

335 ROOSEVELT AVE



SEPTEMBER 17th, 2025

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

WESTBORO
STATION

Workman Ave

Wilmont Ave

Scott St

Whitby Ave

Churchill Ave

Roosevelt Ave

Winston Ave

Byron Ave.

Richmond Rd

Google

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 Sibi 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 Sibi, with OC Transpo utilizing the spelling of Kichi Zibi. For the purposes of this report, the City spelling of Kichì Sibi 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.

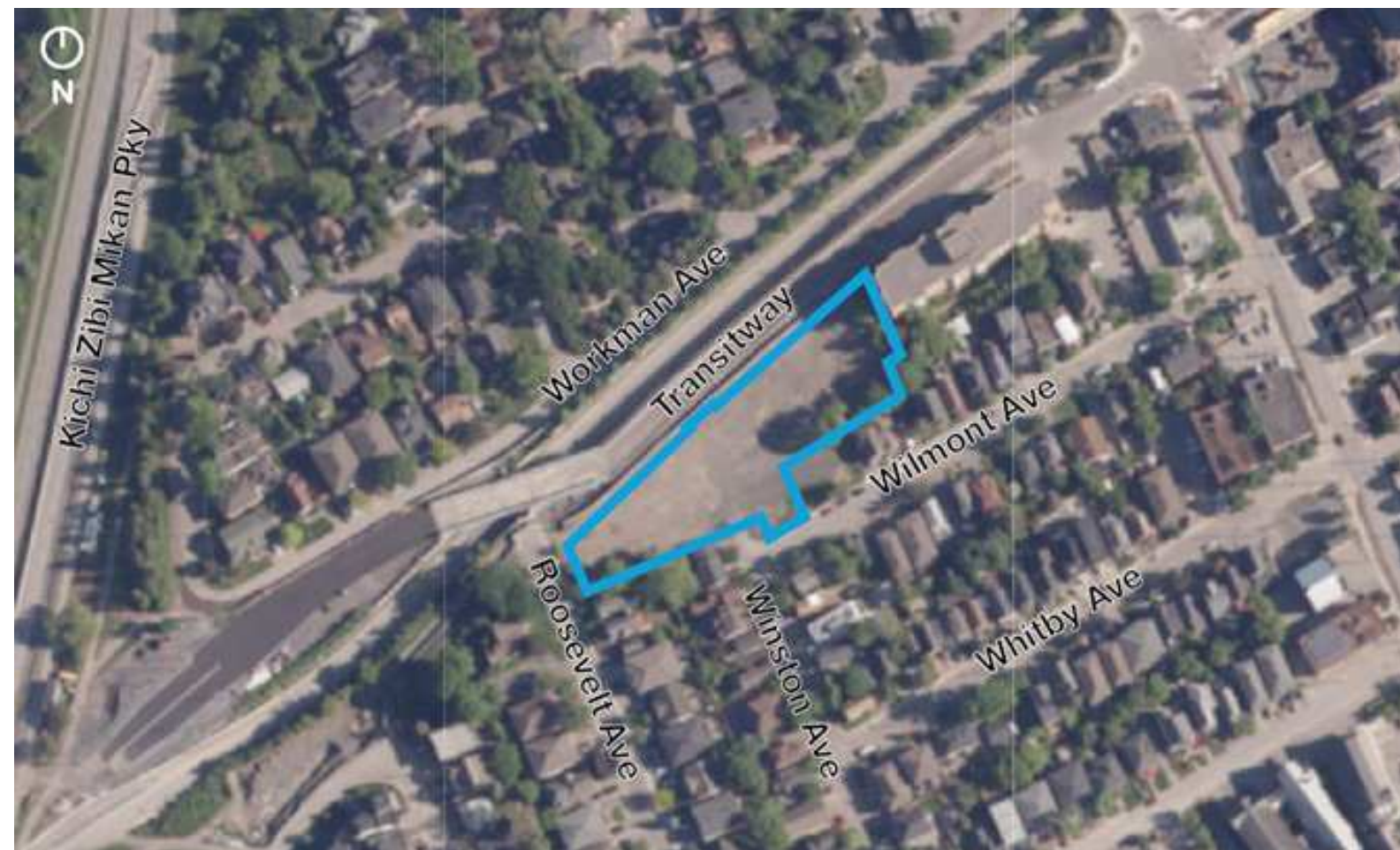


Figure 1: Aerial image of the subject property. (Source: GeoOttawa, annotated by Fotenn Planning + Design)

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.

