

PREPARED FOR SITE PLAN CONTROL APPLICATION - RESPONSE #01

3 SELKIRK ST.

DESIGN BRIEF

JULY 14, 2026

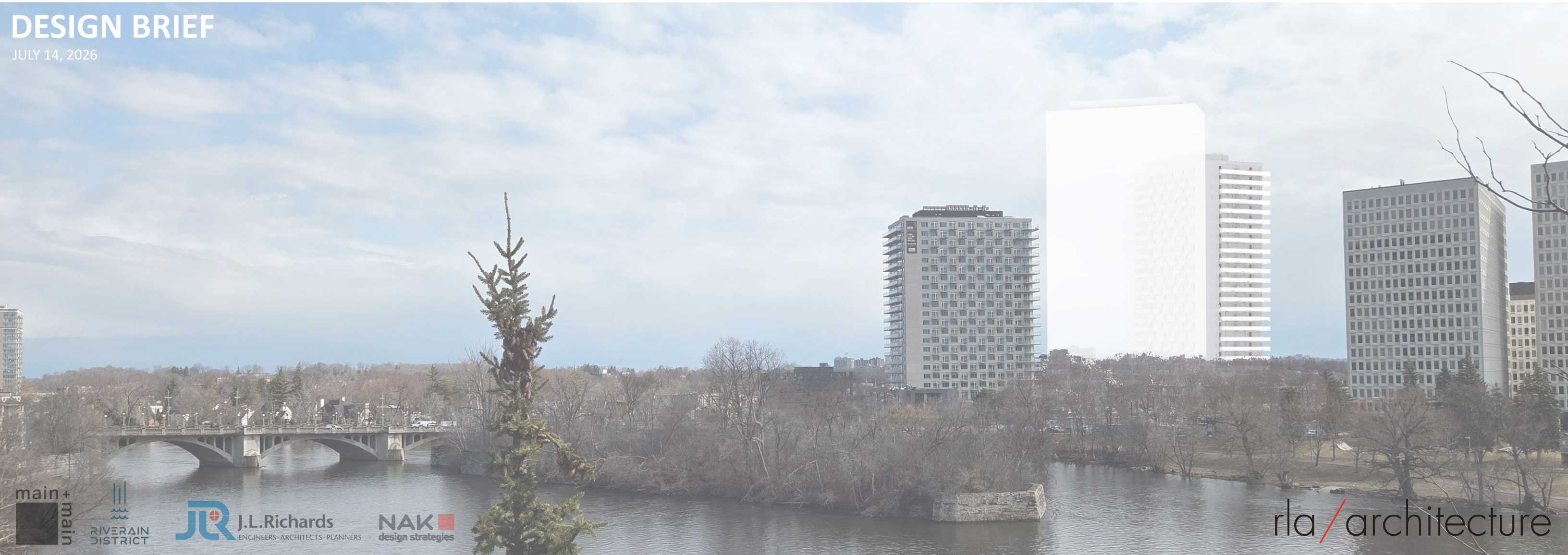


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INTRO



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 response 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.

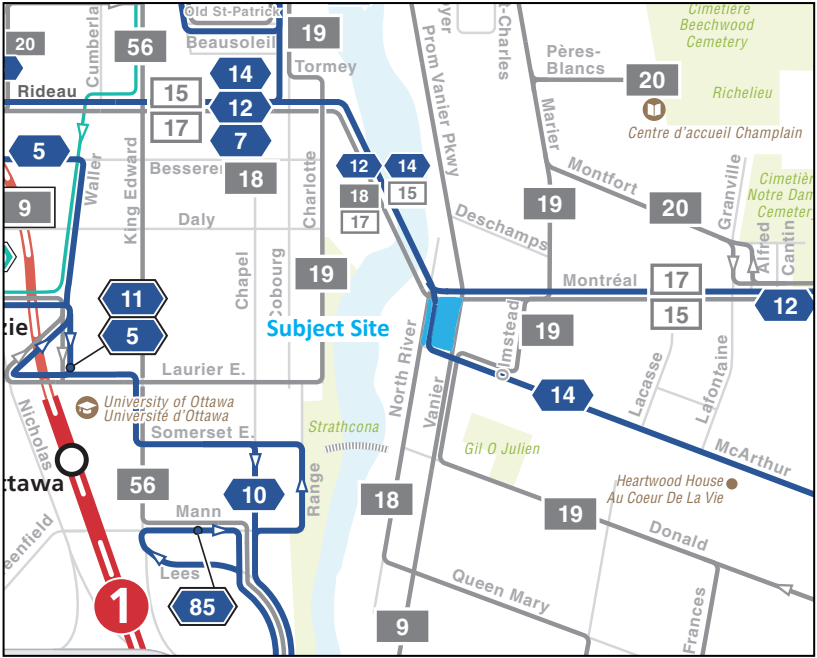
This map outlines the proposed development in the current context, with adjacent proposed development to the site in the coloured massing. Also outlined are the different uses surrounding the site, including commercial, residential, office and parkland. The key active transportation routes are shown,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

	SUBJECT BUILDING		COMMERCIAL
	BUILDINGS A & C		RESIDENTIAL
	PUBLIC PARK		OFFICE BUILDING
	MONTREAL RD SECONDARY PLAN		MULTI-USE PATHWAY
			BUS/TRANSIT ROUTES

