

PREPARED FOR SITE PLAN CONTROL APPLICATION

3 SELKIRK ST.

DESIGN BRIEF

FEBRUARY 13, 2026

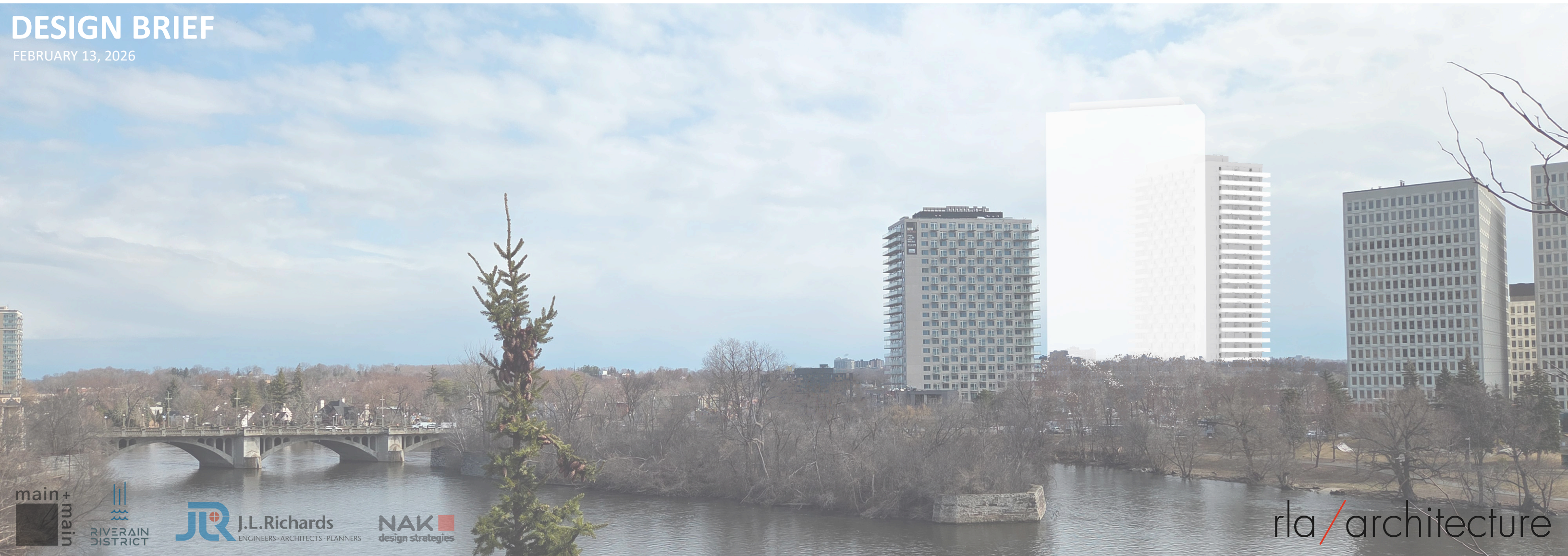


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INTRO



This Urban Design Brief has been prepared based on the City's Terms of Reference to support the Site Plan Control Application at 3 Selkirk Street and the final phase of a three phase, mixed-use, high-rise development known as Maison Riverain. The final phase of development consists of a 32-storey residential tower, with a six-storey podium. This Brief is also being used to support the presentation to the Urban Design Review Panel.

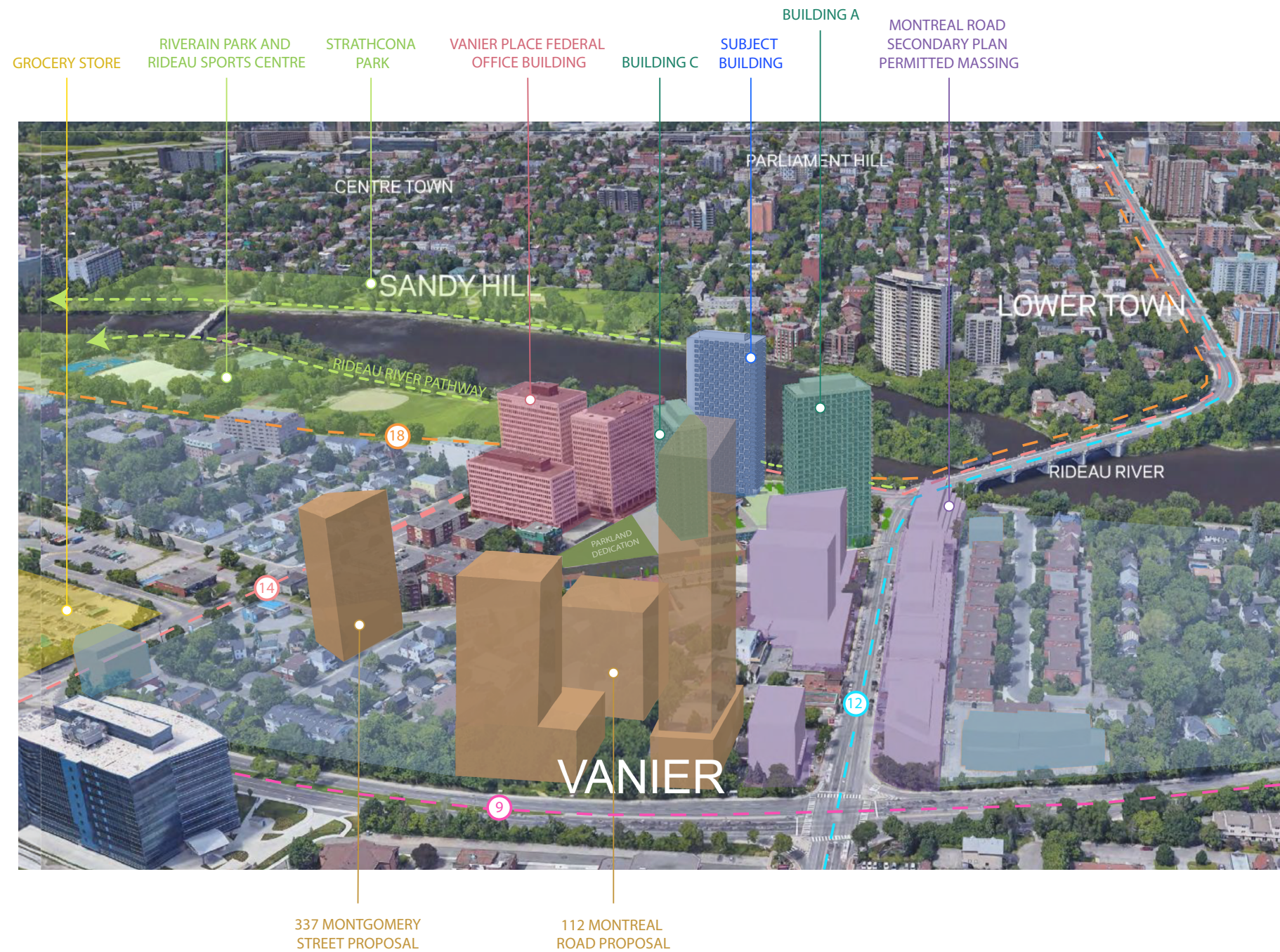
Phase 1 of the development has completed construction and Phase 2 is currently under construction. The full three phase redevelopment will include several commercial spaces, a new public park, several amenity areas and over 1105 units.

This phase of development includes 217 parking spaces, distributed among this phase and the parking garage from Phase 1. In addition, 213 bicycle parking spaces are proposed in this phase, with secure storage for residents and a direct connection to North River Road. Amenity areas are located within the podium of the tower and on the proposed rooftop of the podium on the 3rd floor.

The full redevelopment of the former Eastview Shopping Centre and Esso Gas Station has undergone several changes and refinements since the project started in 2020 with the Official Plan and Zoning By-law Amendment applications. For this phase, this includes a revised podium height and orientation of the building to better respond to the abutting public realm, on site and adjacent, including better expression and presence on North River Road and Riverain Park.

SITE, CONTEXT, AND ANALYSIS

Future and Current Development Proposals



The Subject Site is located in the Vanier Neighborhood and forms part of a complete block as you enter Vanier from Cummings Bridge, with a total area of approximately 1.7ha. It has frontage on the four surrounding streets; Montreal Road, Montgomery Street, Selkirk Street and North River Road. It was previously the location of an Esso gas station and the Eastview Shopping Centre.

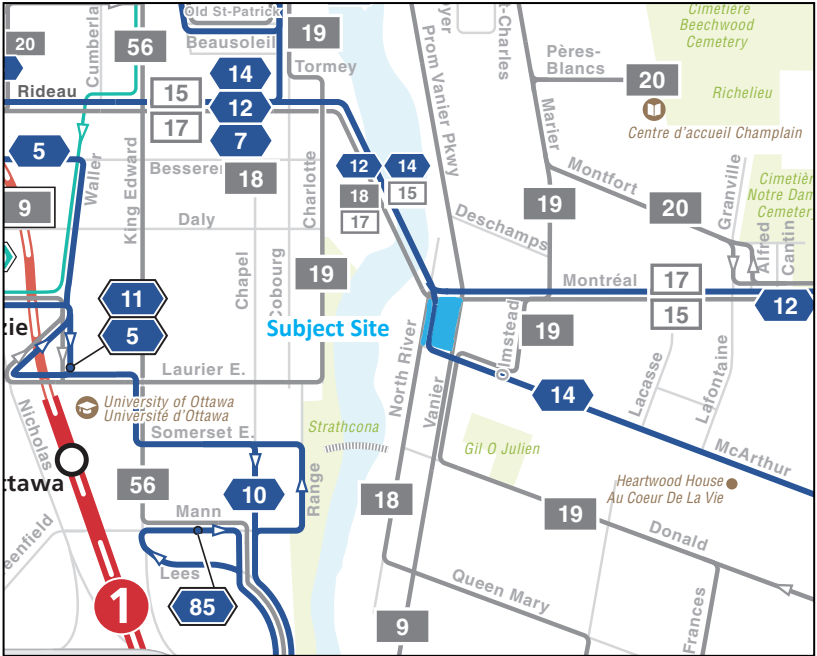
The specific site for this phase is irregular in shape and located at the corner of Selkirk Street and North River Road, with an area of approximately 0.34ha. It will form the final phase of this three-phase development and complete the master-planned development.

This map outlines the proposed development in the current context, with adjacent proposed development to the site in the coloured massing. Also outlined are the different uses surrounding the site, including commercial, residential, office and parkland. The key active transportation routes are shown, including several bus routes that service the area and the multi-use pathway along the Rideau River.

Adjacent to the subject property, there are a few ongoing development applications, including:

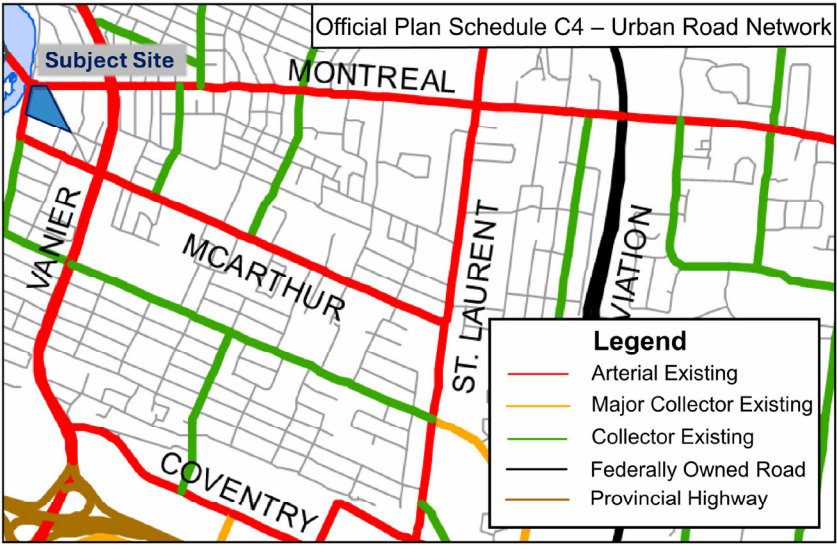
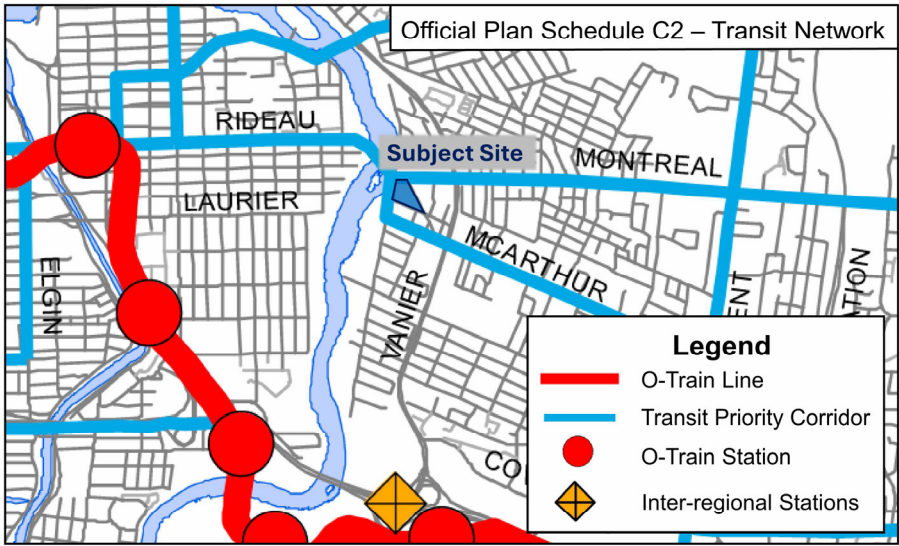
- 112 Montreal Road: A Site Plan Control Application that was initially submitted to the City in 2022, with the latest resubmission in 2024. The project is proposed to be a two phase, four building mix-used development, with one proposed mid-rise at eight storeys and three high-rise buildings ranging from 16 to 37 storeys. At full buildout, the development will have a total unit count of 917 and proposes 819 parking spaces.
- 337, 345 Montgomery Street and 94 Selkirk Street: A Zoning By-law Amendment application submitted to the City in 2022 for a 20-storey, high-rise residential building on an triangular shaped parcel of land. The development proposes a total unit count of 203, with 76 proposed vehicle parking spaces. No development adjacent to the proposed development has been approved recently, aside from Phase 3 (Tower C) on the subject site as part of the overall Site Plan for the redevelopment.

MOBILITY NETWORKS



The subject site offers excellent connectivity for active and sustainable transportation. The proposed development has access to the city’s cycling infrastructure, including bike lanes, cycling tracks, and multi-use pathways along Montreal Road and North River Road. Several bus routes provide service in the vicinity including along Montreal Road, North River Road and McArthur Road with Route 12, 14 and 18, which provide frequent service between LRT Stations. A variety of other routes provide local service through Vanier and the surrounding areas. The proposed development itself will provide 217 vehicle parking spaces.

The surrounding areas including paid and unpaid parking along the street as well as a municipal owned parking lot at Riverain Park. The surrounding road network as per Schedule C4 of the Official Plan outlines Montreal Road, McArthur Road and part of North River Road as arterial roads. Several other collector and local roads exist in the area to provide access to each neighborhood. The Vanier Parkway, defined as an arterial road, is a short distance away and provides access to Highway 417.