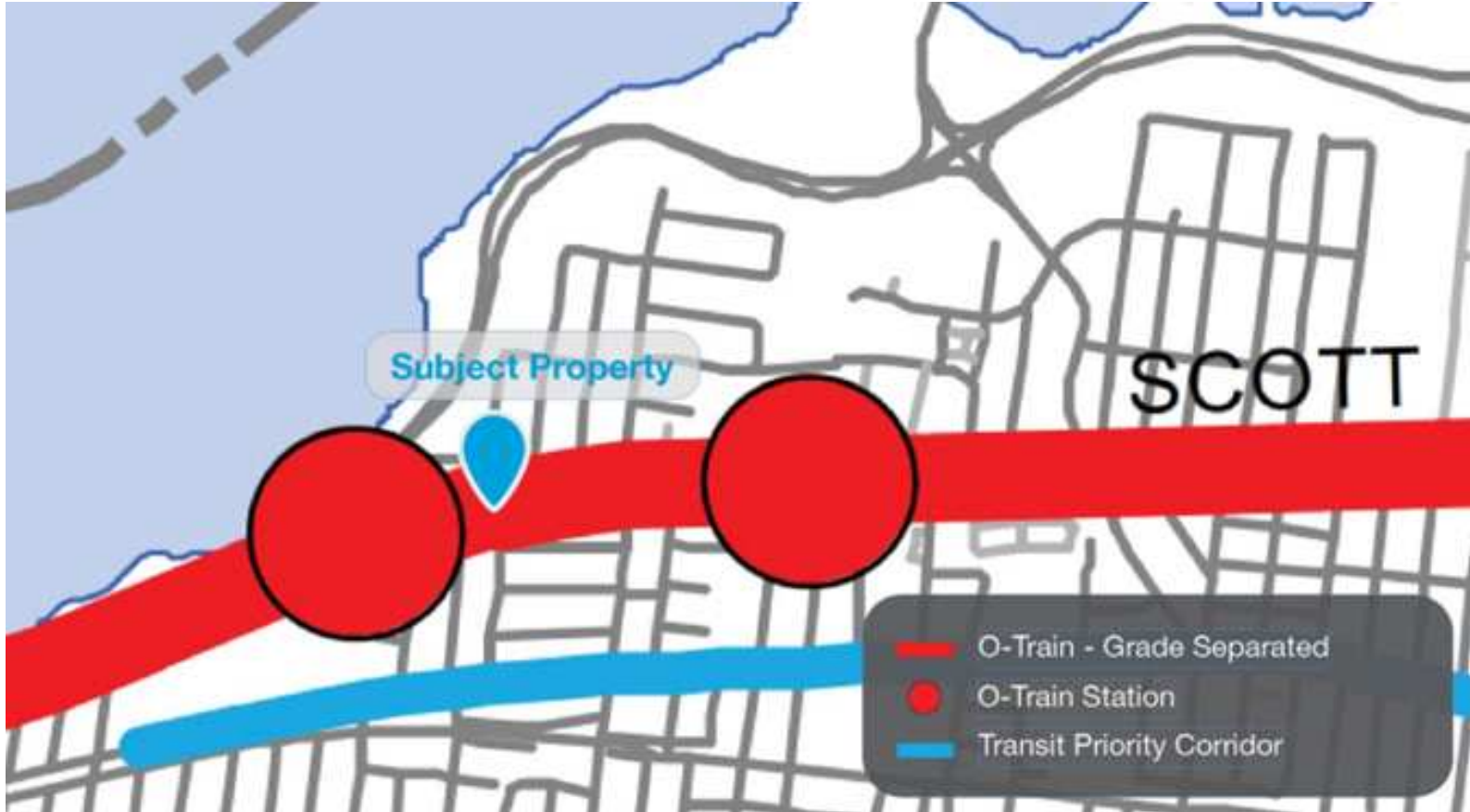


Figure 4: Schedule C2 – Transit Network – Ultimate, City of Ottawa Official Plan. (Source: City of Ottawa, annotated by Fotenn Planning + Design)



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 41.8% after parkland dedication (37.6% 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 Kichi Sibi 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 25 horizontally parked bicycles.

