



LANSLOWNE 2.0
Lessons Learned Report

June 30, 2023 **DRAFT**





Lansdowne 2.0

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(DRAFT)

June 30, 2023

Prepared for:

Ottawa Sports and Entertainment Group (OSEG)
on behalf of the City of Ottawa

Prepared by:

Stantec Consulting Ltd.

OVERVIEW

In October 2012, City Council approved a 40-year partnership between the City of Ottawa and the Ottawa Sports and Entertainment Group (OSEG), governed by the Lansdowne Partnership Plan (LPP), for the redevelopment of Lansdowne Park. TD Place at Lansdowne opened in 2014 as a mixed-use sports and entertainment district with residential, retail, restaurant, office, and public land uses, among others, making it a major Ottawa destination.

Integrating sustainable transportation modes at Lansdowne and mitigating against traffic congestion has been a priority since the early stages of planning. Prior to final site plan approval, City Council required the development of a *Transit and Shuttle Service Plan*, a *Traffic and Parking Management Plan*, and a *Transportation Demand Management Plan* (TDM) as part of the planning process.

The *Transit and Shuttle Service Plan* identified the services needed to accommodate special events at Lansdowne with thresholds of 7,000 to 14,000 attendees (minor events), 15,000 to 24,000 attendees (major events), and 40,000 attendees (mega events with temporary expanded stadium seating). The plan identified the enhanced transit and shuttle service routes, fleet size, and off-site parking requirements to support events.

The *Traffic and Parking Management Plan* outlined the traffic and off-site parking management strategies needed to support various threshold of event sizes at Lansdowne.

The *Transportation Demand Management Plan* outlined the strategies and programs for encouraging walking, cycling, carpooling, carsharing, and transit use among residents, employees, and visitors alike.

The various transportation programs and services to support the revitalization of Lansdowne were implemented in July 2014 in advance of the debut of the Canadian Football League's Ottawa RedBlacks. The program has been largely successful with sustainable modal share targets being met for various event sizes held at Lansdowne.

To ensure the long-term success of Lansdowne, City Council approved the *Lansdowne Park Partnership: Path to Sustainability and Next Steps* report (ACS2021-PIE-GEN-0004) in July 2021. The report laid the foundation for further improving Lansdowne with a goal to ensure that the LPP is financially sustainable through a program of facility replacement, additional residential density, and additional retail offerings.

Discussions between City staff and OSEG led to a proposed mixed-use redevelopment project, referred to as Lansdowne 2.0, that involves replacement of the functionally obsolete Arena at TD Place and north side stands with a new Event Centre and new north side stands at TD Place, as well as increasing residential dwelling units and commercial retail space that are experiential and destination-based.

In support of the Lansdowne 2.0 project, this Lessons Learned report was developed to summarize community and stakeholder feedback and identify areas of improvements related to the traffic management measures and TDM plan implemented in 2014 as part of the revitalization of Lansdowne.



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This Lessons Learned 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.



LESSONS LEARNED SUMMARY

Lansdowne Transportation Monitoring and Operations Committee (LTMOc)

As part of the Lansdowne Redevelopment project, the Lansdowne Transportation Monitoring Operations Committee (LTMOc) was established to review and assess neighborhood traffic impacts through on-going consultations and a comprehensive Traffic Data Collection Program. The LTMOc committee was comprised of representatives from:

- City of Ottawa's Transportation Services Department;
- The Glebe Community Association (GCA), Old Ottawa South (OOS), and Old Ottawa East (OOE);
- Glebe Business Improvement Area (BIA);
- National Capital Commission (NCC);
- City of Ottawa Ward 17 Councillor; and
- Ottawa Sports and Entertainment Group (OSEG).

The LTMOc was established by a directive from the City of Ottawa's Transportation Committee to report on the transportation performance of Lansdowne for a three-year period (2014, 2015 and 2016). The reports, which were submitted to Transportation Committee annually, included Community Association Report Cards provided by the GCA, OOS, and OOE. In addition, OSEG produced and submitted a Transportation Demand Management (TDM) report to document the performance of the transportation program to support events at Lansdowne.

