

Lansdowne Partnership Plan

eConsultation

October 2009

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1.0 INTRODUCTION

The City of Ottawa has undertaken a public consultation process to gather input from local residents on the proposed Lansdowne Partnership Plan. Part of a, multi-channel, community outreach, Nanos Research was retained to deploy an online public consultation on behalf of the City of Ottawa. The objective of the online consultation, which ran from July 20th to September 13th, 2009 was to supplement other public engagement efforts.

Visitors to the consultation site were asked for their views on the following eight topic areas the content of which was provided to Nanos by the City of Ottawa:

- **The Vision for Lansdowne** – The Lansdowne Partnership Plan is an opportunity to bring Ottawa residents, the City, the NCC and Parks Canada together to develop a new vision for Lansdowne Park through a transparent public-private partnership between the City of Ottawa and the Ottawa Sports and Entertainment Group
- **Preserving our Heritage** - The Lansdowne Partnership Plan respects the City's architectural heritage through the renewal of the Aberdeen Pavilion and the Horticulture Building and ensures the site's tradition of sports and public gatherings is maintained.
- **Green Space and Sustainability** - Converting the current asphalt parking surface at Lansdowne Park into a sustainable green urban 'front yard' would significantly change the environment on the site.
- **Stadium and Arena Revitalization** – The home for the Ottawa 67s, Ottawa's new CFL team and a possible future professional soccer team, the Lansdowne Partnership Plan's renewed Lansdowne sports centre would be a multi-use focal point for sporting and entertainment events in the National Capital Region.
- **The Retail and Commerce Approach** - The Lansdowne Partnership Plan proposes retail and commercial uses at Lansdowne that would support and complement the economic vitality of the existing Bank Street commercial corridor. The resulting Lansdowne redevelopment would create a new and unique retail and mixed-use destination within the National Capital Region.
- **Governance Structure** – The optimal governance structure that is proposed includes the creation of a Municipal Services Corporation (MSC), which would be wholly owned by the City. City Council would appoint the MSC's Board of Directors and would also direct its mandate and operational framework. The MSC would operate in a transparent manner focused on maintaining the site for the benefit of Ottawa residents
- **Transportation** – The Lansdowne Partnership Plan's (LPP) comprehensive transportation, transit and parking strategy was guided by principles and directions in the City's Official Plan (OP) and supporting Transportation Master Plan (TMP).
- **Business Model** - Phase 1 includes the redevelopment of the entire site, but does not include the optional residential, hotel and office development. The City's long-term debt will be retired over 40 years, with an annual debt service charge of \$7.1M. The proposed partnership agreement would see the net cashflow of the stadium, retail and parking operations shared between the City (MSC) and the OSEG according to a formula.

Participants were able to post and reply to comments in each topic, as well as read and rate other participants' comments. To post a comment, participants had to register in the online consultation. Participants did not have to register to read and rate comments.

Included in this report is a an executive summary of the eConsultation report, a participation overview for each topic, detailed metrics by topic, and a breakdown of the highest rated, most frequently rated and most read comments by topic. All of the participants' comments are in italics. The purpose of this report is to provide a summary of the consultation site activity. **Readers should note that participants in this consultation were self-selected and that the findings cannot be projected to the population as a whole.** This research project was completed in accordance with the standards of the Marketing Research and Intelligence Association of which Nanos Research is a Gold Seal Corporate member.



2.0 EXECUTIVE SUMMARY

The Lansdowne Partnership Plan eConsultation was conducted on behalf of the City of Ottawa between September 28th and October 11th, 2009 and collected 4,420 comments from 1,039 registered consultation participants. The comments were read 65,790 times and received a total of 27,544 ratings. Readers should note that participants in the online consultation were self-selected and these findings should not be viewed as a representative survey of residents as a whole.

The following are the most popular comments in each of the five topics presented in the Lansdowne Partnership Plan eConsultation.

2.1.1 – The Vision for Lansdowne

Summary of Discussion

Of the eight discussion topics presented to participants this topic, “Vision for Lansdowne”, was the most heavily discussed topic and accounted for 41% of the comments made. Consultation participants offered a wealth of views on the proposed Lansdowne redevelopment plan currently under consideration. While the opinions of those in favour of the Lansdowne Partnership Plan were spread across a number of themes, opposition to the plan centred on a smaller number of key issues.

Overall, consultation participants, by a three-to-one margin, opposed the current vision for the Lansdowne Live redevelopment plan. Negative comments were centred around a few key themes with outright opposition to the plan (26%) the number one ranked comment made to this discussion. Concerns over the tendering of the process were also evident with one in seven (14%) comments made indicating dissatisfaction with the lack of public competition for the development plan. A comparable number of participants voiced concerns the plan will result in an increased tax burden to local residents (7%) and that the private sector will reap the long term benefits of the development while the City, and by extension the community as a whole, will be undertaking the tax risk.

Highest Rated Comments

Rated by 24 participants, 4/4

I live here in Ottawa and know Lansdowne Park and its neighborhood very well.

I have attended a Lansdowne Live meeting, and I reviewed the marketing material the city and the developers presented. I have also examined the material and the arguments of the numerous people, living in the core and otherwise who are opposed to the proposal. I have also spoken to a few people in favor of the proposal.

I am very angry with with what you and the developers are trying to do to a major park here in the core of the city.

** Stadium: The city does need a new stadium, but we need one close to major traffic arteries and convenient for transit. Bank Street already suffers major congestion and I do not see how it will be able to handle more cars. We need a stadium on one of the sites that can absorb higher traffic volumes.*

Rather than putting a new football franchise on a site where two have failed, we need to find a more appropriate site. A site that people can get to. A site that will be successful. When Bank Street locks up, or they can't find parking, those fans will be disappointed and they will be angry. And they may remember this when next they go to the polls.

** Shopping: 400,000 square feet of retail space will completely change the character of the Glebe and Old Ottawa South neighborhoods. Either the the new shops will be successful, and the diverted customers and increased overflow street parking will hurt existing Glebe and OOS merchants, or the new shops will be unsuccessful, and the failed mall will blight the existing community. You are trying to turn the city's park into a mall, and I don't think that's a*



good idea.

The city might certainly enjoy an injection of new retail space, but I think we need to site this near major traffic arteries and existing transit lines.

** Greenspace: Lansdowne Park, as a site, might support a museum, or maybe a botanical garden, but I think it would be amazing with just lots of trees and grass and sports fields right in the heart of the city. Those of us without the time to go to the cottage, or those of us without a cottage, could spend a summer afternoon kicking around a soccer ball with our kids or listening to a band play.*

Imagine Vancouver's Stanley Park, or New York City's Central Park. We have a unique possibility to create our own jewel.

** Process: We as citizens and as a city need to consider this proposal carefully, and see if it is the best compared to other designs. The city has attempted to make this impossible by killing the design competition. This does not seem fair. This does not seem particularly smart, either, considering the outcry developing and the analyses suggesting it will fail.*

As an Ottawa resident, I do not like what the developers are trying to sell us, and I am disgusted and angry that the city is trying to go in this direction. The city core does need to densify, but we need to balance this with greenspace. In the case of Lansdowne Park, we need to keep it a park. This is a failure of vision and a vision of failure.

*Regards,
Sebastien Bailard.*

Rated by 22 participants, 4/4

Even using the word "Vision" in what is a visionless sole sourced plan is insulting. Lansdowne is a great opportunity for Canada's capital to develop a showcase within its urban center - attractive to both residents and tourists. And yes it MUST be financially viable to all taxpayers of the city. As far as I can see this is nothing more than a commercially driven plan with a shopping mall plopped into a well established community, using wonderfully located valuable real estate to develop more shopping retail space. Frank Clair stadium is an eyesore and Ottawa has already proven that it can't support a CFL franchise. So when it fails again what will we, the taxpayers, own?

If anyone feels that traffic congestion won't be an issue they need to drive Bank Street through the Glebe and Old Ottawa South right now. Adding more traffic into this area will create a nightmare for both the residents and for those wanting to use the facility. Alex Cullen clearly articulated the traffic issues in his letter to the editor.

I am uncertain as to how building a hotel, a shopping mall and some housing is considered modern-day innovation.

I would like someone to really clarify the added green space that we are receiving with this plan. If in fact the existing NCC land along the Queen Elizabeth Drive and the Glebe Park with Little League Ball diamonds and the wading pool are being included then we need to call foul.

I can only imagine the amount of taxpayers dollars already spent on the development process, this website and all the promotional material. The City employees seem to have already decided this is good for us endorsing it all with City logos. I wonder if I am sitting here typing in vain or is someone actually interested in what we say??



2.1.2 – Preserving our Heritage

Summary of Discussion

A review of the discussion within the “Preserving our Heritage” topic shows a common theme evident in the majority of participants. Maintaining the historical integrity of the existing facilities (both the Horticultural Building and the Aberdeen Pavilion) were key opinion threads in the dialogue. Notably, the most common opinion expressed was opposition to the relocation of the Horticultural Building from its current site; made by one in six (18%) participants.

In a similar vein, one in six comments made indicated the general desire the architectural/historical significance of the existing structures be maintained (16%). A comparable number of comments made disapproved of the proposed uses of the Aberdeen Pavilion (aquarium, glass enclosed areas within the facility, etc) and, rather, preferred that the Pavilion be maintained in a traditional Fair configuration (14%) or at the very least as a farmers market (6%).

Highest Rated Comments

Rated by 12 participants, 4/4

In terms of maintaining Lansdowne Park Heritage, I agree that both the Aberdeen Pavilion and the Horticulture Building should be preserved and, in the latter case, refurbished. The Aberdeen Pavilion, for instance, would be an excellent venue for the farmer's market in the winter months. It certainly shouldn't be re-purposed to accommodate restaurants and/or craft shops. While re-furbishing the Horticulture Building is long overdue, moving it would be costly and unnecessary.

More importantly, OSEG's Lansdowne Live proposal is entirely inconsistent with Lansdowne Park's heritage and tradition. Turning a significant portion of the Park into a shopping/office/Cineplex/hotel/condo complex fails completely to respect the Park's architectural heritage or traditional as a public gathering place.

The City needs to re-start the design competition for the Park so this prime public space can be properly developed in a manner than truly respects the Parks' heritage and tradition, and serves the interests of the public not commercial developers.

Rated by 11 participants, 4/4

Having a shopping mall come half way up the side of the Aberdeen Pavilion totally destroys the cultural landscape and the sense of the Aberdeen Pavilion as the visual icon of the park.

Why divide up this great building with small, glass structures, when we have an appropriate use--the Ottawa Farmers Market available?

Moving the Horticulture Building is expensive, un-necessary and will diminish the heritage value. It should be kept where it is.

The whole heritage of this site as a gathering place for the people of Ottawa is diminished by the scale of the retail and commercial development.



2.1.3 – Green Space and Sustainability

Summary of Discussion

Online participants to this discussion topic held a generally negative view of the green space and sustainability plan presented, representing the top three ranked comments made. Overall one in seven (15%) of comments posted indicated the belief that there was insufficient green space allocated to the Lansdowne Partnership Plan, followed by 12% who believed the 'front yard' concept which would run along Queen Elizabeth Drive integrating Lansdowne with the Rideau was a bad idea.

A further ten percent of comments did not believe the proposed use of environmentally friendly Turfstone or Grasspave would be workable in the area. Nine percent of comments outlined the desire for additional recreation/green space to be included in the plan

Highest Rated Comments

Rated by 9 participants, 4/4

Can we dispense with the fallacy, often stated by OSEG supporters, that a park would only be used by the Glebe while a pro sports stadium would be used by all of Ottawa?

Brittania Beach is used by people across the city, not just those in the immediate area. The same goes for Mooney's Bay, Andrew Hayden park and all the other city parks.

Moreover in my visits to London and Paris, I've been to Regent's Park, Hyde Park, Jardin de Luxemburg, Jardin des Tuileries but never once to Wembley or the Stade de France. A stadium may be important and it may be a choice, but please stop arguing that it's the only choice that serves the whole city.

Rated by 9 participants, 4/4

A "brownfield" site? Was there a refinery here at some point? Please be clear about the language.

Also, there is nothing "sustainable" about a project that places a major public attraction so far from a meaningful public transit solution.

2.1.4 – Stadium and Arena Revitalization

Summary of Discussion

Participants to the discussion topic were more likely to express the view that a professional sports facility should be located elsewhere in Ottawa than anything else. Overall 15% of comments stated any new facility which would house a revived CFL team, the 67's or an MLS team should not be built in Lansdowne. Among the concerns with this proposal was a belief that road access is insufficient to allow for the smooth arrival/departure from the facility (10%) and that there is insufficient parking in the proposal to accommodate visitors (8%).

An additional one in six comments either believe the cost to refurbish the existing sports facilities was too high (9%) or outright opposed any refurbishment of Frank Clair Stadium/the Civic Centre (8%). Four percent of comments were of the belief tax dollars should not be used to build sporting facilities.



Rated by 7 participants, 4/4

A stadium of this size does not make sense in an area surrounded by water on two sides and not accessible by any major bus routes. Busing sports fans from their parking spots in Carleton University to Lansdowne Park is an extreme measure that reflects an extreme planning problem. Why not build a stadium in a newer area that can accommodate the logistical realities of huge events?

Rated by 6 participants, 4/4

Robert this is the most sensible thing I've heard during this process. Why does the stadium have to be linked to that particular site? Bayview makes more sense from a transit perspective. We need to re-consider this entire process.

2.1.5 The Retail and Commerce Approach

Summary of Discussion

Considerable levels of scepticism exist with respect to the proposed retail and commerce elements of the Lansdowne Partnership Plan proposal. Overall, a significant proportion of participants voiced their concern that the proposal factored too much retail space (22%) to the development while a further 13% stated this represented an example of poor urban planning. Eight percent opposed the notion of a shopping mall being constructed in Lansdowne.

Other concerns raised by participants were that the retail complex would create considerable traffic problems for the area (6%), that a movie theatre was inappropriate for Lansdowne (6%) and the current proposal was unclear/needed to be improved (4%). Three percent of comments pointed to concerns over what would happen to the development were OSEG to file for bankruptcy.

Highest Rated Comments

Rated by 16 participants, 4/4

Firstly, it isn't necessary to have 199,000 square feet of retail when we have the Rideau Center a 10 minute bus ride and a 30 minute walk away as well we have Billings Bridge just over the bridge and there is South Keys mall as well. Secondly, Rideau Center and South Keys both have a multi-screen cinema, so another multi-screen theatre is clearly not required. The Mayfair theatre was just renovated and plays mainstream as well as independent films. Aberdeen Pavillion should not be used for the purpose of 'speciality restaurants', whatever that means.

Has the city hired an independent Economic Research firm to perform research and analysis on the deal or are we to only have the view of the firm hired by OSEG?

Rated by 13 participants, 4/4

As a proud vendor with the Ottawa Farmers' Market, I can not support this proposal.

There are many disturbing elements, but the fundamental issue I have relates to how we view ourselves as citizens.

Human beings are more than consumers of physical goods and entertainment.

As a proud vendor of goods which I produce, I would prefer to be posting this in a 'civic participation' section, not the 'retail and commerce' section.

My Lansdowne experience as a producer is a proud one.. I feel I own a piece of the jewel.

A home for all manner of 'producers' would make Lansdowne a nucleus of civic participation and pride.



I remain confident that there are many 'creative' professionals in this region who could do like the Ottawa Farmers' Market and carve out spaces for themselves as they participate in civic life at Lansdowne.

I would rather be part of a community of producers of all types than to be a 'component of the retail element'.

2.1.6 Governance Structure

Summary of Discussion

Participants voiced mixed concerns on the proposed governance structure for the Lansdowne Partnership Plan with the number one comment made being the deal between OSEG and the City of Ottawa was unfair (15%), followed by eight percent of comments which questioned the Municipal Services Corporations ability to govern the development.

Other concerns raised were the lack of an open design/development competition (6%), that the proposed governance structure was weak (5%) and that the private sector should not be involved in a project of this nature (5%). Four percent questioned OSEG's ability to ultimately fulfil its portion of the deal/questioned the long term financial viability of OSEG (4%).

Highest Rated Comments

Rated by 13 participants, 4/4

Governance-substance and process

The questions posed on this topic are important, but, largely miss the point; a classic case of closing the barn door after the horse gets out. The issue of governance is at the heart of this development proposal and the City government has failed in the following respects: i) oversight to development of a vision and implementation plan, ii) management of the unsolicited Lansdowne Live development proposal, iii) and the public consultation process.

a. Oversight to development of a vision and implementation plan-The City failed to develop a results-based plan that would have ensured a 21st century vision realized for the Lansdowne property; a plan that would have allocated the necessary financial resources to finance and implement a competitive solicitation for bids to realize the vision and deal with the needed demolition of the stadium.

b. Management of the unsolicited bid: The City has shown a complete and utter lack of governance by completely avoiding an open, competitive bidding process to realize a proper vision for the property. This leaves an impression or perception of a closed, corrupt process which is truly hypocritical in the face of Canadian governmental (at all levels) policy positions on "good governance" (federal government trumpets this as part of our foreign policy). The way the City has chosen to deal with this is something one would find in a corrupt, one part state; not one we should have here at home.

c. Public consultation: The current consultation process is really a stage managed public relations exercise. There is no public venue for debate; there is no clarity of how the input being gleaned under this process will be organized, assessed and used. There is the impression that this is largely a polling exercise, so that if greater than 50% of feedback indicates they are in favour of the development, that will be seen as sufficient basis for proceeding. Of course, such a mindset is flawed in the sense that public policy decisions should not be based on polling but on careful, reasoned debate and analysis.

Rated by 10 participants, 4/4

I preface my comment with the observation that for many of us the best thing about Lansdowne now is the Farmers' Market. Under the current proposal it is not clear which body will oversee the market - the city or the developers. The



farmers feel relatively secure with their current contract with the city. The fear is that if the developers were in control, both the structure of the market and the rental costs to farmers would be adversely affected. It is essential that the Farmers' Market retain its size, not be split into different sites within the complex, and benefit from reasonable rent payments.

I would add that the presence of a large, box-like food store on the site is a clear threat to the Market's viability.

2.1.7 Transportation

Summary of Discussion

Participants to this discussion topic voiced significant concerns over the viability of the proposed transit plan for the Lansdowne Partnership Plan. With nearly three in ten (28%) comments pointing to a desire for a redesigned transit plan it speaks to a strong undercurrent of dissatisfaction with the proposal.

Further, more than one fifth (22%) of comments expressed the opinion that traffic congestion will be a major problem if the redevelopment was to proceed in its current form. Ten percent of comments posted rejected the transportation plan as insufficient to meet future needs. Of note, two percent of comments made reflected the belief that ultimately nothing will come of this process.

Highest Rated Comments

Rated by 14 participants, 4/4

The political naivety of the City and developers continues to astound us. Yesterday a report was tabled showing that the parking implications of the proposal would constitute at worst a minor problem. Who commissioned the study? Why, the developers of course! A basic tenet of politics 101 is that this kind of research must not only be objective (we don't know in this case) it must be PERCEIVED to be objective. Do we want people with such low political IQ's in charge of our precious Lansdowne? Perhaps their business and organizational acumen is equally suspect.

Rated by 13 participants, 4/4

The NCC informed Transportation Committee this morning that they were not going to allow OC Transpo buses to use the Queen Elizabeth Way to shuttle Lansdowne attendees back and forth from Carleton University, unless the event was attended by 40,000 or more. This has only happened twice in recent years: Grey Cup and Rolling Stones. The Lansdowne Live people say they expect to have over 90 events a year--none of which will be this large, surely.

Does this mean they now think they can send them up and down Sunnyside Avenue all day, every time they have an event? This would be intolerable and UNEXCEPTABLE for the residents of Sunnyside Avenue, to say nothing of the traffic problems at Bank and Sunnyside (especially with the buses competing with all those people who will still insist on driving to Lansdowne coming in from the south).

This indicates yet again how flawed is the plan to have such a large entertainment venue where there is not adequate parking, or transit.



2.1.8 Business Model

Summary of Discussion

A review of the comments posted to the business model discussion topic points to three key themes in evidence. The principal theme which emerged was the concern that the City is exposing itself to a significant level of financial risk with this plan with limited scope for financial return, evident in three in ten (29%) of all comments posted to this topic.

The second key narrative of this discussion was the opinion that the tendering process was flawed due to the sole-sourcing of the project to OSEG. With nearly one quarter (23%) of comments to this topic of this nature it points to a sizeable credibility gap for the entire process in the community and could be a significant factor in the generally negative opinions held by participants to the eConsultation.

Highest Rated Comments

Rated by 14 participants, 4/4

This looks like a complicated case of smoke and mirrors with the tax payer left holding the bag. Here is a concrete example:

The valuation of the land is a deal for OSEG

"10 acres of land for the retail development with a deemed value of \$20M" that works out to 120 lots of 35x105 ft each selling for \$167K right near the canal in the Glebe. Sounds like a great price. Can I buy a lot in the Glebe for that price?

Rated by 13 participants, 4/4

Hmmm ... I don't quite trust this zero means zero thing. Smells of Larry O'Brien



2.1 Participation Overview by topic

One way to determine the importance of issues related to the Consultation is to gauge the number of reads by topic and the number of comments made within each discussion topic.

As Table 1.0 identifies, "The Vision for Lansdowne" was clearly the most heavily trafficked consultation topic. With nearly half (48%) of all comment readings and four in ten (41%) of total postings this topic was focal point for resident interaction on the Lansdowne Partnership Plan. Factoring that 'The Vision for Lansdowne' topic represented only thirty percent of the individual online participants this speaks to a robust level of activity within this topic compared to, say, the Green Space and Sustainability topic which had 11% of the individuals but only five percent of the total comment readings or comment postings.

Table 1.0 - Topics by the Number of Comment Readings

Topic	Number of Readings	Percent of total
The Vision for Lansdowne	31,549	48.0
Preserving our Heritage	2,794	4.2
Green Space and Sustainability	3,404	5.2
Stadium and Arena Revitalization	8,486	12.9
The Retail & Commerce Approach	4,905	7.5
Governance Structure	2,343	3.6
Transportation	6,418	9.8
Business Model	5,891	9.0
Total	65,790	100.0

Table 1.1- Topics by the Number of Comments Posted

Topic	Number of Commenters	Percent of total
The Vision for Lansdowne	1,803	40.8
Preserving our Heritage	230	5.2
Green Space and Sustainability	290	6.6
Stadium and Arena Revitalization	769	17.4
The Retail & Commerce Approach	348	7.9
Governance Structure	192	4.3
Transportation	421	9.5
Business Model	367	8.3
Total	4,420	100.0



Table 1.2- Number of Unique Online participants for Per Topic

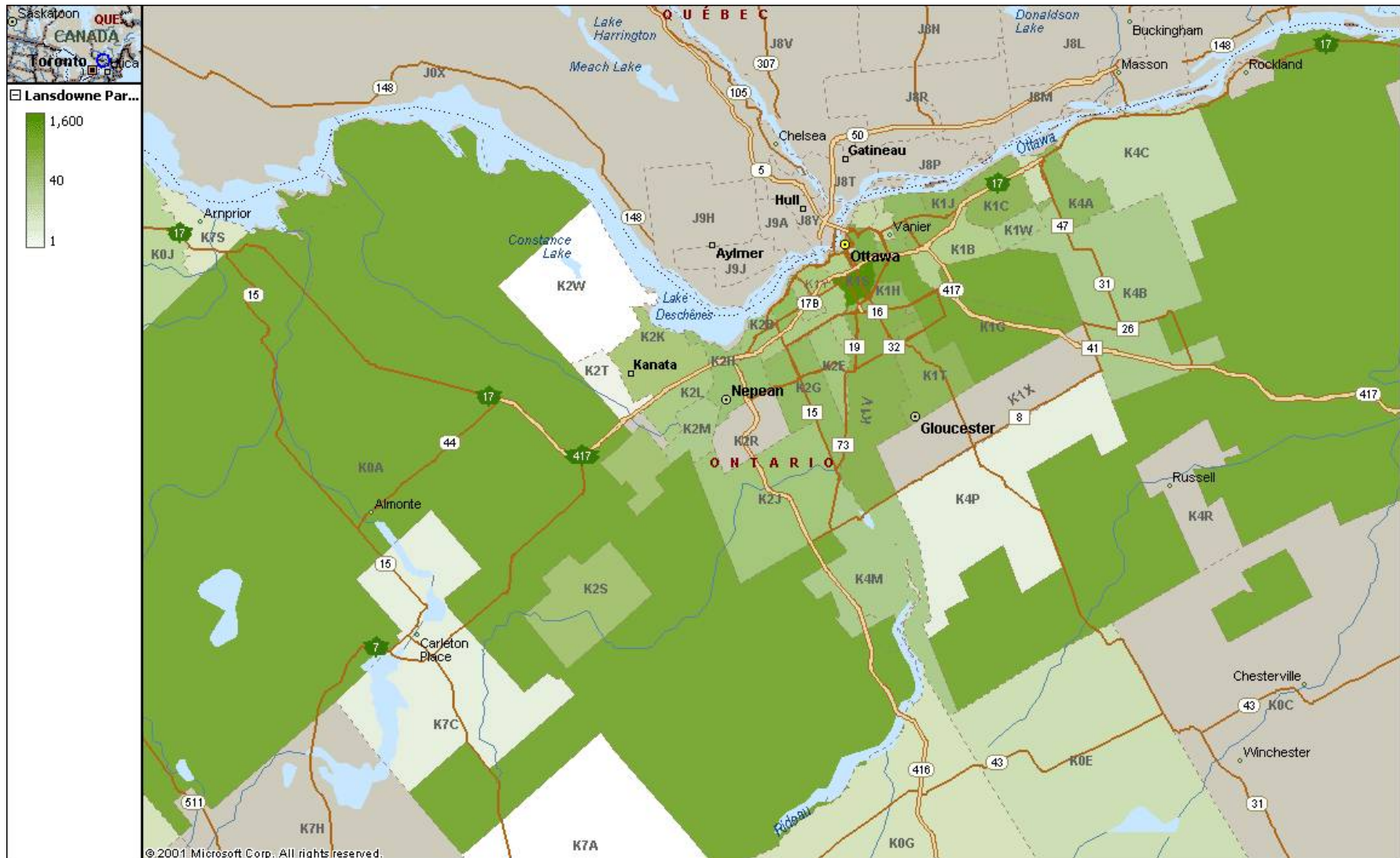
Topic	Number of Commenters	Percent of total
The Vision for Lansdowne	569	29.9
Preserving our Heritage	163	8.6
Green Space and Sustainability	200	10.5
Stadium and Arena Revitalization	236	12.4
The Retail & Commerce Approach	225	11.8
Governance Structure	118	6.2
Transportation	214	11.3
Business Model	177	9.3
Total	1,902	100.0

Table 1.3 Number of Ratings Per Topic

Topic	Number of Ratings	Percent of total
The Vision for Lansdowne	12,587	45.7
Preserving our Heritage	1,212	4.4
Green Space and Sustainability	1,352	4.9
Stadium and Arena Revitalization	3,115	11.3
The Retail & Commerce Approach	2,536	9.2
Governance Structure	949	3.4
Transportation	2,890	10.5
Business Model	2,903	10.5
Total	27,544	100.0



2.2 Comment Distribution for Entire eConsultation



3.0 THE VISION FOR LANSDOWNE

This online consultation was conducted between September 28th and October 11th, 2009.

The following information, which was provided to Nanos by the City of Ottawa, was presented to participants:

The Lansdowne Partnership Plan is an opportunity to bring Ottawa residents, the City, the NCC and Parks Canada together to develop a new vision for Lansdowne Park.

It is a vision for a transformed Lansdowne site that would:

- Embrace the Rideau Canal, with a new expanded green space.
- Revitalize the existing stadium and arena for sports and entertainment events.
- Stand as the model of modern-day innovation in an urban form where people can go to walk, cycle, shop, enjoy a good meal, be entertained, work, live, and play in an environment respectful of our architectural heritage.
- Reflect the objectives and guidelines articulated in the City of Ottawa's Official Plan.

The vision will be guided by Council direction, feedback from the public consultation process and through a transparent public-private partnership between the City of Ottawa and the Ottawa Sports and Entertainment Group. The mission is to act in the best interests of the people of Ottawa.

Timelines

The proposed redevelopment would be done in two phases.