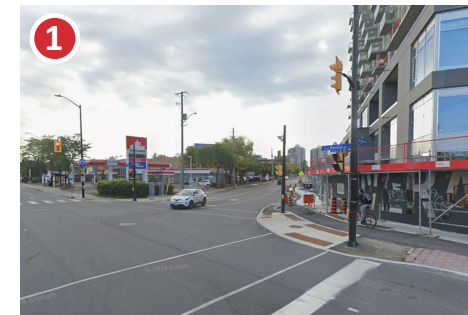
SITE ANALYSIS

Adjacent Urban Characteristics



- MONTREAL ROAD DISTRICT SECONDARY PLAN - CENTRAL SECTOR
- MONTREAL ROAD DISTRICT SECONDARY PLAN - WEST SECTOR
- MONTREAL ROAD DISTRICT SECONDARY PLAN - WEST GATEWAY

The Planned Context was examined using the City's proposed new Zoning By-law, third and final draft. This proposed zoning is aligned with the City's Official Plan from 2022 and best represents the potential development that the City envisions for this area. The overall planned function of the area is to create a vibrant, pedestrian-oriented, mixed-use area that supports a diverse range of commercial and residential uses. This zoning encourages compact development that enhances street-level activity and fosters an environment where people can easily access amenities by active transportation. Permitted building heights typically range from between low rise away from Montreal Road mid-rise to lower high-rise along the corridor. This zoning permits for moderate intensification while maintaining heights that complement the surrounding neighbourhoods. This planned context attempts to balance growth with neighbourhood character, creating a well-integrated area that supports growth within Vanier



Looking east down Montgomery St.



Looking North towards Montreal Rd.



Looking east down Montgomery St.



Looking north towards subject site



Looking west down Selkirk St.



Looking south down N River Rd.

SITE ANALYSIS

Adjacent Urban Characteristics



SITE ANALYSIS

Buildings A & C

BUILDING A



BUILDING B



PROGRESS PHOTOS



DESIGN DIRECTIVE(S)

City Design Policies

City of Ottawa Official Plan

- The subject site is located in the Inner Urban Transect, designated as a Minor Corridor
- Development should be urban in nature, with increasing higher density built form and integrated into the existing urban fabric.
- New development can be mixed-use in nature, supporting 15-minute neighbourhoods.
- Tallest building heights should be placed along the Corridor, with setbacks and stepbacks to mitigate issues with height, massing and shadows to create an enhanced public realm
- The proposal redevelops a former shopping mall and brownfield site into a master-planned, mixed-use high-rise development that conforms to the policies of both the Inner Urban Transect and Minor Corridor Designation.

Urban Design Guidelines for High-Rise Buildings

- Project follows guidelines for context-sensitive, compatible design.
- The proposed development defines the podium, tower, and top, integrating parking and amenities appropriately
- Wide sidewalks and landscaping enhance the public realm.
- Tower orientation preserves views and creates distinct buildings.

Bird-Safe Design Guidelines

- Glass treated with visible dots to prevent bird collisions.
- Design avoids traps and invisible corners.
- Landscaping and lighting minimize bird impacts, especially during migration.

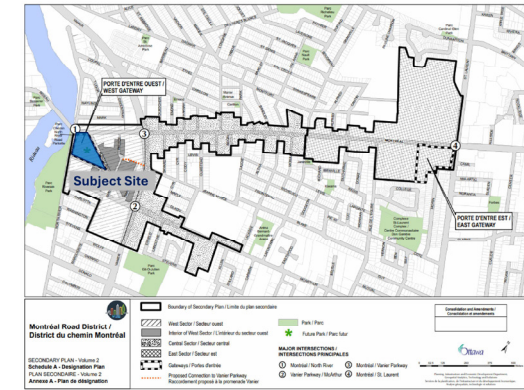
Transit Oriented Development Guidelines

- Supports pedestrian-friendly, mixed-use, high-density design.
- Short block lengths, buildings close to street edge.
- Wide sidewalks, landscaping, benches, trees.
- Reintegration of transit stop and CPTED principles.
- Public art and privately owned public spaces foster safety and vibrancy

DESIGN DIRECTIVE(S)

Montreal Road Secondary Plan

- The subject site is located in the West Sector, West Gateway of the Secondary Plan.
- A site-specific Official Plan Amendment was approved by Council in 2021 and carried forward into the new Official Plan approved in 2022.
- The Secondary Plan aims to foster Mainstreet redevelopment that complements the district’s character, improve streetscaping along major corridors, enhance pedestrian, cycling, and transit facilities, and provide green spaces and public art that reflect the area’s history.
- The following table reviews the applicable policies
- The proposed high-rise development meets the objectives and key policy requirements by maintaining tower separation, providing appropriate setbacks, framing the street, provides ample amenity area and enhances the public realm with larger sidewalks and landscaping



Policy Number	Policy	Response
2.1.8	New development fronting on North River Road will have building setbacks of a minimum of 5.0 metres.	A 7.0m setback has been provided on North River Road.
2.1.16	For the land known municipally as 2 Montréal Road and 3 Selkirk Street the following policies apply: a) Building heights of 32 storeys are permitted Windows and doors will occupy at least 40% of the building facades. Blank facades facing any street will not be permitted. b) One vehicular access is permitted from North River Road for loading and servicing functions only.	The proposed development is for a 32-storey high-rise building, The façade facing North River Road has windows and doors that occupy at least 40% of the building facades One vehicular access is proposed from North River Road for loading and servicing functions.
4.1.3	All high-rise buildings shall have a limited floor plate, with a separation distance of 20 metres between high-rise buildings, to address the impacts on shadowing, micro-climate and public views. For those high-rise buildings with a podium or base, the minimum separation distance is required between the tower portions of the high-rise buildings.	A limited tower floorplate is proposed, one that generally aligns with the approved zoning exception and high-rise design guidelines. A minimum separation distance of 20 metres is maintained between the existing towers and the proposed new tower
4.1.5	New buildings will frame the green space and the Rideau River on the west side of North River Road.	The Tower is oriented with its long façade fronting North River Road
4.1.8	New buildings at the corners of the site will face front, functionally relate to all streets and continue the principle facade around the corner.	The corner of the building is animated on both sides and continues the façade through the corner
4.1.9	New buildings greater than six storeys will be permitted to front Montréal Road or North River Road with a maximum podium height of six storeys.	The development proposes a podium of six storeys along North River Road
4.1.13	The design of the site will include public art reflecting the history of the district and a park or privately owned public space for use by the public.	The north-west corner of the building will be defined with a privately owned public space, with landscaping features and inclusion of a previous mural that was located on the subject site
4.1.15	Development will include improvements to pedestrian and cycling connections to the multi-use pathways along the west side of North River Road.	New, wider sidewalks are proposed along the frontage of North River Road, with the inclusion of landscaping features A new crosswalk will be constructed to facilitate pedestrian and cycling connections from the site to the multi-use pathways.
4.1.16	New buildings will provide direct pedestrian access to North River Road with a building format which defines the street edge.	A pedestrian and cyclist exit from the development is located along the building’s frontage on North River Road.

DESIGN DIRECTIVE

Response to Pre-Consultation Urban Design Direction

Comment Number	Comment	Response
6b	With respect to the proposed relief, Staff have concerns with reductions to the required setbacks given the SP policies for improved pedestrian right-of-way along North River Road. Additionally, Selkirk is a local road, and reduced setbacks with no podium is counterintuitive to providing a pedestrian scale public realm.	The setback for the building along North River Road has been revised to meet the 7m that is currently reflected in the Zoning Schedule 441. Based on the revised tower alignment, the minimum setback provided along Selkirk Ave is 6m and progressively increases to 13m where the residential entrance is located. The reduced 6m setback is located at the corner of North River North and Selkirk, which will be a focal point of this building and therefore located closer to the ROW.
7	Staff have concerns with the vehicular parking, which take up significant portions of the podium which can otherwise be realized as more functional space for residents and contribute to a large podium massing. Efforts should be made to reduce vehicular parking on-site.	Currently 36 parking spaces are located in the podium with most of the parking located on other portions of the overall site.
8	While staff can acknowledge that the zoning permits a vehicular entrance along North River Road for service and loading, staff have preference for the previous concepts, which located this entrance along the internal road. The parking area internal to the building at grade should be removed and replaced with the service and loading area, which will open up North River Road frontage for more pedestrian interaction and activation through reconfiguring of internal layouts.	The Secondary Plan has specific policies that allow this entrance that were included as part of the OPA in 2021, when this development was first contemplated. For proper site design and building access it is proposed to be maintained.
9	Staff appreciate orienting the tower to align with North River Road to align with the street edge. However, the lower levels represent opportunities to improve and increase pedestrian interaction and activation of the frontage.	The design of the podium has been revised to improve and increase pedestrian interaction and activation through different architectural elements with façade articulation and materiality. The façade design has evolved since the pre-consultation meeting. We have introduced a window-wall system along more than 75% of the ground-floor elevation to activate the North River Road frontage. The interior space facing the street will serve as amenity co-working space and the main building lobby, and the increased glazing will strengthen the connection between the building and the public realm. We have also added a street-facing access door that functions as both a building exit and the entrance to the ground-floor bicycle storage room. This location was chosen strategically to take advantage of the proximity to the Montreal Road intersection, where access to the MUP network is located.
9a	The main entrance and direct pedestrian access should be located along North River Road, as per the Secondary Plan and Minor Corridor policies, as opposed to Selkirk Street. Secondary Plan policies speak to North River Road having a high level of glazing, and providing direct pedestrian access to the building, for which this plan contemplates only an exit. More generally, the Official Plan policies for Corridors support a broad mix of uses, as well as visual and physical interaction with the Corridor.	Main vehicular and pedestrian access was always to be located off the new private roadway that has been created linking Selkirk Avenue and Montgomery Street. This aligns and is consistent with Phase 1 and 2 of this project. The Master Plan approved through the Rezoning application created a mid-block connection spine. The City had originally requested it to be a public road, but due to parking requirements, it was deemed better suited as a private mid block connection instead. To make the mid block connection lively and active, all main building entrances are proposed to be located off this spine. Secondary entrances to amenity spaces will be provided along N. River Road, along with full glazing for eyes on the street.
9b	With respect to the exterior amenity area at-grade along North River Road (outlined in yellow below), please consider how to improve this space, which appears isolated with limited sightlines from the surrounding context.	This space will be a privately owned public space. Further details of how the space will be used and programmed will be provided after the 1st submission of the site plan application once comments and feedback have been received.
9c	Blank walls should be avoided or screened from the public realm with living plant walls, or murals.	Noted. A mural is being contemplated along the northern façade of the podium that faces the privately owned public space, which was required as per the zoning by-law

DESIGN DIRECTIVE

Response to Pre-Consultation Urban Design Direction

10	With regards to the podium itself, the increase in podium height raises concern as it deviates from the initial concepts and surrounding phases which provide for lower podium heights that better reflect the character of the surrounding context.	The increased podium height was a request from a previous UDRP and creates visual interest in the site.
10a	Outdoor amenity space should be maximized on the rooftop of the podium. Perhaps the north-east facing units at Level 3 can be converted to indoor communal amenity space which ties to a large outdoor communal amenity space on the roof.	A new amenity area and landscaping have been included in this area to help maximize this rooftop, along with landscaping features.
11	With regards to the proposed pedestrian crossover (PXO), the proposed Type “D” Pedestrian Crossover (PXO) depicted on the conceptual Site Plan is subject to a delayed Road Modification Process, as conditioned within the Site Plan Approval for Phase 1. Please provide further details on the pedestrian crossover for internal review to ensure that transportation related requirements for the design of the PXO are addressed during the final phase of development.	Further discussions with Staff are required for the implementation of a PXO Type “D”. This was a request from the previous Councillor and at that time Transportation Staff said the location did not meet the criteria to warrant a crossover in this location.
12	Please consider the implementation of CPTED principles, such as appropriate lighting, providing visual connections to the street and public park, and the avoidance of alleys and entrapment areas for the safety of users of the site.	CPTED principles have been incorporated in the design of the proposed development.
13	Staff encourage the implementation of plantings such as trees along frontages, as well as the preservation of any existing trees.	Tree plantings will be undertaken as they are feasible with soil conditions and other public realm improvements.
14	Measures which mitigate the impact of the urban heat island effect should be incorporated within the design of the building given the extent of hardscaping on the subject lands.	Large canopy tree planting, wide planters and soft landscaping has been incorporated where feasible to aid in mitigating the urban heat island effect.
16	Staff encourage the implementation of large-household dwelling units, being 3-bedroom dwelling units or units with an equivalent size and configuration to promote Vanier as a diverse neighbourhood with a variety of residents and needs	Five 3-bedroom units have been included in the proposed development.
18	Wind and Shadow studies are also required in order to review the impacts of the proposed development on the subject and surrounding lands.	Noted.
23a	Podium heights – why have you not matched rest of development? Consider maintaining similar heights.	The increased podium height was a request from a previous UDRP and creates visual interest in the site and improves the building density and efficiency to make the project financially viable.
23b	Podium expression – Encourage you to set back the tower from the podium on sides facing City right-of way to fully express the podium. (See UD Guidelines for tall buildings).	<p>Please see the attached elevations and architectural plans. Various elements have been incorporated into the podium design to ensure it is expressive.</p> <p>From North River: The ground floor is set back 7 metres. Levels 3–6 include permitted balcony projections that create the impression of an extended podium along these floors. Above this, the tower steps back at Level 7—up to 7 metres—which further emphasizes and enhances the overall podium expression.</p> <p>From Selkirk: The ground floor is set back 6–10 metres, with a canopy feature that frames both the ground floor and Level 2. This provides a stronger podium expression along the façade and helps clearly define and announce the main entrance.</p>

DESIGN DIRECTIVE

Response to Pre-Consultation Urban Design Direction

23c	Consider additional Landscaping at grade fronting City public right-of-way.	A variety of landscaping elements will be provided at grade fronting the City's public right-of-way including a variety of plantings, trees and benches. Large canopy tree planting along the City ROW is proposed in wide curbed planters to reduce the amount of hard paving and provide additional soft landscaping and plant material.
23d	Consider providing a landscape treatment or alternative design to break up the very large garage roof area.	The preliminary roof terrace design demonstrates the general design intent for the roof area. The design incorporates active programming, seating, shaded areas and green roof planting to create an active amenity space for residents to enjoy, while also improving the view from upper balconies and residential units.
23e	Consider providing a main entrance from North River road.	Main vehicular and pedestrian access was always to be located off the new private roadway that has been created linking Selkirk Avenue and Montgomery Street. This aligns and is consistent with Phase 1 and 2 of this project.
23f	Return to UDRP – due to the re-orientation of the tower, change in podium heights and alterations to the public realm design originally proposed.	Noted.

