



## 200 Elgin Street

Urban Design Brief  
Site Plan Control  
June 20, 2024



Prepared for Elgar Holdings Inc.

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June 2024

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# 1.0 Introduction

Fotenn Consultants Inc. (“Fotenn”) has been retained by Elgar Holdings Inc. to prepare an Urban Design Brief in support of a Site Plan Control application on the lands known municipally as 200 Elgin Street & 169 Lisgar Street in the City of Ottawa (the “subject property”).

## 1.1 Subject Property

The subject property, known municipally as 200 Elgin Street and 169 Lisgar Street, is located in the Centretown neighbourhood in the City of Ottawa. The property has a frontage of 30.11 metres along Elgin Street and 60.47 metres along Lisgar Street, resulting a total lot area of 2,427.2m<sup>2</sup>. The proposed development seeks to convert the existing office suites into residential units.

The property is currently occupied by two (2) buildings at the 2 corresponding addresses described above. The building at 200 Elgin Street currently exists as an 11-storey office building with retail tenants located at-grade. The building at 169 Lisgar Street was recently converted from the previous office use to residential uses in 2016, similar to that which is proposed through this application.

Indoor parking is provided both under ground and above grade within the envelopes of 169 Lisgar Street and 18 Nepean Street. Access to the parking structure is provided via both Lisgar Street and Nepean Street.



Figure 1: Context graphic depicting the subject property and the extent of the proposed work (in orange).



## 1.2 Surrounding Area

The subject property is located downtown in the Centretown neighbourhood of the City of Ottawa and is characterized by high density, mixed use development. The area surrounding the subject property can be described as follows:



Figure 2: Surrounding context (subject property identified).

**North:** Directly to the north of the subject property is 180 Elgin Street, a 13-storey office building, located at the corner of Elgin Street and Nepean Street. Further to the north, sited between Nepean Street and Gloucester Street, is the 27-storey office tower at 160 Elgin Street, representing the dense, prominent built form found along Elgin Street to the north.

**East:** East of the subject property is City Hall and Ottawa Courthouse campus of buildings. The buildings are sited relatively internal to the block and feature large amounts of open space and pedestrian circulation within the block. This block extends eastward towards the Queen Elizabeth Driveway which borders the Rideau Canal.

**South:** The area to the south of the subject property features lower building heights than those found further to the north, representative of the Elgin Street mainstreet character. The general built form and land uses to the south are more representative of the Centretown residential character, consisting of turn-of-the-century low- to mid-rise apartments and newer high-rise residential buildings. In the blocks surrounding the subject property most buildings contain retail uses at grade.

**West:** West of the subject property is the Claridge Tribeca East development which features two (2) high-rise residential towers and an at-grade grocery store. The area to the west is characterized by the greater residential densities found in the Centretown neighbourhood.



## 2.0 Policy Framework

### 2.1 Official Plan

The Official Plan for the City of Ottawa was approved November 4, 2022. The Plan provides a framework for the way that the City will develop until 2046 when it is expected that the City's population will surpass 1.4 million people. The Official Plan directs how the city will accommodate this growth over time and set out the policies to guide the development and growth of the City.

#### 2.1.1 Transect and Land Use Designation

Schedule A divides the City into six (6) concentric policy areas called Transects. Each Transect represents a different gradation in the type and evolution of built environment and planned function of the lands within it, from most urban (the Downtown Core) to least urban (Rural).

The subject property is in the Downtown Core Transect, the transect hosting the greatest density with several cultural and heritage areas defining its unique character. The downtown core shall continue to develop as a healthy 15-minute neighbourhoods within a highly mixed-use environment where hubs and a dense network of corridors provide a full range of services. The Downtown Core is planned for higher density, urban development forms where either no on-site parking is provided, or where parking is arranged on a common parking area, lot or parking garage accessed by a common driveway. The relevant designation policies speak to providing greater densities in line with the City's Growth Management Framework as well as permitting a range of uses in areas proximate to LRT stations.

