



# Lansdowne 2.0

NEW NORTH SIDE STANDS  
URBAN DESIGN BRIEF

MARCH 7TH, 2025



# Table of Contents

1. INTRODUCTION .....3

2. PROJECT DESCRIPTION .....4

Project Objective .....4

Project Design Intent .....4

Project Statistics .....5

Project Renderings ..... 6-13

3. DESIGN DIRECTIVE ..... 14

Planning Framework Policy Context .....14

Planning Framework City of Ottawa Zoning By-Law .....15

Response to Urban Design Directions from City Staff .... 16-18

4. SITE CONTEXT ..... 19

Existing Site Conditions..... 19-20

Protected Views Corridors ..... 21

Built and Natural Heritage Assets..... 22

Microclimate Analysis ..... 23

Key Uses and Spatial Elements ..... 24

Characteristics and Public Realm..... 25

Mobility Networks .....26-27

Surrounding Development & Planned Function ..... 28

5. DESIGN RESEARCH..... 29

Architectural Interior Precedents..... 29

Architectural Interior Renderings ..... 30-31

Architectural Exterior Precedents..... 32

Landscape Architecture Precedents ..... 33

Crime Prevention Through Environmental Design (CPTED) 34

Landscape Language & Materiality ..... 35

Massing (Existing Context)..... 36

Massing (Planned Context)..... 37

Non-event Operations.....38

Minor-event Operations.....39

Major-event Operations.....40

Shuttle flow Digram.....41

East Drop Off.....42

West Drop Off.....43

Street Cross Section.....44

Sustainable Desig ..... 45-46

Bird Safe Design..... 47

Appendices 48

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

## Project Team

Architect — Brisbin Brook Beynon Architects

Planner — Fotenn

Landscape Architect — CSW

Heritage Consultant — ERA

Site Services — WSP





# 1. INTRODUCTION

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

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

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

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



**MURRAY BEYNON, OAA**  
PARTNER  
BRISBIN BROOK BEYNON ARCHITECTS



**TONE FRISINA, OAA**  
PARTNER  
BRISBIN BROOK BEYNON ARCHITECTS



**TIMOTHY BEED, MCIP RPP**  
ASSOCIATE PLANNER  
FOTENN



**JERRY CORUSH, OALA**  
PRINCIPAL  
CSW





# 2. PROJECT DESCRIPTION

## PROJECT OBJECTIVE

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

## PROJECT DESIGN INTENT

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

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



PRELIMINARY PROJECT STATISTICS

Lansdowne 2.0 New North Side Stands		
GROSS FLOOR AREA (ZONING GFA)	AREA (SF)	AREA (SM)
NORTH SIDE STANDS	153,730	14,281.87
OSEG OFFICES	22,485	2,088.91
UNDERGROUND PARKING	46,595	4,328.78
TOTAL	222,810	20,699.55
SEATING	CAPACITY	TOTAL SEATS
GENERAL	-	10,164
ACCESSIBLE SEATING & COMPANION	-	230 & 22
CLUB SEATING	-	593
LOGES (12 TOTAL)	-	48
TOTAL CAPACITY	-	11,057
PUBLIC WASHROOM	# OF FIXTURES	
WOMEN	56	
MEN	71	
GENDER NEUTRAL	23	
FAMILY	3	
UNIVERSAL	4	
TOTAL	157	
FOOD & BEVERAGE		
JUST WALK OUT & COOKING	5	
PORTABLES	14	
CLUB	1	
CLUB KITCHEN	1	

ADDITIONAL ACCESSIBILITY FEATURES

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





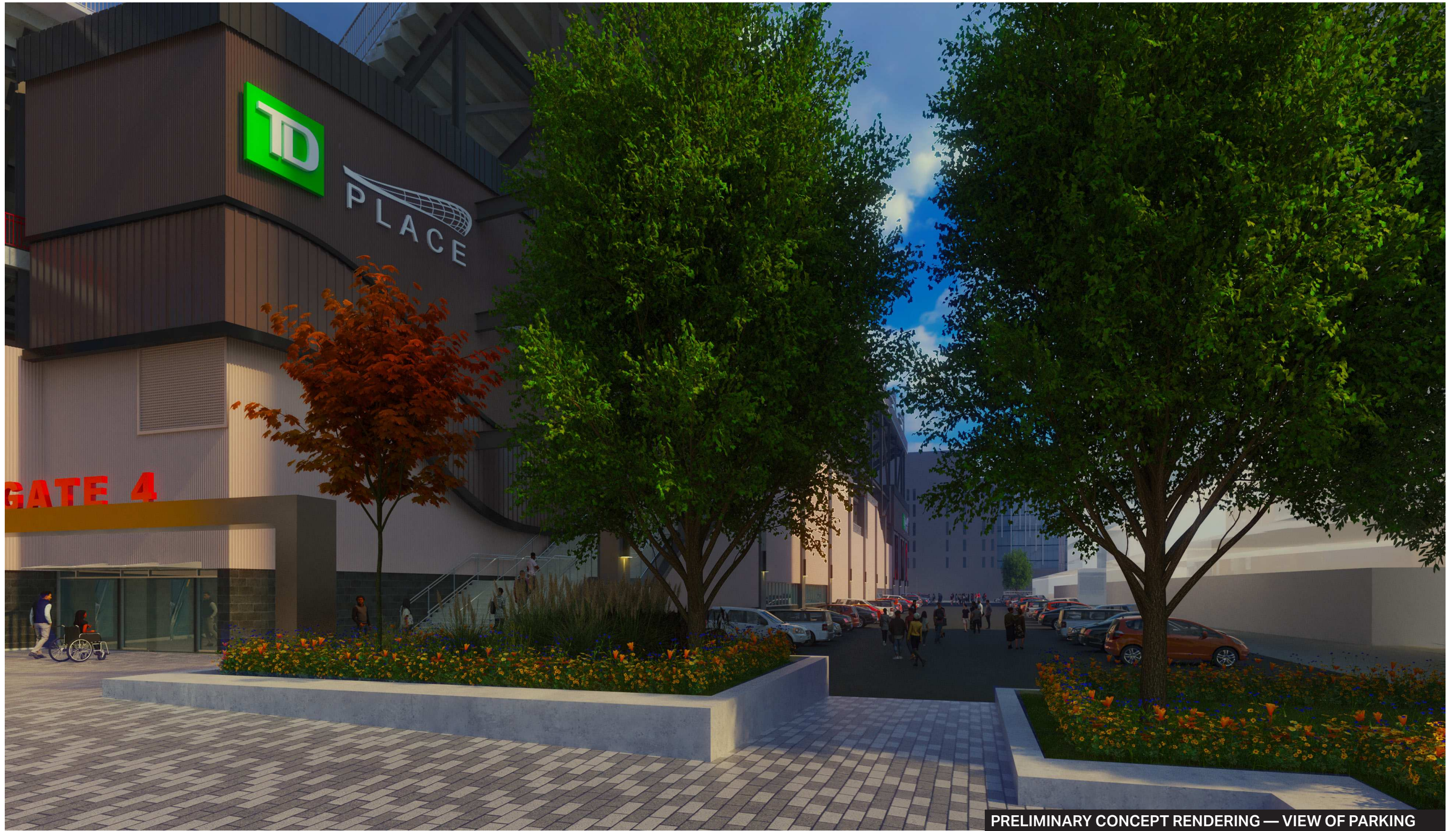
PRELIMINARY AERIAL CONCEPT RENDERING — VIEW OF SITE