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

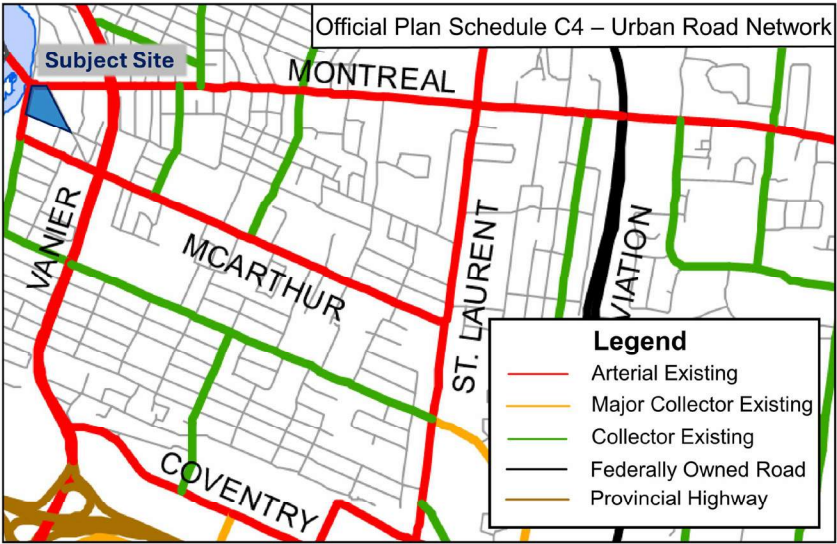
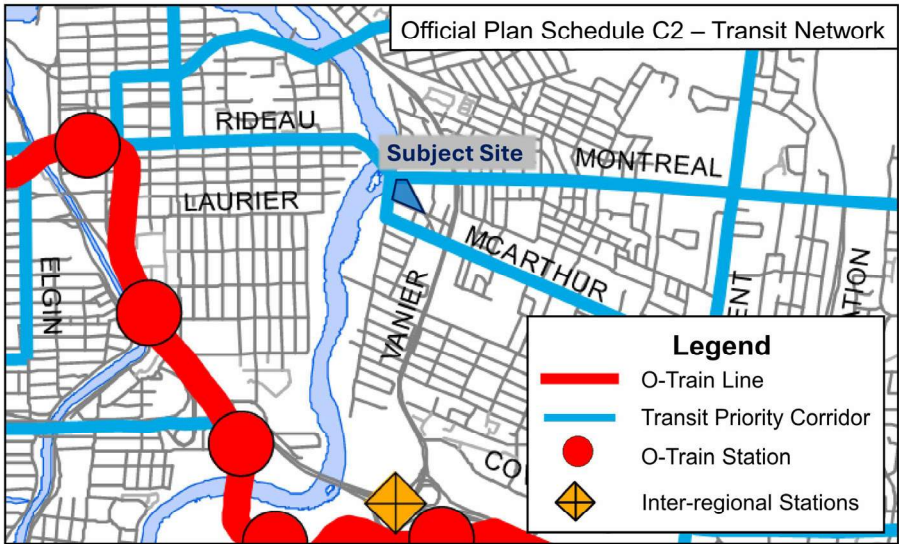
- 112 Montreal Road: A Site Plan Control Application that was initially submitted to the City in 2022, with the latest resubmission in 2024. The project is proposed to be a two phase, four building mix-used development, with one proposed mid-rise at eight storeys and three high-rise buildings ranging 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

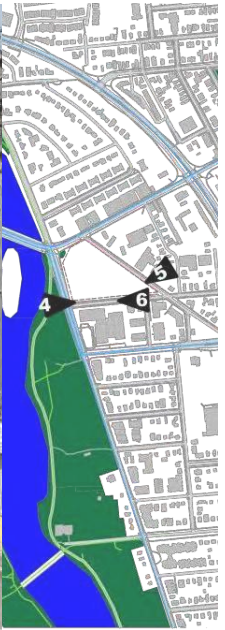
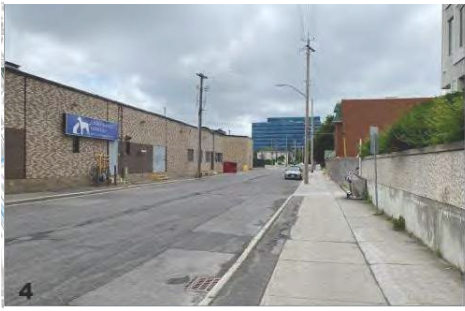
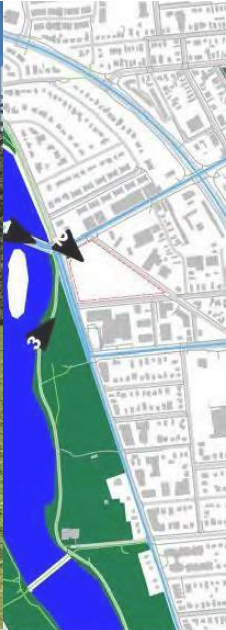


Looking west down Selkirk St.



Looking south down N River Rd.

SITE ANALYSIS
Adjacent Urban Characteristics



SITE ANALYSIS
Buildings A & C

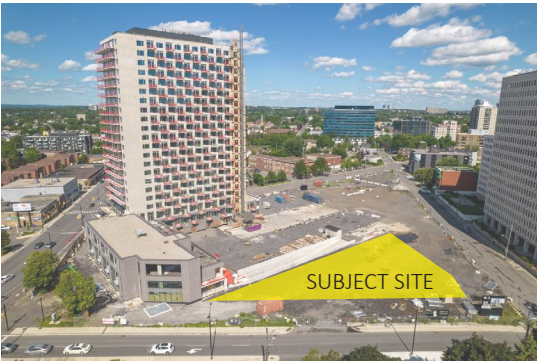
BUILDING A



BUILDING B



PROGRESS PHOTOS



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

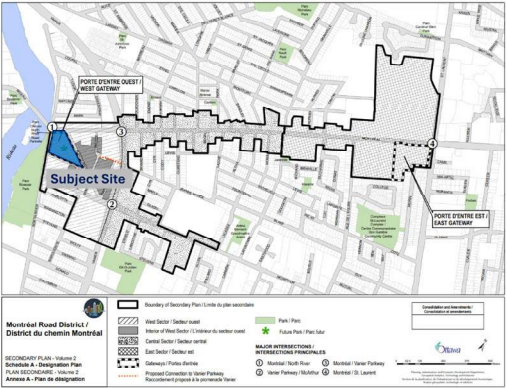
- Glass treated with visible dots to prevent bird collisions.
- Design avoids traps and invisible corners.
- Landscaping and lighting minimize bird impacts, especially during migration.

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.

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 northwest corner of the building has been enhanced with a landscaped open space featuring decorative planting and the incorporation of the existing mural previously 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 32 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.	The design of this corner has been substantially revised through the reconfiguration of the building footprint and the relocation of the bicycle storage space with direct access from North River Road. These changes eliminate the previously isolated amenity configuration and create a more open, connected, and functional landscape area that improves visibility, pedestrian circulation, and the connection between the parking area, building entrance, and North River Road frontage. The bike storage access also capitalizes on the site’s proximity to the Rideau River multi-use pathway and the cycling infrastructure along Montreal Road, strengthening connections to the City’s active transportation network.

DESIGN DIRECTIVE

Response to Pre-Consultation Urban Design Direction

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 this north-west façade of the podium that faces this exterior area.
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.
15	A 1:1 ratio of bicycle parking per dwelling unit should be provided for this phase of development.	Currently 0.75 spaces are proposed per dwelling unit.
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.