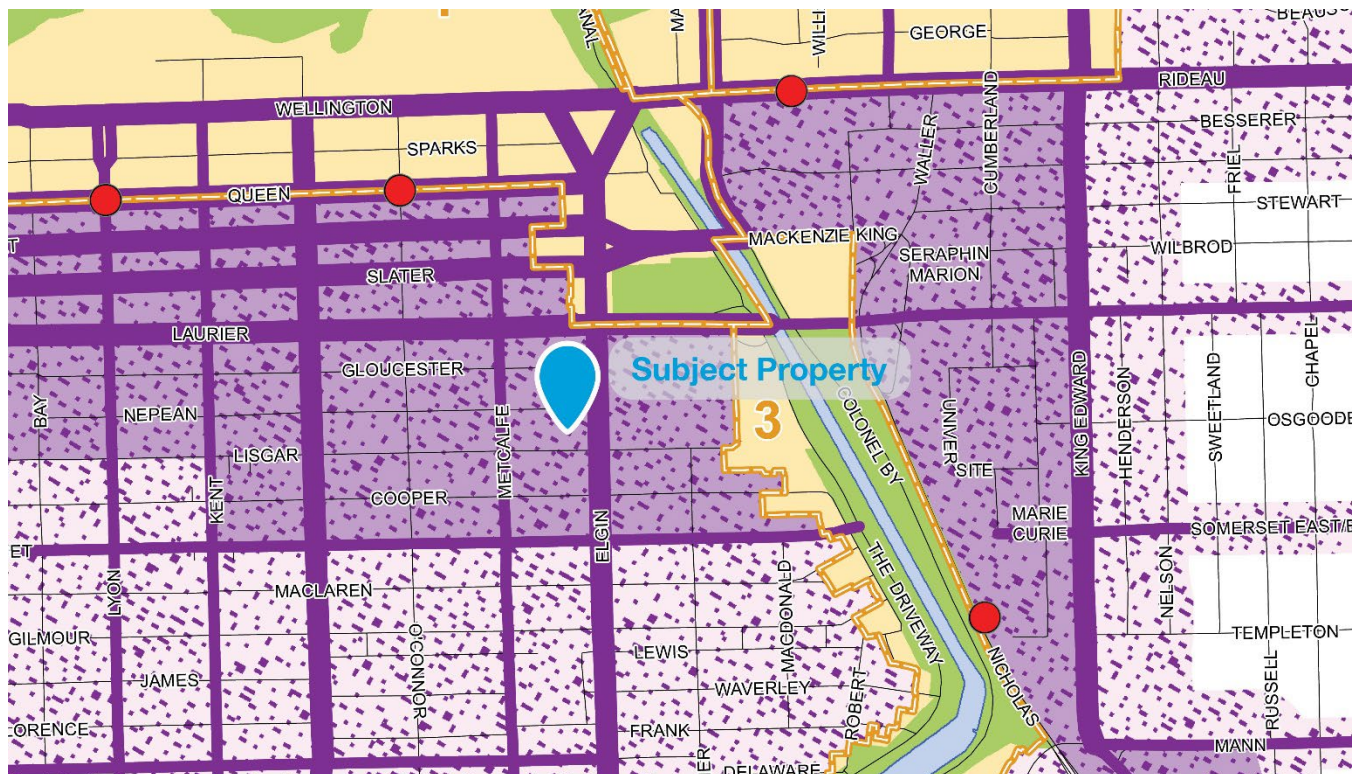


Figure 3: Schedule B1 – Downtown Core Transect of the City of Ottawa Official Plan.

The subject property is designated “Corridor – Mainstreet” on Schedule B3 of the Official Plan. The lands along Mainstreets Corridors are designated in the Official Plan as areas capable of supporting additional densities and a greater degree of mixed-uses, helping to support the development of surrounding Neighbourhood areas. The Corridor designation applies to bands of land along specified streets whose planned function combines a higher density of development, a greater degree of mixed uses and a higher level of street transit service than abutting Neighbourhoods, but lower density than nearby Hubs.

**The general vision for these lands includes high density development, providing a range of services and uses to suit the needs of the existing community while working towards developing the 15-minute neighbourhood model proposed by the City of Ottawa Official Plan. The subject property’s location along a Mainstreet Corridor within a Hub provides for the opportunity to enhance the level of service offerings to the existing community as well as providing the anticipated residential intensification in a location with ample access and connectivity to the transit network and surrounding amenities.**

### 2.1.2 Urban Design

The Official Plan establishes a set of urban design strategies aimed at encouraging excellence in the design of both new developments and the public realm, contributing to the overarching vision of the Official Plan. Specific policies relate to the development’s relationship to the public realm and streetscape animation. The Plan’s overall aim of creating 15-minute neighbourhoods is encouraged through the intensification of existing neighbourhoods along Corridors and within Hubs, acknowledging the role of good urban design in making these spaces walkable, inviting, and supportive of growing neighbourhoods.

The applicable policies of this section, as they relate to urban design and are relevant to the extent of this proposed office-to-residential conversion are outlined below:

- / 4.6.1(3) Design excellence within the DPA’s public realm shall be achieved in accordance with the Public Realm Master Plan, which will be guided by the framework provided in Table 5 and by the functionality of specific street segments within each tier.

