

# Lansdowne 2.0

## Planning Rationale Addendum

October 6, 2023

**Mr. Krishon Walker**

Planner II, Economic Development Services  
Planning, Real Estate and Economic Development  
City of Ottawa

**RE: 945 and 1015 Bank Street  
Official Plan Amendment (D01-01-23-0009) & Zoning By-law Amendment (D02-02-23-0047)**

Dear Mr. Walker,

On behalf of the City of Ottawa, Fotenn has prepared the following Planning Rationale Addendum referencing the revised demonstration concept plan and details of the planning applications in response to technical circulation comments received on August 3<sup>rd</sup>, 2023, which address the first submission of materials supporting the Official Plan and Zoning By-law Amendment applications (D01-01-23-0009 and D02-02-23-0047) related to the proposed Lansdowne 2.0 project, located at the address municipally known as 945 and 1015 Bank Street in the City of Ottawa.

In support of the resubmission and the revised design, please find enclosed the following:

- / Revised Architectural Package, prepared by Trinity, dated August 17, 2023;
- / Revised Design Brief, prepared by Hobin Architecture Inc., dated October 4<sup>th</sup>, 2023;
- / Planning Rationale Addendum, prepared by Fotenn Planning + Design, dated October 4<sup>th</sup>, 2023;
- / Heritage Impact Assessment Addendum, prepared by ERA Architects, dated September 25, 2023;
- / Revised Roadway Traffic Noise Feasibility Assessment, prepared by Gradient Wind, dated September 13, 2023;
- / Transportation Impact Assessment Technical Memorandum, prepared by Stantec, dated September 14, 2023;
- / Pedestrian Level Wind Study, prepared by Gradient Wind, dated September 13, 2023;
- / Revised Functional Servicing and Stormwater Management Study, prepared by WSP, dated September 22<sup>nd</sup>, 2023.
- / Revised Geotechnical Report, prepared by Paterson, dated October 4<sup>th</sup>, 2023.

In our professional opinion, the enclosed submission appropriately addresses comments raised by City Staff and through public consultation, and request that this file proceed to joint Planning and Housing and Finance and Corporate Services Committee.

Should have any questions on the revised submission, please don't hesitate to reach out to the undersigned at [warren@fotenn.com](mailto:warren@fotenn.com) or [beed@fotenn.com](mailto:beed@fotenn.com).

Sincerely,



Patricia Warren, M.Pl.  
Planner

Tim Beed, MCIP RPP  
Senior Planner



Brian Casagrande, MCIP RPP  
Partner

**FOTENN**

# 1.0 Introduction

## 1.1 Application History

In June 2023, Fotenn Planning + Design (“Fotenn”) submitted a Planning Rationale in support of Official Plan and Zoning By-law Amendments for Lansdowne 2.0. The proposed concept included a residential component that included three towers of 29, 34 and 40 storeys, and a non-residential component that included a new sports arena and a new retail podium. The proposed Official Plan and Zoning By-law Amendment proposed revised policy and by-law provisions to facilitate future redevelopment including maximum building heights or 40-storeys, increased maximum residential units permitted, and rezoning of a portion of the lands to permit the sports arena at the proposed location.

In consideration of the first round of technical comments received on August 3<sup>rd</sup>, 2023, the proposed development and implementing Official Plan and Zoning By-law Amendments have been revised to address several of the comments, most notably removing one of the proposed residential towers and reducing the tower floorplate of the remaining two towers.

The intent of this Planning Rationale Addendum is to assess the revised proposal against the applicable policy and regulatory framework, and to provide an analysis of how the proposed revisions to the development achieves good design and is appropriate for the site. This Planning Rationale Addendum should be read in conjunction with the June 2023 Planning Rationale, as information that did not require any further clarification or discussion has not been included within this report, but remains applicable for consideration.

## 1.2 Summary of Revisions

As a result of comments received through public consultant efforts, and City Staff review, as well as an internal reevaluation of the development program, the proposed development concept and planning applications have been amended as detailed below.

The proposed concept, as outlined in the June 2023 submission, has been revised to remove the third residential tower located closest to the Aberdeen Pavilion, resulting in a two-tower concept of 40 and 25 storeys in height. In addition to the removal of one residential tower, the proposed floorplate sizes of the remaining two-towers have been reduced from approximately 900 square metres to approximately 800 square metres.



Figure 1 Concept Design Evolution resulting in current 2-tower plan with additional plaza space (right).

These two major revisions to the plan have resulted in a decrease in residential unit yield from 1,200 units to approximately 770 units (distributed between the two towers and potential residential podium). The revised design has also allowed for additional tower separation, with an opportunity to now provide spacing between towers ranging from 40 to 60 metres, exceeding the distance required in the Zoning By-law and the Urban Design Guidelines for High Rise Buildings. Associated parking for the residential towers has also been reduced from the June 2023 proposal by almost half, decreasing from 739 spaces to 386 spaces. Of the 386 spaces proposed,

approximately 35 spaces allocated to non-residential uses. The remaining parking spaces will be allocated to the two residential towers. No visitor or commercial parking will be provided in the proposed new parking garage, as the existing 1,089 paid underground spaces (including the 230 nested Whole Foods / LCBO spaces) are expected to accommodate those vehicles. A bicycle parking count ratio of one space per unit continues to be proposed.

The retail podium is proposed to be developed as a two-storey built form; consistent with the June 2023 submission. As in the previous submission, the residential portion of the podium will be stepped back from the edge of the retail podium, providing a terrace for the residents of the building. The revised design also results in the podium to decrease in size from approximately 10,003 square metres to approximately 4,611 square metres. This decrease is a result of the removal of the music hall and one upper-level of retail space, which has been replaced by residential amenity area on the second floor of the podium. The reduction in the retail space still allows for an active ground floor that contributes to the year-round activation of Lansdowne.

The removal of the third residential tower adjacent to Aberdeen Pavilion has created an opportunity for the introduction of a new public realm space approximately 1,858 square metres in size. This new public realm space provides an opportunity for activation between the Aberdeen Pavilion and the new Sports arena. Key elements of the proposed demonstration concept such as the ceremonial stairs and raised promenade, as well as views to protected heritage assets are retained in the revised design.



Figure 2 Visual Comparison of recent demonstration concept plans, with 2-tower concept at bottom.

### 1.3 Required Applications

The required planning applications remain generally consistent with the originally submitted application. To facilitate the proposed development, Official Plan Amendment and Zoning By-law Amendment applications are required. An Official Plan Amendment is required to provide greater clarity regarding the applicable functional

designations on the subject property, and is also required to permit an increased maximum building height on the subject property.

A Zoning By-law Amendment is required to seek relief zoning performance standards to create a building envelope for future development. The Zoning By-law Amendment advances the existing zoning performance standards that were developed for Lansdowne 1.0, allowing for the evolution of Lansdowne 2.0.

The proposed development still intends to re-visit the form and function and Guiding Principles of Lansdowne, and specifically Exhibition Way, as a place of exhibition, open to the City as a whole that fosters public gathering, vibrancy, and a centre of activity for the City. Through the revised concept design there will be a continued focus on placemaking, and the careful integration and enhancement of all new features with the objectives of the existing site – including a shared commitment to recognizing and celebrating Algonquin history, art and culture, respecting heritage building views, animating Exhibition Way, providing access to the Great Lawn, and preserving and incorporating existing public and private components of Lansdowne today.



## Proposed Development & Design Brief

As a result of comments received through public consultant efforts, City Staff review, as well as an internal evaluation of the development program, the proposed development has been revised from the June 2023 proposal, which was derived from the 2022 Council-approved in principle concept.

The intent of the Official Plan Amendment and Zoning By-law Amendment applications has not changed since the original submission of the applications in June 2023. The intent remains to implement Official Plan policy guidance and zoning by-law performance standards that facilitate the development of a new retail podium, high-rise residential towers, sports arena, north stadium stands and reconfigured public amenity space.



Figure 3 Demonstration Plan render from Exhibition Way.

Consistent with the original proposal, as part of the future development, air-rights are proposed to be sold through a public-process to develop the residential portion of the development, while the City of Ottawa will be developing the remaining components. As the City of Ottawa is not developing the high-rise residential component, the proposed concept plan as described in greater detail below is intended to be conceptual only and provide a demonstration of how the towers may be developed in the future in compliance with the proposed zoning and official plan amendments.

Importantly, the presented concept plan is not intended to represent the only massing options for the residential development within the building envelope that is proposed for the site, and other options may be explored through the Site Plan Control process with the developer responsible for this residential component of the redevelopment.

Air rights refer to the opportunity for a separate real-estate developer to occupy the air space above a plot of land, and are often utilized with residential development located in urban areas and in public-private partnerships. Potential developers can lease or purchase this air space without buying the building on ground below it.



Figure 4 Demonstration Plan render from Paul Askin Way.

Although the concept plan provides insight into how the future development could be implemented, the defining parameters for redevelopment of the site in the future will be established through a site-specific zoning schedule, and amended site specific zoning provisions and would delineate permitted uses, parking rates, maximum unit counts, separation distances, and building heights among a wholistic suite of performance standards applied.

The schedule will be a tool to ensure that site-specific conditions and unique context are considered and respected in the Zoning By-law Amendment process, specifically regarding the treatment of the new development along Exhibition Way, and in close proximity to important heritage assets and public amenities. In essence, the OPA and ZBLA for the lands are intended to create clarity in the process without departing from the overarching objectives and principles for continued evolution of Lansdowne.

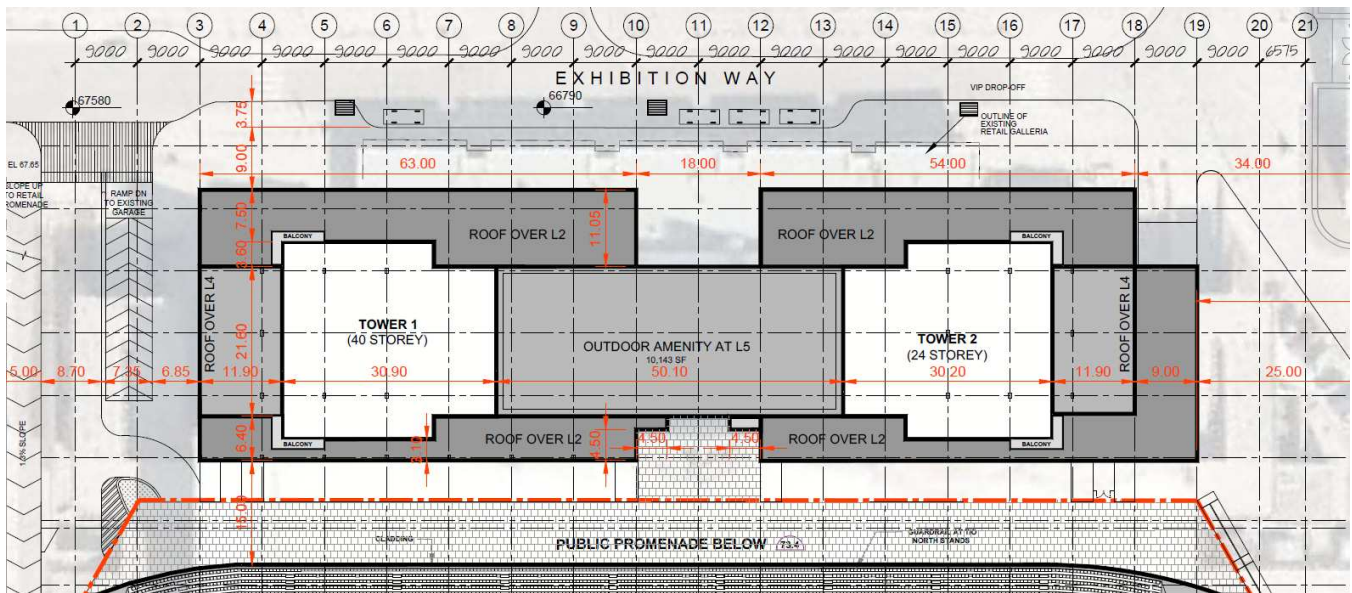


Figure 5 Demonstration Site Plan.