DESIGN DIRECTIVE

Response to Pre-Consultation Urban Design Direction

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).	Please see the attached elevations and architectural plans. Various elements have been incorporated into the podium design to ensure it is expressive. 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. 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.
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

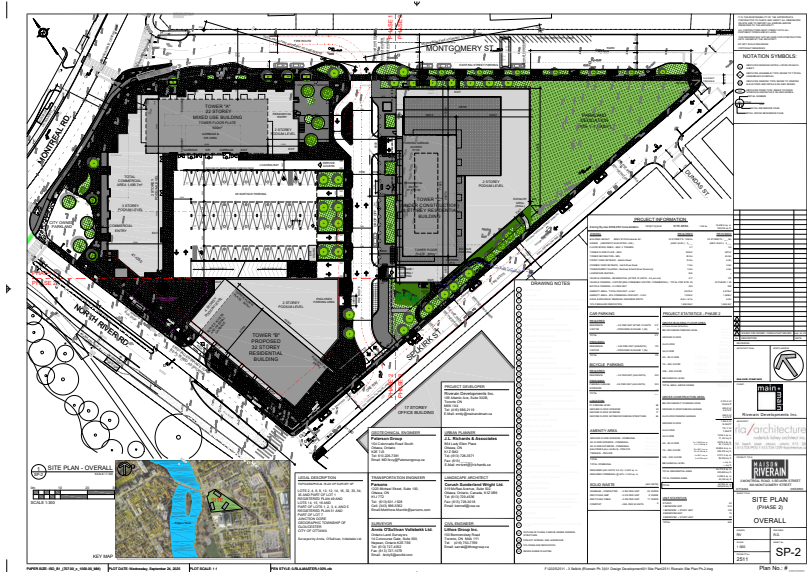
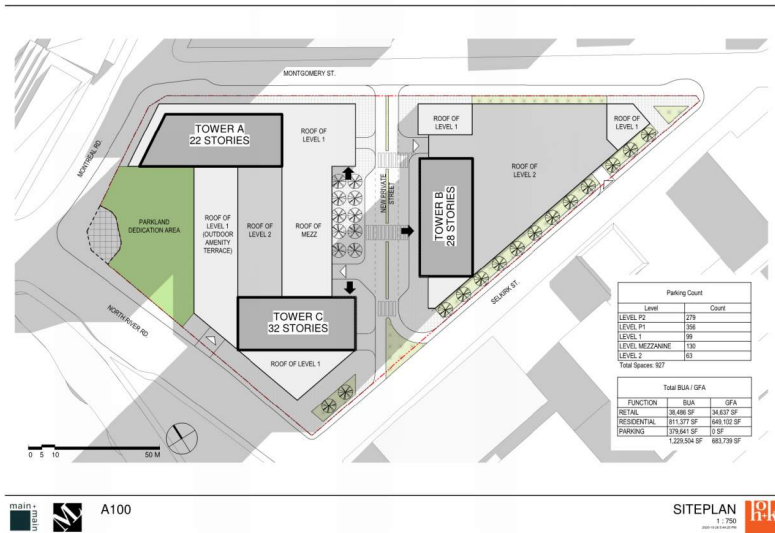
REZONING- OCTOBER 2020