**Although the conversion proposed through this application does not seek to make significant changes to the ground floor façade or expression, the inclusion of balconies, greater fenestration, and an amenity space on the second floor facing Elgin Street, increases the buildings interaction with the public realm. These changes to the building help, in part, to create a more inviting environment along both frontages of the building, in line with the character of a residential building over a commercial building.**

- / 4.6.1(5) Development and capital projects within DPAs shall consider four season comfort, enjoyment, pedestrian amenities, beauty and interest through the appropriate use of the following elements:
  - a) The provision of colour in building materials, coordinated street furniture, fixtures and surface treatments, greening and public art, and other enhanced pedestrian amenities to offset seasonal darkness, promote sustainability and provide visual interest;

**The proposed development features a combination of light grey and charcoal façade panels. This design choice seeks to both lighten the overall expression of the proposed development as well as compliment the existing façade of 169 Lisgar Street which features the existing grey brick seen on the existing building at 200 Elgin Street. The change in façade helps to delineate between both buildings while also creating a complimentary streetscape character along Elgin Street, breaking up the previous solid building wall present currently.**

- / Development abutting Scenic Routes, as identified on Schedule C13, shall contribute to conserving or creating a desirable context by such means as:
  - a) Protecting the opportunity to view natural and cultural heritage features;

- b) Preserving and restoring landscaping, including but not limited to distinctive trees and vegetation along the right of way;
- c) Orienting buildings towards the Scenic Route and providing direct pedestrian access, where appropriate; and,
- e) Managing the intensity and spill-over of lighting on adjacent parcels.

**Given the extent of the conversion and proposed changes, the building will maintain its orientation towards the Scenic Route (Elgin Street) and improve upon the façade through increased fenestration at the corner and greater articulation in the façade through the inclusion of inset balconies.**

- / 4.6.3(8) Public realm investments such as street furniture and other related streetscape elements will be designed to be welcoming and comfortable for all people, and hostile elements that intentionally prevent people from using the space will be avoided.

**The existing pedestrian arcade located along the Elgin Street frontage has been maintained as part of this conversion, providing protection for pedestrians accessing the retail uses on the ground floor of the building as well as those walking along the street.**

- / 4.6.5(2) Development in Hubs and along Corridors shall respond to context, transect area and overlay policies. The development should generally be located to frame the adjacent street, park or greenspace, and should provide an appropriate setback within the street context, with clearly visible main entrances from public sidewalks. Visual impacts associated with above grade utilities should be mitigated.

**The proposed development seeks to maintain the general building envelop currently existing on the property, and as a result, the building appropriately frames the street and provides the street and public realm activation demanded by the transect and designation policies of the Official Plan.**

- / 4.6.5(3) Development shall minimize conflict between vehicles and pedestrians and improve the attractiveness of the public realm by internalizing all servicing, loading areas, mechanical equipment and utilities into the design of the building, and by accommodating space on the site for trees, where possible. Shared service areas, and accesses should be used to limit interruptions along sidewalks. Where underground parking is not viable, surface parking must be visually screened from the public realm.

**The existing building includes entirely internalized parking through the shared provision enclosed within the envelope of 169 Lisgar Street and 18 Nepean Street.**

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

**The proposed development includes several amenity spaces across the building, including a rooftop terrace on the second floor, as well as a gym, party room, and theatre located on the P1 floor below-grade. The outdoor terrace takes advantage of the existing area located between the subject property and 180 Elgin Street. The terrace is located at the front of this portion of the building in order to take advantage of any exposure to sunlight and the streetscape below.**



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

**The proposed conversion seeks to maintain the existing envelope and general features of the existing building on the site, and as a result, the current bar building and its features are maintained and improved upon to reflect the new residential character of the building.**

## 2.2 Central and East Downtown Core Secondary Plan

The Central and East Downtown Core Secondary Plan applies to the subject property. Per Schedules A, B, and C of the Secondary Plan, the subject property is located in the “Centretown” character area (Schedule A) and is designated “Corridor” (Schedule B) with a maximum building height of 27 storeys, as specified on Schedule C of the Plan. The Corridor designation applies the policies of

