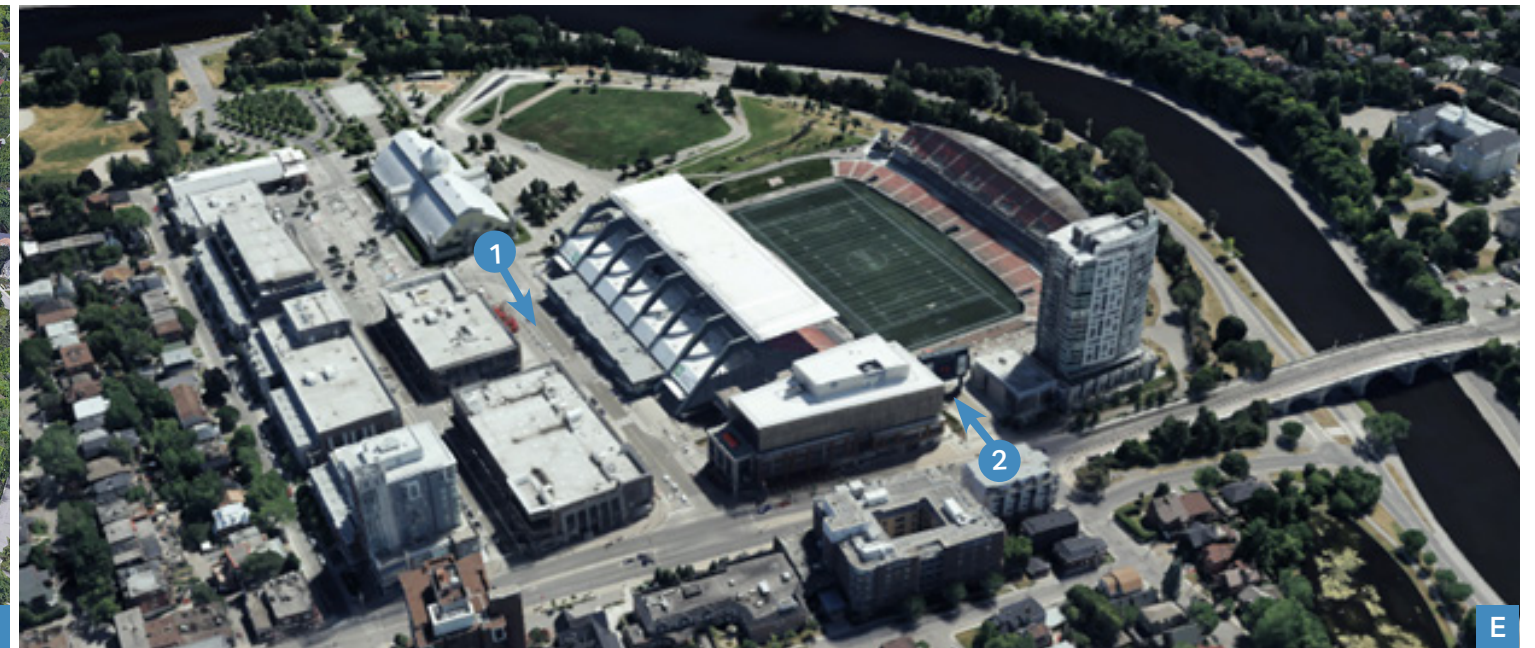
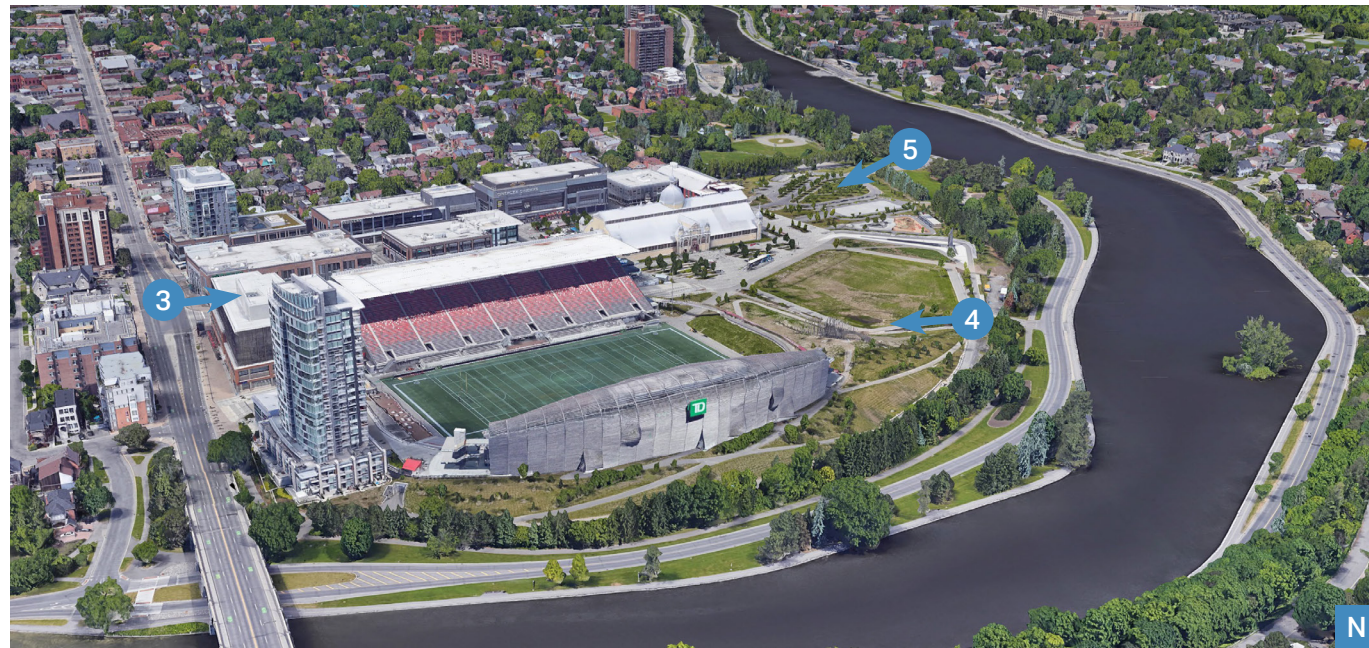
PRE-CONSULTATION MEETING COMMENTS		
NO.	COMMENT	RESPONSE
<b>PLANNING</b>		
1	Staff strongly encourage further consideration be made into ensuring a harmonious interface between the proposed north side stands and future mixed-use podium and tower. Efforts should be made to mitigate any negative impacts between the two land uses, including but not limited to:	
2	The ground-level laneway (previously a public promenade) should be designed with CPTED principles in mind, creating a pedestrian-friendly and animated area. Currently, it is staff's understanding that this area will functionally operate as the back-of-house for the commercial uses in the future podium. However, the area should be designed to positively integrate and connect with the remainder of Lansdowne Park, and incorporate glazing and quality surface treatment to resemble an active, safe, and visible component of the public realm.	To create the ground-level laneway designed with Crime Prevention Through Environmental Design (CPTED) principles, we carefully designed the facade with several key features. Downlights were installed at the columns to illuminate the walkways, enhancing visibility and safety. Additionally, CFL banners were incorporated to add both visual interest and lighting. To further enhance the openness and transparency of the space, we included glazing in the facade of the OSEG office, which helps alleviate its appearance and contributes to a more welcoming and secure environment.
3	Ensure that the height of the proposed north side stands, as well as the proposed northern elevation does not negatively impact the south-facing units within the future residential towers, ensuring adequate separation and views.	Proposed height is well within the approved maximum height for the lot. North stands are separated from the proposed towers by a distance of 15m. New North Stands is +/-1.5m higher than the existing North Stands.
4	Please consider revisiting the design of the north side stands in order to better represent Lansdowne Park's identity as a dense, urban entertainment district requiring architectural merit and integrity. The skeletal nature of the current proposal could be studied further in an effort to better contribute to the historical and cultural significance of the surrounding area and interface to future phases of the development.	We have provided a new landscaping design that enhances the overall aesthetic and better integrates with the surrounding environment. By partially covering the existing ramp to the underground parking on the West end, we create more opportunities for landscaping at grade, while adding an accessible entry and drop off area that is currently lacking from Frank Claire Lane. The design has evolved from the original concept to ensure a stronger connection to the site's historical and cultural context. While the design was considered as a modern evolution of the sturdiness of the existing stands, we have thoughtfully evolved it to better align with the surrounding environment, integrating modern elements with the existing conditions of the site. Additionally, we have incorporated curved architectural elements that not only complement the adjacent Event Centre but also align with the design of the stadium across, creating a more cohesive and unified identity for the area.
5	Please investigate opportunities to better treat the east, west, and northern facades to incorporate architectural elements which can screen the functional elements and activate the facade.	We are no longer providing mechanical equipment screens. Instead, we have extended the parapets to naturally conceal the equipment, ensuring a cleaner, more integrated look. This approach allows us to maintain a streamlined, cohesive aesthetic while addressing the need to screen functional elements.
6	Please describe the interim treatment of the north facade during the period of time starting after completion of the north side stands until the construction of the phase 3 residential towers.	BBB: N/A

