

335 ROOSEVELT AVE


uniform
URBAN DEVELOPMENTS


HOBIN
ARCHITECTURE

FOTENN

Site Context & Surrounding Area

An architectural rendering of a modern high-rise building complex, featuring multiple towers with glass facades and balconies. The scene includes a street with trees and a parking area with cars. The entire image is overlaid with a semi-transparent red filter.

Site Context & Surrounding Area



PROJECT SITE

PROJECT SITE

OC Transpo
LRT Transit Station
(Phase 2)

OC Transpo
LRT Transit Station
(Phase 2)

Sir John A. MacDonald
Parkway

AMICA
LONG TERM CARE

Workman Ave

Scott St

Wilmont Ave

Whitby Ave

Churchill Ave

Roosevelt Ave

Winston Ave

Byron Ave.

Richmond Rd

WESTBORO
STATION

Site Context & Surrounding Area

2.1 Subject Property

The subject property is located in Ward 15 (Kitchissippi) in the Westboro community of the City of Ottawa. The subject property is the consolidation of the following properties acquired by the property owner:

335 Roosevelt Avenue;
339 Roosevelt Avenue;
344 Winston Avenue;
379 Wilmont Avenue; and,
389 Wilmont Avenue.

As these properties are to be merged on the title, the properties shall be known in this report as the “subject property”, having the municipal address of 335 Roosevelt Avenue. The subject property has a total lot area of 7,112 square metres.

The subject property has municipal frontage on multiple public rights-of-way including Roosevelt Avenue (west), Winston Avenue (south), Wilmont Avenue (south), and multi-use pathway (MUP) and the Transitway (north). The Transitway is currently a bus-rapid transit (BRT) line but is planned to be converted to a light-rail transit (LRT) line as part of the Stage 2 West Confederation Line. The Kichì Sìbì Station was formally known as Dominion Station. Of note, the City of Ottawa and OC Transpo have experienced a discrepancy in the spelling of Kichì Sìbì, with OC Transpo utilizing the spelling of Kichi Zìbì. For the purposes of this report, the City spelling of Kichì Sìbì shall be used.

The subject property is vacant following the demolition of the large, vacant industrial building that was formerly the home of Fendor Glass & Aluminum, a local window and door manufacturer. The site is currently being utilized as a staging ground for the LRT construction. Along the southern edge of the property along Roosevelt Avenue, Winston Avenue and Wilmont Avenue are multiple single-detached dwellings.

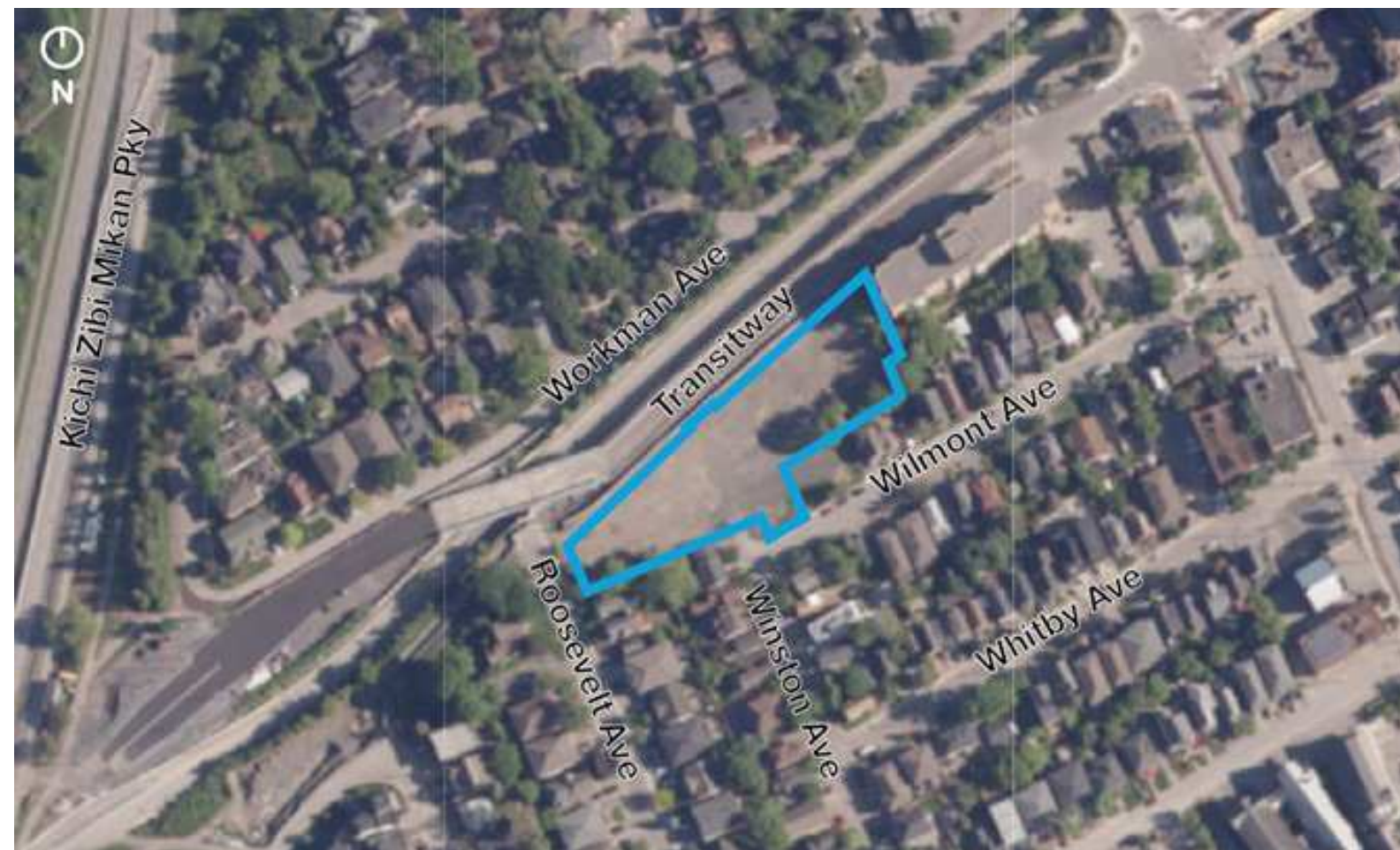


Figure 1: Aerial image of the subject property. (Source: GeoOttawa, annotated by Fotenn Planning + Design)

Site Context & Surrounding Area



Figure 2: Community amenities in proximity to the subject property. (Source: GeoOttawa, annotated by Fotenn Planning + Design)

2.2 Surrounding Area and Community Amenities

The following generally describes the land uses surrounding the subject property:

North of the subject property is the Transitway, a dedicated right-of-way (approximately 30 metres) for transit that passes through the City of Ottawa. The Transitway is currently a bud-rapid transit (BRT) system, which is being converted to a light-rail transit (LRT) line as part of the Stage 2 West extension of the Confederation Line. Across the Transitway is an existing low-rise residential community, the Sir John A. Macdonald Parkway, and Westboro Beach.