Phase 1, to be completed by 2013:

- Refurbishment of Frank Clair Stadium and the Civic Centre arena
- Removal of asphalt to be replaced with a 'front yard' along the Rideau Canal
- Construction of an underground parkade for 1,100 vehicles
- Development of 300,000 square feet of unique retail shops and services, distributed throughout the site, to complement the existing commercial corridor along Bank Street

Phase 2:

- Optional future components include the development of residential space along Holmwood Avenue and office and hotel space along Bank Street in keeping with the design and character of the neighbourhood.

Discussion Question:

What are your views on this vision for Lansdowne Park?

This section will provide an overview of the Vision for Lansdowne eConsultation and includes the following:

- Activity Summary
- Comment Distribution Maps
- Participant Distribution Maps
- Detailed Metrics
- Highest Rated Comments
- Most Rated Comments
- Most Read Comments

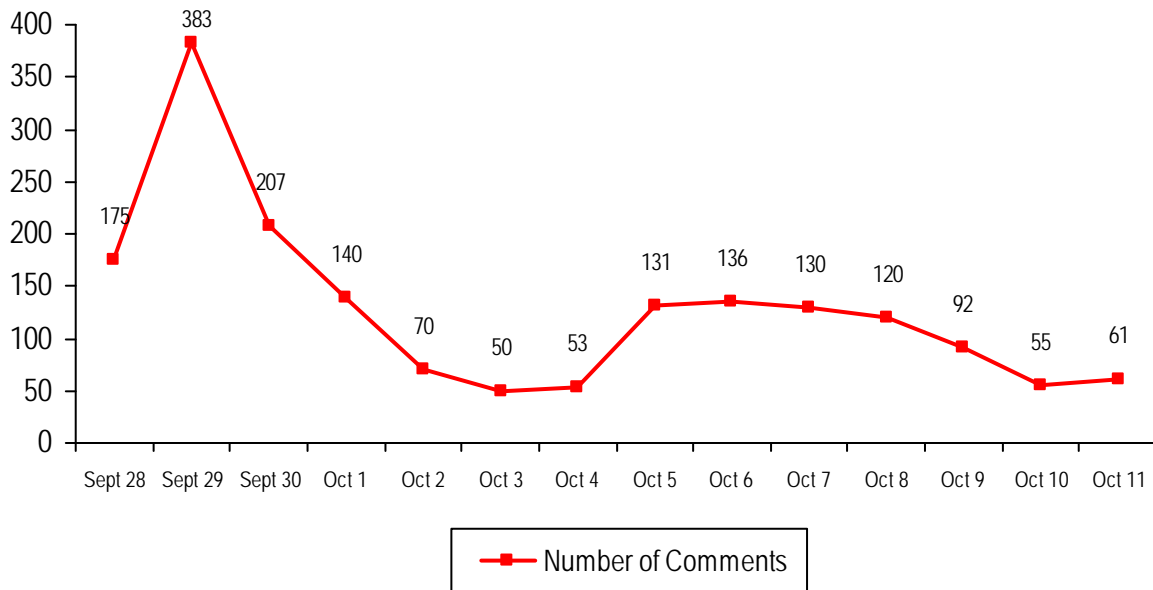


3.1 Activity Summary

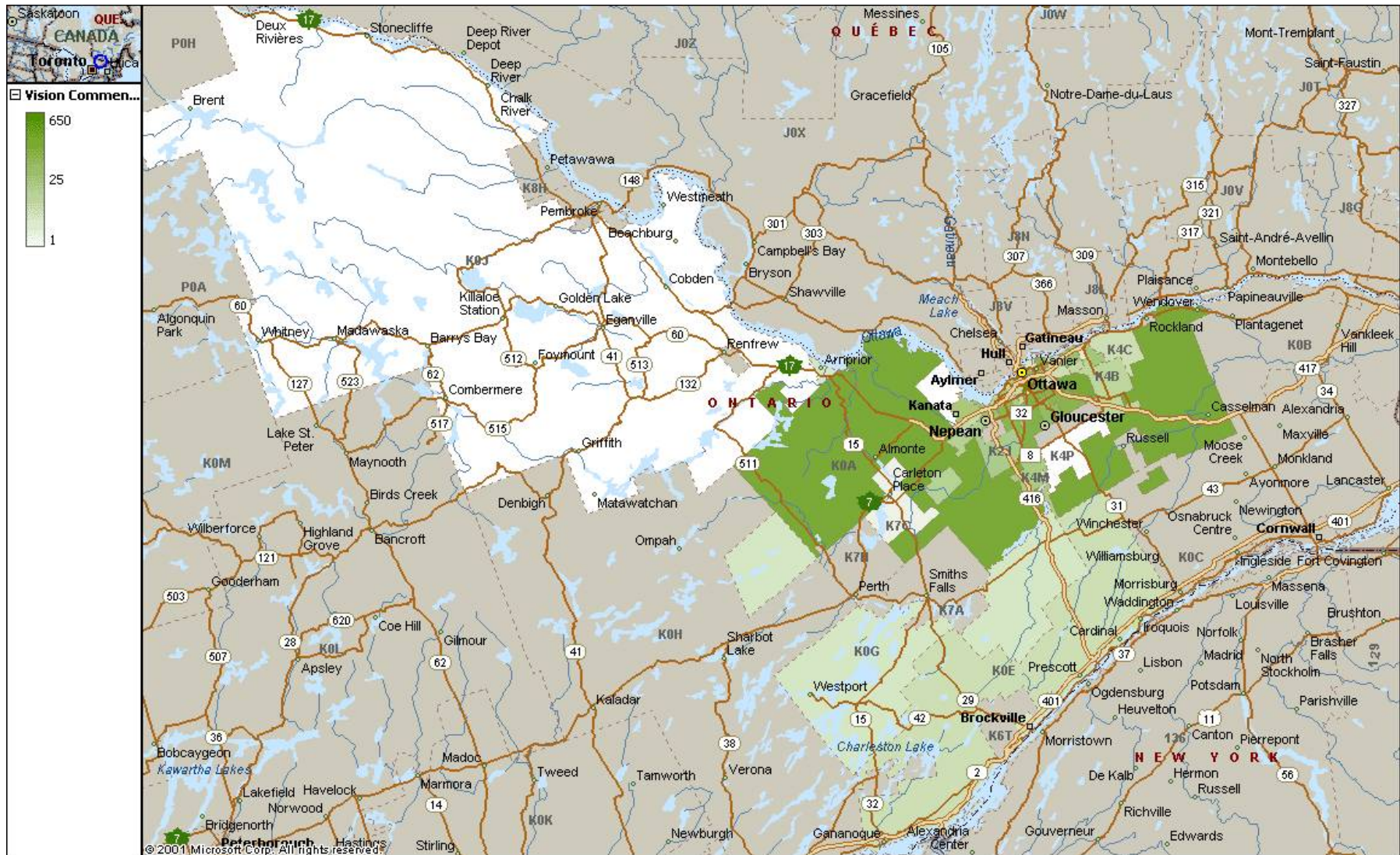
Site Activity Breakdown The Vision for Lansdowne

Site Activity	Activity	Percentage of Total Consultation
Number of Comments Posted	1,803	40.8
Number of Comment Readings	31,549	48.0
Number of Comment Ratings	12,587	45.7
Online participants	569	29.9

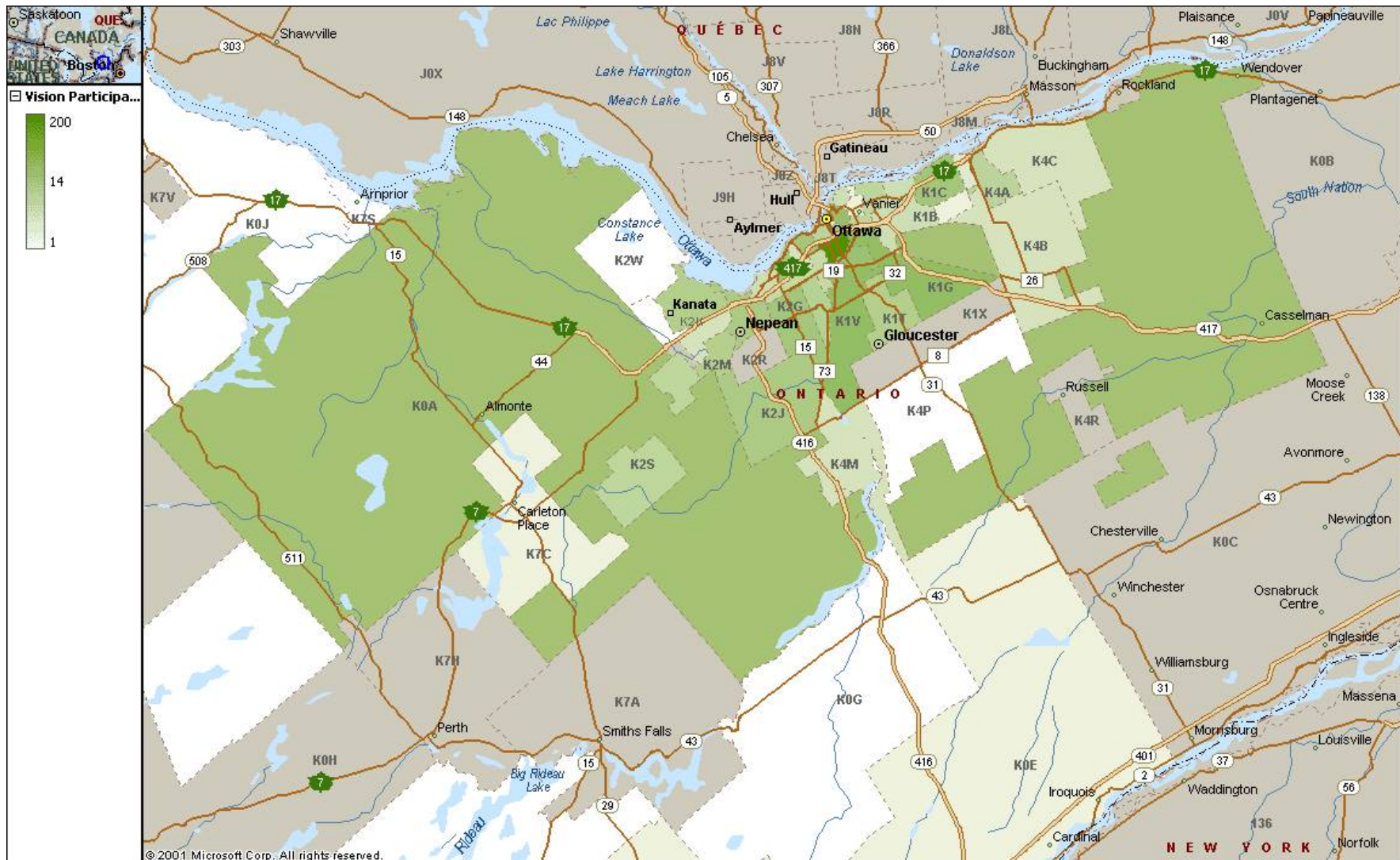
Number of Comments by Day The Vision for Lansdowne



3.2 The Vision for Lansdowne Comment Distribution



3.3 The Vision for Lansdowne Participant Distribution



3.4 Summary of Discussion

Of the eight discussion topics presented to participants this topic, Vision for Lansdowne, was the most heavily discussed topic and accounted for 41% of the comments made. Consultation participants offered a wealth of views on the proposed Lansdowne redevelopment plan currently under consideration. While the opinions of those in favour of the Lansdowne Partnership Plan were spread across a number of themes opposition to the plan centred on a smaller number of key issues.

Overall, consultation participants, by a three-to-one margin, opposed the current vision for the Lansdowne Live redevelopment plan. Negative comments were centred around a few key themes; outright opposition to the plan was the number one ranked comment made to this discussion (26%). Concerns over the tendering of the process were also evident with one in seven (14%) comments made indicating dissatisfaction with the lack of public competition for the development plan. A comparable number of participants voiced concerns the plan will result in an increased tax burden to local residents (7%), and that the private sector will reap the long term benefits of the development while the City, and by extension the community as a whole, will be undertaking the tax risk.

Of those with a favourable view of the current vision, one in six (16%) believed the plan under consideration was the best option available to City decision-makers and categorically supported the development as presented. The remaining positive views of the plan were spread across a wide range of opinions including, will be economically beneficial to the City/will increase the tax base (2%), will be good for community cohesion/be a source of pride for the City (2%), will bring pro-sports back to Ottawa (1%).

Comment	Number of Individuals Who Expressed Comment	Percentage of Individuals Who Expressed Comment
Proposal is wrong for the area/bad concept/opposed	900	25.8
Best option available for Lansdowne/support proposal	555	15.9
Should not have sole-sourced/need a competition for development	472	13.5
Will require tax increases/waste of taxpayer money	233	6.7
City taking the risk/footing bill while developers make profits	197	5.7
Will cause significant traffic problems/disruptions	162	4.6
Need to have a referendum on this	130	3.7
Development will destroy our parks/green spaces	118	3.4
Private sector looking to profit on City Hall	74	2.1
Spending money to bring sports teams to Ottawa is a waste of money	73	2.1

**Only comments in excess of 2.0% are reported in the dialogue overview tables*



3.5 Detailed Metrics

To follow are the detailed metrics for the Vision for Lansdowne eConsultation topic.

Number of Comment Ratings

The 1,803 comments in this topic received a total of 12,587 ratings. The mean number of ratings per comment in this topic was 6.9. The most ratings received by any comment was 65 – only one of the comments in this topic received 65 ratings. In total, 163 comments received twenty or more ratings.

Number of Comment Readings

The 1,803 comments in this topic were read 31,549 times. The mean number of readings per comment was 17.5, while the most read comment had 505 readings.

Most Active Participants

Five hundred and sixty nine unique participants posted comments in this topic, seventeen of whom posted twenty or more comments. The most frequent contributor to this topic was Dave2, who posted 73 comments in total. Comments made by Dave2 received 829 comment readings and 197 comment ratings. The next most frequent contributors were kayake and Douglasl who each posted 65 and 56 comments respectively.

3.6 Highest Rated Comments

To follow are the highest rated comments for the Vision for Lansdowne eConsultation topic.

Rated by 24 participants, 4/4

I live here in Ottawa and know Lansdowne Park and its neighborhood very well.

I have attended a Lansdowne Live meeting, and I reviewed the marketing material the city and the developers presented. I have also examined the material and the arguments of the numerous people, living in the core and otherwise who are opposed to the proposal. I have also spoken to a few people in favor of the proposal.

I am very angry with with what you and the developers are trying to do to a major park here in the core of the city.

** Stadium: The city does need a new stadium, but we need one close to major traffic arteries and convenient for transit. Bank Street already suffers major congestion and I do not see how it will be able to handle more cars. We need a stadium on one of the sites that can absorb higher traffic volumes.*

Rather than putting a new football franchise on a site where two have failed, we need to find a more appropriate site. A site that people can get to. A site that will be successful. When Bank Street locks up, or they can't find parking, those fans will be disappointed and they will be angry. And they may remember this when next they go to the polls.

** Shopping: 400,000 square feet of retail space will completely change the character of the Glebe and Old Ottawa South neighborhoods. Either the the new shops will be successful, and the diverted customers and increased overflow street parking will hurt existing Glebe and OOS merchants, or the new shops will be unsuccessful, and the failed mall will blight the existing community. You are trying to turn the city's park into a mall, and I don't think that's a good idea.*

The city might certainly enjoy an injection of new retail space, but I think we need to site this near major traffic arteries and existing tranist lines.



** Greenspace: Lansdowne Park, as a site, might support a museum, or maybe a botanical garden, but I think it would be amazing with just lots of trees and grass and sports fields right in the heart of the city. Those of us without the time to go to the cottage, or those of us without a cottage, could spend a summer afternoon kicking around a soccer ball with our kids or listening to a band play.*

Imagine Vancouver's Stanley Park, or New York City's Central Park. We have a unique possibility to create our own jewel.

** Process: We as citizens and as a city need to consider this proposal carefully, and see if it is the best compared to other designs. The city has attempted to make this impossible by killing the design competition. This does not seem fair. This does not seem particularly smart, either, considering the outcry developing and the analyses suggesting it will fail.*

As an Ottawa resident, I do not like what the developers are trying to sell us, and I am disgusted and angry that the city is trying to go in this direction. The city core does need to densify, but we need to balance this with greenspace. In the case of Lansdowne Park, we need to keep it a park. This is a failure of vision and a vision of failure.

*Regards,
Sebastien Bailard.*

Rated by 22 participants, 4/4

I understand from your note that public input is an important part of this process. What will be the impact of the public input at the end of the consultation process? Will it influence the decision of the city whether or not to move forward with this project?

Rated by 22 participants, 4/4

Even using the word "Vision" in what is a visionless sole sourced plan is insulting. Lansdowne is a great opportunity for Canada's capital to develop a showcase within its urban center - attractive to both residents and tourists. And yes it MUST be financially viable to all taxpayers of the city. As far as I can see this is nothing more than a commercially driven plan with a shopping mall plopped into a well established community, using wonderfully located valuable real estate to develop more shopping retail space. Frank Clair stadium is an eyesore and Ottawa has already proven that it can't support a CFL franchise. So when it fails again what will we, the taxpayers, own?

If anyone feels that traffic congestion won't be an issue they need to drive Bank Street through the Glebe and Old Ottawa South right now. Adding more traffic into this area will create a nightmare for both the residents and for those wanting to use the facility. Alex Cullen clearly articulated the traffic issues in his letter to the editor.

I am uncertain as to how building a hotel, a shopping mall and some housing is considered modern-day innovation.

I would like someone to really clarify the added green space that we are receiving with this plan. If in fact the existing NCC land along the Queen Elizabeth Drive and the Glebe Park with Little League Ball diamonds and the wading pool are being included then we need to call foul.

I can only imagine the amount of taxpayers dollars already spent on the development process, this website and all the promotional material. The City employees seem to have already decided this is good for us endorsing it all with City logos. I wonder if I am sitting here typing in vain or is someone actually interested in what we say??



Rated by 21 participants, 4/4

After attending the first three public meetings on the Lansdowne Park proposal, I want to express several concerns to the mayor and council.

My primary concern is that some of the most basic rules of public governance are being disregarded.

First, calling for competitive proposals is not some noble abstract objective. It is a practical tool for better decision-making. Without competitive proposals the mayor and council will make poorer decisions because they, as well as the public, are prevented from seeing a range of possibilities. It also leaves the mayor and council without the means to undertake a comparative evaluation of the general and specific components of the sole source proposal itself.

To suggest that a competitive process would have resulted in losing the Lansdowne Live proposal is no defense. It is the right of any proponent to decide whether it will compete. Moreover, it is beyond belief that if these particular proponents did not receive approval from the City the Canadian Football League would forever withhold a franchise from Ottawa.

It is the responsibility of the mayor and council to govern by the basic rules of good governance, not to arbitrarily suspend the rules for particular proponents without profound justification.

Second, the city administration is no longer a credible source of sound information or a credible arbiter of the public interest with regard to the sole source proposal. The city has become a proponent of the process and the proposal by entering into a partnership with the Lansdowne Live and working with them to make the proposal more acceptable to a larger share of the public.

Clearly there is disagreement on basic facts and effects regarding this proposal, (including apparently who is on the proponent's "team"). But the public institution that should be reconciling such discrepancies and providing the information to the public has disqualified itself from plausibly doing so.

Third, it is deceiving and offensive to have city officials at the sole source proposal promotional meetings, (not consultations) trading on the integrity of their government responsibility to serve the public interest when they are in fact serving the city administration as a self-interested promoter of the proposal.

I did not fill out the comment sheet provided at the meetings. It did not ask questions about the concerns expressed above and too many of the "facts" in the "Fact Sheet " are disputed by sources that seem at least as plausible as the proponents.

But because the proposal proponents too often and too quickly brush aside criticism as opposition to a CFL franchise, I will say that I am not opposed but their proposal gives me no confidence that they have identified either the best location or facility.

I have serious doubts about the amount of commercial space proposed but again I do not feel that I have credible facts on which to give more than a superficial view.

In closing I would like to remind the mayor and council that this divisive and discredited process has ramifications far beyond Lansdowne Park. I have been an advocate of stronger and better financed local government for some forty years. One of the major impediments to reaching this goal is that local governments discredit themselves, and by extension, other local governments time after time with stunts like the current Lansdowne fiasco.



These episodes produce two crippling effects. First, it gives senior government's easy excuses to say "not yet" to supporting stronger local government.

Second, whether it's first nation councils, cities, towns or other municipal councils, they can rarely mobilize their constituents to actively support stronger local government because they too doubt its ability or willingness to consistently operate under sound governing practices.

Rated by 21 participants, 4/4

Constant reference to "the vision" of this is an attempt to give it an aura that it doesn't deserve. City managers and councillors should forget the vision thing and see this for what it is -- a rather pedestrian commercial development anchored by a large cineplex roughly the size of Silver City and a big box grocery store.

3.7 Most Rated Comment

To follow are the most rated comments for the Vision for Lansdowne eConsultation topic.

Rated by 65 participants, 3.1/4

Although some good intentions may be involved, the proposal is VERY WRONG for the area. First of all, why is a SOLE SOURCED project being considered? It is good governance to have multiple vendors bid on a project of such magnitude.

Next, there is the question of the city footing much of the bill and private owners making money off the development. THIS IS WRONG.

Smart growth dictates that a development fit into the neighbourhood. Creating a large shopping mall will kill nearby shops in the Glebe and Old Ottawa South.

There is very little green space being added. This site should be a PARK as its name mentions, not a parking lot.

The proposed site will generate huge amounts of traffic that can't be handled by the current poor public transit links.

All in all, I am against this project!

Rated by 60 participants, 2.7/4

Tear it all down and make it green space.

The downtown could use it.

This should reduce all our property taxes.

And no more contracts where we are always paying so others can make money.

Rated by 55 participants, 3.3/4

I am very disappointed by Larry Obrien's and The City Of Ottawa's approach and process with the Lansdowne Redevelopment in deciding to go with a Sole Source Contract or agreement and not opening up this opportunity to



any proponents that may have a proposal.

Sole Sourcing can be acceptable for a Private Corporation but it is not acceptable in a large dollar value project / acquisition / development involving Public Funds.

The current Lansdowne Redevelopment process must be cancelled and restarted with an Open Competition process.

Rated by 55 participants, 1.7/4

Lansdowne Live is an excellent vision for Lansdowne Park! Back in 2008 Ottawa residents declared what they wished to see in a revitalized Lansdowne Park through 2 public consultations and an online discussion. Lansdowne Live addresses all of these wishes perfectly! It is a plan that provides something for many different groups with varying interests from various walks of life. I support Lansdowne Live 100%!

Rated by 54 participants, 2.1/4

On September 2nd, City Council received a proposal to transform Lansdowne Park from an expansive asphalt parking lot with aging infrastructure into a green and sustainable outdoor urban venue. Public input is a very important part of the process, which is why I encourage you to contribute your thoughts and ideas right here on this site.

3.8 Most Read Comments

To follow are the most read comments for the Vision for Lansdowne eConsultation topic.

Read 504 times, rated by 54 participants, 2.1/4

On September 2nd, City Council received a proposal to transform Lansdowne Park from an expansive asphalt parking lot with aging infrastructure into a green and sustainable outdoor urban venue. Public input is a very important part of the process, which is why I encourage you to contribute your thoughts and ideas right here on this site.

Read 360 times, rated by 22 participants, 4/4

I understand from your note that public input is an important part of this process. What will be the impact of the public input at the end of the consultation process? Will it influence the decision of the city whether or not to move forward with this project?

Read 201 times, rated by 11 participants, 3.7/4

Unfortunately, this council are showing no interest in having public consultations on this issue. The Kanata open house last night was just brainwashing - none of the city staff or developers or consultants there had any interest in hearing views that differed from what they were presenting. A number of councilors told me that the open houses were not meant for discussions with them. The only opportunity to register your opinions was on the paper forms, and I imagine the information will be so heavily filtered by the time it reaches council as to be no use.

Also, most councilors seem to have made up their mind about this issue long ago and have no intention of changing it. Here is Bob Monette quoted in the Ottawa Sun today "If we move ahead, it's our legacy that we've built something we can be proud of for generations to come. If we vote against it, it will be our legacy that again, we've



been unable to make a decision in the City of Ottawa".

Where is the opportunity for public consultation with an attitude like that??

Count on me remembering this attitude as well, come election time Jim O.

Read 168 times, rated by 23 participants, 3.8/4

Bob, did you really make this comment?

"how can this be a sole sourced project when Council had three options to choose from: The International Design Competition, The Lansdowne Partnership Plan, and The Kanata Soccer Stadium."

or is someone impersonating you to make you look bad?

The Kanata soccer stadium has nothing to do with Lansdowne park, so throw that red herring out.

For Lansdowne city had a choice between considering one proposal - a sole proposal from one developer or continuing a competition that would have solicited many proposals. Council went with the sole proposal. You chose not to listen to any other proposals!

Read 166 times, rated by 16 participants, 4/4

It seems you have not read the proposal, but that you agree with the general principle that something should be done at the site. That's great, but there is no room for bus lanes on Bank street, unless you ban on street parking and turn it into a bus mall like the ill fated Rideau Street mall. Nor is there any plan to run a metro. It would be a very different discussion if that was happening.



4.0 PRESERVING OUR HERITAGE

This online consultation was conducted between September 28th and October 11th, 2009.

The following information, which was provided to Nanos by the City of Ottawa, was presented to participants:

The Lansdowne Partnership Plan respects the City's architectural heritage through the renewal of the Aberdeen Pavilion and the Horticulture Building and ensures the site's tradition of sports and public gatherings is maintained.

The Aberdeen Pavilion – Centerpiece of the Redevelopment

- With its immense column-free interior space and an elaborate ornamental façade, the Aberdeen Pavilion, built in 1898, is the last living Canadian example of a 19th-century fair building.
- The Aberdeen Pavilion is currently under-utilized due to its heating limitations inherent in the building's design.
- Small, glass-enclosed climate controlled structures are proposed to allow for year-round uses as restaurants and other hospitality services.
- Mezzanine spaces open to the expansive structure will provide festival centre support spaces, meeting areas and assembly spaces suitable for informal live venue performances.

The Horticulture Building – Preserved and Relocated

- Completed in 1914, the Horticulture Building is a Canadian example of Frank Lloyd Wright's Prairie-style architecture, designed by Francis C. Sullivan who worked with Wright in Chicago.
- Its flat roof and overhanging eaves, strong corner piers, sparse stylized brick, stucco exterior, grouped casement windows and geometric glazing patterns emphasize the buildings simple, clean lines.
- The Horticulture Building, despite its heritage designation, has not been maintained and is currently boarded-up due to peeling lead-based paint.
- The proposed design will preserve and relocate the Horticulture Building into the front yard to the east and re-purpose it as part of the Farmers' Market, as well as a potential location for arts, culture, education and children's programming.

Discussion Question:

What are your views on the proposed heritage architectural strategy?