UDRP- 300 MONTGOMERY ST. - JULY 2023



UDRP- 3 SELKIRK ST. - JANUARY 2026



MASSING
Alternative Massing Options

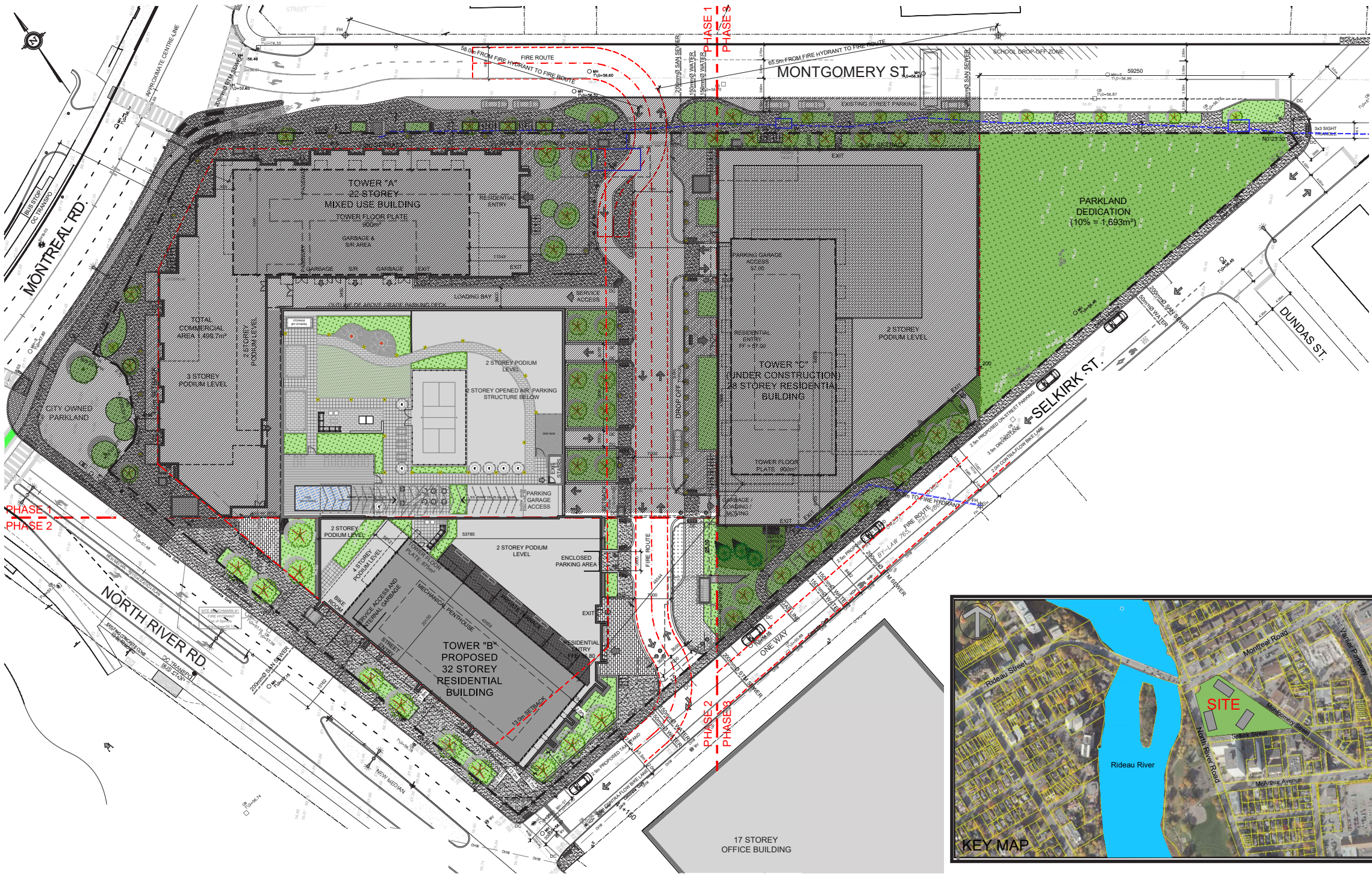
ROTATED TOWER



STANDARD TOWER



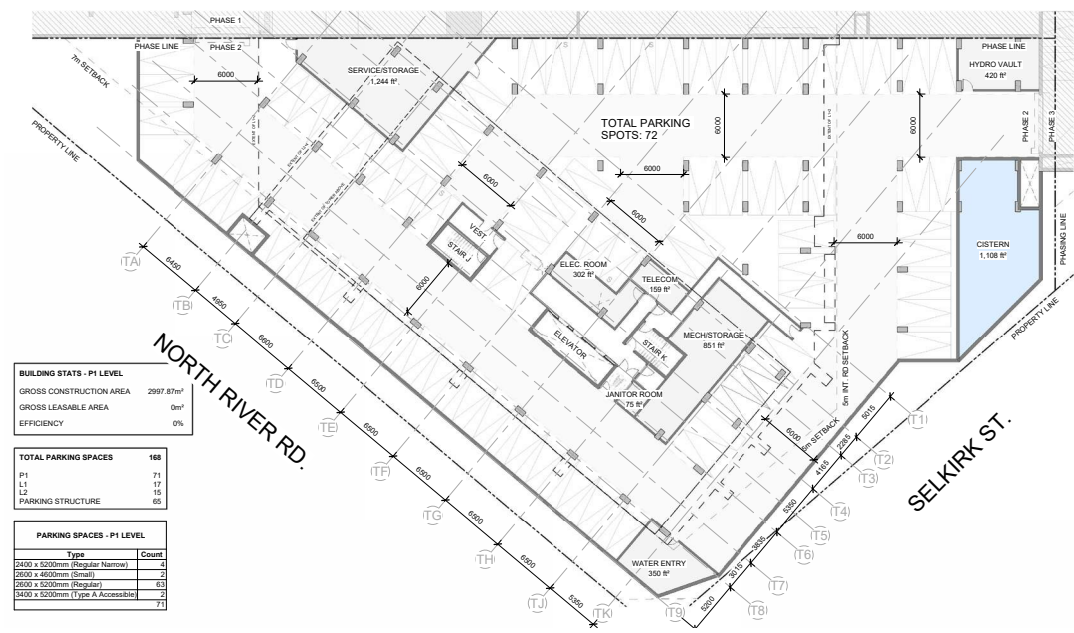
SITE PLAN
W/ Grading



PROJECT STATISTICS

BUILDING B	PROJECT INFORMATION				
	Zoning By-law 2008-250 Consolidation	TM3[2719] S441	SITE AREA	1.69 ha.	16,930.6 sq. m. 162,239 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.____	(GEO. ELEV.) 57.00	
	FLOOR SPACE INDEX - MAX. 3 TOWERS (58,315.0 m²)		3.7	3.5	
	TOWER FLOOR PLATE - MAX.		900m²	875m²	
	TOWER SEPARATION - MIN.		20.0m	48.5m	
	FRONT YARD SETBACK - Selkirk Street		13.0m	7.0m	
	CORNER YARD SETBACK - North River Road		7.0m	5.7m	
BUILDING A	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		207	318	
	AMENITY AREA - TOTAL PER UNIT - 6.0m²		2,484m²	4,797m²	
	AMENITY AREA - 50% COMMUNAL PER UNIT - 3.0m²		1,242m²	1,857m²	
	aisle & DRIVEWAY MINIMUM / MAXIMUM WIDTH		3.6m / 6.0m	3.6m / 6.0m	
	10% PARKLAND DEDICATION		1,693.06m²	1,694.0m²	
	MINIMUM WIDTH OF LANDSCAPED AREA ABUTTING SELKIRK STREET		3.0m	3.7m	
	PROJECT STATISTICS - PHASE 2				
BUILDING C	CAR PARKING				
	REQUIRED				
	RESIDENCE	- 0.5 PER UNIT AFTER 12 UNITS	201		
	VISITOR	- PROVIDED IN PHASE 1 (35)	0		
	TOTAL		201		
	PROVIDED				
	RESIDENCE	- 0.41 PER UNIT	169		
	VISITOR	- PROVIDED IN PHASE 1 (35)	-		
	TOTAL		169		
	LOCATION				
BUILDING B	BICYCLE PARKING				
	REQUIRED				
	RESIDENCE	- 0.5 PER UNIT	207		
	PROVIDED				
	P1 PARKING LEVEL		0		
	GROUND FLOOR		310		
	EXTERIOR: AT BOULEVARD		8		
	TOTAL	- 0.75 PER UNIT	318		
	SOLID WASTE (414 UNITS)				
	GARBAGE - COMPACTED	- 0.055 PER UNIT	24 YARDS		
BUILDING A	LOT COVERAGE				
	TOWER "A": Phase 1 =	2,345.8 m²	13.86%		
	TOWER "B": Phase 2 =	1,858.0 m²	10.97%		
	TOWER "C": Phase 3 =	3,102.6 m²	18.33%		
	PARKING LOT: Phase 1 =	2,143.6 m²	12.66%		
	DRIVING SURFACE =	1,766.5 m²	10.43%		
	LANDSCAPE SURFACE =	4,021.1 m²	23.75%		
	PARKLAND DEDICATION =	1,693.0 m²	10.00%		
	TOTAL =	16,930.6 m²	100.00%		
	LOT PHASING				
BUILDING C	TOTAL AREA & UNITS PER PHASE				
		COMMERCIAL	RESIDENTIAL	TOTAL GFA	UNIT
	PHASE 1	1,499.7 m²	15,656.1 m²	17,155.8 m²	294
	PHASE 3	0.0 m²	18,827.0 m²	18,827.0 m²	385
	PHASE 2	0.0 m²	22,332.2 m²	22,332.2 m²	414
	TOTAL	1,499.7 m²	56,815.3 m²	58,315.0 m²	1,093
	TOTAL UNITS				1,093
	TOTAL RESIDENCE PARKING		0.565 PER UNIT		618
	TOTAL VISITOR / COMMERCIAL PARKING				66
	TOTAL PARKING PER PHASE				
BUILDING B		TOWER "A"	TOWER "B"	TOWER "C"	VISITOR / COMMERCIAL
					TOTAL
	PHASE 1 INTERIOR: U/G GARAGE	194	0	0	0
	PHASE 1 EXTERIOR AT GRADE	0	0	0	66
	PHASE 3 INTERIOR: U/G GARAGE	0	0	72	0
	PHASE 3 OPENED AIR: 1st, 2nd & 3rd FLOOR	0	0	187	0
	PHASE 2 INTERIOR: 1st & 2nd FLOOR	0	32	0	0