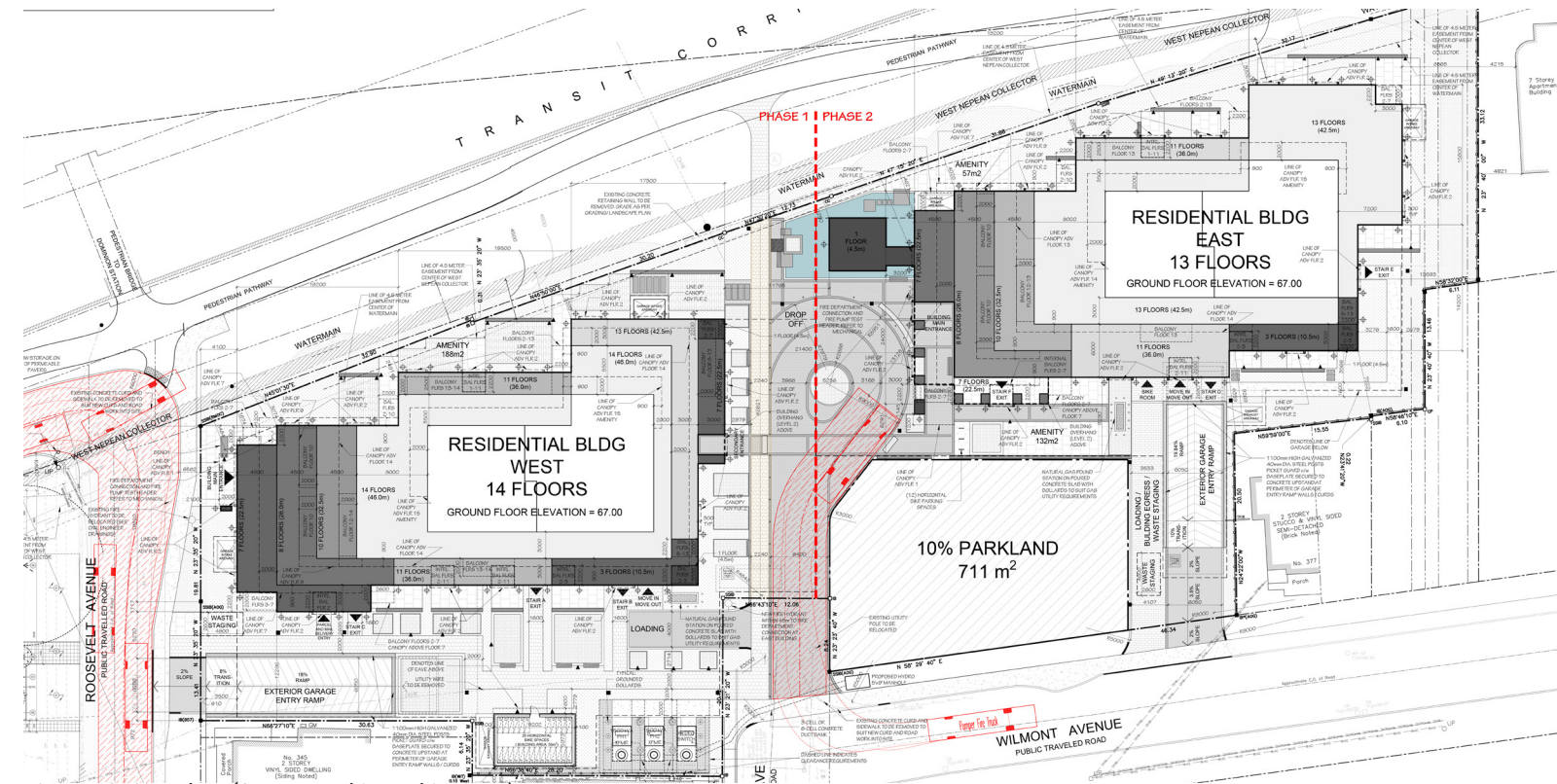


Figure 10: Site plan. (Source: Hobin Architecture)

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	41.8%
West Building Footprint	1284 m ²
East Building Footprint	1336 m ²
West Bike Enclosure (Accessory Building)	55 m ²
Total Footprint	2,675 m ²
Landscaped Open Space	2,398 m ² (43.1%)
Parkland	711 m ²

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 4,174 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	803 m ²
Total Communal Amenity	1,979 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	4,174 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 279 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, egress to right of way for residents and to provide a staging area for waste pickup. Underground parking shall feature secure locker rooms and bike rooms for 337 lockers/storage units and 336 bicycle spaces. Additionally, bike parking is provided at Level 1 for the West Building in the form of 25 bike spaces within an outdoor bicycle enclosure, and for the East Building in the form of 80 internal bike spaces and 6 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	29
Bicycle Parking	336 + 111 (Level 1) = 447
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. Veins 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 complex facade with numerous windows and balconies. It is set against a red-tinted background. In the foreground, there are trees and a paved area, possibly a street or plaza. The overall style is contemporary and professional.