This section will provide an overview of the Preserving our Heritage eConsultation topic and includes the following:

- Activity Summary
- Comment Distribution Maps
- Participant Distribution Maps
- Detailed Metrics
- Highest Rated Comments
- Most Rated Comments
- Most Read Comments

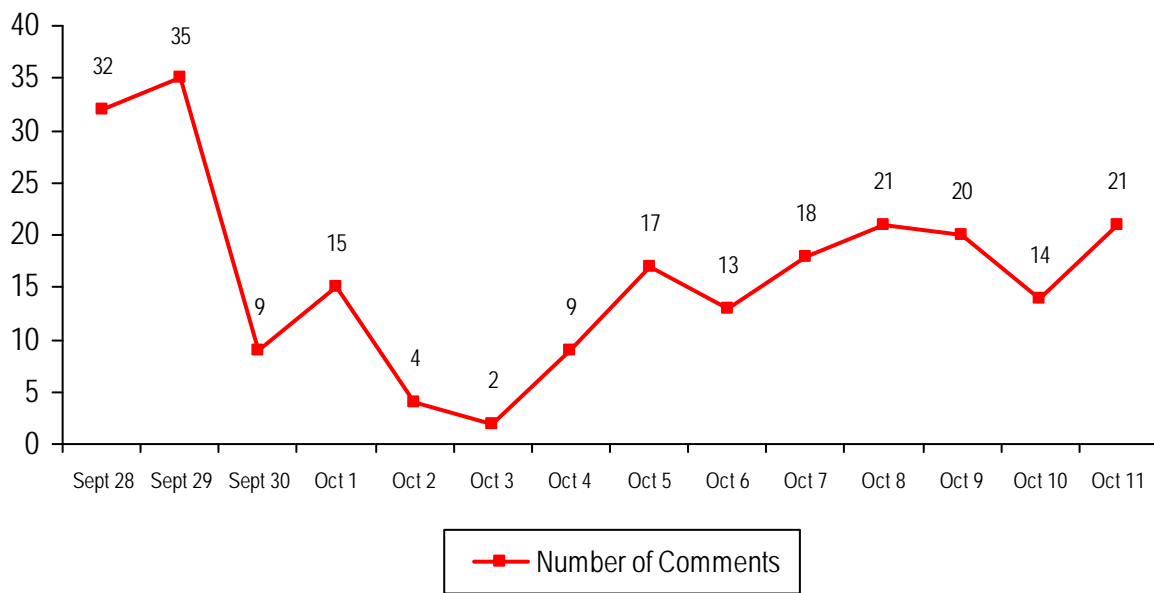


4.1 Activity Summary

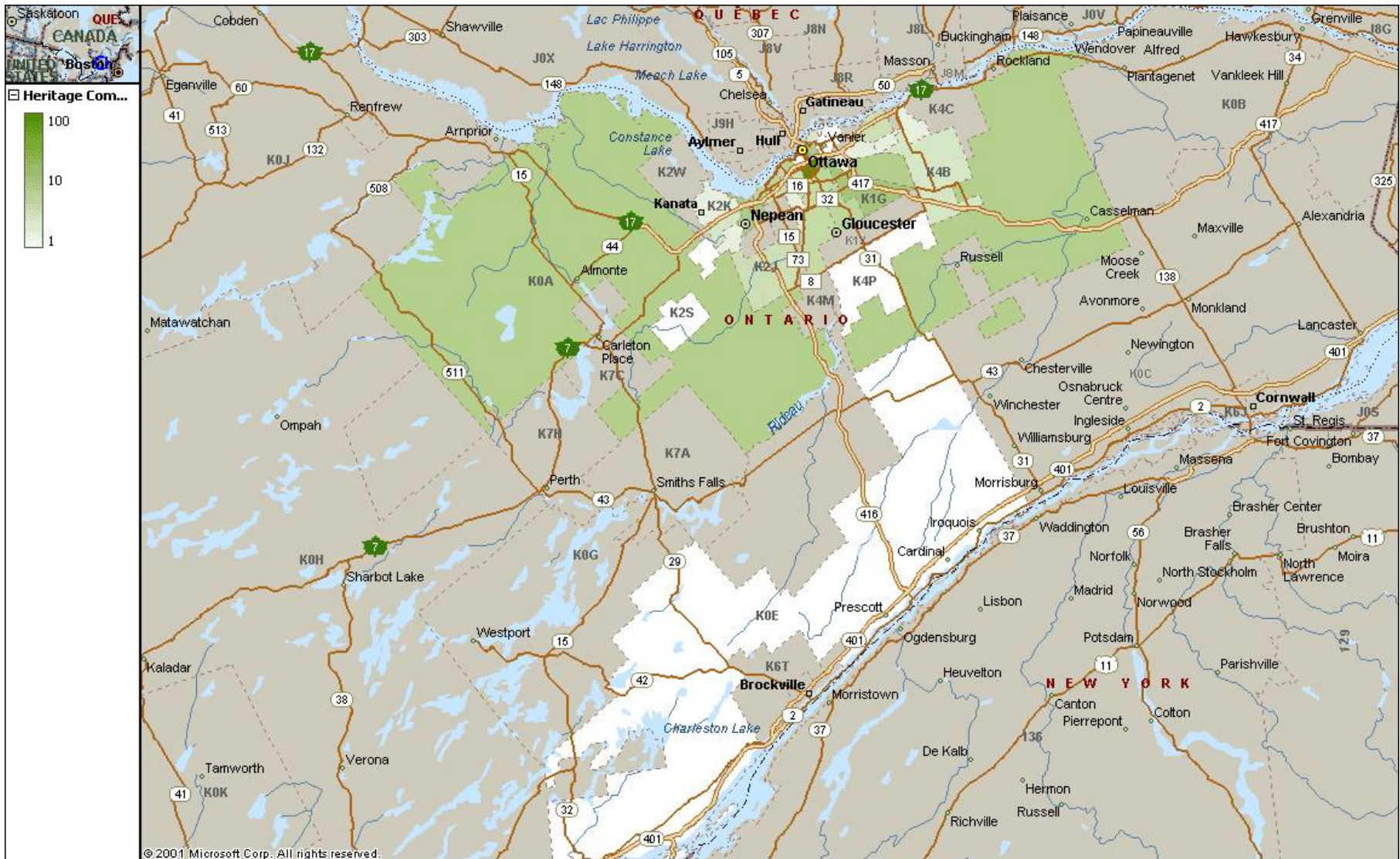
Site Activity Breakdown
Preserving our Heritage

Site Activity	Activity	Percentage of Total Consultation
Number of Comments Posted	230	5.2
Number of Comment Readings	2,794	4.2
Number of Comment Ratings	1,212	4.4
Online participants	163	8.6

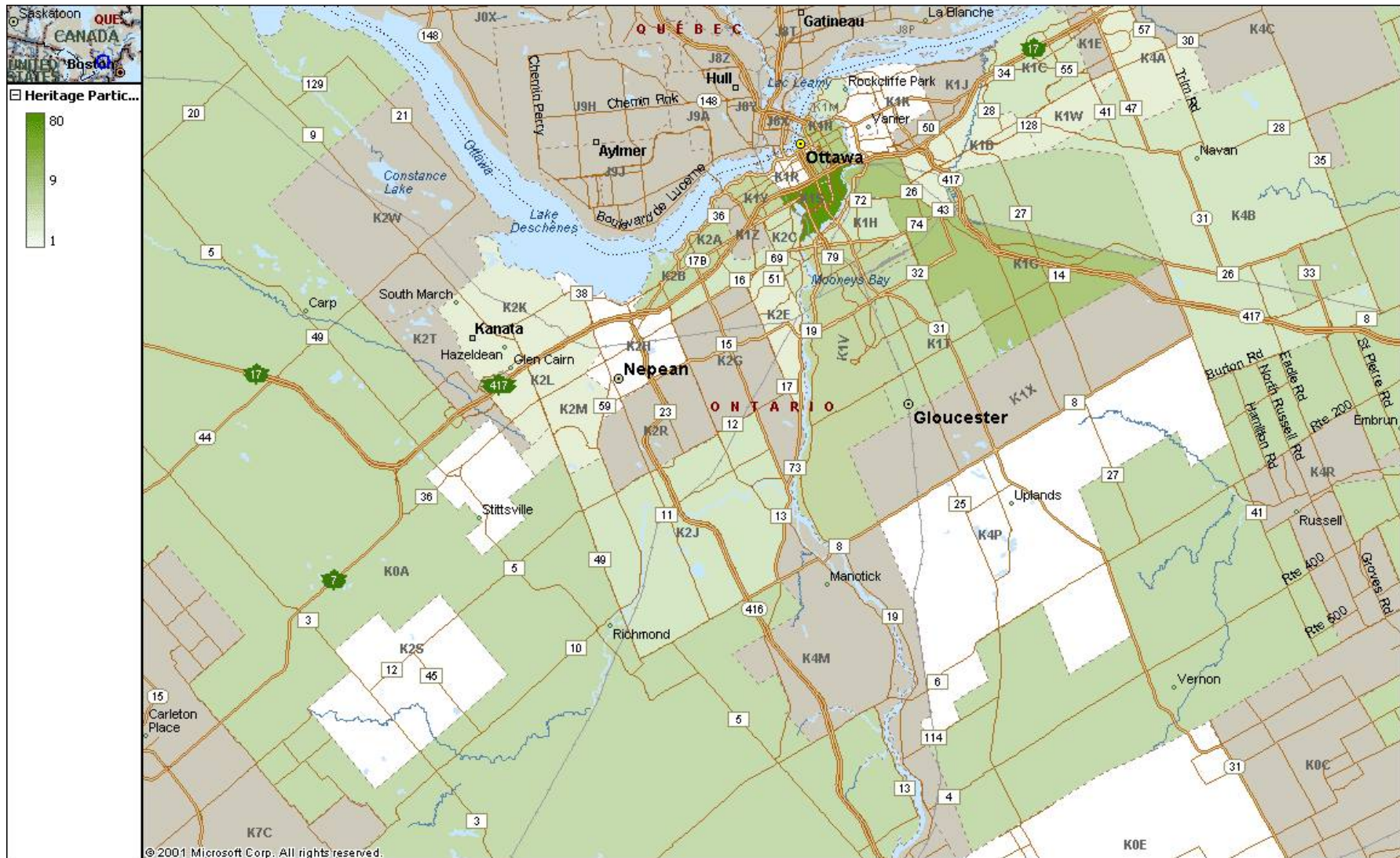
Number of Comments by Day
Preserving our Heritage



4.2 Preserving our Heritage Comment Distribution



4.3 Preserving our Heritage Participant Distribution



4.4 Summary of Discussion

A review of the discussion within the “Preserving our Heritage” topic shows a common theme evident in the majority of participants. Maintaining the historical integrity of the existing facilities (both the Horticultural Building and the Aberdeen Pavilion) were key opinion threads in the dialogue. Notably, the most prevalent opinion expressed was opposition to the relocation of the Horticultural Building from its current site; made by 18% of online participants.

In a similar vein, one in six comments made indicated the general desire that the architectural/historical significance of the existing structures be maintained (16%). A comparable number of comments made disapproved of the proposed uses of the Aberdeen Pavilion (aquarium, glass enclosed areas within the facility, etc) and, rather, preferred that the Pavilion be maintained in a traditional Fair configuration (14%) or at the very least as a farmers market (6%).

Combined, sixteen percent of comments posted indicated the belief that the preservation plan was not feasible/will ultimately fail (11%) and that the developers will seek to maximize the commercial aspects of the plan to enhance its profitability (5%).

Comment	Number of Individuals Who Expressed Comment	Percentage of Individuals Who Expressed Comment
Do not move Horticultural Building	63	18.3
Preserve the buildings/accommodate the heritage aspects of the facilities	54	15.7
Protect architectural aspect of Aberdeen Pavilion/no glass enclosures/keep as traditional Fair structure	49	14.2
Preservation plan is not feasible/will fail	39	11.3
Aberdeen Pavilion should be utilized as a farmers market	22	6.4
Developers are profit driven/will maximize commercial aspects of plan	17	4.9
A design competition for facilities is needed	12	3.5
Keep the Frank Clair stadium as is/do not tear down	10	2.9
Move/tear down Frank Clair Stadium	9	2.6
Oppose giving developers rent-free land	9	2.6

**Only comments in excess of 2.0% are reported in the dialogue overview tables*



4.5 Detailed Metrics

To follow are the detailed metrics for the "Preserving our Heritage" eConsultation topic.

Number of Comment Ratings

The 230 comments in this topic received a total of 1,212 ratings. The mean number of ratings per comment in this topic was 5.2. The most ratings received by any comment was 22 – received by one comment. The next highest number of ratings received by a comment was 21. Overall, 45 comments received ten or more ratings.

Number of Comment Readings

The 230 comments in this topic were read 2,794 times. The mean number of readings per comment was 12.1, with the most read comment viewed 112 times by consultation participants.

Most Active Participants

One hundred and sixty three unique participants posted comments to this topic; three of whom posted five or more comments. The most frequent contributor to this topic was Cassandra, who posted ten comments in total. Cassandra received 65 comment readings and 23 comment ratings. The next most frequent contributors were Michele K and Francine who each posted nine comments.

4.6 Highest Rated Comments

To follow are the highest rated comments for the "Preserving our Heritage" eConsultation topic.

Rated by 12 participants, 4/4

In terms of maintaining Lansdowne Park Heritage, I agree that both the Aberdeen Pavilion and the Horticulture Building should be preserved and, in the latter case, refurbished. The Aberdeen Pavilion, for instance, would be an excellent venue for the farmer's market in the winter months. It certainly shouldn't be re-purposed to accommodate restaurants and/or craft shops. While re-furbishing the Horticulture Building is long overdue, moving it would be costly and unnecessary.

More importantly, OSEG's Lansdowne Live proposal is entirely inconsistent with Lansdowne Park's heritage and tradition. Turning a significant portion of the Park into a shopping/office/Cineplex/hotel/condo complex fails completely to respect the Park's architectural heritage or traditional as a public gathering place.

The City needs to re-start the design competition for the Park so this prime public space can be properly developed in a manner than truly respects the Parks' heritage and tradition, and serves the interests of the public not commercial developers.

Rated by 11 participants, 4/4

Having a shopping mall come half way up the side of the Aberdeen Pavilion totally destroys the cultural landscape and the sense of the Aberdeen Pavilion as the visual icon of the park.

Why divide up this great building with small, glass structures, when we have an appropriate use--the Ottawa Farmers Market available?

Moving the Horticulture Building is expensive, un-necessary and will diminish the heritage value. It should be kept where it is.



The whole heritage of this site as a gathering place for the people of Ottawa is diminished by the scale of the retail and commercial development.

Rated by 11 participants, 4/4

There hasn't been appropriate consultation with a heritage expert (the one the "Lansdown Live" has listed as being consulted, denies being consulted) and more over he feels that there has not been the appropriate consideration taken with these historic landmarks.

Rated by 10 participants, 4/4

Some points of note that people might find interesting re: heritage.

1) The city will be giving over use of Aberdeen for glass-enclosed cube restaurants to the developers rent-free (not even a penny) for 30 years. Aberdeen was not considered to be of value to the City apparently, as it was not calculated into the equity. Evidently, this 'centerpiece of the development' is worthless to the City, or they would be charging for the development of this space.

<http://www.cbc.ca/canada/ottawa/story/2009/10/06/ottawa-aberdeen-pavilion-lansdowne.html>

2) What about this plan respects the HERITAGE of the neighbouring communities? For example, the multiplex cinema in the plan intended to drive the HERITAGE Mayfair theatre out of business? Or perhaps even the 'heritage' idea of having livable, walkable, big-box store-free communities? Will the 400 000 sq. ft. of new retail space ensure that these 'heritage' communities are not destroyed?

<http://www.cbc.ca/canada/ottawa/story/2009/10/07/ottawa-lansdowne-mayfair-movie-theatre-cinema.html>

Rated by 10 participants, 4/4

Heritage Ottawa welcomes the commitment of the City-developers partnership plan to make the Aberdeen Pavilion the "focal point" of the Park and of the community, and the plan's promise that commercial developments within the Pavilion should be "special, unique and appropriate for their location within an architectural landmark heritage building". But Heritage Ottawa advocates that Canada's last remaining agricultural fair building should have a use that preserves the inside vistas of the lofty structure - and not damage the interior by constructing box-like enclosures for boutiques and restaurants.

Heritage Ottawa is deeply concerned by plans to relocate the 1914 Horticulture Building - a proposal that would violate the City's clear policy that "the City will require that the cultural heritage impact statement demonstrate that relocation is the only way to conserve the resource" (article 4.6.3 of City policy on moving heritage-designated buildings). Heritage Ottawa urges that the Horticulture Building should be restored in its current location across from the Aberdeen Pavilion and that it be put to an imaginative use. Heritage Ottawa opposes the notion that making way for underground parking and commercial development constitute valid reasons to move the Horticulture building and considers that moving the building would violate City policy and place the building at structural risk.

The revitalization of Lansdowne Park should follow the example of many fine, successful developments across Ontario and around the world that tie the healthy, sustainable development of urban spaces to their heritage buildings and historical origins. A sensitive design competition would certainly produce original concepts and feasible imaginative approaches to commercial development linked to heritage.

4.7 Most Rated Comment

To follow are the most rated comments for the "Preserving our Heritage" eConsultation topic.



Rated by 22 participants, 3.8/4

I think there is an international dimension to this development. The city of Dresden just lost its world heritage designation this year because of a planned bridge project which impacts the site's heritage status. It was also not planned in consultation with the relevant UNESCO committees. If this project goes ahead as planned, I think the Rideau Canal's designation will be in real danger. You cannot just move buildings and increase density right next to a World Cultural Heritage Site. UNESCO has recently become much stricter about World Heritage status. The city of Ottawa is making a big mistake with this planned development and its process. Both will face international scrutiny and could mean an embarrassment of Canada at the international stage, if this "vital landmark on the Rideau Canal" will be replaced by something that impacts the Canal's architectural and cultural heritage.

Rated by 21 participants, 3.6/4

I would like to see proposals for these buildings, as well as the entire project be open to multiple bidders as part of a public procurement process. That way, we could get ideas from the best architects, instead of the current short-sighted plan.

Rated by 20 participants, 3.8/4

I don't understand the need to relocate the Horticulture Building, which sounds at best very expensive and at worst risky to the building. Design should accommodate heritage, not the other way around.

Rated by 20 participants, 3.7/4

Since negative comments on the sole source procedure are likely to be drowned out by detailed technical comments on each of the 8 topics, I am repeating the comments I provided under topic number one. As a resident of Ottawa and taxpayer, I am totally opposed to the sole source procedure for developing this Lansdowne Live Plan. Therefore I shall not be wasting any energy on commenting on this plan. Due to the sole source process the public consultations must be regarded as a public relations exercise to cover a "done deal". Mayor and Council should be ashamed of themselves for letting this happen.

Rated by 20 participants, 3.5/4

Preserve the heritage buildings and develop the rest into a green park for use by the whole city of Ottawa and visitors. No private deals.



4.8 Most Read Comments

To follow are the most read comments for the "Preserving our Heritage" eConsultation topic.

Read 112 times, rated by 8 participants, 4/4

The proposed architectural strategy is a partial - at best - approach to preserving the heritage structures of the site. It may in fact put at risk the Aberdeen pavilion. Why does everything have to be turned into retail space? It is difficult to understand why the Horticulture Building, which needs to be preserved, cannot be retained and restored in its present site.

In the public presentations of the proposal for the site very little information was provided on the heritage element of the plan. There is also the issue of the heritage setting, adjacent to the Rideau Canal World Heritage Site, which has been talked about but, it seems not respected.

Read 51 times, rated by 22 participants, 3.8/4

I think there is an international dimension to this development. The city of Dresden just lost its world heritage designation this year because of a planned bridge project which impacts the site's heritage status. It was also not planned in consultation with the relevant UNESCO committees. If this project goes ahead as planned, I think the Rideau Canal's designation will be in real danger. You cannot just move buildings and increase density right next to a World Cultural Heritage Site. UNESCO has recently become much stricter about World Heritage status. The city of Ottawa is making a big mistake with this planned development and its process. Both will face international scrutiny and could mean an embarrassment of Canada at the international stage, if this "vital landmark on the Rideau Canal" will be replaced by something that impacts the Canal's architectural and cultural heritage.

Read 43 times, rated by 20 participants, 3.8/4

I don't understand the need to relocate the Horticulture Building, which sounds at best very expensive and at worst risky to the building. Design should accommodate heritage, not the other way around.

Read 42 times, rated by 20 participants, 3.7/4

Since negative comments on the sole source procedure are likely to be drowned out by detailed technical comments on each of the 8 topics, I am repeating the comments I provided under topic number one. As a resident of Ottawa and taxpayer, I am totally opposed to the sole source procedure for developing this Lansdowne Live Plan. Therefore I shall not be wasting any energy on commenting on this plan. Due to the sole source process the public consultations must be regarded as a public relations exercise to cover a "done deal". Mayor and Council should be ashamed of themselves for letting this happen.

Read 40 times, rated by 15 participants, 1.7/4

I would like to see Horticulture Building go, but considering that both of them are part of architectural heritage, I guess that is not even an option. Not every building can last forever, and while Aberdeen Pavilion can be a centerpiece of the park, the Horticulture Building is not going to attract anyone to the site, it is better to redevelop it and maintain maybe only small parts of it for future generations.



5.0 GREENSPACE AND SUSTAINABILITY

This online consultation was conducted between September 28th and October 11th, 2009.

The following information, which was provided to Nanos by the City of Ottawa, was presented to participants:

Sustainability is at the heart of the Lansdowne Partnership Plan.

Converting the current asphalt parking surface at Lansdowne Park into a sustainable green urban 'front yard' would significantly change the environment on the site.

A New Green 'Front Yard'

A major feature of the Lansdowne Partnership Plan is an open space, green front yard along Queen Elizabeth Drive that integrates Lansdowne Park with the Rideau Canal.

- The current paved east and south portions of Lansdowne Park would be converted to parklands, including a landscaped stormwater management pond.
- The reduction in the amount of pavement and the inclusion of storm management ponds will improve the quality of water runoff from the site going into the Rideau Canal.
- The front yard would feature a park setting with pedestrian and cycling paths, a new large green space for staging events and possibly an outdoor concert hall.
- New public green space would be integrated with the adjacent National Capital Commission land and offer connections for boat day-moorings in the Canal.
- The front yard would be a unique open space along the Canal where various activities and events can be staged, such as Winterlude, the Tulip Festival, outdoor art shows, and concerts.
- To facilitate the staging of activities, the front yard would feature eco-friendly systems like Turfstone or Grasspave, allowing rainwater to be filtered back into the soil, resulting in the control of soil erosion and allowing greenery to grow right through it or on top of it, creating a highly unique hardscape design. The green solutions will allow for large gatherings and are also durable enough to accommodate additional parking for occasional large stadium events.

A Sustainable Design

The Lansdowne Partnership Plan will pursue a Leadership in Energy & Environmental Design ('LEED') Neighbourhood Development Certification for the site. Here's how:

- Centrally located urban site with the benefits of the existing adjacent community
- Redevelopment on previously developed lands
- Easier pedestrian access and increased use of public transit to and from the site
- Use of existing off-site parking facilities for major events
- Strong connection to and integration with the bicycle network
- Redevelopment of a 'brownfield' site to a site that includes major green spaces
- Opportunity to improve stormwater conservation through the use of proposed stormwater management ponds
- Proximity of housing to jobs
- Access to public spaces as well as recreation facilities and locally produced food
- Re-use of existing buildings plus preservation and adaptive use of historic buildings
- Reduction of parking footprint through the provision of underground parking
- Heat reduction by replacing existing asphalt with vegetation



A LEED Design approach would be used for all new buildings on site, which includes:

- Energy efficiency measures
- Water conservation and quality
- Conservation of materials and resources in the make-up of building construction
- Indoor environmental quality control
- Reduction of heat island effect and light pollution in built-up areas
- Conservation and adaptive re-use of existing buildings

The Use of Water

- A stormwater management pond and landscape elements would be designed to handle surface runoff water.
- Opportunities to incorporate water features, sculptural fountains and interpretive nature paths through the Lansdowne site will be pursued.
- Roofs would be utilized as part of the LEED Silver requirements to dramatically reduce the volume of stormwater runoff from the site and enhancing the quality of runoff into the City system.
- Collaboration between the City, the Ministry of the Environment, the NCC and Parks Canada would lead to the creation of an effective stormwater strategy that features 'green' stormwater management solutions.

Discussion Question:

What are your views on the proposed green space and sustainability approach?

This section will provide an overview of the Greenspace and Sustainability eConsultation topic and includes the following:

- Activity Summary
- Comment Distribution Maps
- Participant Distribution Maps
- Detailed Metrics
- Most Rated Comments
- Most Read Comments

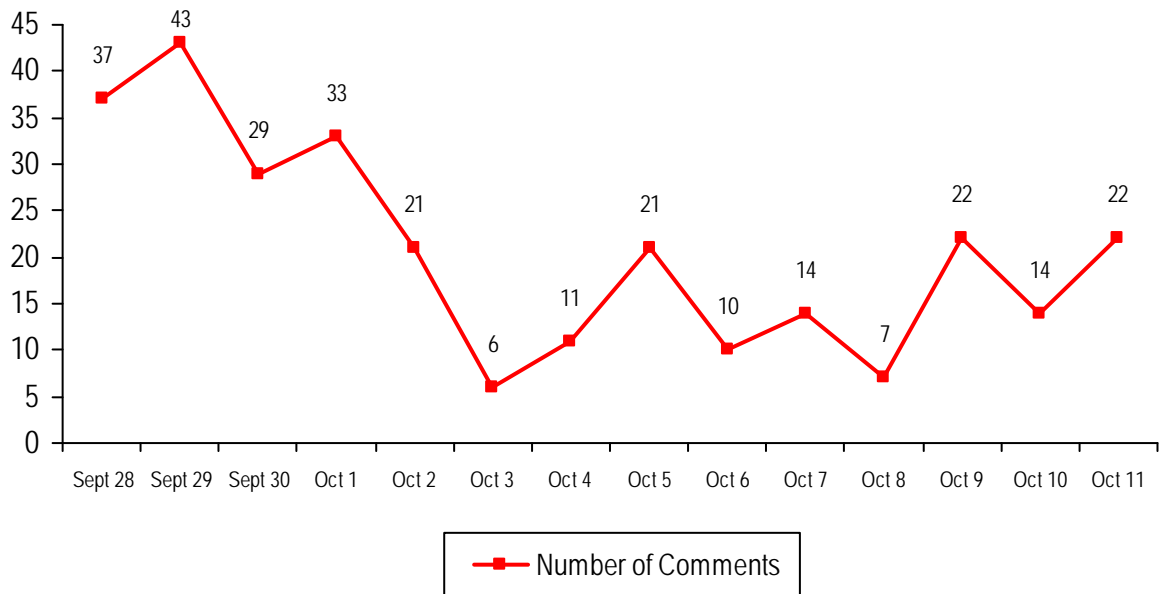


5.1 Activity Summary

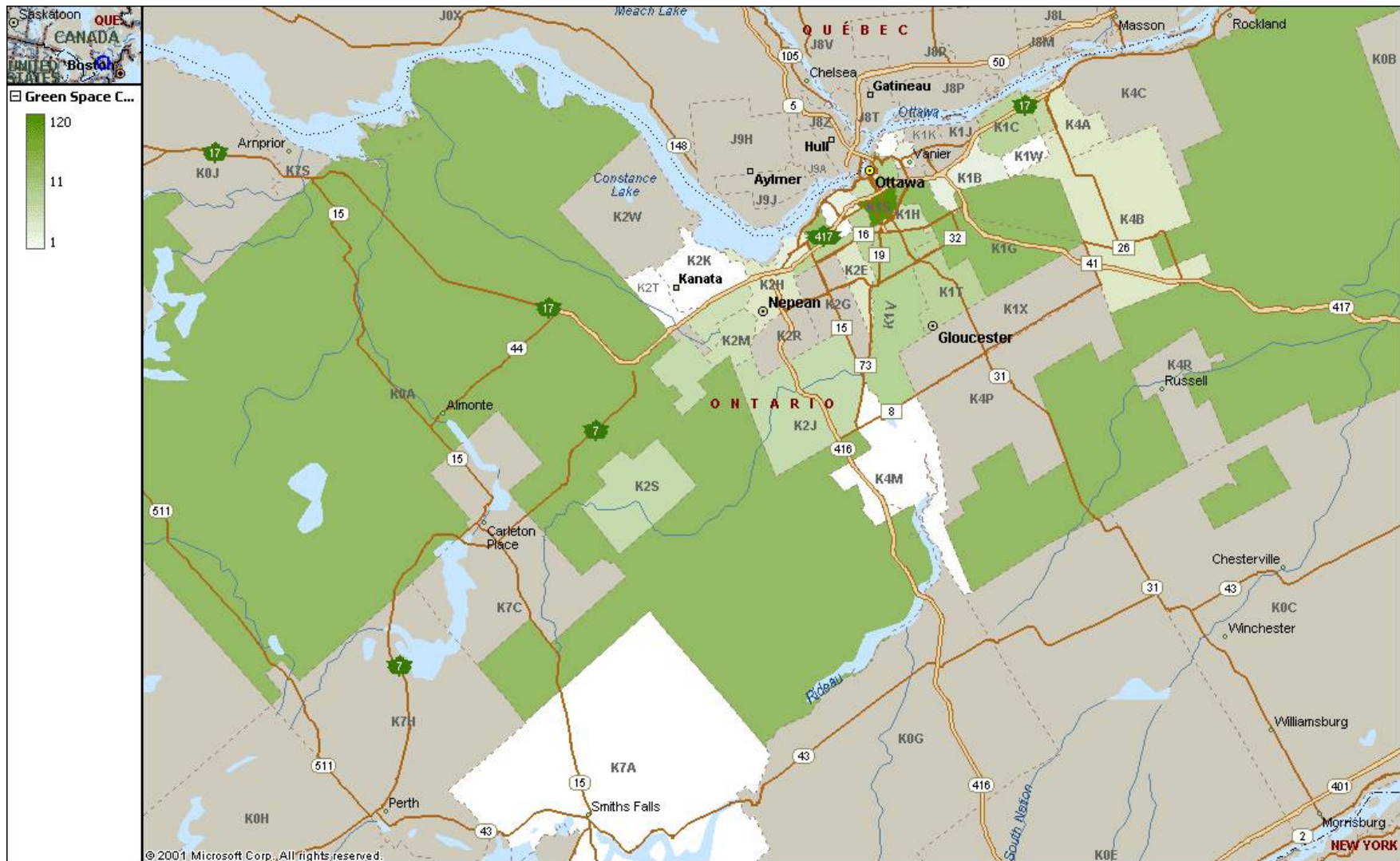
Site Activity Breakdown
Greenspace and Sustainability

Site Activity	Activity	Percentage of Total Consultation
Number of Comments Posted	290	6.6
Number of Comment Readings	3,404	5.2
Number of Comment Ratings	1,352	4.9
Online participants	200	10.5

Number of Comments by Day
Greenspace and Sustainability



5.2 Greenspace and Sustainability Comment Distribution



5.3 Greenspace and Sustainability Participant Distribution



5.4 Summary of Discussion

Online participants to this discussion topic held a generally negative view of the green space and sustainability plan presented representing the top three ranked comments made. Overall one in seven (15%) of comments posted indicated the belief that there was insufficient green space allocated to the Lansdowne Partnership Plan, followed by 12% who believed the 'front yard' concept which would run along Queen Elizabeth Drive integrating Lansdowne with the Rideau was a bad idea.