A brief and limited summary of the LTMOc report findings are provided below:

1. The Lansdowne redevelopment site officially opened on July 18, 2014 with the Canadian Football League's (CFL) Ottawa RedBlacks Home Opener at TD Place. At the time, the site's redevelopment was partially completed.
2. Since the opening of the site in July 2014, additional on-site development was completed and commissioned including the public park, residential, commercial and office land uses. Increased occupancy was achieved in late 2015, particularly for the commercial and retail components of the site. Substantial site build-out and occupancy was achieved in 2016.
3. A hallmark of the TDM program for events at Lansdowne is the introduction of free transit service to all ticketed events, regardless of event size. This is a unique and innovative program with incremental costs of public transportation (and any supplemental shuttles) paid for by OSEG. The program has been successful since its introduction in 2014, with TDM targets for all events held at Lansdowne being met. This was achieved for various event sizes including Major Events (i.e. events with up to 24,000 attendees) including CFL Ottawa RedBlacks games, as well as for Minor Events (i.e. event attendees of 10,000 or less) including Ottawa 67's hockey games (OHL), Ottawa Fury / Atletico soccer games (NASL / CPL), and indoor concerts at events at the Arena at TD Place.

Based on the 2019 Annual Transportation Demand Management Report, which was the last non-COVID impacted year of operation:

- a. Almost **60%** of Major Event attendees (24,000 attendance) used alternative transportation options to get to Lansdowne, with most attendees utilizing the 450-Series shuttle service provided by OC Transpo.
- b. Approximately **15%** of soccer game attendees used transit to get to Lansdowne, exceeding the 10% modal share target for transit.
- c. Approximately **26%** of Ottawa 67's hockey game attendees used transit and shuttles operating from Carleton University to get to Lansdowne, exceeding the 10% modal share target for transit.



- d. Approximately **9%** of other Minor Event attendees used transit to get to Lansdowne, slightly below the 10% modal share target for transit. It is worth noting that for Minor Events with 10,000 or less attendees, such as indoor concerts and shows at the Arena at TD Place, the Auto modal share for driving and parking was approximately 71%, below the 80% target set by the 2010 Traffic and Parking Management Plan for Lansdowne. Of the 71% that drove and parked, only 21% used nearby on-street parking (the remaining Auto mode used the underground parking at Lansdowne).
4. Traffic and parking analysis was conducted by LTMOC for the years 2014, 2015, and 2016. This review was based on a comprehensive traffic and parking utilization data collection program conducted by the City of Ottawa. Based on the 2016 LTMOC Report:
 - a. Day-to-Day traffic volumes on Bank Street for the Weekday AM, Weekday PM, and Saturday Peak hours were lower than the projected traffic volumes outlined in the 2010 Transportation Impact and Assessment Study for the Lansdowne Redevelopment project:
 - i. Day-to-Day Weekday AM Peak (2016 Actual vs. Projected Average): **9% lower**
 - ii. Day-to-Day Weekday PM Peak (2016 Actual vs. Projected Average): **10% lower**
 - iii. Saturday Peak Hour (2016 Actual vs. Projected): **28% lower**
 - b. Minor Events (10,000 Person Events) traffic volumes:
 - i. Weekday Games (2016 Actual vs. Projected Average): **2% lower**
 - ii. Weekend Games (2016 Actual vs. Projected Average): **21% lower**
 - c. Major Events (25,000 Person Events) traffic volumes:
 - i. Weekday Games (2016 Actual vs. Projected Average): **4% higher**
 - ii. Weekend Games (2016 Actual vs. Projected Average): **5% lower**
5. Parking Utilization Studies were conducted for a specific study area around Lansdowne with a supply of 1,178 legal, on-street parking spaces. The parking utilization study found that:
 - a. 2016 Day-to-Day, on-street utilization for:
 - i. Weekday PM period (4:00 PM) was **1% lower** than 2009 data
 - ii. Weekday Evening period (8:00 PM) was **12% higher** than 2009 data
 - iii. Weekend PM period (2:00 PM) was **9% lower** than 2009 data
 - b. 2016 Minor Event (10,000 Person Event), on-street utilization was at an average of **74%** of the total available parking spaces within the study area limits.
 - c. 2016 Major Events (25,000 Person Event), on-street utilization was at an average of **95%** of the total available parking spaces within the study area limits.
6. The LTMOC committee took a collaborative approach in evaluating transportation conditions associated with Lansdowne and identifying potential improvements to addressing community and stakeholder concerns. As part of this process, the Community Association Report Cards played a critical role in providing a summary of the community's impression and observations of the transportation program, as well as identify opportunities for improvement.