	PHASE 2 OPENED AIR: 2nd FLOOR	0	65	0	0
	PHASE 2 U/G GARAGE	0	68	0	0
	TOTAL PROVIDED	194	165	259	66
BUILDING A	TOTAL REQUIRED	141	217	187	35
					580
	AMENITY AREA				
	GROUND FLOOR INTERIOR - COMMUNAL				363.0 sq. m.
	SECOND FLOOR INTERIOR - COMMUNAL				331.0 sq. m.
	3rd FLOOR INTERIOR - COMMUNAL				93.0 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				4,797 sq. m.
BUILDING C	TOTAL COMMUNAL				1,857 sq. m.
	REQUIRED (414 UNITS X 6 m²)				2,484 sq. m.
	REQUIRED COMMUNAL @ 50%				1,242 sq. m.
	PROJECT STATISTICS - PHASE 1				
	GROSS BUILDING FLOOR AREA (OTTAWA ZONING DEFINITION)				
	BELOW GRADE PARKING LEVEL				0.0 sq. m. 000 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.
BUILDING B	5th - 22nd FLOOR	18 x 735.0 sq. m. 18 x 7,912 sq. ft.			13,230.9 sq. m. 142,416 sq. ft.
	MECHANICAL / AMENITY LEVEL				000 sq. m. 000 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
BUILDING A	COMMERCIAL UNITS - 3 MINIMUM				1,499.7 sq. m. 16,143 sq. ft.
	CAR PARKING				
	REQUIRED				
	RESIDENCE	- 0.5 PER UNIT AFTER 12 UNITS	141		
	VISITOR / COMMERCIAL	- MINIMUM COMBINED	35		
	TOTAL		176		
	PROVIDED				
	RESIDENCE	- 0.57 PER UNIT (294 UNITS)	167		
	VISITOR / COMMERCIAL	- MINIMUM COMBINED	66		
	TOTAL		233		
BUILDING C	LOCATION				
	P1 - PARKING GARAGE				167
	EXTERIOR AT GRADE				66
	TOTAL				233
	BICYCLE PARKING				
	REQUIRED				
	RESIDENCE	- 0.5 PER UNIT (294 UNITS)	147		
	COMMERCIAL	- 1 per 250 M² OF GFA	6		
	TOTAL		153		
	PROVIDED				
BUILDING B	RESIDENCE	- 1.0 PER UNIT (294 UNITS)	246		
	COMMERCIAL	- 1 per 250 M² OF GFA	8		
	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.
BUILDING A	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 m²) = 1,764 sq. m.				
	REQUIRED COMMUNAL @ 50% = 882 sq. m.				
	PROJECT STATISTICS - PHASE 3				
	GROSS BUILDING FLOOR AREA (OTTAWA ZONING DEFINITION)				
	BELOW GRADE PARKING LEVEL				0.0 sq. m. 000 sq. ft.
	GROUND FLOOR				0.0 sq. m. 000 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 729.4 sq. m. 24 x 7,851 sq. ft.			17,505.2 sq. m. 188,424 sq. ft.
	MECHANICAL LEVEL				000 sq. m. 000 sq. ft.
	TOTAL AREA ABOVE GRADE				18,827.0 sq. m. 202,652 sq. ft.
BUILDING C	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	187		
	VISITOR	- PROVIDED IN PHASE 1 (35)	0		
	TOTAL		187		
	PROVIDED				
	RESIDENCE	- .057 PER UNIT (385 UNITS)	219		
	VISITOR	- PROVIDED IN PHASE 1 (35)	11		
	TOTAL		230		
BUILDING B	BICYCLE PARKING				
	REQUIRED				
	RESIDENCE	- 0.5 PER UNIT (385 UNITS)	193		
	PROVIDED				
	PARKING GARAGE	- 0.70 PER UNIT (385 UNITS)	234		
	EXTERIOR		26		
	TOTAL		260		
	LOCATION				
	EXTERIOR AT GRADE				26
	P1 PARKING LEVEL				52
BUILDING A	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 m²) = 2,310 sq. m.				
	REQUIRED COMMUNAL @ 50% = 1,155 sq. m.				

