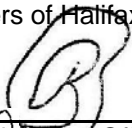


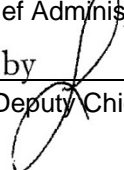


P.O. Box 1749
Halifax, Nova Scotia
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Item No. 11.1.10
Halifax Regional Council
November 10, 2015

TO: Mayor Savage and Members of Halifax Regional Council

SUBMITTED BY: Original signed by 
Richard Butts, Chief Administrative Officer

Original Signed by 
Mike Labrecque, Deputy Chief Administrative Officer

DATE: October 09, 2015

SUBJECT: Shannon Park: Land Acquisition and Stadium Background & Options

ORIGIN

March 27, 2012 motion of Regional Council:

Moved by Councillor Fisher and seconded by Councillor Sloane that Halifax Regional Council

- Direct the Mayor, on behalf of Halifax Regional Municipality, to thank the Canadian Soccer Association for their ongoing interest in Halifax Regional Municipality as a candidate and potential host city, and to notify the CSA of Council's decision to decline further discussions related to the 2014 and 2015 FIFA Women's World Cup events;
- Approve the Phase 2 Stadium Analysis report as the basis of the requirement for a stadium and include the project on the Capital Plan as a future consideration; and
- As an option, direct staff to work with Canada Lands Company for the future siting of a recreation/sport facility campus (up to 40 acres).

July 29, 2014 motion of Regional Council:

Moved by Councillor Karsten and seconded by Councillor Mason that Halifax Regional Council

- Direct staff to recommend funding in the 15/16 Capital Budget to:
 - Develop business model and partnerships for a stadium and supporting infrastructure for presentation to the Executive Committee in Fall 2014; and
 - Approve the Potential Strategic Projects referenced in these recommendations as: the Police Station Renewal; Fire Services Training Facility; Stadium; Library Facilities Plan; capital initiatives to be approved by Council as an outcome of a Cultural Spaces Plan and Commuter Rail / Fast Ferry.

LEGISLATIVE AUTHORITY

HRM Charter, Section 35 (1a), Section 79 (l) (k) Recreation programs, (x) lands and buildings required for a municipal purpose.

RECOMMENDATIONS ON PAGE 2

RECOMMENDATION

It is recommended that Halifax Regional Council:

1. Direct Staff to continue to work with the Canada Lands Company on the development of community concept plans, integrating the policy and concepts of the Centre Plan currently under development in addition to exploring opportunities for the integration of a diverse mix of housing types, affordability and public amenities;
2. Direct Staff to expand upon the original analysis of a 10,000 and 14,000 seat stadium previously completed in the "Halifax Stadium Analysis – Phase 2" and undertake further analysis of the financial case, business model, and feasibility of a 20,000+ seat stadium, with funding from the Strategic Growth Reserve, Q126;
3. Direct Staff to more precisely define how much land would be required to construct a sports stadium seating 20,000+ people, and engage the Canada Land Company in more detailed conversations regarding the location and purchase price of a portion of Shannon Park to accommodate such a facility;
4. Continue to coordinate with Halifax Water with regard to their infrastructure requirements within the Shannon Park community and the impacts that these requirements may have on land values and required land ownership; and
5. Direct Staff to provide a report to Regional Council at such time a planning application is submitted to Halifax Regional Municipality which would outline the proposed community concept in addition to Staff recommendations on parks / open space location, use, as well as opportunities for public transportation integration into the project.

EXECUTIVE SUMMARY

Regional Council directed staff in 2012 to work with the Canada Lands Company (CLC) to acquire up to 40 acres of their lands at Shannon Park for the purpose of a recreation / sport facility campus. At the end of 2014, CLC acquired this land from the Department of National Defence and communication between the parties has commenced. Since the 2012 Council resolution, other Council decisions have resulted in a situation where a campus of facilities on this site is not required at Shannon Park; however the question regarding a sports stadium remains. Shannon Park has been considered for this use on multiple occasions in the past, and remains as an excellent location for such a facility. Notwithstanding a stadium location, there are however number of unknowns regarding the need (facility larger than 10,000 – 14,000 seats), the business case, and the economic impacts of such a facility. Research on stadiums in other Canadian cities where stadiums have been constructed over the past decade have shown that these facilities can be successful, however this success is often grounded in a number of commonly shared principles. Key amongst these principles are the need for a strong business and financial case, in addition to maximizing private funding for these facilities. Staff recommends that prior to committing to purchasing portions of Shannon Park for a stadium, that additional study be undertaken to explore the possible financial models (including partnerships) and business case for this type of facility.