PRELIMINARY CONCEPT RENDERING — VIEW OF FANZONE





PRELIMINARY CONCEPT RENDERING — VIEW OF PARKING





PRELIMINARY CONCEPT RENDERING — VIEW OF EXTERIOR





PRELIMINARY CONCEPT RENDERING — VIEW OF EXTERIOR





PRELIMINARY AERIAL CONCEPT RENDERING — VIEW OF FANZONE





PRELIMINARY AERIAL CONCEPT RENDERING — VIEW OF PARKING





PRELIMINARY EXTERIOR CONCEPT RENDERING — VIEW OF ENTRANCE

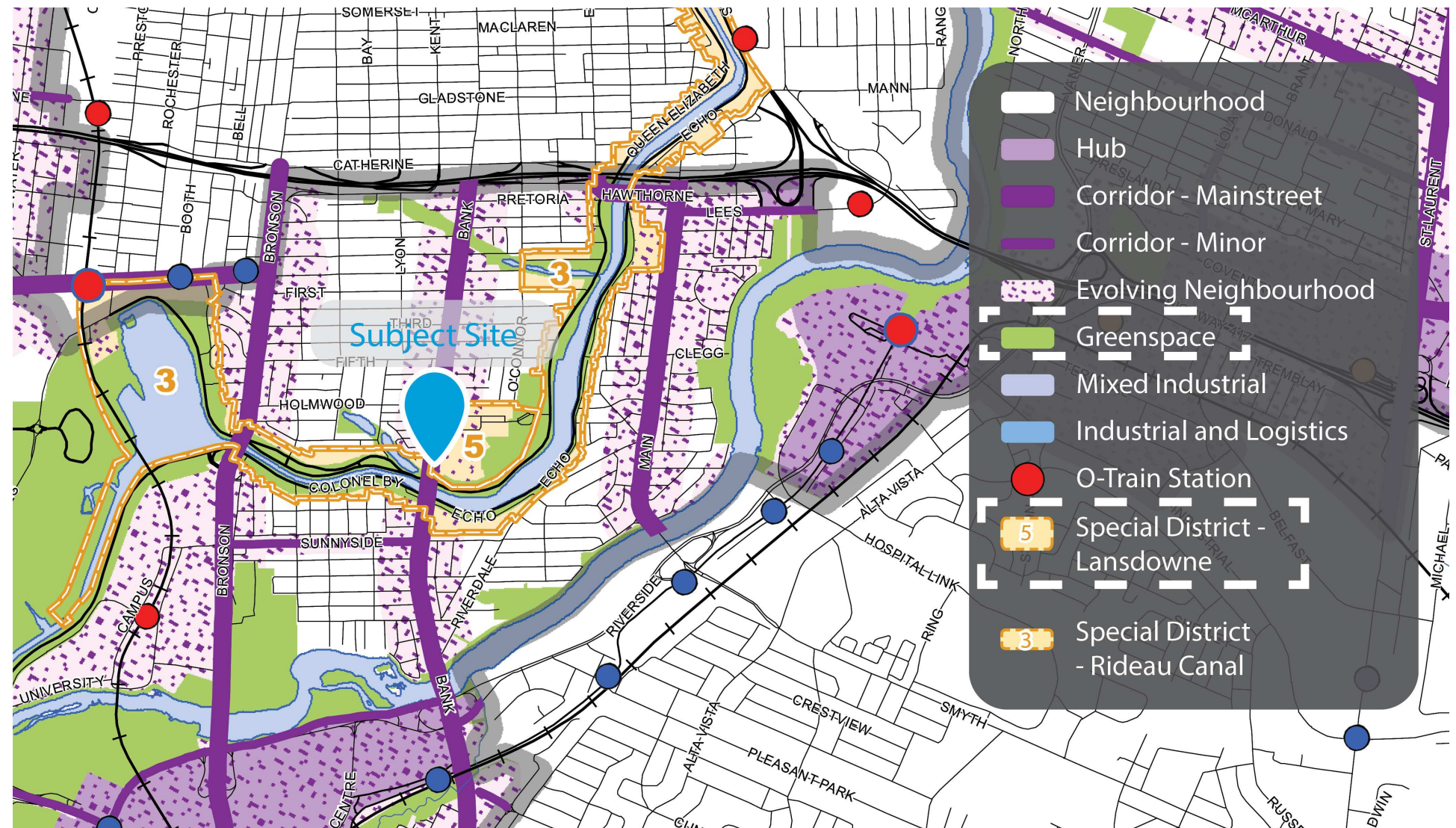


### 3. DESIGN DIRECTIVE

## PLANNING FRAMEWORK POLICY CONTEXT

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

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



### Schedule B2 – Inner Urban Transect of the Official Plan



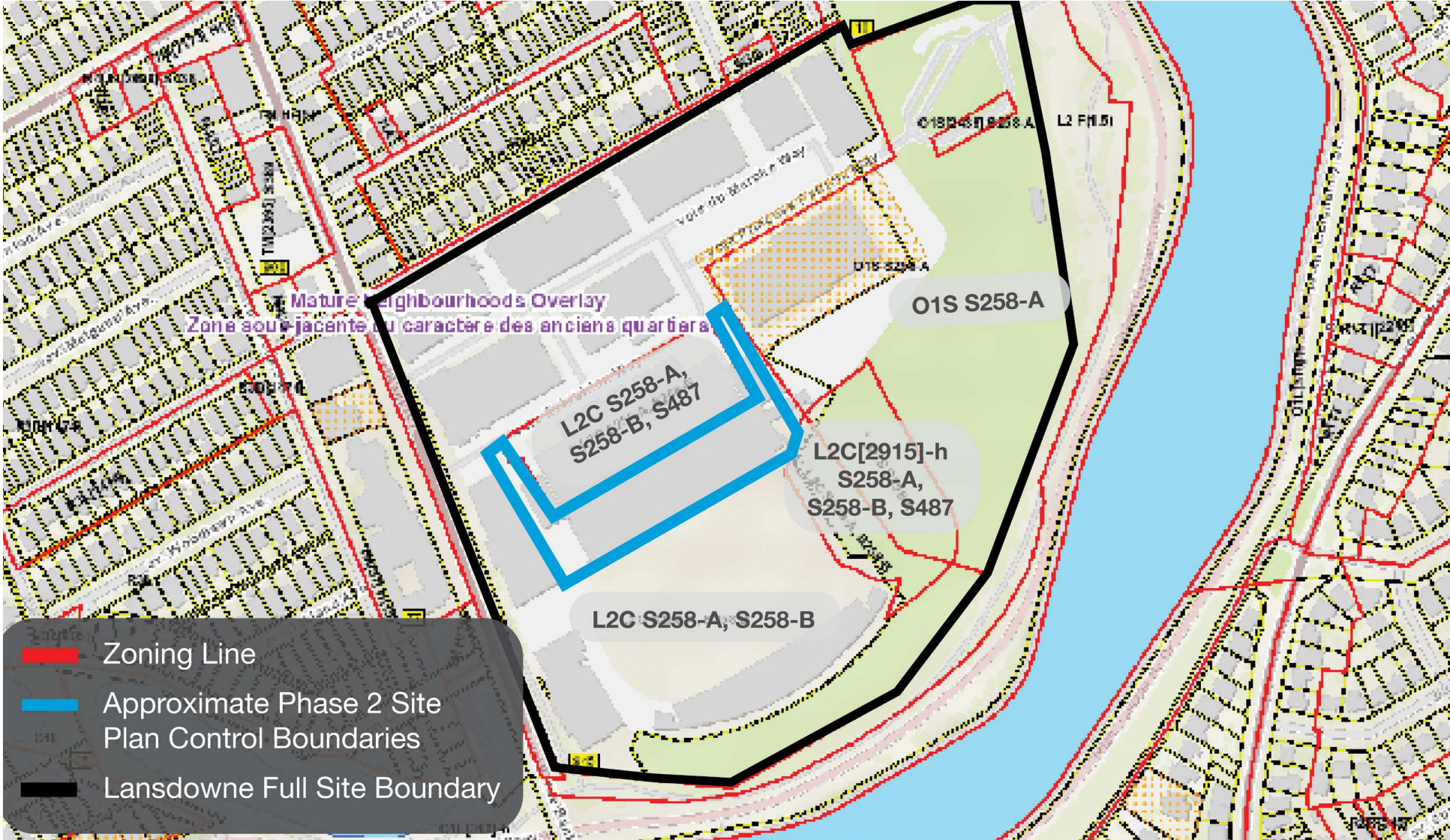
PLANNING FRAMEWORK  
CITY OF OTTAWA ZONING BY-LAW

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

The purpose of the L2C zone is to:

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

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





945 & 1015 Bank Street - Lansdowne 2.0 North Side Stands

Response to UDRP Comments

UDRP Date: December 6, 2024

No.	Comment	Response
1.0	Key Recommendations	
1.1	The Panel appreciates the importance of this project for the City. The Panel also appreciated the comprehensive presentation and the consideration for integration of the North Stand into the overall Lansdowne redevelopment.	
1.2	The Panel encourages the applicant to think about the “family of components” in the design. A potential screen and other façade elements should establish a dialogue between the North, the South Stand and the new Event Centre.	Materials, colours and façade patterns have been revised to fit more harmoniously into the context of the Aberdeen Pavilion, Event Centre and South Stands.
1.3	The Panel highlights the importance of the relationship with the future residential development including the views from the residential units and encourages the applicant to plan ahead to ensure a cohesive integration.	Noted. The future development design is still undergoing, however, BBB has considered the future access points to the new development to ensure a cohesive approach.
1.4	The Panel emphasizes the need to strengthen the public realm, improve sustainability measures, and refine architectural elements to create a vibrant, cohesive, and engaging experience for all users.	The landscape has been revisited to be more pedestrian focused, by adding walkways and amenities and screening the future on grade parking with vegetation. In addition, the future on grade parking will allow for flexible uses such as temporary fan zones on event days.
1.5	The Panel suggests that the North Stand is a pavilion in the round, and its design should limit the back of house elements fronting the public realm.	The back of house elements are fundamental for the functioning of the building, however these uses have been relegated to the underground level and the field facing spaces (for direct field access) under the tiers, with a separate access from the public.
1.6	The Panel appreciates the initial consideration of security for the stair access and encourages further refinement in these areas.	New anti-cross pollination measures have been implemented for enclosed stairs and access to gates.
1.7	The Panel emphasizes the critical importance of views of the stadium and how the architecture can contribute to the urban realm. Functional aspects, material choices, and the animation of public spaces should all relate cohesively to one another.	Noted.



No.	Comment	Response
2.0	Site Design and Public Realm	
2.1	The Panel recommends that public spaces and back-of-house areas should be designed to avoid creating inactive zones by exploring opportunities for animation through thoughtful integration of exterior and interior program functions.	The current design makes full use of all spaces, avoiding inactive zones around the building. Both West and East entrances provide public engagement and connection to the surrounding areas. The North facade faces a future development that is out of BBB's scope, however the on grade parking will be also used as a multifunctional fan zone on event days.
2.2	The Panel recognizes opportunities to animate the North promenade, especially on game days, with retail integration, pop-ups, and public art installations to energize this space. o The 18m-wide back-of-house area could become more than a service zone by incorporating public-facing features.	The North-facing on grade parking can host multifunctional fan zones on event days.
2.3	The Panel suggests preparing flow diagrams to better illustrate pedestrian and vehicular circulation, ensuring seamless movement throughout the site.	Provided.
2.4	The Panel highlights the significance of the Lansdowne redevelopment project as a critical area for public use, consideration should be given to a cohesive approach to both pedestrian and vehicular experiences.	Noted. Materiality and public use are similar to the existing condition (Exhibition Way and F. Clair Lane).
2.5	The Panel suggests enhancing pedestrian lighting and incorporating design elements like illuminated planters and streetscape features which will contribute to safety and vibrancy during both day and night. The panel also recommending the up lighting of the structural elements to highlight them.	To create the ground-level laneway designed with Crime Prevention Through Environmental Design (CPTED) principles, the facade is being designed with several key features. Downlights are proposed at the columns to illuminate the walkways, enhancing visibility and safety. Additionally, CFL banners are being incorporated to add both visual interest and lighting. To further enhance the openness and transparency of the space, glazing is included in the facade of the OSEG office, which helps alleviate its appearance and contributes to a more welcoming and secure environment. Up lighting is discouraged to avoid night sky pollution. Planters will be lit with LED rope lights. The new development is aiming for LEED standing.



No.	Comment	Response
3.0	<b>Sustainability</b>	
3.1	The Panel recommends a more thorough wind study, including the microclimate conditions on various locations in the stands. The recommendations outlined in the wind study report and mitigative measures should be implemented in the second iteration of the plan.	Noted.
3.2	The Panel encourages the exploration of more effective sustainability options. It is essential to incorporate greenery and shaded areas. The Panel acknowledges that concrete and metal are not very eco-friendly materials however options should be explored to offset those material choices. Furthermore, bird-safe design options should be considered in the early design phase.	An etched film at glazing which comply with bird friendly design is being included as a feature. Bird netting will also be provided at open concourses. Materials and features are being reviewed to comply with LEED standards.
4.0	<b>Built Form and Architecture</b>	
4.1	The Panel recommends the harmonious integration of the North Stand with mixed-use development and a strong connection to the cultural heritage of Lansdowne.	The improved design echoes the curvature of the existing South Stands footprint and future Event Centre rounded facade. The colour palette is also a nod to both the Event Centre and the Aberdeen Pavilion.
4.2	The Panel recommends exploring textured materials, public art, vibrant colors, and a design inspired by Lansdowne's history and vitality, as the North façade has significant potential to express elegance and energy. Specifically thinking differently of the lower part of the building and making it distinct from the upper part.	The podium and upper levels of the North Stands now differ in terms of colours and textures.
4.3	The Panel suggests incorporating a thinner edge for the parapet to achieve the aesthetic of a floating tray, as the current cladding design appears similar to the seating.	The parapet has been revised to a railing type protection to lighten the visual effect.
4.4	The Panel recommends enhancing the architectural dialogue between the North and South Stands and the Event Centre, ensuring a unified design language that reflects the dynamic energy of game-day experiences. <ul style="list-style-type: none"> <li>o The design should consider interim conditions for the North Stands, with strategies for temporary uses and activation, even for short-term periods.</li> <li>o Explore the potential for a retail / activated use at the north-west corner of the stands to animate the adjacent public space.</li> </ul>	The improved design echoes the curvature of the existing South Stands footprint and future Event Centre rounded facade. The colour palette is also a nod to both the Event Centre and the Aberdeen Pavilion. The North-facing on grade parking can host multifunctional fan zones on event days.



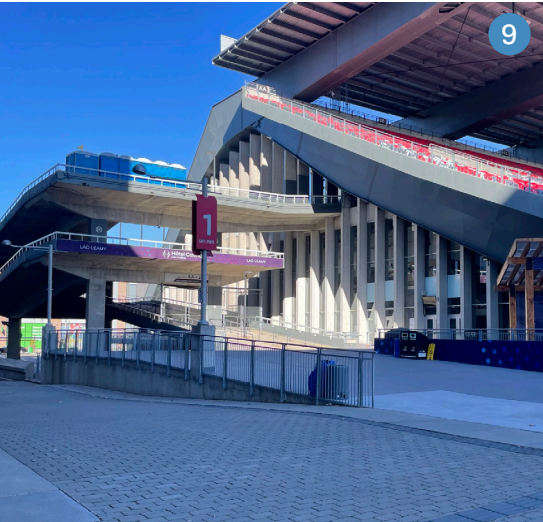
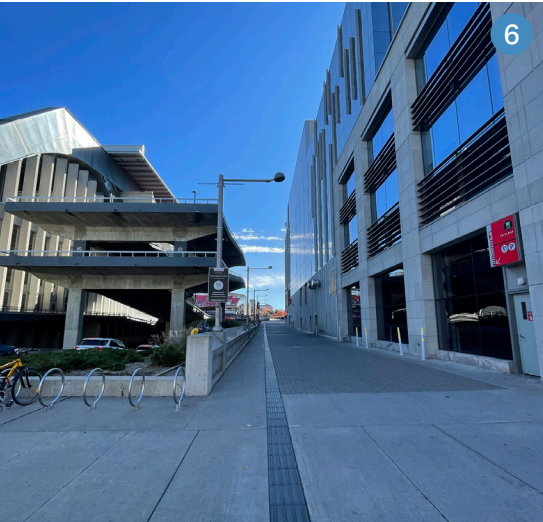
# 4. SITE, CONTEXT & ANALYSIS