Some of the adjustments and improvements identified and implemented through LTMOC include:

- a. In coordination and agreement with the NCC, adjustments were made to the TD Place Park & Shuttle to use QED as a consistent route for service to/from nearby satellite parking lots during Major Events. The original transit and shuttle service plan called for alternating the shuttle service between Bank Street and the QED for every other major event, raising concerns with the perceived quality and consistency of the service by attendees.



- b. Relocating all shuttle bus service to Arterial roadways: Adjustments to the original TD Place Park & Shuttle route were made to avoid Lakeside Avenue, a residential street, from the shuttle routes to/from Carleton University and Canada Post during Major Events.
 - c. Introducing traffic calming measures on Holmwood Drive by making it a one-way street (east of Bank Street) and introducing a bike lane. In addition to lowering two-way traffic on Holmwood Drive, the new bicycle facility provided improved cycling connectivity to Lansdowne and the O'Connor Bike Lane.
 - d. Working with the Glebe Center (a nursing home and a seniors recreational facility located across from Lansdowne), a low-cost parking solution was provided by OSEG to Glebe Center volunteers, clients/members and visitors during weekdays.
 - e. Pedestrian safety concerns within the Lansdowne site related to cut-through vehicle traffic were addressed by restricting Princess Patricia Way to pedestrians only, and routing vehicle traffic through the site via Marché Way.
 - f. In coordination with the NCC, directional signage to Lansdowne were installed to encourage site access via the QED entrance, as opposed to Bank Street.
 - g. Community members successfully petitioned for accelerating the design and construction of the Fifth Avenue / Clegg Street Pedestrian Bridge (successfully opened as the Flora Footbridge in Fall 2019) to improve and encourage pedestrian and cycling connectivity to Lansdowne.
 - h. Community members successfully petitioned for the implementation of a safer crossing for pedestrians and cyclists at the QED and Fifth Avenue intersection. Intersection improvements were implemented by the NCC and the City of Ottawa in 2014 to provide for a safe crossing for pedestrians and cyclists.
 - i. Community members successfully petitioned for implementing a safer crossing for pedestrians and cyclists at the QED and Queen Elizabeth Place crossing (by the Bank Street Bridge). A raised intersection crossing treatment and Pedestrian Crossover Signal (PXO) was successfully installed in 2017 by the NCC and City of Ottawa.
 - j. Community members successfully petitioned for cycling facility improvements on the Bank Street Bridge, resulting in the recent implementation of bi-directional multi-use pathways (MUPs) over the Bank Street Bridge as part of a redesigned 3 lane cross-section of the roadway.
7. LTMOOC was disbanded with the support of all of the members as it was deemed that the implementation of the TDM program was a success, and the committee's oversight was no longer required. OSEG continues to provide updates on the performance of the program through annual TDM reports.
8. One of the key achievements of the TDM program since its implementation in 2014 is the gradual reduction of Park & Shuttle buses using QED during major events. As of 2022, the number of Park & Shuttle buses operating on QED has been reduced to an average of 30 – 60 inbound bus trips per major event. This is significantly lower than the original number of bus trips estimated in the 2011 TDM Plan, which estimated upwards of 100 buses per hour on QED for inbound service (upwards of +200 bus trips over the ingress period). Currently, the majority of Park & Shuttle customers are utilizing the 450-series shuttles with service provided on Bank Street.

This achievement is consistent with the ideal long-term objective outlined in the *City of Ottawa – NCC Letter of Intent for Special Event Shuttle Service Pilot Project*, which envisioned a reduction in the number of shuttle buses operating on QED over time.