**PRE-CONSULTATION MEETING COMMENTS**

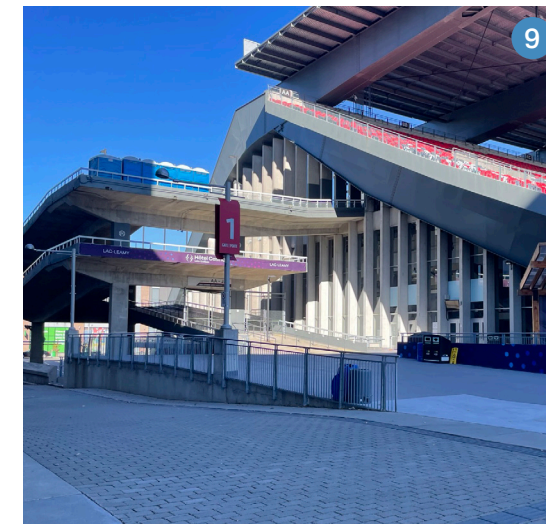
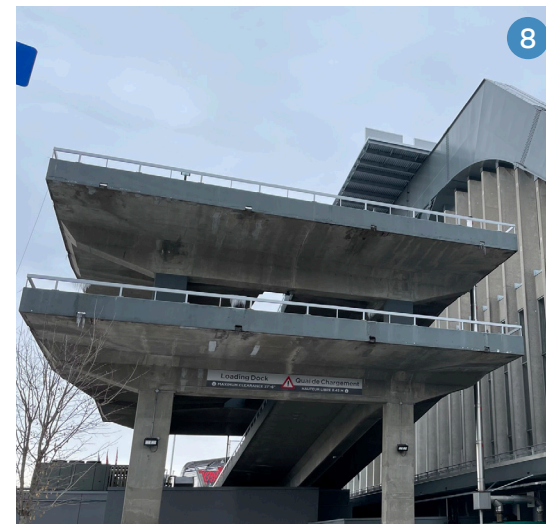
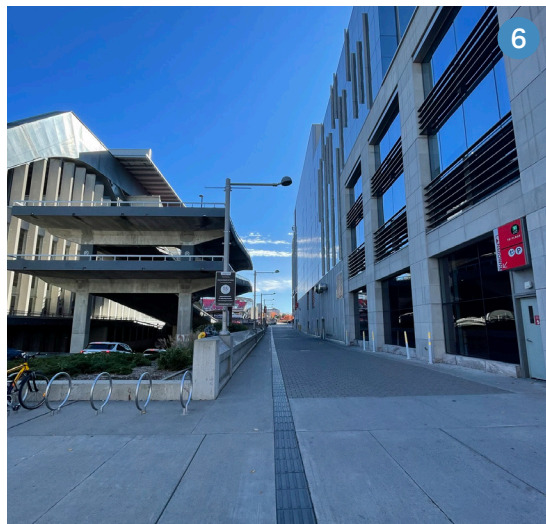
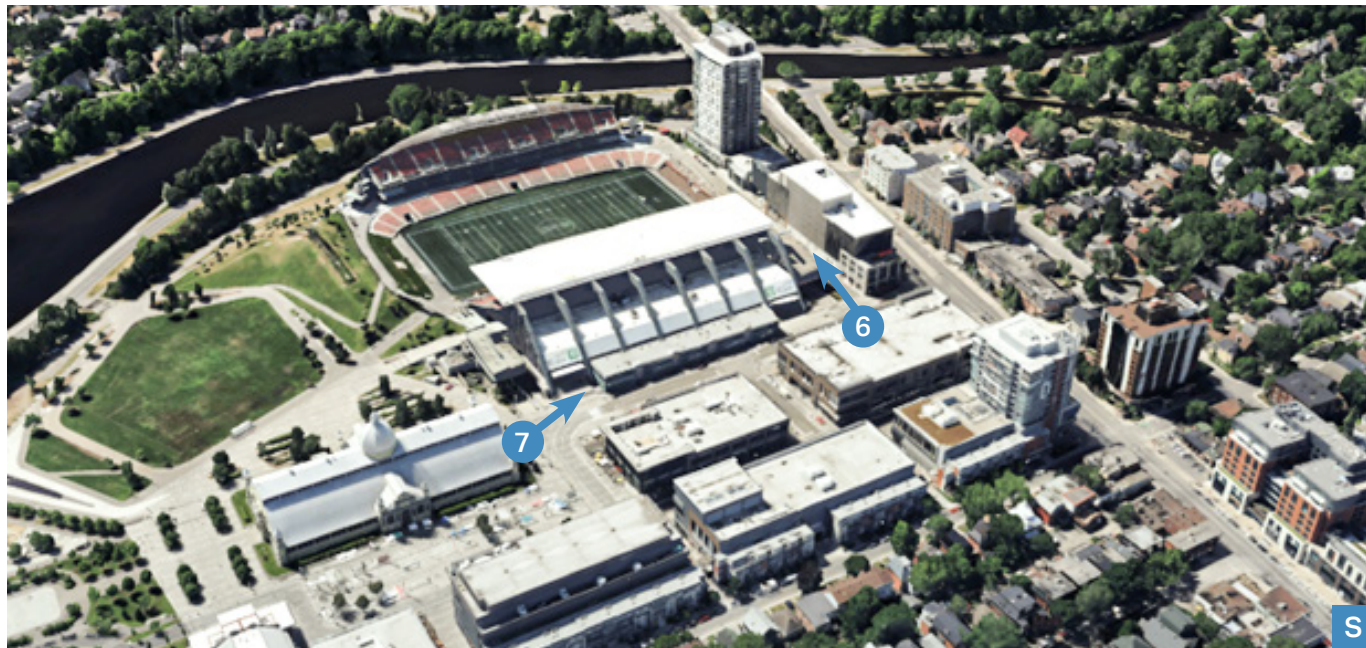
NO.	COMMENT	RESPONSE
<b>URBAN DESIGN</b>		
	<p>East facade and relationship with the future plaza, the Aberdeen Pavilion and the new event centre is a concern. Back of house functions are proposed at grade on the east side. Much of the east side of the structure also appears to be “facade-less” where a very large storage space is secured by chain-link fences. The future plaza is an important public space and should be animated and/or well landscaped. Please consider the following:</p> <ul style="list-style-type: none"> <li>a. Allocate uses that can animate the plaza.</li> <li>b. Provide appropriate landscaping.</li> <li>c. Enclose the space under the stand and create a facade.</li> </ul>	<p>We have added an elevator lobby and Gate 4 entry at the east end, designed to better connect with the adjacent event center and the future plaza. We are no longer providing chainlink fences or storage spaces as initially proposed. Instead, the east facade is now enclosed with metal panels, enhancing the aesthetic appeal and creating a more cohesive and visually engaging interface with the plaza. Additionally, we are considering uses that will animate the plaza and provide appropriate landscaping to ensure the space is vibrant and inviting for the public.</p>
	<p>Height and location of the north stand and relationship with future development along Exhibition Way is a concern. The total height of the proposed north stand is 29.952m, which is approximately 9m taller than the concept shown in the master plan. The north stand is also significantly closer to the potential future mixed-use high-rise development. The overall relationship with the future development may be significantly impacted when compared to the concept shown in the master plan, resulting in concerns on the impacts of the north stand on the viability and livability of future development, particularly the residential aspect of the development.</p>	<p>The zoning on the site permits a height of 38 metres. This was not changed through the previous OPA/ZBLA applications approved in November 2023.</p>
2.6	<p>In addition, the previously proposed pedestrian promenade is no longer contemplated. The applicant also indicated that Gate 3, which is an iconic feature of the master plan, is not a necessity for the operation of the north stand. These proposed and potential changes raise questions and concerns on the overall vision, connectivity, and public realm interface of the proposal.</p>	<p>The stands are well connected on the east with the pedestrian plaza and on the west with Frank Clair Lane, where the drop-off area and pedestrian Gate 2 entry are located. A placeholder for the future Gate 3 stair has been provided, allowing for its inclusion in later phases of development.</p>
2.7	<p>Relationship with developments on Bank Street is a concern. Comparing with the current condition, the proposed north stand will protrude into the background of the existing plaza on Bank Street between the two buildings. How will the “facade-less” design of the north stand look like from Bank Street? Similarly, at a height that is equivalent to a 9-storey building, the proposed stand will be highly visible from Exhibition Way. How will the “facade-less” design impact views from the Exhibition Way?</p>	<p>The proposed north stand is 1.5 meters higher than the existing structure, which will slightly alter its visibility from both Bank Street and Exhibition Way. However, the design is no longer “facade-less.” The east, west and north face of the New North Stands are now enclosed with metal panels and features vertical elements like railings, ensuring a more cohesive and visually appealing appearance. These updates address previous concerns and enhance the overall aesthetic. For a clearer understanding of how the design will look from these vantage points, please refer to the west renderings, which provide a more detailed perspective of the stand’s integration with the surrounding environment.</p>
2.8	<p>Wind conditions on and around the north stand should be further studied given the changes to both the north stand design and the zoning provisions for the future private development along Exhibition Way. Spectators should be safe and feel comfortable to sit and move around.</p>	<p>Completed wind study by Gradient Wind attached</p>
2.9	<p>The main concourse of the north stand is set at over 9m above grade, which is approximately 2.5m higher than previously envisioned in the master concept plan. Climbing up to the main concourse is equivalent to walking up to the 4th floor of a residential building. Is it too tall?</p>	<p>To address the height of the main concourse, we are providing a maximum of 15 steps per flight to ensure a manageable and comfortable ascent for visitors. Additionally, if elevators are required, we have incorporated two passenger elevators for patrons—one located at the west drop-off and another at the east drop-off. This design ensures accessibility and convenience for all users, making the height of the main concourse more manageable and accommodating.</p>
2.10(a)	<p>With three major projects in a row, the event centre, the north stand, and the mixed-use highrise development up to 40-storeys, Lansdowne Park Special District is likely to experience a prolonged period of construction activities. What is the plan to mitigate the impacts so that the District can continue to be a viable and vital destination during and after the construction? It appears that the north stand and the mixed-use high-rise development are intertwined by virtue of their location and close proximity, is there a plan to bundle the two projects so that the design can be integrated, and the construction can be coordinated?</p>	