Figure 6. Revised development concept – demonstration of a two-tower buildout of the site based on the proposed zoning provisions.

## 2.1 Revised Application Details

The proposed provisions of the planning applications (OPA & ZBLA) as well as the details of conceptual demonstration plan have been revised for this formal resubmission.

The concept that was reviewed in June 2023 included three residential towers that would accommodate approximately 1,200 units, with two of the towers situated atop the new retail podium and the third tower as a standalone building adjacent to the Aberdeen Pavilion and the proposed sports arena.

The revised concept demonstration plan for the subject property will situate the two remaining towers on top of the proposed retail podium. The proposed maximum building height on the site remains at 40 storeys, however the proposed number of dwelling units has been decreased from approximately 1,200 units to approximately 770 units. The reduction in residential units has also resulted in a decrease of parking on the site, from 739 residential parking spaces in the June 2023 proposal to 351 residential spaces in the revised design. The proposed retail podium is now proposed to have a gross floor area of approximately 4,611 square metres, a reduction of approximately 2,744 square metres from the June 2023 proposal.

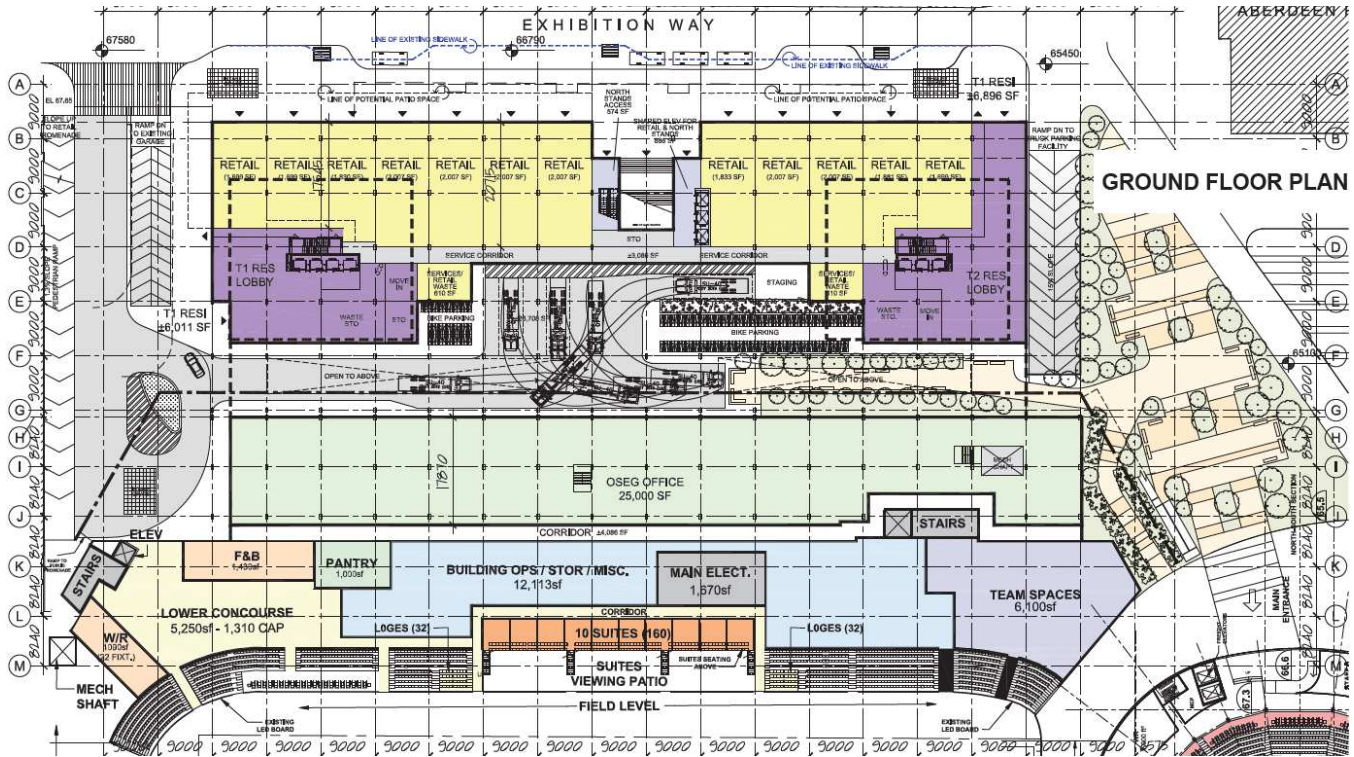


Figure 7. September 2023 Revised Ground Floor Plan

Through the revised design, a number of performance standards are now required to be amended to provide building envelope consistent with the proposed development. The following revisions have been made to the proposed development concept:

- / Reduction of the number of high-rise towers on the site to two (2) towers above the retail podium, with a maximum of 770 residential units;
- / Relocation of office space from the podium to under the north stadium stands;
- / Reduction of the tower floorplate size by approximately 100 square metres;
- / Relocation of parking from the mezzanine to fully underground and reduction of parking by 353 spaces;
- / Reduction of residential floors within the podium from four (4) floors to two (2) floors;
- / Reduction of retail space at the second podium level to accommodate residential amenity space;
- / Removal of the music hall space;
- / Increased separation distance between towers to over 50 metres



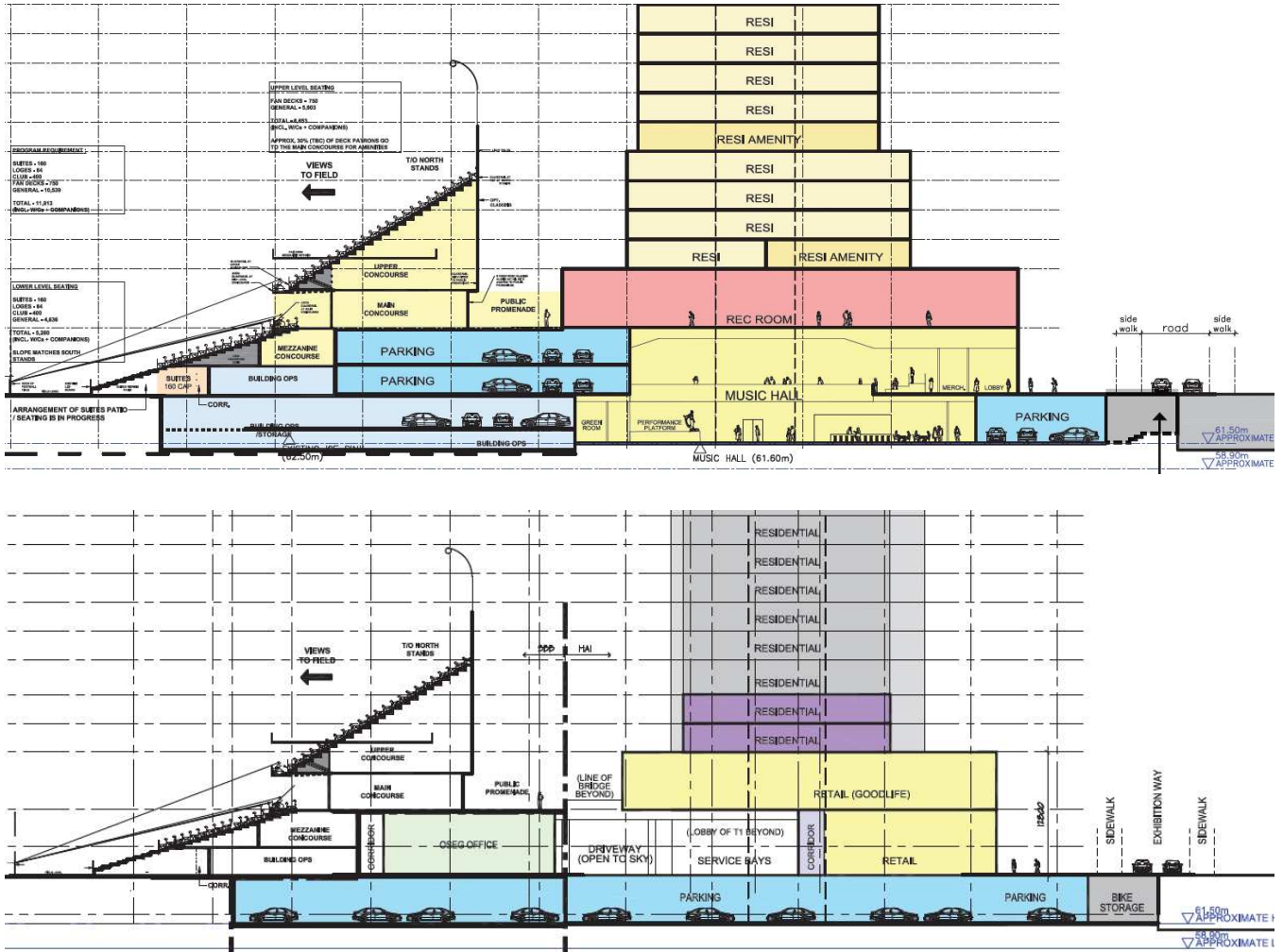


Figure 8. Comparison of the June 2023 (top) and September 2023 (bottom) podium configurations

As a result of the revisions to the development concept, the following additional amendments are required as part of the Zoning By-law Amendment application:

- / Add a maximum unit count to the site of 1,050 units;
- / Reduce the minimum required vehicle parking for residential uses to 0.4 spaces/unit;
- / Remove the requirement for visitor parking;
- / Increase the bicycle parking requirement to 1 space/unit;
- / Increase the minimum required separation distance between towers to 23 metres;
- / Increase the maximum non-residential gross floor area to 43,450 square metres for the whole site
- / Remove the maximum office gross leasable floor area requirement;
- / Add 'apartment dwelling, high-rise' as a permitted use;
- / Add 'hotel' as a permitted use; and
- / Revise the language regarding permitted uses in the Lansdowne subzone.

## 2.2 Public Realm

As outlined in the June 2023 submission, maintaining heritage assets and the character of the site is of upmost importance to the proposed concept.

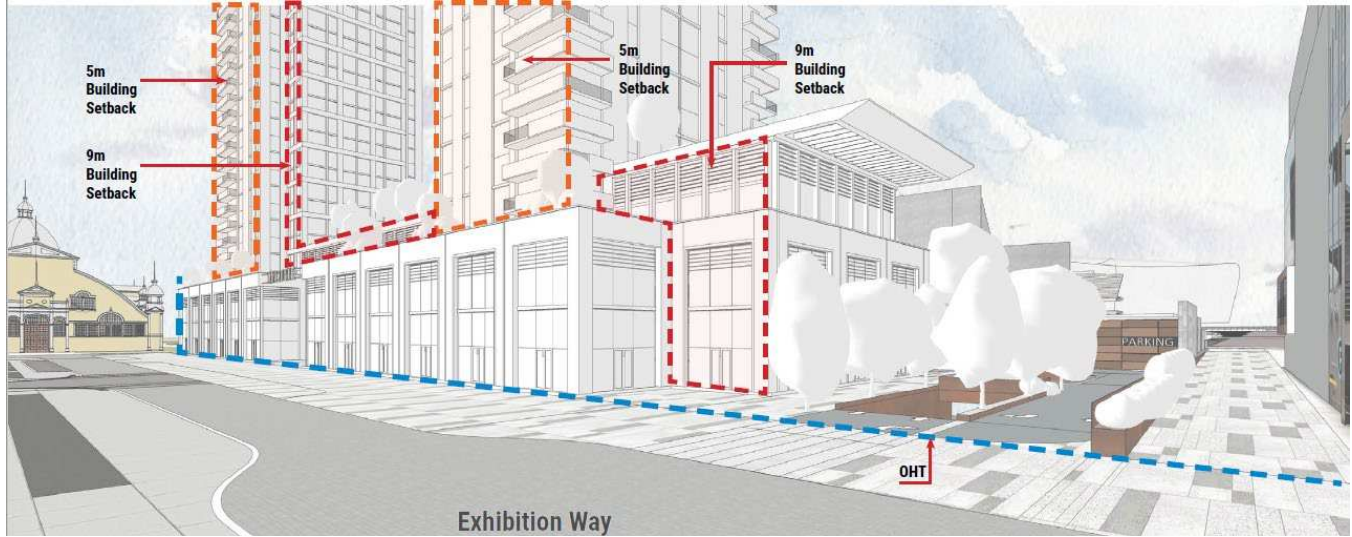
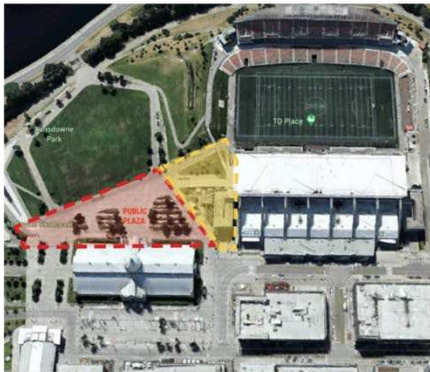


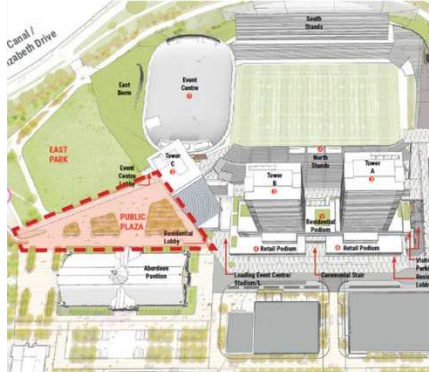
Figure 9 Demonstration Plan podium and tower setback dimensions.