Project Narratives

1 SITE PLAN

Access, Loading and 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

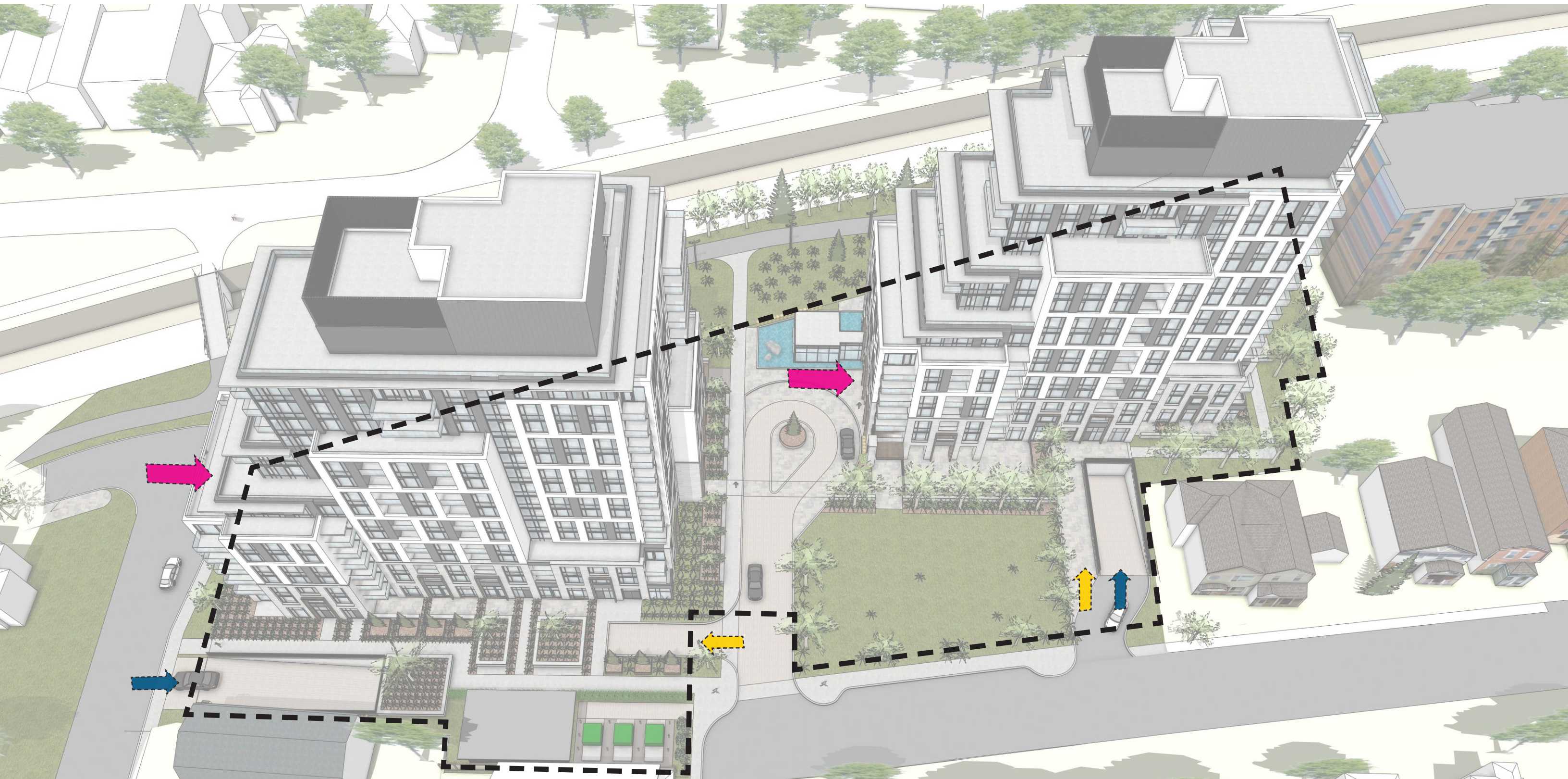
Access, Loading and Garbage

 PROPERTY LINE

 RESIDENTIAL
MAIN ENTRANCE

 PARKING GARAGE,
GARBAGE

 LOADING,
MOVE IN-OUT



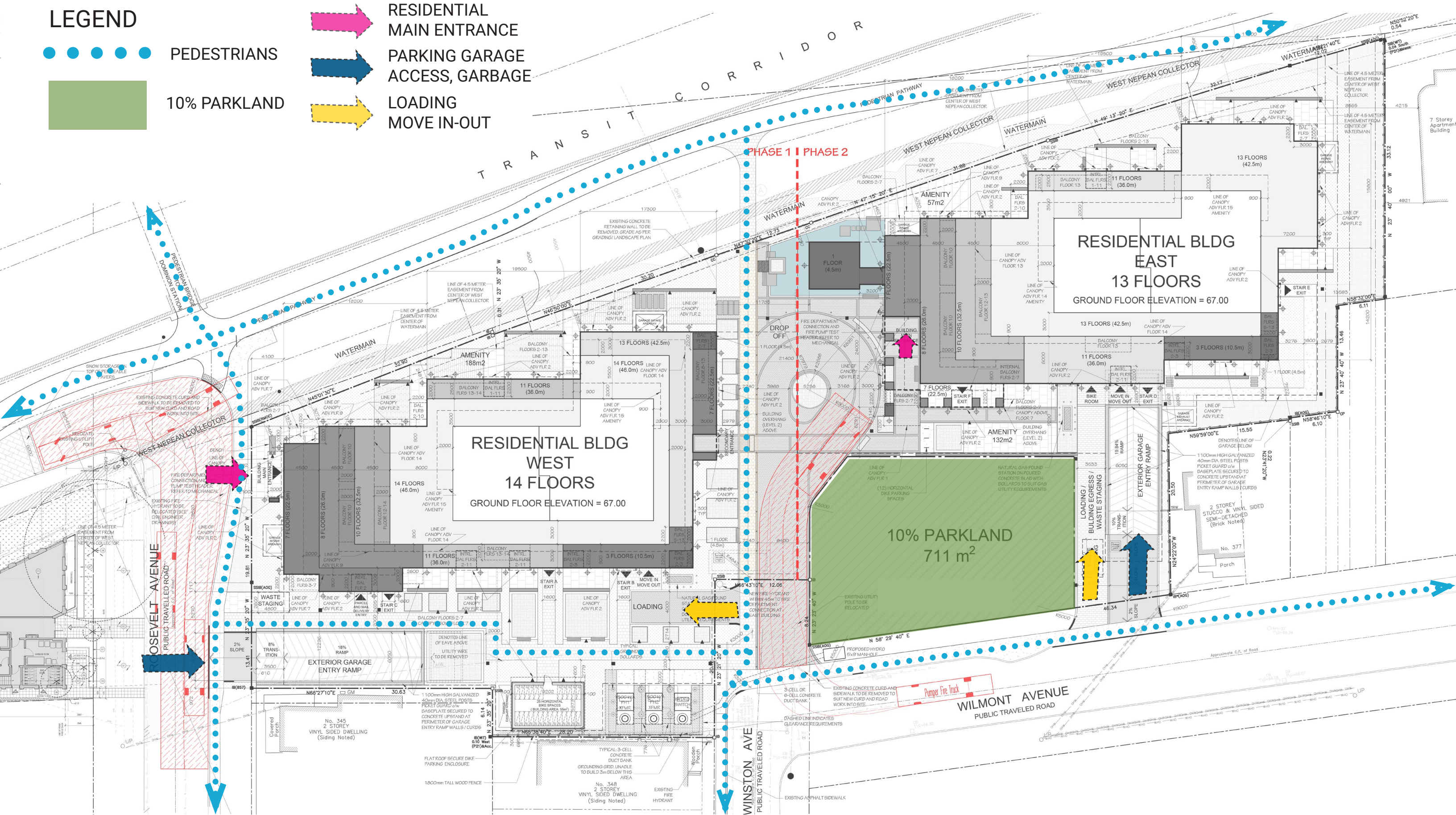
SITE PLAN