BACKGROUND

Shannon Park is a 95 Acre Site located within the Regional Centre in the Dartmouth Municipal Planning Strategy area. The site was previously used as Department of National Defence (DND) housing from the early 1950's until being declared surplus by DND in 2003. The property currently contains upwards of 40 buildings on it, the majority of which have been un-occupied for over a decade. With the exception of a few buildings still in use, most notably Shannon Park School, structures on the site have been identified as obsolete and beyond their useful life.

The majority of the Shannon Park lands were not acquired by the Canada Lands Company (CLC) until April 2014, which has been the primary cause for delay in this report and any land negotiations with CLC. CLC is an arm's length, self-financing Crown Corporation reporting to the Parliament of Canada. The principal goal of the company's mandate as determined by Cabinet is:

"To ensure the commercially oriented, orderly disposition of surplus properties with optimal value to the Canadian taxpayer and the holding of certain properties."

CLC does not construct buildings, but plans and prepares the land for development prior to selling to individual builders. Demolition of the majority of these buildings will begin later in the fall and likely carry through well into 2016. This will be a lengthy process, given the likely presence of asbestos, mold, lead, and other environmentally sensitive substances. Other property owners on the site include the Millbrook First Nation and the Halifax Regional School Board which owns land as indicated in Attachment A.

Council has previously directed staff to investigate the possibility of a stadium being constructed on this land on multiple occasions in the past including its bid for the 2014 Commonwealth Games as well as the 2015 Women's FIFA (Fédération Internationale de Football Association) World Cup. In both of these situations, staff completed a number of due diligence activities to assess the feasibility and demand for such a structure which included but was not limited to:

- Assessment of best-practice size and scope of facility based on community and sport needs;
- Assessment of market readiness related to professional sport opportunities (20,000+ seats); and
- Assessment of business model and economic impact estimates.

Most recently, staff returned to Council with the business plan analysis in August 2011 which included an assessment of the need, opportunity and financial cost-benefit associated with the development of a stadium with 10,000 to 14,000 permanent seats capable of hosting the FIFA 2015 event. The report also defined the core business concept for the facility. A second phase of analysis was subsequently presented to Regional Council in March of 2012 which focused on site selection, conceptual design of the facility, and capital cost estimates, also included further development of the financial assessment and economic impact estimates. Regional Council chose to cease discussions related to the 2015 FIFA World Cup but approved the requirement for a stadium and included the project on the Strategic Capital Potential Project list as a future consideration. Funding sources for these potential projects have been approved through adding 1 cent to the general tax rate as determined by the 15/16 budget. The proceeds are to be placed in the Q126 Strategic Growth reserve to fund Potential Strategic Projects.

DISCUSSION

It is important to note that previously completed studies and the Request for Expressions of Interest primarily considered the stadium proposal in the context of the Commonwealth Games and FIFA Women's World Cup which consisted of a recreation campus style facility with capacity for 10,000-14,000 seats. Considering the project has been included on the Strategic Capital Potential Project list and that the discussion has shifted towards a larger (20,000+ seats) facility, with little need for co-locating other recreational facilities, further investigation would be necessary to adequately address impacts of this new reality. While a number of studies regarding stadiums have been previously completed, the discussion section of this report speaks to the gaps in these studies and the absence of current knowledge of market demand, a planning analysis regarding the implications of a larger stadium, and a business case for a 20,000+ seat facility absent of a campus of other recreation facilities.

Planning Implications

Stadiums are difficult to blend into the fabric of an existing community due to their size, their impact on existing street grid patterns, the peak traffic flow impacts, the likelihood of noise during events, the impact of stadium lights on adjacent uses, as well as the vehicle parking often associated with them and space that they require. As such, it could be argued that the best opportunity to introduce such a significant use within a community is when it is first constructed, or when it is being comprehensively redeveloped.

Shannon Park does in fact present this opportunity, however this window is closing quickly.

More detailed levels of planning will be taking place by CLC and their planning consultant WSP in the coming months which will make significant changes to any proposal more difficult. Also, consultation with the community has been ongoing, and decisions on public acquisition and use of any significant portions of this land would lead to a much more valuable consultation process with feedback that could be usefully integrated into the HRM planning process when an application is formally made in 2016. Ultimately, the more time that is taken to come to a decision on public acquisition of this land, the less flexibility there will be in the designs currently under consideration.