DESIGN PROGRESSION

Building Evolution

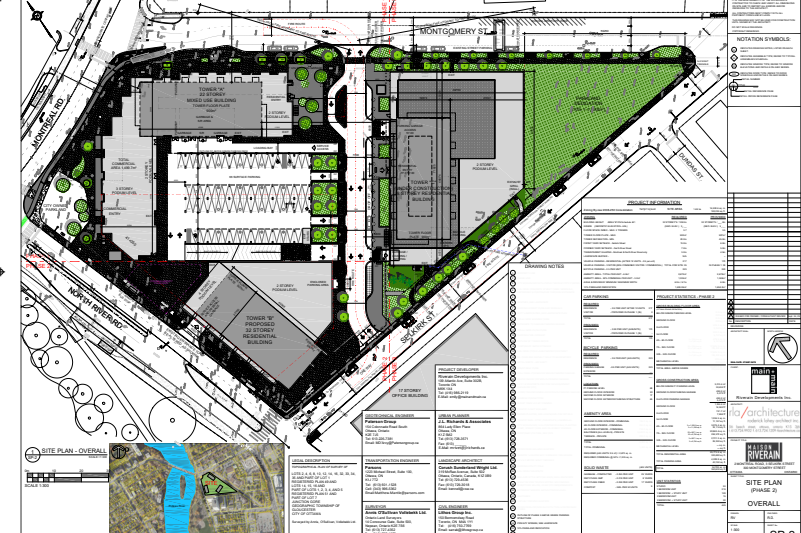
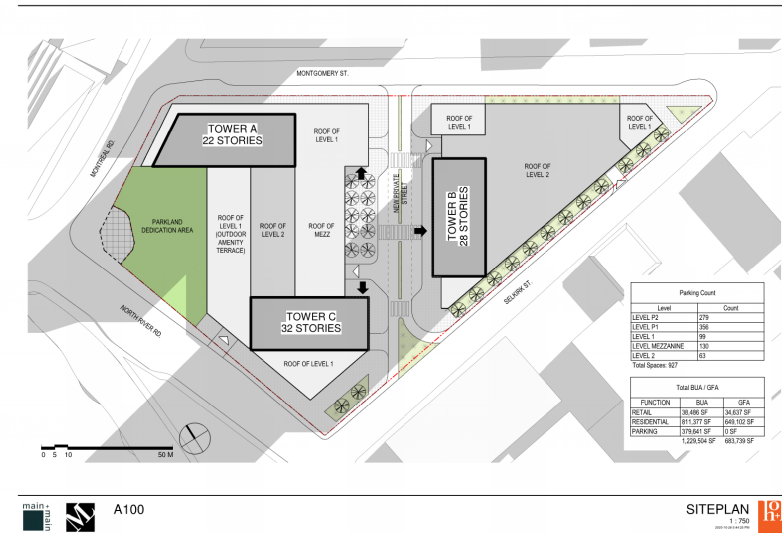
REZONING- OCTOBER 2020



UDRP- 300 MONGOMERY ST. - JULY 2023



UDRP- 3 SELKIRK ST. - JANUARY 2026



MASSING

Alternative Massing Options

ROTATED TOWER

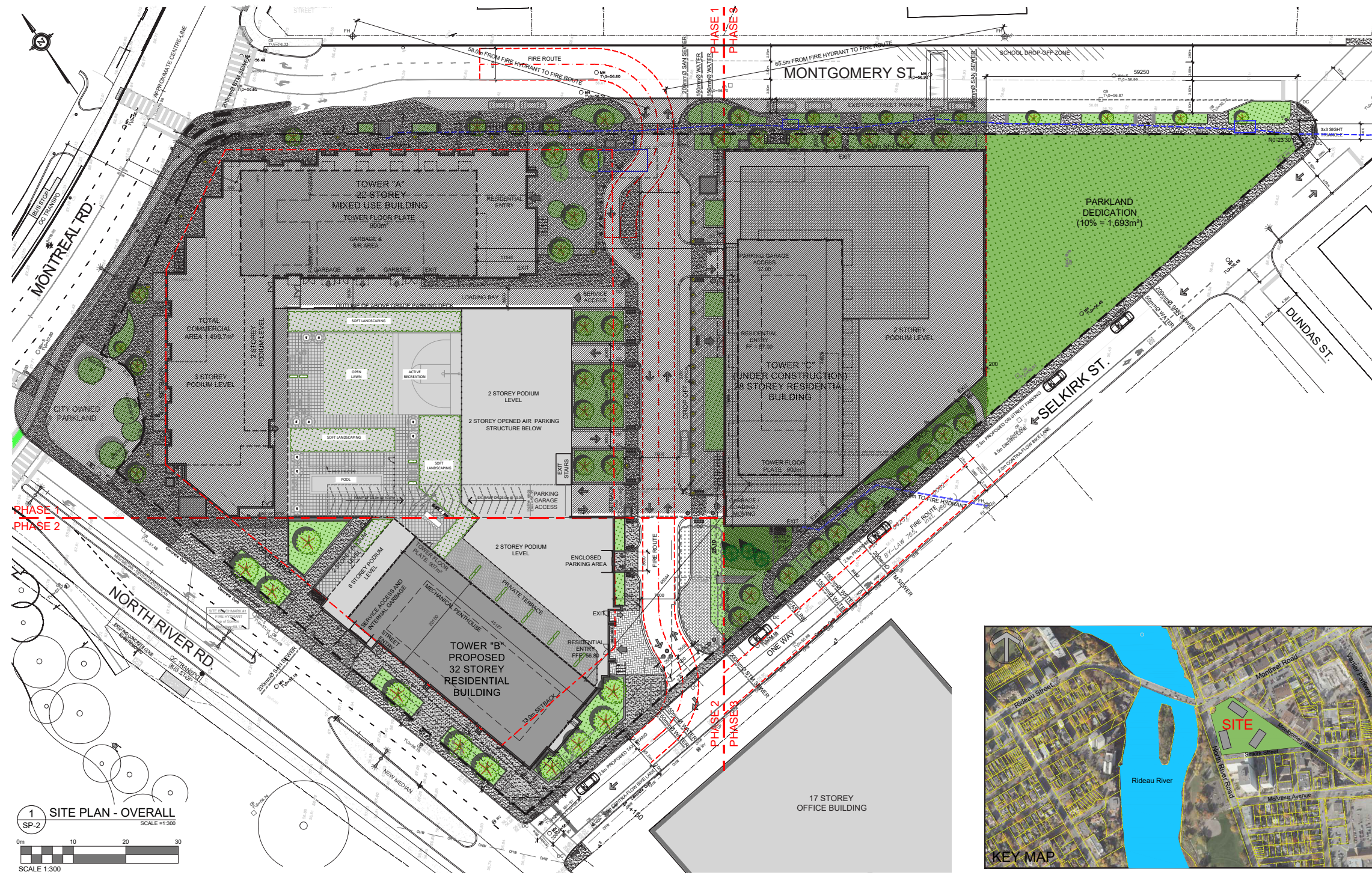


STANDARD TOWER

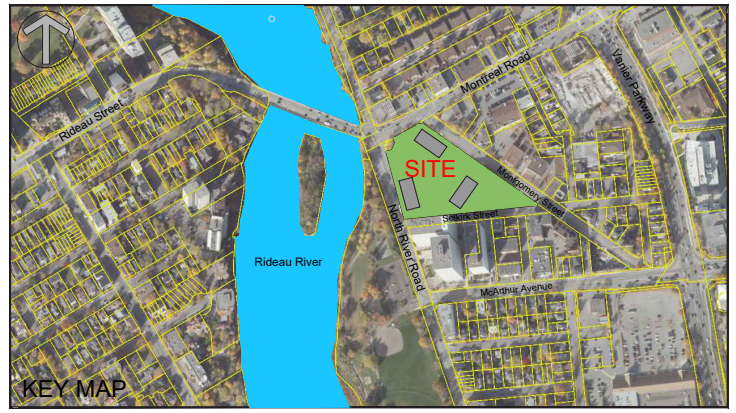


SITE PLAN

W/ Grading



1 SITE PLAN - OVERALL
 SP-2 SCALE = 1:300
 0m 10 20 30
 SCALE 1:300



PROJECT STATISTICS

PHASE 2

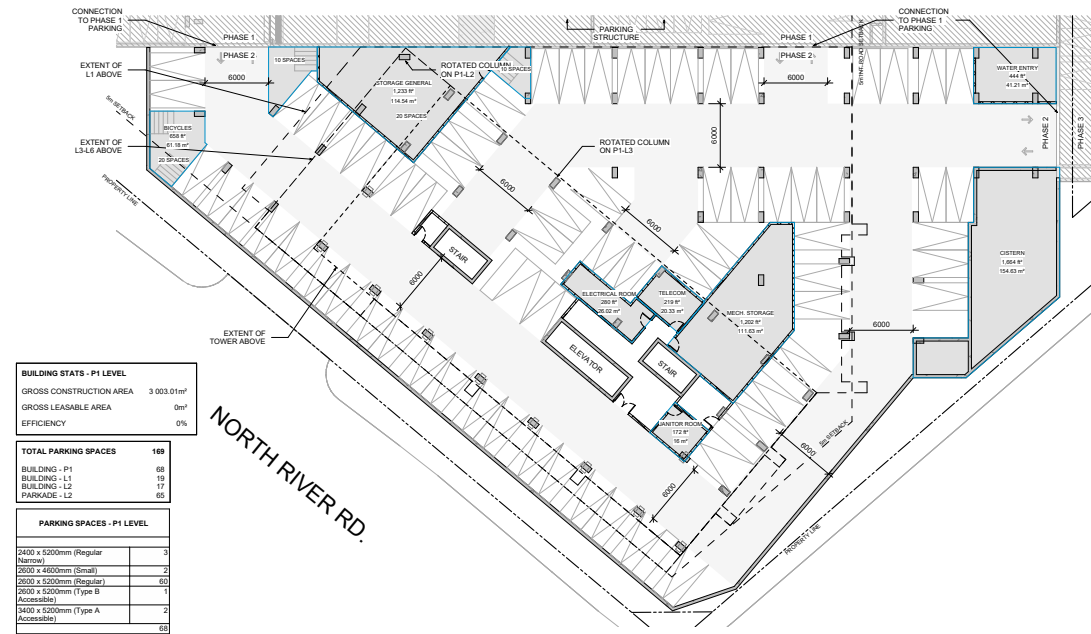
PROJECT INFORMATION					
Zoning By-law 2008-250 Consolidation	TM3(2719) S441	SITE AREA	1.69 ha.	16,930.6 sq. m. 182,239 sq. ft.	
ZONING	REQUIRED	PROVIDED			
BUILDING HEIGHT AREA 'B' ON Schedule 441	32 STOREYS / 108.0m	32 STOREYS / 98.50m			
GRADE (GEODETIC ELEVATION - ASL)	(GEO. ELEV.) 5.00	(GEO. ELEV.) 5.00			
FLOOR SPACE INDEX - MAX. 3 TOWERS	3.7	3.5			
TOWER FLOOR PLATE - MAX.	900m ²	907m ²			
TOWER SEPARATION - MIN.	20.0m	48.5m			
FRONT YARD SETBACK - Selkirk Street	13.0m	6.0m			
CORNER YARD SETBACK - North River Road	7.0m	4.9m			
TRANSPARENT GLAZING - North River Road only (GROUND FLOOR FACADE)	40%	44%			
VEHICLE PARKING - RESIDENTIAL (AFTER 12 UNITS - 0.5 per unit)	207	169			
VEHICLE PARKING - VISITOR (MIN. COMBINED VISITOR / COMMERCIAL)	TOTAL FOR SITE: 35	IN PHASE 1: 35			
BICYCLE PARKING - 0.5 PER UNIT	213	234			
AMENITY AREA - TOTAL PER UNIT - 6.0m ²	2,556m ²	4,640m ²			
AMENITY AREA - 50% COMMUNAL PER UNIT - 3.0m ²	1,278m ²	1,700m ²			
AISLE & DRIVEWAY MINIMUM / MAXIMUM WIDTH	3.6m / 6.0m	3.6m / 6.0m			
10% PARKLAND DEDICATION	1,693.06m ²	1,694.0m ²			
MINIMUM WIDTH OF LANDSCAPED AREA ABUTTING SELKIRK STREET	3.0m	3.7m			
CAR PARKING					
REQUIRED					
RESIDENCE	- 0.5 PER UNIT AFTER 12 UNITS	207			
VISITOR	- PROVIDED IN PHASE 1 (35)	0			
TOTAL		207			
PROVIDED					
RESIDENCE	- 0.38 PER UNIT	169			
VISITOR	- PROVIDED IN PHASE 1 (35)	-			
TOTAL		169			
LOCATION					
P1 PARKING LEVEL - UNDER PHASE 2		68			
GROUND FLOOR: INTERIOR		19			
SECOND FLOOR: INTERIOR		17			
SECOND FLOOR: EXTERIOR PARKING STRUCTURE		65			
TOTAL		169			
BICYCLE PARKING					
REQUIRED					
RESIDENCE	- 0.5 PER UNIT	213			
PROVIDED					
P1 PARKING LEVEL		40			
GROUND FLOOR		186			
EXTERIOR: AT BOULEVARD		8			
TOTAL		234			
SOLID WASTE (426 UNITS)					
GARBAGE - COMPACTED	- 0.055 PER UNIT	24 YARDS			
RECYCLING GMP	- 0.018 PER UNIT	8 YARDS			
RECYCLING FIBER	- 0.038 PER UNIT	17 YARDS			
COMPOST	- 240L PER 50 UNITS	9			
TOTAL UNITS PER PHASE					
PHASE 1		294			
PHASE 3		385			
PHASE 2		426			
TOTAL		1,105			
TOTAL UNITS		1,105			
TOTAL RESIDENCE PARKING	0.57 PER UNIT	628			
TOTAL VISITOR / COMMERCIAL		66			
TOTAL PARKING PER PHASE					
PHASE 1 INTERIOR: U/G GARAGE	TOWER 'A'	TOWER 'B'	TOWER 'C'	VISITOR / COMMERCIAL	TOTAL
PHASE 1 EXTERIOR AT GRADE	194	0	0	0	194
PHASE 3 INTERIOR: U/G GARAGE	0	0	78	0	78
PHASE 3 OPENED AIR: 1st, 2nd & 3rd FLOOR	0	0	187	0	187
PHASE 2 INTERIOR: 1st & 2nd FLOOR	0	36	0	0	36
PHASE 2 OPENED AIR: 2nd FLOOR	0	65	0	0	65
PHASE 2 U/G GARAGE	0	68	0	0	68
TOTAL PROVIDED	194	169	285	66	694
TOTAL REQUIRED	141	217	187	35	580
PROJECT STATISTICS - PHASE 2					
GROSS BUILDING FLOOR AREA (OTTAWA ZONING DEFINITION)					
BELOW GRADE PARKING LEVEL		0.0 sq. m.		0.00 sq. ft.	
GROUND FLOOR		0.0 sq. m.		0.00 sq. ft.	
2nd FLOOR		0.0 sq. m.		0.00 sq. ft.	
3rd FLOOR		677.4 sq. m.		7,292 sq. ft.	
4th - 6th FLOOR	3 x 843.0 sq. m. 3 x 9,074 sq. ft.	2,529.0 sq. m.		27,222 sq. ft.	
7th - 29th FLOOR	23 x 735.3 sq. m. 23 x 7,915 sq. ft.	16,912.5 sq. m.		182,045 sq. ft.	
30th - 32th FLOOR	3 x 728.4 sq. m. 3 x 7,841 sq. ft.	2,132.2 sq. m.		23,823 sq. ft.	
MECHANICAL LEVEL		0.00 sq. m.		0.00 sq. ft.	
TOTAL AREA ABOVE GRADE		22,332.2 sq. m.		240,382 sq. ft.	
GROSS CONSTRUCTION AREA					
BELOW GRADE P1 PARKING LEVEL		3,010.4 m ²		32,404 ft ²	
GROUND FLOOR PARKING GARAGE		489.3 m ²		5,287 ft ²	
2nd FLOOR PARKING GARAGE		489.3 m ²		5,287 ft ²	
GROUND FLOOR (RESIDENTIAL ONLY)		1,334.8 m ²		14,368 ft ²	
2nd FLOOR (RESIDENTIAL ONLY)		718.9 m ²		7,738 ft ²	
3rd FLOOR		1,059.1 sq. m.		11,400 sq. ft.	
4th - 6th FLOOR	3 x 1030.9 sq. m. 3 x 11,097 sq. ft.	3,092.8 sq. m.		33,291 sq. ft.	
7th - 27th FLOOR	21 x 907.1 sq. m. 21 x 9,784 sq. ft.	19,048.9 sq. m.		205,039 sq. ft.	
28th - 32th FLOOR	5 x 907.1 sq. m. 5 x 9,784 sq. ft.	4,535.5 sq. m.		48,819 sq. ft.	
MECHANICAL LEVEL		317.6 sq. m.		3,418 sq. ft.	
TOTAL RESIDENTIAL AREA		30,100 sq. m.		323,994 sq. ft.	
TOTAL PARKING AREA		3,989 sq. m.		42,937 sq. ft.	
TOTAL		34,089.0 sq. m.		366,931 sq. ft.	
UNIT STATISTICS					
STUDIO		10.8%	48		
1 BEDROOM UNIT		48.5%	198		
1 BEDROOM + STUDY UNIT		28.4%	121		
2 BEDROOM UNIT		8.0%	34		
2 BEDROOM + STUDY UNIT		5.2%	22		
3 BEDROOM		1.2%	5		
TOTAL			426		
AMENITY AREA					
GROUND FLOOR INTERIOR - COMMUNAL		460.0 sq. m.			
SECOND FLOOR INTERIOR - COMMUNAL		300.0 sq. m.			
3rd FLOOR INTERIOR - COMMUNAL		170.0 sq. m.			
3rd FLOOR EXTERIOR - COMMUNAL		1,070.0 sq. m.			
BALCONIES (ALL LEVELS) - PRIVATE		2,640.0 sq. m.			
TERRACE - PRIVATE		300.0 sq. m.			
TOTAL		4,640 sq. m.			
TOTAL COMMUNAL		1,700 sq. m.			
REQUIRED (426 UNITS X 6 m ²)		2,556 sq. m.			
REQUIRED COMMUNAL @ 50%		1,278 sq. m.			