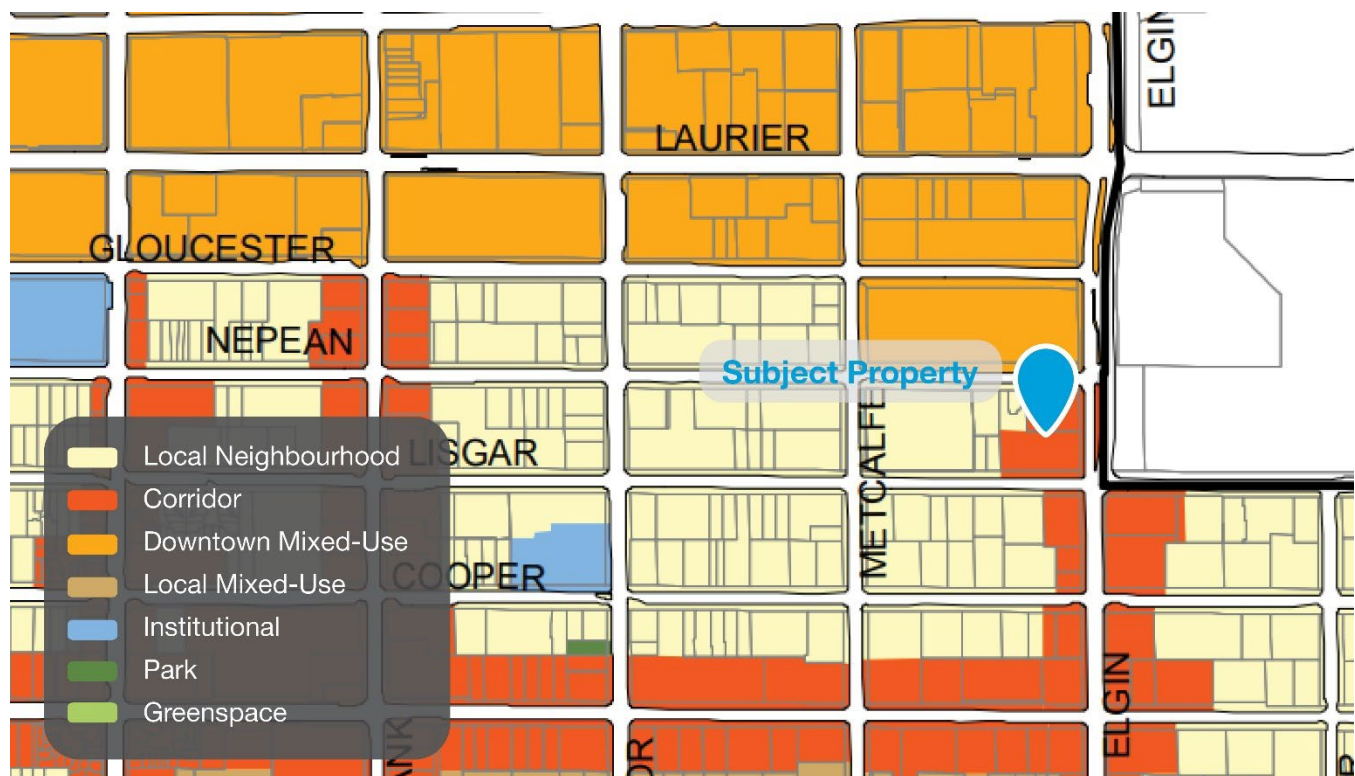


Figure 4: Schedule B - Designation Plan.

**The Central and East Downtown Core Secondary Plan presents context-specific policies directed towards development within the boundaries of the Plan area. The applicable policies permit for a range of opportunities for mixed-use development on the subject property, including the inclusion of residential uses along Corridors with at-grade retail.**

## 2.3 Urban Design Guidelines for High-Rise Buildings

The Urban Design Guidelines for High-Rise Buildings presents a set of guidelines that reflect ways to highlight high-quality architecture and integration into the City of Ottawa’s skyline through an approach that examines the context in which the



building is sited, the built form itself, and the interaction within the pedestrian realm. The following sections address the specific guidelines as they relate to the proposed development, specifically the proposed changes addressed by the Site Plan Control application.

### 1 – Context

- / No views or vistas will be negatively affected by this proposal, as the proposal does not seek to significantly change the existing building massing or envelope.
- / The guidelines require distinguishing between landmark and background buildings. The proposed building can be considered as a background building given that it respects and enhances the existing context and built form without dominating it through appropriate fenestration and articulation using balconies.
- / The changes to the exterior façade and design are subtle and respectful of the heritage character along Elgin Street and within the Centretown Heritage Conservation District.

### 2 – Built Form

- / The proposed conversion seeks to maintain the at-grade condition of retail along the ground floor, continuing to create an activated frontage interacting with the public and pedestrian realm along Elgin Street.
- / This proposal seeks to maintain the general bulking and massing of the existing building and as a result, the existing built form characteristics. Changes to the exterior façade, fenestration, and articulation are utilized to differentiate the form from other similar office towers in the downtown area.
- / The addition of greater window coverage and balconies helps to create greater transparency from that of the previous office building, helping to break up the massing of the classic bar building design, representing the new residential character created through this proposal.
- / The patterns of fenestration and balconies is representative of the patterns found in the surrounding context.