East of the subject property is a mid-rise residential building and low-rise residential dwellings along Wilmont Avenue. At the end of Wilmont Avenue is Churchill Avenue North, which intersects with Scott Street and Richmond Road to the east of the subject property. All three streets contain a mix of residential and commercial uses serving the local and surrounding communities.

South of the subject property is a predominantly low-rise residential community. Richmond Road, approximately 260 metres south of the subject site, is a Traditional Mainstreet containing a diversity of land uses, including residential, commercial, service, retail and institutional in low-to-mid-rise buildings.

West of the subject property is an existing low-rise residential community containing several multi-unit dwellings. At the northern terminus of Dominion Ave is the BRT Station, while the LRT Kìchì Sibi Station shall be located further east of the existing station, approximately 150 metres from the site. To the west of Dominion Avenue are multiple high-rise residential buildings.

2.3 Transportation

The subject property is adjacent to several municipal rights-of-way, including Roosevelt Avenue, Winston Avenue, and Wilmont Avenue, all identified as local roads on Schedule E—Urban Road Network. To the north, the subject property abuts the Transitway, which is being converted to a light-rail transit (LRT) line as part of the Confederation Line Stage 2 West project to serve Lines 1 and 3. Between the Transitway and the subject property is a MUP that provides multi-modal transportation connections to the larger City-wide transportation network.



Figure 3: Schedule C3 – Active Transportation Network – Urban – Major Pathways, City of Ottawa Official Plan. (Source: City of Ottawa, annotated by Fotenn Planning + Design)

Site Context & Surrounding Area

The subject property is located approximately 150 metres from the new Kichì Sibi Station, accessed via an elevated pedestrian walkway at the northern terminus of Roosevelt Avenue. As part of the conversion of Kichì Sibi Station and the Transitway to a full LRT line servicing Line 1 and 3, Kichì Sibi Station is being relocated eastward, closer to the subject property.

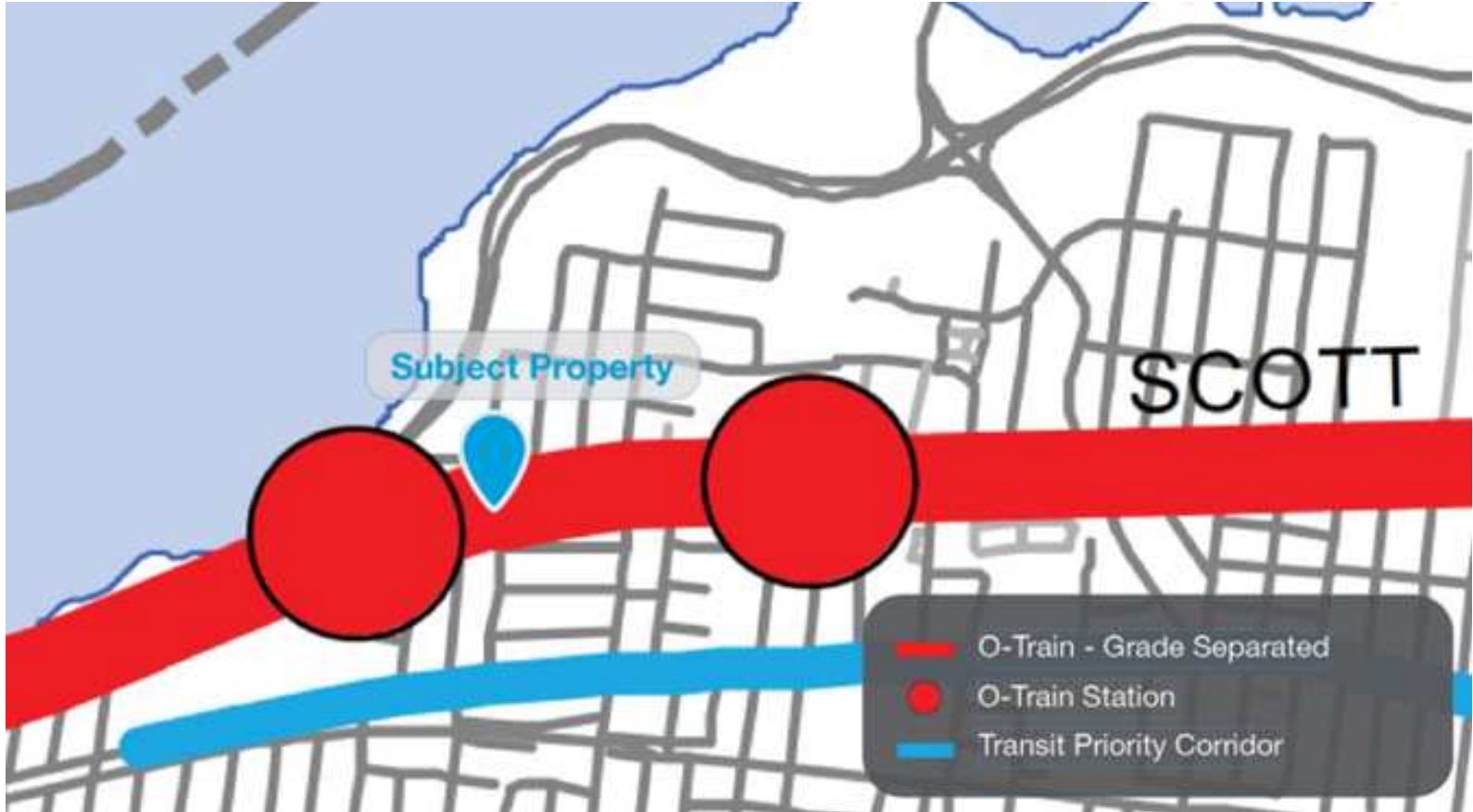


Figure 4: Schedule C2 – Transit Network – Ultimate, City of Ottawa Official Plan. (Source: City of Ottawa, annotated by Fotenn Planning + Design)



Figure 5: Schedule C4 - Urban Road Network, City of Ottawa Official Plan. (Source: City of Ottawa, annotated by Fotenn Planning + Design)

Site Context & Surrounding Area



Figure 6: View of the subject property and MUP, looking northeast from Roosevelt Avenue. (Source: Fotenn Planning + Design, dated August 2024)



Figure 8: View of the subject property from Wilmont Avenue, looking northwest (Source: Fotenn Planning + Design, dated August 2024)



Figure 7: View of the subject property and intersection of Winston Avenue and Wilmont Avenue from the MUP, looking south (Source: Fotenn Planning + Design, dated August 2024)



Figure 9: View of the subject property from the intersection of Wilmont and Winston Avenues, looking north (Source: Fotenn Planning + Design, dated August 2024)

Proposed Development



Proposed Development

3.1 Site Statistics

The proposed development consists of a 14-storey west building and a 13-storey east building thoughtfully arranged around a 711m² park fronting Wilmont Avenue. Two pedestrian pathways are designed to connect the surrounding community through the centre of the site—one running north–south to link with the future multi-use pathway (MUP), and another running east–west to connect with Roosevelt Avenue and the pedestrian path leading to the Dominion LRT Station.