The achievement of this objective is largely attributed to the successful implementation, branding, and communications strategy of the *TD Place Park & Shuttle* service, which intentionally positioned dedicated transit service operated by OC Transpo and STO (450-series buses) as equal to privately run shuttles operating from nearby satellite parking facilities – both options were promoted under one brand as equally convenient, free options. This success was also a result of a communications campaign leading up to the home opener which included organized media events to inform the general public of the transportation options available, a direct outreach campaign to ticket holders with targeted messaging on recommended options available to them, and an integrated trip planning tool on the OC Transpo website for transit and Park & Shuttle service.

Community Lessons Learned Workshop:

A Lessons Learned community meeting was held by the City of Ottawa on May 24, 2023 with key stakeholders to discuss the transportation experience of Lansdowne to date. This stakeholder group included City of Ottawa project and traffic staff, the Ward Councillor, four community representatives, a representative from the biking community, and representatives from the LPP. Unfortunately, the Glebe BIA and National Capital Commission (NCC) did not attend, however their feedback was received outside of this consultation. The feedback obtained from the discussions helped to shape the Transportation Demand Management (TDM) measures for Lansdowne 2.0.

The discussions were centered around the following items:

- Background on the Lansdowne 2.0 Process
- Active Transportation & Transit Operations Feasibility Study
- Overview of TDM Experience at Lansdowne
- Overview of LTMOIC Improvements / Adjustments
- Lansdowne 1.0 Lessons Learned - Discussion

A summary of the discussions is provided below. Detailed notes are included in **Appendix A**.

- A recognition that transportation at Lansdowne and in the neighbourhood needs to be managed as a total program. It is a complex program and changes to individual components can have a material change on other components and the overall program. An example of that could include the loss of QED as one of the site's two main entrance points.
- Discussion related to the number of events held at Lansdowne took place, it was noted that Major Events (i.e. Ottawa RedBlacks games at the stadium) only constituted 10 to 12 events per year, whereas most of the events held at Lansdowne were categorized as minor events with less than 10,000 attendees. In fact, according to the LLP's plan for the current FY24 year, approximately 125 of the planned 161 events (or 78%) will have attendance levels under 5,000.
- Discussions related to cycling improvements and access took place. It was noted that Improved cycling and pedestrian access, particularly at QED, is necessary to improve the walking and cycling modal shares.
- It was noted that additional / supplemental transit service is needed to support demands at Lansdowne, particularly on busy weekends with concurrent programming and events.
- It was noted that QED plays an important role in facilitating access to Lansdowne, and that closures on the driveway result in cut through traffic within the community, as well as increased traffic on Bank Street.



- Questions related to deliveries to residents at Lansdowne were raised, including if the increase in delivery services was taken into account as part of the transportation review.
- It was noted that since the Flora Ped Bridge installation, on-street parking usage on Old Ottawa East has increased with some parking in the community and crossing the Rideau Canal using the ped bridge to access Lansdowne.

National Capital Commission (NCC):

In June 2023, the National Capital Commission (NCC) provided feedback on the TDM and traffic management plans implemented in 2014 in support of the Lansdowne Redevelopment.

It is anticipated that discussions related to the Lansdowne experience, and particularly the role of QED, will take place between the NCC, City of Ottawa and OSEG.

A summary of the comments received are outlined below, responses are also provided for additional context:

1. The location of the principal parking garage access at the east end of the site adjacent to the QED forces an unfortunate choice between the impacts to the QED and the vehicular ingress across the quasi-pedestrianized core of Lansdowne.

Response: *Based on parking garage data, as well as updated turning movement count data. The QED access functions as an important secondary access point to the site, as intended, and accommodates approximately 35% of vehicular access to Lansdowne. The Bank Street garage ramp functions as the primary access point during regular non-event days. It is noted that the QED access plays a vital role in balancing transportation demands and access arrangements, including during major events when vehicular access from Bank Street is restricted to safely accommodate pedestrian and transit passenger demands from the 450-series shuttle service.*

2. Assumptions of unfettered access to the federal parkways from major transportation demand generators, such as was the case for Lansdowne 1.0, led to under-planning for other modes of travel and dissatisfaction when access is not available.