A further ten percent of comments did not believe the proposed use of environmentally friendly Turfstone or Grasspave would be workable in the area. Nine percent of comments outlined the desire for additional recreation/green space to be included in the plan.

Of the key comment themes observed in this topic only two had positive views of the proposed green space and sustainability approach – 'a good/workable plan for the area' (10%) and 'no need for more green space in the area' (3%) and represented only thirteen percent of the comments made.

Comment	Number of Individuals Who Expressed Comment	Percentage of Individuals Who Expressed Comment
Not enough green space included in plan	63	15.3
Front yard concept is a bad idea	48	11.7
Turfstone/Grasspave not effective/good solutions	41	10.0
Good/workable plan for area	39	9.5
Need more recreation areas included in plan	37	9.0
Doubt long term sustainability of this approach	20	4.9
Details are not clear/definition of 'green space' in design is unclear	20	4.9
Will be a significant cost to taxpayers	12	2.9
Entire area should be one large green space	12	2.9
No need for any more green space in the area	11	2.7

**Only comments in excess of 2.0% are reported in the dialogue overview tables*



5.5 Detailed Metrics

To follow are the detailed metrics for the "Greenspace and Sustainability" eConsultation topic.

Number of Comment Ratings

The 290 comments in this topic received a total of 1,352 ratings. The mean number of ratings per comment in this topic was 4.7. The most ratings received by any comment was 22 – one of the comments in this topic received 22 ratings. In total, forty eight comments received ten or more ratings each.

Number of Comment Readings

The 290 comments in this topic were read 3,404 times. The mean number of readings per comment was 11.7, while the most read comment had 58 readings.

Most Active Participants

Two hundred unique participants posted comments in this topic, eight of whom posted five or more comments. The most frequent contributor to this topic was Cassandra, who posted 11 comments, followed by Enough Already who posted ten comments to this consultation topic. Comments made by Cassandra 58 comment readings and 20 comment ratings.

5.6 Highest Rated Comments

To follow are the highest rated comments for the "Greenspace and Sustainability" eConsultation topic.

Rated by 9 participants, 4/4

*Can we dispense with the fallacy, often stated by OSEG supporters, that a park would only be used by the Glebe while a pro sports stadium would be used by all of Ottawa?
Brittania Beach is used by people across the city, not just those in the immediate area. The same goes for Mooney's Bay, Andrew Hayden park and all the other city parks.
Moreover in my visits to London and Paris, I've been to Regent's Park, Hyde Park, Jardin de Luxemburg, Jardin des Tuileries but never once to Wembley or the Stade de France. A stadium may be important and it may be a choice, but please stop arguing that it's the only choice that serves the whole city.*

Rated by 9 participants, 4/4

A "brownfield" site? Was there a refinery here at some point? Please be clear about the language.

Also, there is nothing "sustainable" about a project that places a major public attraction so far from a meaningful public transit solution.

Rated by 8 participants, 4/4

The proposal to Council on 2 Sept purports to offer a 'green and sustainable ' outdoor venue. The term 'green' is misleading unless suggestive of naive.... the naive necessary to view this single unsolicited proposal as the best we can do. How can we assess it until we have the opportunity to invite and review other proposals for the development of this potentially beautiful, centrally located space?

As for the accuracy of 'sustainable'... the business plan has aroused considerable skepticism from those better qualified than me to assess it; but perhaps the proposal's sustainability relies on the ultimate guarantee provided by



us, Ottawa's taxpayers if the wheels come off.

What's the rush? Let's take the time to have an open competition to see if better ideas come forward. It would be irresponsible to commit to a single vision which appears to have uncertain appeal among Ottawa's citizens. This is a potential world-class residential, commercial and, above all, recreation venue in our nation's capital. We citizens are the owners of this valuable property and we should enjoin City Council to take the time to get it right for us and future generations.

Rated by 8 participants, 4/4

What have other cities done with a prime piece of centrally located land? Think Millenium Park, Chicago. There must be other options besides retail and residential?

Perhaps if we put it out to tender using a fair and reasonable process there would be.

Rated by 8 participants, 4/4

I like Stephen's comment, it doesn't look like there's alot of green talk (solar panels, geothermal), and where is the grass, trees. Tourists love parks, I'm sure Lansdowne Park has seen it's fair share of tourists mistaking it for a park on a map. Let's give Ottawa, the capital city a park. Stay in public hands not handed over to a private vision of a mall with a multi-plex theater.

5.7 Most Rated Comments

To follow are the most rated comments for the "Greenspace and Sustainability" eConsultation topic.

Rated by 22 participants, 3.5/4

Neither Turfstone or Grasspave are attractive solutions, neither are they environmentally friendly. Both feature a rigid support structure just under the surface, either of concrete or recycled plastic, which means they hurt if you fall on them and they are not suitable as a play surface. They also have so little soil depth that they will need continuous irrigation during an Ottawa summer or the grass will turn brown very quickly. This goes against all current eco-trends for drought tolerant ground covers.

They are intended to provide a superficially natural covering in places like highway medians, not public parks.

Rated by 19 participants, 3.6/4

While I strongly support the idea of adding green space to Lansdowne, why are we only getting a "front yard"? The whole aspect of Lansdowne should be one of greening and ecological renewal in the heart of the city, not just in its "front yard". We should be seeing more ideas on this topic than what is being presented by this one proposal. What a magnificent green space this would make, especially if you remove all the unnecessary "retail" shopping! A true jewel in the crown of the city, not just another shopping mall.



Rated by 17 participants, 3.3/4

I am highly suspicious of the "grasspave" element of the design, which I suspect will end up as plain old paving before its done. Moreover, reducing parking on the site isn't going to change the fact that the success of the project depends on people coming in cars. We're going to end up with other properties being torn down to create parking and people cruising the surrounding streets looking for on-street parking.

Rated by 17 participants, 3.1/4

Very little new green space is being added. Instead, 400,000 sq ft of retail space will be added, and more parking will be needed.

Rated by 16 participants, 3.6/4

retail is NOT green space. Condos are NOT green space. Parking is NOT green space. A useless stadium is NOT green space.

So turn it into a low cost PARK with almost all green space. It will boost business for the glebe, it will enhance the canal experience bringing cycles and skaters and money. Lets have a real green park with beavertails if needed. No to huge retail and has-been dying football teams for ocasional usage. Yes to real green parkland for people usage and almost no cost.

5.8 Most Read Comments

To follow are the most read comments for the "Greenspace and Sustainability" eConsultation topic.

Read 58 times, rated by 9 participants, 3.1/4

As a reminder to those who haven't noticed:

The Arboretum (64 acres of waterfront parkland) and the Experimental Farm (almost 1,000 acres of "green") are just a couple of minutes from Lansdowne.

Just sayin'...

Read 44 times, rated by 10 participants, 3.4/4

It is quite shocking to see the minimal area being used for green space. The representative at the presentation actually tried to convince us that the existing NCC greenspace on the canal side of the park was part of the developers plan, such as the existing bikepath and surrounding zones. The big green space in the design is actually an artificial type grass to be used for parking!!!! With oil stains,gas stains, public urination etc. ,this won't be a green space for people. A green coated parking lot..nothing more.

Read 40 times, rated by 22 participants, 3.5/4

Neither Turfstone or Grasspave are attractive solutions, neither are they environmentally friendly. Both feature a rigid support structure just under the surface, either of concrete or recycled plastic, which means they hurt if you fall on them and they are not suitable as a play surface. They also have so little soil depth that they will need continuous irrigation during an Ottawa summer or the grass will turn brown very quickly. This goes against all current eco-trends for drought tolerant ground covers.



They are intended to provide a superficially natural covering in places like highway medians, not public parks.

Read 40 times, rated by 19 participants, 3.6/4

While I strongly support the idea of adding green space to Lansdowne, why are we only getting a "front yard"? The whole aspect of Lansdowne should be one of greening and ecological renewal in the heart of the city, not just in its "front yard". We should be seeing more ideas on this topic than what is being presented by this one proposal. What a magnificent green space this would make, especially if you remove all the unnecessary "retail" shopping! A true jewel in the crown of the city, not just another shopping mall.

Read 40 times, rated by 13 participants, 2.0/4

In light of recent comments, I'd like to resubmit a previous note that I had attached as part of another conversation regarding the use of Lansdowne Park as a traditional "park":

We have a glorious park that is twice the size of Lansdowne and is far more beautiful than Lansdowne could ever be. It's just moments away - at the Arboretum. Local residents have very easy access to this under-utilized jewel.

We must recognize that, over the years, our city has matured and many areas have been dramatically transformed from their original form. Lansdowne may have once been an actual Park. It no longer serves that purpose and hasn't for years. It has become a central gathering place for the entire region and hosts many events that would be inappropriate for a true 'park'. It's time for us to recognize that the moniker is a vestige of the past - not a reflection of its current function.

Ottawa has many beautiful, green, parkland spaces - Lansdowne is not one of them. Should we improve on the "greenness" of the current facility? Absolutely. Should it become a traditional "parkland" facility for picnicking, bird watching, and squirrel feeding? Absolutely not.

The role of Lansdowne was, is, and should be, to serve as a central meeting place for the at-large populous of the City of Ottawa, not a nature playground for the residents of the immediate neighbourhood.



6.0 STADIUM AND ARENA REVITALIZATION

This online consultation was conducted between September 28th and October 11th, 2009.

The following information, which was provided to Nanos by the City of Ottawa, was presented to consultation participants:

The home for the Ottawa 67s, Ottawa's new CFL team and a possible future professional soccer team, the Lansdowne Partnership Plan's renewed Lansdowne sports centre would be a multi-use focal point for sporting and entertainment events in the National Capital Region.

At the centre of the stadium and arena strategy is a plan to build an innovative, and state of the art open-air stadium that is designed to enhance the spectator's experience.

Proposed List of Improvements

The Stadium and Arena

- New south grandstand would provide 10,000 seats with supporting washroom and concession areas. New wider seating in the north grandstand would allow for total stadium seating capacity of 24,000.
- Re-roofing with contemporary Teflon coverings and refurbishment of the north and south grandstands would provide state-of-the-art athletic and broadcast accommodations, plus new retail and dining amenities. This would include the replacement of concourse slabs and waterproof membranes in the north grandstand to remedy leaks in the existing building envelope.
- New floor and ceiling finishes, new paint, new washroom wall tiles and fixtures, and improved concession stands for the interior spaces of both the Civic Centre and Frank Clair Stadium.
- The existing lower south concourse of the Civic Centre is to be upgraded to a new 'Club Concourse', with higher-end finishes and more customer service points for Club-seat patrons. This area would be used as club space for both indoor arena and outdoor stadium events.
- Suite holders in the Civic Centre would have improved access with a new elevator and stair system, providing more direct access from the main concourse. As well, mechanical and electrical systems would be upgraded, including new low-flow plumbing fixtures to reduce water usage and the installation of energy-efficient lighting throughout the arena and stadium.

The Field

- The outdoor playing field surface would be replaced with a state of-the-art artificial turf system, allowing for multiple uses throughout the year, including use with an air-supported structure through the winter months.
- The location of the field would be changed to allow better sightlines to the field for all sporting events.
- A new sound system and scoreboard would be installed at the west end using the latest in video board technology.

Around the Stadium and Arena

- Enhanced pedestrian walkways around the stadium and wider sidewalks installed along Bank Street.
- The architecture of the north grandstand and Civic Centre arena would be improved with the integration of new retail space along the north and west facades.

Discussion question:

What are your views on the proposed changes to the stadium and arena?



This section will provide an overview of the Stadium and Arena Revitalization eConsultation and includes the following:

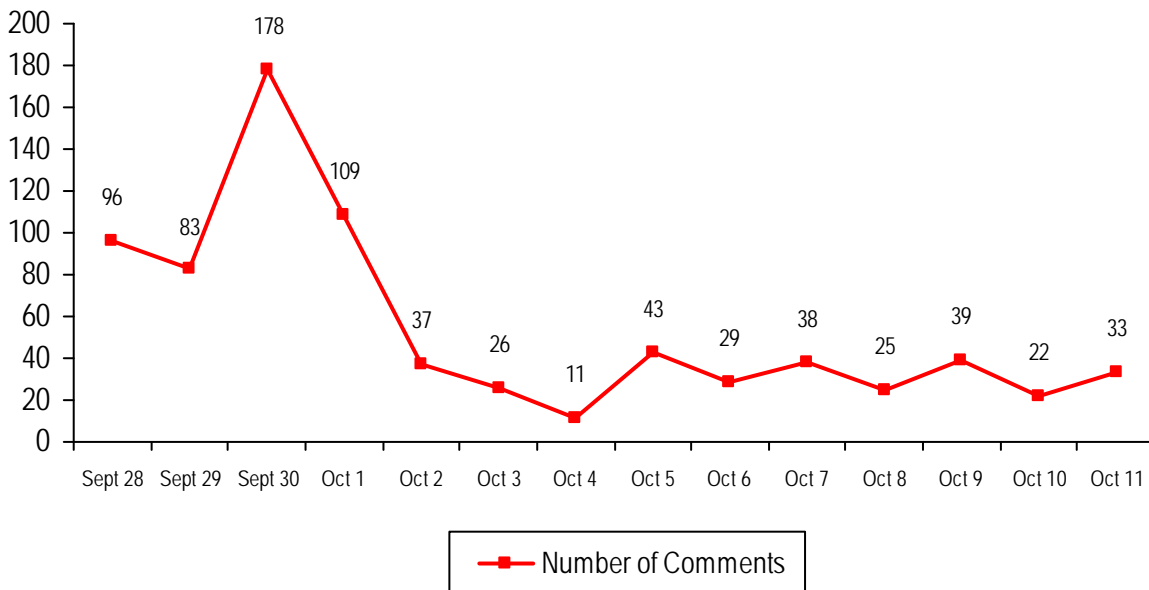
- Activity Summary
- Comment Distribution Maps
- Participant Distribution Maps
- Detailed Metrics
- Highest Rated Comments
- Most Rated Comments
- Most Read Comments

6.1 Activity Summary

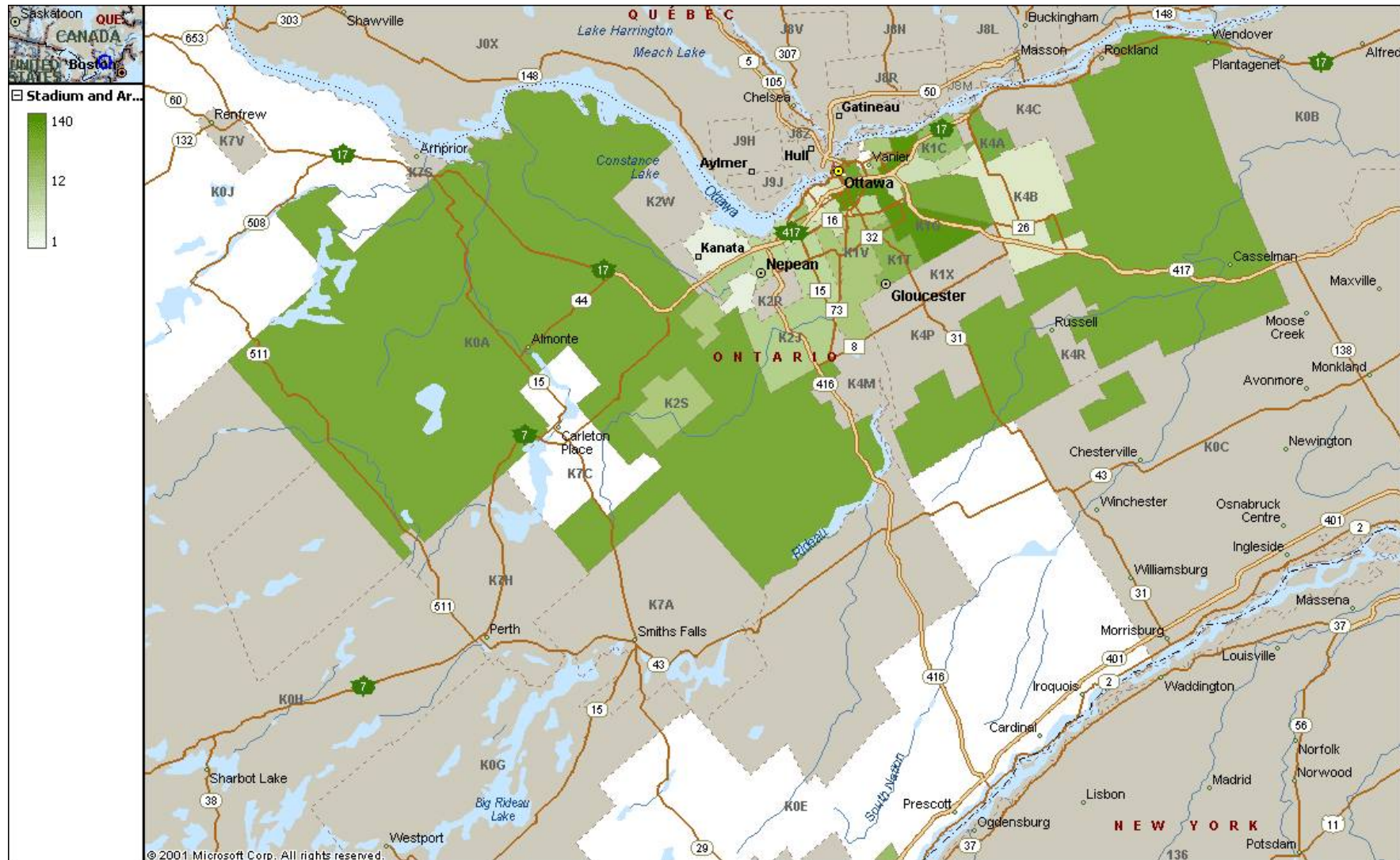
Site Activity Breakdown
Stadium and Arena Revitalization

Site Activity	Activity	Percentage of Total Consultation
Number of Comments Posted	769	17.4
Number of Comment Readings	8,486	12.9
Number of Comment Ratings	3,115	11.3
Online participants	236	12.4

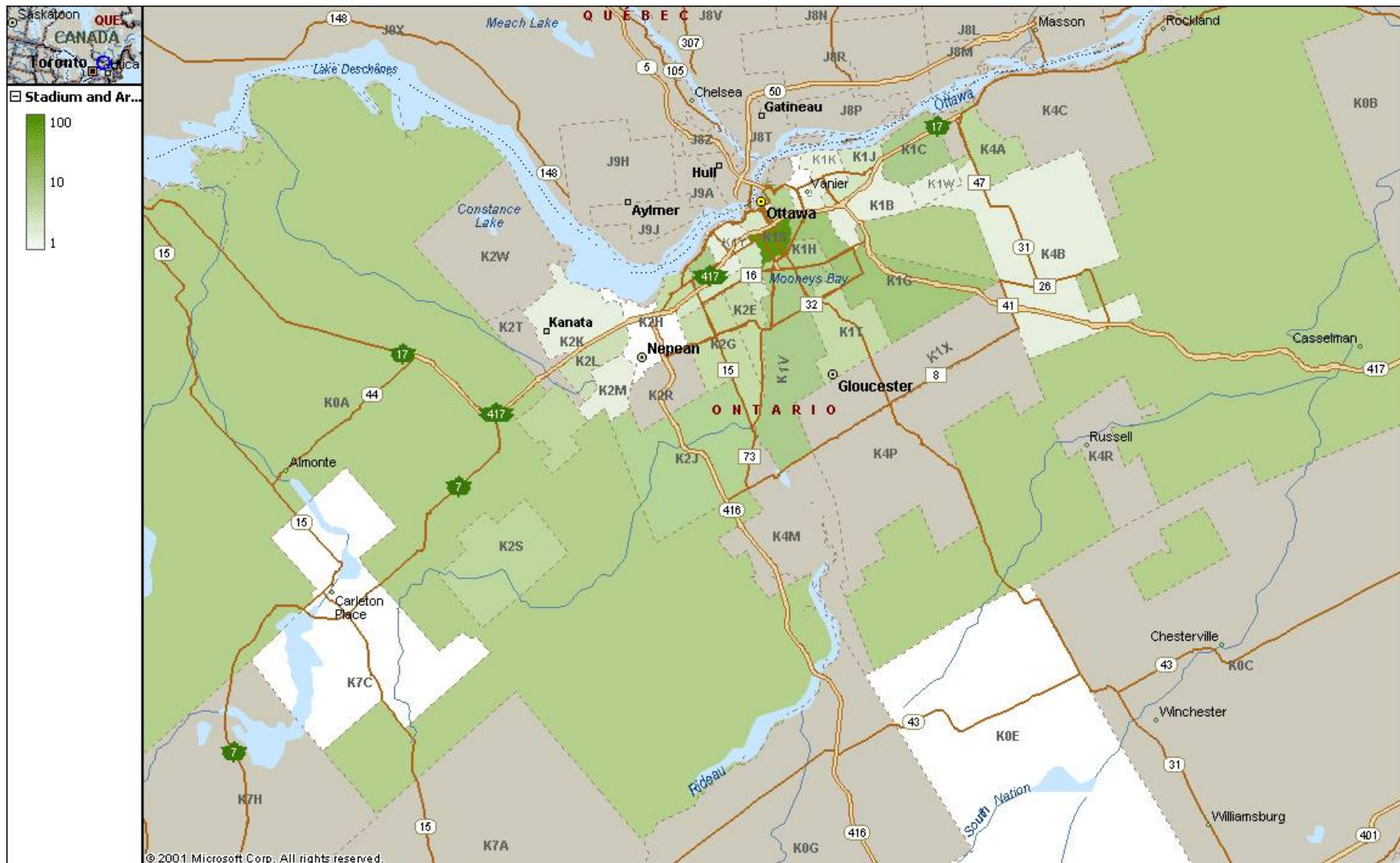
Number of Comments by Day
Stadium and Arena Revitalization



6.2 Stadium and Arena Revitalization Comment Distribution



6.3 Stadium and Arena Revitalization Participant Distribution



6.4 Summary of Discussion

Participants to the discussion topic were more likely to express the view that a professional sports facility should be located elsewhere in Ottawa than anything else. Overall, 15% of comments stated any new facility which would house a revived CFL team, the 67's or an MLS team should not be built in Lansdowne. Among the concerns with this proposal was a belief that road access is insufficient to allow for the smooth arrival/departure from the facility (10%) and that there is insufficient parking in the proposal to accommodate visitors (8%).

An additional one in six comments either believe the cost to refurbish the existing sports facilities was too high (9%) or outright opposed any refurbishment of Frank Clair Stadium/the Civic Centre (8%). Four percent of comments were of the belief tax dollars should not be used to build sporting facilities.

Ten percent of comments supported the refurbishment plan as presented. On the question of whether Ottawa could support future pro sports teams, opinions were evenly divided between the belief the community could support them in a new facility (5%) and those who believed there was no long term future for team(s) in Ottawa (5%).

Comment	Number of Individuals Who Expressed Comment	Percentage of Individuals Who Expressed Comment
Stadium should be built elsewhere	211	14.7
Agree with proposed refurbishment	145	10.1
Transportation to/from facility will be a problem	141	9.8
Costs too much to refurbish/too high	126	8.8
Oppose refurbishment of stadium	117	8.2
Parking will be an issue/not enough parking	114	7.9
Doubt Ottawa can support pro sports team(s)	72	5.0
Pro sports team(s) will generate revenue for city	72	5.0
Oppose taxpayers building stadiums	58	4.0
Stadium proposal needs to be improved/rethought	38	2.6

**Only comments in excess of 2.0% are reported in the dialogue overview tables*



6.5 Detailed Metrics

To follow are the detailed metrics for the “Stadium and Arena Revitalization” eConsultation topic.

Number of Comment Ratings

The 769 comments in this topic received a total of 3,115 ratings. The mean number of ratings per comment in this topic was 4.1. The most ratings received by any comment was 34 (one comment). In total, 26 comments received twenty or more ratings each.

Number of Comment Readings

The 769 comments in this topic were read 8,486 times. The mean number of readings per comment was 11.0, with the most read comment having 89 readings.

Most Active Participants

Fifty five participants posted comments in this topic, thirteen of whom posted more than ten comments. The most frequent contributors to this topic was MikeB, who posted 57 comments. MikeB received 532 comment readings and 151 comment ratings. The next most frequent contributors were Franky (52 comments posted) and dprouse (34 comments posted).

6.6 Highest Rated Comments

To follow are the highest rated comments for the “Stadium and Arena Revitalization” eConsultation topic.

Rated by 7 participants, 4/4

A stadium of this size does not make sense in an area surrounded by water on two sides and not accessible by any major bus routes. Busing sports fans from their parking spots in Carleton University to Lansdowne Park is an extreme measure that reflects an extreme planning problem. Why not build a stadium in a newer area that can accommodate the logistical realities of huge events?

Rated by 6 participants, 4/4

Robert this is the most sensible thing I've heard during this process. Why does the stadium have to be linked to that particular site? Bayview makes more sense from a transit perspective. We need to re-consider this entire process.

Rated by 5 participants, 4/4

Bayview is in the city centre. So how do you figure a stadium at Bayview supports sprawl?

Rated by 5 participants, 4/4

Rapid transit and a major sports complex are natural complements to one another. A sports complex located adjacent to good public transit will increase transit revenues. Good public transit encourages increased attendance at sports events. If the City is investing major expenditures in both a stadium and LRT, the two ought to be located next to one another in order to create the best value for taxpayers. This points to Bayview as the best location for major sports facilities.

Rated by 4 participants, 4/4



What it actually says is "Central location" and the survey doesn't mention all the other development on the site such as shopping and residential. It also doesn't provide any other options such as Bayview.

Apparently, the aquarium got a lot of support too. Weird.

6.7 Most Rated Comments

To follow are the most rated comments for the "Stadium and Arena Revitalization" eConsultation topic.

Rated by 34 participants, 3.0/4

A proper design competition would get us some better ideas than a shopping mall and residential space.

Refurbishing the stadium means that we will be exactly where we are now in 30 years, with a crumbling stadium but without the surrounding land available.

Rated by 33 participants, 3.2/4

A stadium should be built on a site that has good access to public transit. This site has only the #1 and #7 bus routes and is not a good choice for public transit. Bank Street is clogged during rush hour and a development of the scale proposed here will add to this issue.

Much of the benefit of the stadium will be to the private consortium that will profit from games played there, at the cost of citizens.