With a total site coverage of 39.78% after parkland dedication (35.8% prior), the development minimizes its built footprint and prioritizes generous landscaped open space for both residents and the neighbouring community. The design maintains alignment with the approved zoning while delivering high-quality residential units in close proximity to rapid transit, all within a site envisioned to enhance the streetscape and promote active transportation connectivity throughout the neighbourhood.

The proposed development features two towers separated by approximately 22 metres, ensuring generous spacing between built forms. A one-storey entrance extension to the East building sits 11.78 metres from the West building; and provides an interesting scaled pavilion form that serves to animate the central space with an active private amenity program that is intended to serve the east buildings. This generous building separation allows for a visual extension of Winston Avenue’s 12.2-metre right-of-way northward toward the multi-use pathway (MUP), via a mid-block connection that incorporates a 2-metre-wide public/private pedestrian pathway and landscaped buffer.

This north–south pedestrian connection will be open to the public, enhancing active transportation connectivity and linking the greater neighbourhood to Kìchì Sìbì Station. It terminates at the MUP, creating a welcoming entrance to the development and forming a pedestrian-scale node that mirrors those found at the pick-up/drop-off loop and the Roosevelt Avenue cul-de-sac—ensuring a cohesive, community-oriented design.

Additionally, a second 2-metre-wide public/private pedestrian path traverses the site east–west, linking Winston Avenue and Wilmont Avenue to Roosevelt Avenue. This path offers multiple circulation options for pedestrians, integrates a landscaped buffer between the West building’s southern private terraces, and connects directly to an exterior bike shelter with capacity for 88 horizontally stacked bicycles.

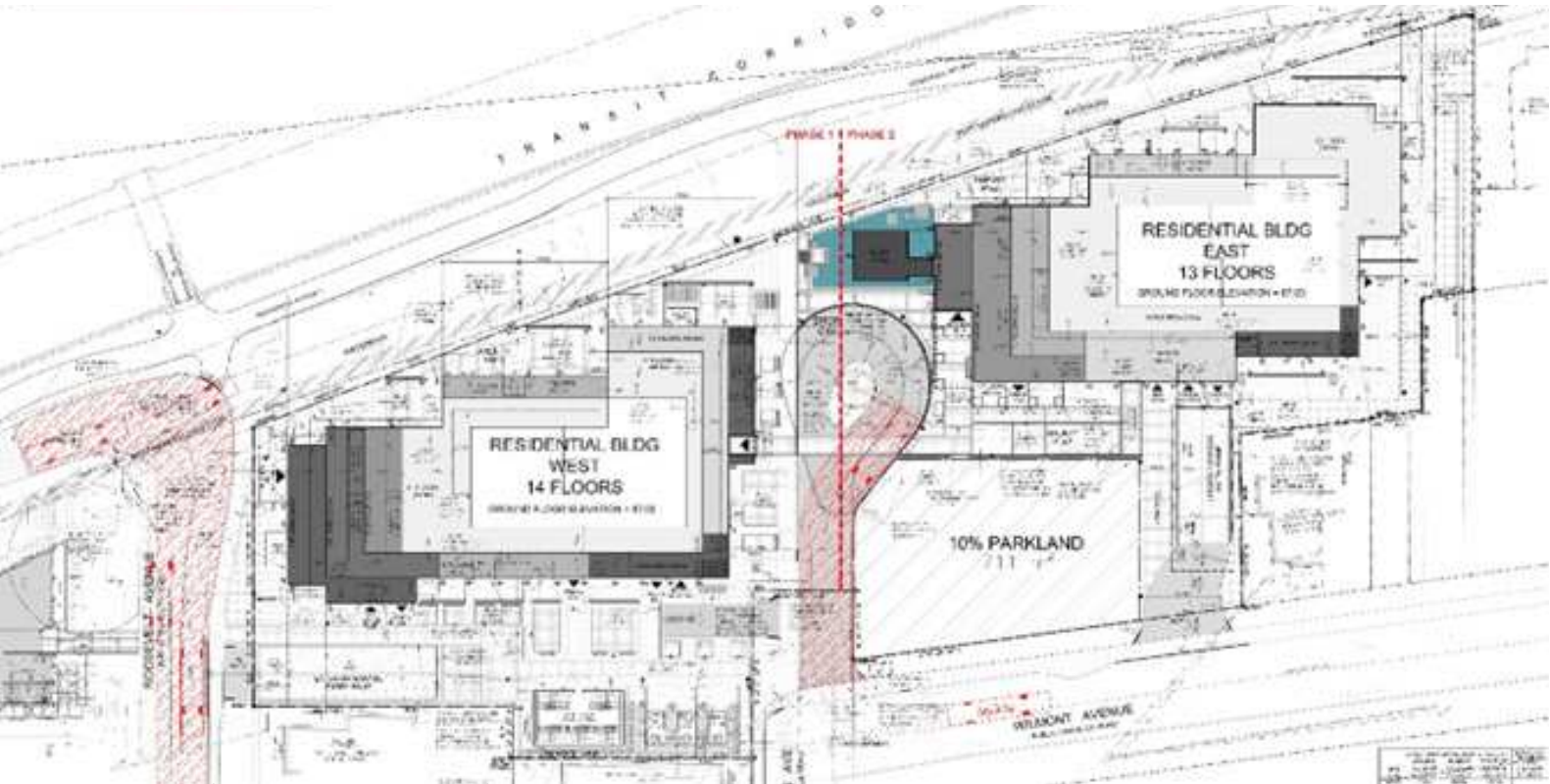


Figure 10: Site plan. (Source: Hobin Architecture)

Through consultation with Parks and Facility Planning, the corner of Wilmont Avenue and Winston Avenue was identified as the location for the 711 square metre public park. The location provides sightlines into the public space from two rights-of-way and the mid-block connection, creating the eyes-on-the-street effect while enhancing the streetscape of the neighbourhood. The public space shall be conveyed to the City of Ottawa. Park programming and design shall be refined by Park and Facility Planning through the Site Plan Control application.