Stadium Preferred Locations

In March 2012, Regional Council approved phase 2 stadium analysis as the basis for a requirement for a stadium (Attachment B). Shannon Park has ranked highly in past evaluations of possible stadium placement within HRM. Stadiums, in addition to requiring significant amounts of land for the structure itself, also require significant infrastructure to support it inclusive of sewer, water, roads, as well as public and active transportation connections. The cost of acquiring land where all of these services and amenities are possible further narrows available choices for site selection.

The primary benefit of the Shannon Park site with regard to the potential location of a stadium is its location within the Regional Centre. The property is located adjacent to a main highway, is in close proximity to both downtown Halifax and Dartmouth, and has the potential to be well served by transit via either by bus or by new ferry connection – depending on densities and uses of the overall development site.

The benefits of the Shannon Park site aside, it should be acknowledged that it is not the only site within HRM where a stadium could be located. While not fully scoped in terms of their costs and feasibility as has been the case with Shannon Park given its involvement in previous event bids, other potential locations include the former quarry site within the Dartmouth Crossing development as well as the recently surplused Exhibition Park on Prospect Road where the Province is selling this land. These two alternative options also do not form an exhaustive list of possibilities, and it is important to bear in mind that saying no to a stadium within Shannon Park does not mean that a stadium would be impossible elsewhere within the municipality.

Stadium Research

The benefits that a stadium could provide for the Municipality as compared against the challenges and costs are extremely difficult to assess. The high number of variables that exist in measuring such costs and benefits creates a context where it becomes challenging to create a direct cause and effect correlation between any one single factor and a stadium. For example, restaurants adjacent to a stadium may experience improved sales after it opens, however this could be because of the increased transit service to the area that was provided, nearby residential development that would have occurred regardless, or a completely unrelated change in the overall economic conditions within the region.

Where stadiums have succeeded in spurring economic development over and above the amount of public capital that has been invested within them, research suggests that this has been accomplished through limiting the amount of public investment, or guaranteeing that their contributions to stadiums would be matched by far greater private development in the surrounding area. One study from Colgate University indicated that 8 of 55 stadiums that are currently in-use in America and were constructed with at least 25% public funding have succeeded in spurring economic development in their surrounding area.¹ It is important to note that the vast majority of the successful stadiums referenced in that study were located within the existing downtown core so as to make use of the existing infrastructure and services, and in an effort to attract complimentary service industry businesses that would revitalize the downtown core.

¹ http://www.colgate.edu/docs/d_centers-and-institutes_institute-for-philosophy-politics-and-economics_fellowships/koehlerstadiumpubfunding-11-02-12.pdf?sfvrsn=2

In the American context, many cities have used stadiums as a way to redistribute spending to a downtown area where there is a clustering of businesses and amenities. This was necessary in American cities following several decades of inner-city decay where inner city residents were moving to the suburbs throughout the 1950's to the 1980's leaving downtown cores only with commercial and industrial uses. Canadian cities like Halifax did not experience this same phenomenon, and do not require downtown revitalization to the same extent. It is however important to underline with importance that the theory behind this public investment is based on the understanding through research that stadiums on their own only have the potential to create a small amount of new spending that would not have otherwise occurred and instead redistribute spending that would have occurred elsewhere to the area surrounding the stadium.²

Development Principles

As outlined in previous staff and consultant reports, a new stadium in HRM would need to be of a size, design and capacity to accommodate community-oriented activities in addition to having a capability through temporary/permanent expansion to host national and international sports and entertainment events as well the possibility of a future Halifax-based professional sports team.

Research conducted on the principles that guided successful stadium development elsewhere in Canada suggests that the following would constitute sound development principles for a sports stadium in Halifax:

- Integrate the stadium into the urban fabric as opposed to creating a standalone building surrounded by parking;
- Seek a public/private partnership for investment;
- A design able to accommodate various events beyond professional sports;
- Community driven and event supported, a civic gathering place, actively used throughout the week and year;
- A model for a higher standard of design, sustainability and integration.
- Pedestrians, cyclists and Transit Users oriented;
- Built to be expanded on both a temporary and permanent basis in the event of larger events or an permanent professional sports team;
- Integrated into a site master plan to ensure full potential of this under-developed but valuable waterfront property is realized.

Analogous Projects

A number of stadiums have been constructed within the last ten years across the country which provides excellent comparisons within the Canadian context. A list of these stadiums, their sizes, and their budgets can be found in Attachment C of this report. Of the examples found, no stadiums of a capacity greater than 10,000 have been constructed without a primary tenant or event in mind.