# 4. SITE, CONTEXT & ANALYSIS

## PHOTOS OF EXISTING SITE CONDITIONS



## PHOTOS OF EXISTING SITE CONDITIONS

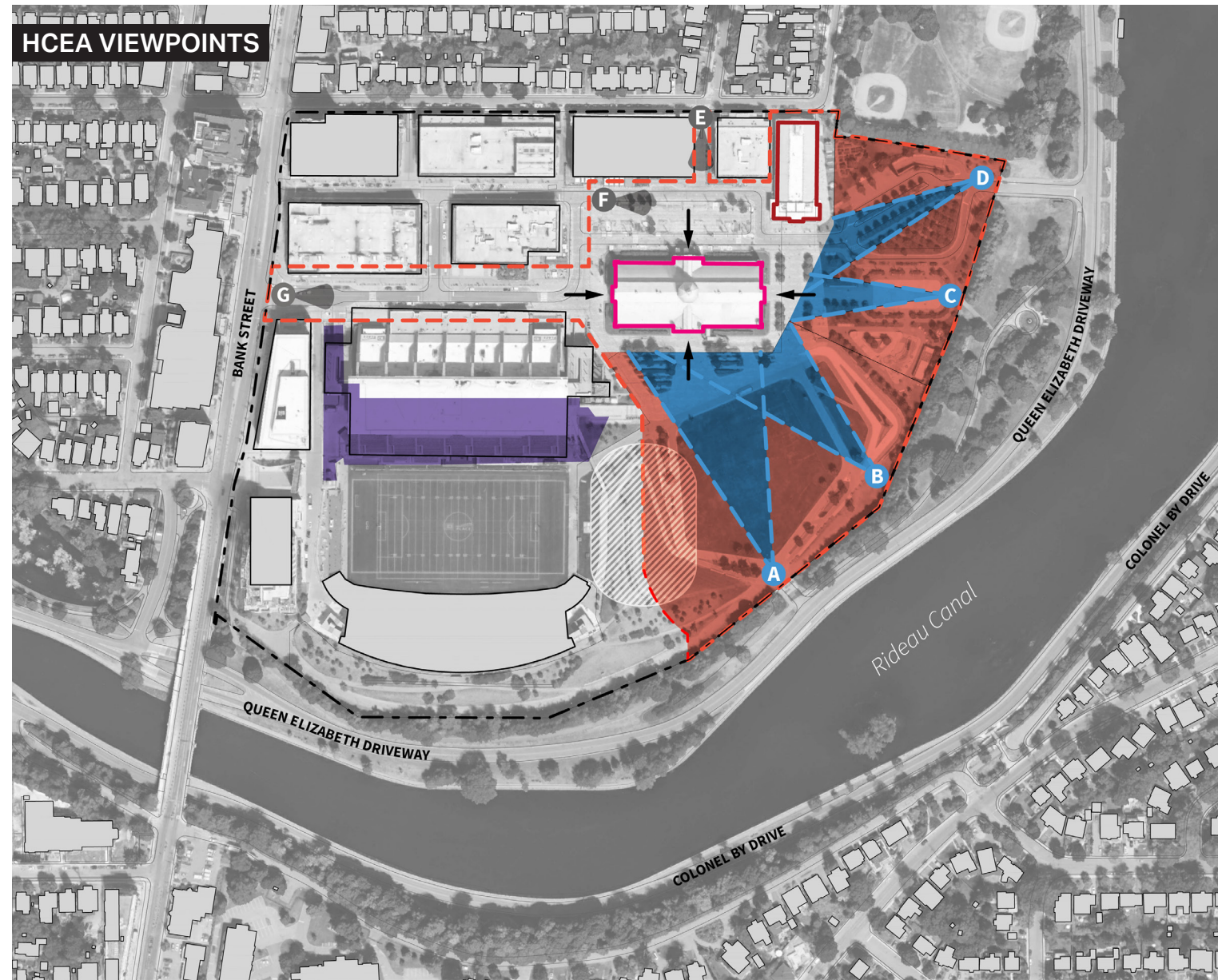


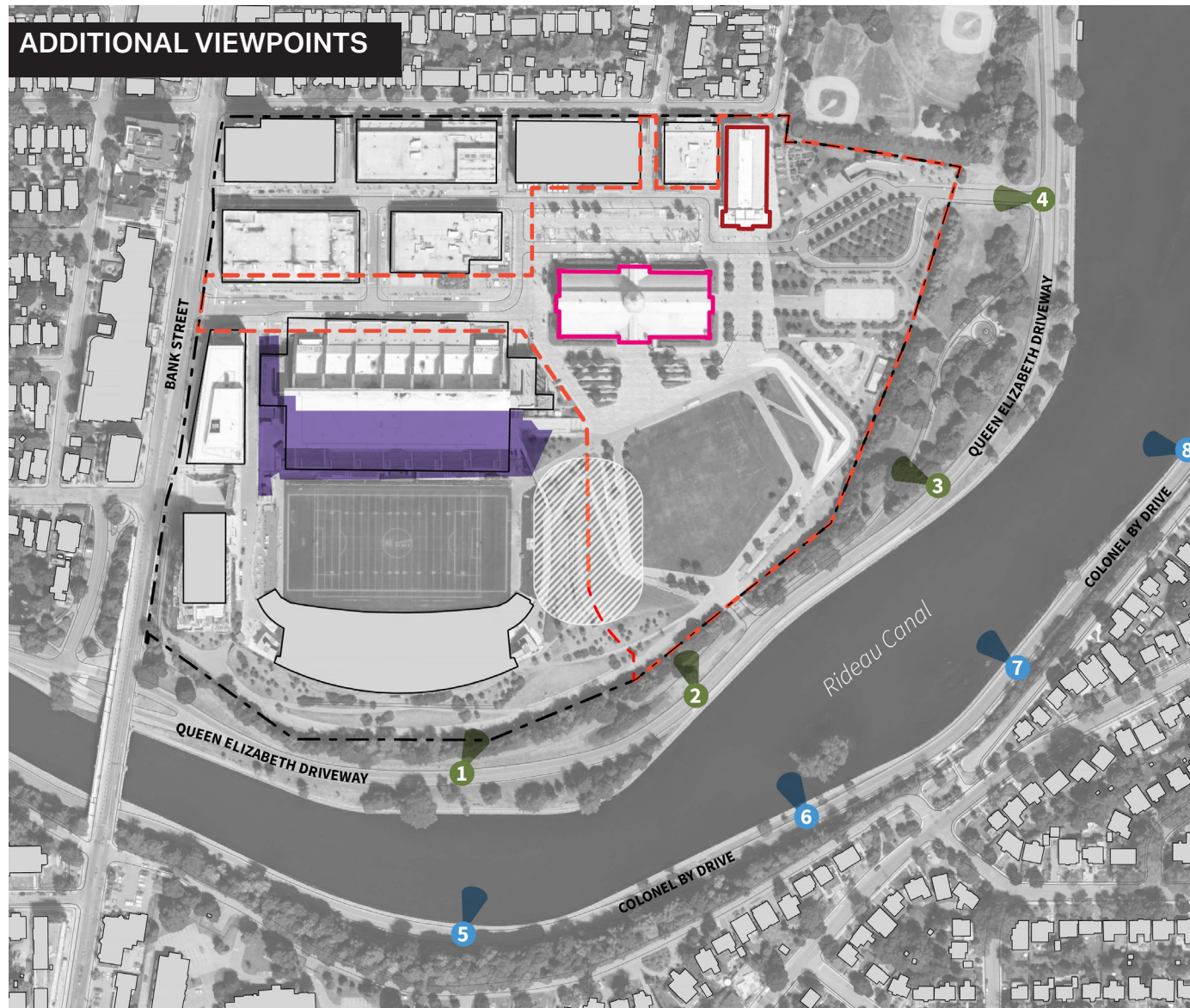
## PROTECTED VIEW CORRIDORS

The Heritage Conservation Easement Agreement (HCEA) identifies specific views (A-G), the Setting Lands, and the Framing Lands within Lansdowne Park as being of cultural heritage value.

Overall, the impacts to the protected viewpoints are minor as the existing stands will be replaced with the new North Side Stands (NSS), altering the existing footprint slightly. Further, the future proposed retail podium will obscure the stands from the north.

Some minor impact is anticipated in Viewpoints C and D looking southwest with the NSS in the background beyond the Aberdeen Pavilion. These potential view impacts will be analyzed in detail in the forthcoming Heritage Impact Assessment.





**KEY PLAN LEGEND**

- LANSDOWNE PARK BOUNDARY
- - - OHT EASEMENT PROPERTY BOUNDARY
- PROPOSED NSS BOUNDARY
- ▨ PROPOSED EVENT CENTRE
- ▭ ABERDEEN PAVILION (1898, NHS, PART IV)
- ▭ HORTICULTURE BUILDING (1914, PART IV)
- RIDEAU CANAL VIEWS INTO LANSDOWNE PARK FROM QED
- RIDEAU CANAL VIEWS INTO LANSDOWNE PARK FROM COLONEL BY DRIVE



**BUILT & NATURAL HERITAGE ASSETS**

The impacts of the proposed NSS are minimal. The new structure retains the same function as the previous stands, features a reduced footprint, and conserves the cultural heritage value of existing on site and adjacent cultural heritage resources, including the Aberdeen Pavilion, Horticulture Building and the cultural heritage landscapes along the Rideau Canal.

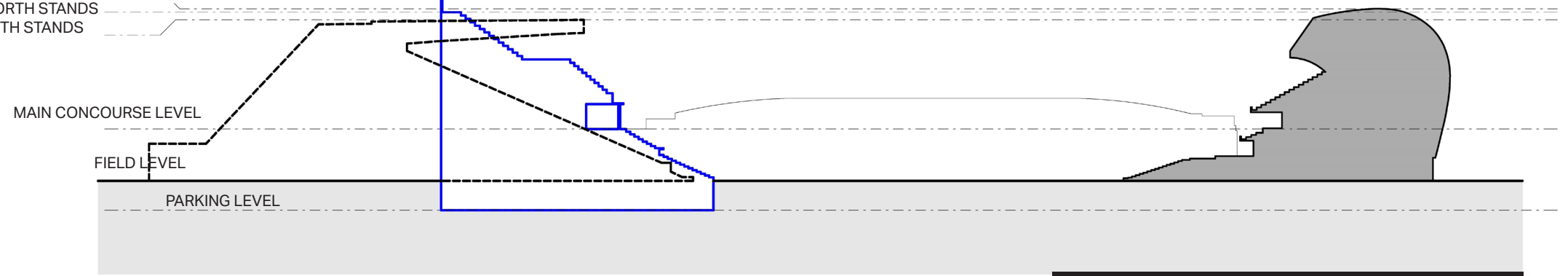
The proposed NSS do not present a direct impact on the adjacent cultural heritage resources of the Rideau Canal, Queen Elizabeth Drive (QED) and the Colonel By Drive cultural landscapes. The Rideau Canal and the QED are recognized by the HCEA as having a contextual relationship with Lansdowne Park and the proposed NSS do not present an adverse impact on this relationship.



## MICROCLIMATE ANALYSIS

The proposed design of the New North Stands indicates that the elevation of the new structure remains only slightly higher than the existing North stands, ensuring minimal disruption to the prevailing wind and sun patterns in the area. The reduced footprint of the building and exposed concourses allows for open space and natural airflow, enhancing the comfort and environmental quality of the area. Furthermore, by removing the existing ramps and opening up the Frank Clair Lane area for drop-off, the design fosters a more welcoming and accessible entry plaza. This change enhances pedestrian flow while also reducing potential shadowing effects around the plaza and surrounding spaces. The overall design approach prioritizes a comfortable, climate-responsive environment for visitors.

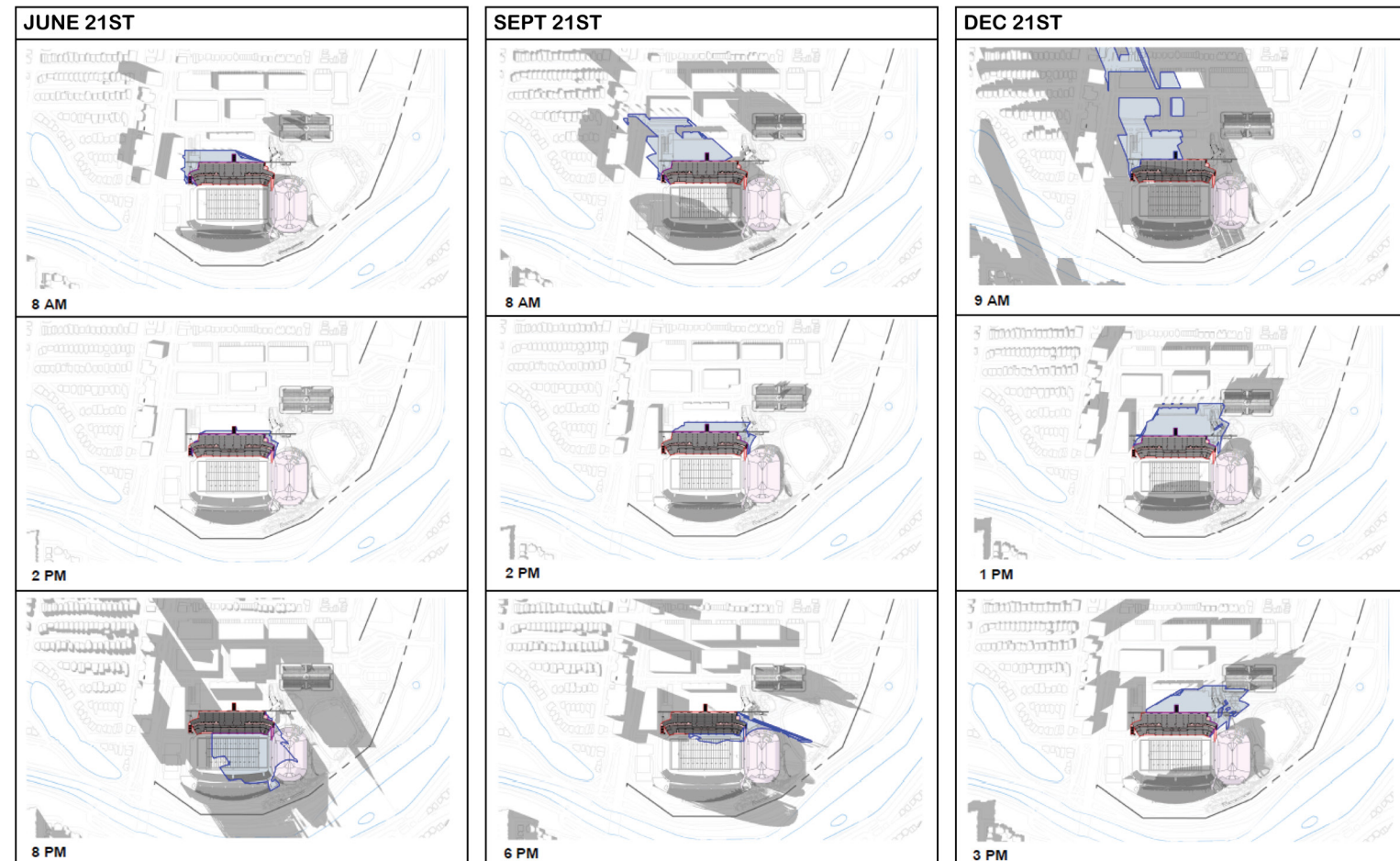
TOP OF THE EXISTING SOUTH STANDS  
 TOP OF THE PROPOSED NORTH STANDS  
 TOP OF THE EXISTING NORTH STANDS