Table 1: Site Statistics

Site Statistics	Proposed
Site Coverage	40.9%
West Building Footprint	1284 m2
East Building Footprint	1336 m2
Total Footprint	2620 m2
Landscaped Open Space	2,895 m2 (45.3%)
Parkland	711 m2

Proposed Development



Figure 11: Aerial Site plan. (Source: Hobin Architecture)

3.2 Building Design and Project Statistics

Amenity space is distributed around the development for a variety of interior and exterior spaces. Both buildings feature ground-floor amenity rooms with adjacent outdoor patio spaces, top-floor indoor amenity rooms, and rooftop terraces providing views in all directions. Communal amenity space shall be open to residents of either building. Inset and cantilevered balconies and terraces are proposed for the majority of units, providing a total of 2,195 square metres of private amenity space. The total amenity space of 4,163 square metres provides more than double the required amenity space per the zoning bylaw in addition to outdoor patio areas.

Table 2: Building Statistics

Building Statistics	Proposed
West Building GFA	15,446 m ²
East Building GFA	15,814 m ²
Total GFA	31,260 m ²
West Building Height	14 storeys (45.7m)
East Building Height	13 storeys (42.5 m)
West Communal Amenity	1,176 m ²
East Communal Amenity	762 m ²
Total Communal Amenity	1,968 m ²
West Private Amenity	1,159 m ²
East Private Amenity	1,036 m ²
Total Private Amenity	2,195 m ²
Total Amenity	4,163 m ²

Proposed Development

The design proposes 152 units in the West building and 160 within the East building, for a total of 312 units. The development represents a significant opportunity to provide density adjacent to the new LRT station. A mix of unit sizes is proposed as part of this redevelopment, ranging from bachelor units to 3-bedroom units. 33.4% of units are considered large dwelling units, providing desirable family-oriented units.

Table 3: Unit Breakdown

Unit Type	Proposed
Bachelor	35 (11.2%)
1-Bedroom	114 (36.5%)
1-Bedroom + Den	29 (9.3%)
2-Bedroom	30 (9.6%)
2-Bedroom + Den	81 (26%)
3-Bedroom	23 (7.4%)
Total Units	312 (100%)



Figure 12: View from Workman Avenue. (Source: Hobin Architecture)

The shared underground parking is accessed by two (2) six-metre ramps, one along Wilmont Avenue and to the south of the West building along Roosevelt Avenue. The West Building has three (3) levels of underground parking and the East Building has 4 levels of underground parking. Together, all levels shall contain a total of 298 parking spaces. Both ramps feature landscape strips adjacent to the entrances and painted pedestrian crosswalks to improve the safety and aesthetics of the public realm. The Wilmont Avenue ramp shall include a loading space adjacent to it to accommodate moving or delivery vehicles. Underground parking shall feature secure locker rooms and bike rooms for 337 lockers/storage units and 263 bicycle spaces. Additionally, bike parking is provided at Level 1 for the West Building in the form of 88 bike spaces within an outdoor bicycle enclosure for the West Building, and for the East Building in the form of 80 internal bike spaces and 12 exterior bike spaces. Some bicycle spaces shall be provided in a stacked orientation using the Duo System for maximum storage efficiency.

Table 4: Underground Parking

Underground Parking	Proposed
Resident Parking	250
Visitor Parking	30
Bicycle Parking	263 +180 (Level 1) = 443
Lockers	337

The buildings utilize mixed materiality and neutral colourways, providing visual interest while disguising the highest floors. The first three floors are clad in grey stone veneer providing textural interest at the pedestrian scale. Above the brick, white aluminum siding shall be the focal materiality. As the top floors stepback further to smaller floorplates, the siding changes to dark grey aluminum siding. This effect draws attention away from the tops of the buildings to the contrasting lower white panelling. Viens of grey metal siding in vertical lines, glass balcony railing, and large glass windows throughout the buildings unite the design of the structures.

Project Narratives

An architectural rendering of a modern, multi-story residential or commercial building. The building features a mix of glass windows and solid wall sections, with several balconies visible. It is situated on a street with trees and a sidewalk. The entire image is overlaid with a semi-transparent red filter. The title "Project Narratives" is centered in white text.

Project Narratives

1 SITE PLAN

ACCESS, LOADING & GARBAGE

2 SCALE & HEIGHT TRANSITION

Lowrise, Podium, Stepped Highrise

3 BUILDING SEPERATION, SETBACKS,

4 SITE POROSITY & PUBLIC REALM

Connection Through the Site (Winston Ave)

5 STREETSCAPES

LRT/MUP, Roosevelt, Wilmont and Winston

These primary themes help guide the design process and are expanded in more detail on the following pages.