Access, Loading and Garbage

LEGEND

- ● ● ● ● PEDESTRIANS
- 10% PARKLAND

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

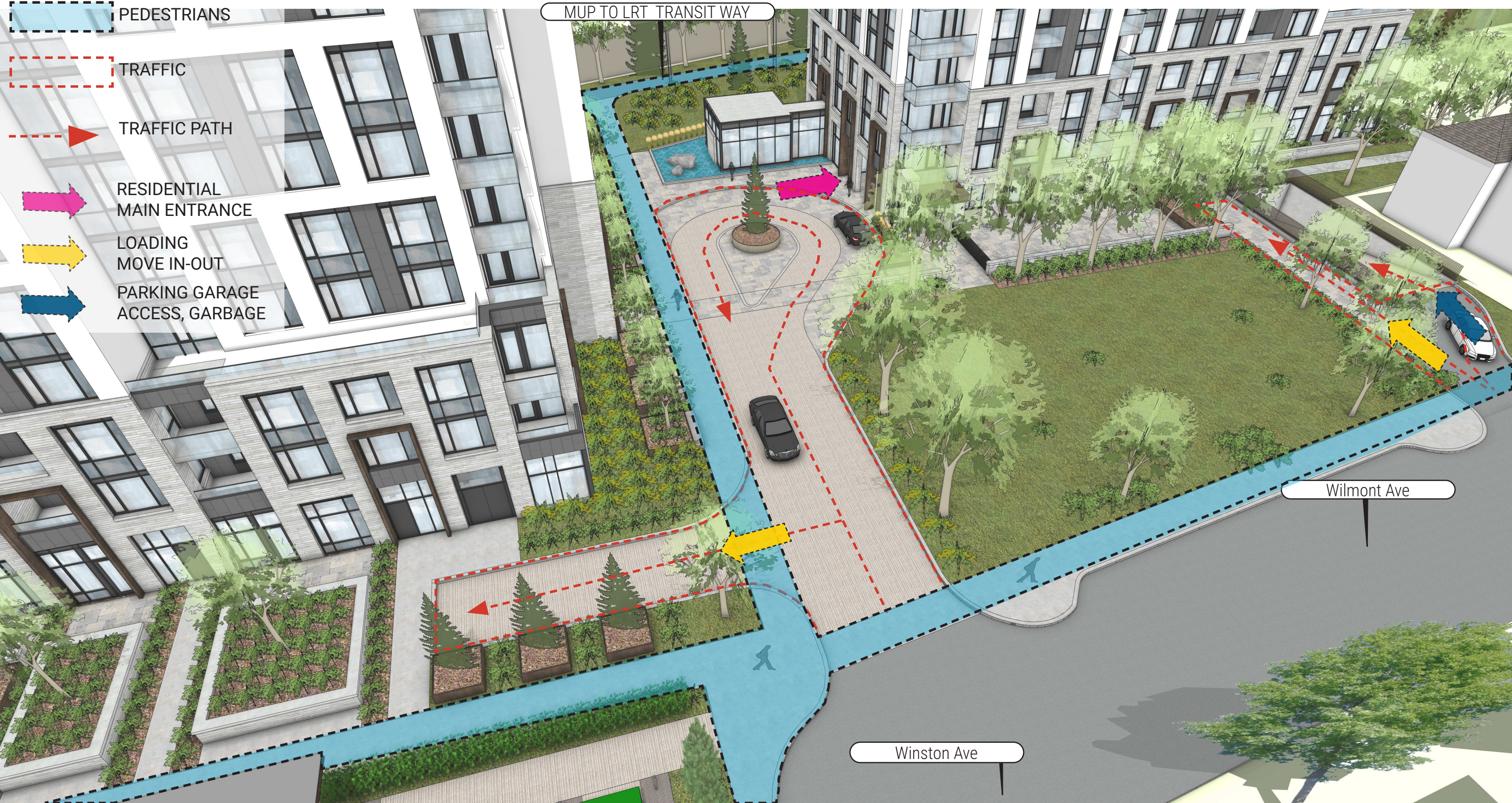


SITE PLAN

Access, Loading and Garbage

LEGEND

- PEDESTRIANS
- TRAFFIC
- TRAFFIC PATH
- 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