### 3 – Pedestrian Realm

- / Main pedestrian entrance is located long Elgin Street, providing adequate access to the existing sidewalk as well as being located so as to provide a safe, secure, and well-lit access to residents' homes.
- / The existing ground floor is to remain relatively unchanged with a highly transparent and active frontage, complimentary of the public realm beyond the confines of the provided pedestrian arcade.
- / The existing pedestrian arcade provides protection from inclement weather for pedestrians passing underneath in order to access their building as residents, or as patrons to the retail locations on site.

**The proposed conversion aligns well with the directives set by the Urban Design Guidelines for High-Rise Buildings.**

## 2.4 Urban Design Guidelines for Development along Traditional Mainstreets

The Urban Design Guidelines for Development along Traditional Mainstreets presents a set of guidelines that seek to ensure high-quality, pedestrian-oriented mainstreets, through context-sensitive development and sensitive built forms which reflect the high-activity spaces sought along these key corridors. The following sections address the specific guidelines as they relate to the proposed development, specifically the proposed changes addressed by the Site Plan Control application.

### 1 – Streetscapes

- / The street wall of the existing building will remain in place as part of this proposal.
- / The street trees located along Lisgar Street are to remain as part of this proposal.

- / The existing pedestrian arcade is to remain in order to help expand the public realm as well as to handle the higher volumes of pedestrian traffic anticipated in this key location.

## 2 – Built Form

- / The addition of increased windows for each unit from the previous office configuration provides residents with increased exposure to sunlight.
- / The pedestrian level façade is to remain unchanged featuring transparent windows, activating the ground floor frontage.
- / Due to the existing structural limitations of the building, the upper floors cannot be setback further, but the inclusion of balconies above the first floor help to create a break in the bulking and set a portion of the building face back as desired by Guideline 13.

## 3 – Pedestrians & Cyclists

- / Exterior as well as interior bicycle parking above the minimum required by the Zoning By-law is provided on site.
- / Access to the retail spaces as well as the residential lobby is provided along Elgin Street under the existing pedestrian arcade, clearly accessible by the public sidewalk in the right of way.

## 4 – Vehicles & Parking

- / The existing parking access along Lisgar Street is separated from the high pedestrian traffic areas, creating a safer experience for residents, retail patrons, and passers by.
- / No new vehicular parking spaces are proposed as part of this application.

## 5 – Landscape & Environment

- / The street trees located along Lisgar Street are to be maintained as part of this proposal.

**The proposed office-to-residential conversion aligns with the priorities and guidelines set out in the Urban Design Guidelines for Development along Traditional Mainstreets, specifically as they relate to the changes proposed through this application.**

### 2.5 City of Ottawa Zoning By-law (2008-250)

The subject property is zoned Traditional Mainstreet, Subzone 5, Urban Exception 71 (TM5[71]) in the City of Ottawa Comprehensive Zoning By-law (2008-250), as shown in Figure 5 below. The purpose of the Traditional Mainstreet zone is to:

- / Accommodate a broad range of uses including retail, service commercial, office, residential and institutional uses, including mixed-use buildings but excluding auto-related uses, in areas designated **Traditional Mainstreet** in the Official Plan;
- / Foster and promote compact, mixed-use, pedestrian-oriented development that provide for access by foot, cycle, Transit and automobile;
- / Recognize the function of Business Improvement Areas as primary business or shopping areas; and,
- / Impose development standards that will ensure that street continuity, scale and character is maintained, and that the uses are compatible and complement surrounding land uses.



Figure 5: Aerial zoning map of the subject property.



**Permitted Uses:**

The following uses are permitted in the TM5[71] zone:

<b>Residential Uses</b>	<b>Non-Residential Uses</b>
/ apartment dwelling, low rise	/ amusement centre
/ apartment dwelling, mid rise (By-law 2014-292)	/ animal care establishment
/ bed and breakfast	/ animal hospital
/ dwelling unit	/ artist studio
/ group home	/ bank
/ home-based business	/ bank machine
/ home-based day care	/ broadcasting studio
/ retirement home	/ catering establishment
/ retirement home, converted	/ cinema
/ rooming house	/ click and collect facility
/ <b>apartment dwelling, high rise</b>	/ community centre
	/ community health and resource centre
	/ convenience store
	/ day care
	/ diplomatic mission
	/ emergency service
	/ hotel (Urban Exception 71)
	/ instructional facility
	/ library
	/ medical facility
	/ municipal service centre
	/ museum
	/ office
	/ park
	/ parking garage
	/ payday loan establishment
	/ personal brewing facility
	/ personal service business
	/ place of assembly
	/ place of worship
	/ post office
	/ recreational and athletic facility
	/ research and development centre
	/ residential care facility (By-law 2011-273)
	/ restaurant
	/ retail food store
	/ retail store
	/ school
	/ service and repair shop
	/ storefront industry
	/ theatre
	/ training center
	/ urban agriculture
	/ parking lot (Urban Exception 71)