## PHOTOS OF EXISTING SITE CONDITIONS





PHOTOS OF EXISTING SITE CONDITIONS



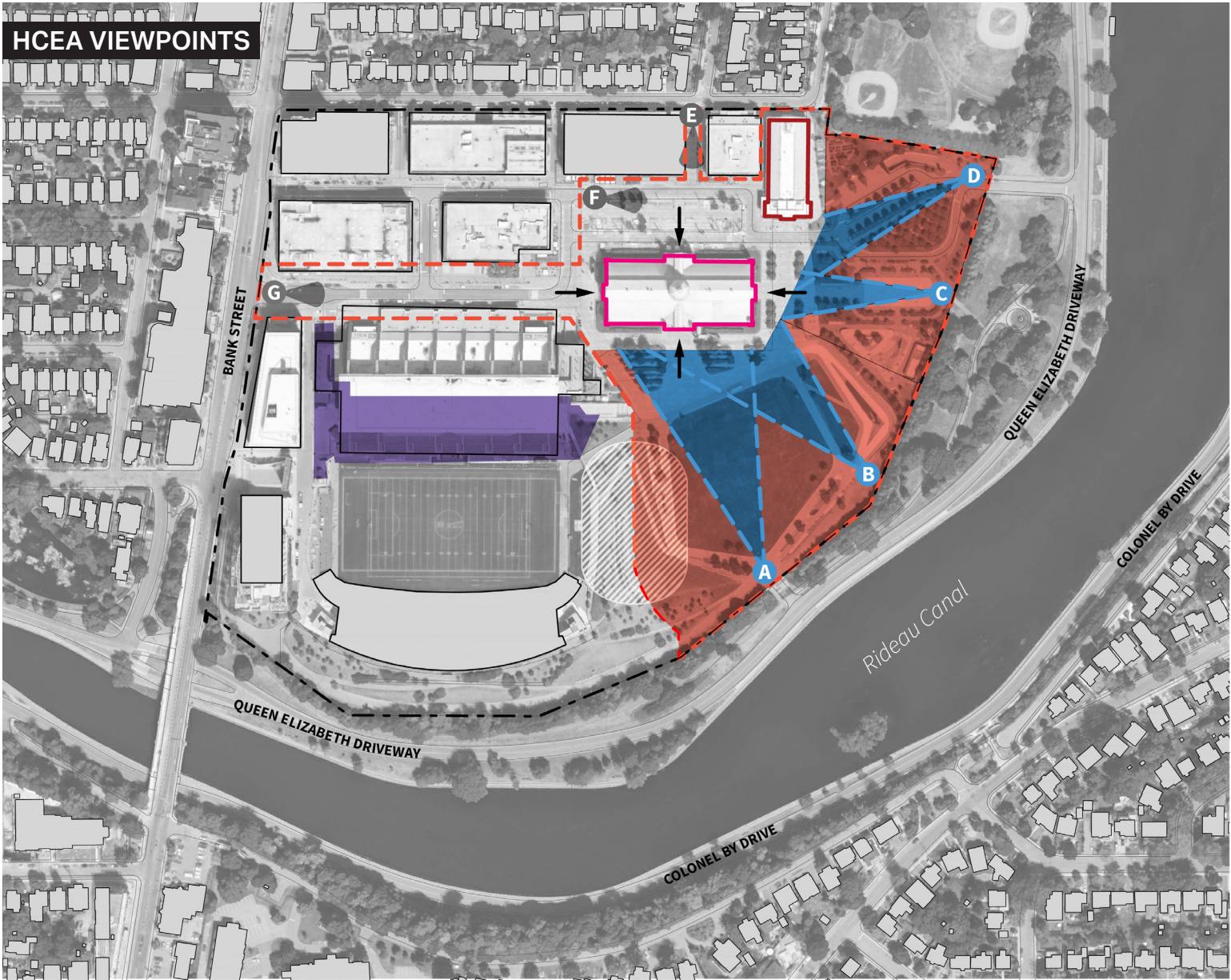


PROTECTED  
VIEW CORRIDORS

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

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

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

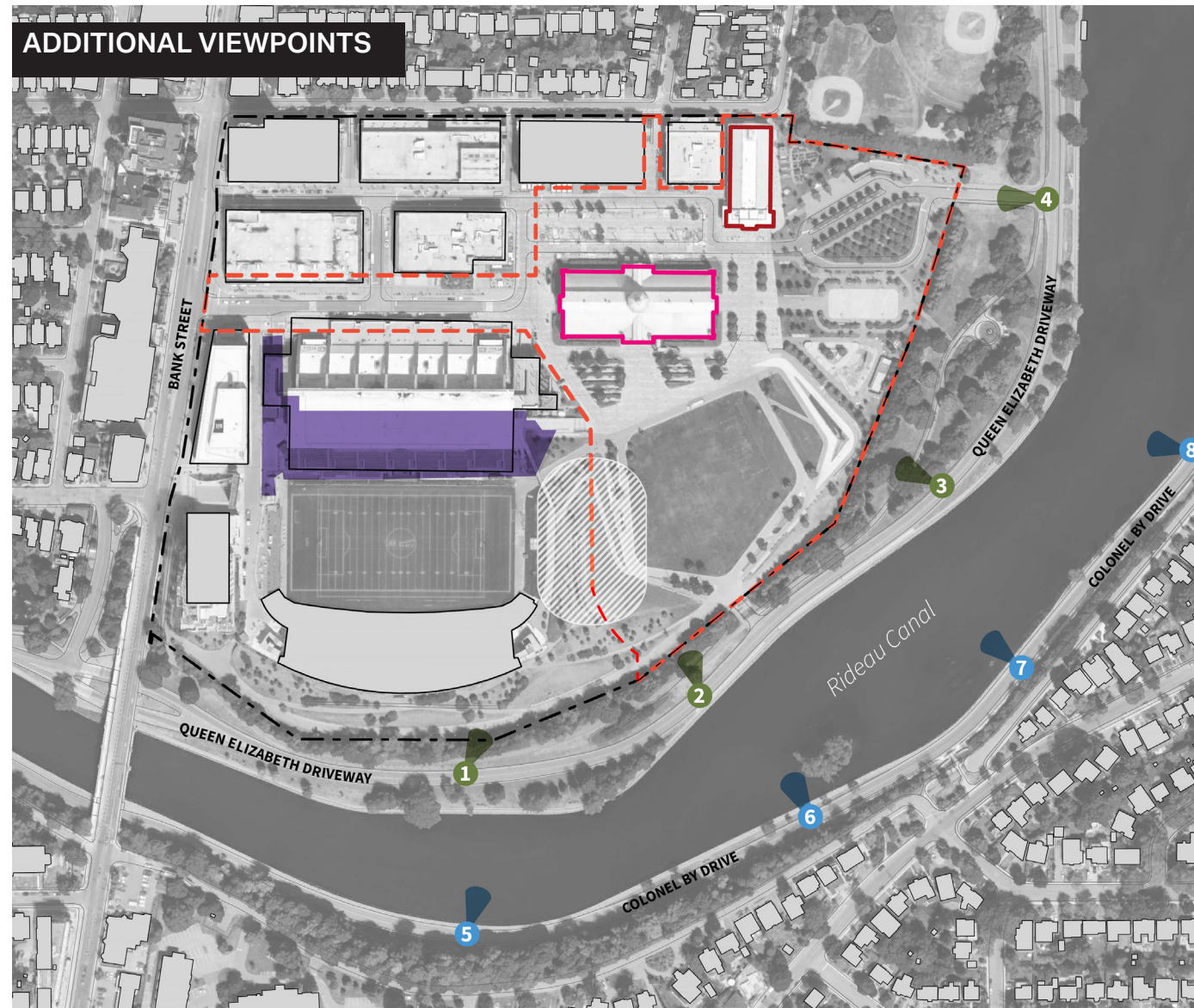


**KEY PLAN LEGEND**

- LANSDOWNE PARK BOUNDARY
- - - OHT EASEMENT PROPERTY BOUNDARY
- PROPOSED NSS BOUNDARY
- ▨ PROPOSED EVENT CENTRE
- FRAMING LANDS
- ▭ ABERDEEN PAVILION (1898, NHS, PART IV)
- ▭ HORTICULTURE BUILDING (1914, PART IV)
- COST-SHARE AGREEMENT PROTECTED VISTAS (1933)
- HCEA VIEWPOINTS (A - D)
- HCEA VIEWPOINTS (E-G)







### KEY PLAN LEGEND

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



## BUILT & NATURAL HERITAGE ASSETS

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

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



MICROCLIMATE ANALYSIS

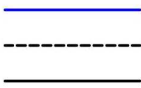
The proposed design of the New North Stands indicates that the elevation of the new structure remains only slightly higher than the existing North stands, ensuring minimal disruption to the prevailing wind and sun patterns in the area. The reduced footprint of the building and exposed concourses allows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

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

MAIN CONCOURSE LEVEL

FIELD LEVEL

PARKING LEVEL



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

North Side Stands & BERM PROFILES

CONTRACTOR AND REPORT ARCHITECT DO NOT SCALE

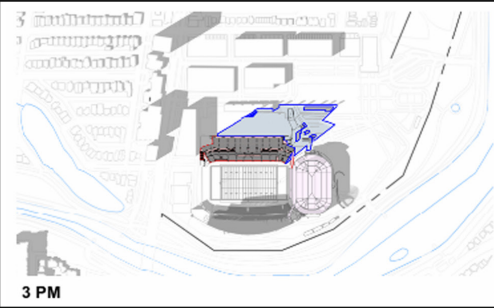
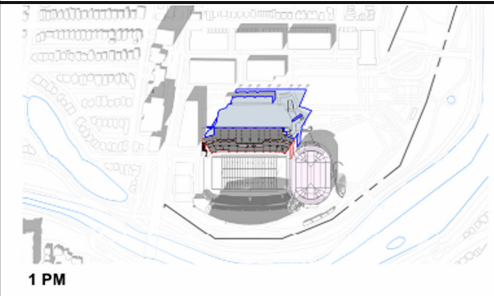
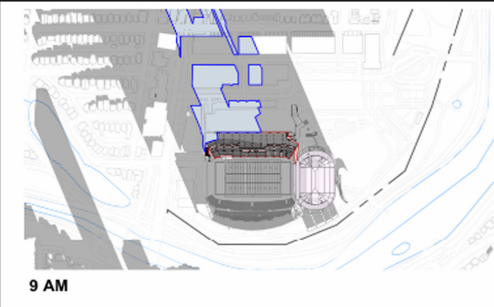
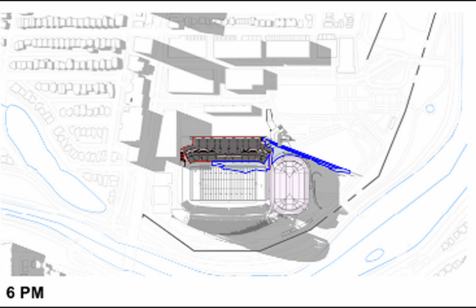
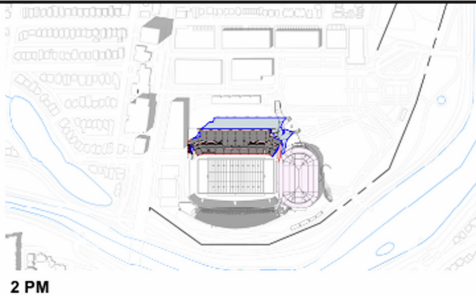
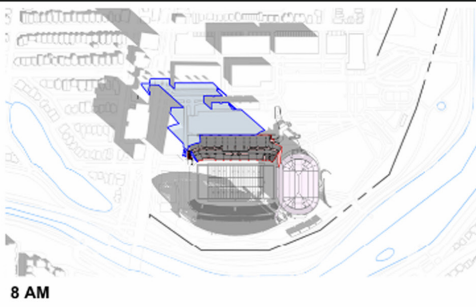
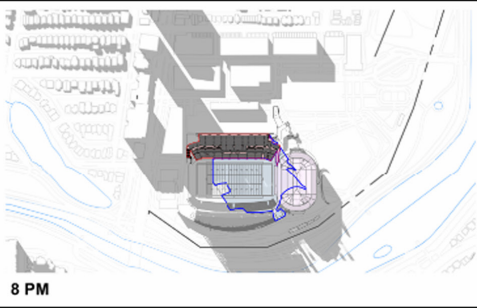
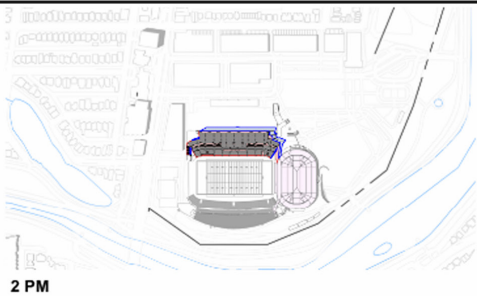
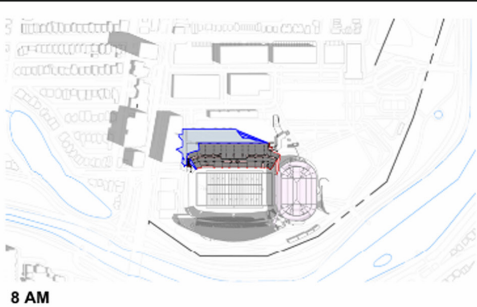
FOR

SHADOW ANALYSIS

JUNE 21ST

SEPTEMBER 21ST

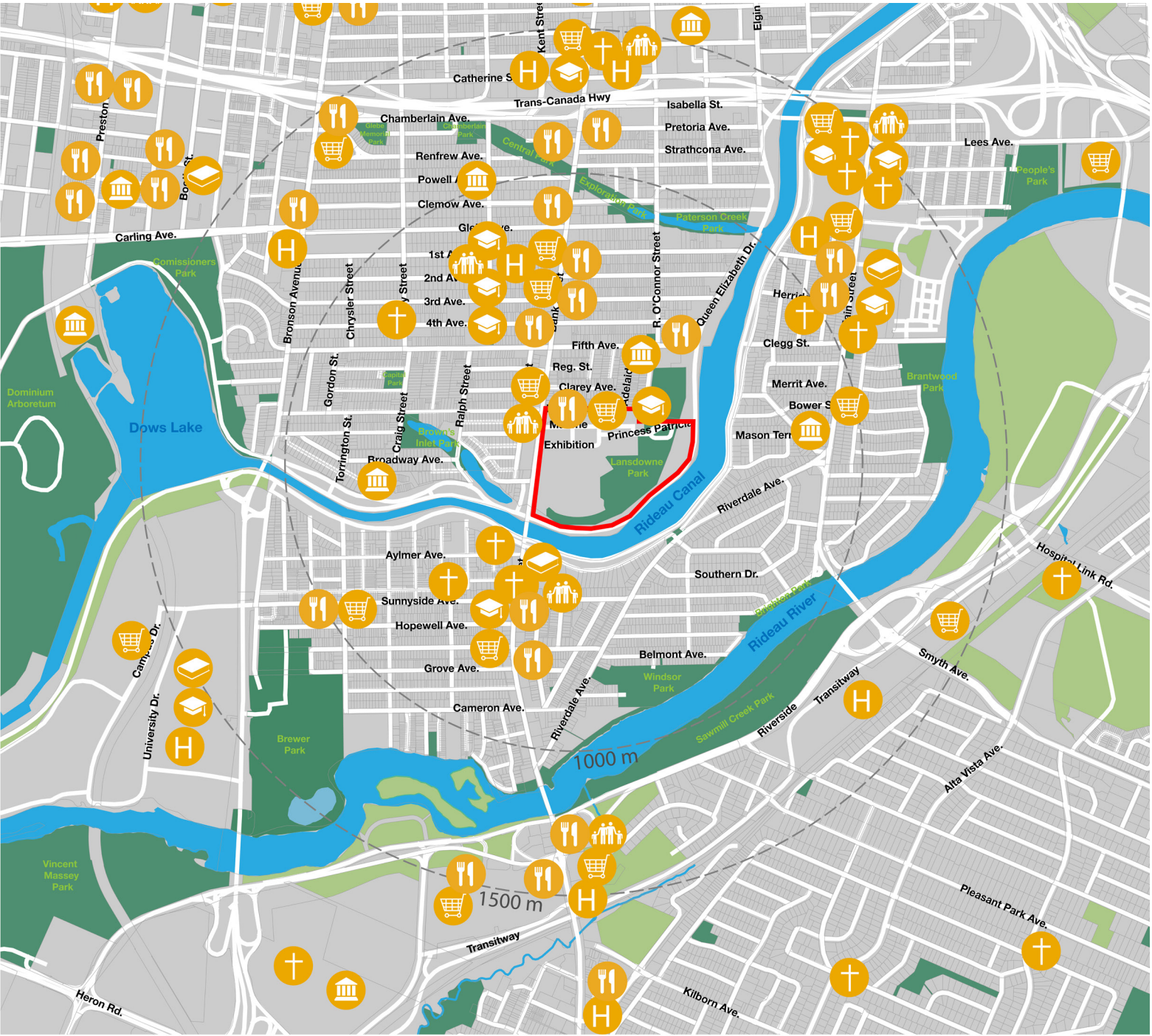
DECEMBER 21ST





KEY USES & SPATIAL ELEMENTS

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





# CHARACTERISTICS OF PUBLIC REALM

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

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

1. Additional seating in and around park. Park tables and umbrellas to provide more seating and additional shade.

2. Small bandshell for varied events. Portable bandshell for smaller events to attract visitors to the site.

3. Additional covered bike parking New covered bike parking throughout the site.

4. Interpretive panels throughout the site Erect permanent interactive panels throughout the site to display history of Lansdowne.