The revised concept plan, with the removal of the third residential tower adjacent to Aberdeen Pavilion and the new sports arenas, will create a new 2,034 square metre public plaza (Blue in below image), contributing to the public realm at Lansdowne Park and the protection of heritage views from different areas around the site.

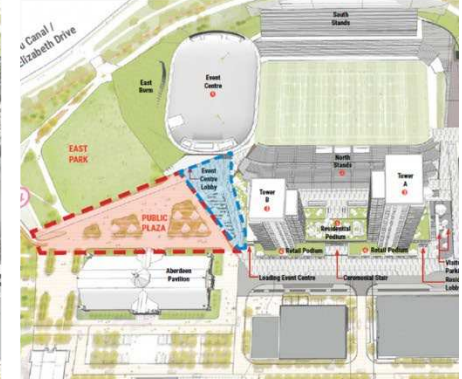
Existing Condition



Three-Tower Design (2022)



Two-Tower Design (2023)



- Existing Public Plaza
- Expanding Public Plaza
- Existing Loading / Mechanical / Service NorthSide Stands Exit Stairs/Ramp

Figure 10 Comparison illustrating additional public realm space available in two-tower design concept (Right).



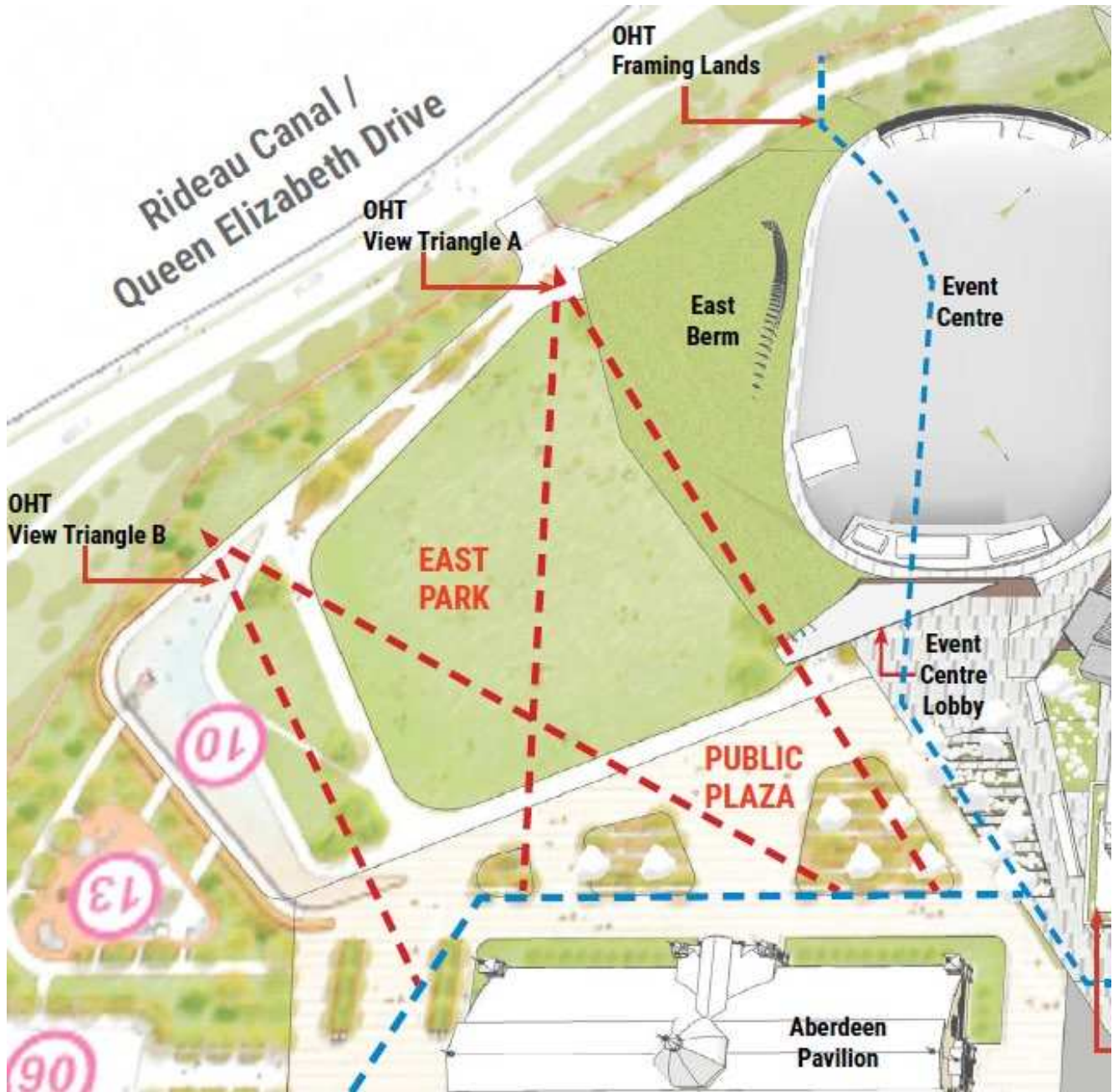


Figure 11. View of the public plaza in front of the proposed sports arena.



Figure 12. View of the urban plaza and reclaimed public realm space in front of the proposed sports arena (October 2023 concept)

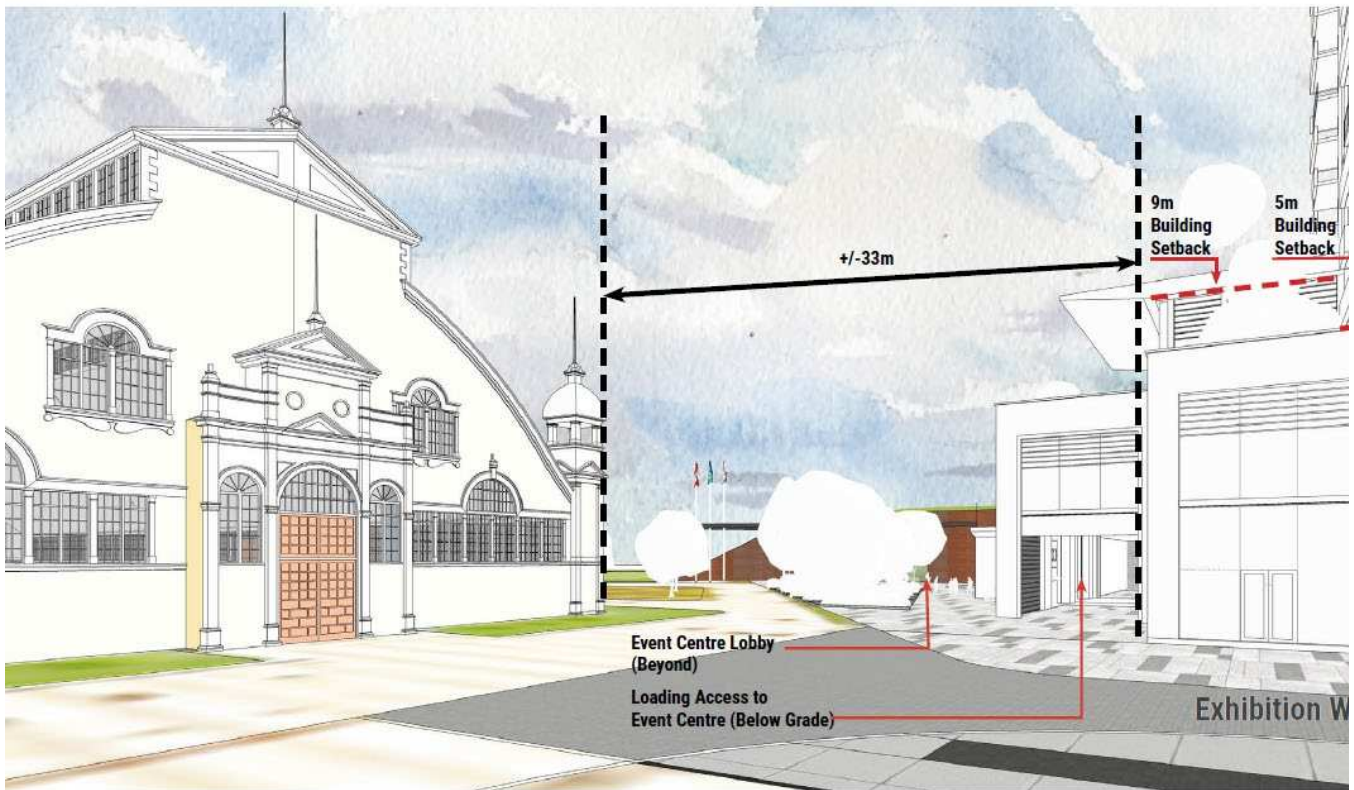


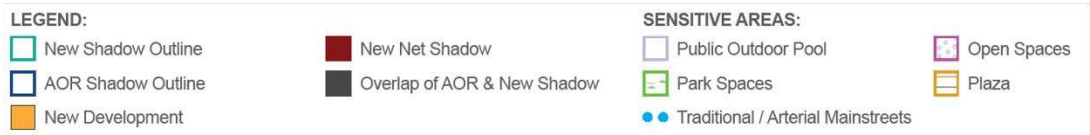
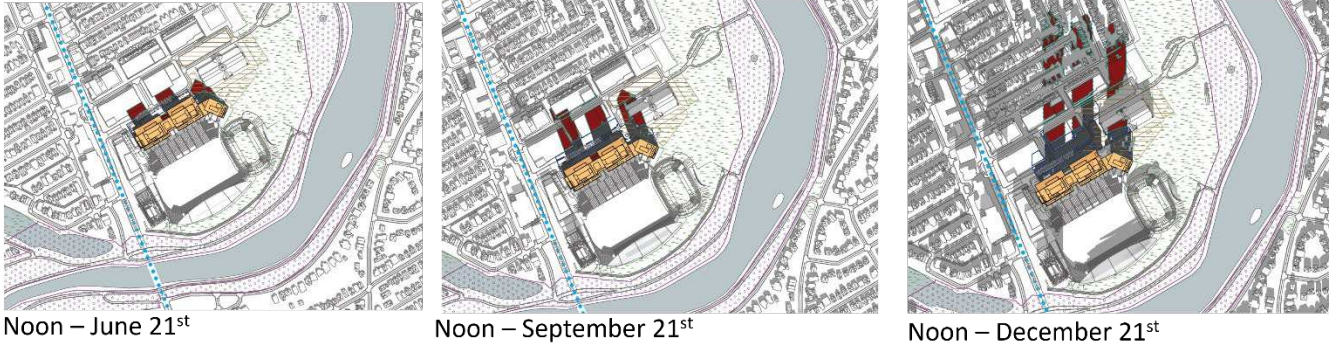
Figure 13. Looking southwest at the reclaimed public realm space where the third residential tower was proposed in June 2023 (October 2023 concept)

The enhanced views from Bank Street along Exhibition Way will be maintained as shown in the June 2023 design. As outlined by ERA Architects in their Heritage Impact Assessment Addendum Memo dated September



2023, the removal of the third tower closest to the Aberdeen Pavilion creates a greater separation between the heritage resource and the proposed development. In addition to the increased space at-grade which prioritizes pedestrians, the removal of the tower also reduces shadow impacts to the adjacent heritage asset.