**North Side Stands & BERM PROFILES**

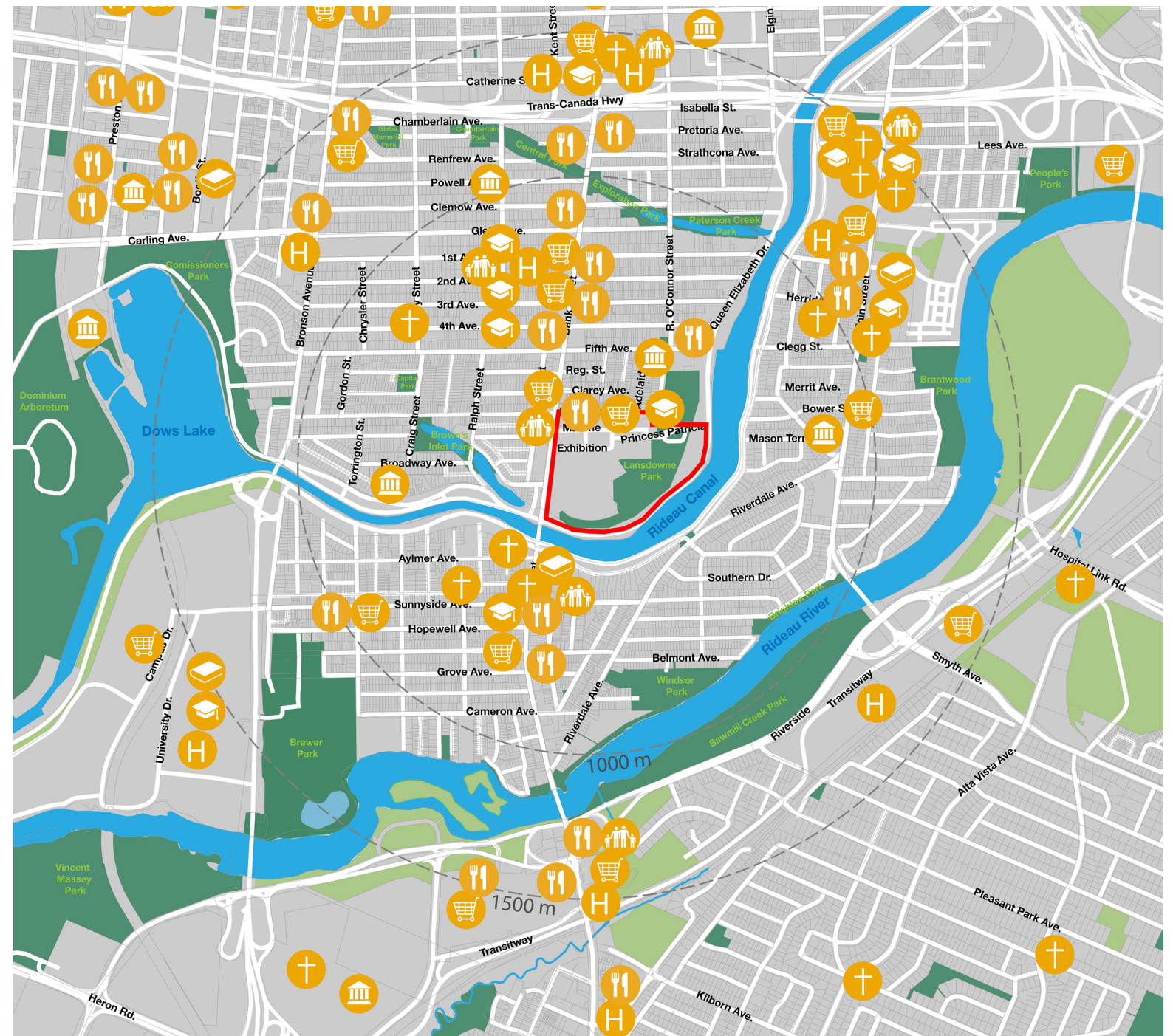
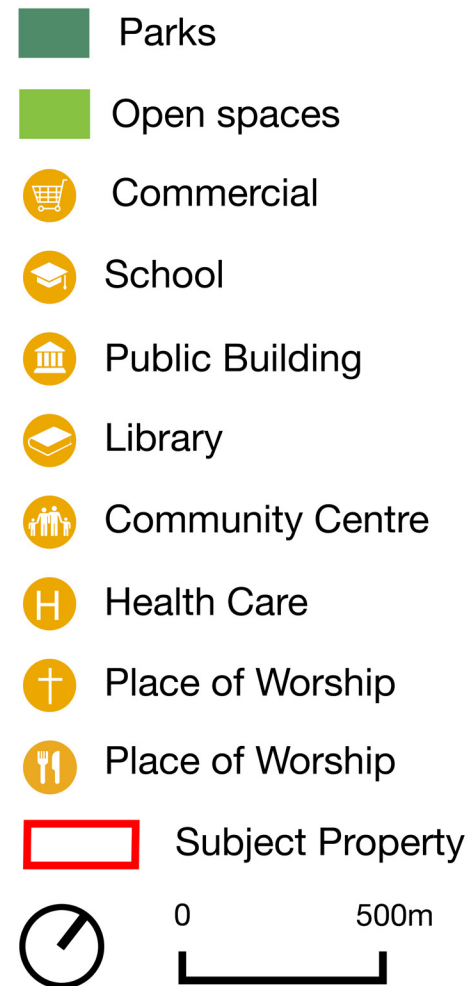
- LINE OF THE PROPOSED NORTH STANDS
- - - OUTLINE OF THE EXISTING NORTH STANDS
- LINE OF THE EXISTING SOUTH STANDS

## SHADOW ANALYSIS



## KEY USES & SPATIAL ELEMENTS

The subject property enjoys proximity to a variety of neighbourhood amenities, whether within Lansdowne Park itself, or within the larger Glebe neighbourhood. Amenities include restaurants, bakeries and coffee shops, retail stores, a movie theatre, parkland, schools, and churches. The subject property and surrounding area benefits from access to two (2) grocery storeys within 500 metres of Lansdowne Park – Whole Foods Market at 951 Bank Street (within Lansdowne Park) and Metro at 754 Bank Street. The Great Lawn, Lansdowne Skatepark, and Lansdowne Park Skating Rink and Basketball Court all create the municipal park within Lansdowne Park itself, while Sylvia Holden Park, Olympic Garden, Lionel Britton Park, Firehall Park, Brown's Inlet Park and Capital Park, among others, provide for additional municipal and federal parkland that serve Lansdowne Park and the surrounding area. The figure below highlights some key amenities in the area.



## CHARACTERISTICS OF PUBLIC REALM

Public realm improvements for sections of Lansdowne Park managed by the City are under consideration, though not necessarily part of the ongoing Site Plan Control application. The improvements and upgrades recommended for the site will provide the City additional options for site programming in the future and simplify the operations of the existing facilities.

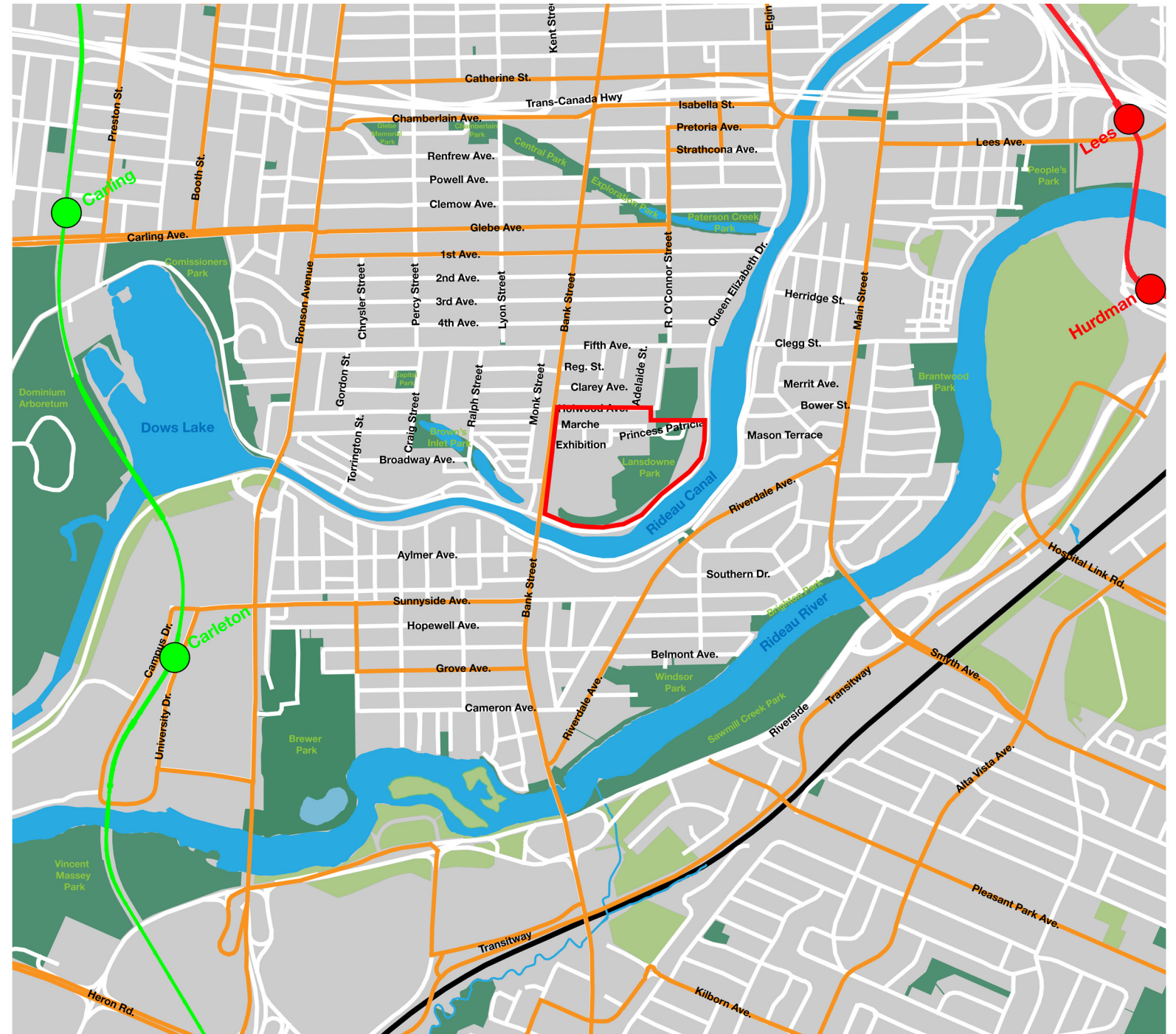
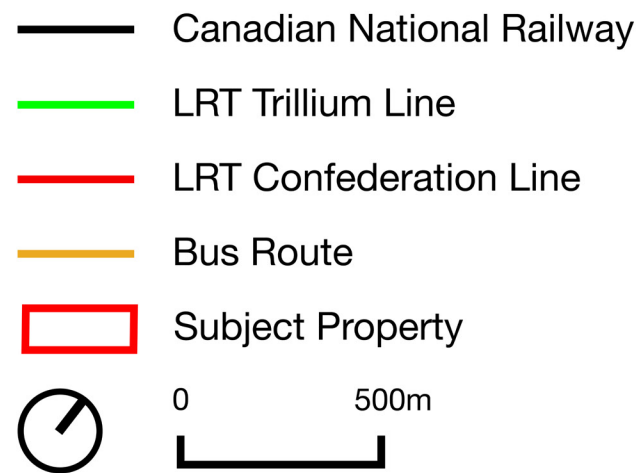
The 2022 proposal approved in principle by Council included a dedicated plan for investment in the urban park to improve connectivity to the site and make the park more appealing. The redevelopment program as part of Lansdowne 2.0 includes strategic investment for the publicly controlled portions of the site. Implementation of these improvements will be phased and will require input from the community. Public realm improvements may include:

1. Additional seating in and around park. Park tables and umbrellas to provide more seating and additional shade.
2. Small bandshell for varied events. Portable bandshell for smaller events to attract visitors to the site.
3. Additional covered bike parking New covered bike parking throughout the site.
4. Interpretive panels throughout the site Erect permanent interactive panels throughout the site to display history of Lansdowne.
5. Enhanced delineation of square versus road. Installation of more permanent features that can help delineate the square and make it place for pedestrians.
6. Increased lighting and better sound equipment at skating rink. Enhanced infrastructure around skating rink to support better lighting and sound equipment.
7. Additional storage on-site. Construct an aesthetically pleasing single storey unheated storage unit that accommodate storage for equipment to support events on-site.
8. Bring WiFi to the site. Serves a purpose to track and understand the demographics of those visiting the park.
9. Food vendors. Food trucks and other similar vendors inside the park during events and festivals.
10. Redesigned entrance to the park at Queen Elizabeth Driveway Redesign and reconstruct the entrance to the park to better accommodate cyclists and pedestrians. Consider adding a signalized crosswalk.
11. Forestry Plan for the site which includes a floral plan along the QED. Landscape plan for the entire site, includes a floral plan along Queen Elizabeth Driveway.
12. Provide additional shade. Permanently installed shade sails to encompass all seating areas at the water feature. Long term plan will involve shade being provided by trees, which links to the landscaping plan.
13. Redesign and rebuild of Great Lawn. Reconfigure paved pathways and redefine the berm elevations optimizing the barrier free routes as well as south facing steps.
14. New permanent art feature. A permanent visual draw that can attract visitors to the site and create instagrammable moments.
15. Upgraded electrical across the site A redesign of the lighting plan across the site can support more support varied programming, festivals and concerts.
16. New permanent skate shack This would eliminate the need to rent one every year and can double as storage.
17. More water fountains. Tie this to electrical redesign, and consider water leads and part of design.
18. New play area When time comes for renewal of play area, consider including a water feature or splash pad to the park.
19. Community Garden. New community garden for residents living on-site.
20. Aberdeen roof repairs. Currently in design, construction expected for 2023 under the Capital Budget.
21. Aberdeen climate control - Feasibility Study Undertake a feasibility study to understand what can be done to adjust climate control while maintaining the heritage nature of the building.
22. Aberdeen sound system, masking, lighting, electrical. Recommend undertaking a feasibility study to upgrade infrastructure across the entire site, and a corresponding phasing plan.
23. This connected to item above. To be costed as part of Aberdeen Feasibility Study
24. Venting in Horticulture to support kitchen use. Upgrade kitchen facilities to allow more events to occur.
25. Horticulture sound system. New electrical and audio equipment, with sound masking, could support more events.
26. Access to washrooms Improve access to public washrooms throughout the site. This could include retrofitting buildings to allow access from the outside or create a corridor for public use of washrooms while events are happening.