Site Plan



SITE PLAN

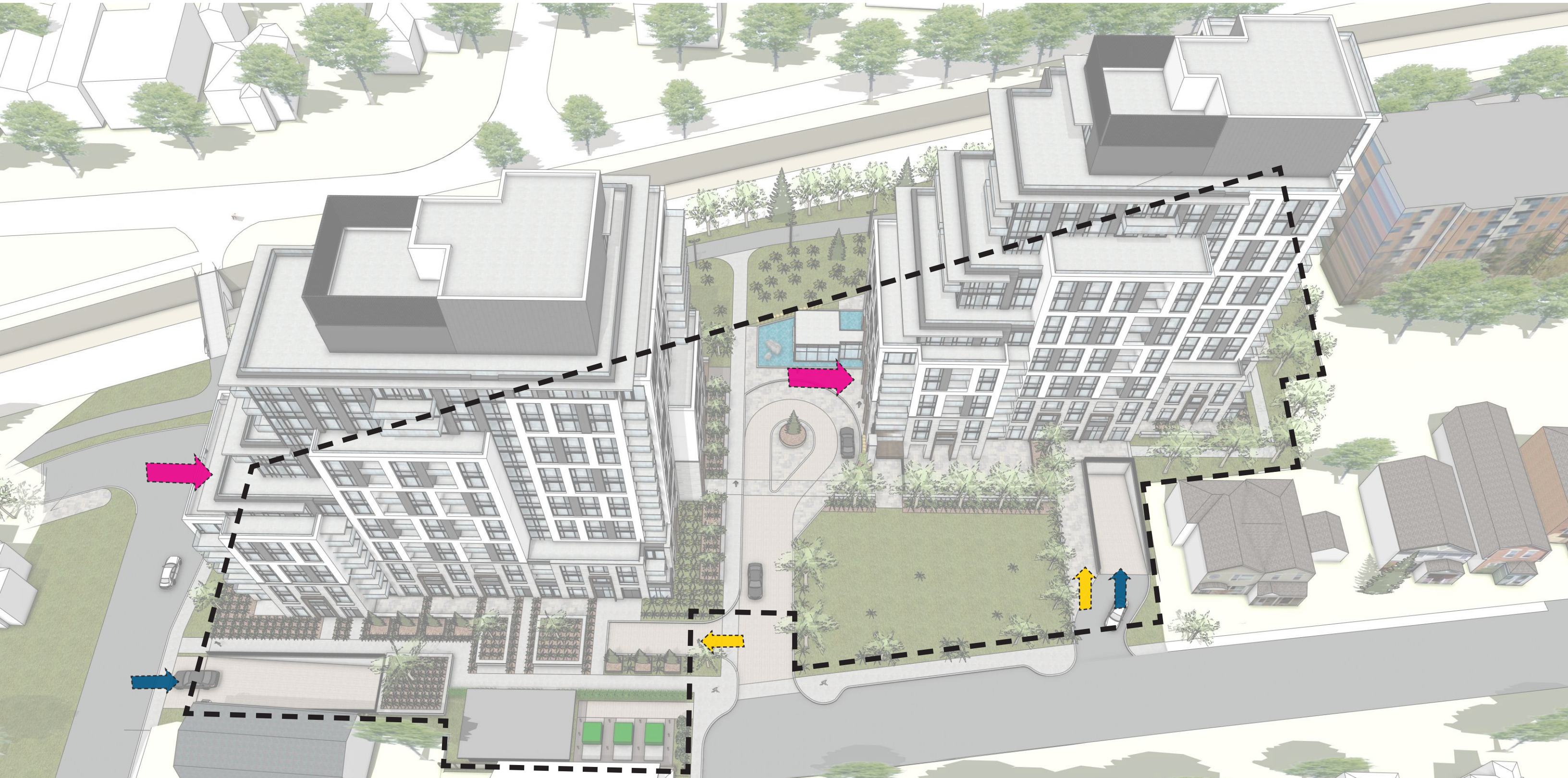
Access, Loading and Garbage

 PROPERTY LINE

 RESIDENTIAL
MAIN ENTRANCE

 PARKING GARAGE,
GARBAGE

 LOADING,
MOVE IN-OUT



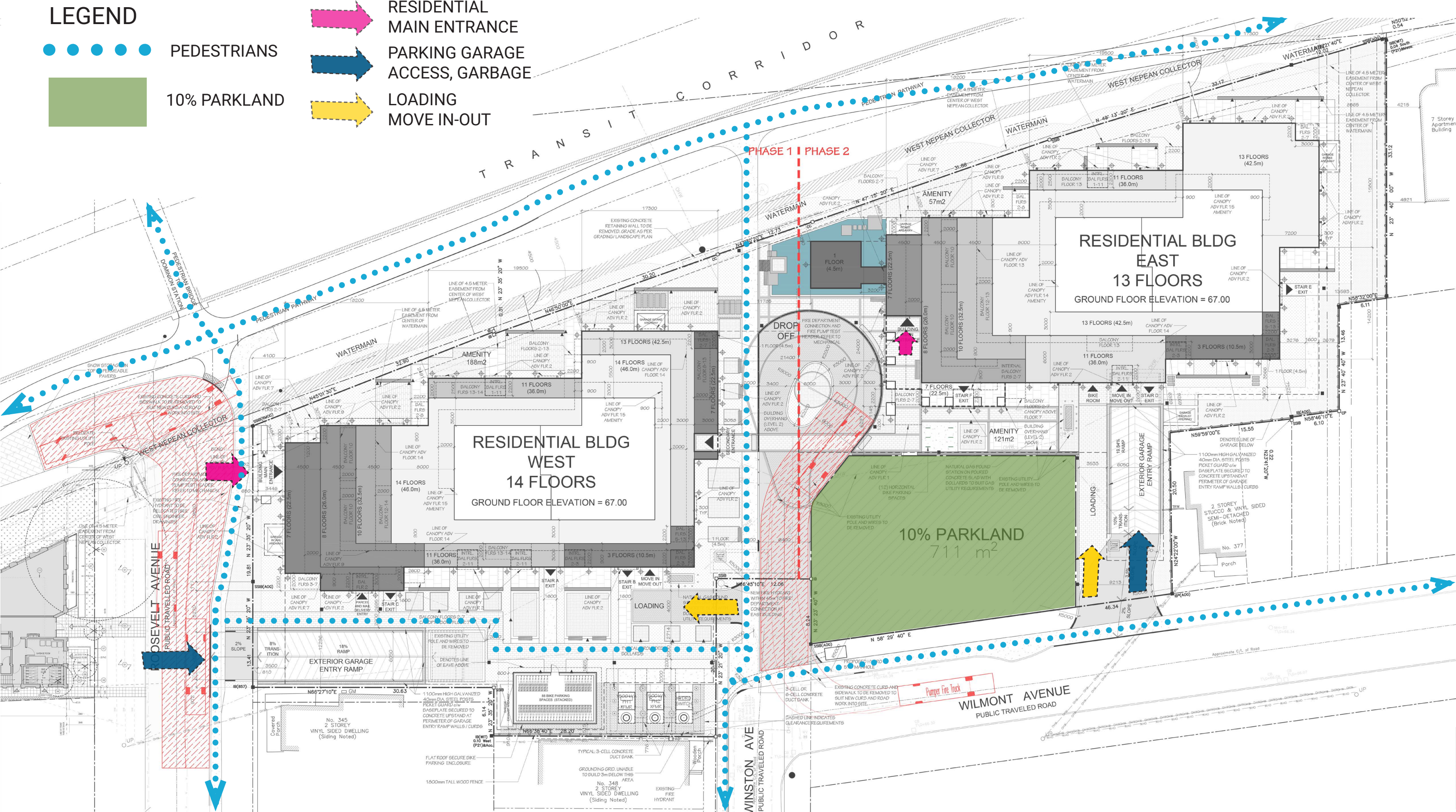
SITE PLAN

Access, Loading and Garbage

LEGEND

- ● ● ● ● PEDESTRIANS
- 10% PARKLAND