- a) NCC staff flagged this issue in 2011. Quote May 2011 NCC staff comments to the City regarding the then-draft *Transit Service and Shuttle Services and Off-Site Parking Plan Technical Report*, which discussed whether to focus shuttles on QED or Bank, and which heavily favored QED: “[The report] must be written in neutral language without prejudice, and cannot be seen to be ‘prejudging’ outcomes in advance of the findings and conclusions of the pilot project. The outcomes cannot be predicted, and it is unfair to present opinions on one option as the sure success, and the other as a failure. As was mentioned, the City and OSEG have to make the Bank Street shuttle route work, as the QED will not be available for shuttles for all Lansdowne events. **So why not make the best effort, devise the best plan, put the best foot forward for the Bank Street option?**” [emphasis added].

Response: *One of the key achievements of the TDM program since its implementation in 2014 is the gradual reduction of Park & Shuttle buses operating on QED during major events. As of 2022, the number of Park & Shuttle buses operating on QED has been reduced to an average of 30 - 60 inbound bus trips per major event. This is significantly lower than the original number of bus trips estimated in the 2011 TDM Plan, which is upwards of 100 buses per hour on QED (upwards of +200 bus trips for inbound service). Currently, the majority of Park & Shuttle customers are utilizing the 450-series shuttles with service provided on Bank Street.*

*This achievement is consistent with the ideal long-term objective outlined in the **City of Ottawa – NCC Letter of Intent for Special Event Shuttle Service Pilot Project**, which envisioned a reduction in the number of shuttle buses operating on QED over time.*



It is noted that under a future scenario where no shuttle services are operating on QED, the parkway continues to play a crucial role in supporting a balanced, safe and efficient access program to Lansdowne, particularly during major events.

During major events, vehicular access to Lansdowne is temporarily restricted on Bank Street to safely accommodate the large number of transit passengers, pedestrians and cyclists accessing Lansdowne from Bank Street. During these temporary closures, vehicular access to the underground garage and TNC drop-offs (i.e. Uber and Lyft) is accommodated at the QED access. Under a full QED closure scenario during major events, the expected traffic impacts would be extremely severe and the viability of running events safely with minimal impact to the community would be severely compromised.

- b) The NCC reiterated that it “will continue to (and retains full rights) close the parkways at its own discretion for its own requirements and third party events” in a June 2015 letter to OSEG and the City of Ottawa.

Response: *It is acknowledged that QED is a federal parkway under the jurisdiction of the NCC. It is recognized that the NCC closes QED to vehicular traffic for the staging of Capital events, which historically averages between 15 to 20 days annually. These closures, which occur from time to time as we understand, are successfully coordinated in a collaborative fashion between the NCC, City of Ottawa and OSEG for events such as Winterlude and the Ottawa Race Weekend. OSEG has indicated, for example, that closures that occur in the morning of events, where QED is returned to full operations two hours before events, generally work well.*

- c) This mirrors our earlier comment that Lansdowne 2.0’s studies cannot rely on the assumption that QED will be available upon demand.

Response: *It is acknowledged that QED is a federal parkway under the jurisdiction of the NCC. Irrespective of Lansdowne 2.0, QED is an integral part of the city’s transportation network and plays a crucial role in supporting a balanced, safe and efficient access program to Lansdowne, particularly during major events. As previously stated, our assumption is that the QED will, generally, remain as a viable secondary vehicular access point to Lansdowne. If the assumptions is not valid, then the integrity of the Lansdowne 2.0 program (and likely current Lansdowne operations) would be severely compromised from a transportation perspective.*

3. Transportation Demand Management has not been consistently supported.

- a) As the Office of the Auditor General: Audit of the Management of the Lansdowne Contract report noted that while OSEG employed a TDM coordinator from 2014 to 2017, despite being required to do so by the site plan agreement “effective January 1, 2017, OSEG no longer has a dedicated TDM Coordinator, thereby increasing the risk that the effectiveness of the TDM program may be negatively impacted.”
- b) The 12 November 2020 Lansdowne Annual Report to Finance and Economic Development Committee noted that OSEG did not have a dedicated TDM Coordinator.
- c) The 2021-2022 Lansdowne Annual Report makes no mention of whether this gap has been filled.