Three-Tower Shadow Study



Two-Tower Shadow Study

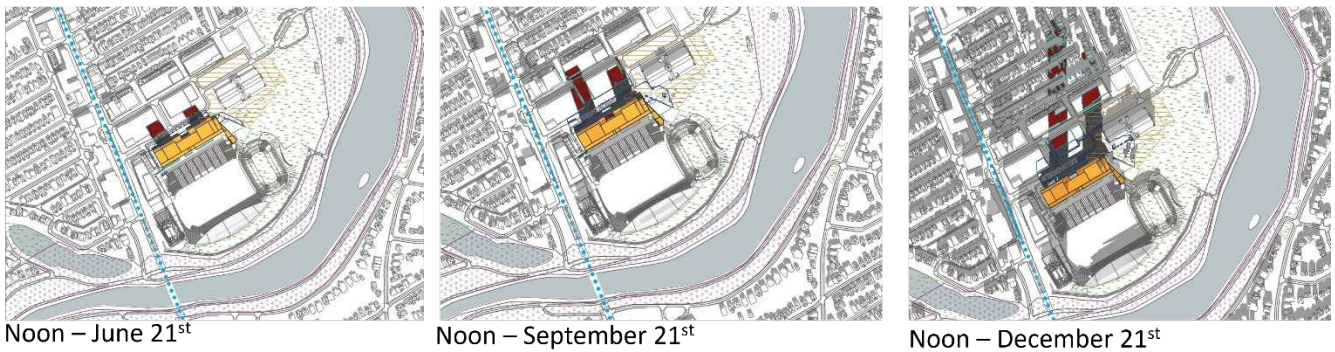


Figure 14 Comparison of three-tower (top) and two-tower (bottom) shadow study.

## Current Proposal - 2 Towers

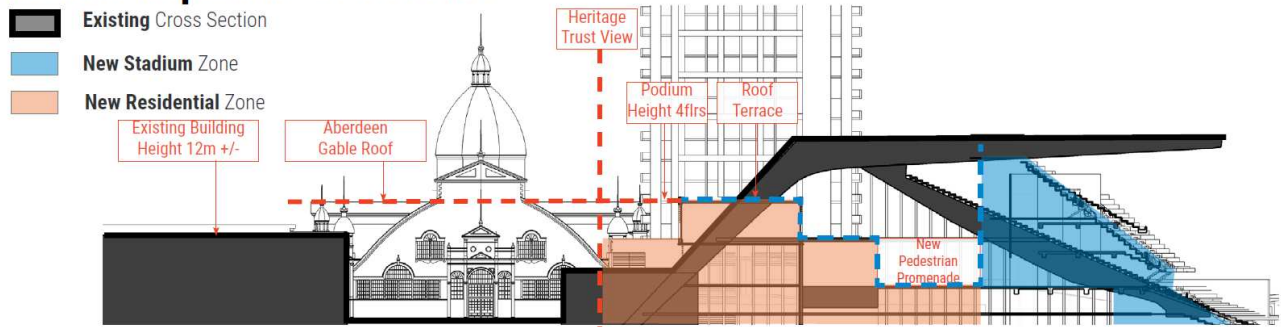


Figure 15 Heritage Considerations along Exhibition Way.

### 2.3 Site Access and Circulation

Vehicular access to the site is unchanged and will be maintained along Bank Street and Queen Elizabeth Driveway. Vehicular access to the revised demonstration concept itself has been unchanged, with access at the east and west sides of the new podium, servicing one (1) level of underground parking with approximately 386 spaces located at level P1. As part of this concept, the P1 level is proposed to allocate 351 parking spaces for residential use and 35 spaces for non-residential uses, such as the sports arena. All parking needs for visitors and for the non-residential uses are proposed to be accommodated within the existing underground parking garage at Lansdowne, where 1,089 spaces are available for the public, including the 230 nested spaces that are available for the Whole Foods and LCBO retail stores.

Pedestrian access to the site is also unchanged, with a ceremonial stair proposed in the centre of the new podium to provide access to the north stadium stands, as well as pedestrian access at the west side of the retail podium (Figure 6) The ceremonial stair will include an escalator and elevators to provide an accessible option for future users of this space.

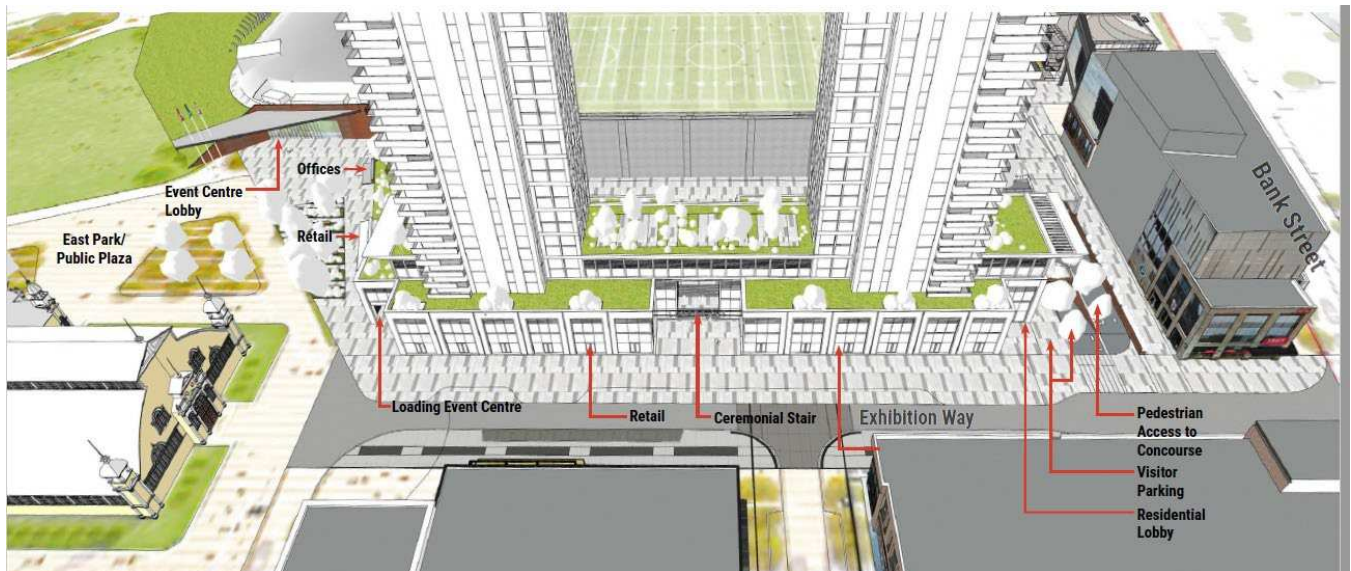


Figure 16. Aerial image of Exhibition Way and vehicular and pedestrian access to the proposed development



The revised demonstration concept, similar to the June 2023 concept, has contemplated site access by all modes of transportation. The revised concept and associated zoning provisions will include bicycle parking requirements at a rate of at least one (1) space per dwelling unit. With a zoning maximum unit count of 770 units for the proposed redevelopment, this would result in 770 new bicycle parking spaces for residential uses, with additional bicycle parking provided for the non-residential uses on site.

The revised Transportation Impact Assessment and Transportation Demand Management Strategy prepared by Stantec, dated September 2023 highlights a number of strategies to encourage a modal-split that prioritizes non-vehicular access to the site. Through the removal of visitor parking spaces, the reduction in the minimum parking space rate, and the increase in bicycle parking, the proposed development continues to encourage future residents and visitors to the site to use alternative modes of transportation.

## 2.4 Future Massing Options

The revised concept has evolved from a three-tower design to a two-tower design. As the intent of the Official Plan Amendment and Zoning By-law Amendment is to establish a building envelope that can appropriately accommodate two high-rise up to 40 storeys, a new sports arena, a new retail podium, and new north stadium stands, the configuration of the residential portion of the development is currently demonstrated as 40 and 25-storey towers. This demonstration is not intended to be the final design of any future development, as there are many different configurations of residential towers that will be permitted within the proposed building envelope that will attain the same residential unit yield. Through a future Site Plan Control application for the residential portion of this development, details of the residential towers such as unit mix and tower floorplate size will dictate required tower heights, which will not exceed the zoning by-law maximum of 40 storeys.

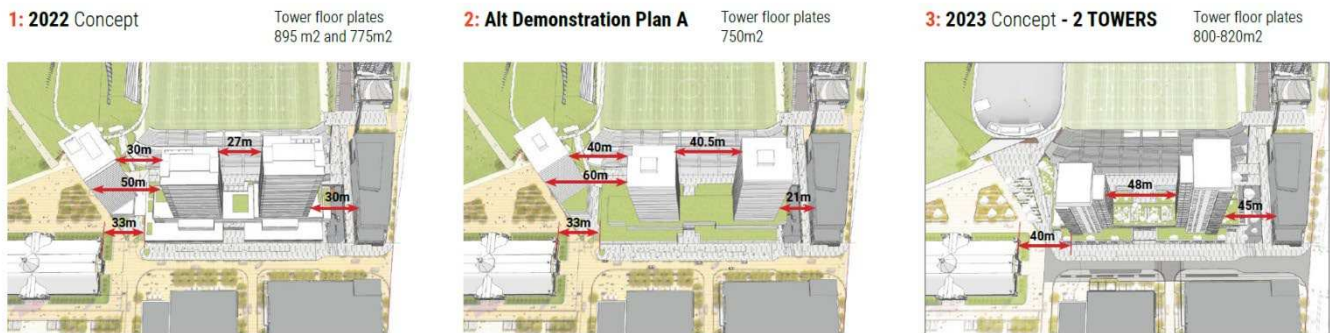


Figure 17 Various Massing Options Examined.

## 3.0 Policy & Regulatory Framework

The conclusions of the original report stand and are unchanged...

### 3.1 Provincial Policy Statement (2020)

The Provincial Policy Statement, 2020 (PPS) was reviewed in detail in the June 2023 Planning Rationale. The discussion within the report as it relates to the PPS is unchanged and remains valid as it relates to the revised concept. The revised concept continues to propose a mixed-use development that will introduce additional housing options, a new municipally owned recreational facility, and employment uses that will meet the long term needs of residents on the subject property, residents within the adjacent neighbourhood and residents of the City of Ottawa as a whole.

**The June 2023 Planning Rationale should be referred to for a full discussion regarding the PPS.**

### 3.2 City of Ottawa Official Plan (2022)

The City of Ottawa Official Plan was reviewed in detail in the June 2023 Planning Rationale. The discussion within the report as it relates to the Official Plan remains valid and applicable to the revised concept. Additional discussion regarding the revised concept, that should be read in conjunction with the June 2023 Planning Rationale, follows.

#### 3.2.1 Growth Management, Supporting Intensification

The revised concept still represents intensification of an existing property within the urban area, which where the majority of growth is to occur, as per the growth management policies of the Official Plan. The revised concept will contribute to the existing 15-minute neighbourhood that is Lansdowne Park by creating additional residential uses on the property, in addition to the new sports arena, retail podium and north stadium stands, which will invite additional people onto the property at any given time.