PHASE 1

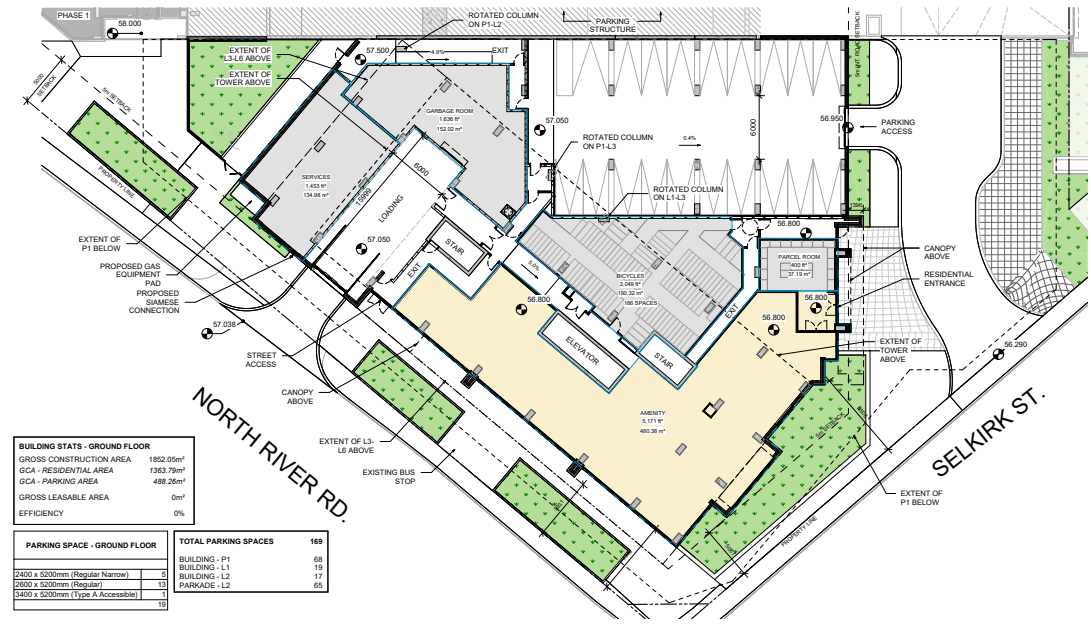
PROJECT STATISTICS - PHASE 1	
GROSS BUILDING FLOOR AREA (OTTAWA ZONING DEFINITION)	
BELOW GRADE PARKING LEVEL	0.0 sq. m. 0.00 sq. ft.
GROUND FLOOR	1,499.7 sq. m. 16,143 sq. ft.
2nd FLOOR	926.0 sq. m. 9,967 sq. ft.
3rd FLOOR	735.0 sq. m. 7,912 sq. ft.
4th FLOOR	735.0 sq. m. 7,912 sq. ft.
5th - 22nd FLOOR	18 x 735.0 sq. m. 18 x 7,912 sq. ft.
MECHANICAL / AMENITY LEVEL	0.00 sq. m. 0.00 sq. ft.
TOTAL AREA ABOVE GRADE	17,155.8 sq. m. 184,663 sq. ft.
UNIT STATISTICS	
STUDIO	39
1 BEDROOM UNIT	162
1 BEDROOM + STUDY UNIT	30
2 BEDROOM UNIT	61
2 BEDROOM + STUDY UNIT	2
TOTAL	294
COMMERCIAL UNITS - 3 MINIMUM	1,499.7 sq. m. 16,143 sq. ft.
CAR PARKING	
REQUIRED	
RESIDENCE	- 0.5 PER UNIT AFTER 12 UNITS
VISITOR / COMMERCIAL	- MINIMUM COMBINED
TOTAL	141
PROVIDED	
RESIDENCE	- 0.57 PER UNIT (294 UNITS)
VISITOR / COMMERCIAL	- MINIMUM COMBINED
TOTAL	176
LOCATION	
P1 - PARKING GARAGE	167
EXTERIOR AT GRADE	66
TOTAL	233
BICYCLE PARKING	
REQUIRED	
RESIDENCE	- 0.5 PER UNIT (294 UNITS)
COMMERCIAL	- 1 per 250 M ² OF GFA
TOTAL	153
PROVIDED	
RESIDENCE	- 1.0 PER UNIT (294 UNITS)
COMMERCIAL	- 1 per 250 M ² OF GFA
TOTAL	244
LOCATION	
P1 - PARKING GARAGE	220
EXTERIOR AT GRADE	24
AMENITY AREA	
AT GRADE EXTERIOR - COMMUNAL	300.0 sq. m.
4th FLOOR INTERIOR - COMMUNAL	430.0 sq. m.
4th FLOOR TERRACE - COMMUNAL	215.0 sq. m.
4th FLOOR EXTERIOR COVERED - COMMUNAL	185.0 sq. m.
BALCONIES (ALL LEVELS) - PRIVATE	1,230.0 sq. m.
TOTAL	2,360 sq. m.
TOTAL COMMUNAL	1,130 sq. m.
REQUIRED (294 UNITS X 6 m ²)	= 1,764 sq. m.
REQUIRED COMMUNAL @ 50%	= 882 sq. m.

PHASE 3

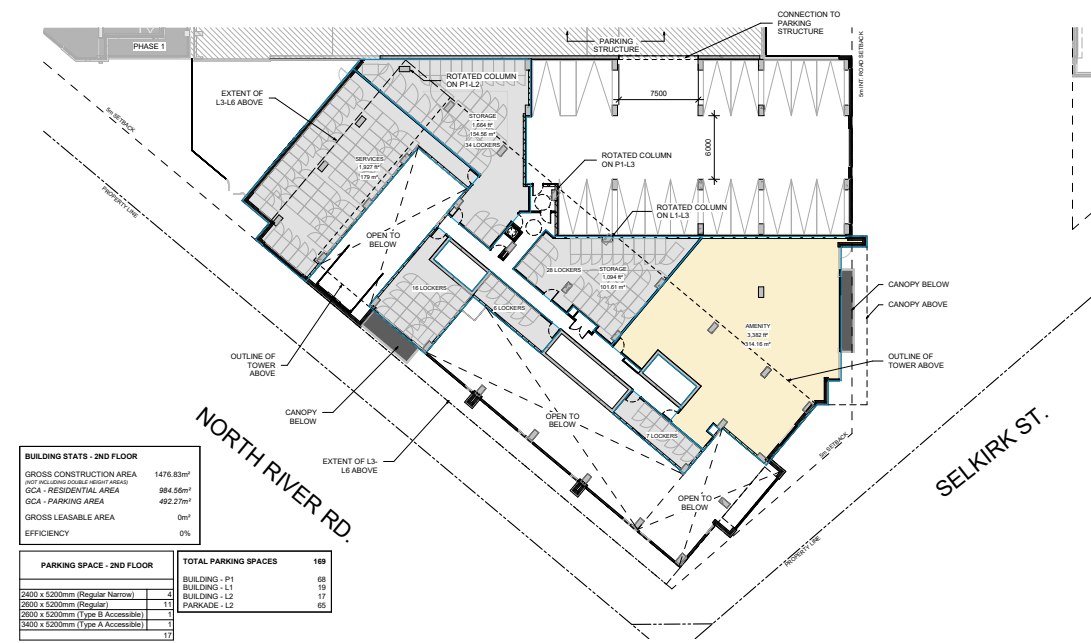
PROJECT STATISTICS - PHASE 3	
GROSS BUILDING FLOOR AREA (OTTAWA ZONING DEFINITION)	
BELOW GRADE PARKING LEVEL	0.0 sq. m. 0.00 sq. ft.
GROUND FLOOR	0.0 sq. m. 0.00 sq. ft.
2nd FLOOR	309.4 sq. m. 3,330 sq. ft.
3rd FLOOR	533.0 sq. m. 5,737 sq. ft.
4th FLOOR	479.5 sq. m. 5,161 sq. ft.
5th - 28th FLOOR	24 x 728.4 sq. m. 24 x 7,851 sq. ft.
MECHANICAL LEVEL	0.00 sq. m. 0.00 sq. ft.
TOTAL AREA ABOVE GRADE	18,827.0 sq. m. 202,652 sq. ft.
UNIT STATISTICS	
STUDIO	74
1 BEDROOM UNIT	205
1 BEDROOM + STUDY UNIT	29
2 BEDROOM UNIT	76
2 BEDROOM + STUDY UNIT	1
TOTAL	385
CAR PARKING	
REQUIRED	
RESIDENCE	- 0.5 PER UNIT AFTER 12 UNITS
VISITOR	- PROVIDED IN PHASE 1 (35)
TOTAL	187
PROVIDED	
RESIDENCE	- 0.57 PER UNIT (385 UNITS)
VISITOR	- PROVIDED IN PHASE 1 (35)
TOTAL	230
BICYCLE PARKING	
REQUIRED	
RESIDENCE	- 0.5 PER UNIT (385 UNITS)
COMMERCIAL	- 1 per 250 M ² OF GFA
TOTAL	193
PROVIDED	
PARKING GARAGE	- 0.70 PER UNIT (385 UNITS)
EXTERIOR	26
TOTAL	260
LOCATION	
EXTERIOR AT GRADE	26
P1 PARKING LEVEL	52
GROUND FLOOR	165
SECOND FLOOR	13
THIRD FLOOR	8
AMENITY AREA	
GROUND FLOOR INTERIOR - COMMUNAL	196.0 sq. m.
4th FLOOR INTERIOR - COMMUNAL	251.0 sq. m.
4th FLOOR EXTERIOR - COMMUNAL	713.0 sq. m.
BALCONIES (ALL LEVELS) - PRIVATE	2,640.0 sq. m.
TERRACE - PRIVATE	300.0 sq. m.
TOTAL	4,050 sq. m.
TOTAL COMMUNAL	1,160 sq. m.
REQUIRED (385 UNITS X 6 m ²)	= 2,310 sq. m.
REQUIRED COMMUNAL @ 50%	= 1,155 sq. m.