Response: *Administering the TDM program on-site remains a key component to the success of the TDM program at Lansdowne through the planning and delivery of the various event services and supplementary programming, and support for workplaces and residents at Lansdowne. Currently, the coordination of the TDM program at Lansdowne is administered through a full team that is comprised of individuals within OSEG. This includes the VP, Guest Relations and Operation, and the Director of Safety, Security and Guest Services, who oversee the TDM program and are responsible for the annual TDM reports, in addition to various OSEG staff within Guest Relations and Marketing.*



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4. In the first months and years following the opening of Lansdowne's first revitalization, transit was heavily and proactively emphasized as the best way to reach Lansdowne, in marketing material and in direct communications to sports fans. It is our observation that there has been a decline in such promotion in recent years.

Response: *The inclusion of free transit for all ticketed events at Lansdowne continues to be provided on the TD Place website, as well as through e-mail communications with all event ticketholders. Information is also shared on social media periodically. By example, the inclusion of free transit and enhanced park and shuttle service information is shared on "Know Before You Go" videos that are broadcasted at the start of each season.*

5. Lack of clarity on the threshold for enhanced, free, and discounted transit service outside of major event days at the stadium has led to Lansdowne not achieving as high a transit modal share as would be the case if it were commonly known that attending any event at Lansdowne entitled an attendee to ride transit for free.

Response: *One of the hallmarks of the TDM program for events at Lansdowne is the inclusion of free transit for all ticketed events at Lansdowne with all costs for enhanced public transportation and shuttles paid for by OSEG. This is provided for all events, irrespective of the size of the event. Promotion of free transit service is shared on the TD Place website and shared on social media and promotional materials. The current messaging on the TD Place website for events and concerts states:*

source: <https://www.tdplace.ca/getting-here-td-place/> (content pulled on June 28, 2023)

" If you are a TD Place or Lansdowne event ticket holder, your ticket to events at TD Place gets you free public transit service on all OC Transpo routes, starting three hours before the event and three hours after the event. This applies to all tickets for Ottawa REDBLACKS, Ottawa 67's, Atlético Ottawa, Ottawa BlackJacks games as well as all other TD Place concerts, festivals, and events. "

- a) The April 2022 "*Lansdowne Partnership Sustainability Plan and Implementation Report*" dismissed any consideration of free transit to Lansdowne, writing "Before an assessment of free transit can be undertaken, an identified funding mechanism is needed."
- b) The report stated that "The concept of free transit, and its implications, was considered by Transportation Committee as a Motion ACS2021-OCC-TRC-0032 on December 1, 2021." The December 2021 response to the motion was regarding free transit being studied through the TMP, not regarding Lansdowne and its redevelopment.
- c) The entire premise of Lansdowne 2.0 is funding a major civic project (the replacement of the north stands and the new Event Centre) through the sale of air rights, property tax uplift, and ticket surcharge revenues. The Lansdowne 2.0 analysis should identify the range of costs of providing discount or free transit and the funding mechanisms available to provide this (e.g. further sale of air rights, property tax uplift, and ticket surcharge revenues).

Response: *As stated earlier, ticketholders to all events at Lansdowne currently have access to free transit and shuttle service for events. The incremental costs of enhancing transit service and providing free transit is paid for by OSEG.*



6. The event size increments for TDM measures is large, which may suggest that implementing more discrete TDM measures commensurate with the size of a wider variety of events should be analyzed

Response: The TDM program in place at Lansdowne has been a successful in meeting its goals. Much experience has been gained by City of Ottawa Traffic Services, OC Transpo, and OSEG on a complex program that changes due to factors such as day of the week, time of day, and time of year.