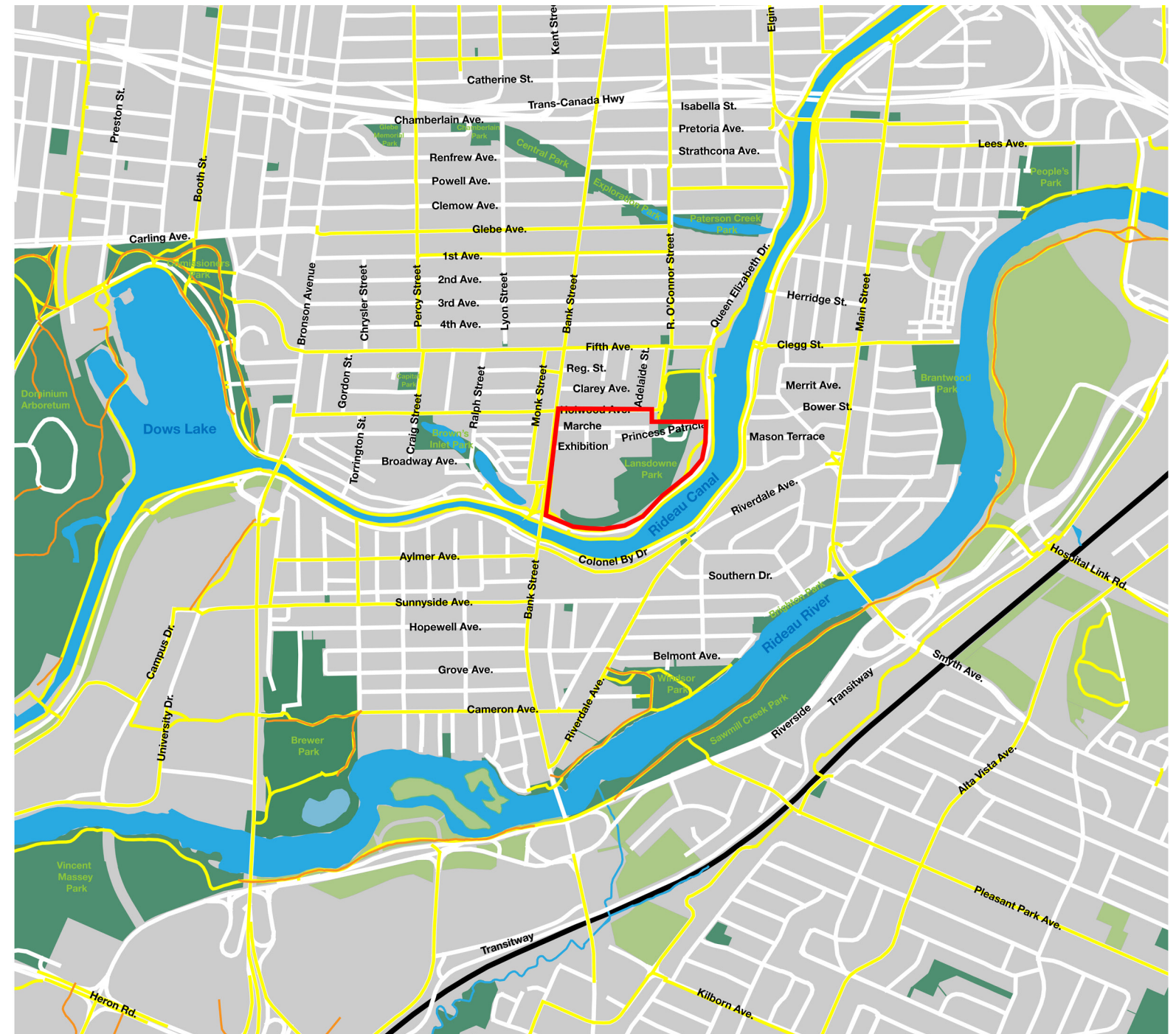
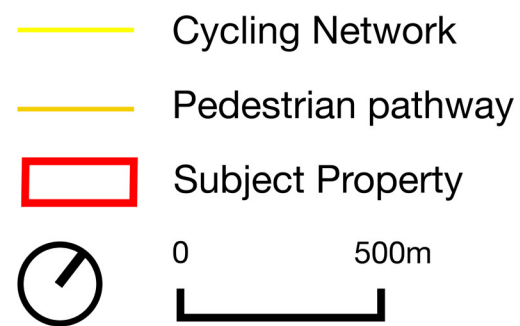
## MOBILITY NETWORKS (TRANSIT)

Transportation Network: The subject property is served by public transit options. As per Schedule C2 – Transit Network-Ultimate, the subject property is located along a Transit Priority Corridor. The nearest bus stop is on the east side of Bank Street, between Exhibition Way and Marché Way in front of one of the existing mixed use buildings on the subject property, and on the west side of Bank Street adjacent to the existing signalized intersection. The bus stops on both sides of the street service OC Transpo bus routes #6 and #7, which are both frequent bus routes, with service every 15 minutes or less on weekdays, and operating seven days per week in all time periods.



## MOBILITY NETWORKS (ACTIVE TRANSPORTATION)

Active Transportation Network: The subject property is well served by the City of Ottawa's planned cycling network and active transportation network, as shown on GeoOttawa and as per Schedule C3 – Active Transportation Network, of the City of Ottawa's Official Plan (Figure 6 and Figure 7). A pathway link is located along the east and south edges of the property, with additional links located at the northeast and southwest corners of the subject property. The pathway link at the northeast corner of the site connects to O'Connor Street, which is an identified cross-town bikeway and cycling spine route. This pathway link also connects to Fifth Avenue, which connects to the Flora Footbridge, an identified cross-town bikeway and cycling spine route. The pathway links around the subject property provide connectivity to the greater cycling network via municipal roads and federally owned lands.

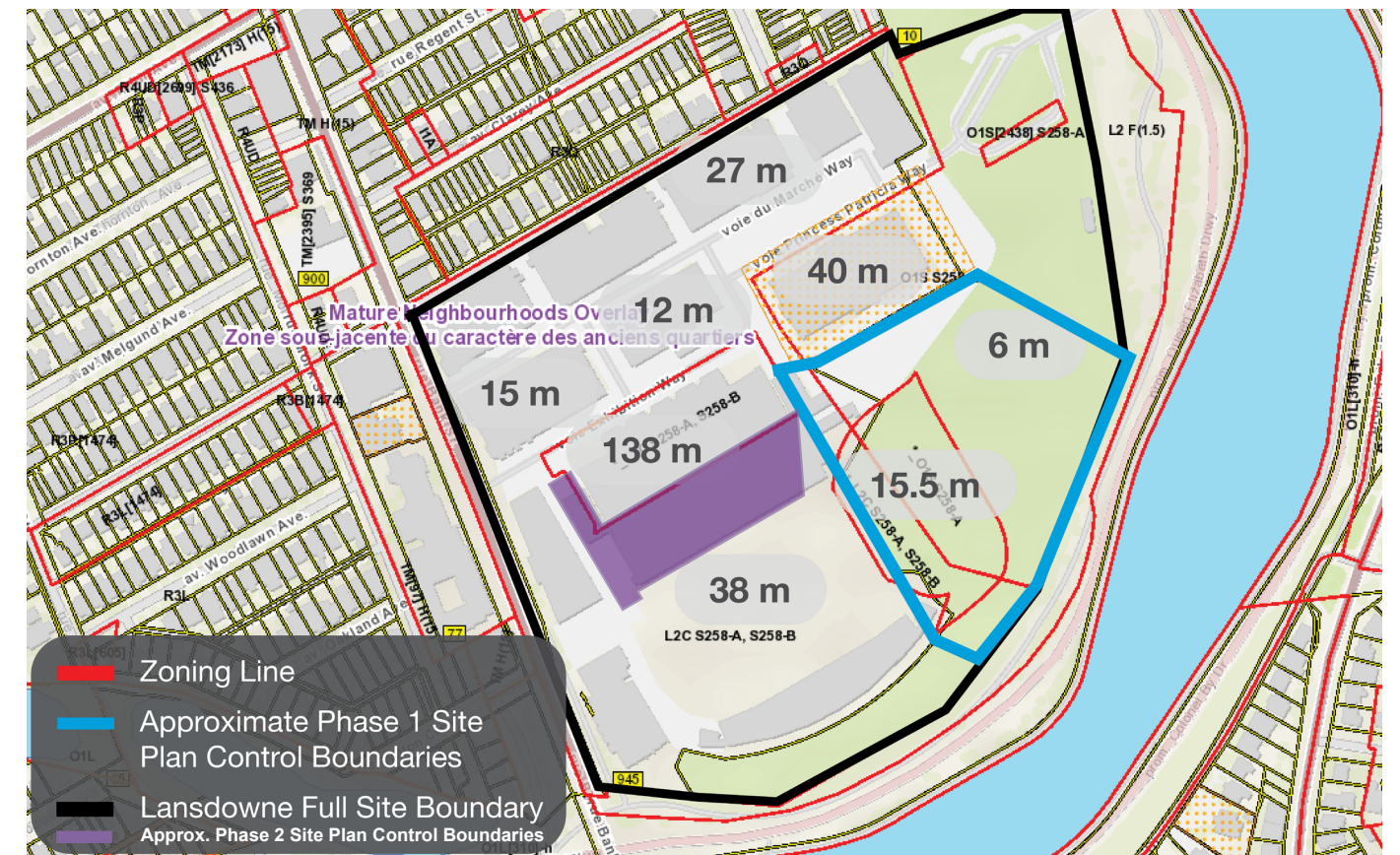
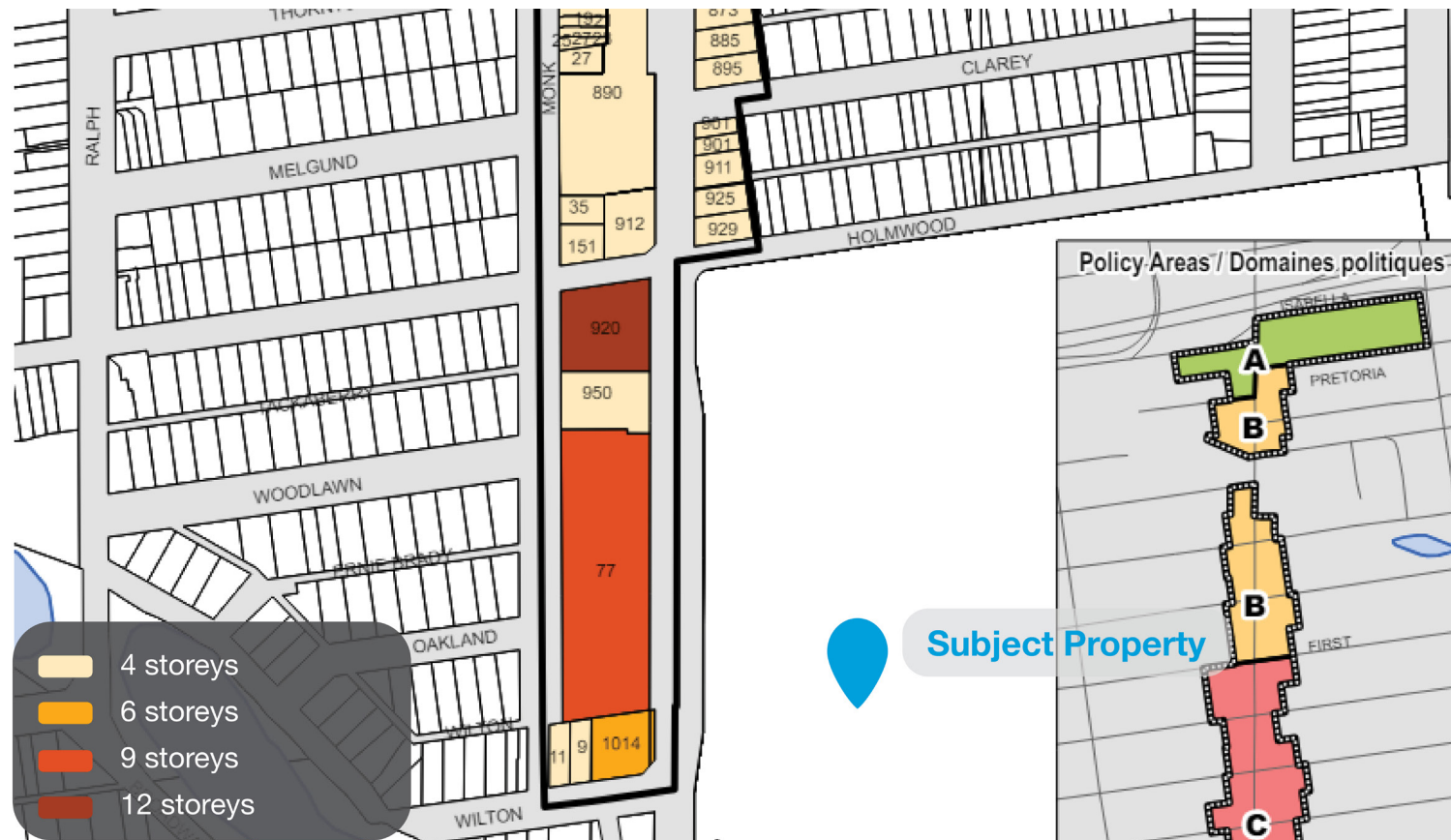