5. Enhanced delineation of square versus road. Installation of more permanent features that can help delineate the square and make it place for pedestrians.

6. Increased lighting and better sound equipment at skating rink. Enhanced infrastructure around skating rink to support better lighting and sound equipment.

7. Additional storage on-site. Construct an aesthetically pleasing single storey unheated storage unit that accommodate storage for equipment to support events on-site.

8. Bring WiFi to the site. Serves a purpose to track and understand the demographics of those visiting the park.

9. Food vendors. Food trucks and other similar vendors inside the park during events and festivals.

10. Redesigned entrance to the park at Queen Elizabeth Driveway Redesign and reconstruct the entrance to the park to better accommodate cyclists and pedestrians. Consider adding a signalized crosswalk.

11. Forestry Plan for the site which includes a floral plan along the QED. Landscape plan for the entire site, includes a floral plan along Queen Elizabeth Driveway.

12. Provide additional shade. Permanently installed shade sails to encompass all seating areas at the water feature. Long term plan will involve shade being provided by trees, which links to the landscaping plan.

13. Redesign and rebuild of Great Lawn. Reconfigure paved pathways and redefine the berm elevations optimizing the barrier free routes as well as south facing steps.

14. New permanent art feature. A permanent visual draw that can attract visitors to the site and create instagrammable moments.

15. Upgraded electrical across the site A redesign of the lighting plan across the site can support more support varied programming, festivals and concerts.
16. New permanent skate shack This would eliminate the need to rent one every year and can double as storage.

17. More water fountains. Tie this to electrical redesign, and consider water leads and part of design.

18. New play area When time comes for renewal of play area, consider including a water feature or splash pad to the park.

19. Community Garden. New community garden for residents living on-site.

20. Aberdeen roof repairs. Currently in design, construction expected for 2023 under the Capital Budget.

21. Aberdeen climate control - Feasibility Study Undertake a feasibility study to understand what can be done to adjust climate control while maintaining the heritage nature of the building.

22. Aberdeen sound system, masking, lighting, electrical. Recommend undertaking a feasibility study to upgrade infrastructure across the entire site, and a corresponding phasing plan.

23. This connected to item above. To be costed as part of Aberdeen Feasibility Study

24. Venting in Horticulture to support kitchen use. Upgrade kitchen facilities to allow more events to occur.

25. Horticulture sound system. New electrical and audio equipment, with sound masking, could support more events.

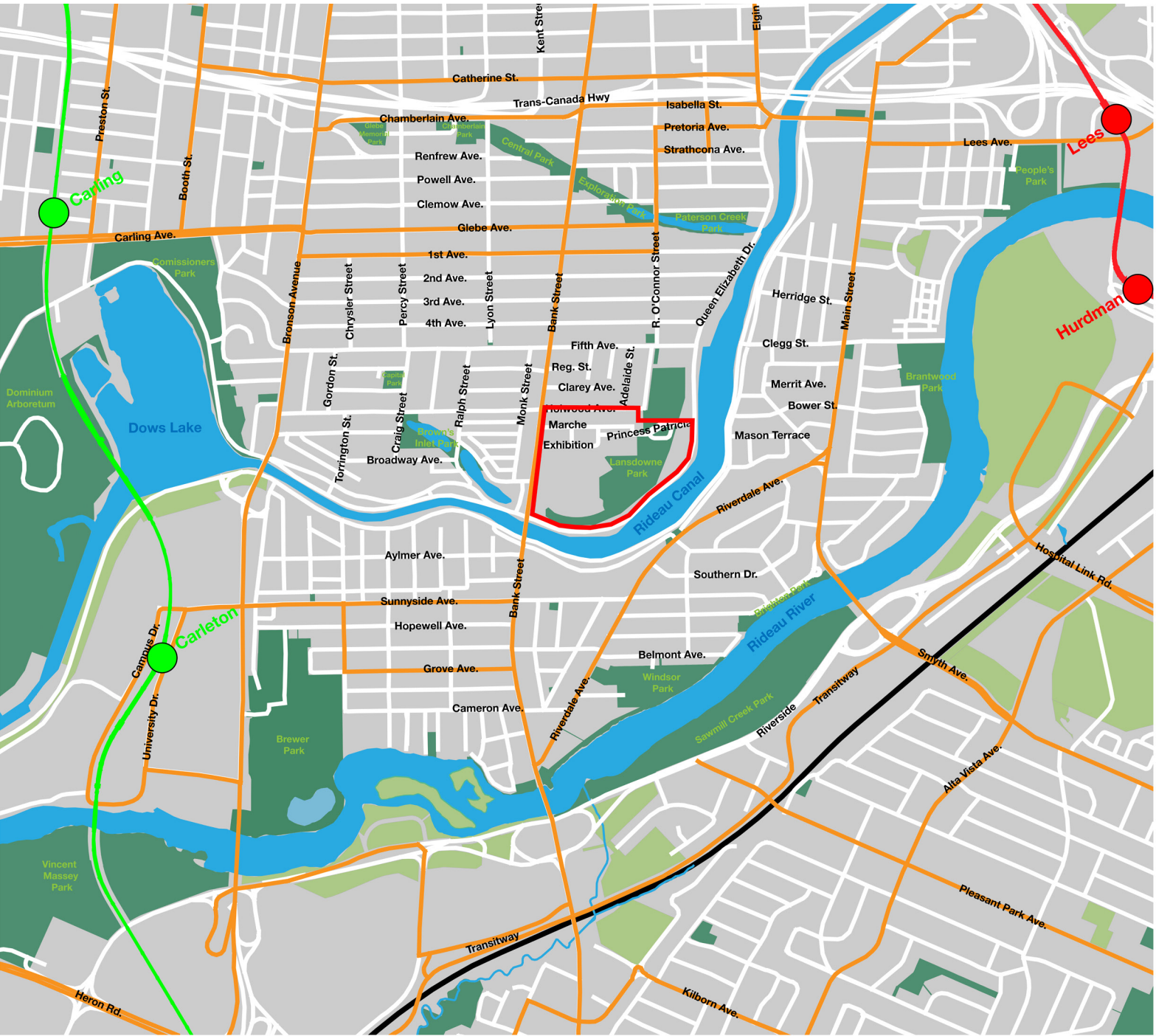
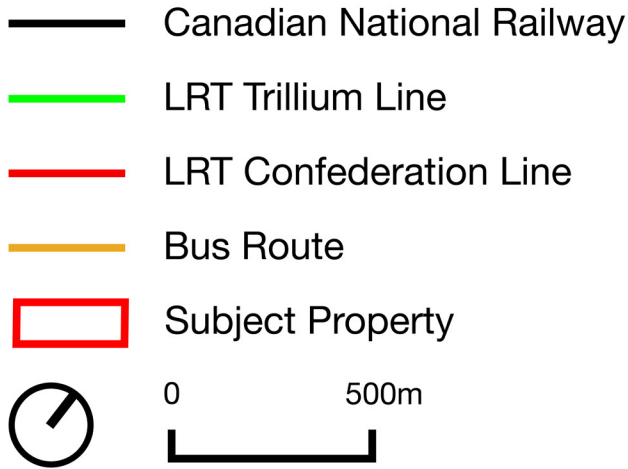
26. Access to washrooms Improve access to public washrooms throughout the site. This could include retrofitting buildings to allow access from the outside or create a corridor for public use of washrooms while events are happening.





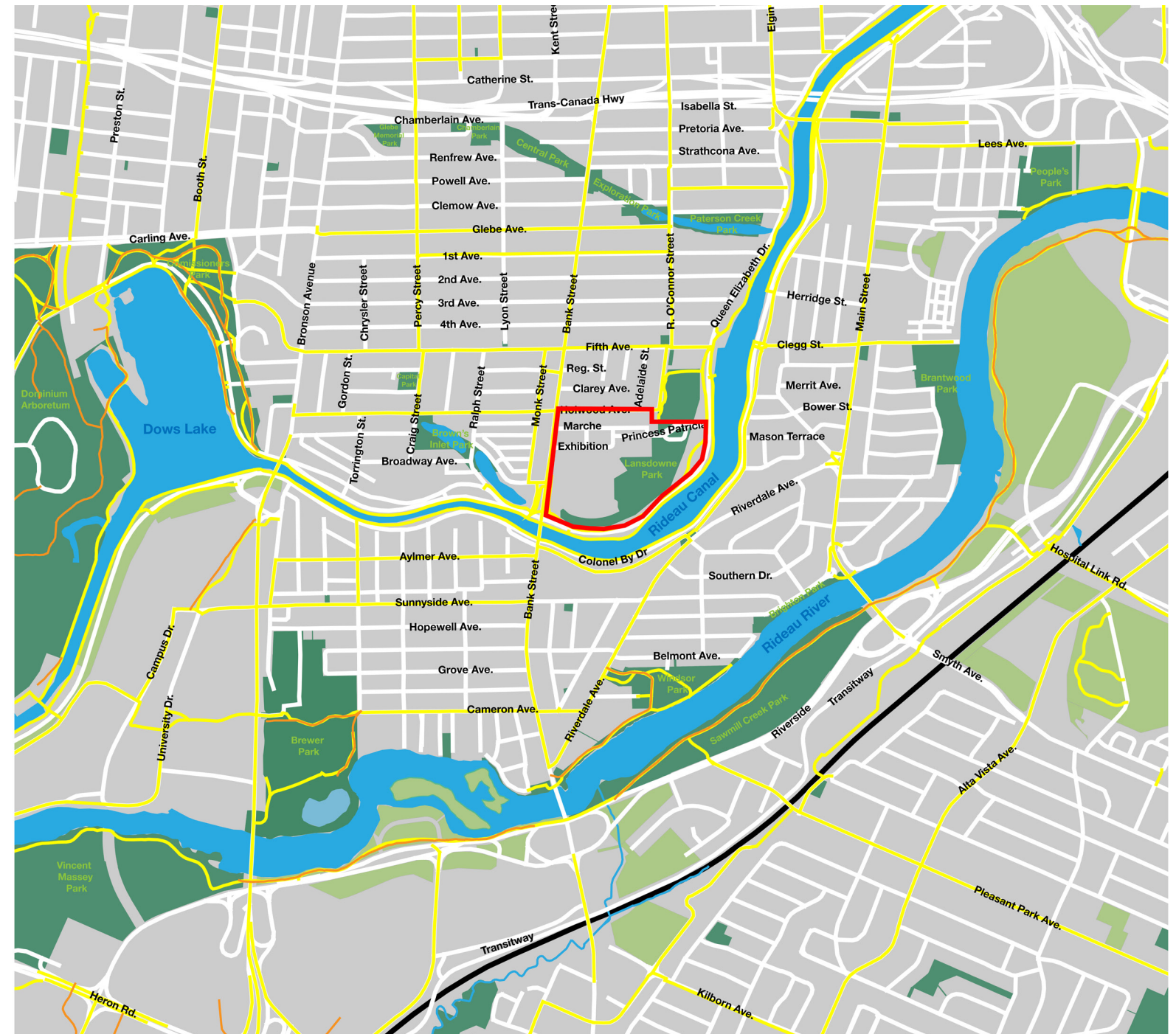
MOBILITY NETWORKS  
(TRANSIT)