The revised concept remains consistent with the policies of the Official Plan as they relate to employment. As with the June 2023 proposal, the new sports arena will increase the capacity for events and permit multiple events to occur at one time, contributing to additional employment opportunities at Lansdowne Park.

Through the revised proposal, a healthy mix of residential and non-residential uses are being proposed, contributing to a mix of intensification types on the site.

#### 3.2.2 Inner Urban Transect

As outlined in the June 2023 Planning Rationale, the subject property is located within the Inner Urban Transect. An expanded discussion regarding the applicable Inner Urban Transect policies is provided below as it relates to the revised development concept.

- / Policy 3 of Section 5.2.1 – The Inner Urban Transect is generally planned for mid- to high-density development, subject to:
  - a) Proximity and access to frequent street transit and rapid transit;
  - b) Limits on building heights and massing, as per the underlying functional designation, and the separation of tower elements, established through secondary plans or area-specific policy, the functional designations and urban design policies in subsection 4.6, or as a result of the application of heritage conservation policies in subsection 4.5; and
  - c) Resolution of any constraints in water, sewer and stormwater capacity.

**The revised development concept and accompanying proposed zoning by-law revisions have reduced the overall density proposed on the subject property; however, the density remains**



within the mid- to high-density category, which is appropriate for the subject property. As outlined in the June 2023 Planning Rationale, Lansdowne Park has frontage on Bank Street, which is an identified Transit Priority Corridor with frequent bus service. As the Lansdowne Special District policies do not provide direction with respect to maximum building heights on the site, the proposed Official Plan Amendment will establish this direction; permitting up to 40-stories. As outlined in the June 2023 Planning Rationale and in the latter sections of this report, the revised development concept is consistent with the urban design and cultural heritage policies of the Official Plan.

- / Policy 5 of Section 5.2.1 – The Inner Urban Area is planned for mid- to high-density, urban development forms where either no on-site parking is provided, or where parking is arranged on a common parking area, lot or parking garage accessed by a common driveway.

The revised development concept provides one level of underground parking which includes 386 parking spaces. Of the parking spaces that are shown within the concept, 351 spaces are intended to be allocated for the new residential use, while the remaining 35 spaces are intended to be allocated for non-residential uses, such as the new sports arena. Unlike the June 2023 concept, parking is now proposed to be arranged on one underground level, instead of within the mezzanine level and underground level. Through the proposed Zoning By-law Amendment, the required parking minimum is now proposed to be reduced to 0.4 spaces per dwelling unit being required, allowing for future development to provide less parking than originally contemplated for the site, and consistent with the direction of the Official Plan as it relates to parking. Additionally, no visitor parking is proposed to be included as part of the revised development concept as Lansdowne Park already provides an underground parking garage which accommodates 1,089 publicly accessible spaces. These existing spaces are intended to accommodate any future visitors of the residential component of the redevelopment and any patrons of the non-residential component of the redevelopment.

- / Policy 2 of Section 5.2.2 – The transportation network for the Inner Urban Transect shall:
  - a) Prioritize walking, cycling and transit use; and
  - b) Accommodate motor vehicle access and movement provided doing so does not erode the public realm nor undermine the priority of pedestrians, cyclists and transit users.

As outlined in the June 2023 Planning Rationale, the proposed development is located in an area that is accessible by all modes of transportation. The revised development concept and Zoning By-law Amendment will increase the required bicycle parking rate to one (1) bicycle parking space per dwelling unit. By increasing the bicycle parking rate on the site, future residents will be encouraged to use alternative modes of transportation. Through the Zoning By-law Amendment, the minimum required parking rate will be decreased to 0.4 spaces per dwelling unit, reducing the overall number of parking spaces required on site as originally contemplated in the Zoning By-law and the June 2023 concept. The combination of reducing vehicle parking and increasing bicycle parking, in addition the site's location adjacent to Bank Street, multiple modes of transportation are encouraged to access Lansdowne Park.

### 3.2.3 Lansdowne Special District Designation

As outlined in the June 2023 Planning Rationale, the subject property is designated as Special District 5 – Lansdowne. An expanded discussion regarding the applicable Special District policies is provided below as it relates to the revised development concept.

- / Policy 1 of Section 6.6.2.4 – Support the role of Lansdowne as a destination for amateur and professional sports, year-round festivals, residential, entertainment, commercial activity and a public place that has been on one of Ottawa's main gathering spaces for over a century and provides a mix of greenspaces and heritage and can be enjoyed by residents 365 days a year.

**The revised design concept does not propose to change any of the fundamental components of the proposed development. The proposed development will continue to contribute to supporting the role of Lansdowne as a destination for amateur and professional sports, festivals, concerts, etc. by creating modern, safe and efficiently maintained facilities. The new facilities will contribute to the increasing the number of visitors at Lansdowne Park, enhancing the site as a gathering space.**

- / Policy 2 of Section 6.6.2.4 – Continued investment in transportation demand management programs for residents and visitors to ensure the focus is on sustainable transportation modes. Automobiles should be de-emphasized with corresponding improvements to pedestrian and cycling infrastructure. The safety of pedestrians and cyclists on Bank Street as well as on connections to the surrounding neighbourhood will be prioritized.

**As outlined in the June 2023 Planning Rationale, no new vehicle access is proposed to the site as a result of the proposed redevelopment. The revised development concept includes 386 vehicle parking spaces, with 351 spaces allocated for residential uses and 35 spaces allocated for non-residential uses. In addition to decreasing the number of vehicle spaces in the revised development concept, the Zoning By-law Amendment will reduce the minimum required vehicle parking rate to 0.4 spaces/unit and increase the minimum bicycle parking rate to 1 space/unit, encouraging alternative modes of transportation. As discussed in the June 2023 Planning Rationale, the current transportation demand measures in place on game-day & for all ticketed events is not proposed to be removed. As part of the submission package in June 2023, a Transportation Demand Strategy was included alongside the Transportation Impact Assessment to provide options for transportation demand strategies on the subject property associated with the proposed development.**

- / Policy of Section 6.6.2.4 – Should new development be proposed, any amendment to the Zoning By-law will be evaluated in accordance with the requirements set out in the City's Lansdowne Partnership Plan, the Master Limited Partnership and registered site plan agreements for Lansdowne, and any other related agreements, all as may be amended from time to time. New development will be evaluated for conformity with the above noted requirements and the Council approved Guiding Principles for Lansdowne as follows:

- b) Encourage sufficient intensity of development and mix of uses that will allow the site to remain active;

**The revised development concept ensures that a sufficient intensity of development and mix of uses are proposed on the site. The revised design concept and zoning by-law provisions have reduced the maximum number of dwelling units to 770 units, which will continue to contribute to the vibrancy of the site and complement the non-residential uses that are proposed and that already exist on site.**

- c) Great care and attention are to be given to ensure the universal values of the Rideau Canal UNESCO World Heritage site are not adversely impacted or diminished. Acknowledge as a heritage element and retain its soft landscape environment with this environment extending into the new open space. A cultural heritage statement may be required for any development application under the Planning Act within 30 metres of the Rideau Canal UNESCO World Heritage site and its landscaped buffer, which will be reviewed in consultation with Parks Canada and the National Capital Commission;

**An updated Heritage Impact Assessment Technical Memo was prepared by ERA Architects regarding the revised development concept and removal of the third residential tower. The technical memo concluded that the removal of the third tower may slightly reduce the impact on the affected Heritage Conservation Easement Agreements Viewpoints and dynamic views of the site from the Rideau Canal and NCC lands.**

- d) Development should respect and conserve existing buildings designated under the Ontario Heritage Act. New development shall respect the established heritage values of the Aberdeen Pavilion



National Historic Site of Canada and the agreements to ensure its conservation, including enhancement of views to and from the building and appropriate uses for ongoing public access and activity;

**As outlined above, the technical memo prepared by ERA Architects has generally made the same conclusions as the June 2023 Heritage Impact Assessment. The technical memo states that the revised development concept will continue to impact the visual prominence of the Aberdeen Pavilion from certain vantage points, as the two towers will be visible beyond the silhouette of the Aberdeen Pavilion. Despite this, the removal of the third tower adjacent to the Aberdeen Pavilion will increase the separation distance between the proposed development and the heritage resource and allows for improved at-grade conditions for pedestrians.**

Importantly, the HIA Addendum notes that the revised proposal has been informed by the Conservation Design Parameters established in Section 6 of the previously submitted June 2023 HIA, including the following design considerations:

- / Prioritize the pedestrian experience at ground level between the east tower and the Aberdeen Pavilion;
- / Minimize shadow impact on heritage resources and the existing neighbourhoods to the north and west;
- / Explore opportunities to improve potential vehicular and pedestrian conflict at the southwest corner of
- / the Aberdeen Pavilion; and
- / Provide enhanced landscape treatments to improve the public realm.

As such, the Lansdowne Park HIA Addendum recommends no further mitigation measures.

- f) To support Lansdowne's integration with the surrounding mature residential neighbourhood, the broader area context will be examined to determine appropriate scale in building form to design the mass and height with appropriate transitioning, with specific attention to building transitions from the established low-rise residential areas;

**As outlined in the June 2023 Planning Rationale, the proposed development will be interior to the site and a significant distance from the surrounding mature residential neighbourhoods. The removal of the third tower reduces the number of towers visible in the skyline from different viewpoints surrounding the site and allows for a greater separation distance between the two towers that are now proposed.**

- h) Focus development on existing built areas, avoiding or maintaining the established areas of greenspace and public space;

**As outlined in the June 2023 Planning Rationale, the proposed sports arena will be located within the existing grass berm of the Great Lawn and the east end zone of the stadium. Although the new sports arena will be located within existing greenspace, it is not uncommon for municipal facilities to be located on municipal greenspace. The revised development concept, with the removal of the third residential tower, has resulted in approximately 2,034 square metres of public space being reintroduced to Lansdowne Park, adjacent to the existing public plaza beside the Aberdeen Pavilion and the Great Lawn. Additional consideration is being given to the functionality of the sports arena roof for additional passive or greenspace opportunities.**

**The new sports arena is a vital element of the successful implementation of the overarching vision for Lansdowne 2.0 and has been located adjoining the existing stadium in such a way as to preserve contiguous greenspace and mitigate disruption of the existing area.**

### 3.2.4 Large-Scale Institutions and Facilities

As outlined in the June 2023 Planning Rationale, Lansdowne Park is home to major sports and recreational facilities, hosting professional and minor professional sports leagues, and as such, the Large-Scale Institutions and Facilities policies apply to the subject property. An expanded discussion regarding the applicable policies is provided below as it relates to the revised development concept.

- / Policy 1 of Section 4.3.2 states that Large-scale institutions and facilities are not shown on the schedules of this Plan but shall be permitted within the urban area by amendment to the Zoning By-law within Hub, Mainstreet, Neighbourhood or Special District designations. They shall be within approximately a 400 metres walking distance of a rapid transit station or along a Corridor with frequent street transit.

**The site is located within the Lansdowne Special District which as indicated above permits Large-Scale Institutions and Facilities. Further, Bank Street, is a Transit Priority Corridor with current and planned transit services.**

- / Policy 1 of Section 4.3.2 – Development that will establish a new or expand an existing large-scale institution or facility shall be evaluated on the basis of all the policies below:

b) Institutions and facilities of this scale are about city-building and shall enhance quality of life for the surrounding neighbourhood and the city as a whole through means such as:

- i. Providing public parks and privately-owned public spaces, tree planting and enhanced landscaping;

**As outlined in the June 2023 Planning Rationale, the proposed sports arena will be located within a portion of the existing municipal park; however, the proposed sports arena will provide an opportunity for additional art and cultural activities to take place on the site. Through the revised development concept and the removal of the third residential tower, public space has been reclaimed in front of the entrance to the proposed sports arena, providing an opportunity for enhanced programming of the urban plaza. The reclaimed public plaza will be determined in more detail through a future site plan control application.**

- iv. Heritage assets and natural features shall be identified to be conserved and integrated, where possible.