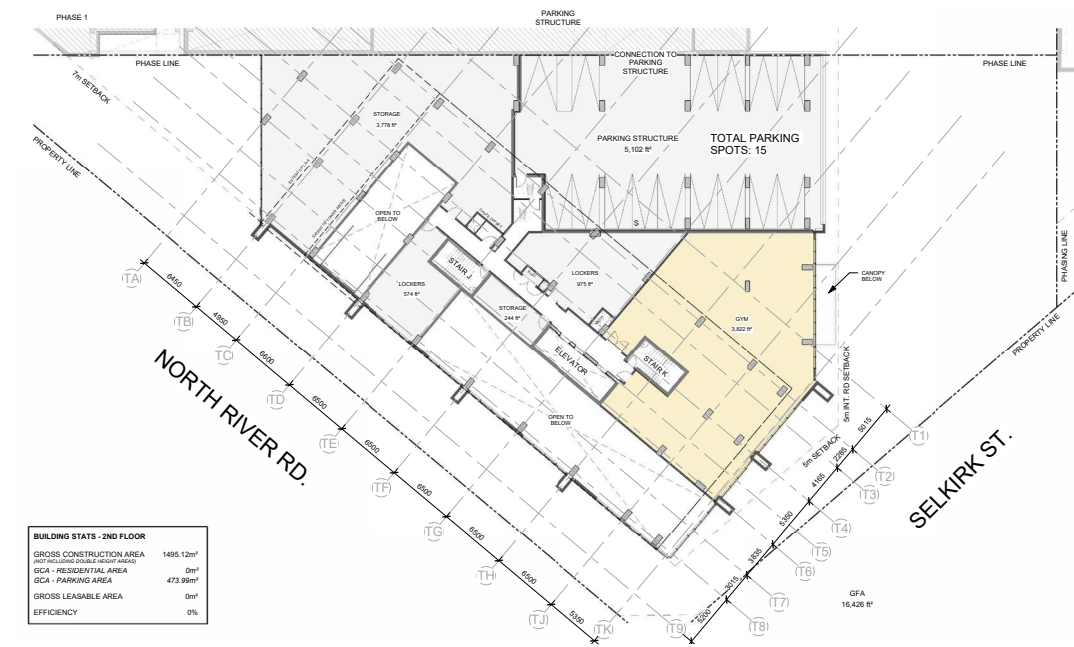
PLANS



P1 FLOOR PLAN



GROUND FLOOR PLAN

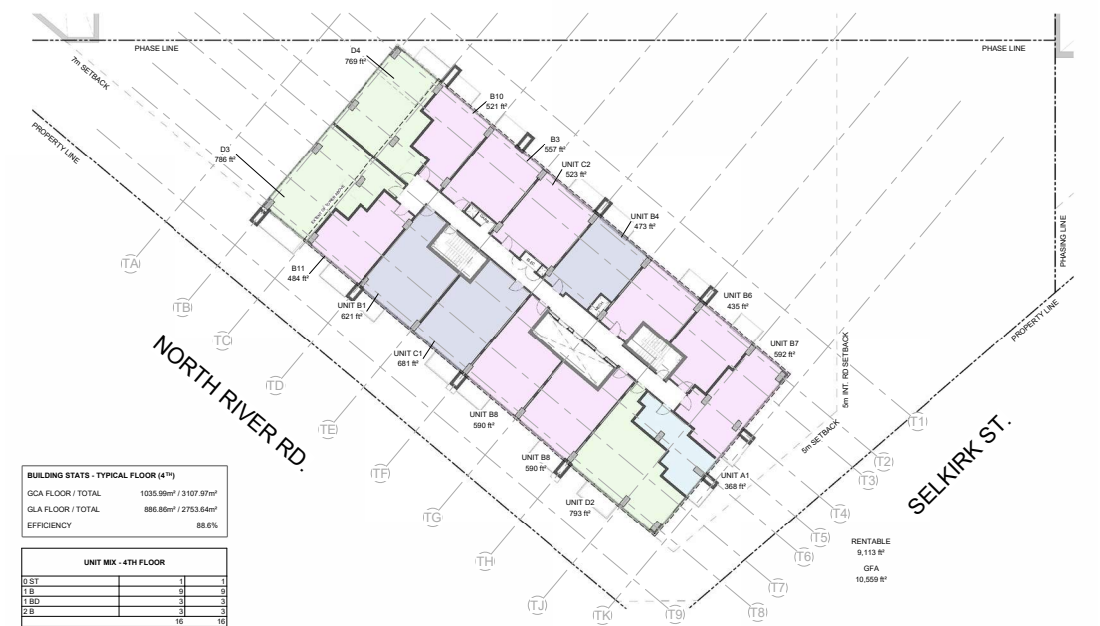


LEVEL 2 FLOOR PLAN



LEVEL 3 FLOOR PLAN

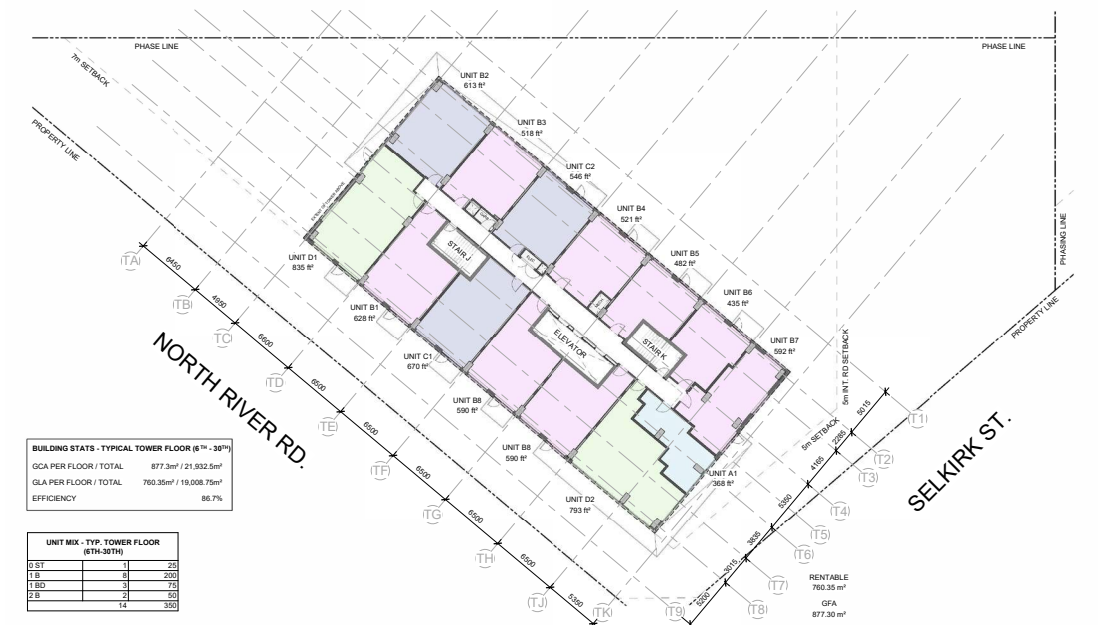
PLANS



LEVEL 4 FLOOR PLAN



LEVEL 5 FLOOR PLAN



LEVEL 6-30 FLOOR PLAN