**Section 197(12)(a)** Despite the list of permitted residential uses, where the zoning on a lot is accompanied by a H suffix, schedule or exception that permits a height of 30m or greater on part of the lot, the use Apartment Dwelling, High Rise is a permitted use on that lot.

**Urban Exception 71**

- / maximum building height of 40 m permitted for residential use

The application proposes the conversion of the office uses to residential uses within the existing building. The table below evaluates the proposed development against the provisions of the TM5[71] zone:

Zoning Mechanisms	Provisions			Proposed	Compliance
Minimum lot area	No minimum			N/A	YES
Minimum lot width	No minimum			N/A	YES
Maximum front yard setback	2 metres			0 metres (Existing)	YES
Maximum interior side yard setbacks	Between a non-residential or mixed-use building and another non-residential or mixed-use building	3 metres		0 metres (Existing)	YES
Minimum interior side yard setbacks	Non-residential or mixed-use building abutting a residential zone	3 metres		0 metres (Existing) Legal Non-Complying	YES
Minimum corner yard setback	3 metres			0 metres (Existing) Legal Non-Complying	YES
	Any part of the building above 15 metres	5 metres		0 metres (Existing) Legal Non-Complying	YES
Minimum rear yard setback	(i) rear lot line abutting a residential zone	7.5 metres		0 metres (Existing) Legal Non-Complying	YES
Building height	Office use (Urban Exception 71)	34 metres		33.5 metres (Existing) Legal Non-Complying	YES
	Residential use (Urban Exception 71)	40 metres			
Maximum floor space index	No maximum			N/A	YES
Minimum width of landscaped area	(i) abutting a residential zone	3 metres; may be reduced to 1 metre where a 1.4-metre high opaque fence is provided.		0 metres (Existing) Legal Non-Complying	YES
	(ii) all other cases	No minimum; except that where a yard is provided and not used for required driveways, aisles, parking or loading spaces, the whole yard must be landscaped		0 metres (Existing) Legal Non-Complying	YES
Minimum Parking Requirements (Area X)	Residential	Dwelling units within a mixed-use building	None	57 spaces (Existing)	YES

		abutting Elgin Street north of the Queensway			
		Minus (-) first twelve (12) units			
	Non-Residential	Restaurant – Full Service	5 per 100m <sup>2</sup> GFA	5 spaces (Existing) Legal Non-Complying	YES
	Bank	1.25 per 100m <sup>2</sup> GFA			
Visitor Parking Requirement	0.1 spaces per dwelling unit – a minimum of 25% of the required parking spaces is provided for visitor parking (None)		11 spaces	11 spaces (Existing)	YES
Bicycle Parking Space Rates	Residential	Apartment – High Rise	0.5 spaces per unit (63 spaces)	167 P1-Level Spaces 4 Exterior Spaces  Total: 171 spaces	YES
	Non-Residential	Restaurant Bank	1 per 250m <sup>2</sup> (3 spaces)		
Amenity Space	6m2 per dwelling unit; Min. 50% Communal		Total: 1,163m <sup>2</sup> Communal: 503m <sup>2</sup>		YES

As summarized in the table above, the proposed development complies with all applicable zoning provisions. The zoning provisions have been reviewed to ensure that the proposed use on the property does not place greater restrictions on the existing building, relinquishing the Legal Non-Complying rights granted to the existing building. The relevant zoning provisions and compliance can also be found in the accompanying Zoning Compliance Report submitted as part of this application.



## 3.0

# Proposed Development & Urban Design Brief

## 3.1 Proposal Overview

This proposal seeks to convert the existing office uses within the building at 200 Elgin Street to residential uses through an in-situ conversion, in which the existing building is to remain. The existing building on the property represents a common fabric element of the City's downtown area, and as part of the general trends being seen across the City, the desire to see office space converted to residential uses has materialized through this application. The building at 169 Lisgar Street on the subject property underwent an office-to-residential conversion in 2016 which resulted in 42 units.