## SURROUNDING DEVELOPMENT & PLANNED FUNCTION

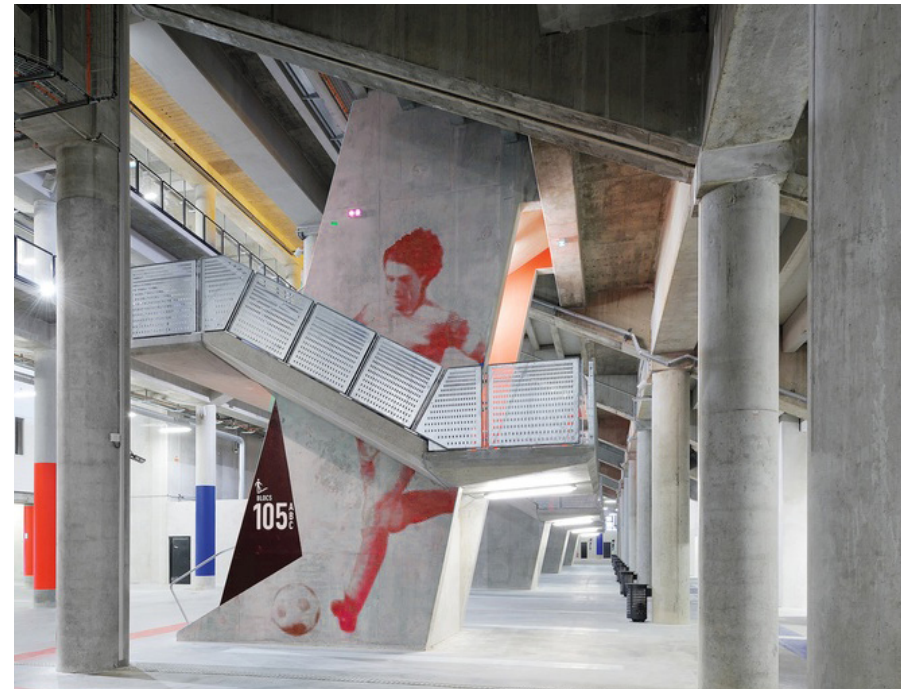
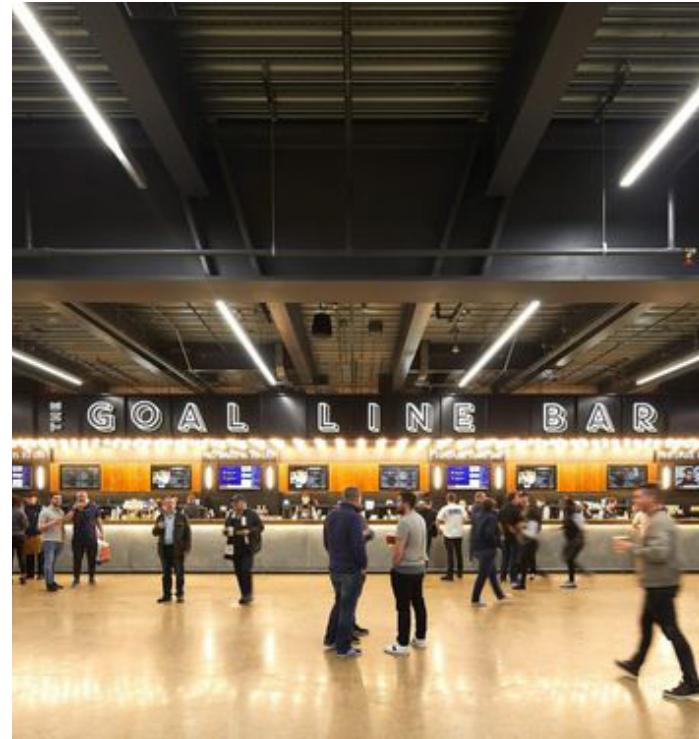
Through the ongoing Lansdowne 2.0 redevelopment program, the planned function of Lansdowne Park remains consistent; a mixed-use community hub and entertainment district, consisting of residential, retail and office uses, along with major sports/event facilities, recreational and open space uses.

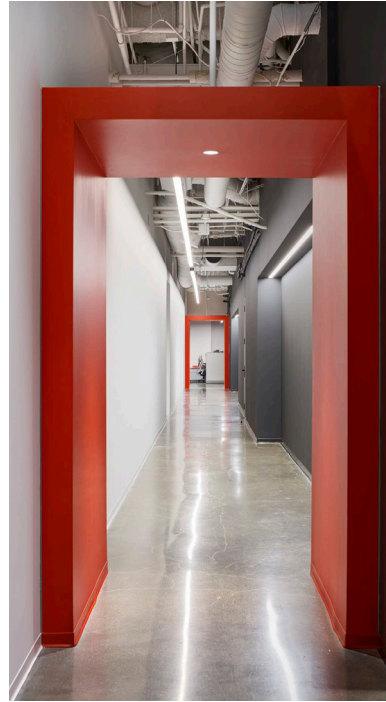
The area immediately surrounding the proposed north side stands is planned to be developed with the new retail podium immediately north of the stands and the event centre to the east of the east end-zone. Sitting atop the new retail podium will be two (2) residential towers that are zoned for heights up to 40 storeys.

The area immediately abutting the Lansdowne Park on Bank Street to the west is planned for taller heights up to twelve (12) storeys directly across from Lansdowne Park, with heights gradually decreasing to four (4) storeys further north on Bank Street, demonstrated by Schedule A of the Bank Street in the Glebe Secondary Plan. To the south and further east, Lansdowne Park directly abuts municipal parkland, and National Capital Commission properties including Queen Elizabeth Driveway, Rideau Canal Multi-Use Pathway, and the Rideau Canal itself. Given the NCC's ownership of these lands, and their historic significance and heritage classification, no development is anticipated.



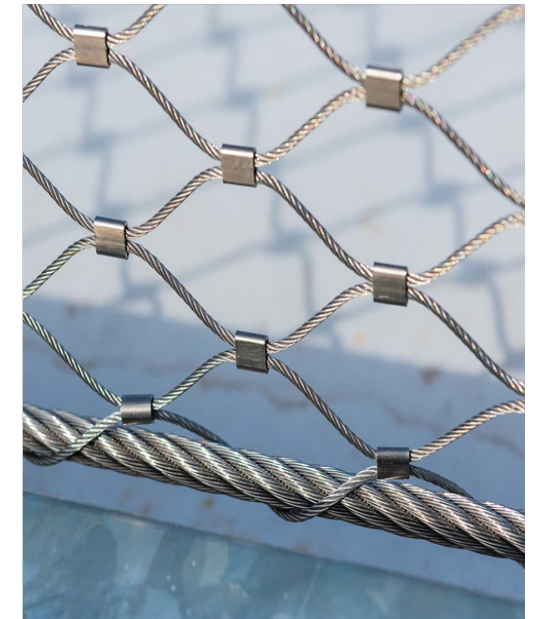
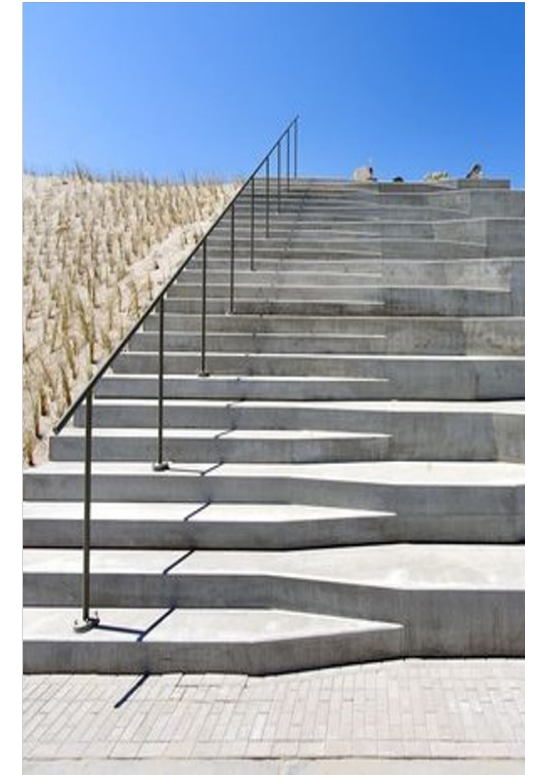
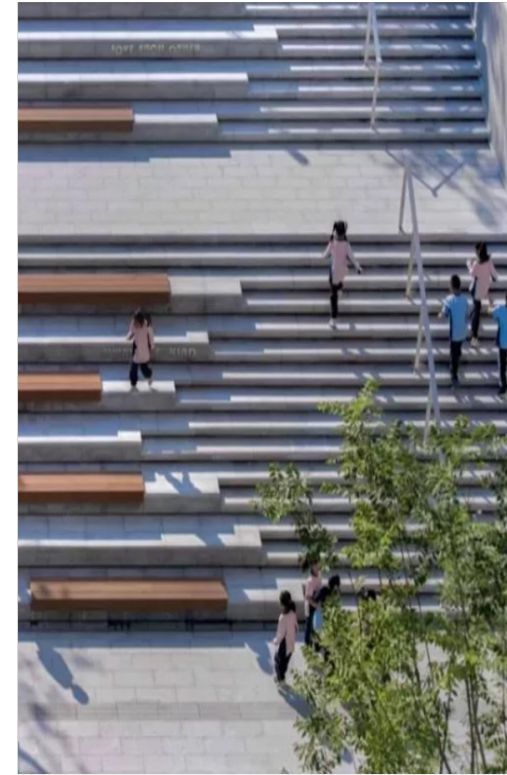
# 5. DESIGN RESEARCH