PENTHOUSE LEVEL 31-32 FLOOR PLAN

PLANS



MECHANICAL PENTHOUSE PLAN



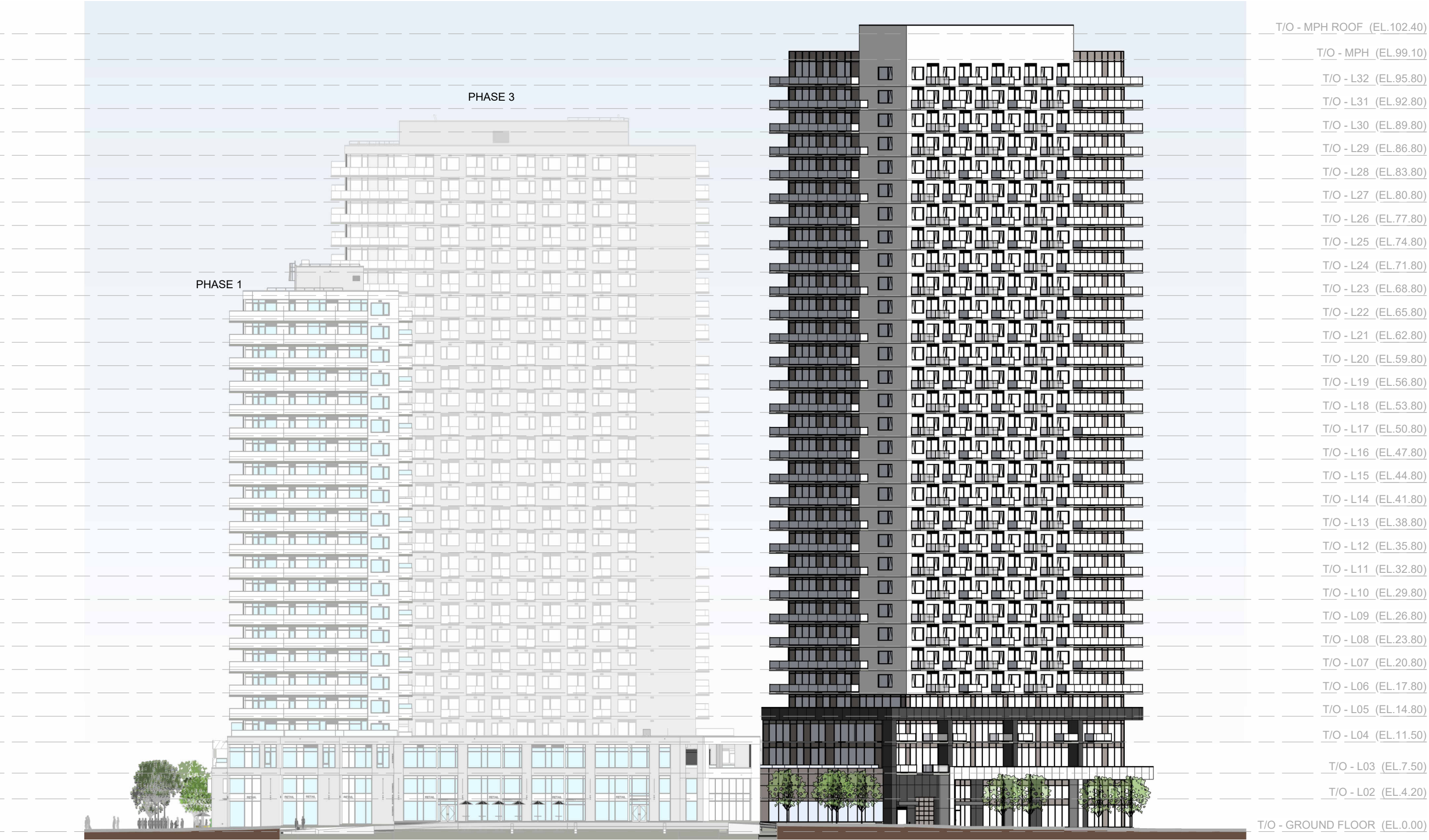
ROOF PLAN

SITE ELEVATION
Facing North from Internal Road



SITE ELEVATION

Facing East from Montreal Road



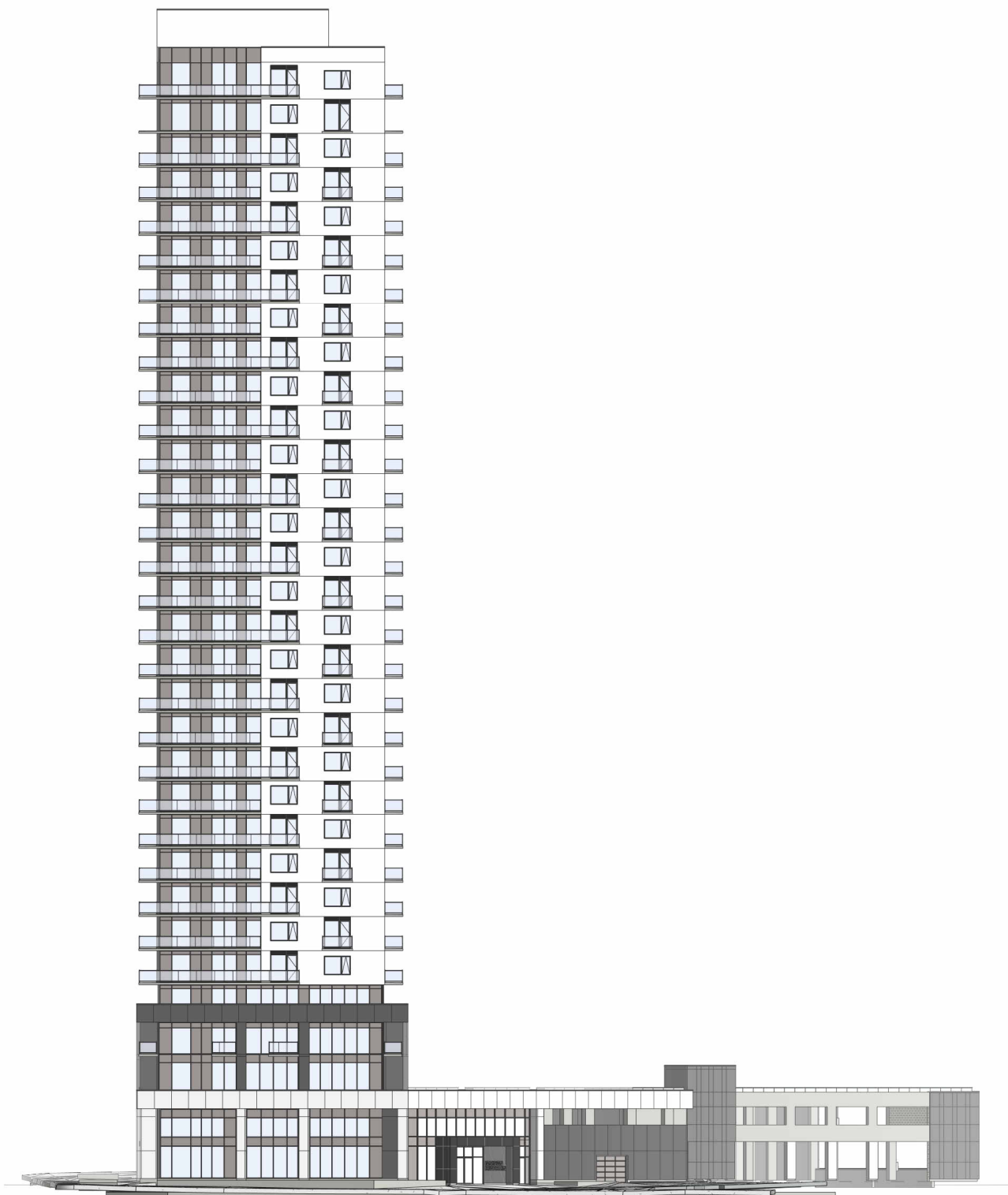
SITE ELEVATION
Facing South from Montreal Road