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





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



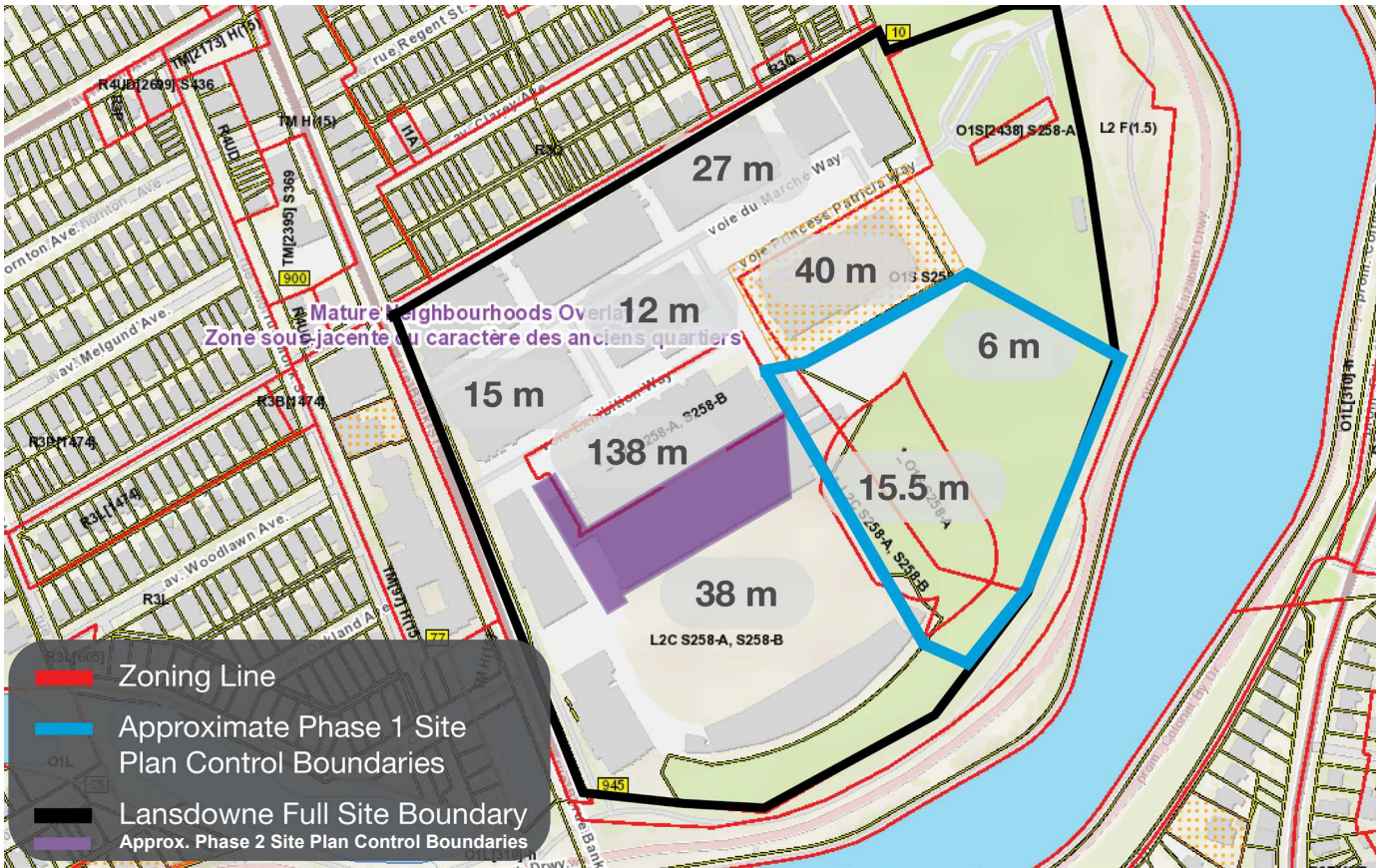
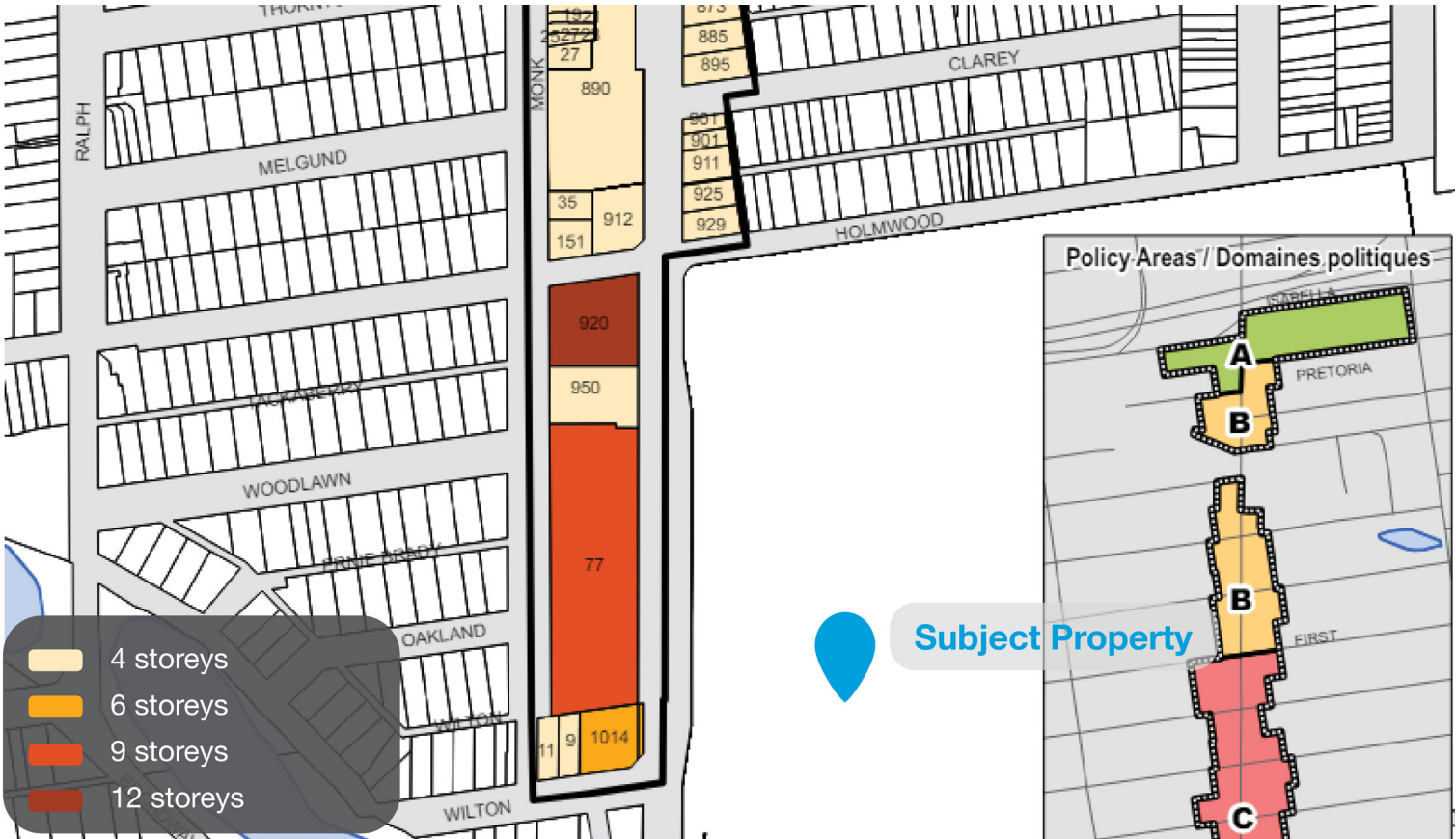


SURROUNDING DEVELOPMENT  
& PLANNED FUNCTION

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

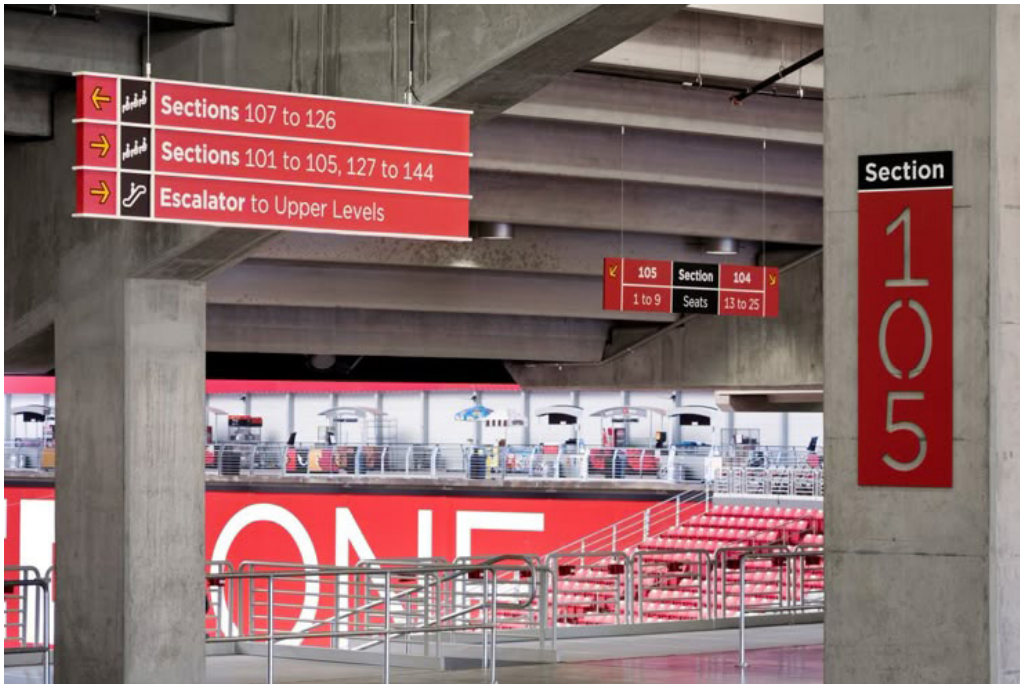
The area immediately surrounding the proposed north side stands is planned to be developed with the new retail podium immediately north of the stands and the event centre to the east of the east end-zone. Sitting atop the new retail podium will be two (2) residential towers that are zoned for heights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

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





5. DESIGN RESEARCH





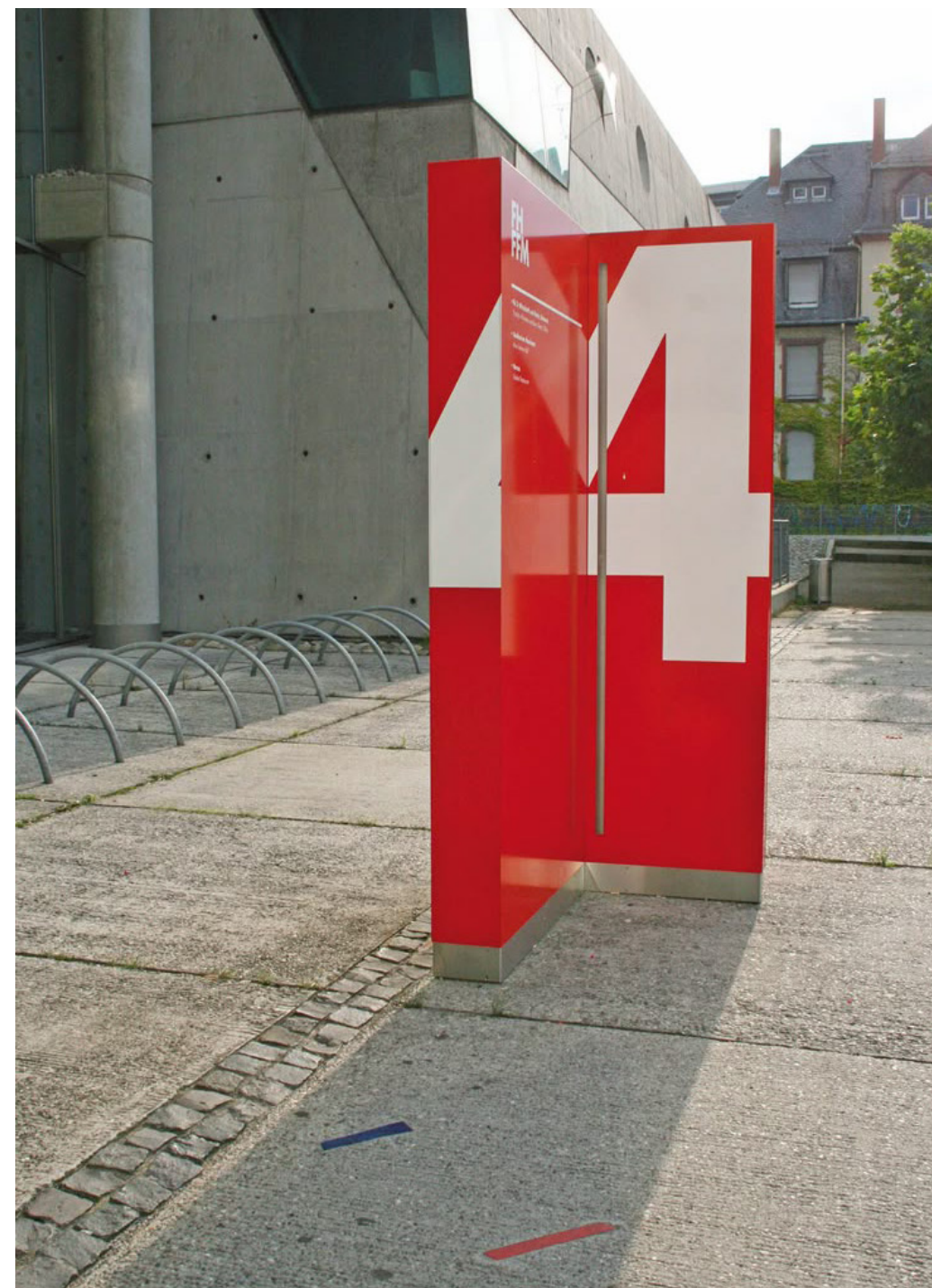


PRELIMINARY INTERIOR CONCEPT RENDERING — VIEW OF MAIN CONCOURSE











LANDSCAPE ARCHITECTURE PRECEDENTS





CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)