- RESIDENTIAL MAIN ENTRANCE
- PARKING GARAGE ACCESS, GARBAGE
- LOADING MOVE IN-OUT

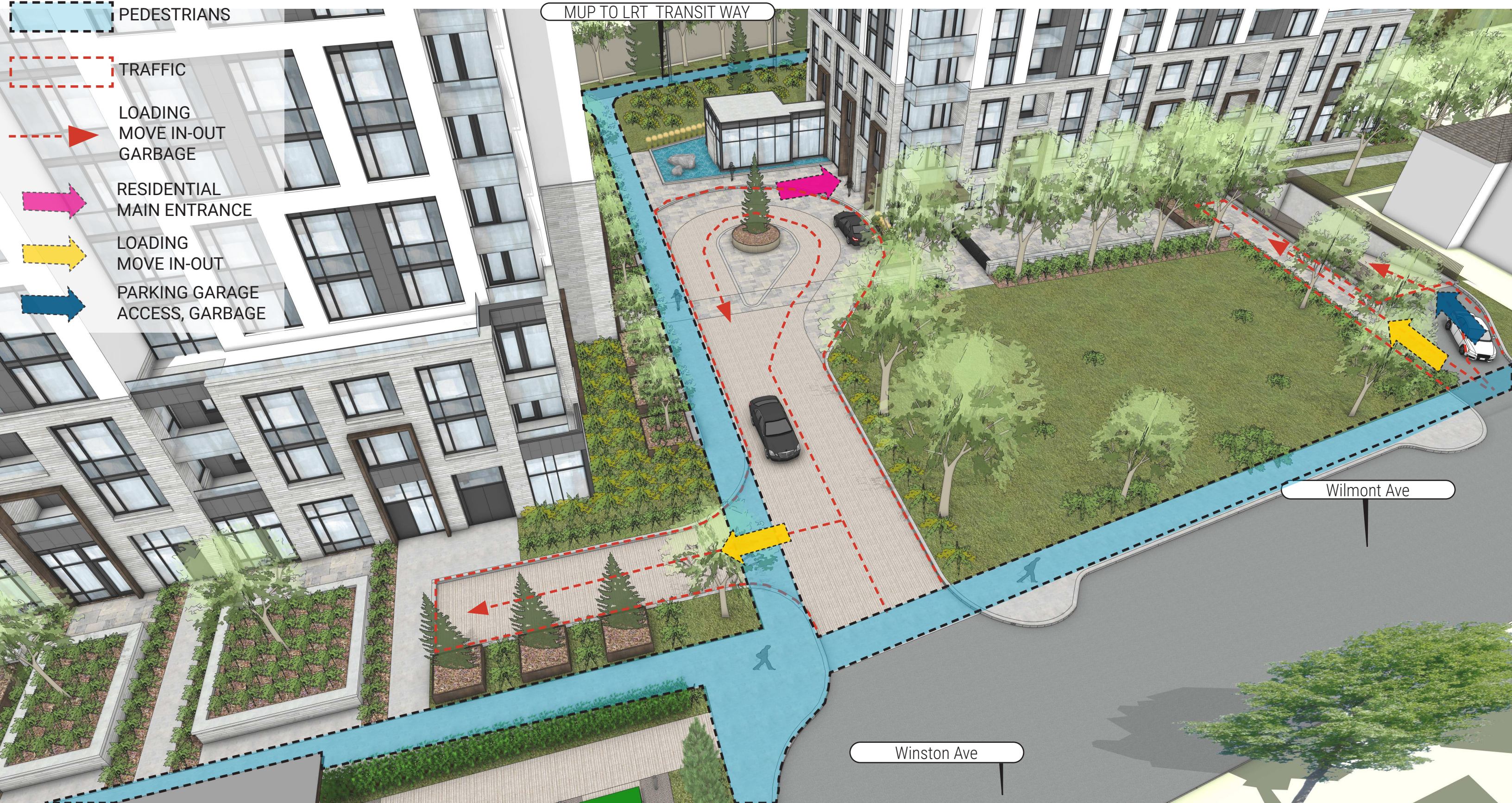


SITE PLAN

Access, Loading and Garbage

LEGEND

- PEDESTRIANS
- TRAFFIC
- LOADING
MOVE IN-OUT
GARBAGE
- RESIDENTIAL
MAIN ENTRANCE
- LOADING
MOVE IN-OUT
- PARKING GARAGE
ACCESS, GARBAGE