# LANDSCAPE ARCHITECTURE PRECEDENTS



## CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)

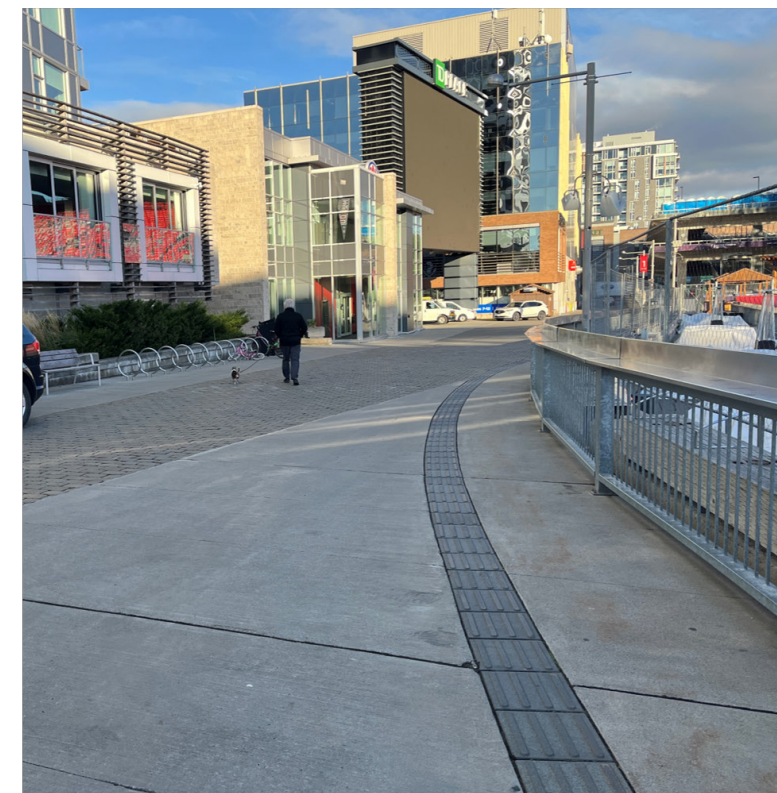
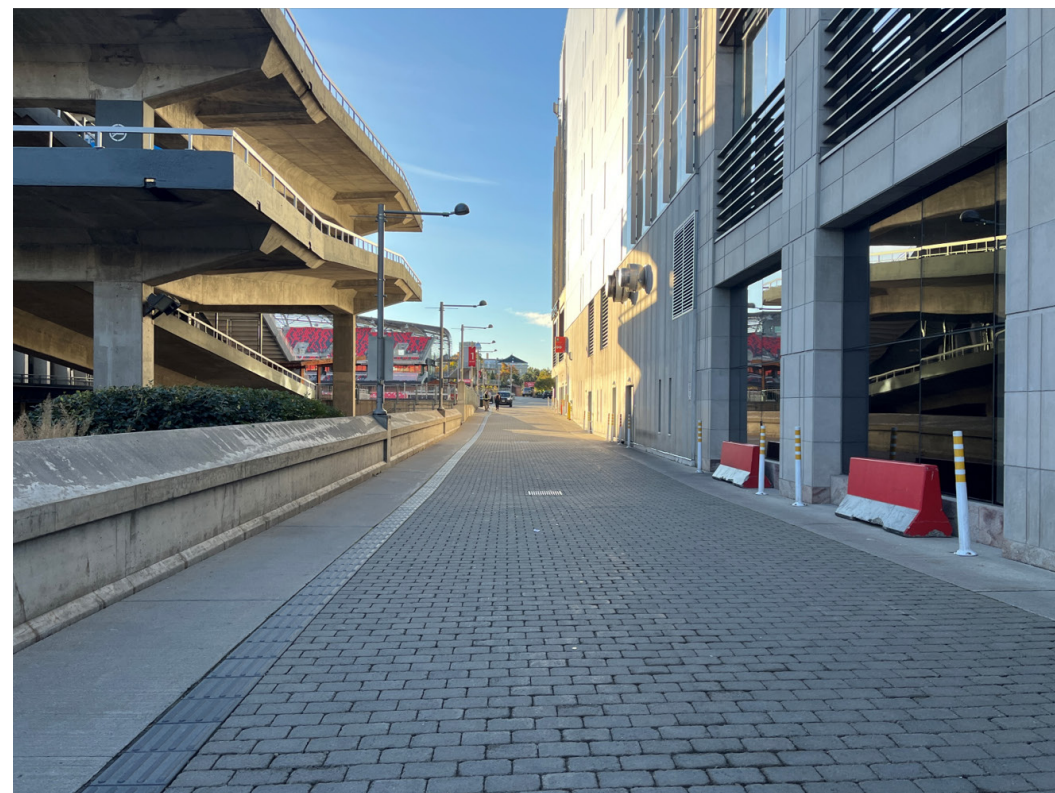
With consideration to the guiding principles of CPTED, natural surveillance techniques have been employed to increase visual permeability of the site. The driveways and paths have been oriented towards building entrances to establish clear sightlines. Adding to this, north façade facing the public ground-level laneway was carefully designed with several key features. Downlights were installed at the columns to illuminate the walkways, enhancing visibility and safety. To further enhance the openness and transparency of the space, we included glazing in the facade of the OSEG office, which helps create visual permeability and contributes to a more welcoming and secure environment.



## LANDSCAPE LANGUAGE AND MATERIALITY

The existing materiality of Lansdowne (Exhibition Way) will carry through to the new design surrounding the North side stands. Paving materials and patterning will be consistent with the existing materials and will seamlessly transition to Frank Clair lane. Cast-in-place retaining walls will define a lower patio (Gate 2) and support the fence extending the limits of the stadium. The intent is also to re-use existing site furniture and light columns where possible.

A new plaza will cover partially the existing parking ramp and allow for small gatherings thus widening the shared street entering the site.



**MASSING OF PROPOSED DEVELOPMENT (EXISTING)**



**MASSING OF PROPOSED DEVELOPMENT (FUTURE)**



**North Side Stands WITH PHASE 2 NEW NORTH SIDE STANDS MASSING — NORTH**



**North Side Stands WITH PHASE 2 NEW NORTH SIDE STANDS MASSING — SOUTH**

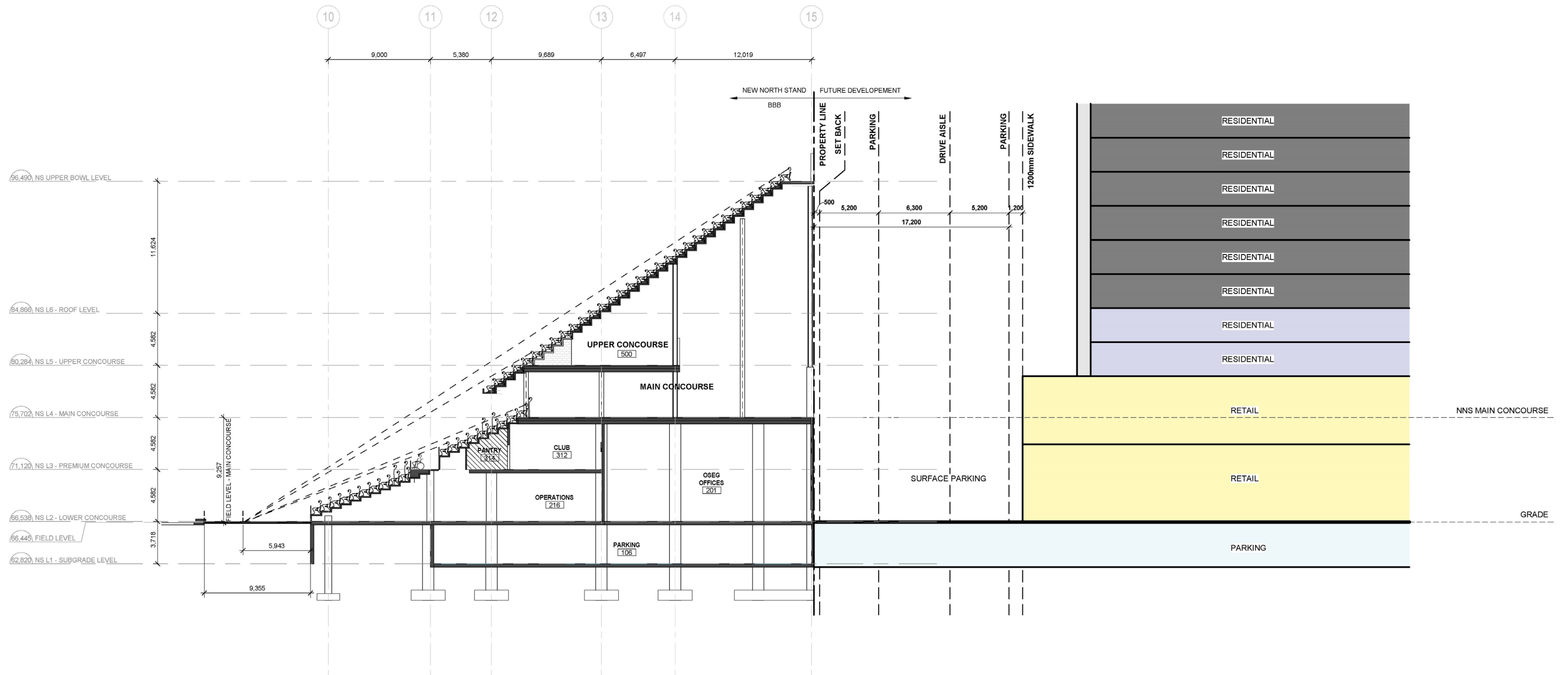


**North Side Stands WITH PHASE 3 FUTURE DEVELOPMENT TOWERS MASSING — NORTH**



**North Side Stands WITH PHASE 3 FUTURE DEVELOPMENT TOWERS MASSING — SOUTH**

# STREET CROSS SECTION



## SUSTAINABLE DESIGN

### HIGH PERFORMANCE DEVELOPMENT STANDARDS

The proposed development of the North Stands is designed in conformance with the City's High Performance Development Standards. The North Stands Site Plan Tier 1 Metrics are as outlined:

#### Building Energy Efficiency

**Mechanical:** The building will use a heat pump system which allows it to share heating and cooling energy between different areas in the building. The heat pump loop will be utilized to provide heating and cooling to the building and to recover heat. The building envelope will be designed to meet ASHRAE and local code requirements for insulation and performance. Demand control ventilation will be deployed throughout the building to ensure that ventilation is provided only in the quantities required based on occupancy of the building saving energy during low and unoccupied times. High-efficiency condensing boilers will be used to provide additional heat to the building if there is insufficient recovered heat. Variable speed drives will be provided on all pumps and fans to ensure minimal energy consumption of these devices. Where possible, free cooling will be utilized to maintain interior space temperatures during the winter and shoulder seasons.

**Electrical:** The electrical design for the Project will provide efficiency, reliability, ease of maintenance and flexibility through robust and secure power distribution systems of sufficient capacity and redundancy; and will support the immediate, short-term and long-term requirements of the functional technologies and functional programs identified for the North Stands.