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

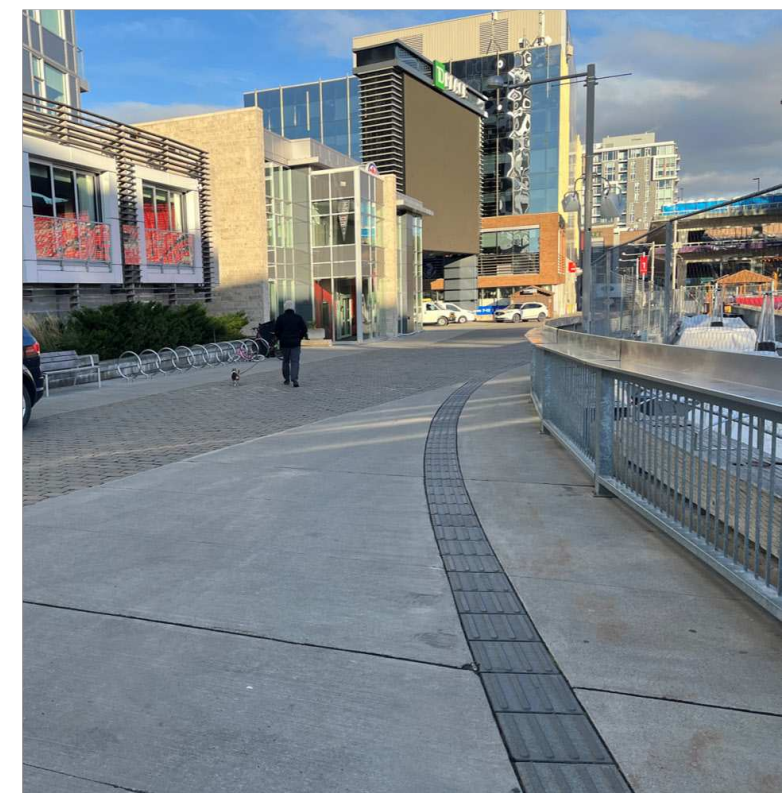
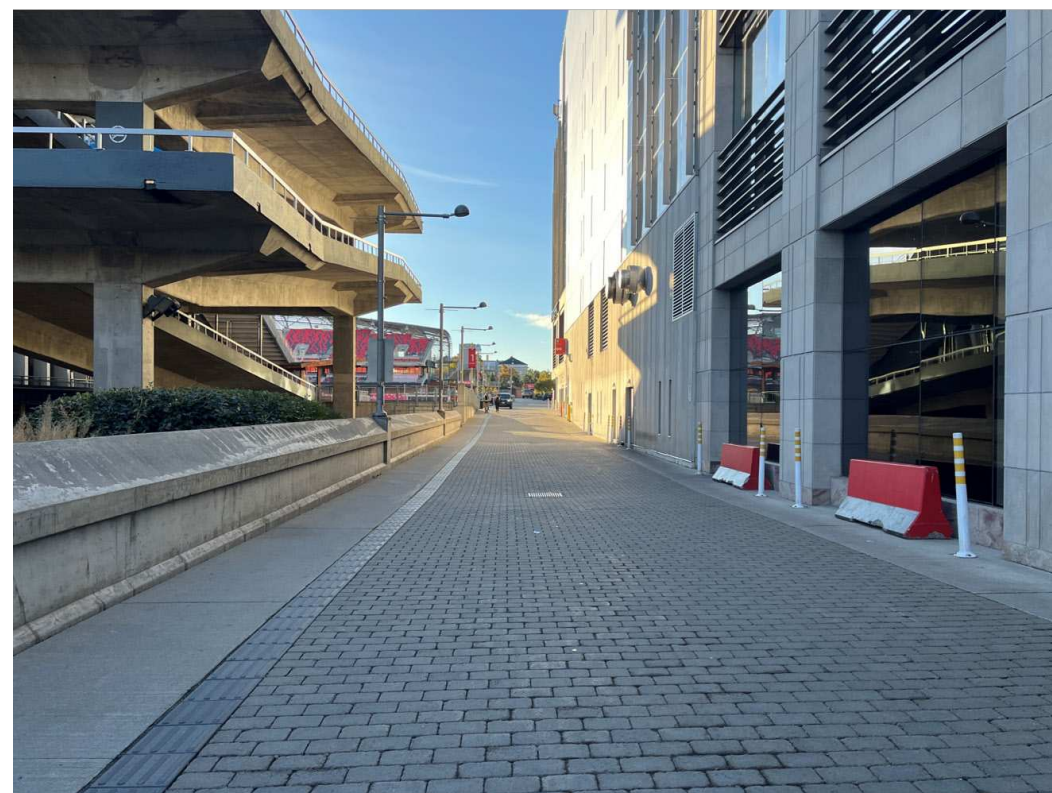
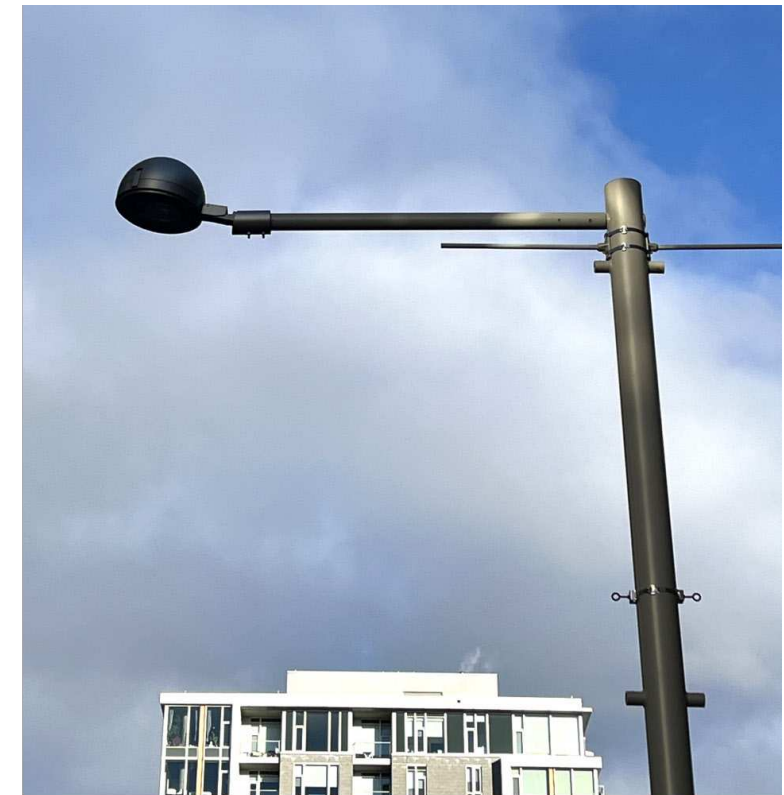
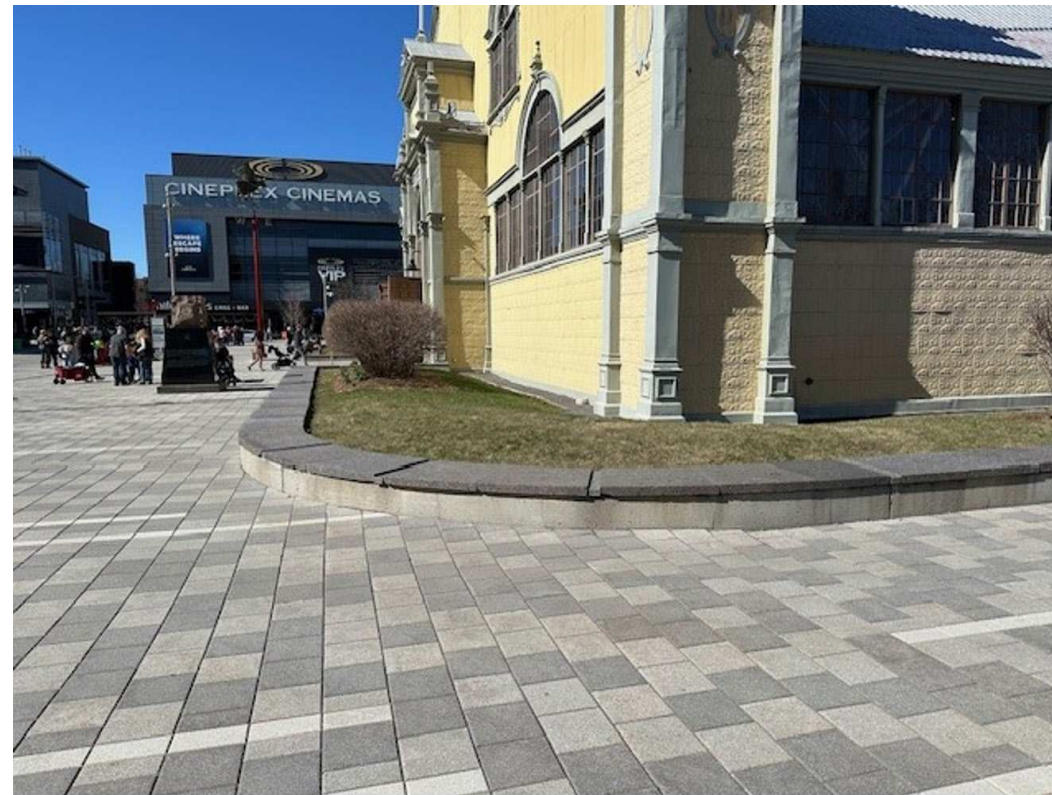




## LANDSCAPE LANGUAGE AND MATERIALITY

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

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





MASSING OF PROPOSED DEVELOPMENT (EXISTING)