P1 FLOOR PLAN



GROUND FLOOR PLAN



LEVEL 2 FLOOR PLAN

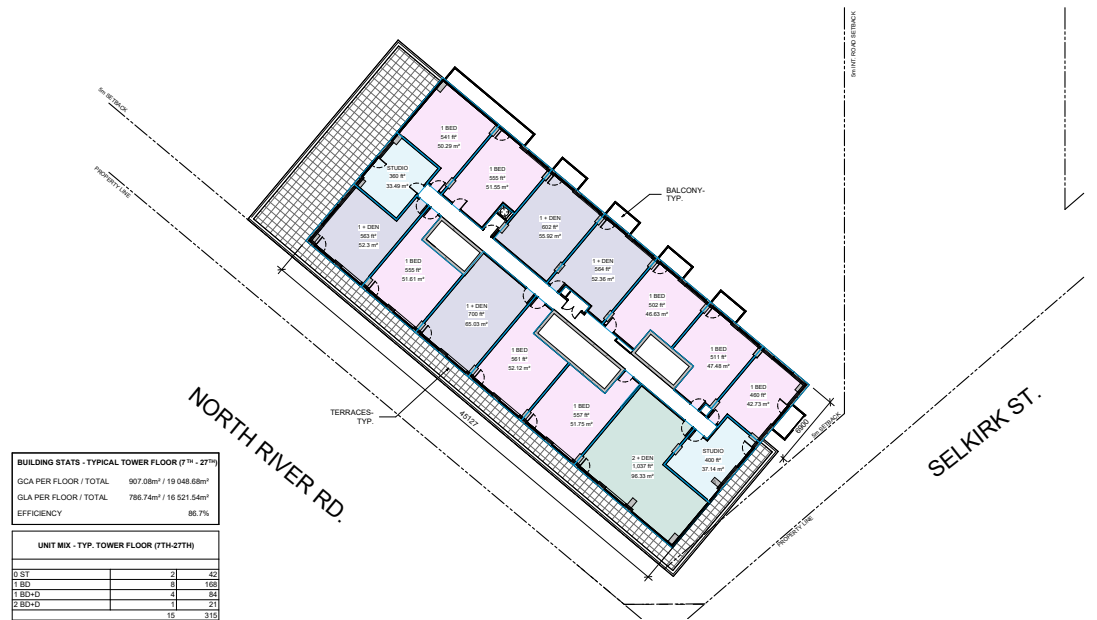


LEVEL 3 FLOOR PLAN

PLANS



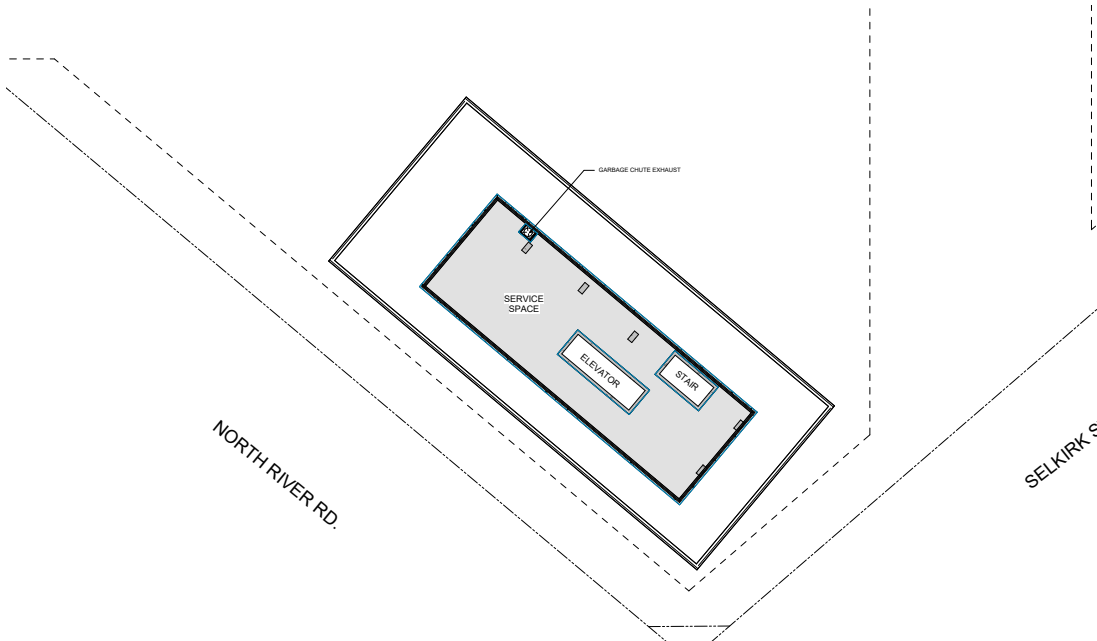
LEVEL 4-6 FLOOR PLAN



LEVEL 7-27 FLOOR PLAN



LEVEL 28-32 FLOOR PLAN



MECHANICAL PENTHOUSE ROOF PLAN

SITE ELEVATION

Facing North from Internal Road



SITE ELEVATION

Facing East from Montreal Road



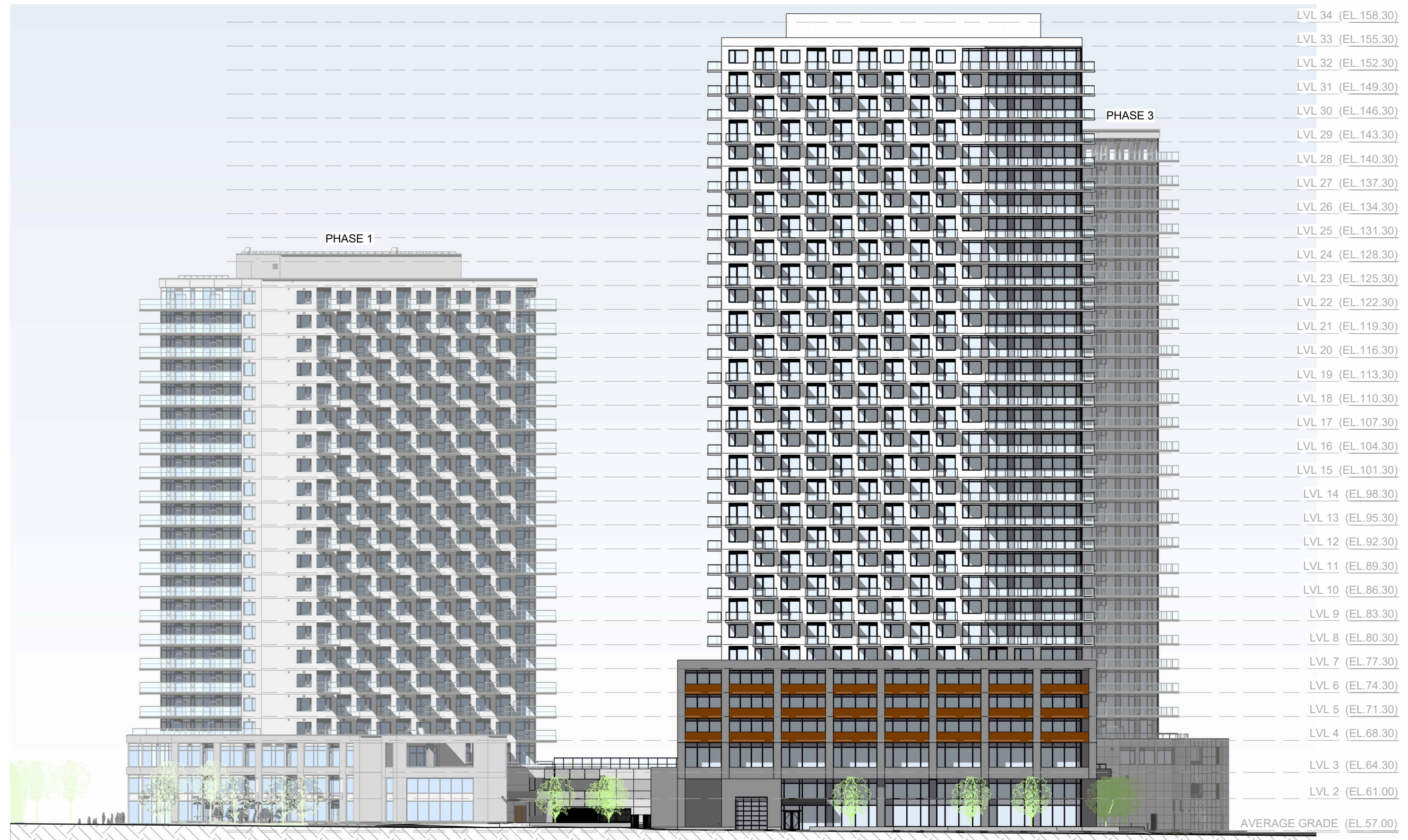
SITE ELEVATION

Facing South from Montreal Road



SITE ELEVATION

Facing East from North River Road



BUILDING ELEVATIONS

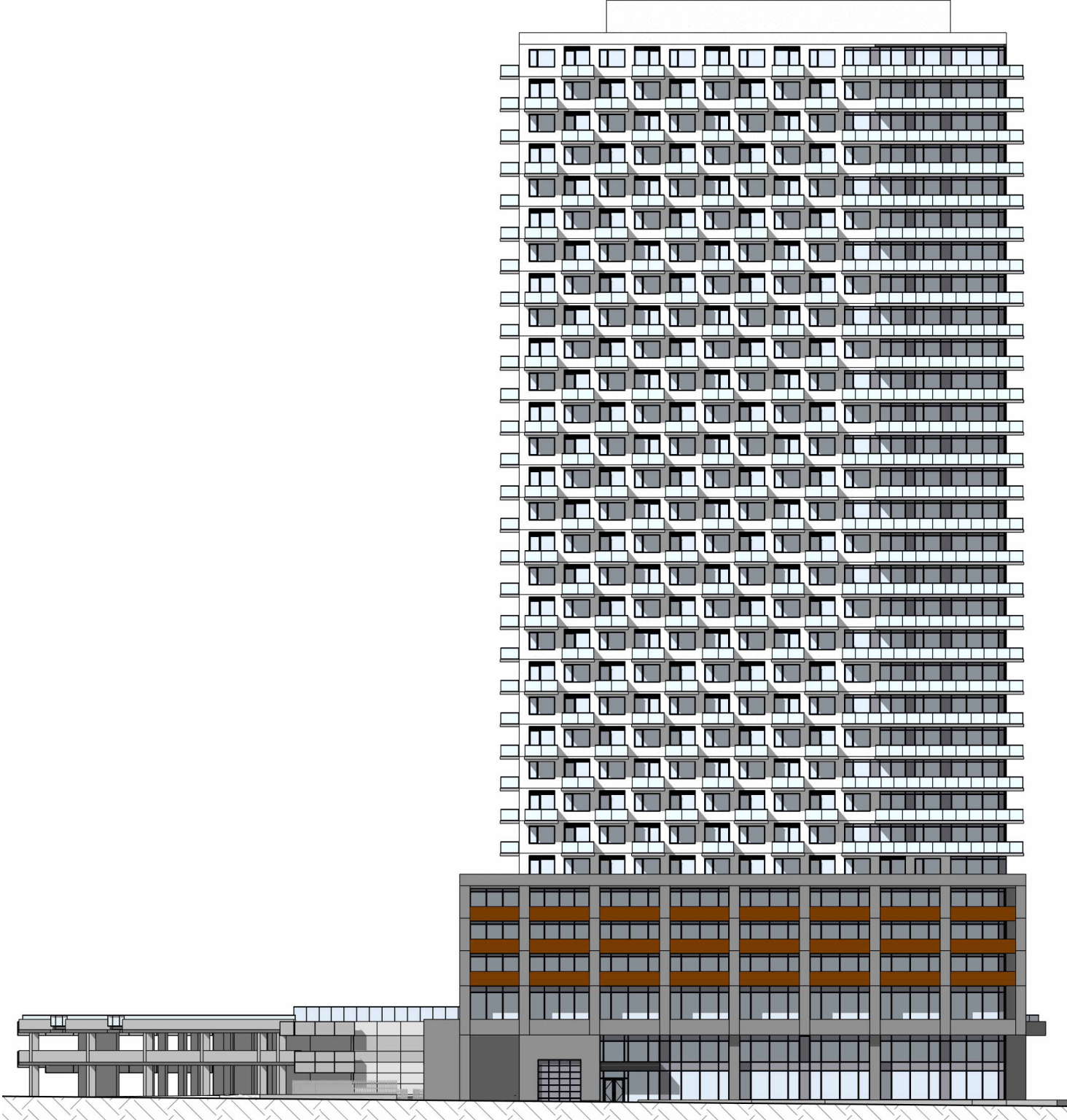


South Elevation- Selkirk St

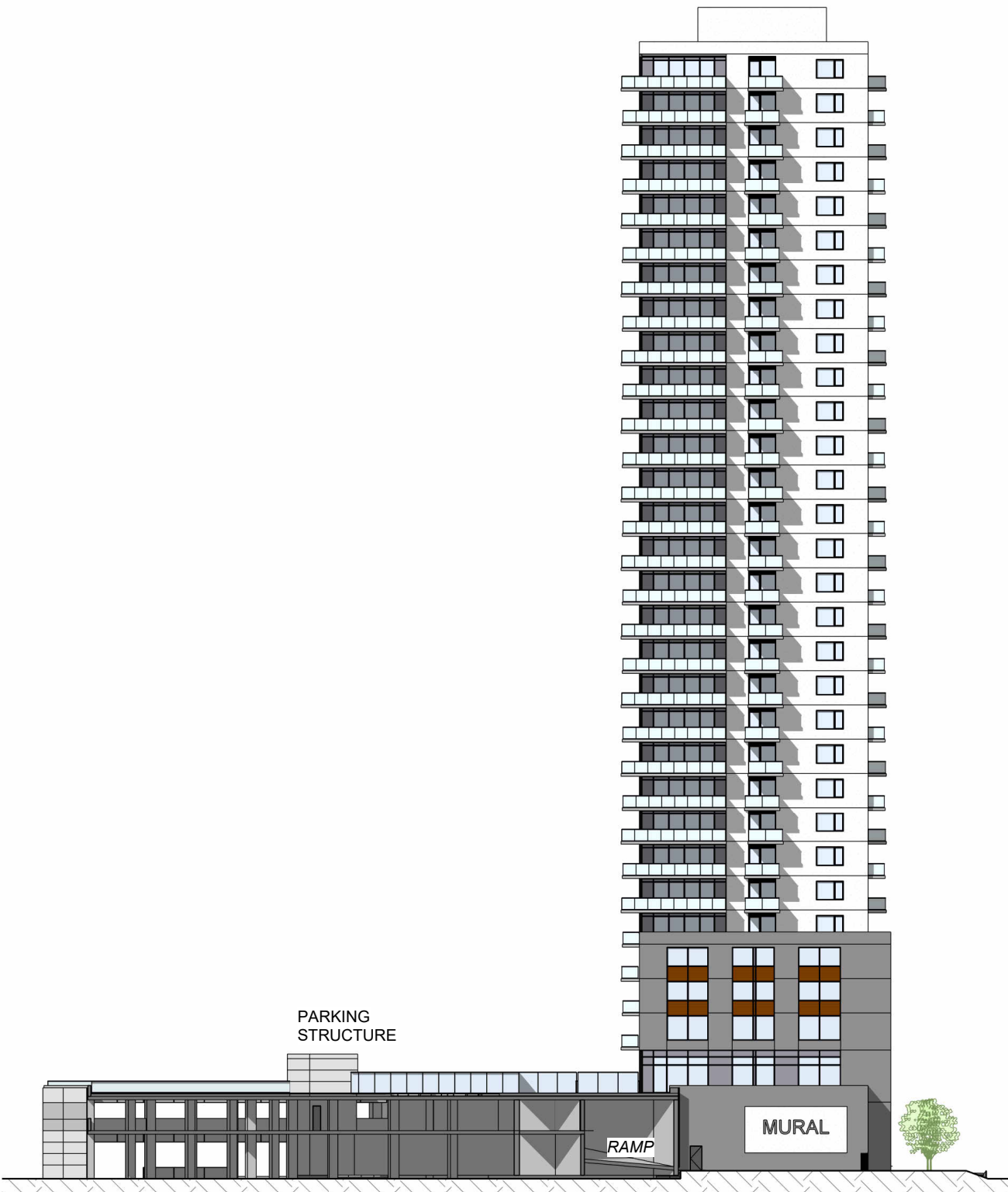


East Elevation- Internal Road

BUILDING ELEVATIONS



West Elevation- North River Road



North Elevation- Montreal Road

ELEVATION

Close-up Elevation w/ Materials



Sustainable design features currently being contemplated:

- EV car charging
- EV car sharing service
- Every parking stall will be EV ready
- Common Area Waste
- Bike spaces within the ground floor and parking garage
- Lighting will be dark sky compliant
- Bird friendly design guidelines incorporated to the podium design

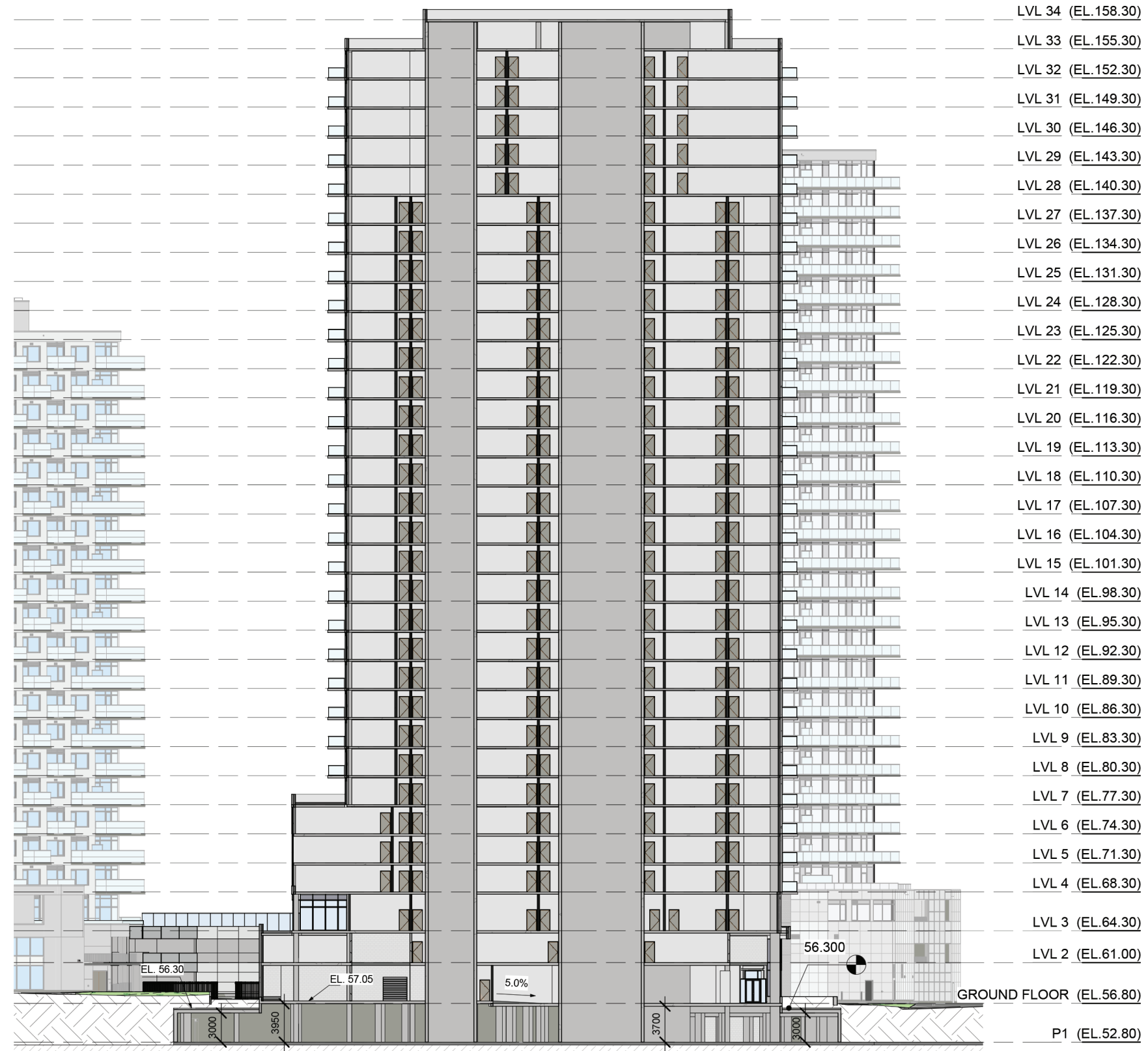
- Bird friendly design guidelines incorporated to the podium design
- All internal & external communal spaces will be designed to accessible standards
- 15% of the residential units are proposed to be accessible barrier-free units

Other considerations:

- High density development in close proximity to public transit encouraging use of public transit subsequently lowering greenhouse gas emissions
- Proximity to bike paths: multi-use path along North River Rd.

SECTIONS

Building Section (Longitudinal)



STREET CROSS SECTION



RESPONSE TO THE PUBLIC REALM

The proposed development has been designed to contribute positively to the public realm through a clear hierarchy of built form, enhanced pedestrian environments, and context-sensitive edge conditions. The podium establishes an appropriate human scale along Selkirk St and N River Rd, reinforcing a coherent street wall condition consistent with the neighbouring Maison Riverain development. The podium incorporates frequent entrances, glazing, and active program elements that promote year-round animation and support a safe, vibrant pedestrian experience. Amenity spaces, bicycle storage, and essential building services are provided at the ground level to further activate the interface and support daily use.