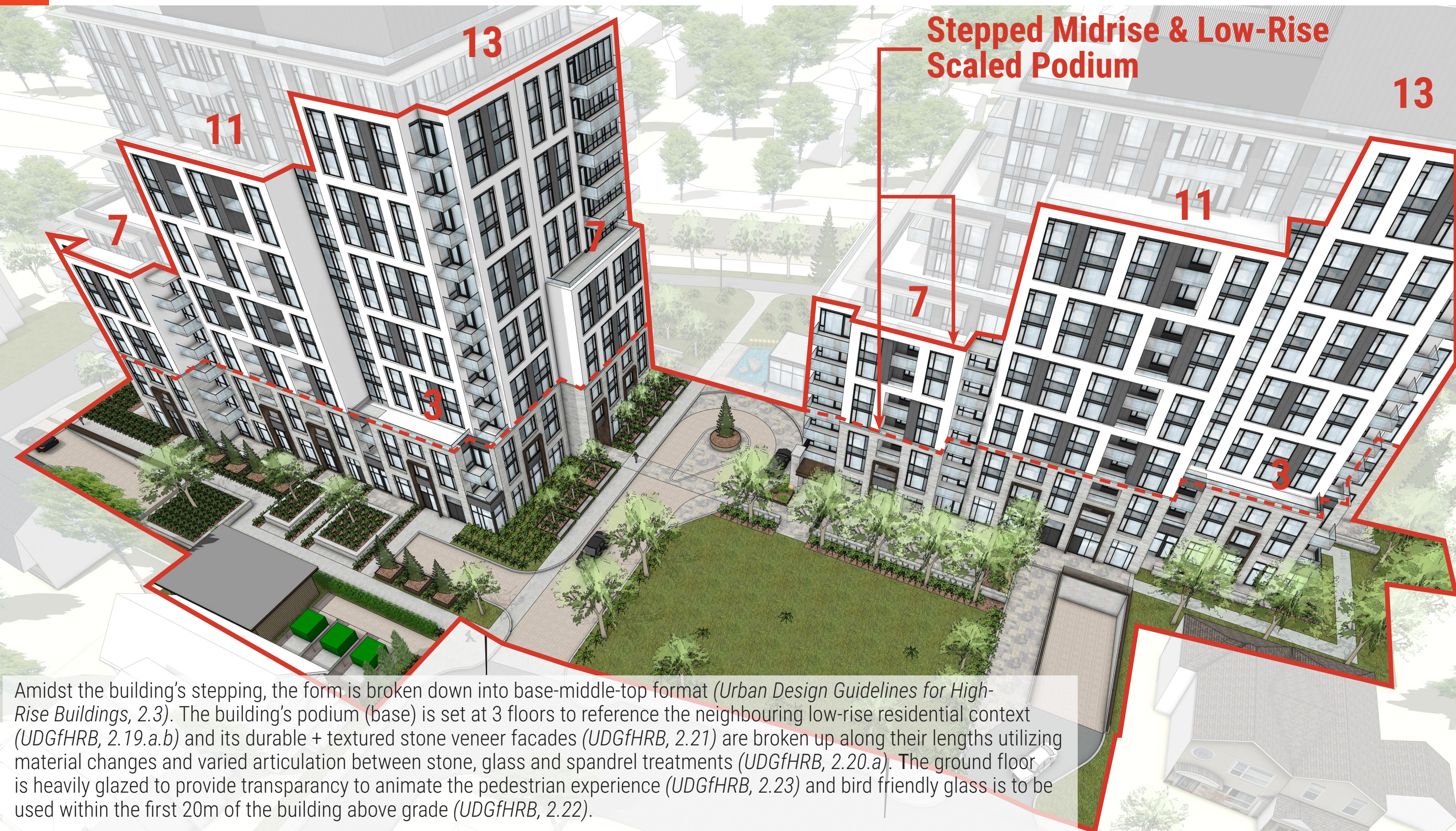
Public Realm

Roosevelt Ave

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

SCALE & HEIGHT TRANSITION

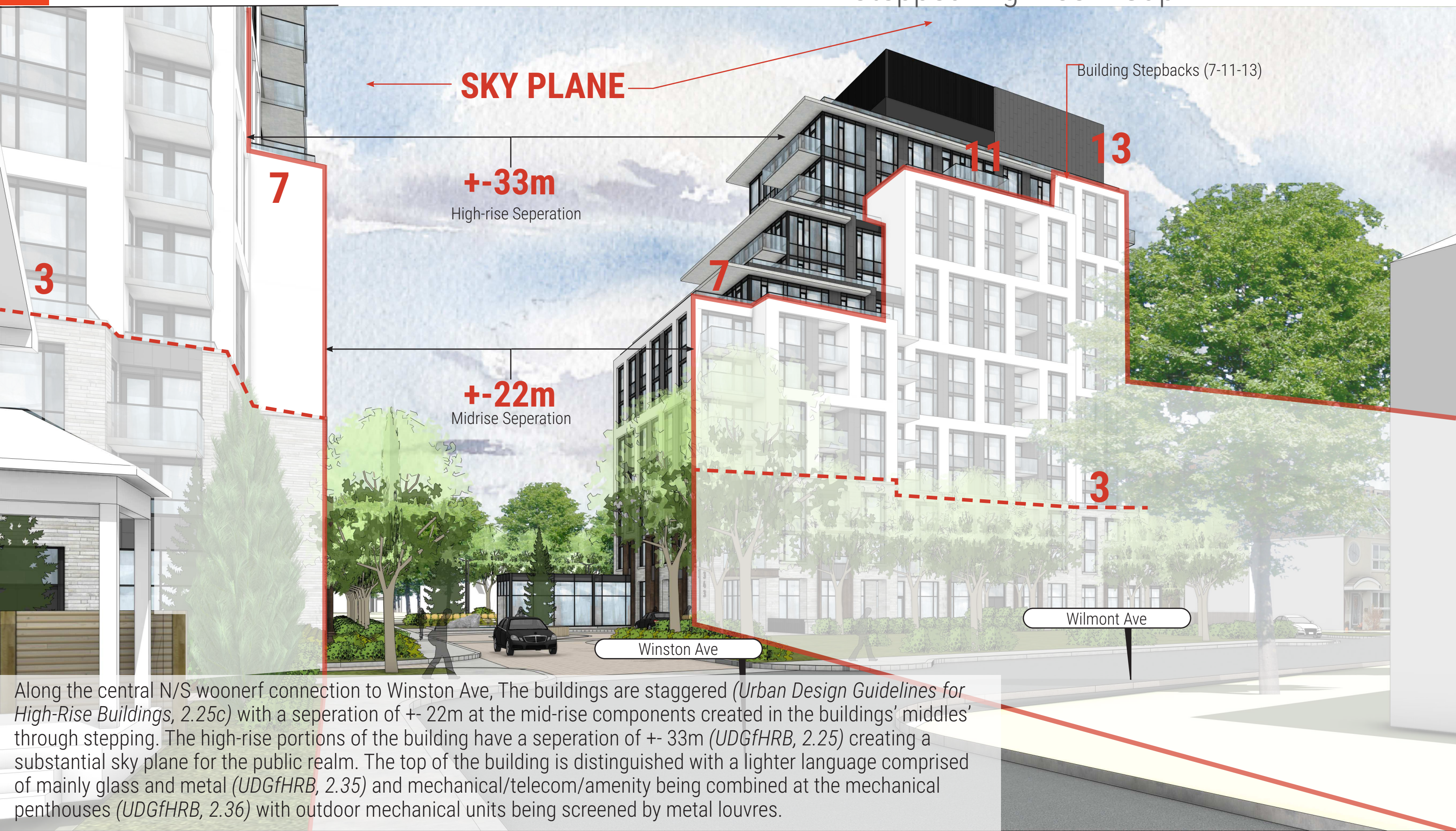
Podium, Stepped Massing



Amidst the building's stepping, the form is broken down into base-middle-top format (*Urban Design Guidelines for High-Rise Buildings*, 2.3). The building's podium (base) is set at 3 floors to reference the neighbouring low-rise residential context (*UDGfHRB*, 2.19.a.b) and its durable + textured stone veneer facades (*UDGfHRB*, 2.21) are broken up along their lengths utilizing material changes and varied articulation between stone, glass and spandrel treatments (*UDGfHRB*, 2.20.a). The ground floor is heavily glazed to provide transparency to animate the pedestrian experience (*UDGfHRB*, 2.23) and bird friendly glass is to be used within the first 20m of the building above grade (*UDGfHRB*, 2.22).