Rated by 32 participants, 3.2/4

The OSEG developers are not committed to CFL or professional soccer at Frank Clair Stadium. At tonight's open house (Sept 28), Jeff Hunt indicated that the OSEG would not agree to keep a CFL team afloat for any period of time. It is the acquisition of a conditional CFL franchise that sets the OSEG apart from other developers (and is one of the reasons this process is not open to competitive bids). If the developers are unwilling to contractually stand behind their CFL team, why should the citizens of Ottawa? It appears that the CFL proposal is simply a smokescreen for a real estate deal.

Rated by 29 participants, 3.3/4

The 24,000 seat venue should not be built on this site. Parking and public transit will not support the number of people. If they think the CFL will fly then build it on the flats. Rapid transit is planned for that area. Did they not learn from the FIFA event. Bank St was a parking lot, nothing moved.



Rated by 29 participants, 3.3/4

How can you possibly have 24 000 seat capacity with less than 2000 parking spaces? Even with good access to public transit, this doesn't add up.

6.8 Most Read Comments

To follow are the most read comments for the "Stadium and Arena Revitalization" eConsultation topic.

Read 89 times, rated by 32 participants, 3.2/4

The OSEG developers are not committed to CFL or professional soccer at Frank Clair Stadium. At tonight's open house (Sept 28), Jeff Hunt indicated that the OSEG would not agree to keep a CFL team afloat for any period of time. It is the acquisition of a conditional CFL franchise that sets the OSEG apart from other developers (and is one of the reasons this process is not open to competitive bids). If the developers are unwilling to contractually stand behind their CFL team, why should the citizens of Ottawa? It appears that the CFL proposal is simply a smokescreen for a real estate deal.

Read 83 times, rated by 28 participants, 3.4/4

The issue of the stadium and arena should be severed from the larger issue of redeveloping Lansdowne Park. Citizens should be separately consulted on whether the City ought to continue to be in the business of supplying sports facilities for the benefit of private professional sports clubs. This is an important issue that has not been given sufficient attention. The City did not pay for Scotiabank Place, so why other professional sports facilities? Just because we supplied a football stadium and arena in past does not necessarily mean that we are obligated to continue to do so. Like the current Frank Clair Stadium, the City-owned baseball stadium now sits empty, an example of what can happen when the City sinks public money into a facility that is dependent on the success of a single tenant.

If, following a fair consultation on this crucial question, it is decided to continue to provide these kinds of sports facilities, then the next question is whether it is better to repair the existing facilities, or build new ones. Important considerations in relation to this question would be the net cost of repairing vs. rebuilding, as well as the linkages to the planned LRT. Increased LRT ridership revenues could be expected to occur if the stadium/arena were located at Bayview rather than Lansdowne, which might make rebuilding the better choice from a financial perspective. There would be environmental benefits if the Bayview industrial site were cleaned up for the construction of a new sports complex, in addition to the environmental benefits of increased use of public transit going to and from the complex.

The automatic inclusion of a stadium in the LPP shuts out other redevelopment proposals, since only this particular consortium has the rights to a CFL franchise. As a result, this proposal does not face the rigours of a competitive process. It is a proven fact that competition is the best means of ensuring that consumers (in this case, taxpayers) get the best product at the best price.

Read 70 times, rated by 33 participants, 3.2/4

A stadium should be built on a site that has good access to public transit. This site has only the #1 and #7 bus routes and is not a good choice for public transit. Bank Street is clogged during rush hour and a development of the scale proposed here will add to this issue.



Much of the benefit of the stadium will be to the private consortium that will profit from games played there, at the cost of citizens.

Read 67 times, rated by 28 participants, 2.7/4

CFL has failed twice. The Senators have total command of the sports dollar in Ottawa

Read 66 times, rated by 19 participants, 2.2/4

I have no problem with the stadium plans. Ottawa should have a stadium and Lansdowne seems like an okay place. However, it is comical to be basing this proposal on a CFL team. It has been proven two times that no one cares about the CFL. The rest of Canada is laughing at Ottawa for basing these plans on a two-bit league.



7.0 THE RETAIL AND COMMERCE APPROACH

This online consultation was conducted between September 28th, and October 11th, 2009.

The following information, which was provided to Nanos by the City of Ottawa, was presented to consultation participants:

The Lansdowne Partnership Plan proposes retail and commercial uses at Lansdowne that would support and complement the economic vitality of the existing Bank Street commercial corridor. The resulting Lansdowne redevelopment would create a new and unique retail and mixed-use destination within the National Capital Region.

The Retail Environment

Tate Economic Research Inc. (TER) was retained by OSEG to examine the demand for retail space at the Lansdowne redevelopment. TER is a research firm that specializes in real estate related market analyses and demographic analysis. TER serves a variety of public and private sector clients across Canada. The firm has extensive experience in market analysis and strategic advisory as it relates to real estate development. The following is a summary of the TER findings.

The retail plan reinforces the uniqueness, strength and diversity of Bank Street as a key commercial area. The Lansdowne redevelopment would compliment and strengthen the commercial core along Bank Street.

- The Trade Area for Lansdowne extends beyond the Glebe. It includes a growing population of over 500,000 people that would support additional retail activity.
- There is about 4.2 million square feet of retail and service space within the Primary Zone of the Trade Area. The Lansdowne retail component would be less than 10% of existing space.
- Retail vacancy levels in the surrounding area are approximately 4.4%, which is below the level of a balanced market. The vacancy rate in the Glebe Business Improvement Area (BIA) is 1.8%, which indicates there is an opportunity for new retail commercial space.
- The Lansdowne redevelopment would draw more people to Bank Street and provide a greater exposure for existing retailers.
- The proposed retail component of the Lansdowne redevelopment is sustainable on the basis of market demand and is compatible with, and in support of, the existing Glebe Business Improvement Area (BIA) district.
- Lansdowne Park is a strong location for a cinema complex. There are no multi-screen cinemas in the area.
- The service component would consist of restaurants and other services, the majority of which would be unique. An emphasis will be placed on securing destination specific businesses.
- The office, retail and service component of the Lansdowne redevelopment would total approximately 395,000 square feet. This breaks down as follows:
 - 77,000 sq. ft. dedicated to office space;
 - 199,000 sq. ft. for retail and services;
 - 41,000 sq. ft. for a unique food store;
 - 15,000 sq. ft. within the Aberdeen Pavilion will be used for specialty restaurants;
 - 47,000 sq. ft. for a cinema; and,
 - 16,000 sq. ft. in the Horticulture Building will become the home of the Ottawa Farmers' Market.

The Experience

- The collection of retail, entertainment and dining destinations will create an open-air pedestrian urban village.
- Residents and visitors would stroll pedestrian avenues lined with specialty boutiques and outdoor cafés, a movie theatre, and a state of the art open-air stadium.



- An improved pedestrian-friendly streetscape along Bank would include widened sidewalks, street trees and lighting, linking Bank Street to the Aberdeen Pavilion and the renewed Park.
- A piazza surrounding the Aberdeen Pavilion would allow a wide variety of public uses.
- The Ottawa Farmers' Market would invigorate the Horticulture Building.

Discussion question:

What are your views on the proposed retail and commerce approach?

This section will provide an overview of the Retail and Commerce Approach eConsultation topic and includes the following:

- Activity Summary
- Comment Distribution Maps
- Participant Distribution Maps
- Detailed Metrics
- Highest Rated Comments
- Most Rated Comments
- Most Read Comments

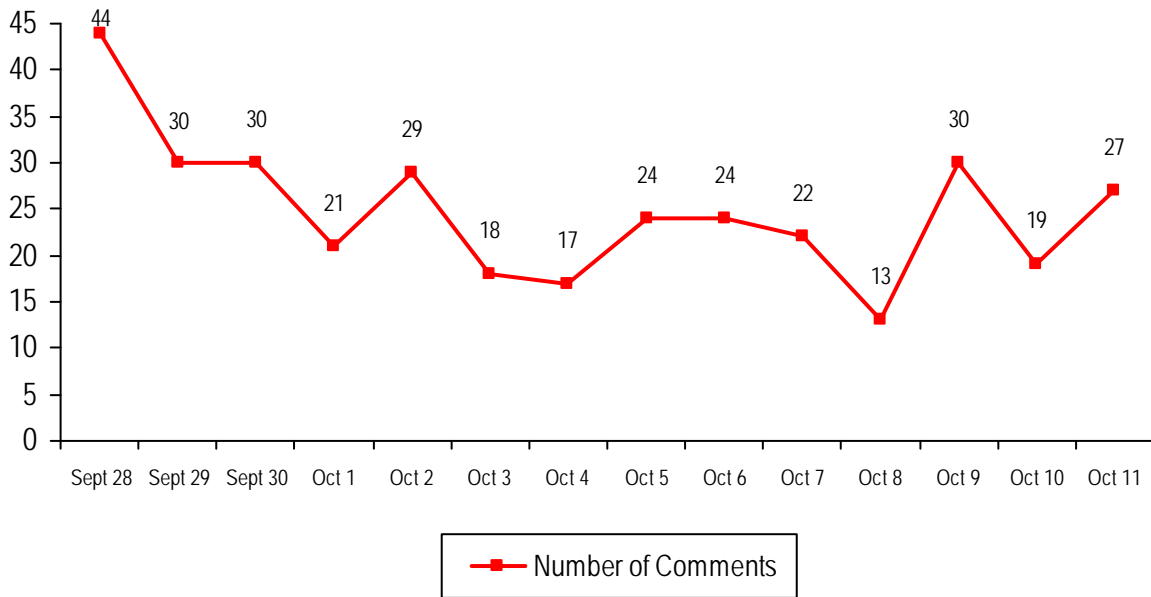


7.1 Activity Summary

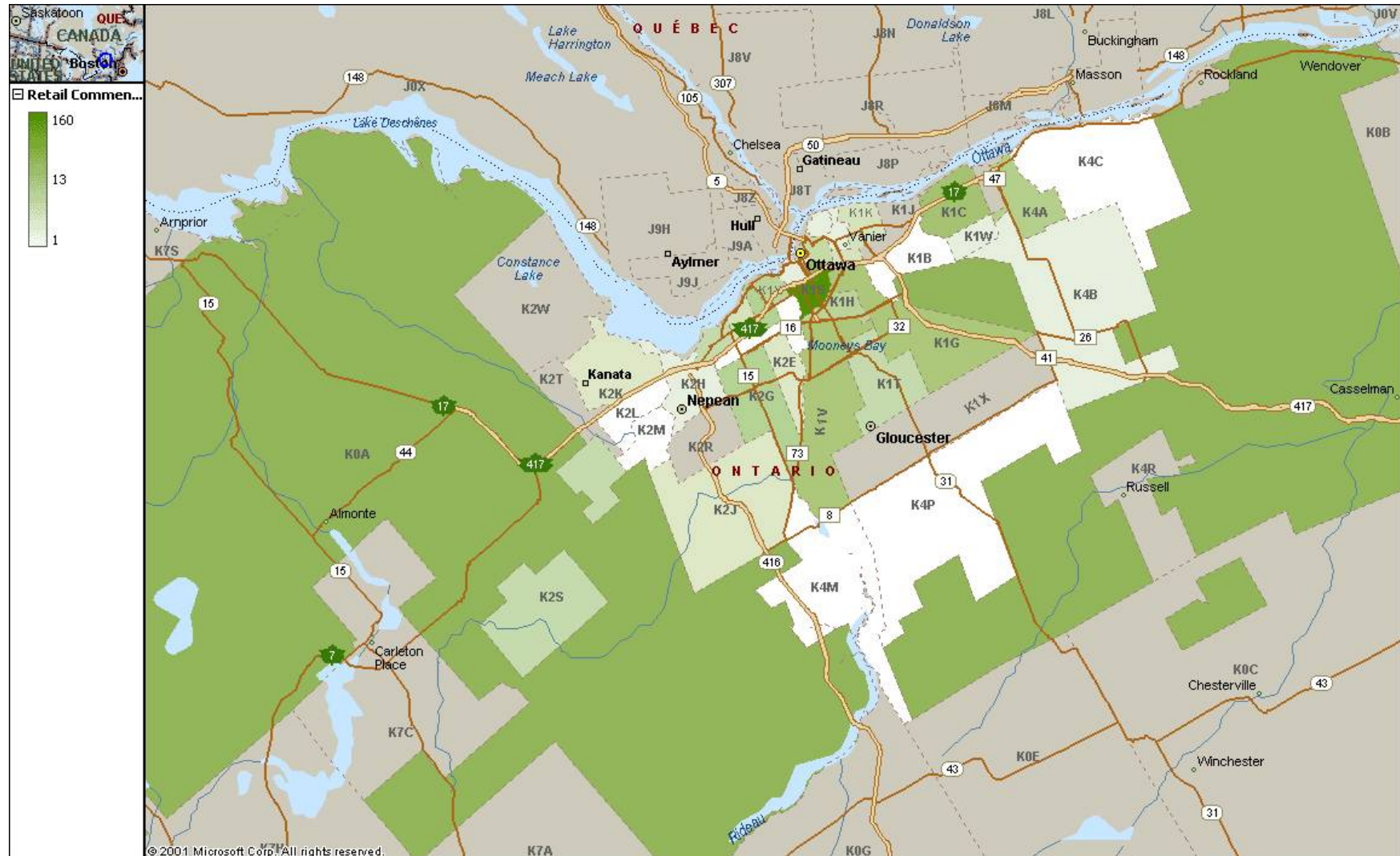
Site Activity Breakdown
The Retail and Commerce Approach

Site Activity	Activity	Percentage of Total Consultation
Number of Comments Posted	348	7.9
Number of Comment Readings	4,905	7.5
Number of Comment Ratings	2,536	9.2
Online participants	225	11.8

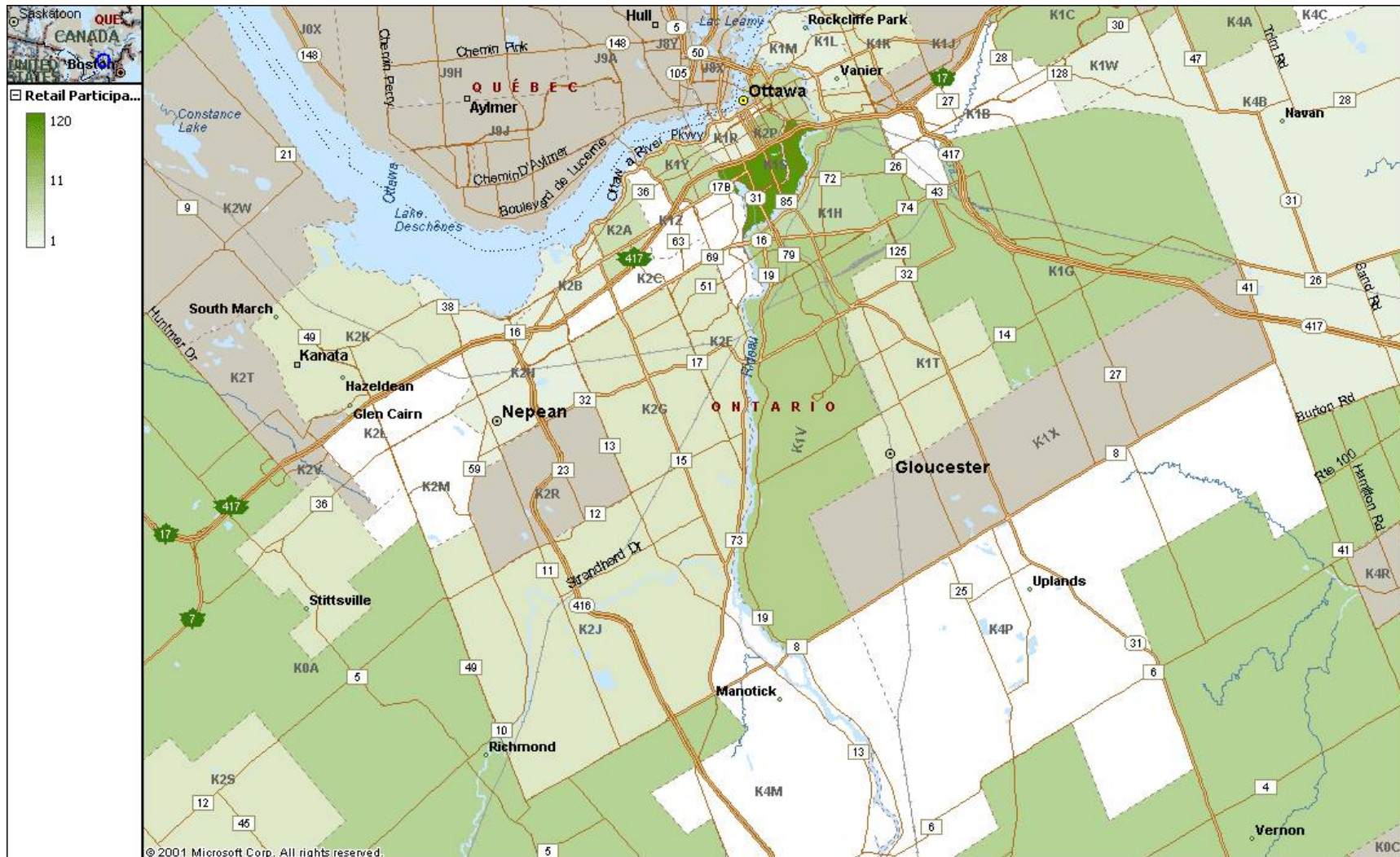
Number of Comments by Day
The Retail and Commerce Approach



7.2 The Retail and Commerce Approach Comment Distribution



7.3 The Retail and Commerce Approach Participant Distribution



7.4 Summary of Discussion

Considerable levels of scepticism exist with respect to the proposed retail and commerce elements of the Lansdowne Partnership Plan proposal. Overall, a significant proportion of participants voiced their concern that the proposal factored too much retail space (22%) to the development while a further 13% stated this represented an example of poor urban planning. Eight percent opposed the notion of a shopping mall being constructed in Lansdowne.

Other concerns raised by participants were that the retail complex would create considerable traffic problems for the area (6%), that a movie theatre was inappropriate for Lansdowne (6%) and the current proposal was unclear/needed to be improved (4%). Three percent of comments pointed to concerns over what would happen to the development were OSEG to file for bankruptcy.

Only six percent of comments made supported the proposed retail development presented.

Comment	Number of Individuals Who Expressed Comment	Percentage of Individuals Who Expressed Comment
Too much retail development in the plan	136	21.9
Poor urban planning/bad plan	79	12.8
Oppose a shopping mall at Lansdowne	47	7.6
Plan is good/good idea/has merit	38	6.1
Development will create a lot of traffic problems	36	5.8
Opposed to a cinema/no movie theatre	34	5.5
Proposal is unclear/makes no sense	26	4.2
Replace retail with green space/parks	21	3.4
Fear of OSEG going bankrupt/out of business	17	2.7
Developers get land far below market value	15	2.4

**Only comments in excess of 2.0% are reported in the dialogue overview tables*



7.5 Detailed Metrics

To follow are the detailed metrics for the "Retail and Commerce Approach" eConsultation topic.

Number of Comment Ratings

The 348 comments in this topic received a total of 2,536 ratings. The mean number of ratings per comment in this topic was 7.3. The most ratings received by any comment was 31 (one comment). In total, 118 comments received ten or more ratings each.

Number of Comment Readings

The 348 comments in this topic were read 4,905 times. The mean number of readings per comment was 14.1, while the most read comment had 78 readings.

Most Active Participants

Two hundred and twenty five unique participants posted comments in this topic, eleven of whom posted five or more comments. The most frequent contributor to this topic was J.C. Watts, who posted 12 comments. Comments made by J.C. Watts received 175 comment readings and 88 comment ratings. The next most frequent contributors were It'salrightothinktwice and ebk who posted ten and nine comments respectively.

7.6 Highest Rated Comments

To follow are the highest rated comments for the "Retail and Commerce Approach" eConsultation topic.

Rated by 16 participants, 4/4

Firstly, it isn't necessary to have 199,000 square feet of retail when we have the Rideau Center a 10 minute bus ride and a 30 minute walk away as well we have Billings Bridge just over the bridge and there is South Keys mall as well. Secondly, Rideau Center and South Keys both have a multi-screen cinema, so another multi-screen theatre is clearly not required. The Mayfair theatre was just renovated and plays mainstream as well as independent films. Aberdeen Pavillion should not be used for the purpose of 'speciality restaurants', whatever that means.

Has the city hired an independent Economic Research firm to perform research and analysis on the deal or are we to only have the view of the firm hired by OSEG?

Rated by 13 participants, 4/4

As a proud vendor with the Ottawa Farmers' Market, I can not support this proposal.

There are many disturbing elements, but the fundamental issue I have relates to how we view ourselves as citizens.

Human beings are more than consumers of physical goods and entertainment.

As a proud vendor of goods which I produce, I would prefer to be posting this in a 'civic participation' section, not the 'retail and commerce' section.

My Lansdowne experience as a producer is a proud one.. I feel I own a piece of the jewel.

A home for all manner of 'producers' would make Lansdowne a nucleus of civic participation and pride.



I remain confident that there are many 'creative' professionals in this region who could do like the Ottawa Farmers' Market and carve out spaces for themselves as they participate in civic life at Lansdowne.

I would rather be part of a community of producers of all types than to be a 'component of the retail element'.

Rated by 13 participants, 4/4

Why do I feel like I'm reading a brochure than being consulted?

Anyway, tax gains by creating the Lansdowne Mall will be offset by Old Ottawa South and Glebe retail stores closing as we move everyone to the mall culture....just like living in Texas.

And 41,000 feet for a "unique food store". You mean Loblaws, right? Yes, that's just what we want for this unique property.

Rated by 12 participants, 4/4

Multi-screen Cinema = Big Box

"Lansdowne Park is a strong location for a cinema complex. "

The proposal for a cinema shows the poorest planning; multi-screen cinemas are virtually the most space-consuming type of entertainment out there. Why would we put one on public parkland? And a cinema will not be a 'draw': people can see a movie anywhere in the city. Anywhere in the world. You do not travel to Paris for its wonderful cinemas, but for its attractions. A cinema is generic. A venue like a 1000 seat event theatre (like the Bronson centre) might draw people, take up less space, and not be a generic experience people can have anywhere.

" There are no multi-screen cinemas in the area." This is simply false- there are FOUR multiplex cinemas within 6.8 km. And two of those are less than 4 km away, and less than a 10 minute drive.

Distance:World Exchange Cinema 3.2 km - about 9 mins drive

Rideau Centre Cinema 3.8 km via Elgin St - 11 mins drive

South Keys Cinema 5.3 km - about 9 mins drive

St. Laurent Rainbow Cinemas via Riverside Dr- 6.8 km 10 mins drive

Best of all - it is only 0.4 km - about 45 secs driving- according to Google maps, from Lansdowne to the Mayfair Cinema.

Rated by 12 participants, 4/4

I am horrified. Because of the lack of transparent process surrounding this design, I do not trust the City to provide good stewardship of this important property. I cannot trust our City to do what is right when they have not opened this redevelopment to a proper competition. This is the worst part of the proposal in my opinion and it grieves me to imagine the impact of such retail designs on the businesses that already struggle to make a living in this neighbourhood.

7.7 Most Rated Comments

To follow are the most rated comments for the "Retail and Commerce" eConsultation topic.



Rated by 31 participants, 3.7/4

Wow, there's a lot of marketing puff in this overview. Even the grocery store is touted as "unique" and all the stores are "specialty boutiques and outdoor cafes" The developers would like you to imagine a mix of Toronto's harbourfront and Queen street. How will they guarantee that their tenants are "unique". They can't. They'll suck all the successful retail off bank and fill the rest of the space with the same tenants that fill every mall in Ottawa. So much for unique.

All of this marketing puff obscures the point that the developers are being allowed to get cheap access to land that is not currently zoned commercial. There's plenty of opportunity for development on Bank street itself. There are blocks occupied two or three single story stores. OSEG could buy and develop any of these plots, but that would involve paying market price, which they clearly do not want to do.

Rated by 30 participants, 3.7/4

In conceptual terms the massive amount of retail space is the part that I think is most ill-conceived part of a fundamentally flawed concept. Retail space is likely to harm existing street level business from the Queensway through the Glebe, Ottawa South and Billings Bridge. Specific suggestions of a movie theatre and a food store will threaten existing struggling businesses in the area. This is just a bad use of this unique space. Some restaurants perhaps but a shopping centre as large as Billings Bridge is a bad use of the space that will damage the surrounding communities.

Rated by 29 participants, 3.6/4

Although some good intentions may be involved, the proposal is VERY WRONG for the area. First of all, why is a SOLE SOURCED project being considered? It is good governance to have multiple vendors bid on a project of such magnitude.

Next, there is the question of the city footing much of the bill and private owners making money off the development. THIS IS WRONG.

Smart growth dictates that a development fit into the neighbourhood. Creating a large shopping mall will kill nearby shops in the Glebe and Old Ottawa South.

There is very little green space being added. This site should be a PARK as its name mentions, not a parking lot.

The proposed site will generate huge amounts of traffic that can't be handled by the current poor public transit links.

All in all, I am against this project!

Rated by 27 participants, 3.8/4

What this area does NOT need is a shopping mall. There are plenty of businesses on bank street in the glebe, the bank street promenade, old ottawa south, downtown, and billings bridge that make this a sustainable and vibrant area of the inner city of Ottawa. All of these businesses are easily accessed via walking, cycling, public transit, and, lastly, cars. Why would we add a whole new LARGE shopping centre that would threaten the vitality and sustainability of surrounding businesses? As well, with the lack of parking and the inward look of this development, it seems like a Kanata Centrum redux.

Contrary to belief, this shopping complex would not bring added benefits to many local businesses. How many times do you visit St. Laurent Mall or Bayshore and stop in at the businesses down the street? Never.

As well, I'm unsure as to where these 'unique' boutique stores and restaurants would come from. Are there really



199,000 sq. ft. of small businesses, which do not currently exist or have similar counterparts already in the area, that are clamouring to open a business in the area? Unlikely. How would the city/developers prevent large box or chain stores from opening in the area? There is no indication of this.

Overall, while the Lansdowne plan is seriously lacking, the retail aspect is no doubt the most appalling aspect.

Rated by 28 participants, 3.6/4

This is the worst aspect of the plan. First, why would the city give the land for retail, office and residential use to a private developer for no cost?

Second, these uses are private uses that preclude many of the public uses that Lansdowne has been designed for since 1868.

By making itself available to a large variety of different groups, Lansdowne creates a space that supports and reflects all the people of the city of Ottawa. This needs to continue. It can't with the current proposed plan.

A shopping mall is static. The stores and offices that rent space in the mall stay in the mall. There is no reflection of the full spectrum of people and organizations and interests that make Ottawa the vibrant place that it is.

And the variety is huge. There are Trade Shows, conferences, rock concerts, public meetings, cultural events, dances, festivals, the Exhibition, religious events, theatrical events, the farmers' market, craft shows, and so on. Each of these events serves the interests of different groups of people. And taken together, these events meet the needs of Ottawans.

That is the difference between a shopping mall and the public space that Lansdowne has provided since 1868.

Losing that public space would be a blow to the very heart and soul of this city.

7.8 Most Read Comments

To follow are the most read comments for the "Retail and Commerce Approach" eConsultation topic.

Read 78 times, rated by 30 participants, 3.7/4

In conceptual terms the massive amount of retail space is the part that I think is most ill-conceived part of a fundamenetally flawed concept . Retail space is likely to harm existing street level business from the Queensway through the Glebe, Ottawa South and Billings Bridge. Specific suggestions of a movie theatre and a food store will threaten existing struggling businesses in the area. This is just a bad use of this unique space. Some restaurants perhaps but a shopping centre as large as Billings Bridge is a bad use of the space that will damage the surrounding communities.

Read 62 times, rated by 29 participants, 3.6/4

Although some good intentions may be involved, the proposal is VERY WRONG for the area. First of all, why is a SOLE SOURCED project being considered? It is good governance to have multiple vendors bid on a project of such magnitude.

Next, there is the question of the city footing much of the bill and private owners making money off the development. THIS IS WRONG.



Smart growth dictates that a development fit into the neighbourhood. Creating a large shopping mall will kill nearby shops in the Glebe and Old Ottawa South.

There is very little green space being added. This site should be a PARK as its name mentions, not a parking lot.

The proposed site will generate huge amounts of traffic that can't be handled by the current poor public transit links.

All in all, I am against this project!