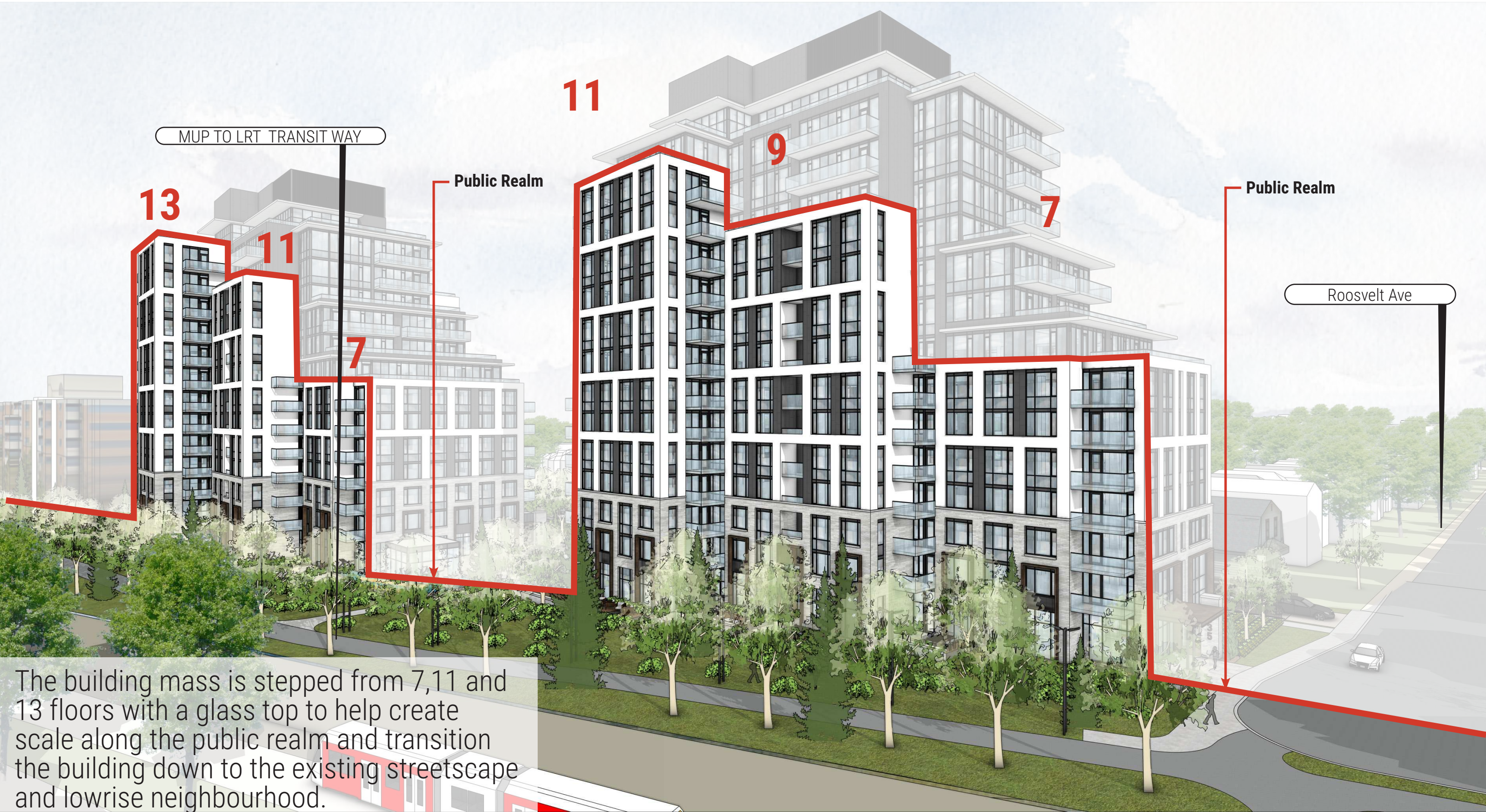


Scale, Height & Transition



SCALE & HEIGHT TRANSITION

Down to surrounding public realm



MUP TO LRT TRANSIT WAY

Public Realm

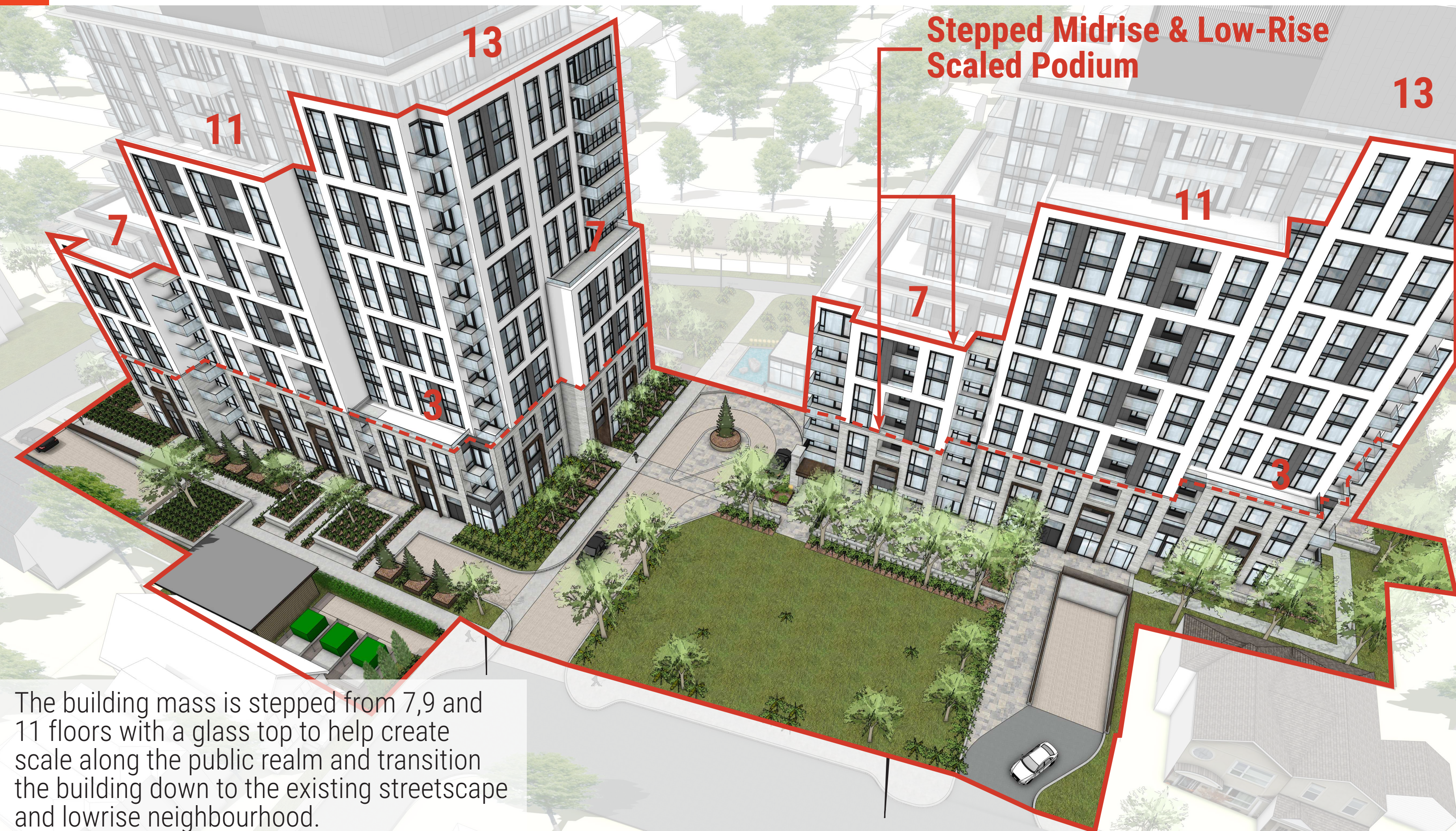
Public Realm

Roosevelt Ave

The building mass is stepped from 7,11 and 13 floors with a glass top to help create scale along the public realm and transition the building down to the existing streetscape and lowrise neighbourhood.