SCALE & HEIGHT & TRANSITION

Access to SKY Plane Lowrise, Podium, Stepped Highrise + Gap



Along the central N/S woonerf connection to Winston Ave, The buildings are staggered (*Urban Design Guidelines for High-Rise Buildings, 2.25c*) with a separation of $\pm 22m$ at the mid-rise components created in the buildings' middles' through stepping. The high-rise portions of the building have a separation of $\pm 33m$ (*UDGfHRB, 2.25*) creating a substantial sky plane for the public realm. The top of the building is distinguished with a lighter language comprised of mainly glass and metal (*UDGfHRB, 2.35*) and mechanical/telecom/amenity being combined at the mechanical penthouses (*UDGfHRB, 2.36*) with outdoor mechanical units being screened by metal louvres.

SCALE & HEIGHT & TRANSITION | **PARK**

Streetview Wilmont | South Elevation



The proposed development is thoughtfully designed to transition into the surrounding neighbourhood context through an articulated, stepped building profile. This approach utilizes contrasting tones 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 wall sections, with several balconies and a flat roof. In the foreground, there are trees and a paved area. The text "Building Separation & Setbacks" is overlaid in white.

Building Separation & Setbacks

The proposed development features a dynamic public space at the intersection of Winston and Wilmont comprising the heart of the site (*Urban Design Guidelines for High-Rise Buildings*, 3.4, 3.5). 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 as well as a central drop off and pedestrian connection between the two buildings in the form of a woonerf.

BUILDING SEPERATION & SETBACKS WINSTON AND WILMONT AVE

Enhancing the public realm is a +22 meter building separation between mid-rise elements 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. The high-rise portions of the building have a separation of +- 33m (*UDGfHRB*, 2.25) creating a substantial sky plane for the public realm. 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 (*UDGfHRB*, 3.8, 3.9). An east-west pedestrian link will also be provided between the end of Wilmont and Roosevelt.





A +/- 12m landscape buffer containing the E/W pedestrian connection, at-grade private amenity and West garage ramp is provided in between the development and residential property to the south. Along the Roosevelt R.O.W, the building is set back over 6m from the edge of the curb. (*Urban Design Guidelines for High-Rise Buildings, 3.1*)

Site Porosity & Open Space





Streetview: A +/-22.5m building separation between midrise components is located at the center of the site is designed to extend a public/private pedestrian pathway/woonerf 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 promoting access to public transportation along the LRT corridor. (UDGfHRB, 3.8, 3.9)

SITE POROSITY & OPEN SPACE

WINSTON AVE



Winston Ave

Aerial View:
A +/-22m 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. (UDGfHRB, 3.8, 3.9)

LEGEND

MUP

PUBLIC/PRIVATE OPEN SPACE

STREET EXTENSION PEDESTRIAN PATHWAY

Streetscapes

An architectural rendering of a modern city street scene. The image features several tall, multi-story buildings with glass facades and balconies. A row of trees lines the sidewalk in front of the buildings. The foreground shows a wide street with a crosswalk. The entire image is overlaid with a semi-transparent red filter, and the word "Streetscapes" is written in large white letters across the center.



The West Building's primary entrance activates along 335 Roosevelt and provides a seamless connection to the sidewalk (*Urban Design Guidelines for High-Rise Buildings*, 3.10). The ground floor is heavily glazed to provide transparency to animate the pedestrian experience (*UDGfHRB*, 2.23). Along the Roosevelt R.O.W, the building is set back over 6m from the edge of the curb. (*Urban Design Guidelines for High-Rise Buildings*, 3.1)

STREETSCAPE WINSTON AVE

Main Entrance | East Building

The East Building is accessed utilizing the central woonerf and is linked to the Winston and Wilmont intersection as a clearly defined pedestrian connection. (*Urban Design Guidelines for High-Rise Buildings, 3.11*)



Along the MUP, which is connected to the site along the central N/S pedestrian connection, animation is provided along the building podium through steps, material articulation within the primarily stone form. Ground floor units and at grade amenity also front onto the MUP to provide additional animation (*Urban Design Guidelines for High-Rise Buildings, 3.12.b*)



MUP (east/west)

Thank-you



Hobin Architecture Incorporated

Prepared by:

A handwritten signature in black ink, which appears to read "Jamison Duff".

Jamison Duff, OAA (10503), M.Arch
Architect

Overview of Urban Design Comment Responses

335 Roosevelt Avenue

ZBLA & OPA Pre-Consultation Meeting Feedback
March 11, 2024

#	Urban Design Comment	Response to Comment
3	Surface Parking Lot Comments: a. The low-rise buildings, especially the one that was located on the southwestern side, offered built form transition to the low-rise developments to the south. The Secondary Plan has language that requires built form transition or some form of natural or built buffer. Presently, the current surface parking lot configuration does not appear to be achieving that objective. We'd ask that you consider removing this parking lot in favour of at-grade amenity with trees along southern property line. b. Please provide a sidewalk connection between north Wilmont sidewalk and what is presently shown as a surface parking area, to Winston.	The surface parking lot was removed during the SPC submission in favour of at-grade amenity area. All parking is now within the underground parking garage. The updated site plan represents improved pedestrian connectivity through the site and along the Wilmont Avenue and Winston Avenue sidewalks.
4	Ramp/Park Comments: a. Regarding the ramp on Wilmont, we ask that you consider some alternative locations/configurations, such as internal to the site. We're looking for a park that is connected to both the community and proposed development, and a ramp location that supports those objectives while being compatible with the adjacent low-rise. b. Please consider sightlines of vehicles exiting the ramp - especially considering it is located adjacent to a park.	This comment was reviewed by the applicant team, exploring the opportunity to place the ramp along the north side of the parkland; however, this orientation was not supported by the TIA. The updated site plan demonstrates a refined access from Wilmont Avenue to the ramp, providing wider sightlines across the right-of-way.
5	Other Comments: a. Please provide short-term bike parking options at-grade. b. We are concerned with the number of parking spaces being proposed, especially for a development who's heights were	12 short term bike parking spaces are situated between the parkland and the East building. The surface parking area has been removed in favour of increased pedestrian areas. All parking spaces shall be located underground,