Figure 6: Renderings of the proposed development.



Figure 7: Photos of the Lisgar Street (top) and Elgin Street (bottom) facades of the existing building on the subject property.

This conversion seeks to establish 126 residential units – broken down in table below:

Studio	1 Bedroom	1-Bedroom + Den	2-Bedroom	2-Bedroom + Den	Commercial
19 units	21 units	32 units	11 units	43 units	2 tenants
8,017.6m <sup>2</sup> GFA (Residential)					679.2m <sup>2</sup> GFA (Commercial)
8,208.9m <sup>2</sup> TOTAL GFA					

The proposed development will utilize the existing parking provided on the subject property through the arranged garage across 169 Lisgar Street and 18 Nepean Street. The entrance to the parking is located along Lisgar Street, as can be seen in Figure 7. The parking is partially located on the P1 below-grade level up to the fifth level of the building as depicted in Figure 8.



Figure 8: Floor layouts of the existing parking arrangement seen in 169 Lisgar Street and 18 Nepean Street, with 68 spaces allocated to 200 Elgin Street.

### 3.2 Building Massing & Design

The proposed conversion seeks to maintain the overall building massing as part of this application. The conversion will primarily affect aspects internal to the building alongside minor exterior changes including windows, façade upgrades, and alterations associated with the new residential uses. The existing building is an eleven-storey slab office tower. The buildings at 200 Elgin Street and 169 Lisgar Street are operationally-independent buildings but are visually conjoined, as can be seen from the Lisgar Street frontage in Figure 7 and Figure 9.

The proposed façade changes seek to improve the visual impact of the building, helping to represent the change from an office to a residential building. Increased glazing is proposed across the building, specifically at the corner along the Lisgar Street frontage. A vertical column of windows has been proposed at the corner of the frontage, helping to create a more permeable interface with the surrounding character as well create a defined vertical corner element on the building. This building is situated at a point in the Centretown neighbourhood which represents the general divide between the central business district and residential areas, and the improvements to the façade help to further emphasize the change in use and assimilate with the residential character found to the south. Additionally, greater window coverage will provide each unit with more opportunities for sunlight and outdoor views than what would not have been available with through the existing distribution of windows.