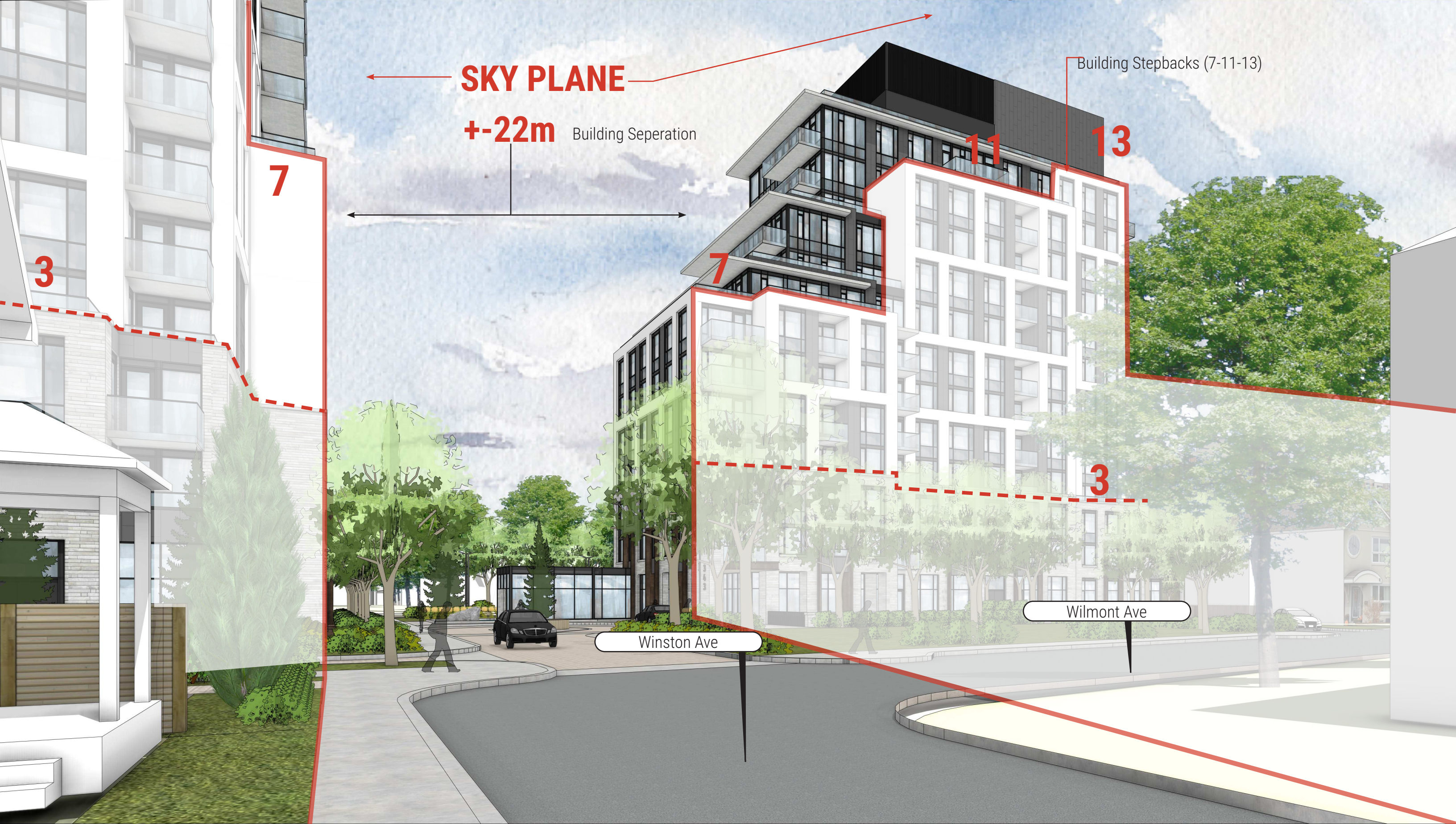
SCALE & HEIGHT TRANSITION

Podium, Stepped Massing



The building mass is stepped from 7, 9 and 11 floors with a glass top to help create scale along the public realm and transition the building down to the existing streetscape and lowrise neighbourhood.

SCALE & HEIGHT & TRANSITION
Access to SKY Plane Lowrise, Podium, Stepped Highrise + Gap





The proposed development is thoughtfully designed to transition into the surrounding neighbourhood context through an articulated, stepped building profile. This approach utilizes contrasting colours and varied textures to visually break down the building's mass as it gradually steps down, ultimately framing the new public park along Winston and Wilmont. This design not only softens the scale of the architecture but also creates a welcoming edge for the community.



The building mass is stepped from 7, 9 and 11 floors with a contrasting light metal and glass top to help create scale along the public realm and transition the building down to the existing neighbourhood and streetscape.

An architectural rendering of a modern, multi-story building complex with a red overlay. The building features a mix of glass and solid facade panels, with several balconies and a flat roof. In the foreground, there is a street with trees and a sidewalk. To the right, a modern, low-rise building is partially visible. The overall scene is set in an urban environment.

Building Separation & Setbacks

The proposed development features a dynamic public space at the intersection of Winston and Wilmont, forming the heart of the site. It will introduce a new neighbourhood park with over 700m²—representing 10% of the site—dedicated to serving both future residents and the existing community.

BUILDING SEPERATION & SETBACKS **WINSTON AND WILMONT AVE**

Enhancing the public realm is a +22 meter building separation that visually extends and widens the street through the site and creates a direct connection for the neighbourhood to access the multi-use pathway (MUP) running east and west along the site's northern edge. Additionally, a north-south pedestrian link will connect both ends of the MUP, enhancing walkability across the site and offering a convenient route to the Dominion LRT Station, thereby strengthening ties to the broader transit network and supporting active transportation initiatives.



Building Stepbacks (7-11-13)

Building Setback
Landscape Open Space



Site Porosity & Open Space





Streetview: A +/-22.5m building separation located at the center of the site is designed to extend a public/private pedestrian pathway through the site and connect to the future MUP along the north side of the property. The MUP provides a connection to the future LRT Dominion station.

SITE POROSITY & OPEN SPACE

WINSTON AVE



Winston Ave

Aerial View:

A +22.5m building separation located at the center of the site is designed to extend a public/private pedestrian pathway through the site and connect to the future MUP along the north side of the property. The MUP provides a connection to the future LRT Dominion station.

LEGEND

- MUP
- PUBLIC/PRIVATE OPEN SPACE
- STREET EXTENSION
- PEDESTRIAN PATHWAY

An architectural rendering of a modern high-rise building with a red overlay. The building features multiple stories with large windows and balconies. The foreground shows a street with trees and a sidewalk. The word "Streetscapes" is written in white text across the center of the image.

Streetscapes





The proposed buildings are thoughtfully crafted to meet the city's high-rise design guidelines through a distinctly articulated tripartite composition—base, middle, and top.

The podiums are stepped to reduce the overall perceived height, with each tier carefully scaled to echo the proportions of surrounding low-rise homes. This stepped building profile breaks down the massing into smaller components, reinforcing the rhythm and scale of the existing neighbourhood fabric. The podium's stone cladding further anchors the structure, enhancing the pedestrian experience and contributing to a human-scaled streetscape that feels integrated and inviting.



Thank-you