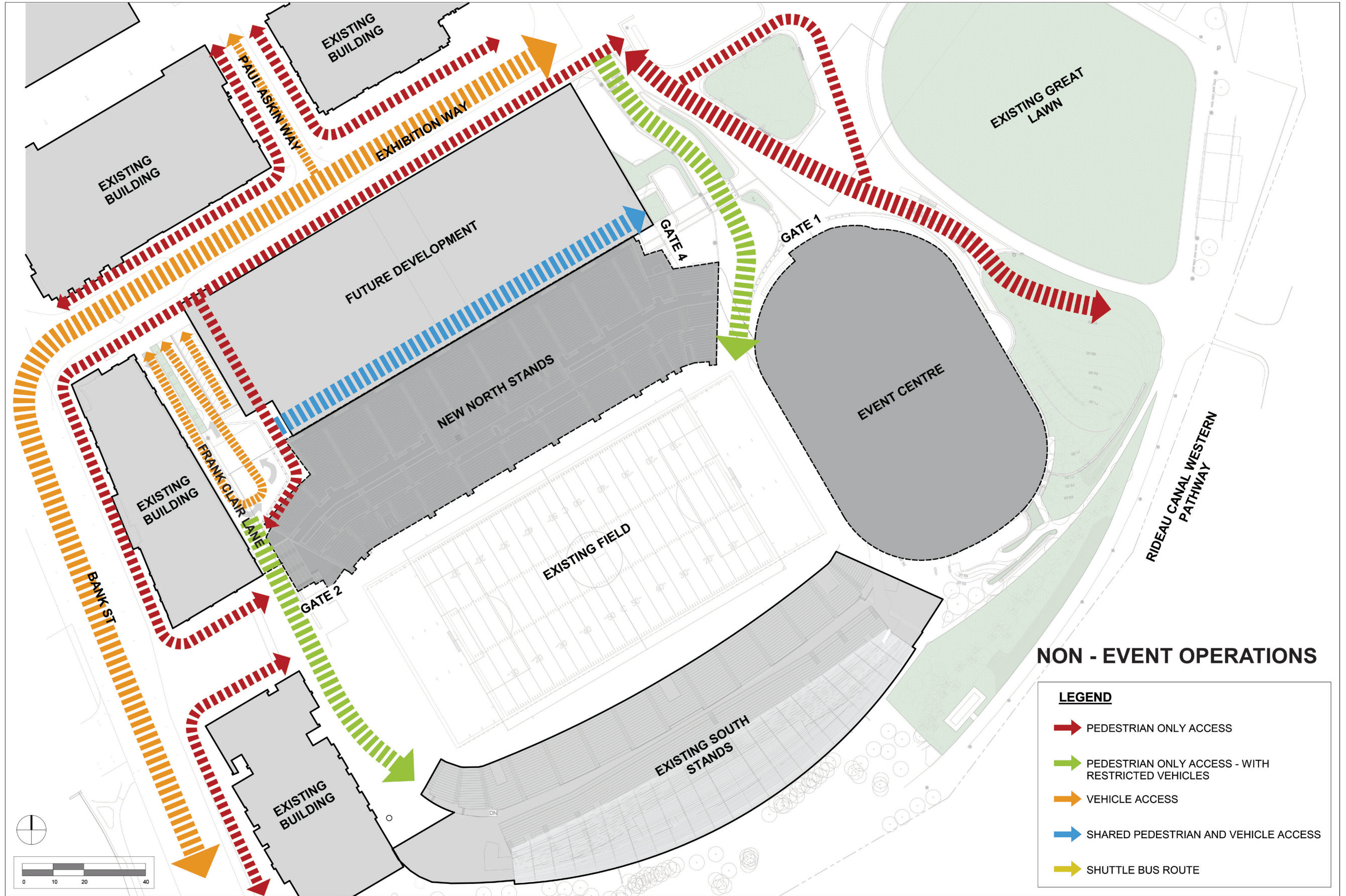




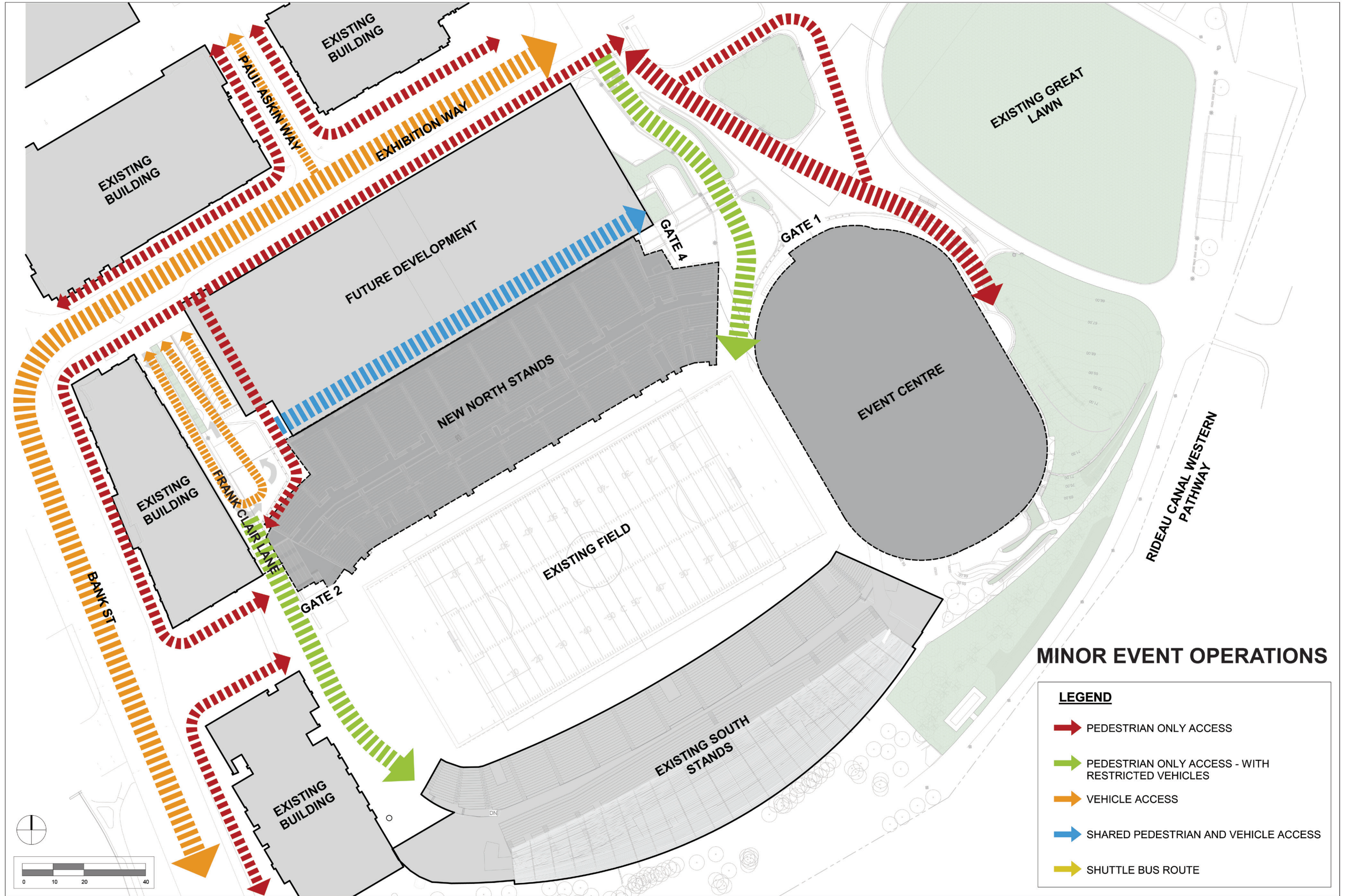
MASSING OF PROPOSED DEVELOPMENT (FUTURE)





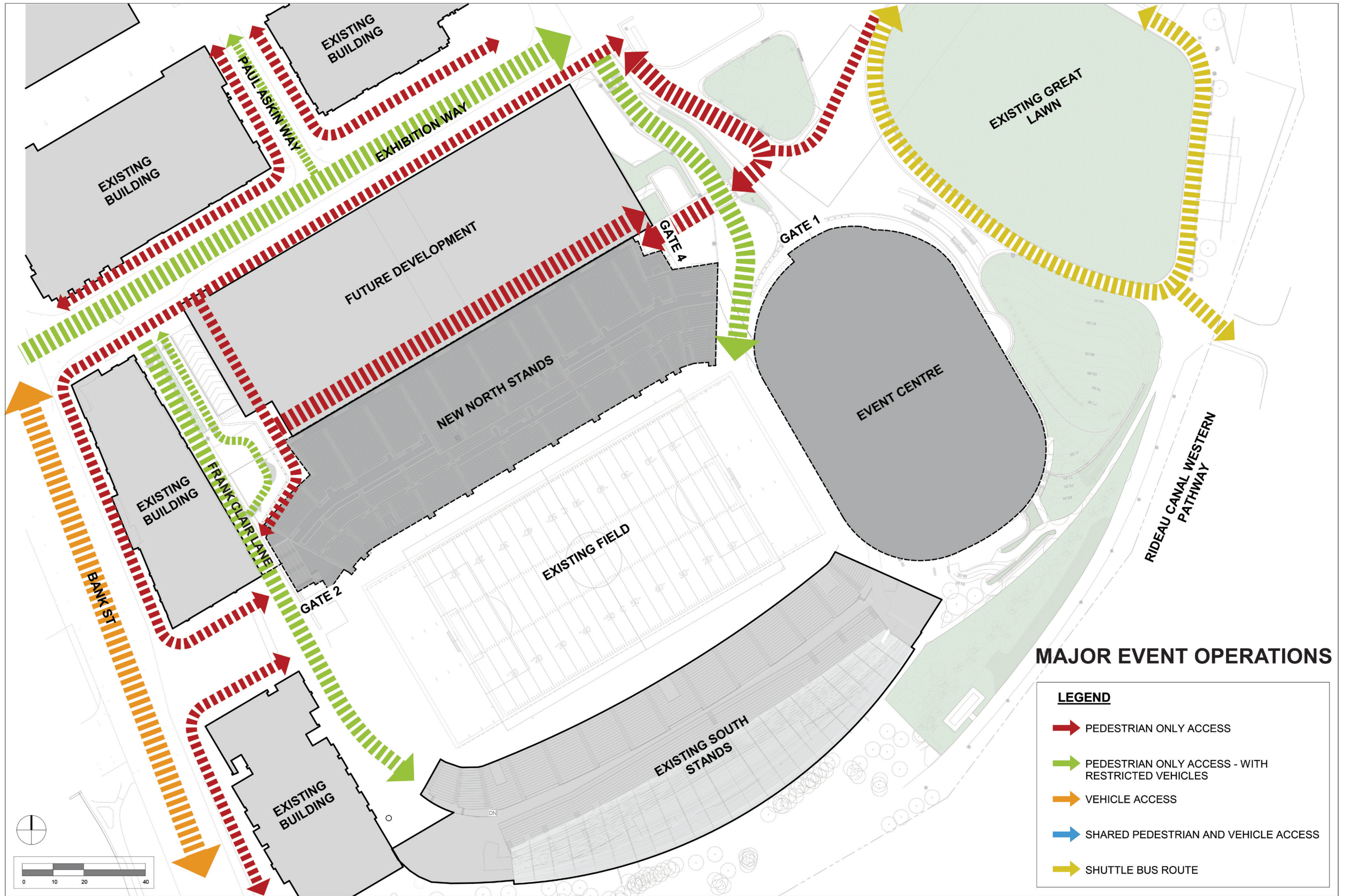




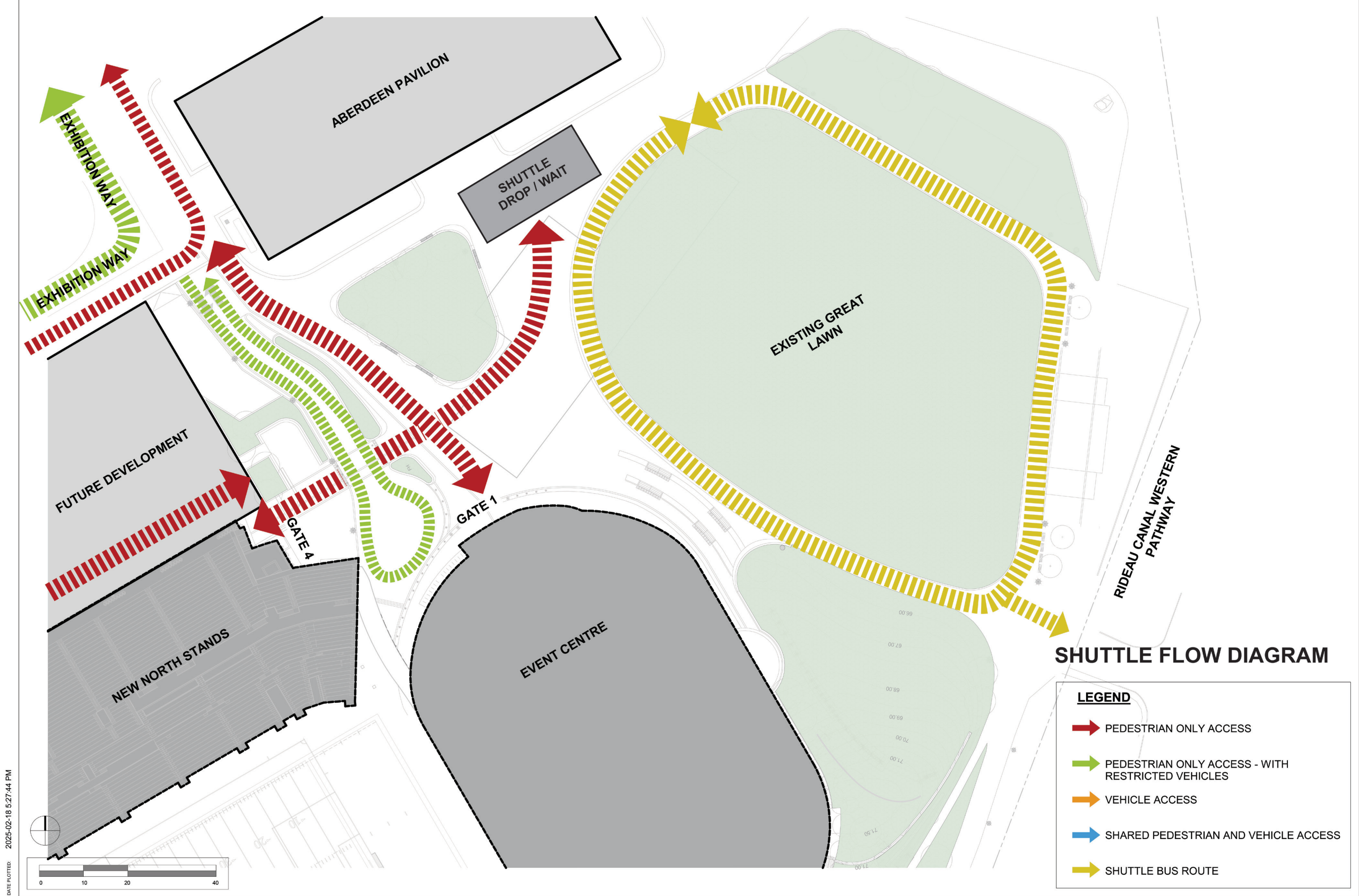


DATE PLOTTED: 2025-02-20 11:07:31 AM



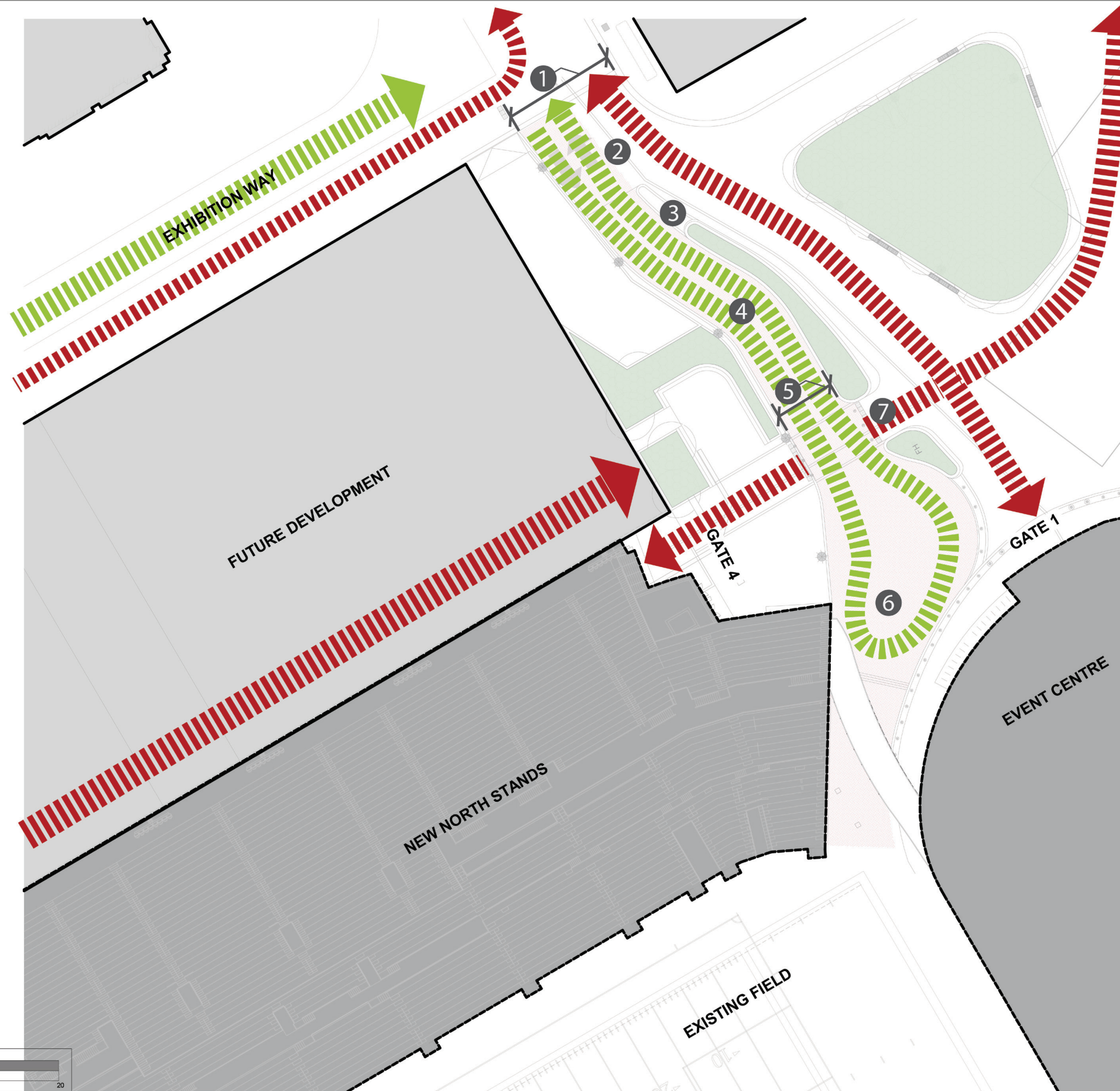
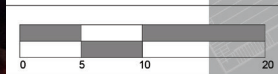