Read 60 times, rated by 27 participants, 3.8/4

What this area does NOT need is a shopping mall. There are plenty of businesses on bank street in the glebe, the bank street promenade, old ottawa south, downtown, and billings bridge that make this a sustainable and vibrant area of the inner city of Ottawa. All of these businesses are easily accessed via walking, cycling, public transit, and, lastly, cars. Why would we add a whole new LARGE shopping centre that would threaten the vitality and sustainability of surrounding businesses? As well, with the lack of parking and the inward look of this development, it seems like a Kanata Centrum redux.

Contrary to belief, this shopping complex would not bring added benefits to many local businesses. How many times do you visit St. Laurent Mall or Bayshore and stop in at the businesses down the street? Never.

As well, I'm unsure as to where these 'unique' boutique stores and restaurants would come from. Are there really 199,000 sq. ft. of small businesses, which do not currently exist or have similar counterparts already in the area, that are clamouring to open a business in the area? Unlikely. How would the city/developers prevent large box or chain stores from opening in the area? There is no indication of this.

Overall, while the Lansdowne plan is seriously lacking, the retail aspect is no doubt the most appalling aspect.

Read 58 times, rated by 31 participants, 3.7/4

Wow, there's a lot of marketing puff in this overview. Even the grocery store is touted as "unique" and all the stores are "specialty boutiques and outdoor cafes" The developers would like you to imagine a mix of Toronto's harbourfront and Queen street. How will they guarantee that their tenants are "unique". They can't. They'll suck all the successful retail off bank and fill the rest of the space with the same tenants that fill every mall in Ottawa. So much for unique.

All of this marketing puff obscures the point that the developers are being allowed to get cheap access to land that is not currently zoned commercial. There's plenty of opportunity for development on Bank street itself. There are blocks occupied two or three single story stores. OSEG could buy and develop any of these plots, but that would involve paying market price, which they clearly do not want to do.



Read 55 times, rated by 27 participants, 1.7/4

This is NOT a shopping mall. Yes, there is a lot of retail space. I for one would like to see a little more parking, and a little less retail. But the best proven way to build and finance a stadium and arena is through this kind of public private partnership. The other alternatives are even more costly to the city, not less. Indianapolis and San Diego are examples of this kind of success. Without it, there is no stadium, which is apparently what a lot of people commenting here seem to want. So be it. But I DO want to see Lansdowne revived WITH a stadium ,and I do believe this is the right approach.



8.0 GOVERNANCE STRUCTURE

This online consultation was conducted between September 28th, and October 11th, 2009.

The following information, which was provided to Nanos by the City of Ottawa, was presented to consultation participants:

The optional governance structure that is proposed includes the creation of a Municipal Services Corporation (MSC), which would be wholly owned by the City. City Council would appoint the MSC's Board of Directors and would also direct its mandate and operational framework. The MSC would operate in a transparent manner focused on maintaining the site for the benefit of Ottawa residents.

Key Considerations:

- The governance model proposes that the City would create the MSC, wholly owned by the City. Lansdowne Park and all existing facilities would then be operated and governed by the MSC.
- A Council-appointed Board of Directors would then have oversight of Lansdowne Park.
- The MSC would enter into a minimum 30-year lease with OSEG for the entire park.
- Council policy would ensure that public access to the site is maintained and programming is consistent with existing City recreational objectives and mandate.
- OSEG and the MSC would share the financial risk of environmental liabilities that could arise.
- City Council has requested that additional information regarding the establishment of a Municipal Services Corporation be presented for their consideration on November 13, 2009 before a final decision is made.
- The proposed partnership plan can proceed without a Municipal Service Corporation.

Discussion question:

What are your views on the proposed governance structure?

This section will provide an overview of the Governance Structure eConsultation and includes the following:

- Activity Summary
- Comment Distribution Maps
- Participant Distribution Maps
- Detailed Metrics
- Highest Rated Comments
- Most Rated Comments
- Most Read Comments

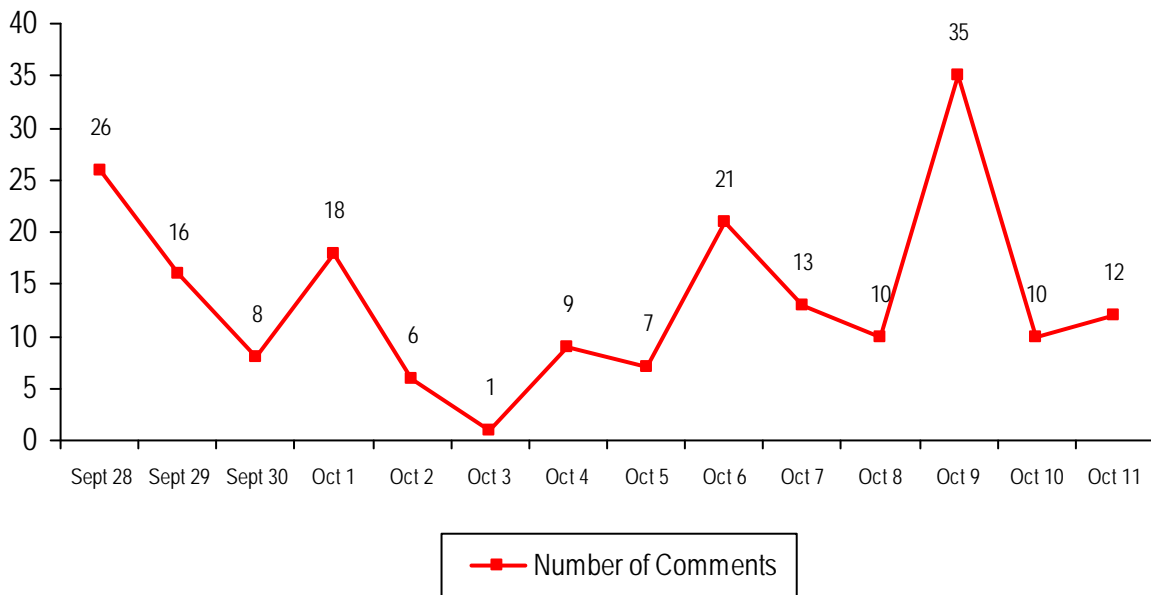


8.1 Activity Summary

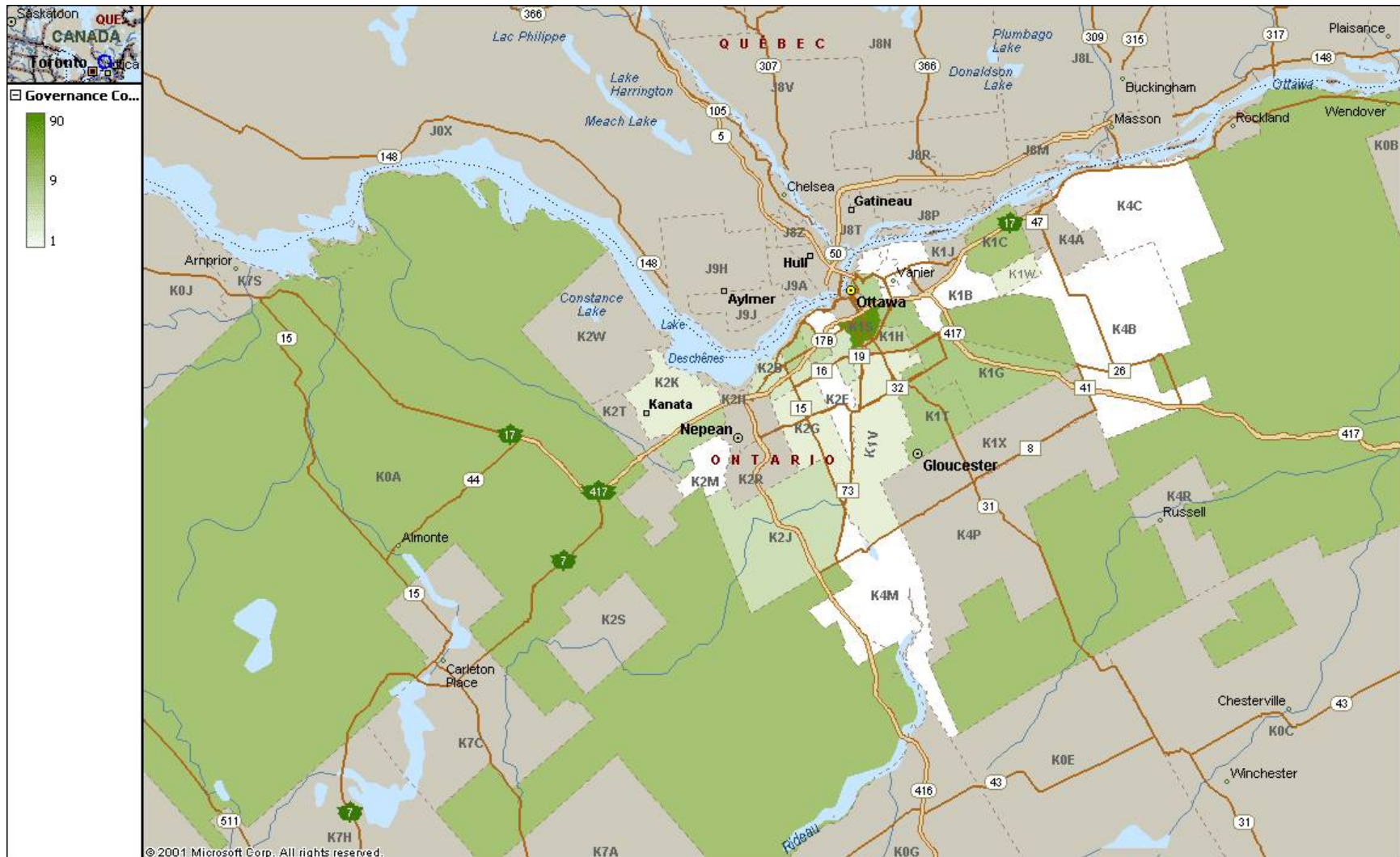
Site Activity Breakdown
Governance Structure

Site Activity	Activity	Percentage of Total Consultation
Number of Comments Posted	192	4.3
Number of Comment Readings	2,343	3.6
Number of Comment Ratings	949	3.4
Online participants	118	6.2

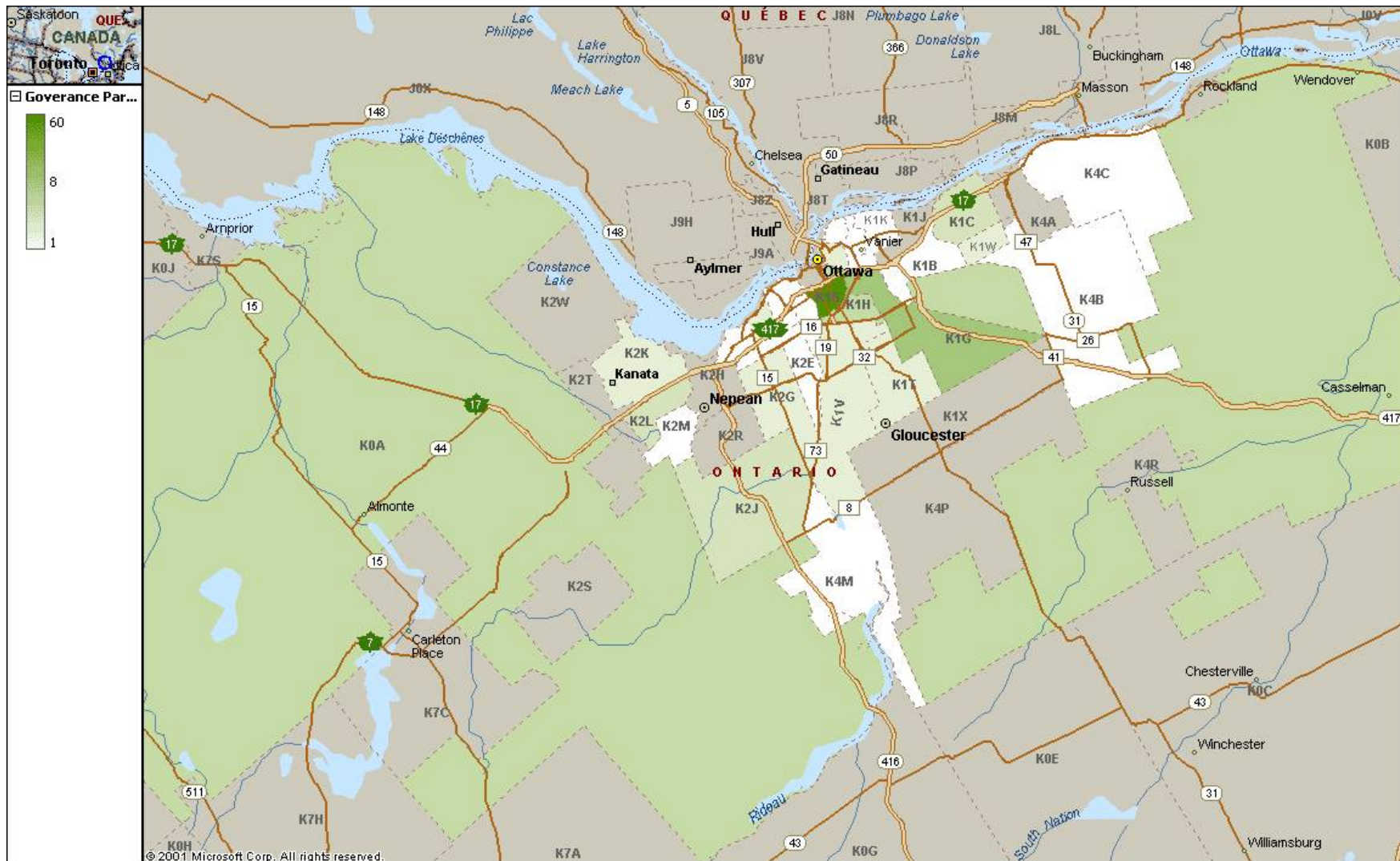
Number of Comments by Day
Governance



8.2 Governance Structure Comment Distribution



8.3 Governance Structure Participant Distribution



8.4 Summary of Discussion

Participants voiced various concerns on the proposed governance structure for the Lansdowne Partnership Plan with the number one comment made being the deal between OSEG and the City of Ottawa was unfair (15%), followed by eight percent of comments which questioned the Municipal Services Corporation's ability to govern the development.

Other concerns raised were the lack of an open design/development competition (6%), that the proposed governance structure was weak (5%) and that the private sector should not be involved in a project of this nature (5%). Four percent questioned OSEG's ability to ultimately fulfil its portion of the deal/questioned the long term financial viability of OSEG (4%).

Only three percent of comments made supported the proposed governance structure as presented.

Comment	Number of Individuals Who Expressed Comment	Percentage of Individuals Who Expressed Comment
Unfair deal/not a good deal between OSEG and City	43	15.3
Question MSC's authority to govern project	22	7.9
Oppose the plan/development	18	6.5
Concerns over sole-source/lack of competition	17	6.1
Governance structure is very weak	14	5.0
Private sector should not be involved	13	4.7
Concerned OSEG won't fulfill it's part of deal	12	4.3
Significant risk for taxpayers	10	3.6
Lansdowne should remain a public area	9	3.2
Risk that sports facilities won't be viable	8	2.9
Agree/support proposed governance structure	7	2.5

**Only comments in excess of 2.0% are reported in the dialogue overview tables*



8.5 Detailed Metrics

To follow are the detailed metrics for the "Governance Structure" eConsultation topic.

Number of Comment Ratings

The 192 comments in this topic received a total of 949 ratings. The mean number of ratings per comment in this topic was 4.9. The most ratings received by any comment was 21 (two comments). In total, 43 comments received ten or more ratings each.

Number of Comment Readings

The 192 comments in this topic were read 2,343 times. The mean number of readings per comment was 12.2, while the most read comment had 71 readings.

Most Active Participants

One hundred and eighteen unique participants posted comments in this topic, seven of whom posted five or more comments. The most frequent contributor to this topic was Brock, who posted nine comments. Comments made by J.C. Watts received 42 comment readings and 7 comment ratings. The next most frequent contributors were GerryG and JFFournier who each posted eight comments.

8.6 Highest Rated Comments

To follow are the highest rated comments for the "Governance Structure" eConsultation topic.

Rated by 13 participants, 4/4

Governance-substance and process

The questions posed on this topic are important, but, largely miss the point; a classic case of closing the barn door after the horse gets out. The issue of governance is at the heart of this development proposal and the City government has failed in the following respects: i) oversight to development of a vision and implementation plan, ii) management of the unsolicited Lansdowne Live development proposal, iii) and the public consultation process.

a. Oversight to development of a vision and implementation plan-The City failed to develop a results-based plan that would have ensured a 21st century vision realized for the Lansdowne property; a plan that would have allocated the necessary financial resources to finance and implement a competitive solicitation for bids to realize the vision and deal with the needed demolition of the stadium.

b. Management of the unsolicited bid: The City has shown a complete and utter lack of governance by completely avoiding an open, competitive bidding process to realize a proper vision for the property. This leaves an impression or perception of a closed, corrupt process which is truly hypocritical in the face of Canadian governmental (at all levels) policy positions on "good governance" (federal government trumpets this as part of our foreign policy). The way the City has chosen to deal with this is something one would find in a corrupt, one part state; not one we should have here at home.

c. Public consultation: The current consultation process is really a stage managed public relations exercise. There is no public venue for debate; there is no clarity of how the input being gleaned under this process will be organized, assessed and used. There is the impression that this is largely a polling exercise, so that if greater than 50% of feedback indicates they are in favour of the development, that will be seen as sufficient basis for proceeding. Of course, such a mindset is flawed in the sense that public policy decisions should not be based on polling but on careful, reasoned debate and analysis.



Rated by 10 participants, 4/4

I preface my comment with the observation that for many of us the best thing about Lansdowne now is the Farmers' Market. Under the current proposal it is not clear which body will oversee the market - the city or the developers. The farmers feel relatively secure with their current contract with the city. The fear is that if the developers were in control, both the structure of the market and the rental costs to farmers would be adversely affected. It is essential that the Farmers' Market retain its size, not be split into different sites within the complex, and benefit from reasonable rent payments.

I would add that the presence of a large, box-like food store on the site is a clear threat to the Market's viability.

Rated by 9 participants, 4/4

The proposal to Council on 2 Sept purports to offer a 'green and sustainable' outdoor venue. I have reviewed the proposal. The term 'green' is inaccurate unless suggestive of the naivete necessary to view this sole-sourced proposal as the best we can do without having the opportunity to review other proposals for the development of this potentially beautiful space.

As for the accuracy of 'sustainable'... the business plan has aroused considerable skepticism from those better qualified than me to assess it; but perhaps the proposal's sustainability relies on the ultimate guarantee provided by us, Ottawa's taxpayers if the wheels come off.

What's the rush? Let's take the time to have an open competition to see if better ideas come forward. It would be irresponsible to commit to a single vision which appears to have uncertain appeal among Ottawa's citizens. This is a potential world-class residential, commercial and, above all, recreation venue in our nation's capital. We citizens are the owners of this valuable property and we should enjoin City Council to take the time to get it right for us and future generations.

Rick

Rated by 7 participants, 4/4

One of the many "facts" that have been quoted by supporters is that the City of Ottawa will not run any economic risk. By the LL Plan's own statement:

"OSEG and the MSC would share the financial risk of environmental liabilities that could arise."

If the MSC is "wholly owned by the City" then wouldn't the city be stuck with this "environmental liability"?

Another example of OSEG talking out of both sides of their mouth!

Rated by 7 participants, 4/4

Another cost that is not stated by OSEG are the hidden costs to the city in operating the MSC! If all the money is being funneled to OSEG for the first 30 years, then who will pay the salaries and operating costs of a corporation that has no revenue?

8.7 Most Rated Comments

To follow are the most rated comments for the "Governance Structure" eConsultation topic.



Rated by 21 participants, 3.6/4

It appears that the city is being asked to spend millions, take on the majority of the risk, and give up public control of the park for at least 30 years.

Rated by 21 participants, 3.4/4

I'm not sure what OSEG are giving the city in this deal? They are building a commercial development on free land and getting everything rent-free and under their control for a minimum of 30 years, and on top of that the city builds them a stadium.

If OSEG paid for the stadium refurbishment as a 'price' for being allowed to develop the rest of the site, the deal might make some financial sense, but not this way.

Rated by 19 participants, 1.4/4

While I don't agree with large deals like this going to a single bidder, I think it was our only option. There are no other investment groups looking to do anything with Lansdowne. Once this plan went through, many wealthy Glebe residents pretended to have such plans, but there's one thing they are all missing....funding!

Rated by 17 participants, 3.6/4

This is even worse than I thought. In the original proposal the OSEG was going to take all the risk if the project did not make money. Now the city is proposing to share the risk. That's crazy!

We the tax payers put in \$130 M and the developers put in nothing for the public spaces and even though we've given them a stadium, parking garages and free land, we still don't get a guaranteed return. Are you guys nuts?

On top of that, the governance of the park does not look to me as though there will be accountability to the public or to the city.

This is another serious weakness in the proposal.

Rated by 16 participants, 3.8/4

I continue to be very troubled by the fact that one development consortium has been favoured over all others and that there was no competitive process to determine who could produce the best proposal for the revitalization of Lansdowne for the benefit of Ottawa's citizens.

8.8 Most Read Comments

To follow are the most read comments for the "Governance Structure" eConsultation topic.

Read 71 times, rated by 9 participants, 3.8/4

The proposed plan is revenue neutral based on current interest rates which are at record low levels. Before concluding that this arrangement is really revenue neutral, we need to understand how the cost to service the \$130M debt will change with an increase in interest rates. In the event interest rates go up, how would the City generate the revenue to service the additional debt costs. I'm concerned it would be through an increase in



municipal taxes. The mayor has not delivered on his "zero means zero" promise. It's unclear that taking out \$130M in debt, will put us on track.

Read 55 times, rated by 12 participants, 3.7/4

Since negative comments on the sole source procedure are likely to be drowned out by detailed technical comments on each of the 8 topics, I am repeating the comments I provided under topic number one. As a resident of Ottawa and taxpayer, I am totally opposed to the sole source procedure for developing this Lansdowne Live Plan. Therefore I shall not be wasting any energy on commenting on this plan. Due to the sole source process the public consultations must be regarded as a public relations exercise to cover a "done deal". Mayor and Council should be ashamed of themselves for letting this happen.

Read 53 times, rated by 21 participants, 3.4/4

I'm not sure what OSEG are giving the city in this deal? They are building a commercial development on free land and getting everything rent-free and under their control for a minimum of 30 years, and on top of that the city builds them a stadium.

If OSEG paid for the stadium refurbishment as a 'price' for being allowed to develop the rest of the site, the deal might make some financial sense, but not this way.

Read 49 times, rated by 11 participants, 3.4/4

What happens if OSEG goes bankrupt or does not withhold its side of the agreement?

Read 46 times, rated by 21 participants, 3.6/4

It appears that the city is being asked to spend millions, take on the majority of the risk, and give up public control of the park for at least 30 years.



9.0 TRANSPORTATION

This online consultation was conducted between September 28th, and October 11th, 2009.

The following information, which was provided to Nanos by the City of Ottawa, was presented to consultation participants:

Transportation Strategy

- The Lansdowne Partnership Plan's (LPP) comprehensive transportation, transit and parking strategy was guided by principles and directions in the City's Official Plan (OP) and supporting Transportation Master Plan (TMP).
- The OP defines how the City, over time, will advance/achieve sustainable land use and related transportation systems to serve the City's access and mobility needs.
- The transportation strategy developed for Lansdowne Park would support an accessible, dynamic urban venue that maximizes both its strategic location and the use of existing transportation systems.
- The following are LPP's key transportation, transit and parking objectives/goals:
 - Maximize development of below-grade parking where new development is to be located.
 - Minimize amount of overall parking, while also ensuring day-to-day needs of the site's commercial uses and daily activities are addressed.
 - Consider limited use of the front yard's eco-friendly surface (using systems like Turfstone or Grasspave) for parking (up to a maximum of 380 spaces) only when not being used for other activities and events, and only to accommodate large Civic Centre and Stadium events.
 - Ensure that the front yard's hard surface area is integrated into the landscape and programme planning.

Transportation Strategy for the Lansdowne Revitalization

- A base case assessment has been undertaken that confirms the ability to build on past experience with major events at Lansdowne to meet transportation needs for the Lansdowne revitalization.
- The focus of the Transportation Strategy is to go beyond the base case, with more aggressive Transportation Demand Management (TDM) measures for events of 15,000+ attendees.
- The Transportation Strategy would ensure systems are in place to meet both the day-to-day transportation needs and those related to events with up to 10,000 people.
- Aggressive Transportation Demand Management (TDM) initiatives would be instituted for events of 15,000+:
 - Including increased transit service and designated off-site parking with shuttle links.
 - Event tickets include transit access across the city – this would allow ticket holders to use transit or shuttle services – thereby minimizing use of on-street parking in the area, etc.
 - Encouraging attendees to take transit, use existing remote park-and-ride facilities or use designated off-site parking facilities and shuttles.
 - Securing off-site-designated parking through agreements with property owners at Confederation Heights and Carleton University.
 - Limiting the use of on-site parking by pre-selling on-site parking passes with event ticket purchases.
- For larger scale events, additional efforts related to the development of a TDM strategy include:
 - Further refining the analysis of the provision of transit priority movement along Bank Street before and after major events – building on determinations already made in this regard related to the base case, parking prohibitions, traffic controls, etc.
 - Determining specific routes to provide accessible, convenient shuttle linkages to the designated off-site parking areas.
 - Working with the National Capital Commission (NCC) to explore possible use of portions of Queen Elizabeth Drive for the shuttle links.



Transportation Analysis of Base Case for Various Event Sizes

	Typical Day (Peak Hours)	5,000 to 10,000 person Event	15,000 – 20,000 person Event	40,000 person Event
Example of Activity	Stores, Restaurants, Cinemas, Offices, Hotel, Residential	67s Hockey, Small Concerts, Professional Soccer, College Football	CFL Football Large Concerts	Grey Cup Superstar Concert
Frequency	Daily (Peak Hours)	50-65 per year	10 - 14 per year	1 per year
Travel Estimates				
Walk or Bicycle	250 people (15%)	1,000 people (10%)	2,000 people (10%)	6,000 people (15%)
Transit all the way from home (or suburban park-and-ride lot)	350 people (20%)	2,000 people (20%)	4,000 people (20%)	10,000 people (25%)
Drive, park, and ride shuttle Ottawa City Hall, Carleton University, Confederation Heights	N/A	N/A	3,600 people (18%) 1,440 vehicles	10,000 people (25%) 4,000 vehicles ³
Drive, park, and walk Park in neighbouring areas ¹	N/A	4,500 people (45%) 1,800 vehicles	8,000 people (40%) 3,200 vehicles	12,000 people (30%) 4,800 vehicles ³
Drive and park on-site ²	1,000 people (65%) 800 vehicles	2,500 people (30%) 1,000 vehicles	2,400 people (12%) 960 vehicles	2,000 people (5%) 800 vehicles
Transit Service Levels				
Routes 1 and 7 Stopping on Bank Street	Regular service of one bus every 3-4 min in each direction Increased as required	One bus every 2 min in each direction One hour before/after event	One bus every 1 minute in each direction 90 min before/after event Some trips from/to City Hall, Carleton University, and Confederation Heights through the extension of Routes 1 and 7	Two buses every 1 in each direction 2 hours before/after event
Shuttle from Ottawa City Hall Stopping east of stadium off QED	N/A	N/A	N/A	One bus every 3 min 2 hours before/after event
Shuttle from Carleton University Stopping east of stadium off QED	N/A	N/A	N/A	One bus every 1-2 min 2 hours before/after event
Shuttle from Confederation Heights Stopping east of stadium off QED	N/A	N/A	N/A	One bus every 1-2 min 2 hours before/after event
Traffic Management	None required	Enforce existing parking regulations	Parking prohibited in both directions for 2 hours on Bank Street before and after event for a minimum distance of Sunnyside to Holmwood and a maximum distance of Riverdale to Glebe	- Close Bank Street from Sunnyside to Fifth for at least 2 hours before and after event - Will require use of Queen Elizabeth Drive dedicated to transit ⁴ - Will require use of Lakeside Road from satellite shuttle lots ⁴

¹ On-street parking in adjacent neighbourhood totals approximately 5,000 but likely only 3,500 available for events
² On-site parking does not include the potential use of the 380 spaces on the multi-use activity area. It also assumes that a maximum of 400 spaces on event nights would be used by mixed-use patrons/employees.
³ Extends beyond adjacent neighbourhood referred to in footnote 1.
⁴ Possible use of Queen Elizabeth Drive by transit vehicles will be subject to approval of the National Capital Commission.