Also worth noting are the number of largescale projects which have been constructed in Halifax over the past several years inclusive of the Central Library at \$56 million, the BMO Centre at \$40 million and The Canada Games Centre at \$45 million. These represent successful and significant multifaceted projects that showcase the growing capacity of Halifax to successfully undertake such endeavors and have provided experience for the Municipality moving forward on increasingly larger and more complex initiatives.

Halifax Transit

Discussions with Halifax Transit have been ongoing over the course of the past several months in the interest of ensuring transit is well integrated into all possible concept plans. Due to the location of Shannon Park, in addition to bus service, there is the potential to establish a ferry terminal. The feasibility of providing ferry service would vary based on the land use, and although it may be viable in the presence of a transit oriented development or regional recreation facility, additional study would be required in order

² Coates, Dennis. "Stadiums and Arenas: Economic Development or Economic Redistribution." Contemporary Economic Policy 25.4 (2007): 565-77. EconLit. Web. 31 July 2012.

to quantify the benefits and determine the viability. Given that there have been no new ferry routes introduced since 1986, no defined minimum stadium capacity or residential population currently exists as a benchmark to assess ridership viability against, and further study would be required.

Halifax Transit staff has indicated there are a number of opportunities which would be associated specifically with a stadium and ferry terminal co-locating in this location. The two primary opportunities are the ability to use stadium parking as a Park & Ride facility for all non-event days, and the ability to serve the stadium with ferry rapid transit during large events in an attempt to minimize congestion within the surrounding road network. With regard to a potential Park & Ride facility, current trends and past experience have demonstrated that ferry service is quite attractive to passengers. The 550 parking spaces at the Woodside Ferry Terminal typically fill quickly, prior to 8:30 am on weekday mornings, and similarly high levels of interest would be expected in a Shannon Park location.

The above opportunities notwithstanding, there are a number of challenges that would exist in introducing a ferry to this location, many of which would require additional study before its viability could be confirmed. Firstly, this location has not been looked at from a marine viability perspective. Water depths and wind/wave protection would need to be determined prior to committing to a ferry in this location. Additionally, the distance between Shannon Park and the Halifax Ferry Terminal is considerably longer than the distance currently covered by the existing ferry routes. While the new ferries travel at a speed of 10 knots as compared to an 8 knot speed of the older ferries, this is most likely insufficient to make a round trip within 30 minutes when accounting for passenger loading and unloading. As such, Halifax Transit has suggested that a new type of vessel may be required if ferry service were desired at Shannon Park. This requirement results in a number of other cross-impacts, including the need to adapt the existing Halifax Ferry Terminal to accommodate new ferry loading and unloading, to upgrade repair and maintenance facilities, and the need to assess available dock times at the Halifax Ferry Terminal. Further, the other risks in acquiring a new type of vessel specifically for this service are unknown. The existing steel hull ferries have proven extremely reliable with regard to the number of days a year and varying weather conditions they can operate in. Previous studies have indicated that these ferries, while slower, are ideal for conditions found in Halifax Harbour. A faster, potentially aluminum hulled vessel would be unproven within these conditions.

In the absence of a ferry terminal, Shannon Park is not otherwise seen as a strategic transit hub requiring other significant transit infrastructure. Halifax Transit staff will review any proposal that comes forward for the lands and assess the level of transit service warranted. Staff has already indicated to Canada Lands the ideal road layouts and widths to provide bus service through the community.

Halifax Water

Halifax Water's Regional Wastewater Functional Plan did consider the redevelopment of Shannon Park with additional infrastructure analysis also being completed specifically related to a stadium in conjunction with the 2014 Commonwealth Games bid. A construction costs estimate done by PCL Constructors Canada Inc. in November 2006 was completed on the in accordance with the Commonwealth Games bid however this estimate is approaching 10 years old with both construction costs and existing pipe capacities changing since that time. While private servicing infrastructure previously owned and maintained by DND currently exists on the site, Halifax Water has no record of information on the size, material, location or capacity of this infrastructure, and is anticipating that new water, wastewater and stormwater mains will be installed. This is consistent with the plan of CLC who will remove any and all water, wastewater and stormwater mains, and district energy services from the site as part of their demolition plans.