DATE PLOTTED: 2025-02-18 5:27:44 PM





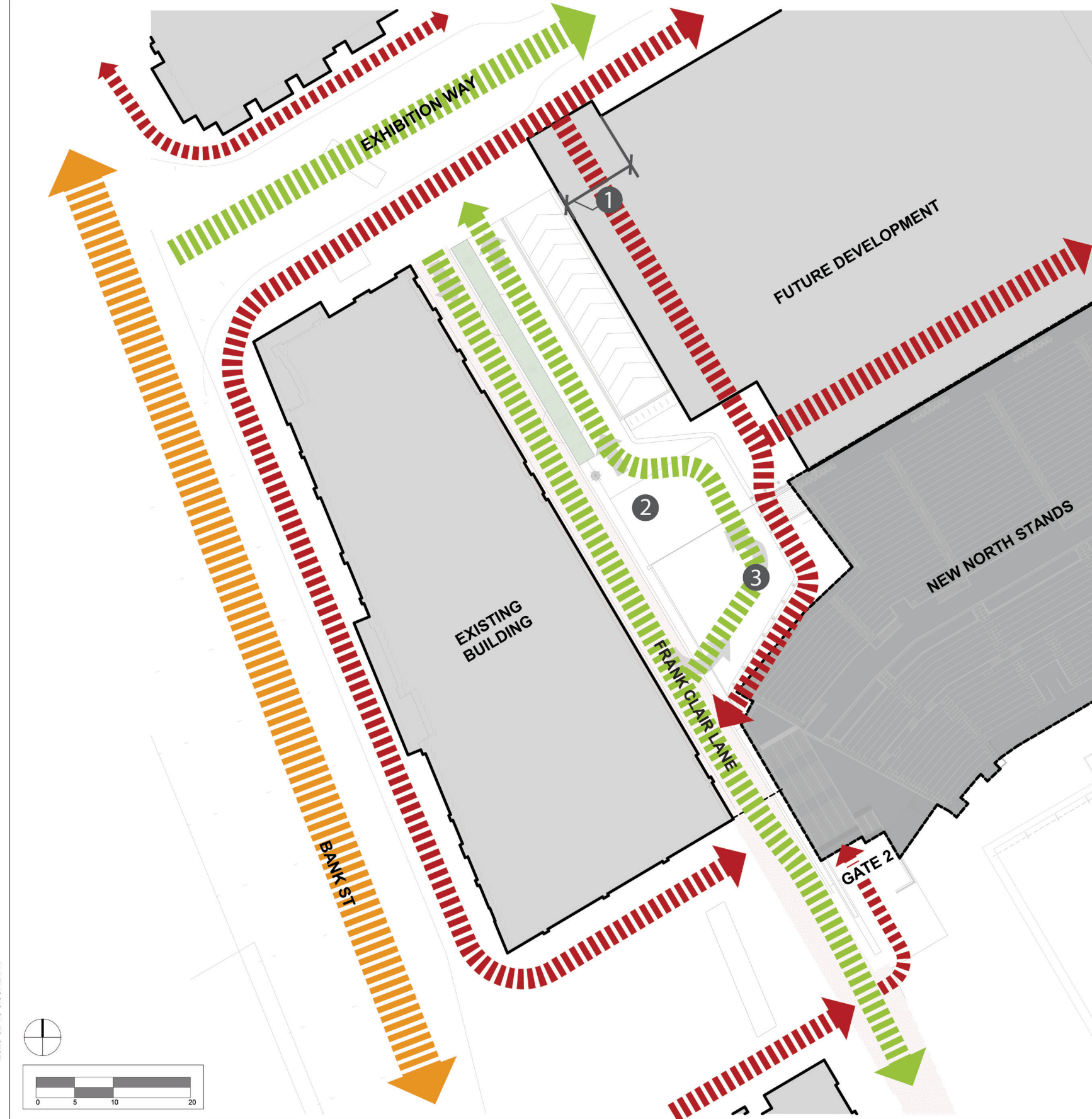
- ① 14.6 m wide vs. existing 11 m wide. New entrance is intentionally uniform to ensure that the entire width is perceived as a pedestrian zone
- ② Removable bollards allow pedestrian flow through full 14.7 m, and can be removed for operational vehicle access
- ③ Removable planters provide more flexibility for crowd and operational management
- ④ Differentiation in landscaping treatment to delineate mixed AODA and pedestrian zone
- ⑤ 7.6 m wide to accommodate exit crowd flows as likely first route of travel
- ⑥ AODA drop-off route can accommodate emergency service access to the field, and two EMS vehicles passing
- ⑦ Safe pedestrian crossing of the mixed AODA/Pedestrian route. Accessible design.

## EAST DROP OFF

### LEGEND

- PEDESTRIAN ONLY ACCESS
- PEDESTRIAN ONLY ACCESS - WITH RESTRICTED VEHICLES
- VEHICLE ACCESS
- SHARED PEDESTRIAN AND VEHICLE ACCESS
- SHUTTLE BUS ROUTE





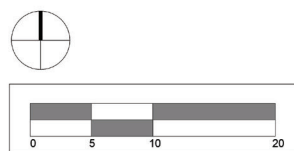
- ① 9700mm wide proposed pathway with terrace space
- ② Differentiation in landscaping treatment to delineate mixed AODA and pedestrian zone
- ③ AODA drop-off route can accommodate emergency service access to the field, and two EMS vehicles passing

## WEST DROP OFF

### LEGEND

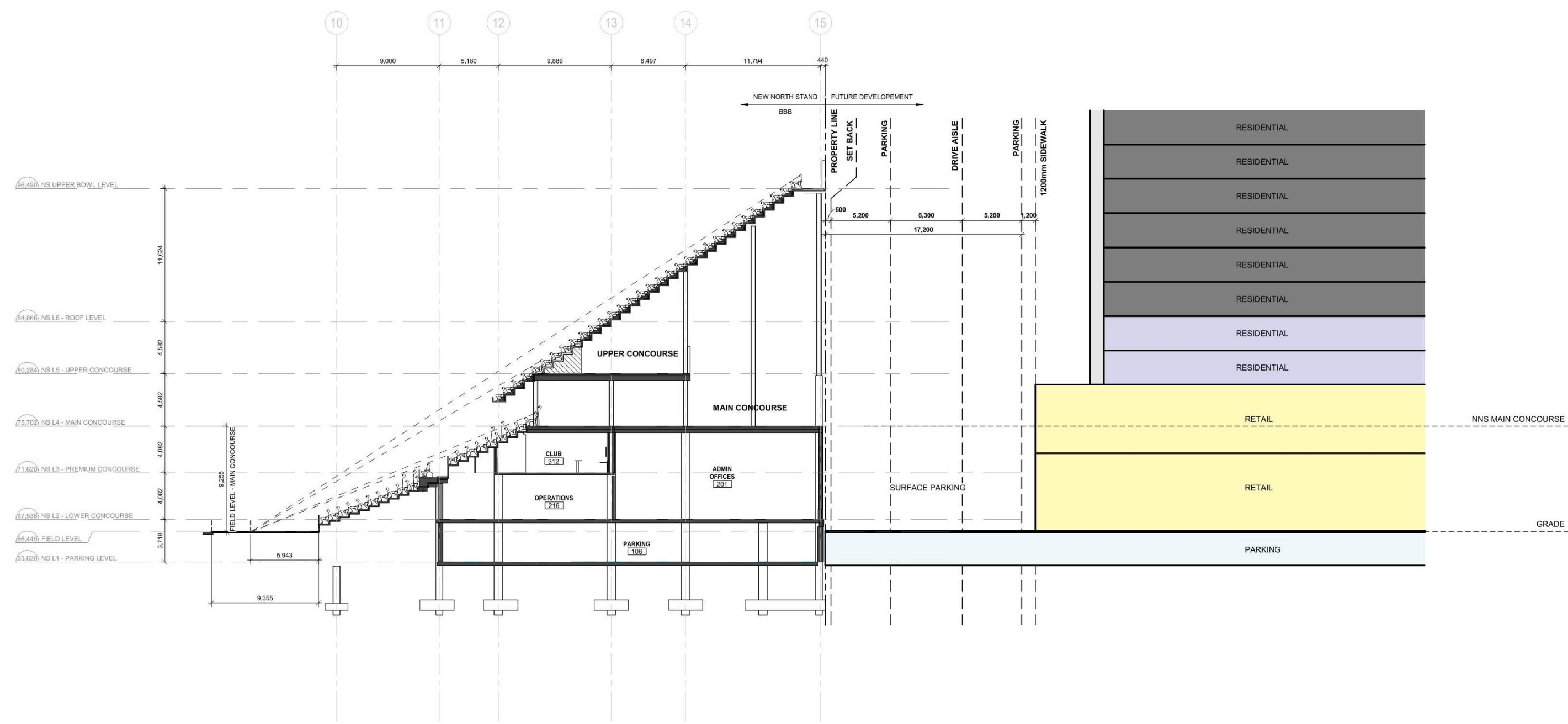
- ➔ PEDESTRIAN ONLY ACCESS
- ➔ PEDESTRIAN ONLY ACCESS - WITH RESTRICTED VEHICLES
- ➔ VEHICLE ACCESS
- ➔ SHARED PEDESTRIAN AND VEHICLE ACCESS
- ➔ SHUTTLE BUS ROUTE

DATE PLOTTED: 2025-02-18 5:36:42 PM





STREET CROSS SECTION





# SUSTAINABLE DESIGN

## HIGH PERFORMANCE DEVELOPMENT STANDARDS

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

### Building Energy Efficiency

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

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

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

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

to allow for future use;

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

### Site Plan Accessibility

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

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

### Fresh Air Intake

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

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

### Tree Planting

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

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



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

**Plant Species**

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

**Exterior Lighting**

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

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

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

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

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

General Lighting Hardware - Except for featured lighting fixtures,

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

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

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

**Bird-Safe Design**

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

**Cool Landscape and Paving**

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

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

materials and thicknesses.

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

**Common Area Waste Storage**

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

**Electric Vehicle Parking**

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

**Bicycle Access and Storage**

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

**LEED® CERTIFICATION**

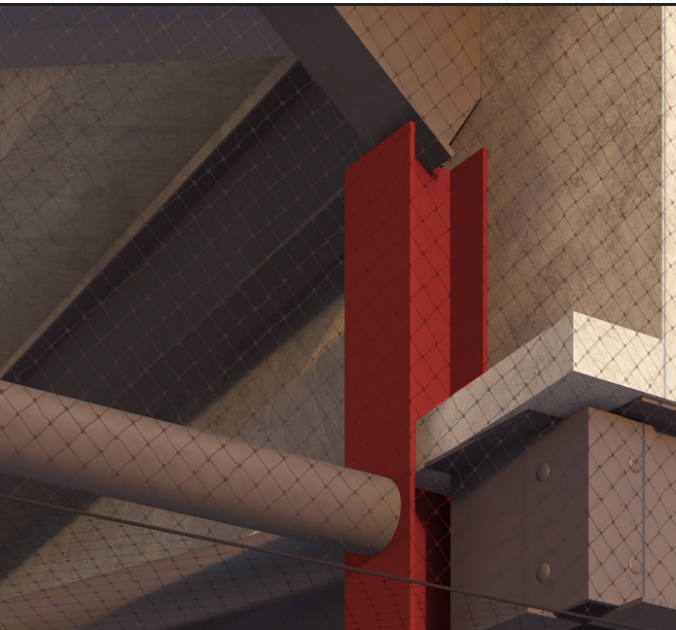
Additionally, the North Stands will target LEED® certification, which implements a point system across several categories, including energy efficiency, water usage, sustainable site development, material selection. Sustainable strategies for the North Stands may include implementing a high-performance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



BIRD SAFE DESIGN  
GUIDELINES

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

- Use of specified bird-safe glass or integrated protection measures to treat at least 90% of exterior glazing within the first 16 m of height or to the height of the adjacent mature tree canopy.
- Use of specified bird-safe glass or integrated protection measures to treat any glazing adjacent to a green roof, rooftop garden or garden terrace to a height of 4 m or to the height of the adjacent mature vegetation.
- Elimination of fly-through effects (e.g., glass corners, parallel glass) and other traps from building design or use specified bird-safe glass or integrated protection measures.
- Adherence to bird safe glass that follow these specifications:
  - High colour contrast to the glass surface.
  - Application to the exterior (first) surface of the glass.
  - A visual marker (i.e. lines, dots, etc.) with spacing of 50 mm by 50 mm is used.
  - Individual marker elements with a minimum of 4 mm diameter, or 2 mm wide by 8 mm long for linear elements.
  - Screens, grilles, nettings and mesh elements designed to prevent the entry of birds will be seamless and taut to prevent birds from becoming entangled or trapped. Aviary mesh or nets will have a maximum aperture size of 19 mm by 19 mm and be installed at least 50 mm in front of the glazing.





---

# APPENDICES

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