The electrical systems will be coordinated to minimize interferences while maximizing efficiency e.g. vertically stacked electrical and IT riser rooms that will be strategically located centrally to service the program areas, whereas mechanical shafts will be located to ensure there are minimum crossings between mechanical and electrical services. This process will enable the team to optimize systems and reduce operating and maintenance costs. Some specific electrical strategies that will be implemented to fulfil this goal include:

- most efficient and effective use of all power distribution components to ensure major components such as the power transformers and associated switchgear are not left idle;
- all electrical equipment is provided with sufficient clearance, access routes and panels to allow for easy removal and replacement;
- adequate space, spare capacity and cable pathways are provided

to allow for future use;

- selection of electrical equipment from reputable manufacturers based upon lifecycle, energy efficiency, maintenance, accessibility and serviceability;
- lighting systems design with effective application of natural lighting c/w daylight harvesting sensors to dim or turn off lights where possible;
- high efficiency and high colour rendering LED lamps and energy saving electronic drivers complete with an average lamp life of 50,000 hours that minimizes material use and failures;
- luminaires that meet CUL/CSA and LM-79 and LM-80 standards, complete with 5-year warranties on all components, and are Energy Star qualified;
- lighting controls that provide flexibility, easy set up and quick reconfiguration of program spaces.

#### Site Plan Accessibility

The accessibility document developed for the site provides directions and guidelines to achieve the highest universal accessibility standards for the outdoor environment, be it in the mixed-use, the urban park or around the North Stands. The document also speaks to considerations for accessibility for other disciplines as well such as lighting, transportation, public art and interpretation and signage and wayfinding. It also identifies accessibility challenges that are often found in developments, and ways in which the project team can implement best design practices and sets out a process where the detailed design development and construction would be undertaken through a compliance review process to ensure that the highest possible universal accessibility standards have been met.

Lansdowne 2.0 site demonstrates a sustainable universally accessible site that is inclusive of all people. Universal Design principles will inform the requirements of the site as a whole and will be an integral component of each separate design element. Taking a comprehensive accessible design approach to the entire site and applying Universal Design principles to all of the site elements ensures a cohesive and symbiotic relationship between individual elements and the neighborhood as a whole. In addition, each built design element of the site, from the North Stands and the Event Centre to the mixed use and residential components will be evaluated using a universal design lens to ensure it is accessible to all possible users.

#### Fresh Air Intake

The intakes will be located above grade in areas that are not accessible to the public. They will maintain the required clearances to all exhaust outlets

and other building openings. The intakes will be protected with louvres, bird screens and other measures to ensure the function as designed.

#### Tree Planting

A substantial tree planting strategy is a key element of civic infrastructure that enhances the attractiveness, comfort and safety of the public realm. Not only do trees elevate civic status, they help to mitigate urban heat island effects, filter the air, absorb and filter stormwater, and provide habitat. They also slow the pace and intensity of street activity and reduce pedestrians' perception of traffic volume and speed, ultimately creating more desirable places in which to linger and socialize. Close attention should be paid to the conditions in which they are planted and to their long-term maintenance. Robust tree plantings will establish a new and consistent identity throughout Lansdowne. Important considerations for the tree strategy are:

- A large canopy of broadleaf deciduous trees should be selected for disease resistance, distinct winter form and a continuous overhead canopy.
- Coniferous trees should not be used in the pedestrian realm for visibility, microclimate and safety reasons. Most trees proposed are deciduous trees.
- Native or adapted species with low watering requirements should be used wherever possible.
- Species should be selected to provide shade and cooling during summer and wind protection in winter and should be appropriately matched to urban conditions.
- Street trees should be planted in subsurface soil volumes that are sufficient for the growth of substantial, healthy tree canopies. Structural soil cells or equivalent should be utilized to maximize root access to required soil volumes. Where continuous trenches and soil cells aren't feasible, structural soils or equivalent should be used.
- Where trees are planted over slab, sunken slab or other structural strategies should be used to enable sufficient soil volume for tree planting.
- To enhance the livability of the public realm without excessive clutter, the use of raised planters should be avoided unless their use enhances the design of the public realm (such as taking up grade or providing seating).

- Shrubs and perennials should be native or adapted species with low watering requirements. They should be selected for their contribution to the form, performance, and connection to the park.

#### **Plant Species**

The trees selected for the Lansdowne 2.0 project have been chosen based on their connection to the existing Lansdowne site and their environmental value. The project uses trees that are either native or disease resistant varieties of native trees. The proposed trees also reflect the species that are currently doing well on the site while taking new site conditions into consideration.

#### **Exterior Lighting**

**Perception of Safety** - Night lighting must provide a level of visibility which is suitable for the intended activities in the space. Full colour, glare free light is required for movement in otherwise dark environments. People need to be able to see in all directions to sense danger and to have a feeling of security. The psychological perception of safety is as important as actual protection from danger.

**Brightness management** - It is essential to understand how the eye perceives the effect of light at night. People see the brightness of light reflected from a surface. It is the impact of the relative brightness and relative colour that gives visual recognition. Good lighting design is the management of the relative brightness. Excessive relative brightness becomes glare and restricts one's ability to see. Glare is to be avoided.

**Adaptation** - As people move from one space to another, adaptation time is required for the eye to adjust to changes in light quantity.

**Vertical Illumination** - Lit vertical surfaces provide silhouetted revelation of form especially as people are seen moving against the lit background. Vertical illumination on people's faces is essential throughout the public realm to allow for safe recognition. Most of the spaces and pathways at Lansdowne 2.0 will require light from sources above head height.

**Lighting Fixtures** - Lansdowne 2.0 offers a challenge and opportunity to answer many of the, sometimes conflicting, lighting requirements with an innovative solution. Today's environmental issues of wasting light energy combined with new LED technologies (2500-3000 °K), combined with safety and wayfinding, all add up to a role for a lighting solution.

**General Lighting Hardware** - Except for featured lighting fixtures,

lighting hardware should be chosen from the catalogs of time tested, major manufacturers. If custom parts or modifications are required the availability of a product over a long time period must be considered. It is a good strategy to acquire and store additional fixtures.

**Energy Efficiency** - We will specify the correct efficient light source that will meet all the visual requirements, thereby helping people to see and feel comfortable

without using more light than is absolutely necessary. If the light does not meet these needs it is not saving energy. The most successful lighting designs use light only where needed for the task, for the periods of time required and they use it as little as possible. The lighting control system will assist in saving energy by turning lights off and on as required for various functions.

#### **Bird-Safe Design**

The bird-safe design elements to be implemented are included in the next section of this report.

#### **Cool Landscape and Paving**

Paving is the most pervasive element connecting the North Stands to the Event Centre, thus creating a new plaza and large gathering space. Coordinated paving materials, paver dimensions, colours, and textures contribute to the visual coherence of the overall site by communicating distinct streetscape activity and transition zones. Throughout the site, all paved surfaces will be articulated as public spaces, safe for loading areas. Different paved surface typologies hold differing performance criteria. The paved surfaces within the site include vehicular traffic, shared vehicular and pedestrian zones, pedestrian-only zones, and pedestrian paths (formal, informal and fine-grained).

- The project is targeting non-roof impervious surfaces to have an SRI (Solar Reflectance Index) greater than 29. High albedo (light-coloured) pavers and concrete will be used to mitigate the urban heat island. Colour and finish will be coordinated through Detail Design and to match Exhibition Way guidelines.
- Paving types should be differentiated through integral distinctions rather than temporary applications.
- Pedestrian crosswalks shall be distinguished through slight paving variation and the use of banding to communicate pedestrian access.
- Durability to snow clearing equipment, freeze-thaw cycles and general wear and tear should be of high priority. Load requirements will be met for all paving types through appropriate base courses,

materials and thicknesses.

- Tactile wayfinding surfacing for accessibility will be coordinated and integrated with paving so as to be part of the overall paving pattern. The sidewalk should be continuous across private vehicle access and egress points so vehicles do not interfere with pedestrian priority.
- Where not over slab, a rigid base course should be used for stability and drainage.
- Accessible crossings should be clearly communicated but integrated into the overall paving pattern and colour scheme.
- The areas accessible to vehicles are clearly communicated through a hierarchy of paving types and layouts.

#### **Common Area Waste Storage**

There is an interior common waste and recycling storage area located on Level 1 of the Event Centre, which is shared between the two buildings.

#### **Electric Vehicle Parking**

Electric vehicle parking is included in the L1 subgrade level of the North Stands.

#### **Bicycle Access and Storage**

Exterior bike supports are provided near the North Stands entrance and bike storage is also provided in the L1 subgrade level.

#### **LEED® CERTIFICATION**

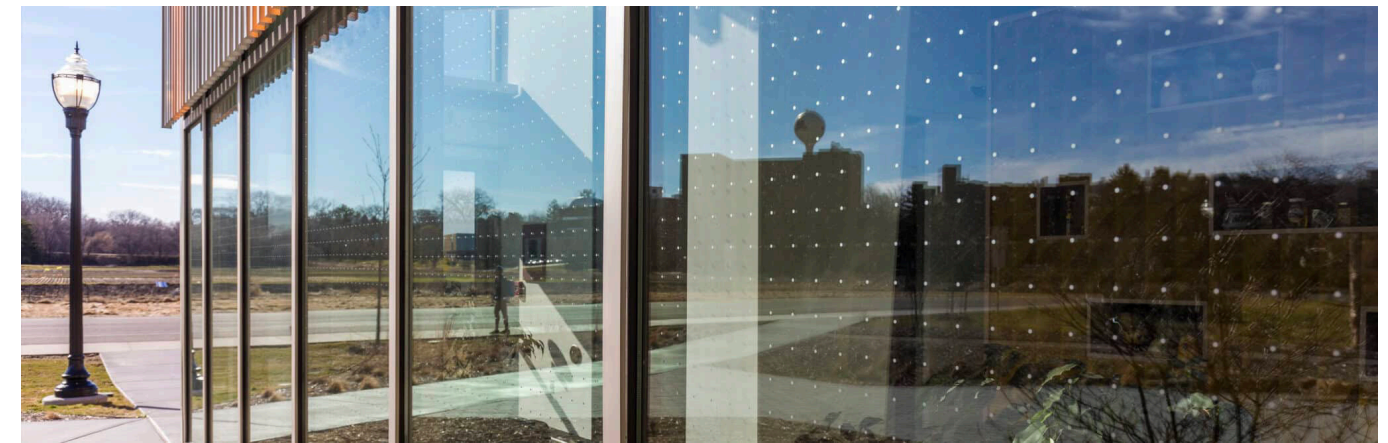
Additionally, the North Stands will target LEED® certification, which implements a point system across several categories, including energy efficiency, water usage, sustainable site development, material selection. Sustainable strategies for the North Stands may include implementing a high-performance building envelope, efficient lighting, heat recovery, external shading, daylight harvesting, natural ventilation, low-flush fixtures, rainwater capture, enhanced energy metering, and advanced control systems allowing facility operators to adjust energy consumption based on power needs at any given time.



## BIRD SAFE DESIGN GUIDELINES

The following bird-safe design elements will be implemented to reduce risks to birds:

- Use of specified bird-safe glass or integrated protection measures to treat at least 90% of exterior glazing within the first 16 m of height or to the height of the adjacent mature tree canopy.
- Use of specified bird-safe glass or integrated protection measures to treat any glazing adjacent to a green roof, rooftop garden or garden terrace to a height of 4 m or to the height of the adjacent mature vegetation.
- Elimination of fly-through effects (e.g., glass corners, parallel glass) and other traps from building design or use specified bird-safe glass or integrated protection measures.
- Adherence to bird safe glass that follow these specifications:
  - High colour contrast to the glass surface.
  - Application to the exterior (first) surface of the glass.
  - A visual marker (i.e. lines, dots, etc.) with spacing of 50 mm by 50 mm is used.
  - Individual marker elements with a minimum of 4 mm diameter, or 2 mm wide by 8 mm long for linear elements.



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# APPENDICES

- A) Site Plans Phased & Detailed
- B) Floorplans & Elevations
- C) Landscape Plan
- D) Grading and Drainage Plan
- E) Site Servicing Plan
- F) Shadow Analysis
- G) Wind Analysis
- H) Heritage Impact Statement