**As outlined in the June 2023 Planning Rationale, a Heritage Impact Assessment was prepared by ERA Architects to evaluate the heritage impacts of the proposed development and determine mitigation measures and conservation parameters. ERA Architects has prepared a Heritage Impact Assessment Technical Memo to evaluate the revised development concept, and as no changes have been proposed to the sports arena, there are no changes to the recommended mitigation measures and conservation design parameters as it relates to the sports arena and heritage assets on site.**

c) Co-locating or providing a mix of land uses at a density that is transit supportive may be required;

**The proposal includes a vibrant mix of land-uses including residential, commercial, sports arena, and public realm improvements representing a transit supportive intensification program for the lands.**

d) Site shall be designed in a way that makes pedestrian access the most convenient option from the surrounding neighbourhood, transit stations/stops and from existing public streets. New development shall integrate into and extend throughout its site a street grid pattern from the existing surrounding pattern of public streets and sidewalks. Site shall be organized to create walkable blocks that support permeability through the site. Where appropriate, the street network may include private internal streets and pathways to provide more connections. All private and new public streets are required to



have sidewalks on both sides, and a right of way width that accommodates cycling and trees. Any private street shall have the look and feel of a public street and be equally accessible to the public, other than in exceptional circumstances where fully demonstrated security requirements may entail access control;

**As outlined in the June 2023 Planning Rationale, the June 2023 concept was designed to prioritize pedestrians and cyclists into, and throughout, the site. Through the revised development concept, the site is still designed to prioritize pedestrians and cyclists. As outlined above, the removal of the third residential tower has resulted in the reclamation of public space in the form of a public plaza/hardscaped area. This new public space ensures that there is more space allocated for pedestrians and cyclists on the site, while also creating a larger entrance for pedestrians and cyclists to the proposed sports arena and to the pedestrian promenade between the new north stadium stands and the new retail podium.**

- e) A transportation impact assessment and a transportation demand strategy that demonstrates actions to reduce automobile dependency;

**As part of the June 2023 submission, a Transportation Impact Assessment and a Transportation Demand Strategy were provided to the City. As part of the revised development concept, a Transportation Impact Assessment Technical Memorandum was prepared by Stantec. Through the revised development concept and the proposed Zoning By-law Amendment, measures have been taken to reduce the overall number of vehicle parking spaces required and to increase the number of bicycle parking spaces required, encouraging a reduction in automobile dependency at Lansdowne.**

### 3.2.5 Parks and Recreation Facilities

As outlined in the June 2023 Planning Rationale and above, the greenspace at Lansdowne has been identified as 'Park' on Schedule C12 of the City's Official Plan. An expanded discussion regarding the applicable Parks and Recreational Facilities policies is provided below as it relates to the revised development concept.

- / Policy 9 of Section 4.4.1 – The City shall protect public access to existing parks for recreation and programmable use. Public consultation is required where a municipal park is to be sold or changed to another use.

**As outlined in the June 2023 Planning Rationale, the proposed sports arena will not remove public access to the existing Great Lawn at Lansdowne Park. As part of the revised development concept, an additional 2,034 square metres of public space will be provided adjacent to the proposed sports arena's entrance and the Aberdeen Pavilion. This public space will complement the existing public plaza known as the Great Porch and will provide an opportunity for programming and integration into the Great Lawn and the proposed pedestrian promenade between the north stadium stands and retail podium.**

### 3.2.6 Cultural Heritage and Archaeology

As outlined in the June 2023 Planning Rationale and again throughout this report, Lansdowne Park and the surrounding area have a number of heritage assets. An expanded discussion regarding the applicable Cultural Heritage and Archaeology policies is provided below as it relates to the revised development concept.

- / Policy 1 of Section 4.5.2 – When reviewing development applications affecting lands and properties on, or adjacent to a designated property, the City will ensure that the proposal is compatible by respecting and conserving the cultural heritage value and attributes of the heritage property, streetscape or Heritage Conservation District as defined by the associated designation by-law of Heritage Conservation District Plan and having regard for the Standards and Guidelines for the Conservation of Historic Place in Canada.

As outlined in the June 2023 Planning Rationale and above, the subject property and proposed development is adjacent to several heritage assets owned by the City of Ottawa and the Federal government. Through the revised development concept and the removal of the third residential tower, additional separation has been provided between the proposed development and the existing Aberdeen Pavilion. A Heritage Impact Assessment (HIA) Addendum has been prepared by ERA Architects, evaluating the impact of the revised developed concept on heritage assets on site and in the surrounding area. The HIA states that, the proposed revisions in the Two-Tower Concept do not significantly alter the recommendations in the Mitigation Section as outlined the June 2023 HIA and additional mitigation measures are not recommended. The redesigned retail podium represents a positive impact as it creates a new public realm space between the Aberdeen Pavilion and new event centre, improving the public setting adjacent to the main entrance of the heritage building.

The HIA concludes that additional detailed studies are recommended during the Site Plan Control phase, including a Heritage Interpretation Plan, Documentation and Salvage Plan, and Heritage Protection Plan.

- / Policy 2 of Section 4.5.2 – Where development or an application under the Ontario Heritage Act is proposed on, adjacent to, across the street from or within 30 metres of a protected heritage property, the City will require a Heritage Impact Assessment, if there is potential to adversely impact the heritage resource. The HIA will be completed according to the Council approved guidelines for HIAs, as amended from time to time.

**As outlined above, ERA Architects has prepared an HIA Addendum, evaluating the impact of the revised development concept on heritage assets on site and in the surrounding area.**

### 3.2.7 Urban Design

As outlined in the June 2023 Planning Rationale, urban design is the process of giving form and context to our city to create the theatre of public life. Urban design plays an important role in supporting the City's objectives, such as building healthy 15-minute neighbourhoods, growing the urban tree canopy, and developing resilience to climate change.

As discussed in the June 2023 Planning Rationale, Lansdowne Park has been identified as a Tier 2 Design Priority Area, which is an area of regional importance to defining Ottawa's image. An expanded discussion regarding the applicable Design Priority Area policies and general urban design policies is provided below as it relates to the revised development concept.

- / Policy 4 of Section 4.6.1 – Design excellence shall be achieved in part through recognition and conservation of cultural heritage resources located throughout the City, including buildings, streetscapes and landscapes.

**As outlined in the June 2023 Planning Rationale and in previous sections of this report, the proposed development recognizes the importance of the cultural heritage assets on the subject site and within the surrounding area. The revised development concept and implementing zoning and official plan amendments maintain the enhanced views of Aberdeen Pavilion from Bank Street as outlined in the June 2023 submission, while also reducing the impact on the affected Heritage Conservation Agreement Viewpoints and dynamic views of the Site from the Rideau Canal and NCC lands to the south and east of the site.**

- / Policy 3 of Section 4.6.2 – Development which includes a high-rise building or a High-rise 41+ shall consider the impacts of the development on the skyline, by demonstrating:
  - a) That the proposed building contributes to a cohesive silhouette comprised a diversity of building heights and architectural expressions; and



- b) The visual impact of the proposed development from key vantage points identified on Schedule C6A, where applicable, in order to assess impacts on national symbols.

**The revised demonstration concept has reduced the number of high-rise towers on the site from three (3) to two (2), with both proposed high-rise towers seeking a maximum building height of 40 storeys. As shown on the revised concept, potential buildout of the site may include towers of varying heights, contributing to a varied skyline. The reduction of the third tower also provides an opportunity for larger separation distances between towers, also contributing to a varied skyline. These important considerations have been accounted for in the proposed zoning provisions through minimum tower separation distances, podium heights, and step back direction.**

- / Policy 1 of Section 4.6.3 – Development and capital projects shall enhance the public realm where appropriate by using methods such as: curb extensions, curbside boulevards that accommodate wider pedestrian walkways, trees, landscaping, and street furniture. These enhancements will make streets safer and more enjoyable by dedicating more space to pedestrians, creating opportunities for relaxation and social interaction, and where necessary, buffering pedestrians from traffic.

**As outlined in the June 2023 Planning Rationale, the proposed retail podium will be set back further from Exhibition Way than it currently exists today, resulting in a wider sidewalk. Through the revised development concept, the retail podium will still be set back from Exhibition Way. In addition to this public realm space, the removal of the third residential tower has resulted in the reclamation of 2,034 square metres of public realm space adjacent to the new sports arena, retail podium and Aberdeen Pavilion. The widened sidewalk and additional public plaza space contributes to a more vibrant public realm at Lansdowne Park by providing more space for pedestrians and pedestrian connectivity throughout the site, will also providing several opportunities across the site for pedestrian interaction across the site.**

- / Policy 1 of Section 4.6.5 – Development throughout the City shall demonstrate that the intent of the applicable Council-approved plans and design guidelines are met.

**The revised demonstration concept, OPA, and ZBLA, maintain the intent of the applicable Council-approved design guidelines, including the High-Rise Design Guidelines, as outlined in the June 2023 Planning Rationale.**

- / Policy 3 of Section 4.6.6 – Where two or more High-rise buildings exist within the immediate context, new High-rise buildings shall relate to the surrounding buildings and provide variation in height, with progressively lower heights on the edge of the cluster of taller buildings or Hub.

**As outlined in the June 2023 Planning Rationale and in previous sections of this report, the zoning by-law amendments seek to permit a maximum building height of 40 storeys, with a maximum of 770 residential units. The revised development concept has demonstrated a potential buildout of the site with buildings at 25 and 40 storeys. As outlined in the June 2023 Planning Rationale, it remains the intent that any future residential towers will provide variation in height of the towers. The revised development concept will contribute to additional variation in height of the existing buildings located on site.**

- / Policy 4 of Section 4.6.6 – Amenity areas shall be provided in residential development in accordance with the Zoning By-law and applicable design guidelines. These areas should serve the needs of all age groups, and consider all four seasons, taking into account future climate conditions. The following amenity area requirements apply for mid-rise and high-rise residential:
- a) Provide protection from heat, wind, extreme weather, noise and air pollution; and
  - b) With respect to indoor amenity areas, be multi-functional spaces, including some with access to natural light and also designed to support residents during extreme heat events, power outages or other emergencies.

**As outlined in the June 2023 Planning Rationale, the proposed residential portion of the development will include multiple indoor and outdoor amenity options. The revised development concept has demonstrated where indoor and outdoor amenity areas may be located, including within the second floor of the retail podium, the second and third floor podium terrace, and the fifth-floor terrace above the podium. As the future residential towers will not be developed by the City, the location of amenity spaces may change; however, ensuring that all four seasons have been considered and that indoor amenity areas are multifunctional spaces will be of importance to any future amenity location and configuration.**

- / Policy 8 of Section 4.6.6 – High-rise buildings shall be designed to respond to context and transect area policies, and should be composed of a well-defined base, middle and top. Floorplate size should generally be limited to 750 square metres for residential buildings and 2000 square metres for commercial buildings with larger floorplates permitted with increased separation distances. Space at-grade should be provided for soft landscaping and trees.

**As outlined in the June 2023 Planning Rationale, the proposed development responds to the Inner Urban Transect policies outlined in the Official Plan. The revised development concept has demonstrated building floorplates of approximately 800 square metres with an increased separation distance between towers. As the revised concept is simply a demonstration of potential future buildout, tower floorplates will be determined through a future Site Plan Control application; however, it is noted that there is ample opportunity for large separation distances between towers, which supports tower floorplate sizes slightly larger than 750 square metres.**

- / Policy 9 of Section 4.6.6 – High-rise buildings shall require separation distances between towers to ensure privacy, light and sky views for residents and workers. Responsibilities for providing separation distances shall be shared equally by owners of all properties where High-rise buildings are permitted. Maximum separation distances shall be achieved through appropriate floorplate sizes and tower orientation, with a 23-metre separation distance desired, however less distance may be permitted in accordance with Council approved design guidelines.