Streetscape improvements including widened sidewalks, street tree planting, pedestrian-scale lighting, and seating opportunities align with City of Ottawa public realm guidelines and enhance comfort and accessibility. The design accommodates existing and planned multimodal infrastructure such as adjacent transit stops, potential future signalized pedestrian crossings, ensuring that circulation is legible and barrier-free. Residential and service entries are strategically located to maintain clear sightlines and facilitate natural surveillance across all public frontages. The interface with the City-owned parkland on the southwest edge has been intentionally softened through landscape buffers and transitional planting, creating a visually porous and ecologically supportive edge that extends the neighbouring open-space network. This transition reinforces the site's role as part of a larger pedestrian and recreational system connecting Montreal Road, North River Road, and the riverfront parklands.

Service, loading, and garbage operations are consolidated internally within the podium and screened from public view, minimizing operational impacts on the adjacent streets and enhancing the continuity and quality of the public realm. Vehicular access points are clearly defined and separated from primary pedestrian desire lines to improve clarity and safety.

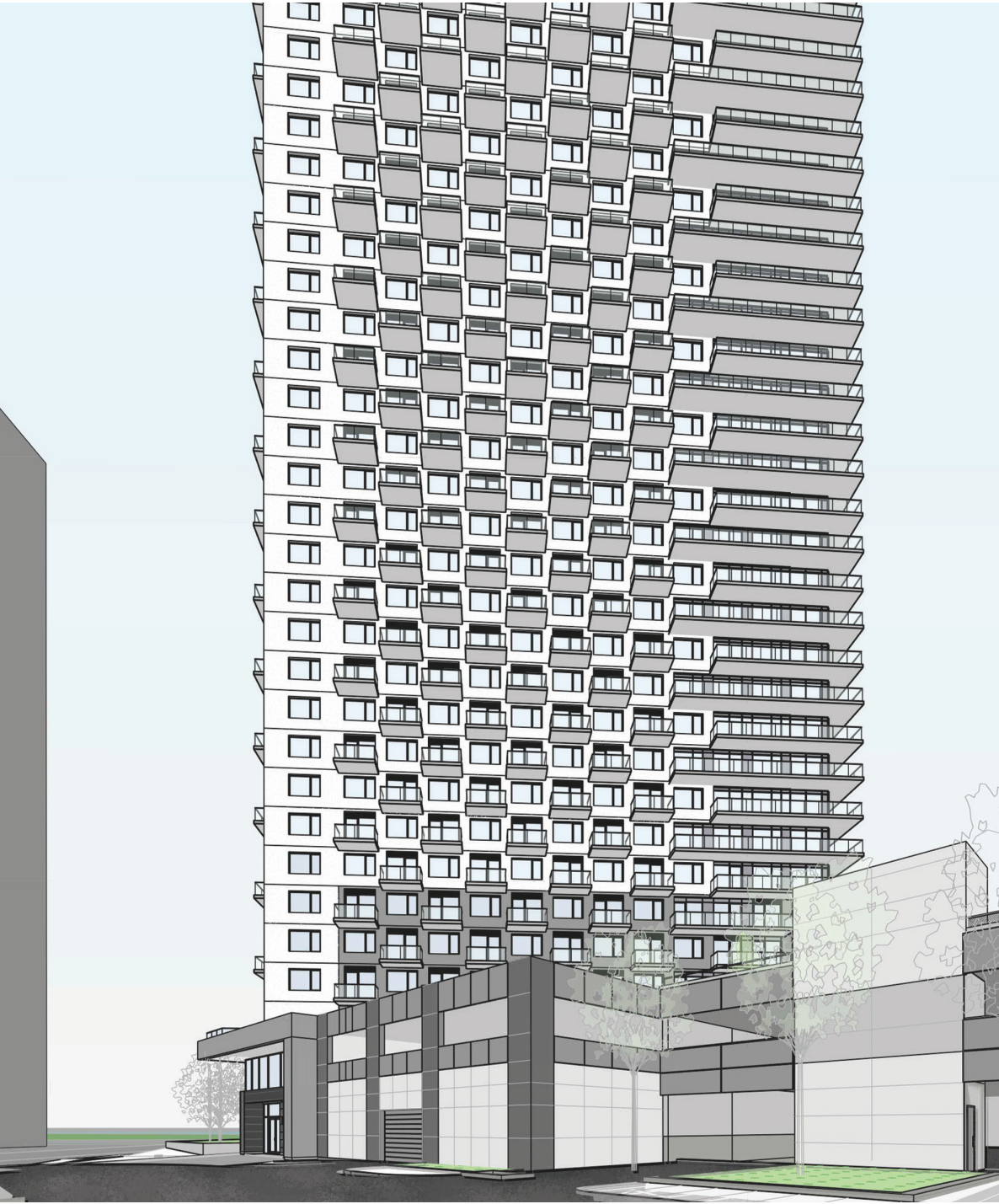
PERSPECTIVES
View from Cummings Bridge



PERSPECTIVES



View from Riverain Park - Looking North at Building



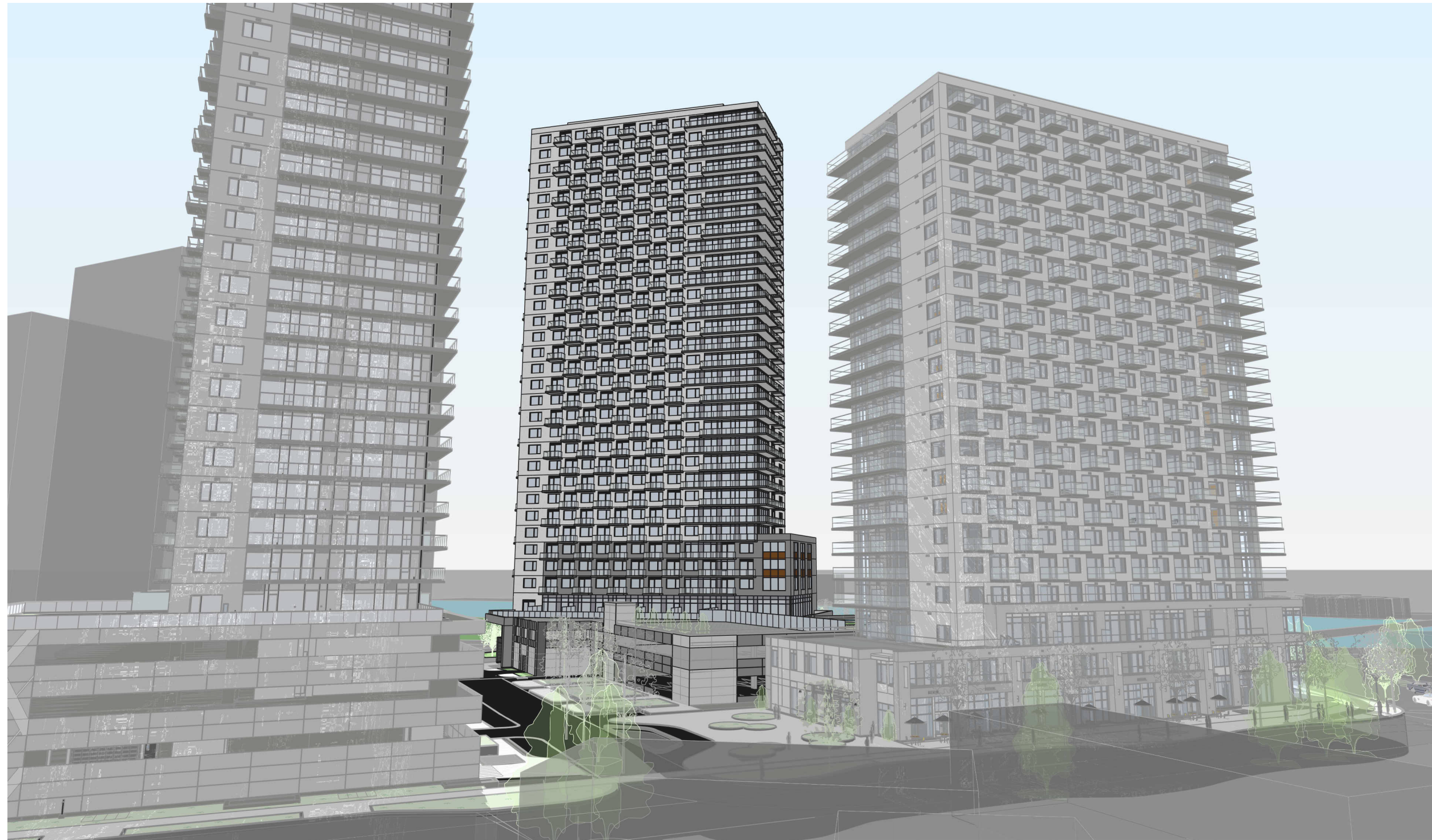
View from Selkirk St - Looking West at Building

PERSPECTIVES
Aerial from Montreal Rd.

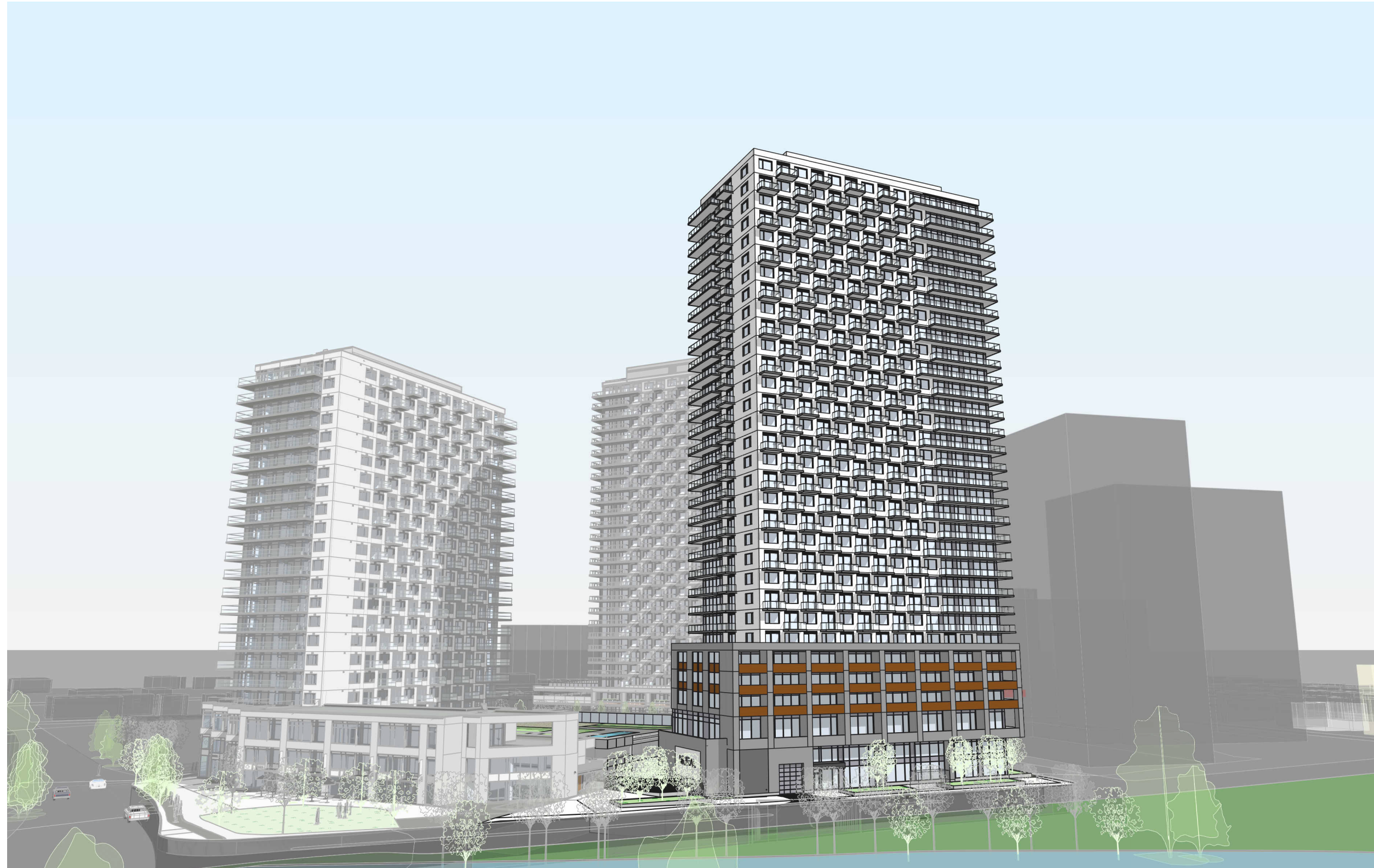


PERSPECTIVES

Aerial from Montgomery St



PERSPECTIVES
Aerial from Noth River Rd.



PERSPECTIVES

Aerial from Selkirk St



PERSPECTIVES

Enlarged



View from North River Road - Looking at Mural



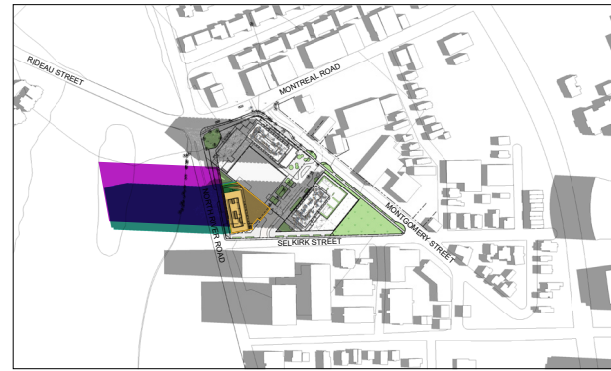
Standing at the intersection of North River Rd. / Selkirk St



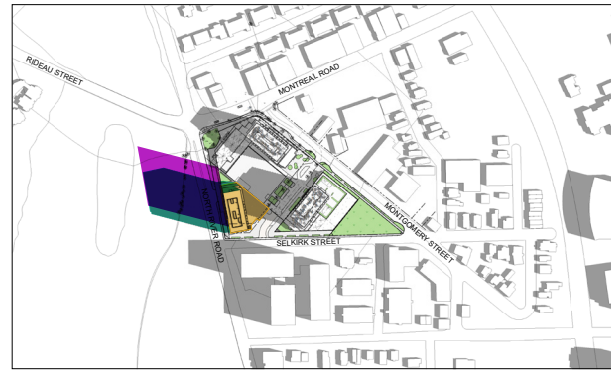
View from internal road - Looking at main entrance

SHADOW ANALYSIS

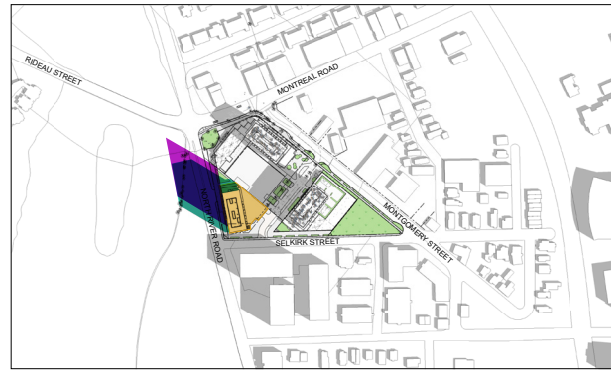
June 21st



3 SELKIRK STREET SHADOW STUDY
JUNE 21ST - 8:00



3 SELKIRK STREET SHADOW STUDY
JUNE 21ST - 9:00



3 SELKIRK STREET SHADOW STUDY
JUNE 21ST - 10:00



3 SELKIRK STREET SHADOW STUDY
JUNE 21ST - 11:00



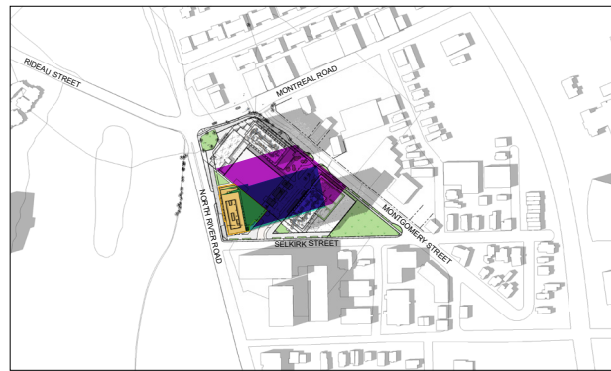
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JUNE 21ST - 12:00