The management of these factors within the revised attendance levels: less than 5,000, 5,000 to 15,000, 15,000 to 25,000, 25,000 to 40,000, and over 40,000 have proven to be effective. Also, as stated previously, the size of average events at TD Place has proven smaller than initially anticipated. OSEG expects 78% of events held this year to be below 5,000.

City of Ottawa Traffic Services – 2022 Queen Elizabeth Driveway Closure Pilot Project:

City of Ottawa staff provided observations on traffic impacts associated with the temporary closure of Queen Elizabeth Drive in 2022. A summary of the findings are outlined below:

1. Historically, Queen Elizabeth Driveway carries 10,000 vehicles per day on this section of road. Although traffic volumes were greatly reduced as a result of COVID, we are expecting that traffic volumes will get close to, if not back to, pre-COVID levels in 2023.
2. The closure of the O'Connor Street and Fifth Avenue intersection results showed an approximate 54-57% increase in vehicular volume. The post closure traffic volume was significantly higher than the design capacity and exceeded the maximum volume for this roadway classification.
3. The Bank Street and Fifth Avenue intersection had an approximate 20% increase in vehicular volume.
4. The Bank Street and Isabella Street (Chamberlain Avenue) intersection post-closure data shows an approximate 8-11% increase in vehicular volume.
5. Although Fifth Avenue and Queen Elizabeth Driveway intersection post-closure data shows approximately a 68% decrease in vehicular volume due to the closure, data showed that northbound traffic diverted directly into the community, specifically on Fifth Avenue & O'Connor Street.
6. Based on the Eco-Counter pathway data, the corridor of choice for both the pedestrian and cyclist is the Multi-use Pathway on the east side of the roadway.
7. EPS (Fire Services) are experiencing delays in responding to emergency calls and the adjacent community is also expressing concerns regarding impacts to EPS
8. The community is experiencing negative down-stream effects such as increases in driver speed, unsafe driving maneuvers, and the disobeying of regulatory signage
9. Transit Services are experiencing delays to afternoon & evening routes on weekends.



Glebe Business Improvement Area:

The Glebe BIA provided comments related to parking and transportation for Lansdowne and the Glebe at large. A summary of the comments are provided below:

1. Modal split to the businesses in the glebe is most people drive 50 - 70%
2. Biggest challenge is Parking and parking enforcement
3. Concerned that any reconfiguration of Bank Street would impact on-street parking losses, which business rely on.
4. 2nd Street Parking Garage is generally full at peak hours on weekends and where there are events taking place in the Glebe or Lansdowne.
5. City parking stats: 175,000 parking transactions during the course of a year on Bank street (160 spots on Bank – 40 off Bank).



Appendix A LESSONS LEARNED COMMUNITY WORKSHOP NOTES



Meeting: LPP 2.0 – Transportation Workshop #1 – Lessons Learned

Date: May 24, 2023 – 5:00pm – 7:00pm

Invitees: Madhoun, Hassan (Stantec Consulting); Menard, Shawn (Councillor); Mark Goudie (OSEG); Marco Manconi (ND Group on behalf of OSEG); Gil Tait (City); Jason Coulas (City); Alexandra Gruca-Macaulay (OOECA); Tom Scott (OOECA); Matthew Meagher (GCA); Patrick Burke (Glebe BIA); Shawn Gettler (Bike Ottawa); Savage, Cheryl (City); Natalie Huneault (City); Alex Stecky-Efantis (City); Anne-Marie Villeneuve (OSEG), Janice Barresi (OSEG); Ted Horton (NCC); Sean Moore (City)

Regrets: Patrick Burke, Matthew Meagher, Ted Horton, Cheryl Savage, Natalie Huneault and Alex Stecky-Efantis

Presentation provided by Sean M and Hassan M:

- Meeting Purpose / Objective
- Background
- Active Transportation & Transit Operations Feasibility Study
- Overview of TDM Experience at Lansdowne
- Overview of LTMOOC Improvements / Adjustments
- Lansdowne 1.0 Lessons Learned - Discussion

Notes:

Discussion

- Q: Alexandra – What are the stats on overall data shown for events
 - Were the condos occupied when traffic counted/studies completed?
 - A: Measurement of on-site demand was collected in 2016 and 2017: 2017 was very busy year for site and major events
- Active Transportation Map improvements from last report were shown and discussed