Day to Day Traffic Analysis

- The analysis to date indicates that new traffic would be broadly dispersed.
- New site-generated traffic would use both Bank Street (80%) and Queen Elizabeth Drive (20%), would be both inbound and outbound to the site, and would travel to/from the north and to/from the south on these two roads.
- During the busiest time period, new traffic on Bank Street would be 100 to 120 vehicles per hour (vph) per direction, which is 2 new vehicles per direction per minute.
- Existing two-way traffic on Bank Street is currently 1,700 vph during commuter peak hours.
- New traffic on Queen Elizabeth Drive would be in the range of 20 to 25 vph per direction, which is 1 new vehicle per direction every 2 to 3 minutes.
- Current two-way traffic on Queen Elizabeth Drive is 1,200 to 1,300 vph during commuter peak hours.
- Up to 50% of the traffic attracted to the mixed-use component of the site during the busy commuter peak hours would be existing traffic already travelling on Bank Street or Queen Elizabeth Drive. The other 50% would be new traffic to the area destined specifically to and from Lansdowne Park.
- Intersection capacity analysis indicates that study area intersections along Bank Street would continue to operate at levels of service within the City's guidelines.
- The City's planned Bank Street reconstruction project includes a new southbound left-turn lane at the Lansdowne Park signalized driveway intersection that would significantly improve traffic operations at this location.

On- Site Parking and Traffic Management

- The proposal maintains four vehicular access points to the site, two from Bank Street and two from Queen Elizabeth Drive, to facilitate parking on site.
- Provides for well-defined pedestrian and cycling connections and links to off-site pedestrian and cycling facilities, as well as easily accessible secure bike parking and support for bike rentals.
- Provides sufficient pedestrian gathering areas along Bank Street frontage to safely accommodate pedestrians during large events as they enter or leave the site, cross Bank Street or wait for transit.



- Provides 1,100 below-grade and 135 at-grade parking spaces to support the day-to-day activities.
 - Access to the below-grade parking to minimize interference with pedestrian movement
 - Four-lane driveway with traffic control signals at site's connection to Bank Street to efficiently accommodate traffic entering and exiting the proposed below-grade parking garage.
 - Below-grade parking access/egress points to be three lanes (reversible) to accommodate the peak demands of getting cars in and out for major events.
- Provide visible and direct vehicular access/egress to/from Bank Street for the proposed hotel:
 - Parking for Phase 2's proposed residential and hotel components to be self-contained.
- Provide a centralized loading area for commerce and defined loading route that provides access/egress from Bank Street that minimizes interference with pedestrians and regular traffic.
- Provide Stadium/Civic Centre loading area that would not interfere with pedestrian movement, and define an on-site truck route that provides efficient access/egress to/from Bank Street.

Discussion question:

What are your views on the proposed transportation approach?

This section will provide an overview of the Governance eConsultation topic and includes the following:

- Activity Summary
- Comment Distribution Maps
- Participant Distribution Maps
- Detailed Metrics
- Highest Rated Comments
- Most Rated Comments
- Most Read Comments

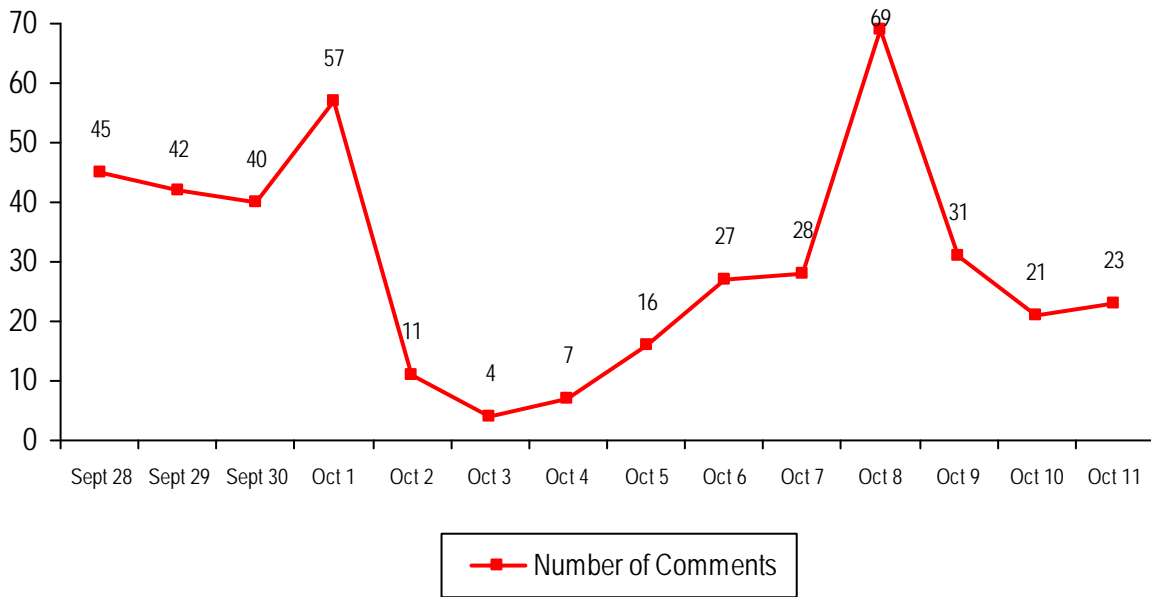


9.1 Activity Summary

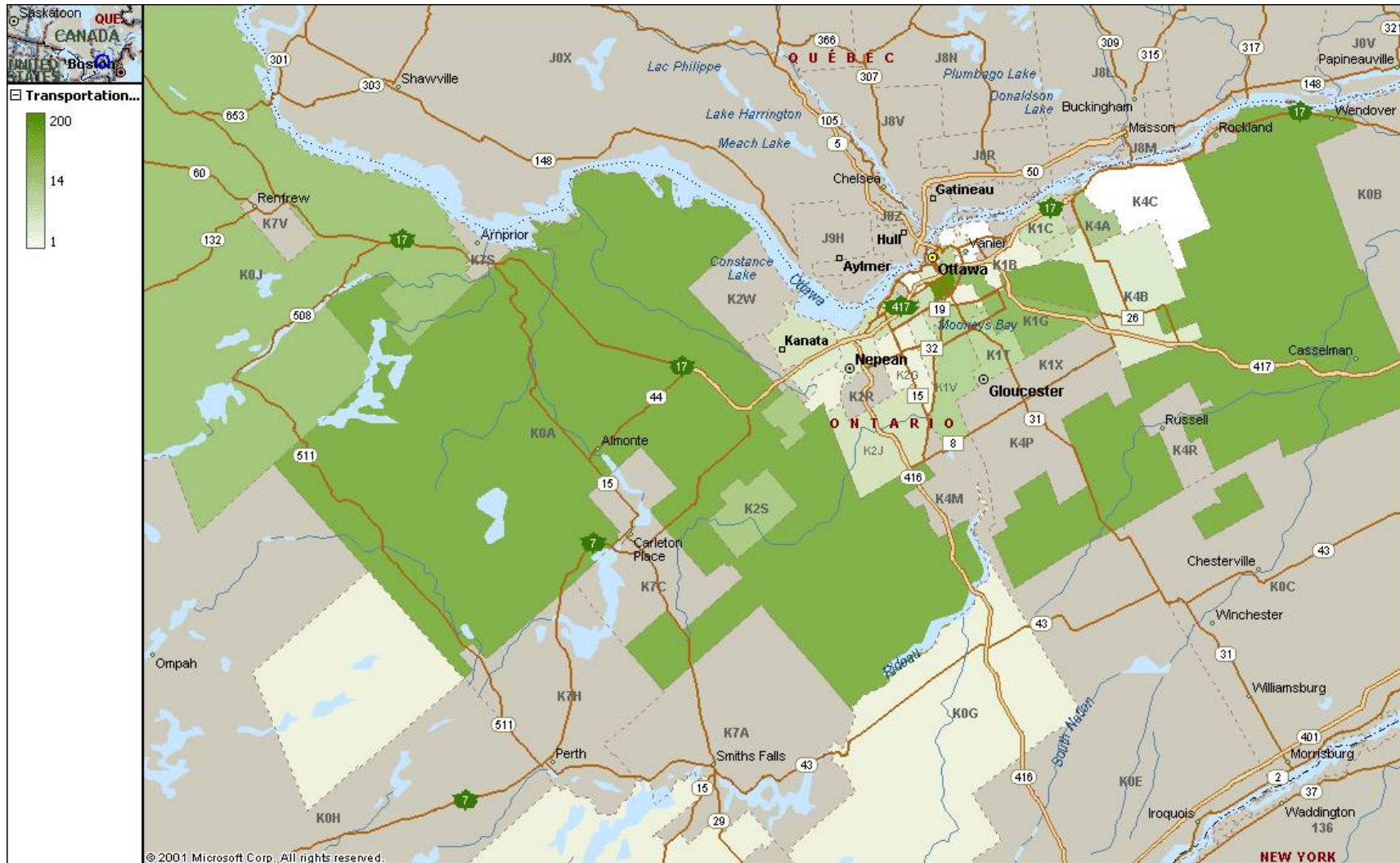
Site Activity Breakdown
Transportation

Site Activity	Activity	Percentage of Total Consultation
Number of Comments Posted	421	9.5
Number of Comment Readings	6,418	9.8
Number of Comment Ratings	2,890	10.5
Online participants	214	11.3

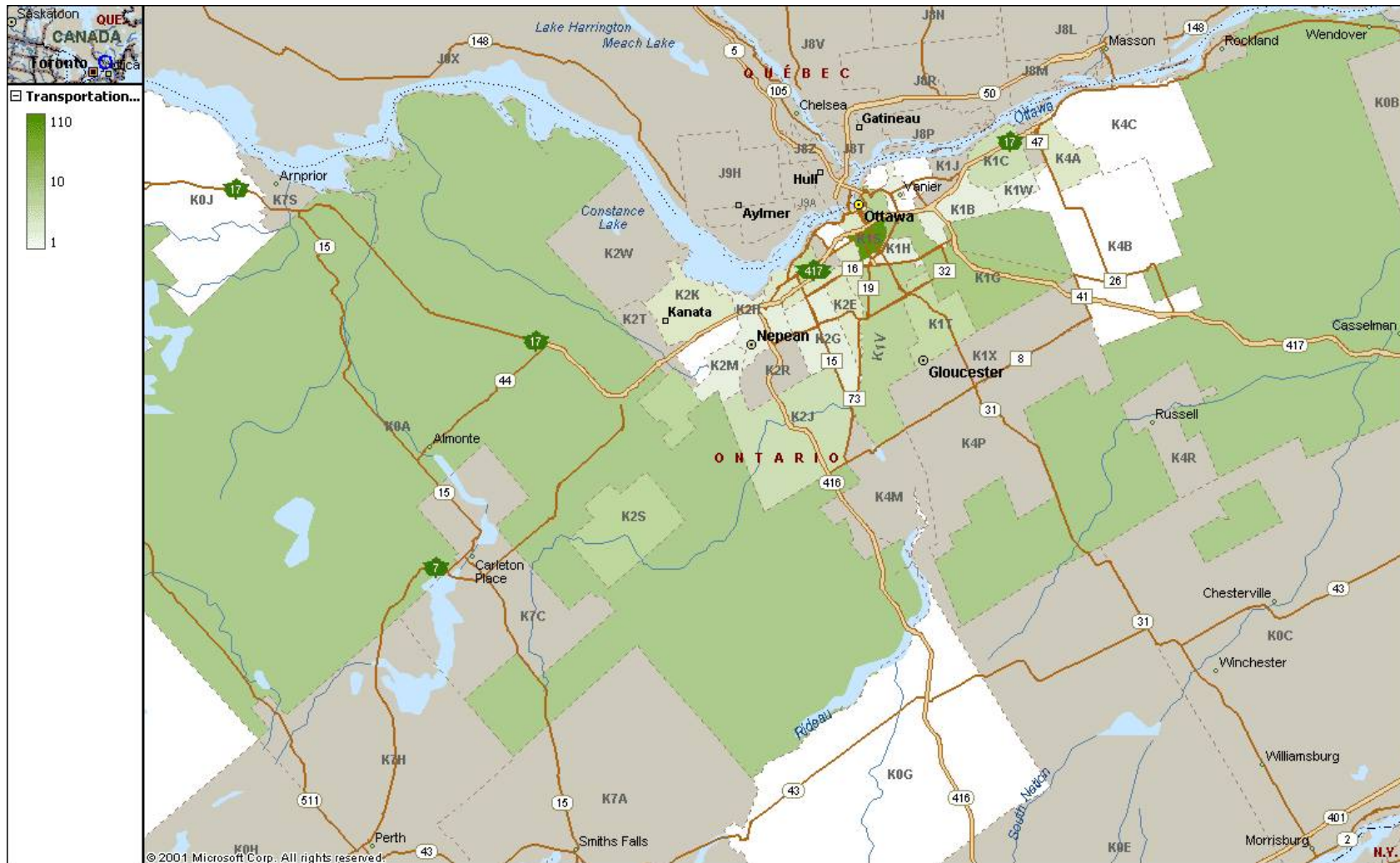
Number of Comments by Day
Transportation



9.2 Transportation Comment Distribution



9.3 Transportation Participant Distribution



9.4 Discussion Summary

Participants to this discussion topic voiced significant concerns over the viability of the proposed transit plan for the Lansdowne Partnership Plan. With nearly three in ten (28%) comments pointing to a desire for a redesigned transit plan, it speaks to a strong undercurrent of dissatisfaction with the proposal.

Further, more than one fifth (22%) of comments expressed the opinion that traffic congestion will be a major problem if the redevelopment was to proceed in its current form. Ten percent of comments posted rejected the transportation plan as insufficient to meet future needs. Of note, two percent of comments made reflected the belief that ultimately nothing will come of this process.

By contrast, only six percent of the key themes which emerged from this discussion were of a positive nature with comments equally likely to either support the plan as is or to state that traffic will always be an issue in a large urban community and should be expected (three percent each).

Comment	Number of Individuals Who Expressed Comment	Percentage of Individuals Who Expressed Comment
Need a more creative solution/alternative to what's presented	196	27.6
Plan will create significant/ongoing traffic problems	158	22.2
Oppose this plan/not a good plan	70	9.8
Transit expansion to stadium flawed/insufficient	42	5.9
Support current plan/good idea	24	3.4
Will always have traffic problems/can't be avoided	23	3.2
Plan will never come to fruition	17	2.4
Proposal is very expensive/costly to implement	16	2.3
Plan needs to allow/factor for additional parking	14	2.0

**Only comments in excess of 2.0% are reported in the dialogue overview tables*



9.5 Detailed Metrics

To follow are the detailed metrics for the "Transportation" eConsultation topic.

Number of Comment Ratings

The 421 comments in this topic received a total of 2,890 ratings. The mean number of ratings per comment in this topic was 6.9. The most ratings received by any comment was 33 (two comments). In total, 131 comments received ten or more ratings each.

Number of Comment Readings

The 421 comments in this topic were read 6,418 times. The mean number of readings per comment was 15.2, while the most read comment had 88 readings.

Most Active Participants

Two hundred and twenty four unique participants posted comments in this topic, twelve of whom posted five or more comments. The most frequent contributor to this topic was Glinda, who posted 44 comments. Comments made by Glinda received 157 comment readings and 51 comment ratings. The next most frequent contributors were Dave 2 and Sportsboy who posted 26 and 16 comments respectively.

9.6 Highest Rated Comments

To follow are the highest rated comments for the "Transportation" eConsultation topic.

Rated by 14 participants, 4/4

The political naivety of the City and developers continues to astound us. Yesterday a report was tabled showing that the parking implications of the proposal would constitute at worst a minor problem. Who commissioned the study? Why, the developers of course! A basic tenet of politics 101 is that this kind of research must not only be objective (we don't know in this case) it must be PERCEIVED to be objective. Do we want people with such low political IQ's in charge of our precious Lansdowne? Perhaps their business and organizational acumen is equally suspect.

Rated by 13 participants, 4/4

The NCC informed Transportation Committee this morning that they were not going to allow OC Transpo buses to use the Queen Elizabeth Way to shuttle Lansdowne attendees back and forth from Carleton University, unless the event was attended by 40,000 or more. This has only happened twice in recent years: Grey Cup and Rolling Stones. The Lansdowne Live people say they expect to have over 90 events a year--none of which will be this large, surely.

Does this mean they now think they can send them up and down Sunnyside Avenue all day, every time they have an event? This would be intolerable and UNEXCEPTABLE for the residents of Sunnyside Avenue, to say nothing of the traffic problems at Bank and Sunnyside (especially with the buses competing with all those people who will still insist on driving to Lansdowne coming in from the south).

This indicates yet again how flawed is the plan to have such a large entertainment venue where there is not adequate parking, or transit.



Rated by 13 participants, 4/4

The proposed transportation approach will result in Glebe gridlock and be a nightmare for Glebe residents as well as people trying to attend events at Lansdowne.

Rated by 13 participants, 4/4

This is madness. All the visitors of mall almost the size of Billings Bridge, not to mention a huge stadium, office spaces, cineplex, condos and townhomes are all going to be able to get on Bank St or Queen Elizabeth Drive at rush hour and get back home??

Just look at the traffic flow coming out of Billings Bridge at 5pm onto a much higher capacity Bank St, and RiverSide with no parking so all lanes are flowing. Not to mention the transit line is attached. Remember Billings Bridge is just a mall.

Rated by 13 participants, 4/4

I am concerned about the aspects of this plan which involve Queen Elizabeth Drive. Queen Elizabeth Drive is one of the more enjoyable urban roadways for cycling. There are relatively few intersections and the current traffic level is reasonable. This makes it a popular artery for cycling to destinations downtown.

- This plan will increase day to day traffic on Queen Elizabeth, event day traffic levels are certain to be much higher. This may make this route unsuitable for safe bike commuting.*
- Allowing busses on Queen Elizabeth would make riding along that route far more dangerous. Shared use by bicycles and busses is doomed to failure. Examples include the combined bus/cycling lane on Albert, and the use of the Ottawa River parkway for busses. It is frightening for even experienced cyclists to ride on these roadways. I am concerned that any use of busses on Queen Elizabeth will eventually move from temporary to permanent as it did on the Ottawa River parkway. A permanent solution should be planned in advance.*
- There is a history of conflicting goals when the city relies on the use of NCC facilities. For example the NCC indicates that the pathways are for recreational use and should not be used for higher speed cycling, such as that which adds to the practicality of bike commuting. Yet the city's cycling plan seems to be based on the assumption that the pathways can be used as major arteries for cycle commuting. Another recent example of conflicting goals is the question of transitway expansion through the greenbelt. The viability of the transit plan should not be based on the assumed use of NCC facilities.*
- The canal "dock" area pictured in the plan would surely create another busy crossing point on Queen Elizabeth which does not appear to be at an existing intersection such as 5th Ave. This makes me suspect that another intersection will be added. Intersections are the most dangerous part of a roadway for cyclists. Unpredictable pedestrian crossing areas are almost certain to cause conflict with all users of Queen Elizabeth Drive.*
- I am concerned that increased regular traffic on the existing Lansdowne entrance to Queen Elizabeth will require the creation of another stop sign or a light at that intersection and the plan indicates a second intersection will be added as well. This adds significantly to the density of intersections on this part of Queen Elizabeth and will certainly degrade its functionality and safety as a cycling route.*
- Queen Elizabeth drive is closed several times a year for events such as the tulip festival and various other events like the National Capital marathon. Where will the traffic go during these events? I suspect this will lead to additional gridlock which is not accounted for in this plan.*



9.7 Most Rated Comments

To follow are the most rated comments for the "Transportation" eConsultation topic.

Rated by 33 participants, 3.7/4

We are about to spend \$5 Billion on a rapid transit plan, but our new stadium will not be anywhere near a rapid transit line! If rail is good for something, it's emptying stadiums, but no, we build it away from rapid transit rails - silly.

Does the cost of using all these bus shuttles and extra buses come from OSEG or the city? Does it indirectly cost the city by delaying OSEG profits since it's a waterfall model?

Rated by 33 participants, 3.4/4

24,000 stadium seats and only 1,235 parking spaces, which would likely be full with shoppers and theatre goers anyway. In an ideal world, all the 24,000 people would use the satellite parking lots. Now assuming 50 people on each shuttle bus, that means 480 bus runs are needed, and if you get one bus out of Lansdowne every 30 seconds, it will only take 4 hours to clear the site.

Obviously people are not going to wait 4 hours for a bus, so they are going to park illegally in the Glebe.

Come on council, put some thought into this.

Rated by 32 participants, 3.7/4

With proposed new and extended rapid transit system, this plan fails completely. Build a stadium next to a new train station and not only you will have effective way to get to and from the game/concert but also people will actually use it!! I can not support this proposal as it is right now.

Rated by 32 participants, 1.6/4

When you have a major sporting/entertainment facility you will have traffic congestion. Deal with it. People are adaptable and will find ways to get to and from anywhere that is worthwhile. Make it part of the experience to walk a few blocks to the venue rather than circling a suburban parking lot looking for the closest spot possible...the lack of public transit is an argument that oozes of desperation. Make the transit work as best as possible but it is far from a dealbreaker. Perhaps all the merchants on Bank Street should be applauding the fact that they'll be getting so much pedestrian traffic once this beautiful development is complete. You wouldn't catch me dead down there as it stands now.

Rated by 30 participants, 1.4/4

Careful thought has obviously gone into the transportation issue facing Lansdowne. With its central location, Lansdowne is in a great situation to take advantage of the neighbourhood patrons within walking distance. This will cut down on the overall carbon footprint and reduce the traffic into the area. People from the Glebe, Old Ottawa South and Centretown are all within walking distance to Lansdowne. The shuttles down the Queen E. on event days are also a great idea. The water taxis are also a good idea to ferry patrons from the hotels downtown. Although not expressly stated, I wouldn't be surprised if other local businesses such as Local Heroes jumped on board with shuttle services of their own. I have been attending events at Lansdowne since childhood, and transportation to



Lansdowne has never been an issue. The plans that OSEG has in place to cut down on traffic would actually help even more!

9.8 Most Read Comments

To follow are the most read comments for the "Transportation" eConsultation topic.

Read 88 times, rated by 32 participants, 1.6/4

When you have a major sporting/entertainment facility you will have traffic congestion. Deal with it. People are adaptable and will find ways to get to and from anywhere that is worthwhile. Make it part of the experience to walk a few blocks to the venue rather than circling a suburban parking lot looking for the closest spot possible...the lack of public transit is an argument that oozes of desperation. Make the transit work as best as possible but it is far from a dealbreaker. Perhaps all the merchants on Bank Street should be applauding the fact that they'll be getting so much pedestrian traffic once this beautiful development is complete. You wouldn't catch me dead down there as it stands now.

Read 85 times, rated by 30 participants, 1.4/4

Careful thought has obviously gone into the transportation issue facing Lansdowne. With its central location, Lansdowne is in a great situation to take advantage of the neighbourhood patrons within walking distance. This will cut down on the overall carbon footprint and reduce the traffic into the area. People from the Glebe, Old Ottawa South and Centretown are all within walking distance to Lansdowne. The shuttles down the Queen E. on event days are also a great idea. The water taxis are also a good idea to ferry patrons from the hotels downtown. Although not expressly stated, I wouldn't be surprised if other local businesses such as Local Heroes jumped on board with shuttle services of their own. I have been attending events at Lansdowne since childhood, and transportation to Lansdowne has never been an issue. The plans that OSEG has in place to cut down on traffic would actually help even more!

Read 83 times, rated by 33 participants, 3.4/4

24,000 stadium seats and only 1,235 parking spaces, which would likely be full with shoppers and theatre goers anyway. In an ideal world, all the 24,000 people would use the satellite parking lots. Now assuming 50 people on each shuttle bus, that means 480 bus runs are needed, and if you get one bus out of Lansdowne every 30 seconds, it will only take 4 hours to clear the site.

Obviously people are not going to wait 4 hours for a bus, so they are going to park illegally in the Glebe.

Come on council, put some thought into this.

Read 71 times, rated by 28 participants, 2.0/4

I've been to football games, the Super Ex, Grey Cup, and a Rolling Stones Concert and none of them had the traffic I've seen at an Ottawa Senator playoff game. The central location of Lansdowne (geographic centre of the NCR) and the design of Glebe Streets make them very efficient at diffusing traffic when it's heavy. Also, people going to games or events at Lansdowne often want to stay in the area for food/drinks/fun after the game, diffusing traffic temporarily as well. We're looking at ~30 soccer and football games per year during which OC Transpo can set up efficient shuttles and extra buses to get people where they need to go. I am fully confident that this plan will work from a transit perspective.



Read 69 times, rated by 19 participants, 3.0/4

Thirty years in the future we may be able to support a big city stadium and we have that amount of time to plan one at Bayview. For now and the next generation we need a 20-30,000.00 seat stadium. I share the concerns of the commenters about access and parking at Lansdowne Park. The rest of the plan may be OK, but the stadium should be taken out of it. It's time to take another look at Palladium Drive.



10.0 BUSINESS MODEL

This online consultation was conducted between September 28th, and October 11th, 2009.

The following information, which was provided to Nanos by the City of Ottawa, was presented to consultation participants:

How Would The City and OSEG Share the Development Costs?

Phase 1 includes the redevelopment of the entire site, but does not include the optional residential, hotel and office development.

- In Phase 1, both the City and OSEG contribute capital towards the redevelopment.
 - The City will contribute the capital for the redevelopment of the stadium and a share of the overall parking for a total of \$129.3M.
 - OSEG will contribute the capital to build the retail component with associated underground parking and to purchase the sport franchises (CFL and OHL) for a total of \$117.3M.
- The City will fund its \$129.3M share first from a combination of reserves and avoided operating and capital costs for the stadium during its reconstruction, totalling \$12.4M. The balance of \$116.9M will be funded through the issuance of long-term debt.
- OSEG will fund its \$117.3M share from a minimum cash equity contribution of \$19.7M. The balance of \$97.6M will be funded through the issuance of long-term debt by OSEG.

How Would the City Retire Its Debt?

The City's long-term debt will be retired over 40 years, with an annual debt service charge of \$7.1M.

- The City can fund this debt service charge from a combination of Lansdowne's current budget requirement and a share of the incremental property taxes that will be paid to the City by the proposed new retail development.
 - The current budget requirement to maintain Lansdowne is \$1.8M. In addition, the City is going to have to start spending an additional \$2M per year on average on major lifecycle capital needs that have been deferred over the years.
 - These budget requirements are avoided if the redevelopment plan proceeds and can be redirected to fund the first \$3.8M of debt service charges.
- The retail development is estimated to generate \$3.9M annually in municipal property taxes starting in 2013. As these taxes increase over time, a smaller and smaller share of them is required to pay the remaining \$3.3M of debt service charges.
- The debt could be retired earlier if the City was to redirect the surplus municipal property taxes paid by the retail development over time towards the retirement of the outstanding debt.