3 SELKIRK STREET SHADOW STUDY
JUNE 21ST - 13:00



3 SELKIRK STREET SHADOW STUDY
JUNE 21ST - 14:00



3 SELKIRK STREET SHADOW STUDY
JUNE 21ST - 15:00



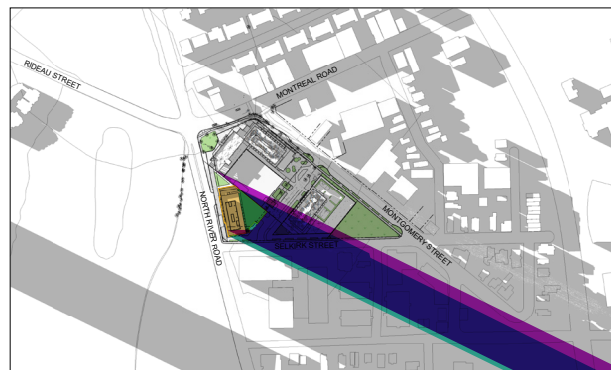
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JUNE 21ST - 16:00



3 SELKIRK STREET SHADOW STUDY
JUNE 21ST - 17:00



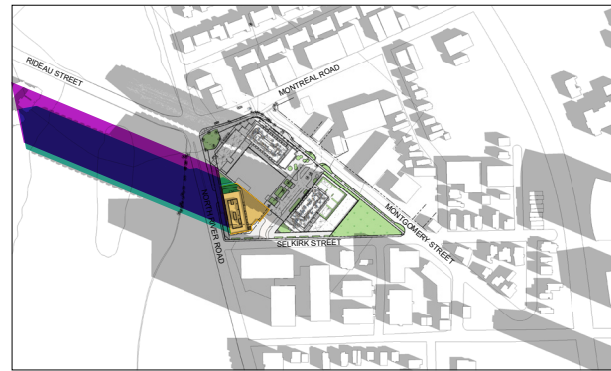
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JUNE 21ST - 18:00



3 SELKIRK STREET SHADOW STUDY
JUNE 21ST - 19:00

SHADOW ANALYSIS

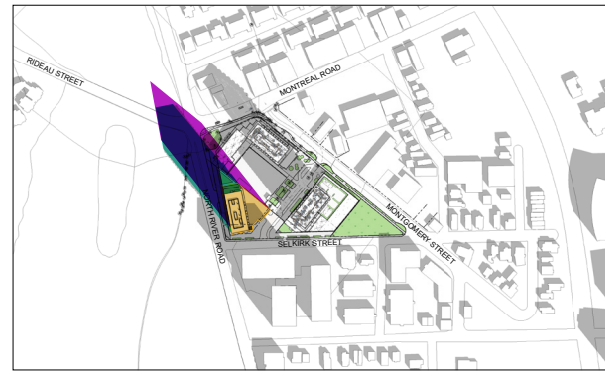
Sept/ Mar 21st



3 SELKIRK STREET SHADOW STUDY
SEPTEMBER 21ST - 8:00



3 SELKIRK STREET SHADOW STUDY
SEPTEMBER 21ST - 9:00



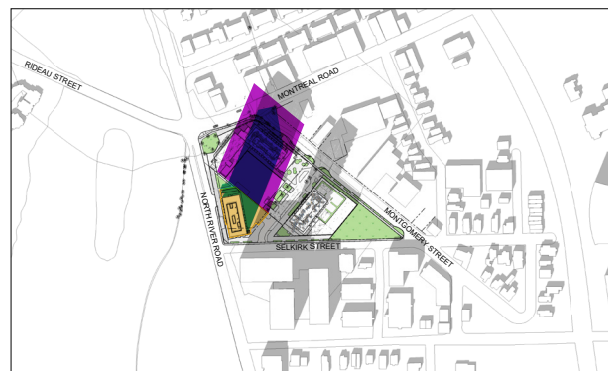
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SEPTEMBER 21ST - 10:00



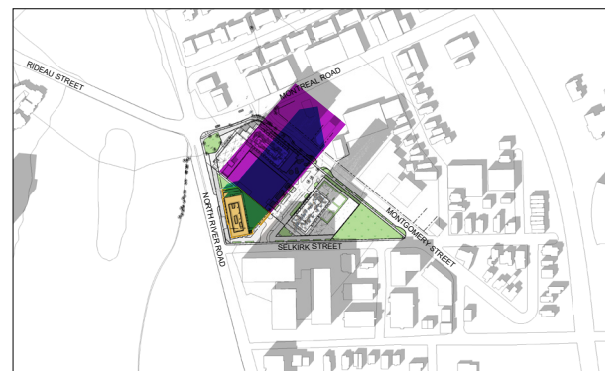
3 SELKIRK STREET SHADOW STUDY
SEPTEMBER 21ST - 11:00



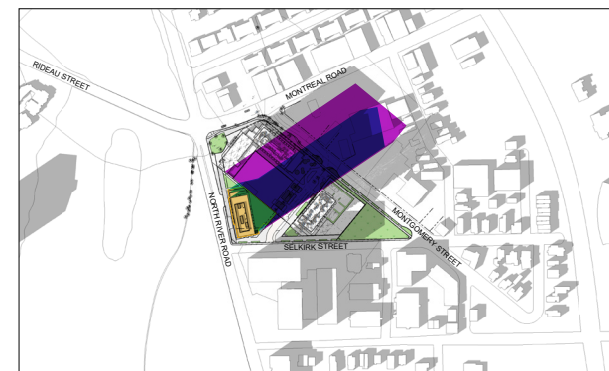
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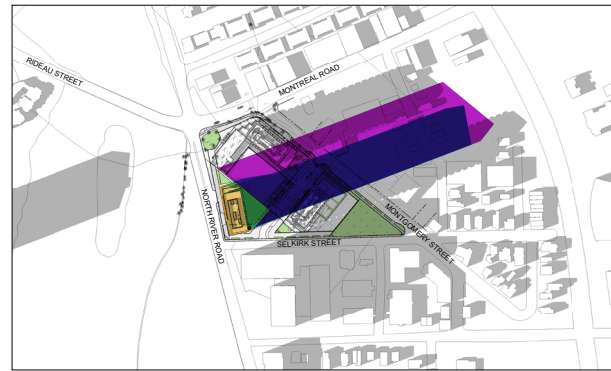
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SEPTEMBER 21ST - 13:00



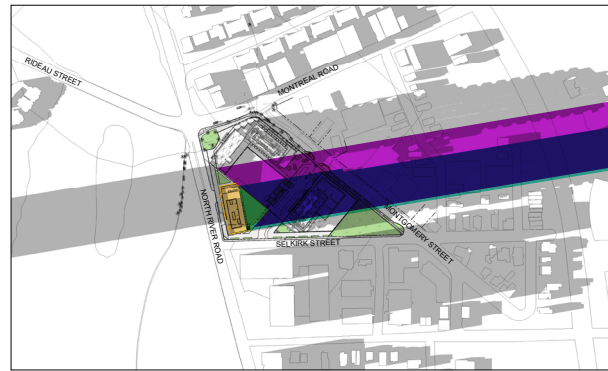
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SEPTEMBER 21ST - 14:00



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SEPTEMBER 21ST - 15:00



3 SELKIRK STREET SHADOW STUDY
SEPTEMBER 21ST - 16:00



3 SELKIRK STREET SHADOW STUDY
SEPTEMBER 21ST - 17:00



3 SELKIRK STREET SHADOW STUDY
SEPTEMBER 21ST - 18:00

SHADOW ANALYSIS

Dec 21st



3 SELKIRK STREET SHADOW STUDY
DECEMBER 21ST - 10:00



3 SELKIRK STREET SHADOW STUDY
DECEMBER 21ST - 11:00



3 SELKIRK STREET SHADOW STUDY
DECEMBER 21ST - 12:00



3 SELKIRK STREET SHADOW STUDY
DECEMBER 21ST - 13:00



3 SELKIRK STREET SHADOW STUDY
DECEMBER 21ST - 14:00

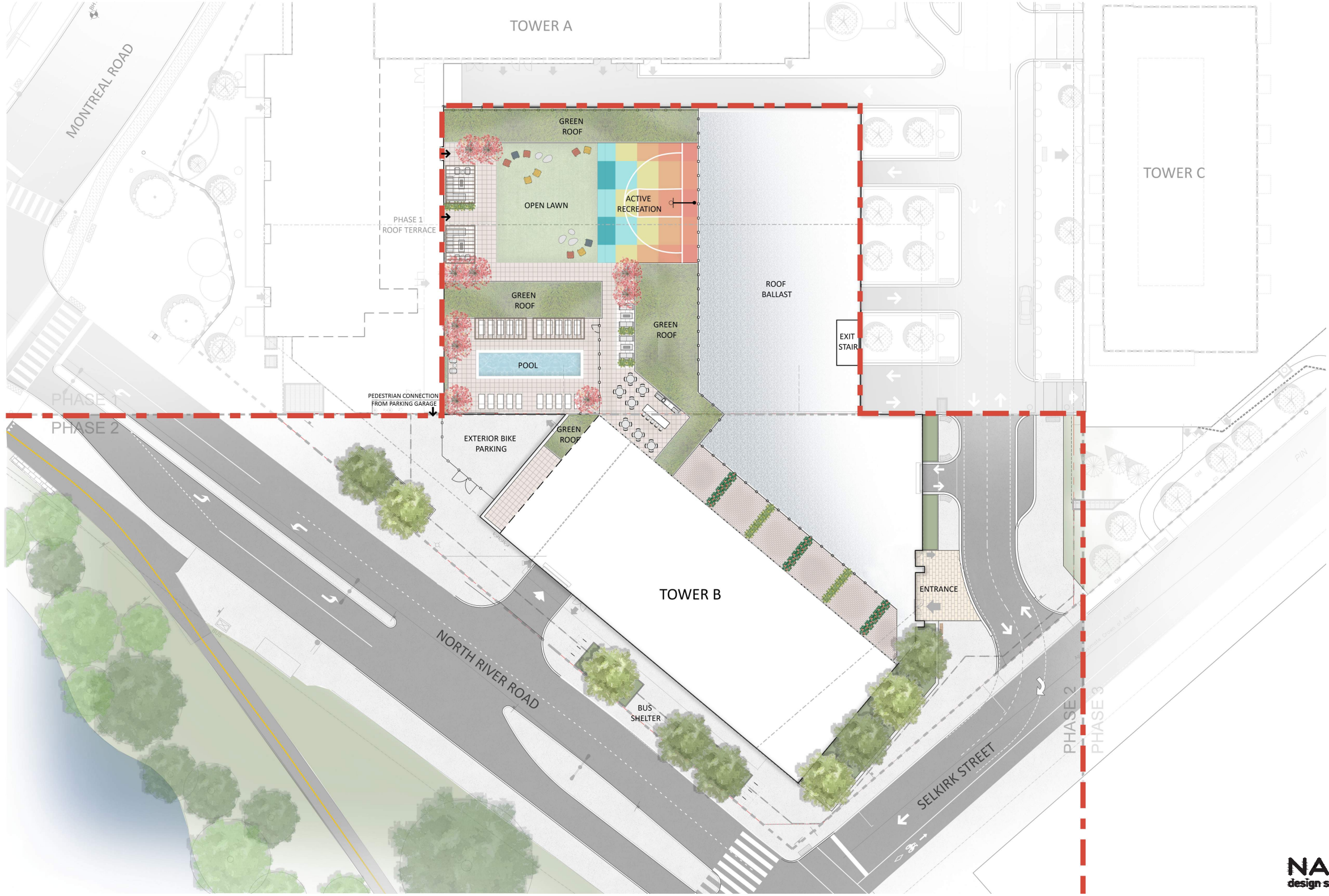


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DECEMBER 21ST - 15:00

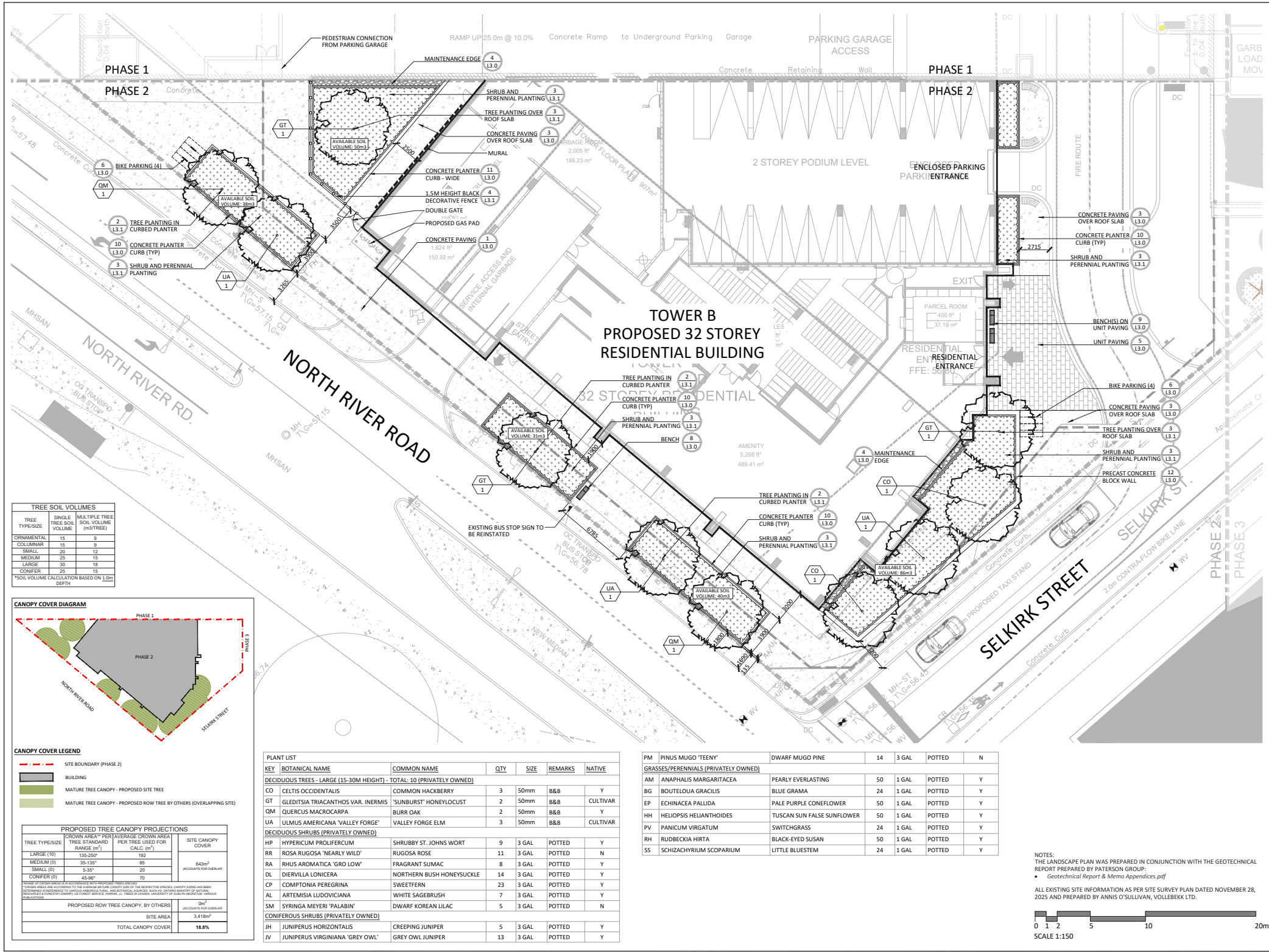


3 SELKIRK STREET SHADOW STUDY
DECEMBER 21ST - 16:00

LANDSCAPE PLANS



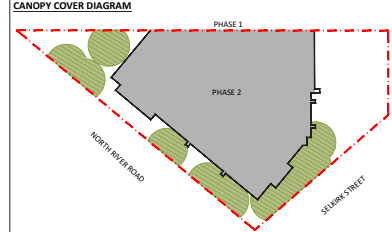
LANDSCAPE PLANS



TREE SOIL VOLUMES

TREE TYPE/SIZE	SINGLE TREE SOIL VOLUME	MULTIPLE TREE SOIL VOLUME (W/OUT TREE)
ORNAMENTAL	15	9
COLUMNAR	15	9
SMALL	25	12
MEDIUM	25	15
LARGE	30	18
CONIFER	25	15