#	Urban Design Comment	Response to Comment
	rationalized through its proximity to the LRT station. Staff fail to find rationale in further increasing the amount of parking via a surface parking area, at the detriment of the site's aesthetics. c. We note on the submitted plans that there is a large reduction in bike parking. However, at the information session there was mention of a 1:1 commitment. Please revise plans to reflect that and provide detail. With the City-initiated zoning, we would be recommending an increase in the bicycle parking rate to reflect the 1:1.	minimizing the visual impacts on the neighbourhood. The strategic location of the development promotes residents with private vehicles to still choose active and/or public transportation options given the proximity to the LRT and ample secure bike parking. There will be 191 bicycle parking spaces for the West building, whereas 152 are required. The East building shall provide 256 spaces, whereas 160 are required. In total the development shall provide 1.43 bicycle parking spaces per unit, significantly exceeding the zoning by-law requirement.
6	The following elements of the preliminary design are appreciated: a. Addition of the parkland. b. Location of the additional height on the west tower.	Noted.
7	The following elements of the preliminary design are of concern: a. Location and interface of the ramp adjacent to the City park. b. Shadow impacts of additional heights. c. Vegetative screening around both ramps when located adjacent to residential properties. d. Potential conflict with pedestrian movement between buildings from the MUP to the north and the community to the south with access to the future City park.	a. The ramp to the East building is buffered by a paved loading zone, providing a 4.1 metre setback to the parkland which will most commonly be vacant. b. Shadowing impacts of the revised building height is discussed within the Sun Shadow Analysis. c. The north-south public access easement shall provide a consistent, open connection between public spaces. Traffic mitigation measures are implemented around the drop-off loop to reduce traffic speeds adjacent to these pedestrian areas.

SPC Pre-Consultation Meeting Feedback March 11, 2024

#	Urban Design Comment	Response to Comment
18	This proposal does not run along or does not meet the threshold in one of the City's Design Priority Areas and need not attend the City's UDRP. Staff will be responsible for evaluating the Urban Design Brief and providing design direction.	Noted.

SPC Pre-Consultation Meeting Feedback
March 11, 2024

19	This project has gone through a significant amount of design review and development throughout the re-zoning process and now that the site has approved zoning, we do not have any additional design comments, however, a. We understand that land is being requested by Parks and this may effect a change in the design depending on the outcome. If the design changes, we will provide further design review at that time.	Noted. This Phase 2 pre-consultation request is to consider the park, as proposed.
20	An Urban Design Brief is a required submittal. The Urban Design Brief should be structured by generally following the headings highlighted under Section 3 – Contents of these Terms of Reference. Please see the Urban Design Brief Terms of Reference provided. However, we have seen the design package presented and believe this document includes all the material needed to satisfy the urban design brief. If the design does change, we recommend the changes be highlighted in the design package for ease of review. a. Note. The Urban Design Brief submittal should have a section which addresses these pre-consultation comments.	Noted.

SPC Feedback Form – Completeness Review #1
August 12, 2025

#	Urban Design Comment	Response to Comment
D10	Please note which guidelines from the Urban Design Guidelines for High-rise Buildings were considered and applied.	Massing and building envelope were developed and approved through the ZBLA application. Refer to the revised Urban Design Brief for additional guidelines which were considered and applied.
D11	Elaborate on how the Official Plan policy context influenced the design of the building.	The building was designed as per the Urban Design Guidelines for High-rise Building Guidelines, which are referenced within the official plan. Refer to the revised Urban Design Brief.
D12	How does the design respond to urban design directions provided in various meetings, comments and discussions provided in the past? How has the design evolved in response to previous comments?	Refer to revised Urban Design Brief.

SPC Feedback Form – Completeness Review #1
August 12, 2025

D13	The Urban Design Brief is required to be signed by a member holding a professional membership with the OAA, OALA, OPPI, and/or CIP, or equivalent professional organization.	Noted. Refer to revised Urban Design Brief.
C3	Has there been consideration to include an east-west public access easement over the proposed on-site walkway connecting Roosevelt Avenue and Winston Avenue?	The east-west pedestrian pathway provides access across the site for residents between Roosevelt and Winston. The client has no intent to bar access to the public, but does not want a public easement, given that the public already has access through MUP at the North end of the site.
C4	The proposed private approaches on Wilmont Avenue appear very wide. Please consider how to make these areas more pedestrian friendly. a. Has there been consideration to construct the drop off loop as a woonerf? b. Are the loading spaces necessary for both buildings? Can the loading space for the east building be incorporated within the drop off loop?	a. Drop off loop as Woonerf has always been intended. Refer to depressed curbs and bollards. b. Yes, both loading spaces are necessary as the client does not wish for residents to move in through the lobby. Dedicated move-in rooms have been incorporated on the South side of each building from dedicated loading zones. Loading zones are to be hardscaped with pavers to limit asphalt coverage. East Loading Zone's location is critical as it plays role in waste pick up. Refer to response for C5.