Halifax Water has confirmed that the local water main will require upgrading as part of any redevelopment project within Shannon Park. The sizing and cost of this servicing cannot be determined until the uses and residential densities are more defined. A water model will be needed to support the proposed plan in order to ensure services are adequate for the uses. Given the absence of a current useable system, and the age of previous estimates completed for the site, any early infrastructure cost estimates are extremely challenging to complete with the hope of any degree of accuracy. Studying housing types and densities, while at the same time assessing in-ground infrastructure and transportation connectivity needs that may

be associated with uses on the site is the preferred approach to planning communities like Shannon Park. This approach to planning would ensure that any and all decisions can be made following holistic analysis of the multiple factors at play.

Halifax Water has also informed CLC of the need for a wastewater holding tank to be located on the site. This need is based on the outputs from the Regional Wastewater Functional Plan, and is a regional requirement. Charges are currently being collected for this item through Halifax Water's Regional Development Charge, and timing of its construction will be coordinated with CLC and any other property owners possessing impacted land at that time. Moving forward Halifax Water will remain an integrated part of the planning process over the upcoming months as plans as well as costs become more defined.

Parks & Recreation

At the time Regional Council originally passed their motion directing staff to inquire about the acquisition of up to 40 acres of land at Shannon Park, there were opportunities for multiple public recreation facilities on the site, including potential siting of a 4-pad ice rink and a community recreation centre, in addition to a sports stadium. Since that time, Regional Council has made two key decisions regarding recreation infrastructure which alters the potential for recreation facilities on the site. The first was the July 2014 Regional Council direction indicating that the new 4-pad ice rink was to be located on Commodore Drive with an intended opening of fall 2017. The second was the commitment to upgrade the Dartmouth Sportsplex facility in order to improve the ability of the facility to serve the surrounding community recreation needs. Given these decisions by Regional Council, there is no longer an opportunity or requirement to provide a suite of 'campus' style recreation facilities on the lands at Shannon Park. While a Sports Stadium may still be considered by Regional Council, it would likely be the sole large scale facility on the site. Other public infrastructure such as local parkland space and amenities would serve the local community. As a result, without a recreation campus model, the amount of space would be reduced to that required for a sports stadium only. The exact amount of required land depends on the stadium capacity.

Separate from the property acquisition process for specific recreation facilities, the development of the Shannon Park lands would also provide opportunity for the procurement of land for the purpose of parks and open space through the subdivision process. Additional potential parkland space has been identified to provide views of the harbour and surrounding area, as well as an ongoing interest in increasing the community presence on the harbour edge. The development of the lands would also provide opportunity to further develop a trail system connecting Alderney Landing to Shannon Park. Following a typical subdivision process on the Shannon Park lands could result in approximately 9 additional acres of parkland dedicated to the Municipality

Parking

A substantial portion of any land set aside for a sports stadium would be dedicated to vehicle parking. While parking structures could reduce the overall footprint, thereby reducing the land costs, the savings would be offset by additional construction and operating costs required for a parking structure. Previous stadium concepts have indicated a requirement for parking to accommodate a range of 1,500 – 4,000 vehicles for a seating capacity of 15,000 people. All of these concepts have proposed surfacing parking lot. The degree of variation in the proposed number of parking spaces could have significant impacts on the form and design of the overall community.

Land Acquisition

Implications of the land acquisition process are dealt with in a separate In Camera report dated November 2, 2015.

Need for Further Analysis & Steps Forward

Prior to making a commitment to purchase land at Shannon Park for the purpose of a sports stadium, additional research, discussion and study is strongly recommended so as to reduce the number of variables which currently exist as described within this report. The items to be addressed include, but are not limited to the following:

- A Request for Expression of Interest for private sector involvement given the changes to the size of the stadium, its potential use, and the potential for adjacent related recreation uses on the site which have arisen over the past 3 years;
- An expansion upon the original analysis of a 10,000 and 14,000 seat stadium in the "Halifax Stadium Analysis – Phase 2" report to better understand the financial case, business model and feasibility of a 20,000+ seat stadium;
- The original concept included the potential for co-locating a 4 pad arena and new multi-purpose recreational facility alongside the stadium. As these projects have since progressed on other sites the total land required should be reduced below the previously proposed 40 acre size to a new size to be determined;
- Discussion and clarification with CLC regarding responsibility for soil remediation and infrastructure and servicing construction on any purchased land given that early cooperation and collaboration could lead to lower land costs as more project risks are transferred to the Municipality.
- Further and continued collaboration with Halifax Water's and their need for infrastructure within the site;
- Additional analysis regarding the potential for Halifax Transit involvement in the project through a ferry or bus service and inclusion of additional community benefits and amenities beyond the largescale sports stadium including prospective need for community services and facilities in the future that benefit the wider region and community;
- Continued collaboration with the ongoing Centre Plan process with respect to potential densities, building form, and uses, to ensure consistencies and linkages between neighbourhoods.