**As outlined in the June 2023 Planning Rationale and reiterated in this report, the subject property and the location of the proposed development provides ample opportunity for tower separation beyond the desired 23-metre separation distance. The revised development concept demonstrates a separation distance of over 50 metres between the two towers while the zoning provisions mandate a minimum tower separation distance of 25-metres. As stated in the June 2023 Planning Rationale, in addition to tower separation, the towers are located internal to the site and away from the property lines, ensuring that the development does not preclude any nearby properties from also being development with high-rise towers if deemed appropriate.**

### **3.2.8 Housing**

As outlined in the June 2023 Planning Rationale, the Official Plan strives to facilitate a diversity of housing options for both private ownership and rental. Policy 4.2.1.1 states that a diverse range of flexible and context-sensitive housing options in all areas of the City shall be provided through the Zoning By-law.

**The revised development proposal will include a maximum of 770 new units in a well-served and central community of Ottawa with the potential for a diverse range of flexible and context sensitive housing options. The revised development concept has demonstrated two (2) residential towers that contemplate a mix of unit sizes, catering to various needs, including large household dwellings. As outlined in previous sections of this report, the proposed development concept is a demonstration only, and through a future Site Plan Control process, the unit mix of the buildings will be determined within the parameters of the proposed unit maximum within the zoning provision.**

### 3.3 Comprehensive Zoning By-law

As outlined in the June 2023 Planning Rationale, the subject property is zoned 'Major Leisure Facility, Subzone C, Schedule 258-A and Schedule 258-B (L2C S258-A S258-B)' and 'Parks and Open Space, Subzone S, Schedule 258-A (O1S S258-A)'. The site is also subject to the Mature Neighbourhoods Overlay and a portion of the site is subject to the Heritage Overlay.

The existing zoning framework on the lands was established in 2010 through Ottawa Council approval and OMB settlement. The zoning provisions were specifically tailored to the existing built-form and residential density on the site at the time of approval. Zoning amendments are therefore required for any additional development, regardless of form and scale.

As part of the Zoning By-law Amendment, a portion of O1 lands will be rezoned to L2C to permit the development of the new sports arena, while a portion of the existing L2C zone will be developed with a new stadium, retail uses and future residential development. The zoning details will be captured in a site-specific urban exception as well as amendments to Section 176 of Zoning By-law (2008-250). It is proposed that the existing site-specific Schedule 258-A will be amended to reflect the revised development concept and proposed maximum building heights.

As outlined in the June 2023 Planning Rationale, the proposed development will not occur on the portion of the property subject to the Heritage Overlay, and as such, the related zoning provisions of Section 60 do not apply to the proposed concept.

As previously noted, the revised development concept is a demonstration of future buildout of the site, to be constructed by a builder after the future air-rights sale. The intent of the Zoning By-law Amendment is to create a building envelope and zoning performance standards that would facilitate the Lansdowne 2.0 development, which includes a new sports arena, a new retail podium, new north stadium stands, and 770 residential units, all of which are permitted uses within the L2C zone.

Table 1, below, outlines the required zoning provisions for the site and assesses the compliance of the revised development concept, creating the building envelope and zoning performance standards for future development.

Zoning Mechanism	L2C Zoning Requirements	September 2023 Development Concept	Compliance
<b>Minimum Setback from Bank Street</b>	3 m	>3 m	Yes
<b>Minimum Setback from Holmwood Avenue</b>	3 m	>3 m	Yes
<b>Minimum Setback from Queen Elizabeth Driveway</b>	7.5 m	>7.5 m	Yes
<b>Maximum Building Height</b> Schedule 258A	Park area – 6 m Existing stadium area - 38 m	138 m (40 storeys) - residential  15.5 m – sports arena	No



<p><b>Maximum Non-Residential Gross Leasable Floor Area</b></p>	<p>33,450 m<sup>2</sup></p>	<p>43,450 m<sup>2</sup></p>	<p>No</p>
<p><b>Maximum Office Gross Leasable Floor Area</b></p>	<p>9,300 m<sup>2</sup> and located within a building designed predominantly as an office building fronting onto Bank Street</p>	<p>Future office will also be located within the north stadium stands</p>	<p>No</p>
<p><b>Maximum Number of Dwelling Units</b></p>	<p>280 units</p>	<p>1050 units (770 new units)</p>	<p>No</p>
<p><b>Location of Residential Units</b></p>	<p>Residential uses are only permitted in buildings either fronting directly onto Holmwood Avenue or fronting directly onto Bank Street.</p>	<p>Residential towers will be located fronting Exhibition Way</p>	<p>No</p>
<p><b>Minimum Vehicle Parking</b> Residential and Non-Residential Uses</p>	<p>1230 spaces and:</p> <ul style="list-style-type: none"> <li>a) A minimum of 1200 spaces must be located below grade and no at grade or above grade parking garages shall be established</li> <li>b) Required parking for each residential use must be calculated at a minimum rate of 0.5 spaces per dwelling unit; and</li> <li>c) All of the parking spaces not set aside for residential uses may be shared amongst all the non-residential uses on the lot in the L2C and O1S subzones.</li> </ul> <p>0.5 spaces per unit</p>	<p>351 residential spaces proposed (0.40 space/unit)</p> <p>35 spaces allocated for non-residential uses</p>	<p>No</p> <p>Yes</p>

	= 600 spaces		
<b>Vehicle Access</b>	No vehicles associated with stadium, arena or other events at Lansdowne shall be permitted to access the site from Holmwood Avenue or to exit the site onto Holmwood Avenue.	Access and egress is not proposed on Holmwood Avenue.	Yes
<b>Minimum Visitor Parking Spaces</b> Section 102 Area X on Schedule 1A	0.1 spaces / unit up to a maximum of 30 spaces per building = 60 spaces	0	No
<b>Minimum Bicycle Parking Spaces</b> Section 111	Residential: 0.5 spaces / unit = 600 spaces  Retail store: 1 per 250 m <sup>2</sup> GFA	770 spaces (1/unit)  Will comply	Yes  Yes
<b>Bicycle Space Provisions</b> Section 111	Horizontal Space: 0.6 m x 1.8 m Vertical Space: 0.5 m x 1.5 m Stacked Space: 0.37 m width  Aisle: 1.5 m	Proposed to be removed	No
<b>Amenity Area</b> Mixed Use Building with 9 or more dwelling units	Total: 6 m <sup>2</sup> / dwelling unit = 7,200 m <sup>2</sup> (1,200 units)  Communal: A minimum of 50% of the required total amenity area	Will comply	Yes
<b>High-Rise Zoning Provisions</b> Area A on Schedule 402			
<b>Minimum Lot Area – Corner Lot</b>	1,150 m <sup>2</sup>	156,366 m <sup>2</sup>	Yes
<b>Minimum Interior Side Yard and Rear Yard Setbacks</b>	10 m	>10 m	Yes
<b>Minimum Separation Distance between Towers</b>	20 m	>23 m	Yes

### 3.4 Required Amendments

#### 3.4.1 Official Plan Amendment

As outlined in the June 2023 Planning Rationale, to facilitate the proposed development concept, an Official Plan Amendment is required to resolve policy inconsistency throughout the Official Plan as it relates to permitted uses, maximum heights, and development location within the Lansdowne Special District.

The revised development concept maintains the proposed 40 storey maximum building height for the residential portion of the development and 15.5 metres for the sports arena. As outlined in the June 2023 Planning Rationale, Policy 1(d) of Section 6.6.1 states that permitted heights within Special Districts are limited to the existing zoning on the site. For Lansdowne Park, the existing zoning permits a maximum height of 38 metres

where the existing stadium is located and 6 metres for the existing park, which the development does not comply with. As such, the Official Plan Amendment seeks to permit a maximum building height of 40 storeys within the Lansdowne Special District.

**As outlined in the June 2023 Planning Rationale, other policy direction within the Official Plan, such as Policy 14 of Section 3.2, states that an increase in height within the same height category does not require an Official Plan Amendment and can be done through a Zoning Amendment only. It is noted that the Official Plan Amendment should clarify this policy direction within the Lansdowne Special District. sports arena**

Policy 4(h) of Section 6.6.2.4 states that development within Lansdowne Park should be focused on existing built areas, avoiding or maintaining the established areas of greenspace and public space. This policy does not take into consideration the Council approved in principle concept, which was approved in principle prior to the full implementation of the new Official Plan, nor does it consider the evolution of the site from the originally conception of Lansdowne 1.0. As such, this policy is considered to be an oversight. Other policies of the Official Plan support facilities such as the new sports arena within greenspace and parks, depending on the types of uses that will occur within the space. Policy 1 of Section 7.2 states that the City may permit art and cultural activities in any City-owned greenspace as it deems reasonable. The proposed sports arena will support arts and cultural activities by creating a new venue for these uses to occur on the site, broadening the types of events that may occur at Lansdowne Park.

**As outlined in the June 2023 Planning Rationale, the sports arenas as a standalone facility is required to ensure that a variety of spaces are available for different types of events and activities, accommodating residents within Ottawa, the surrounding area, and within the larger regional and national context to visit Lansdowne – consistent with the direction of the policies in Section 6.6.2.4. Through the revised development concept, the third residential has been removed, resulting in approximately 2,034 square metres of public realm space added back to the existing urban plaza adjacent to the Aberdeen Pavilion, Great Lawn and new sports arena. The proposed development as currently demonstrated maintains approximately 4.5 hectares of parkland, with additional consideration being given to the functionality of the sports arena roof for additional passive or greenspace opportunities.**

Finally, the subject property is designated as a Special District within the Official Plan, with a portion of the site identified as Greenspace. It is unclear within the policy framework and on the mapping if the Greenspace designation is to apply to the site and be given the same consideration when evaluating the proposed concept. Similar to the maximum permitted height, City Staff have confirmed that the intent of the policy direction for the site is that the Special District designation would supersede any other designation that appears to apply to the site (Greenspace and Mainstreet Corridor in this instance). As part of the Official Plan Amendment, it is proposed that a new Area-Specific Policy be created that provides this confirmation and direction. It is imperative that the Official Plan provides accurate direction about what functional designation applies to the site, as the proposed development on the site will be subject to a future Site Plan Control application, at which point these policies will be reviewed again for conformity.

**As outlined in the June 2023 Planning Rationale, the Official Plan Amendment as it relates to the function designation is considered to be technical in nature and is intended to provide clarity with respect to the intended policy direction in the Official Plan. Therefore, the amendment is considered to be appropriate.**

It is proposed that the Official Plan Amendment is as follows:

- / Volume 2C of the Official Plan is amended to create a new Area-Specific Policy #XX – Lansdowne Special District as follows:
  - a. *“Notwithstanding Section 6.6.1, Policy 1) d), development in the Lansdowne Special District is permitted a maximum building height of 40 storeys.”*



- b. “Notwithstanding Section 6.6.2, 4) h), and Section 4.4.6, 2, a sports arena is permitted within the established areas of greenspace and public space as identified on Schedule B2.”
- c. “Notwithstanding Section 7 of this Plan, a sports arena is permitted within the Greenspace Designation within the Lansdowne Special District.”

### 3.4.2 Zoning By-law Amendment

To facilitate the Lansdowne 2.0 development, which consists of the new sports arena, a new retail podium, new north stadium stands, and 770 residential units, a Zoning By-law Amendment is also required. The Zoning By-law Amendment as it relates to the residential portion of the development is intended to create a building envelope and zoning performance standards that a future builder will be able to appropriately accommodate 770 units while considering transition to adjacent neighbourhoods.

The Zoning By-law Amendment will amend the following:

- / **Maximum Permitted Building Height:** As outlined in Table 1, above, the maximum permitted building height on the site is 38 metres for the area where the stadium is located and 6 metres for the area where the park/Great Lawn is located. The proposed concept seeks to increase the maximum building height to 40 storeys (138 metres), resulting in an increase of 100 metres, to facilitate the development of residential towers. A portion of the site that is only permitted a height of 6 metres is also required to be rezoned to permit a height of 15.5 metres which would facilitate the development of the sports arena.  
  