*SOIL VOLUME CALCULATION BASED ON 1.0m DEPTH



CANOPY COVER LEGEND

- SITE BOUNDARY (PHASE 2)
- █ BUILDING
- █ MATURE TREE CANOPY - PROPOSED SITE TREE
- █ MATURE TREE CANOPY - PROPOSED ROW TREE BY OTHERS (OVERLAPPING SITE)

PROPOSED TREE CANOPY PROJECTIONS

TREE TYPE/SIZE	TREE STANDARD RANGE (m)	PER TREE USED FOR CALC. (m²)	SITE CANOPY COVER
LARGE (10)	135-250'	192	643m² (ACROSSING FOR DESIGN)
MEDIUM (8)	35-135'	85	
SMALL (5)	5-35'	20	70
CONIFER (3)	45-90'	70	

PROPOSED ROW TREE CANOPY, BY OTHERS: 0m² (ACROSSING FOR DESIGN)

SITE AREA: 3.418m²

TOTAL CANOPY COVER: 18.8%

PLANT LIST

KEY	BOTANICAL NAME	COMMON NAME	QTY	SIZE	REMARKS	NATIVE
DECIDUOUS TREES - LARGE (15-30M HEIGHT) - TOTAL: 10 (PRIVATELY OWNED)						
CO	CELTIS OCCIDENTALIS	COMMON HACKBERRY	3	50mm	B&B	Y
GT	GLEDTISIA TRIACANTHOS VAR. INERMIS	'SUNBURST' HONEYLOCUST	2	50mm	B&B	CULTIVAR
QM	QUERCUS MACROCARPA	BURR OAK	2	50mm	B&B	Y
UA	ULMUS AMERICANA 'VALLEY FORGE'	'VALLEY FORGE' ELM	3	50mm	B&B	CULTIVAR
DECIDUOUS SHRUBS (PRIVATELY OWNED)						
HP	HYPERICUM PROLIFERUM	SHRUBBY ST. JOHNS WORT	9	3 GAL	POTTED	Y
RR	ROSA RUGOSA 'NEARLY WILD'	RUGOSA ROSE	11	3 GAL	POTTED	N
RA	RHUS AROMATICA 'GRO LOW'	FRAGRANT SUMAC	8	3 GAL	POTTED	Y
DL	DIERVILLA LONICERA	NORTHERN BUSH HONEYSUCKLE	14	3 GAL	POTTED	Y
CP	COMPTONIA PEREGRINA	SWEETERN	23	3 GAL	POTTED	Y
AL	ARTEMISIA LUDOVICIANA	WHITE SAGEBRUSH	7	3 GAL	POTTED	Y
SM	SYRINGA MEYERI 'PALABIN'	DWARF KOREAN LILAC	5	3 GAL	POTTED	N
CONIFEROUS SHRUBS (PRIVATELY OWNED)						
JH	JUNIPERUS HORIZONTALIS	CREeping JUNIPER	5	3 GAL	POTTED	Y
JV	JUNIPERUS VIRGINIANA 'GREY OWL'	GREY OWL JUNIPER	13	3 GAL	POTTED	Y

PM	PINUS MUGO 'TEENY'	DWARF MUGO PINE	14	3 GAL	POTTED	N
GRASSES/PERENNIALS (PRIVATELY OWNED)						
AM	ANAPHALIS MARGARITACEA	PEARLY EVERLASTING	50	1 GAL	POTTED	Y
BG	BOUTELOUA GRACILIS	BLUE GRAMA	24	1 GAL	POTTED	Y
EP	ECHINACEA PALLIDA	PALE PURPLE CONEFLOWER	50	1 GAL	POTTED	Y
HH	HELIOPSIS HELIANTHOIDES	TUSCAN SUN FALSE SUNFLOWER	50	1 GAL	POTTED	Y
PV	PANICUM VIRGATUM	SWITCHGRASS	24	1 GAL	POTTED	Y
RH	RUDBECKIA HIRTA	BLACK-EYED SUSAN	50	1 GAL	POTTED	Y
SS	SCHIZACHYRIUM SCOPARIUM	LITTLE BLUESTEM	24	1 GAL	POTTED	Y

NOTES:
 THE LANDSCAPE PLAN WAS PREPARED IN CONJUNCTION WITH THE GEOTECHNICAL REPORT PREPARED BY PATERSON GROUP:
 • Geotechnical Report & Memo Appendices.pdf

ALL EXISTING SITE INFORMATION AS PER SITE SURVEY PLAN DATED NOVEMBER 28, 2025 AND PREPARED BY ANNIS O'SULLIVAN, VOLLEBEKE LTD.

0 1 2 5 10 20m
 SCALE 1:150

Contractor shall check all dimensions on the work and report any discrepancy to the Landscape Architect before proceeding. All drawings and specifications are the property of the Landscape Architect and must be returned at the completion of the work. This drawing is not to be used for construction until signed by the Landscape Architect.

Key Plan

LEGEND

- PROPERTY LINE
- LARGE DECIDUOUS TREE
- SHRUB/PERENNIAL PLANTING
- ASPHALT PAVING
- CIP CONCRETE PAVING
- UNIT PAVING
- 1.5m HT. DECORATIVE FENCE
- █ BENCH
- █ BIKE RACK
- XX TREE SPECIES
- 00 QUANTITY
- XX SHRUB SPECIES
- 00 QUANTITY
- 1 - DETAIL NO.
- LT - SHEET NO.

PROJECT TEAM

OWNER: BENTON DEVELOPMENTS INC. 1000 WILSON AVENUE, SUITE 202B, OTTAWA, ON K1Y 3A8 588.124

LANDSCAPE ARCHITECT: NAK design strategies 1285 WELLINGTON STREET, OTTAWA, ON K1Y 3A8 CANADA T 613 237 2345

ARCHITECT: BENTON ARCHITECT INC. 225 BURNHAMTHORPE RD., TORONTO, ON M8A 2T5

PLANNING: TRANSPORTATION PARTNERS 1225 BAYVIEW ST. SUITE 100, OTTAWA, ON K2J 7J2

PROJECT INFORMATION

DATE: 2025-11-14
 SCALE: 1:150
 DRAWN: SMI
 CHECKED: SC
 JOB NO.: 25-166

RIVERAIN PHASE 2
 3 Selkirk Street, Ottawa, ON.

NAK design strategies

1285 WELLINGTON STREET, OTTAWA, ON K1Y 3A8 CANADA
 T 613 237 2345

PLAN N° XXXXX

WIND ANALYSIS

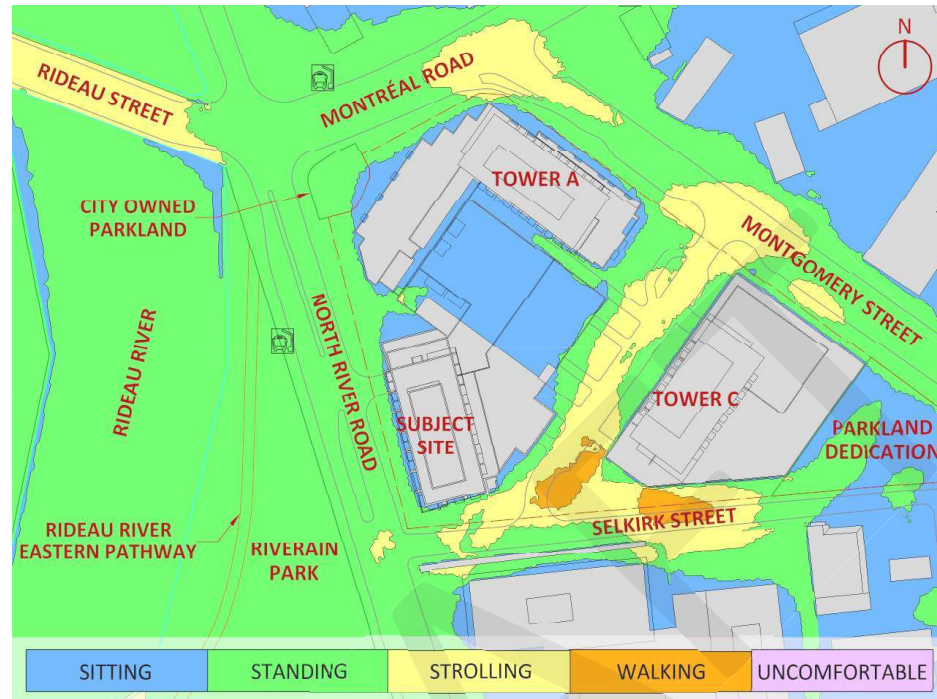


FIGURE 3A: SPRING – WIND COMFORT, GRADE LEVEL – PROPOSED MASSING

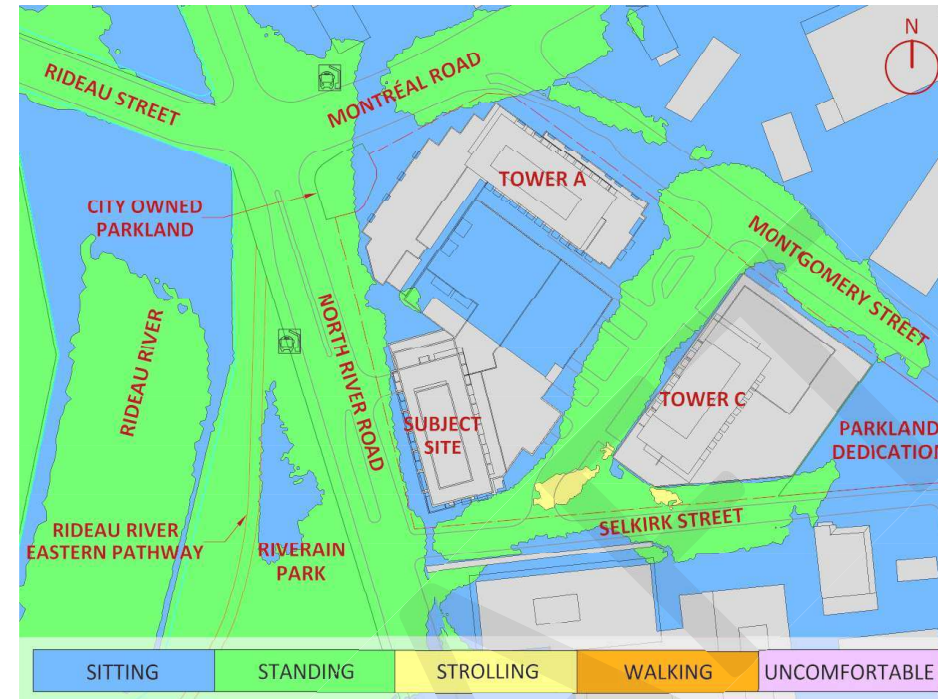


FIGURE 4A: SUMMER – WIND COMFORT, GRADE LEVEL – PROPOSED MASSING

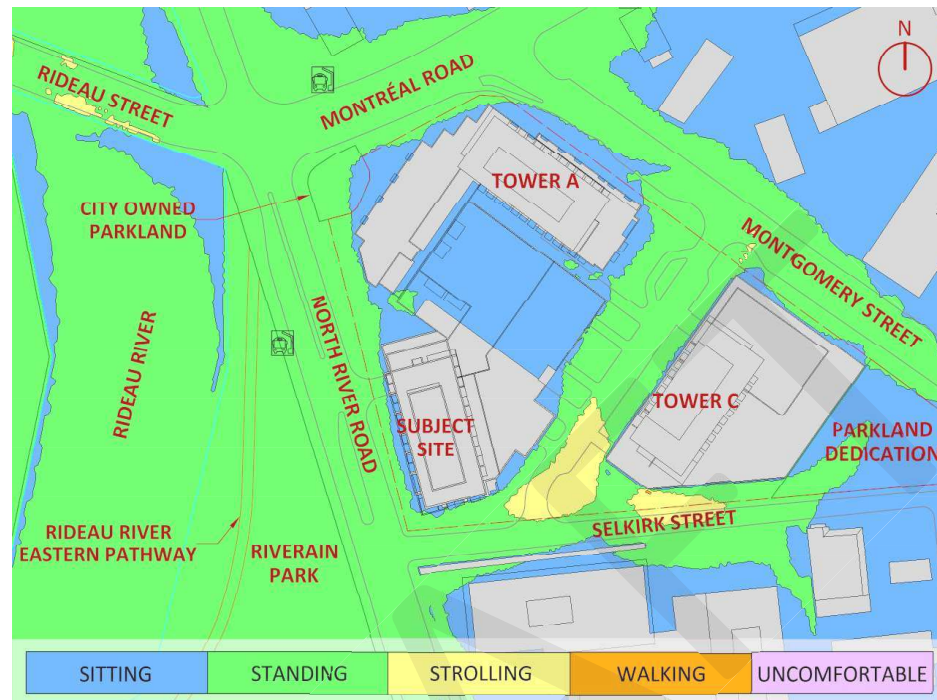


FIGURE 5A: AUTUMN – WIND COMFORT, GRADE LEVEL – PROPOSED MASSING

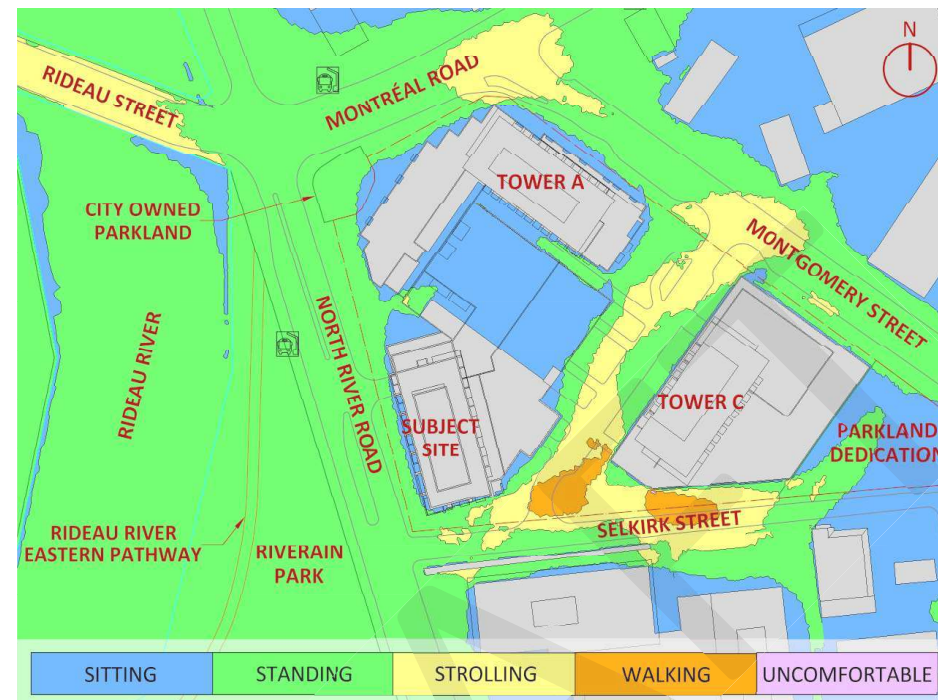


FIGURE 6A: WINTER – WIND COMFORT, GRADE LEVEL – PROPOSED MASSING

THANK YOU