FINANCIAL IMPLICATIONS

Financial Implications are referenced with in a separate In Camera report dated November 2, 2015.

COMMUNITY ENGAGEMENT

While the current owner of Shannon Park has now held several public meetings to discuss the potential community design for the area, there has yet to be engagement hosted by the Municipality on this subject. A HRM led public engagement strategy for the project will be developed at such time when a formal planning application is submitted on these lands which is anticipated in the early part of 2016.

ENVIRONMENTAL IMPLICATIONS

There is likelihood that the lands of Shannon Park which could be purchased by HRM are contaminated given the proximity of the adjacent power plant, and past records indicating that the adjacent fields may have previously been used for the disposal of spent fuel. This could result in the need for land remediation prior to development taking place if HRM were to purchase these lands. The cost of this remediation would depend on the extent of the contamination as well as the amount and location of land Council chose to purchase. If Shannon Park lands were to be sold prior to remediation being completed by CLC, it may prove cost prohibitive for HRM to perform this activity itself given the capital required and the risk that it would assume. It is expected that if market prices are desired for the land, that it should be provided to HRM fully remediated.

The environmental implications of redeveloping the Shannon Park lands as a whole have yet to be assessed and will be discussed in greater detail in subsequent reports as the redevelopment process continues.

ALTERNATIVES

1. Direct Staff to engage the Canada Land Company regarding the location and price of a portion of Shannon Park for the purpose of accommodating a community use to be determined at a later date;
2. Direct Staff to engage the Canada Lands Company regarding the purchase of 40 acres of lands located at Shannon Park in the absence of the additional information and study recommended within the report dated October 9, 2015; and
3. Direct Staff to inform the Canada Lands Company that Halifax Regional Municipality will not be making an offer to purchase a portion of the Shannon Park lands for the purpose of a recreation/sport facility campus due in part to recent decisions of Regional Council on other regional recreational infrastructure projects in the area, with any public space acquisition in the community being acquired through the subdivision process.

ATTACHMENTS


Attachment A - Shannon Park Existing Land Ownership

Attachment B – Final Report HRM Stadium Analysis Phase 2 – Requirements Consulting
<http://www.halifax.ca/council/agendasc/documents/111206ca1011iii.pdf>

Attachment C - Recent Canadian Stadium Projects

A copy of this report can be obtained online at <http://www.halifax.ca/council/agendasc/cagenda.php> then choose the appropriate meeting date, or by contacting the Office of the Municipal Clerk at 902.490.4210, or Fax 902.490.4208.

Report Prepared by: Carl Purvis, Acting Supervisor of Community Planning

Report Approved by:  Bob Bjerke, Chief Planner and Director, Planning and Development, 902-490-1627

Attachment C: Recent Canadian Stadium Projects

Stadium Overview

Project Name	Location	Completed	Approximate Parcel Size	Seating	Parking	Construction Schedule	Budget* *(Not including land)
BMO Field	Toronto, Ont	April 28, 2007 (Reno in 2015)	3.6 hectares (8.9 acres)	30,991	+/- 5,000	1.5 – 2 years	\$185 – \$205 (\$125 million renovation).
TD Place Stadium	Ottawa, Ont	July, 2014	4 hectares (9.8 acres)	24,000	+/- 1,200	3 years	\$135.8 million
Tim Horton's Field	Hamilton, Ont	Sept 1, 2014	5.6 hectares (13.8 acres)	24,000 – 33,000	+/- 2,315	2 years 7 months	\$145.7 million
Moncton Stadium	Moncton, NB	July 19, 2010	3.1 hectares (7.6 acres)	10,000	+/- 1,848	2 years 3 months	\$24.3 million
Stade Saputo	Montreal, QC	May 21, 2008	3.2 hectares (7.9 acres)	20,801	+/- 4,100	2.5 years (with expansion)	\$17 million (\$30 million expansion)
Mosaic Field	Regina, SK	2017 (anticipated)	4.6 hectares	33,000	+/- 3,700	3 years	\$278 Million
Investors Group Field	Winnipeg, MB	May 26, 2013	8.6 hectares (21.2 acres)	33,500	+/- 5,000	3 years	\$207 million