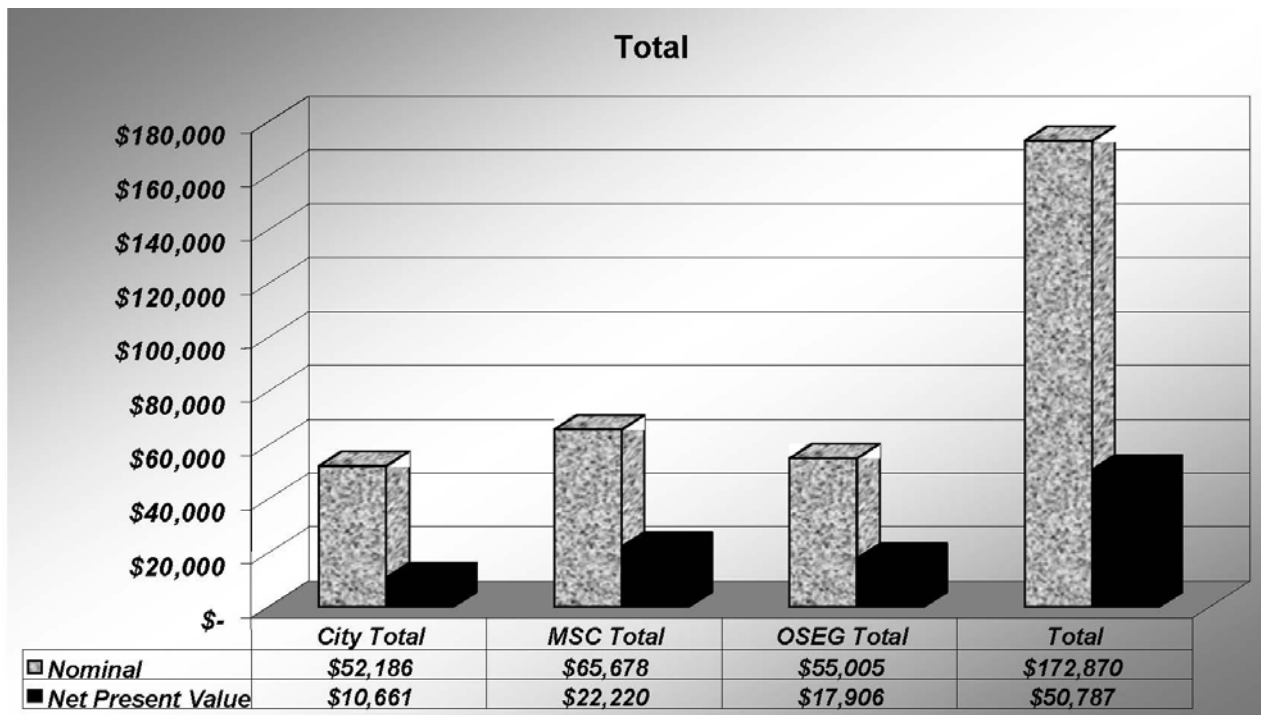
How Would Financial Benefits Be Shared?

- The proposed partnership agreement would see the net cashflow of the stadium, retail and parking operations shared between the City (MSC) and the OSEG according to a formula.
 - The first distribution of net cashflow would be to the City to fund contributions to a reserve fund for the lifecycle capital maintenance of the stadium, Aberdeen Pavilion and parking structures. This contribution would be guaranteed by OSEG. i.e., OSEG would need to contribute additional equity to make these annual contributions if sufficient net cashflow did not exist to fund them.
 - The second distribution would be to OSEG as a return on the equity that OSEG has invested in the redevelopment on an ongoing basis. The rate of return would be 8%.



- The third distribution would be to OSEG as a recovery of their equity. OSEG can only withdraw their equity on a gradual basis over the 30 year term of the agreement. As they withdraw their equity, the amount that they can earn a return on is reduced.
- The fourth distribution would be to the City as a return on the deemed equity that the City has contributed by making available the 10 acres of land for the retail development with a deemed value of \$20M. The rate of return would be 8%. This distribution would be about the same value as the rent that the City would otherwise receive on the land.
- The fifth and final distribution, to the extent that any remaining net cashflow exists, would be shared equally between the City and OSEG.
- To the extent that net cash flows are not sufficient to service levels 2, 3 and 4, annual deficits would accumulate and be paid out in subsequent years.

What Would the Amounts of the Estimated Financial Benefits Be?



- This graph identifies the estimated amount of net cashflow to be distributed between the City directly, the City's Municipal Services Corporation (MSC) and OSEG over the first 30 years of the agreement.
- The Net present Value (NPV) columns adjust the amounts of distribution for the timing when they are received.
- On an NPV basis, the City would receive 65% of the distributed net cash flow.

How Would the Optional Residential Development Work?

- The proposed development of 208 residential units is an option for Council's consideration. It is not required for the redevelopment to proceed.
- If the residential development were to proceed, the value of the air rights would be paid directly to the City. This is estimated to be \$4.4M.
- The City would also receive residential property taxes, estimated to be \$985K per year.
- The payment of \$4.4M could be used by the City to reduce the amount of the debt to be issued by the City to fund its share of the development costs.



- If Council chose to use the \$4.4M payment and the additional property taxes to accelerate the repayment of the outstanding debt, it is estimated that the debt could be retired three years earlier.

How Would the Optional Office and Hotel Development Work?

- The proposed development of 150,000 square feet of office and a 180 room hotel are options for Council's consideration. They are not required for the redevelopment to proceed.
- If the Office and Hotel developments were to proceed, the value of the air rights would be added to the deemed equity contribution of the City and the City would receive a higher distribution of net cashflows as a result. The value of these air rights is estimated to be \$7.5M.
- The Office and Hotel developers would pay land rents estimated to be \$600K per year. The City would share these additional revenues with the OSEG through the distribution of net cashflows for the first 30 years. After 30 years, the land rents would be paid directly to the City (MSC).
- Finally, the City would receive additional property taxes from the Office and Hotel tenants, estimated to be \$1.1M per year.
- It is estimated that the debt could be retired three years earlier, if Council chose to use the additional distributed net cashflows and property taxes to accelerate the repayment of the outstanding debt.

What are the Indirect Economic Benefits?

- The stadium and arena redevelopment would generate \$7.8M in non-property indirect tax revenues and over \$60M in labour income, with the creation of 1,230 full-time jobs over the construction period.
- Upon reopening, the stadium and arena are expected to sustain over 280 full-time staff (directly and indirectly), generating over \$9M in labour income and almost \$1M in direct and indirect taxes to all levels of government annually.
- The labour income generated through the construction of the retail component is estimated to be over \$53M with 1,090 jobs created over the three-year period and \$6.9M of indirect taxes.
- The below grade parking would generate \$2.6M in non-property indirect tax revenues and over \$20M in labour income, with the creation of 410 full-time jobs over the construction period.
- Upon opening, the parking is expected to sustain over 35 full-time staff (directly and indirectly), generating over \$2M in labour income and almost \$200K in direct and indirect taxes to all levels of government annually.

How Would Construction Risks Be Shared Between The City and OSEG?

- After a public competitive request for proposal process, OSEG would be responsible for all construction risks, including design errors, estimating errors, change orders, schedule delay, cost escalation, construction defects and latent defects.
- OSEG and the City will employ an open book process to the construction contracting in order that the City pays the actual costs up to an agreed upon limit.
- OSEG would be responsible for the risks of constructing the redevelopment, with two exceptions.
 - The City would be responsible for any cost increase caused by scope changes demanded by the City.
 - The City and OSEG would share the financial risk of any unknown environmental liabilities should they arise.

How Would Operating Risks Be Shared Between The City and OSEG?

- The City, or its Municipal Services Corporation, would have the responsibility of managing the leases and agreements with the OSEG.
- OSEG would assume all operating risks.



- OSEG would be responsible for all risks of operations including event demand (revenue), rental income, labour costs, all other operating revenues and expenditures, physical security and impacts of any construction defects.
- OSEG would be responsible for any operating losses to the extent they occur.
- OSEG would be responsible for making cash contributions to reserve funds for the lifecycle maintenance of the stadium complex, the Aberdeen Pavilion and parking. These cash contributions are guaranteed by OSEG even if there is not sufficient net cash flow from operations. In such a case, OSEG would be required to contribute additional cash equity.
- The City will assume the operating risks for the front lawn and related programs such as the Ottawa Farmer's Market.

What Would Happen If The Partnership Fails?

- The partnership is not dependant on the success of the CFL franchise. While OSEG believes that football will be successful, the business model assumes that the CFL operation will not begin contributing a net profit to operations until 2020.
- In the extreme, if OSEG was to cease to exist, or if the OSEG defaulted on any of its material contractual obligations, the City would be in the following position:
 - OSEG would forfeit all of its rights under its agreements with the City.
 - The retail lease would be assumed by the mortgage holder.
 - The City would immediately begin receiving land rent from the mortgage holder.
 - The City would continue to receive property taxes from the retail development.
 - The City would continue to be able to fund its debt service costs from the current budget requirement for Lansdowne and a share of the property taxes generated from the retail development.
 - The ownership of the CFL and Ottawa 67s sports franchises would revert to the City, at its option, subject to league approval.
 - The City would be exposed to any operating losses that may occur from the stadium operations.

Discussion question:

What are your views on the business model?

This section will provide an overview of the Business Model eConsultation topic and includes the following:

- Activity Summary
- Comment Distribution Maps
- Participant Distribution Maps
- Detailed Metrics
- Highest Rated Comments
- Most Rated Comments
- Most Read Comments

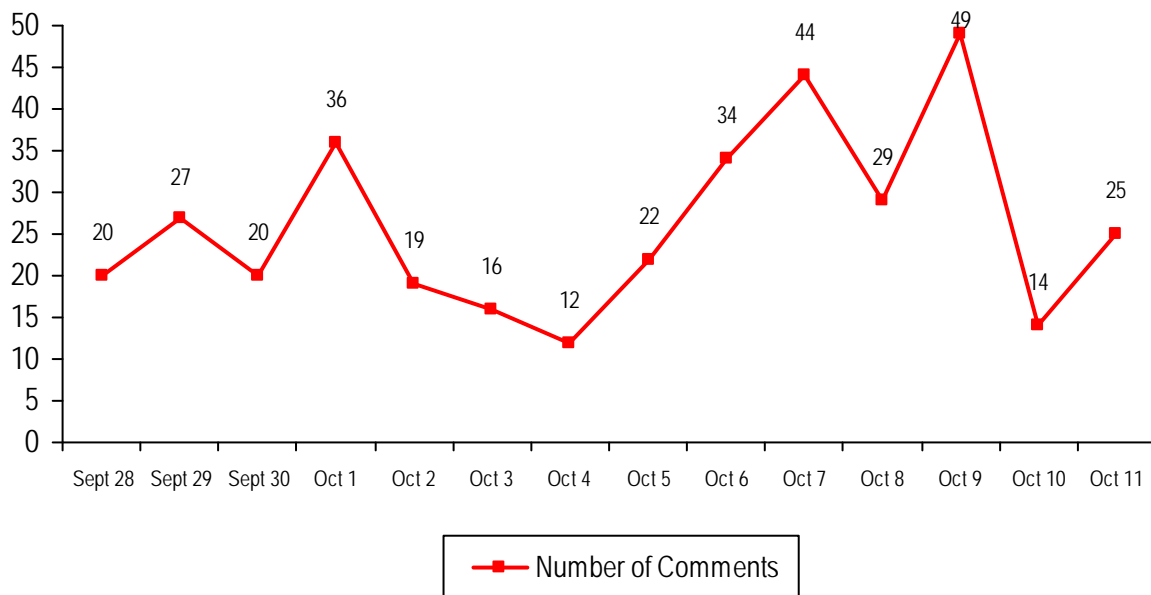


10.1 Activity Summary

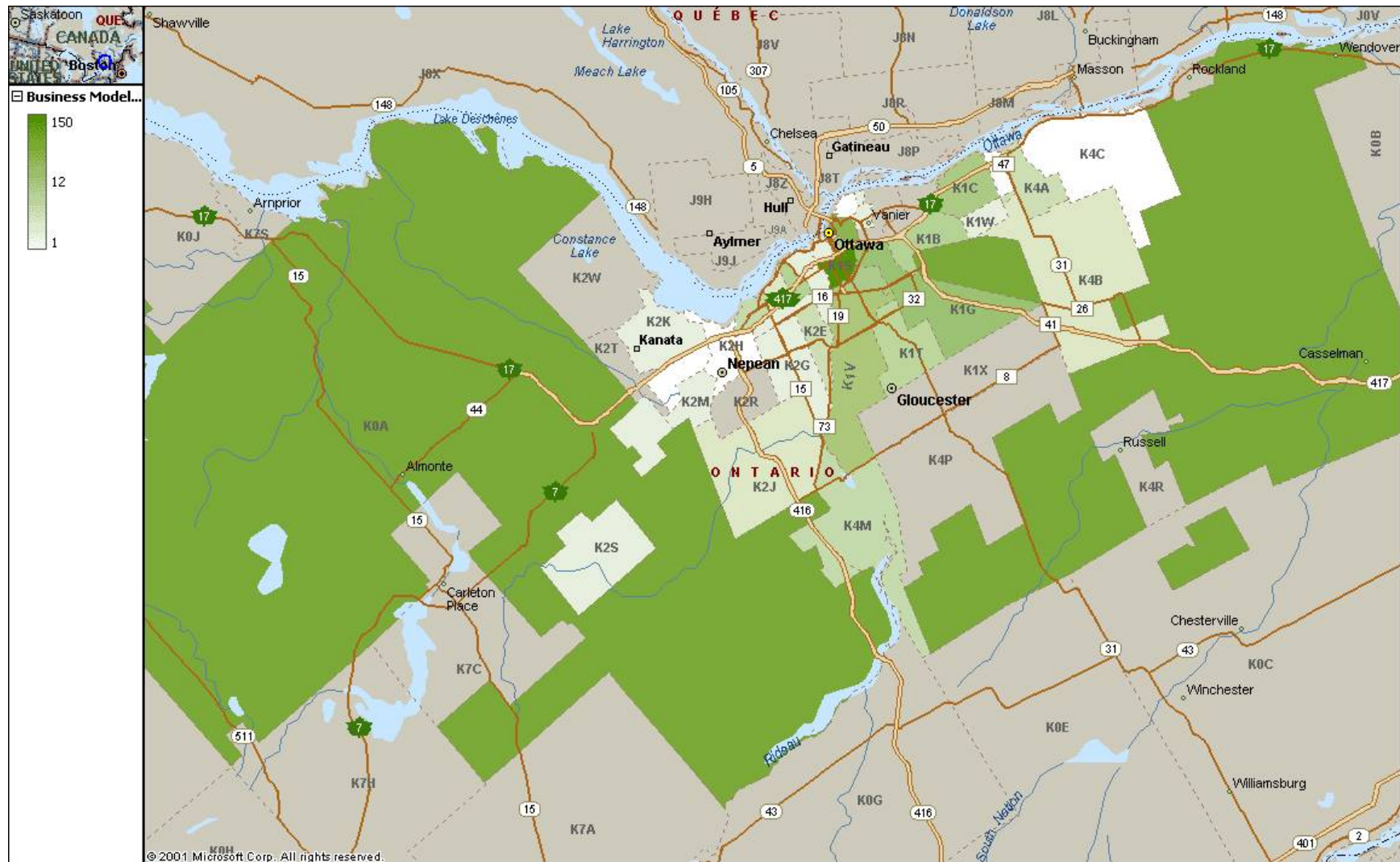
Site Activity Breakdown The Retail and Commerce Approach

Site Activity	Activity	Percentage of Total Consultation
Number of Comments Posted	367	8.3
Number of Comment Readings	5,891	9.0
Number of Comment Ratings	2,903	10.5
Online participants	177	9.3

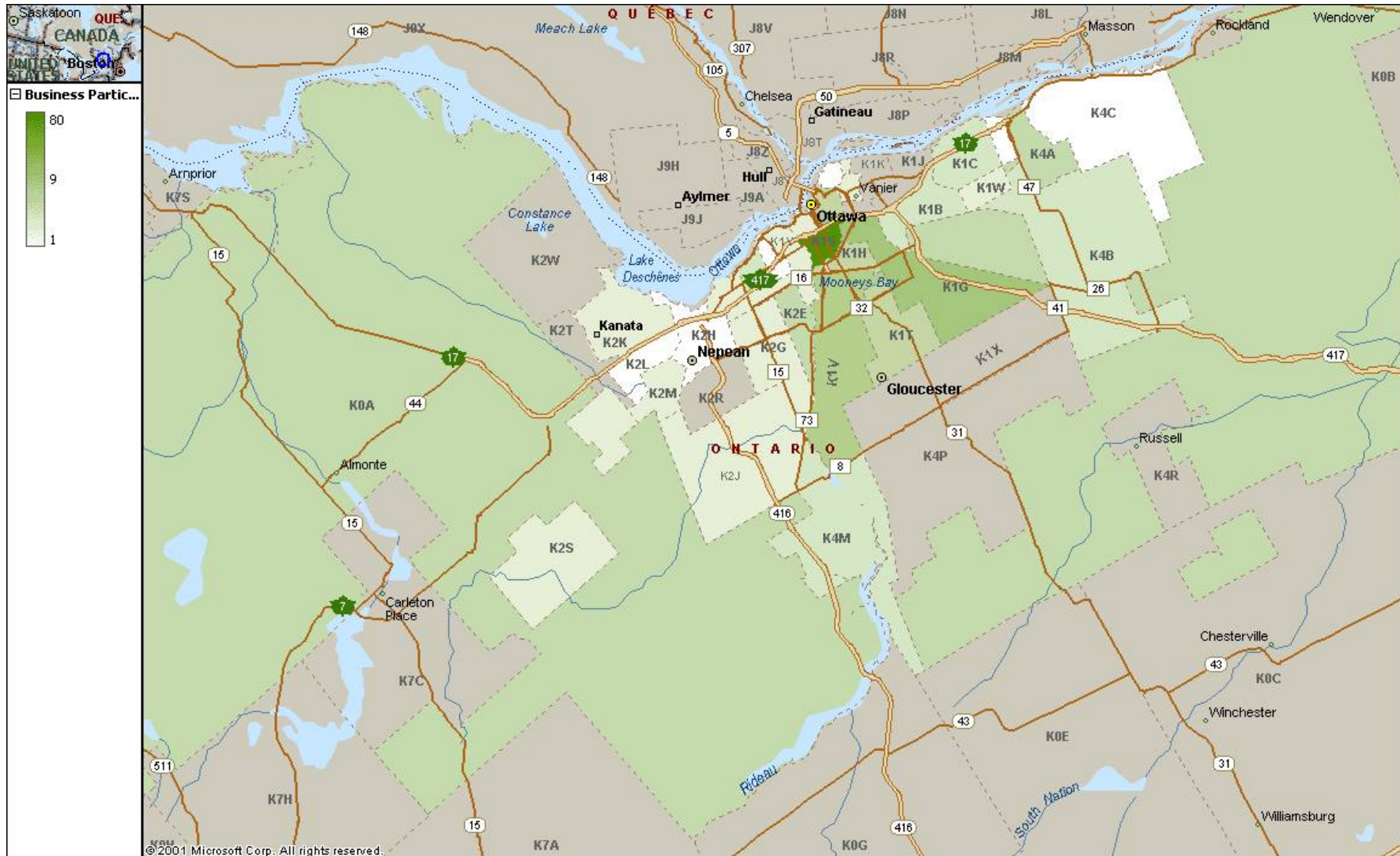
Number of Comments by Day Business Model



10.2 Business Model Comment Distribution



10.3 Business Model Participant Distribution



10.4 Summary of Discussion

A review of the comments posted to the business model discussion topic points to three key themes in evidence. The principal theme which emerged was the concern that the City is exposing itself to a significant level of financial risk with this plan with limited scope for financial return, evident in three in ten (29%) of all comments posted to this topic.

The second key narrative of this discussion was the opinion that the tendering process was flawed due to the unsolicited proposal sourcing of the project to OSEG. With nearly one quarter (23%) of comments to this topic of this nature it points to a sizeable credibility gap for the entire process in the community and could be a significant factor in the generally negative opinions held by participants to the eConsultation.

The third thread emerging from the discussion is the belief, among residents, that Lansdowne is a public space and should be developed with an eye to maintaining that configuration. There exists significant resistance to the idea of public lands being provided below its perceived value, to a private organization to develop into a profit driven, commercial centre.

Comment	Number of Individuals Who Expressed Comment	Percentage of Individuals Who Expressed Comment
City exposed to significant financial risk	185	29.1
Unfair process/favouritism towards OSEG/unsolicited proposal sourcing	165	23.2
Opposed to plan/better uses for land/this is public land	128	18.1
No future revenue stream for city	41	5.8
Plan is excellent for the area/lots of long term potential	37	5.2

**Only comments in excess of 2.0% are reported in the dialogue overview tables*



10.4 Detailed Metrics

To follow are the detailed metrics for the "Business" Model eConsultation topic.

Number of Comment Ratings

The 367 comments in this topic received a total of 2,903 ratings. The mean number of ratings per comment in this topic was 7.9. The most ratings received by any comment was 43 (one comment). In total, 142 comments received ten or more ratings each.

Number of Comment Readings

The 367 comments in this topic were read 5,891 times. The mean number of readings per comment was 16.1, while the most read comment had 99 readings.

Most Active Participants

One hundred and seventy seven unique participants posted comments in this topic, fourteen of whom posted five or more comments. The most frequent contributor to this topic was dbk, who posted 25 comments. Comments made by dbk received 119 comment readings and 40 comment ratings. The next most frequent contributors were Dave2 and DouglasI who posted 24 and 22 comments respectively.

10.5 Highest Rated Comments

To follow are the highest rated comments for the "Business Model" eConsultation topic.

Rated by 14 participants, 4/4

This looks like a complicated case of smoke and mirrors with the tax payer left holding the bag. Here is a concrete example:

The valuation of the land is a deal for OSEG

"10 acres of land for the retail development with a deemed value of \$20M" that works out to 120 lots of 35x105 ft each selling for \$167K right near the canal in the Glebe. Sounds like a great price. Can I buy a lot in the Glebe for that price?

Rated by 13 participants, 4/4

Hmmm ... I don't quite trust this zero means zero thing. Smells of Larry O Brien.

Rated by 12 participants, 4/4

The current plan for the redevelopment of Lansdowne is sole-sourced despite the attempts of developers and some City staff and councillors to try to rationalize it. That is unacceptable.

Had the City gone about this process in a responsible way, I think many of the issues with this plan could have been prevented or at least minimized.

As for the developers, I can't say I trust them more than I do anyone else. They won't deny that profit is what's driving them and that they would like to develop as much of the site as possible - Roger Greenberg actually corrected Kent Kirkpatrick about this at Monday's meeting when Kirkpatrick said the condos and hotel were flexible



since OSEG didn't care whether they were built or not. Greenberg said that obviously they want to have that part of the development.

I don't necessarily fault the developers for wanting to make as much off this as possible, that's what they do. The problem is that it's very valuable public land and that the City hasn't created a proper process to ensure that we get the best deal and design and that the developers are kept within appropriate guidelines. It's fine for developers to profit as much as they can on a project as long as they are kept within limits that ensure the best interests of the City and taxpayers.

Given the way this plan seems to have been snuck in through the back door to get around the competitive process, it just smells like the developers are going to take advantage and try to get free reign over public land at largely the taxpayers' expense.

We must scrap this plan and return to an open, competitive procurement process before we waste anymore of the City's and taxpayers' time and money (hiring consultants for this plan has already cost more than the initial competitive process).

Rated by 12 participants, 4/4

I don't see OSEG bringing anything to the table. The key to this redevelopment is the stadium and the City is paying for it. OSEG pays for the retail/commercial/housing development but gets the returns from it. If the City wants a stadium at Lansdowne, it could pay for it itself and not bother with OSEG. If it wants to privatize part of the park, it can do that itself as well. The only thing OSEG is bringing to the table is the CFL franchise, but that means nothing - the CFL wants football in Ottawa and would award the franchise to someone else willing to work within the City's parameters.

Also, the information on the website fails to mention how OSEG will retire its debt. My understanding is that OSEG gets this money before the City gets any return. Since this is over \$100M, it means that the initial income will all be going to OSEG for a long time.

Rated by 12 participants, 4/4

This "revenue neutrality" sounds like "zero means zero" talk. How does this sweetheart deal on the commercial real estate rental at Lansdowne contribute to a level playing field with commercial businesses at other locations - isn't this a tax payer supported subsidy?

10.6 Most Rated Comment

To follow are the most rated comments for the "Business Model" eConsultation topic.

Rated by 43 participants, 3.5/4

*Putting aside the loss of the park as a public resource, this is the scariest part of this proposal: "The City can fund this debt service charge from a combination of Lansdowne's current budget requirement and a share of the incremental property taxes that will be paid to the City by the proposed new retail development."
In other words, they are allocating the taxes from the new development to pay off the loan, as if the residents and tenants in those condos and stores don't need the fire, water, sewer, police and transport services that our taxes pay for. So if the taxes from these new developments pay for the stadium, who pays for their services? The rest of Ottawa's taxpayers pay for their services, and thus indirectly the 116 million dollar loan. This is just an elaborate shell game to hide the costs.*

Rated by 40 participants, 3.5/4



Is this how we want our tax dollars to be spent? Seems like OSEG will get a huge benefit from using the site that will be funded mostly by the citizens of Ottawa.

Rated by 36 participants, 3.5/4

The city is about to get into the shopping mall, hotel and residential business to pay for a stadium that should cover its expenses on its own. The "plan" is just a silly scheme to give money to OSEG and for the city to assume all the risk of the endeavour. If things go south, the waterfall model means the city may never see profits.

The \$3.8 million cost (for 10 years to refurbish the stadium) of Lansdowne is a bit of a joke. If we had a proper design competition, we would implement that plan and it would generate some compensation for the capital and land made available.

They certainly like to highlight the cost of Lansdowne, but not the revenue which cover almost all the cost.

In 2008, city revenues from Lansdowne for rentals, food and beverage, parking, surcharges and recoveries were \$4.5 million and for 2009 are estimated at \$4.9 million. Costs were \$4.7 million and \$5.1 million for 2008 and 2009, resulting in net operating costs of (\$234,000) for 2008 and an estimated net operating cost of only (\$155,000) for 2009.

<http://www.friendsoflansdownepark.ca/home/about-lansdowne-park/whatdoeslandsowneparkcostthecity>

Rated by 35 participants, 1.6/4

This group is our ONLY solution and we would be crazy and regret this missed opportunity for years and decades to come. These aren't fly by night business people, they are long standing, reputable, successful OTTAWA business people who want to do something GREAT for our city who else is willing to step up with their commitment, plan and money... This group has my full support 100% behind them.... I really hope the CITY OF OTTAWA and it's people do the right thing and support this group and their plan.... it's a win / win for everyone!

Rated by 33 participants, 1.6/4

It only makes sense that the City contribute in some way to this development, after all the City owns the property. This is an incredibly good deal for the City. An investment in this project which will in turn add so much value to the property, creating more commercial tax revenue and possible residential tax revenue is a no brainer.

We will never have an opportunity like this again if we decide not to proceed.

10.7 Most Read Comments

To follow are the most read comments for the "Business Model" eConsultation topic.



Read 99 times, rated by 43 participants, 3.5/4

*Putting aside the loss of the park as a public resource, this is the scariest part of this proposal: "The City can fund this debt service charge from a combination of Lansdowne's current budget requirement and a share of the incremental property taxes that will be paid to the City by the proposed new retail development."
In other words, they are allocating the taxes from the new development to pay off the loan, as if the residents and tenants in those condos and stores don't need the fire, water, sewer, police and transport services that our taxes pay for. So if the taxes from these new developments pay for the stadium, who pays for their services? The rest of Ottawa's taxpayers pay for their services, and thus indirectly the 116 million dollar loan. This is just an elaborate shell game to hide the costs.*

Read 84 times, rated by 40 participants, 3.5/4

Is this how we want our tax dollars to be spent? Seems like OSEG will get a huge benefit from using the site that will be funded mostly by the citizens of Ottawa.

Read 83 times, rated by 36 participants, 3.5/4

The city is about to get into the shopping mall, hotel and residential business to pay for a stadium that should cover its expenses on its own. The "plan" is just a silly scheme to give money to OSEG and for the city to assume all the risk of the endeavour. If things go south, the waterfall model means the city may never see profits.

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<http://www.friendsoflansdownepark.ca/home/about-lansdowne-park/whatdoeslandsowneparkcostthecity>

Read 67 times, rated by 32 participants, 3.6/4

The business model analysis is misleading. It poses a net present present value calculation which by itself is without meaning or context. For instance, were the stadium razed, the arena refurbished, shops located along Bank Street, the Aberdeen pavilion maintained, and the rest of the park dedicated to public use such as picnic areas, soccer fields for amateur sports, what would its net present value be. Perhaps it may have a higher net present value. The only way to critique the proposed development is to have options. That means having an open competition.

Read 67 times, rated by 30 participants, 3.5/4

The business model analysis is misleading. It poses a net present present value calculation which by itself is without meaning or context. For instance, were the stadium razed, the arena refurbished, shops located along Bank Street, the Aberdeen pavilion maintained, and the rest of the park dedicated to public use such as picnic areas, soccer fields for amateur sports, what would its net present value be. Perhaps it may have a higher net present value. The only way to critique the proposed development is to have options. That means having an open competition