The proposed amendments are considered to be appropriate, as the site is a large site and the proposed concept is able to provide significant tower separation distances – well above the recommended distances in both the Official Plan and Urban Design Guidelines. The location of the increased height within the park space for the sports arena immediately abuts the existing stadium, which has an increased height permission, and the transition down in height from the existing stadium to the Rideau Canal will be maintained.
- / **Rezone O1S Lands:** As outlined in Table 1 and Schedule 258-A, the proposed sports arena will be partially located in an area zoned O1S. The O1S lands do not permit the uses contained within the sports arena; however, the L2C zone does. As the sports arena is immediately abutting other recreational facilities, the existing L2C zoning line is only proposed to be shifted over slightly to capture the entire sports arena. This proposed amendment will not add any new uses to the L2C zone, and it will not permit any other uses within the O1S zone. It will simply adjust the zoning line to be consistent with the 2022 Council-approved in principle sports arena location. As a portion of the sports arena lands are already zoned L2C, this amendment is considered appropriate.
- / **Location of Residential Units:** As outlined in Table 1, above, residential units are currently only permitted to front onto Holmwood Avenue or Bank Street. It is understood that this zoning provision is derived from the original redevelopment of Lansdowne Park, which does not have consideration for future redevelopment and units that are located internally to the site and front onto Exhibition Way. Development opportunities along Holmwood Avenue and Bank Street appear to be limited, and as such, any future redevelopment at Lansdowne Park would be required to be internal to the site. As such, it is proposed that residential units front onto Exhibition Way, which is a main street through the site, accessed from both Bank Street and Queen Elizabeth Driveway. It is intended that the Zoning By-law Amendment will be clear in stating that residential units are permitted to front onto Exhibition Way, which will preclude any future residential development fronting other streets within Lansdowne. Combined with the maximum dwelling unit count, development will only be able to be located where proposed in the revised concept.
- / **Maximum Number of Dwelling Units:** As outlined in Table 1, above, a maximum of 280 units are already permitted on the site. As part of the proposed concept, approximately 770 will be added to the site in order to achieve a critical mass of people who live on the site and contribute to the vibrancy and liveliness of the site. It is proposed that the maximum number of units on the site be increased to 1050 units to capture the new units proposed as well as the existing units already present. By maintaining the

residential unit maximum, this will ensure all technical studies submitted with the development applications can capture potential impacts at the maximum density on the site and provide mitigation measures if necessary.

- / **Minimum Vehicle Parking:** As outlined in Table 1, above, the minimum vehicle parking rate for a residential use is 0.5 spaces per dwelling unit. As part of the proposed concept, 351 parking spaces are proposed for the residential portion of the redevelopment. A minimum parking rate of 0.4 spaces per dwelling unit is proposed for the site, which would require a total of 308 spaces for residential uses. The proposed decrease in parking rate represents a decrease of 0.1 spaces/unit. As the City of Ottawa moves towards a decrease in parking where alternative modes of travel are available, the minor reduction in the parking minimum will allow for greater uptake of the transportation demand measures that are proposed as part of the redevelopment. To offset the reduced parking, a bicycle parking ratio of one space per dwelling unit is proposed.
- / **Visitor Parking Requirement:** As outlined in Table 1, above, the minimum visitor parking requirement for residential uses on the subject property is 0.1 spaces per dwelling unit. As Lansdowne Park is already developed with an underground parking garage with 1,200 spaces, no additional visitor parking is proposed as part of the proposed development. Visitors of the future residential buildings will be permitted to use the paid parking that is available to all other visitors of Lansdowne Park. Additional transportation demand management measures are proposed as part of the proposed development, and as such, the removal of the visitor parking is considered to be appropriate. The removal of the visitor parking requirement will eliminate an additional 60 vehicle parking spaces, reducing the number of vehicles accessing Lansdowne Park.
- / **Bicycle Parking Requirement:** As outlined in Table 1, above, the minimum bicycle parking requirement for the subject property is 0.5 spaces per dwelling unit. To offset the reduced parking requirements and to encourage alternative modes of transportation, the residential bicycle parking rate is proposed to be increased to 1 space per dwelling unit. All other bicycle parking requirements for non-residential uses are not proposed to be changed and will comply with the applicable requirements of Section 111 of the Zoning By-law.
- / **Bicycle Parking Provisions:** As outlined in Table 1, above, specific bicycle parking provisions are required for parking space sizes, access aisles, and the location of bicycle parking. These provisions are proposed to be removed for the subject property. The proposed development is at the conceptual stage only and the removal of the bicycle space provisions will provide an opportunity to provide innovative bicycle parking solutions to maximize the amount of bicycle parking provided on site. The provision of bicycle parking spaces is an important part of the proposed development, as the intent is that the more bicycle parking provided will reduce the reliance of vehicles to access the site. The removal of the bicycle parking provisions will also allow for new parking systems to be considered through the site plan control process of the residential tower.
- / **Separation Distance for High-Rise Towers:** As outlined in Table 1, above, a tower separation of 20 metres is required as per Section 77 – Provisions for High-Rise Buildings, of the Zoning By-law. The proposal adheres to this provision, however, to ensure consistency with the Official Plan and Urban Design Guidelines for High Rise Buildings, which provide direction for a tower separation of 23 metres, the minimum tower separation for the subject property is proposed to be increased from 20 metres to 23 metres. The 23-metre separation distance will be a minimum, and nothing will preclude towers from being separated even greater; however, it is important that this City-owned project has respect for the tower separation distances identified in Council-approved documents. It is noted that the 23-metres setback is easily achievable, as demonstrated in the proposed concept, and the increase in separation distance will not preclude further development of the tower placement on top of the podium through the site plan control process.
- / **Maximum Non-Residential Gross Leasable Floor Area (GFLA):** As outlined in Table 1, above, a maximum cumulative GFLA of 33,450 square metres of non-residential uses identified in Section 175(3)(a) is permitted. The proposed development will remove the existing retail podium that currently exists and will replace it with a new retail podium that includes 49,635 square feet of retail gross floor

area. It is proposed that the maximum non-residential GFLA be increased by 10,000 square metres to 43,450 square metres. The increase in non-residential GFLA will permit flexibility in the programming of the retail podium while still maintaining a maximum limit of non-residential uses, resulting in a healthy mix of non-residential, residential and park uses at Lansdowne.

- / **Maximum Office Gross Leasable Floor Area (GFLA):** As outlined in Table 1, above, a maximum cumulative GFLA of 9,300 square metres of office is permitted, provided the office use is located within a building designed predominantly as an office building fronting onto Bank Street. As part of the proposed development, new OSEG of offices will be located within the new retail podium. Additionally, and as outlined above, the programming of the retail podium is not complete, and to provide flexibility for potential uses within this space, it is proposed that this provision be removed. The removal of this provision will mean that the office space will now be required to adhere to the maximum GFLA for non-residential uses, which is proposed to be increased. The removal of this provision will not result in Lansdowne Park being overdeveloped with Office uses, as the maximum GFLA for all non-residential uses will allow for a healthy mix of non-residential, residential, and park uses on the subject property.
- / **Additional Permitted Uses – Apartment Dwelling, High-Rise & Dwelling Unit:** A range of uses are permitted on the subject property; however, an apartment dwelling, high-rise is not identified as a permitted use in either list of permitted uses in Section 175(1)(a) or 175(3)(a) of the Zoning By-law. Residential development on the site is guided by the maximum unit count and location of residential building provisions, and as these provisions are being altered, it is prudent to add an apartment dwelling, high-rise as a permitted use on the subject property, as well as maintain the dwelling unit permitted use. Although the provisions related to maximum unit count and residential building location are being updated, the apartment dwelling high-rise use will still be required to follow these revised provisions, ensuring that high-rise towers are appropriately located on the subject property.
- / **Additional Permitted Uses – Hotel:** A hotel use is permitted on the subject property, provided it is on the same lot as a use outlined in Section 175(1)(a) of the Zoning By-law. It is proposed that a hotel use be added to the list of permitted uses in Section 175(1)(a), which would result in a hotel being a permitted use regardless of the other uses on the subject property. A hotel is not currently proposed as part of the redevelopment of the subject property, but a hotel has been identified as a possible use on the subject property within the Request for Proposal (RFP) for the development.
- / **Permitted Uses –** A range of uses are permitted on the subject property, with some uses only permitted if other uses are provided on the same lot. It is proposed that Section 175(3)(a) is amended to say “The following uses are permitted on any lot within the L2C zone, provided at least one (1) permitted use under subsection 175(1) is also provided”. As the proposed development will be stratified in the future, this revision is intended to provide clarity in the event that Lansdowne Park is no longer one single lot.

**The requested Zoning By-law Amendments are considered to be appropriate, as the site is a large site that can accommodate the increased height permission and the new location of residential buildings interior to the site with minimum impact on low-rise development in the surrounding community. The requested amendments have been revised to incorporate changes to the development concept and to include additional, more specific, zoning performance standards for future development. As outlined in the June 2023 Planning Rationale, it is recognized that the inclusion of new residential units on the site are critical to ensuring the vibrancy and long-term success of Lansdowne Park as a local, regional, and national designation.**



## 4.0 Conclusion

It is our professional planning opinion that the proposed Official Plan Amendment and Zoning By-law Amendment applications to facilitate a building envelope for the Lansdowne 2.0 redevelopment represents good planning as follows:

**Conforms to the General Intent of the Provincial Policy Statement:** The proposed details of the Official Plan and Zoning By-law Amendments as demonstrated in the submitted concept plans are consistent with the Provincial Policy Statement (2020) as it provides residential intensification, thereby increasing choices for housing, within the built-up area where existing infrastructure and public service facilities are available and where active transportation will be supported and encouraged.

**Conforms to the General Intent of the City of Ottawa Official Plan:** The proposed development as shown in the June 2023 submission and the revised development concept conforms to the Official Plan's vision for managing growth in the urban area. The proposal responds to its context within the Inner Urban Transect by proposing high-rise development on a large parcel of land and promotes active and public transportation over other modes of transportation. The proposed development:

- / Is consistent with the urban design policies of Section 4.6 of the Official Plan;
- / Generally conforms to the Official Plan's direction for the Lansdowne Special District, however it is noted that an Official Plan Amendment is being submitted to rectify any conflicting policy direction;
- / Responds strongly to the Urban Design Guidelines for High-Rise Buildings by enhancing the public realm and streetscape and providing appropriate tower separation distances;
- / Responds to and respects the existing heritage assets and character on and surrounding the site;

**Maintains the General Intent of the Zoning By-law:** The proposed development as shown in the June 2023 submission and the revised development concept as well as the proposed zoning by-law amendments meet several of the applicable requirements in the Comprehensive Zoning By-law 2008-250. The requested amendments are appropriate and are not anticipated to create undue adverse impacts on the community or surrounding properties. Much of the existing zoning framework for the lands were established through an OMB settlement and represented the specific details of Lansdowne 1.0 at that time. The proposed revised Zoning provisions represent the anticipated progression of that concept, known as Lansdowne 2.0.

**Conforms to the General Intent of the Lansdowne Guiding Principles:** The proposed details of the Official Plan and Zoning By-law Amendments as displayed in the submitted development concepts will allow for intensification of a site that requires a critical mass of people to support the role of Lansdowne as a destination for sports, festivals, entertainment, commercial activities, and office space at the local, regional, and national level.

**Conforms to the General Intent of the Urban Design Guidelines for High-Rise Buildings:** The proposed development as shown in the June 2023 submission and the revised development concept will respond to the Urban Design Guidelines for High-Rise Buildings by providing appropriate building massing, siting, setbacks, and tower separation. Important provisions such as tower separation distances, maximum podium heights, and additional step backs are included within the proposed zoning amendment as well.

**Is Supported by Technical Studies:** As referenced throughout this report, the June 2023 submission and the revised concept are supported by technical studies. A full course of technical studies will be provided upon submission of future Site Plan Control Applications for the lands.

**Represents Good Planning:** Overall, the proposed Official Plan and Zoning By-law Amendments advance several key policy objectives at the Provincial and Municipal levels including: optimizing the use of serviced lands within the existing urban boundary; encouraging growth within the urban boundary; intensification within an identified target area and adjacent to a transit priority corridor; and contributing to the range and availability of housing for all ages and incomes.