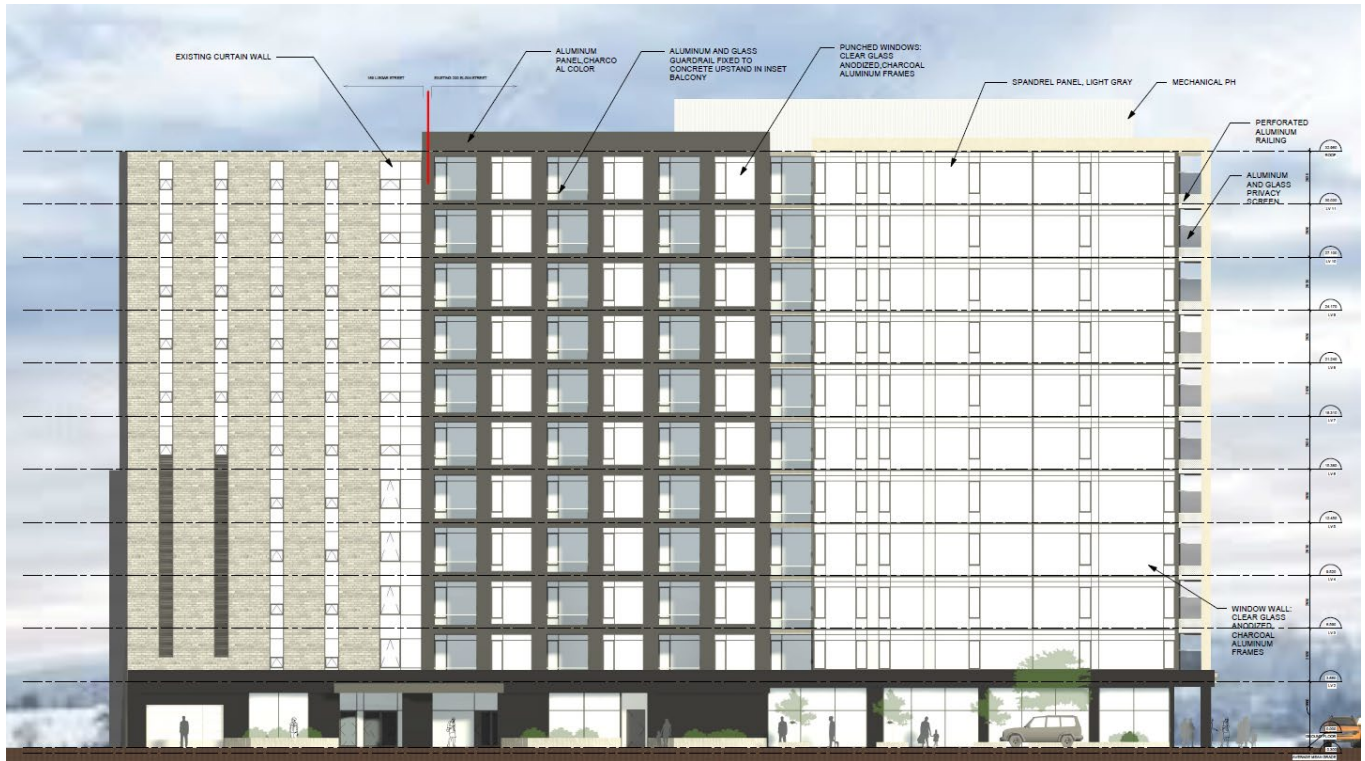


Figure 9: Lisgar Street elevation of the proposed development which shows the differentiation between 169 Lisgar and 200 Elgin.

The proposed changes to the façade of 200 Elgin Street also include the addition of inset balconies along both frontages. The balconies added along the Elgin Street frontage will be setback to approximately the ground-floor building face as shown in Figure 9. Along the Lisgar Street frontage, the inset balconies are shown to be inset further than the rest of the façade due to the presence of hydro wires, helping to create a more uniform building wall extending towards the 169 Lisgar façade which does not feature balconies.



Figure 10: Elgin Street elevation which depicts the proposed inset balconies for the new residential units above the ground floor.

### 3.3 Public Realm

The existing building at 200 Elgin Street features a pedestrian arcade along the Elgin Street frontage which sits below the overhanging floors of the existing building above. This arcade provides shelter and general access to the two (2) current retail tenants along the ground floor as well as to the current office building lobby. The pedestrian arcade creates an extension of the public realm onto the subject property helping to emphasize the pedestrian experience.



Figure 11: Existing ground floor condition of 200 Elgin Street.

No major changes are planned for this portion of the building, as the ground floor retail tenants are to remain. As part of the Phase 1 Pre-Consultation meeting with staff, it was identified that there is slightly raised curb along the edge of the arcade which was requested to be removed. As part of the iterative design process, this aspect was evaluated for opportunities to remove this step, but unfortunately it was deemed not feasible due to the existing infrastructure and the extent of the proposed conversion. This raised portion of the foundation is a portion of the basement which cannot be removed entirely. As part of the demolition process, there will be efforts made to lower this gap as much as is allowed.

### 3.4 Sustainability

The proposed development seeks to retrofit the existing building on the subject property, to suit the needs of the new residential uses, but also to leverage this opportunity to improve the building's overall energy efficiency. This proposed conversion seeks to integrate elements of building efficiency and sustainability into the design, function, and operation of the new mixed-use building. As part of the redevelopment, the MLI Select criteria established by CMHC are being used and require certain thresholds to be met in order to qualify for the program – one of which being building efficiency. It is anticipated that the proposed development will operate well below the minimum standards required by the National Building Code (NBC), targeting upwards of 20% greater efficiency than required by the NBC.

Given that the building was originally constructed in the mid-1960s, much of the operational and mechanical features have not had the opportunity to be updated entirely. As a result, this proposed conversion seeks to integrate modernized mechanical equipment into the conversion. The mechanical equipment, including heating, cooling, boilers, and HVAC generally, are to be improved as part to this project, bringing this building into the 21<sup>st</sup> century with equipment that meets and exceeds the efficiency standards required by the applicable building codes. In addition to mechanical equipment, lighting and windows are also proposed to be upgraded as part of this development. Lighting across the building is to be upgraded to LEDs helping to further increase the energy efficiency of the building, and higher-grade energy-efficient windows are to be installed which will help to create greater efficiency in the overall heating and cooling of the building.

It is worth noting that the final materials and construction specifics have not been finalized at this point in the project and are subject to change based on product availability and cost.



## 4.0 Conclusion

As outlined in this Design Brief, it is our professional opinion that the proposed design is appropriate, context sensitive, and meets the applicable urban design policies of the Official Plan. The design exemplifies an office-to-residential conversion, showing the capacity to implement good design into an existing building while helping to fulfill the City of Ottawa's desire to see the adaptive reuse of buildings across the City.

Sincerely,



Evan Saunders, M.PL  
Planner



Lisa Dalla Rosa, MCIP RPP  
Associate, Planning