Cycling topic:

- Sue: upcoming Bank Street Study: hard to imagine the results of this study having any impact on LPP; is it too far away?
 - Seems like half the effort, half the study, why not do all of Bank Street?
 - A: Cllr. Menard: Study for Glebe section came from Bank Street height and character study. There will be another AT study in this area in the Glebe section. There are connectivity gaps on Bank Street. Need to acknowledge goals by increasing cycling/pedestrian and not adding cars
- Shawn: List of proposed changes is mostly access issues. Seems cars and people can mix onsite; the Bank street intersection is hostile – people increase speed on approach from Holmwood. QED signal at Princess Patricia. Direct access from Canal MUP. Holmwood: Counter-flow lane – safe and comfortable but backs up into Lansdowne Park and pathway is usually blocked. Need a better entrance for cycling from north side of side.

- Cllr Menard: All onsite parking can't block access on QED – All ways (cars etc). Transit: free or low cost really works well & need more shuttle OC routes #6 & #7. Need shuttles etc from Billings northbound. If QED not closed, cut through traffic is an issue. Bank Street should be 3 lane model (parking/bike lane/transit only) Need to better utilize on street parking (2nd Ave) Would like to see connection to canal as well
- Johnathan M (Cllr Office): Lives on Bank Street, 4 lanes are not needed/ closed for construction anyways. Also reduced lanes during Covid worked well and reduced street racing. Connection to Colonel By.
- Sean M: TDM will be received in June
- Hassan: TDM coming forward. It focuses on # of residential units proposed, looking at day to day usage and to 2036 horizon for growth, how the site will function with additional residential, major events, game days. Office/Retail will see a net decrease in usage. Reviewing what TDM measures are needed, what will + 1200 units do to demand on Bank Street, timing is good to do study. TDM study will be completed this week and will be posted to Planning application on Devapps in June 2023
- Alexandra: What/how is personal deliveries to residential considered? Would it be considered as part of modeling? A: Hassan – No this is not factored in because they usually deliver during the day and off-peak times, should not influence traffic patterns or demand.
- Jason: Gil do we monitor / program lights on Bank Street? A: Gil- Yes, we have 42 different cycles for lights. We can look at this further for big events. Mark G: I hope this is something we can investigate. Gil: can empty the stadium rush in 45 mins – need to look at safe movements
- Sue N: Traffic going into LPP – Will access remain the same? A: Hassan – Yes access will remain the same. Phase 3 will reconstruct the parking garage, may reconfigure but access location will not change.
- Alexandra: Chunk of Colonel By bridge closed for repairs
- Shawn G: LPP did well on Bike parking for the site with the options of parking multiple types of bicycles (cargo etc)
- Tom S: observation that many people walk across Flora Foot Bridge and park within Old Ottawa East on streets. Is this traffic accounted for as pedestrian or auto trips?
- Tom S: comment on the O'Connor Street north/south bike connection and improvements to the connection to Lansdowne at Fifth Avenue.
- Tom S: During the Women's World Cup there was water taxis from Rideau Centre – how do we make canal a north-south transportation mode or get a dock on the Canal at Lansdowne? Use of Canal and bringing people by water taxis should be looked at
- Gil Tait: The water taxis during the Women's World Cup was organic, and not approved by Parks Canada or NCC. Pedestrian cross over at Gate 3 and the concept of a

signalized ped crossing at Princess Patricia and QED would enable safe crossing of pedestrians – could lead to decision on use of Canal in the future

- Sue: Can this be an ongoing group meeting? A: Sean: yes, I'm open and would like to meet again, and have OC Transpo reps at the table, especially with TIA launch
- NCC was invited but declined invitation – will provide written feedback.

Next Steps & Additional Action Items:

- Circulate Meeting Minutes

Approved by:

A handwritten signature in blue ink, appearing to read 'SM', with a long horizontal flourish extending to the right.

Sean Moore, MCIP/RPP
Director, Lansdowne Park Redevelopment Project

Date: May 25, 2023