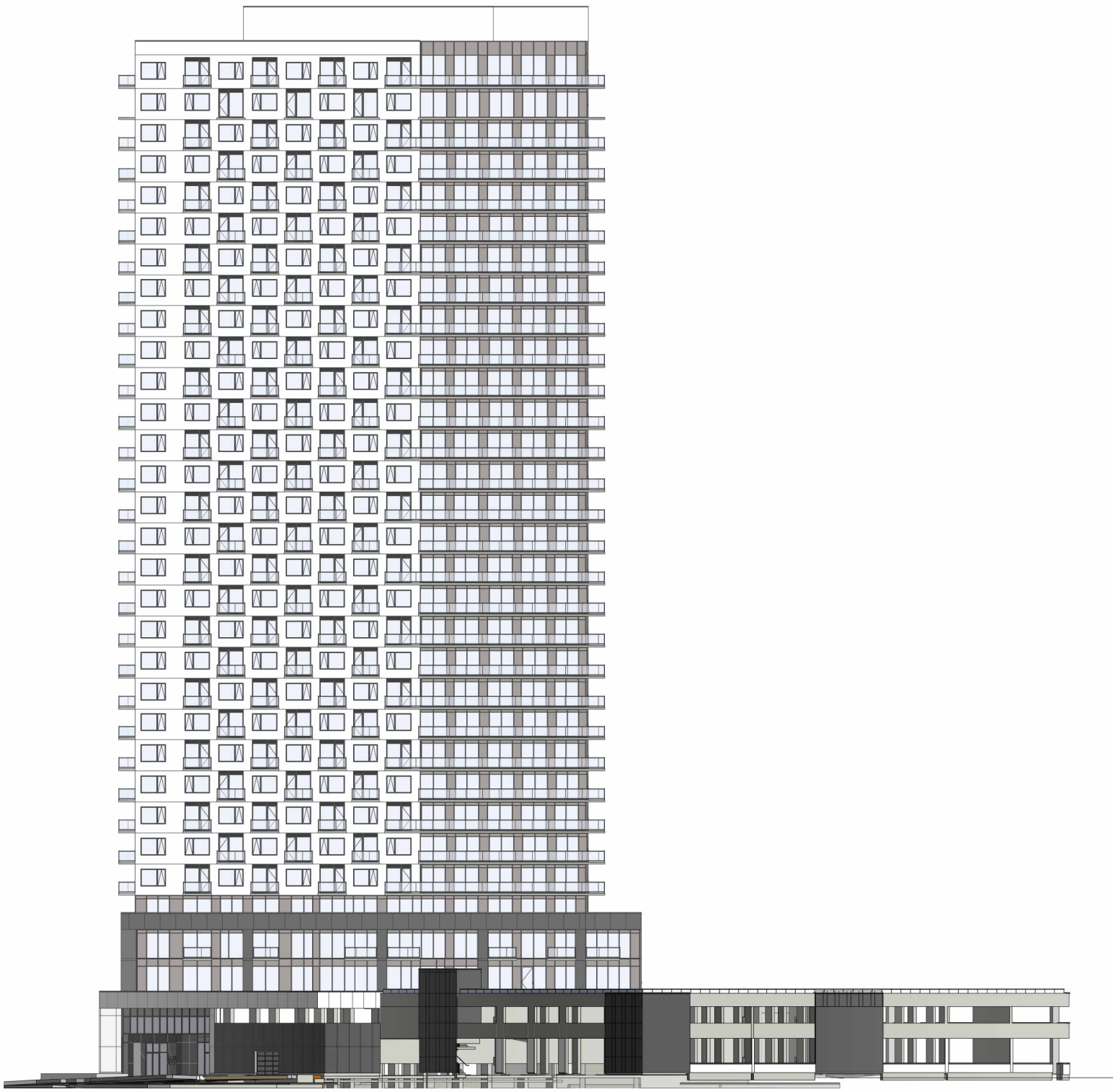
SITE ELEVATION
Facing East from North River Road



BUILDING ELEVATIONS

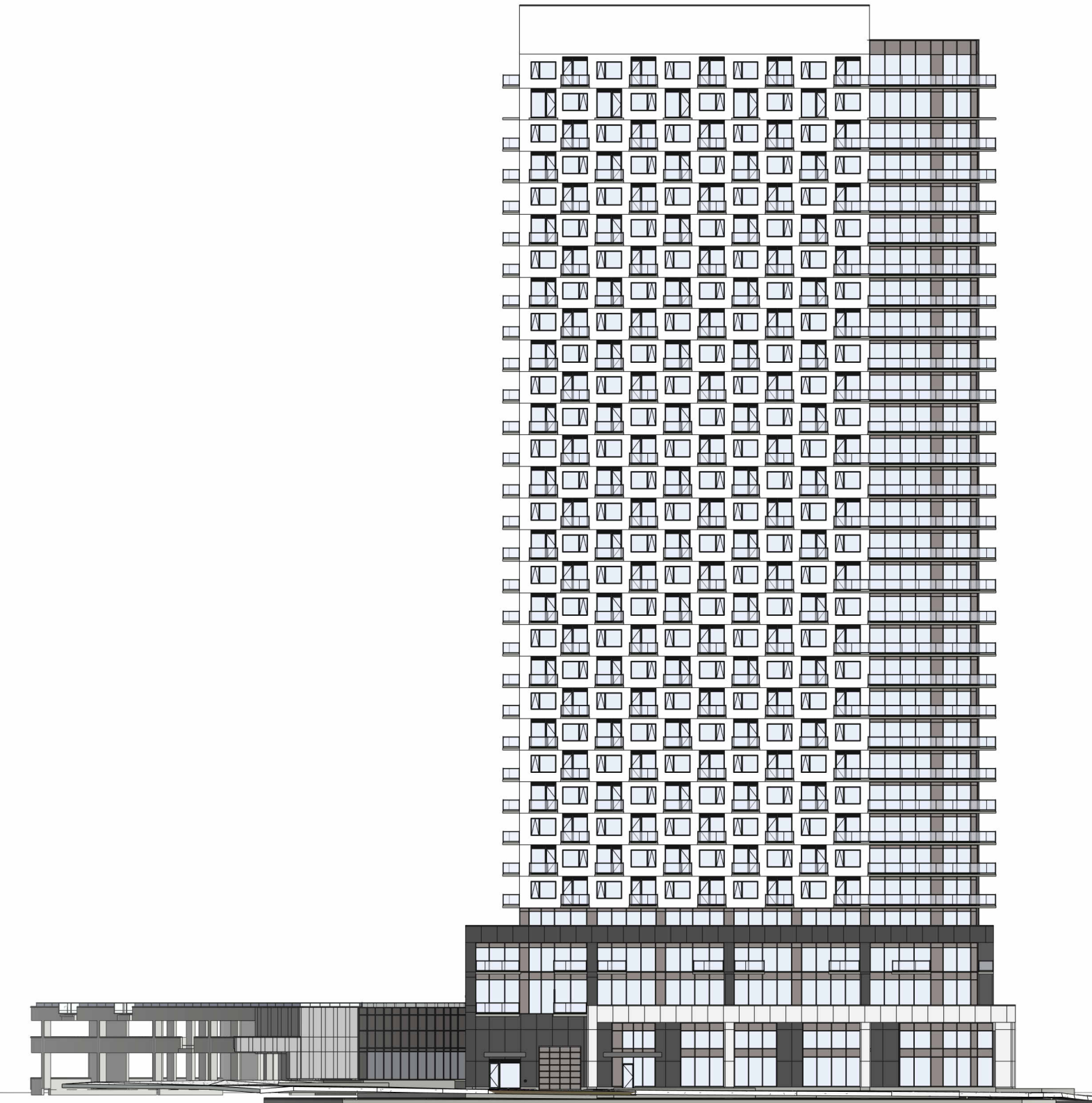


South Elevation- Selkirk St

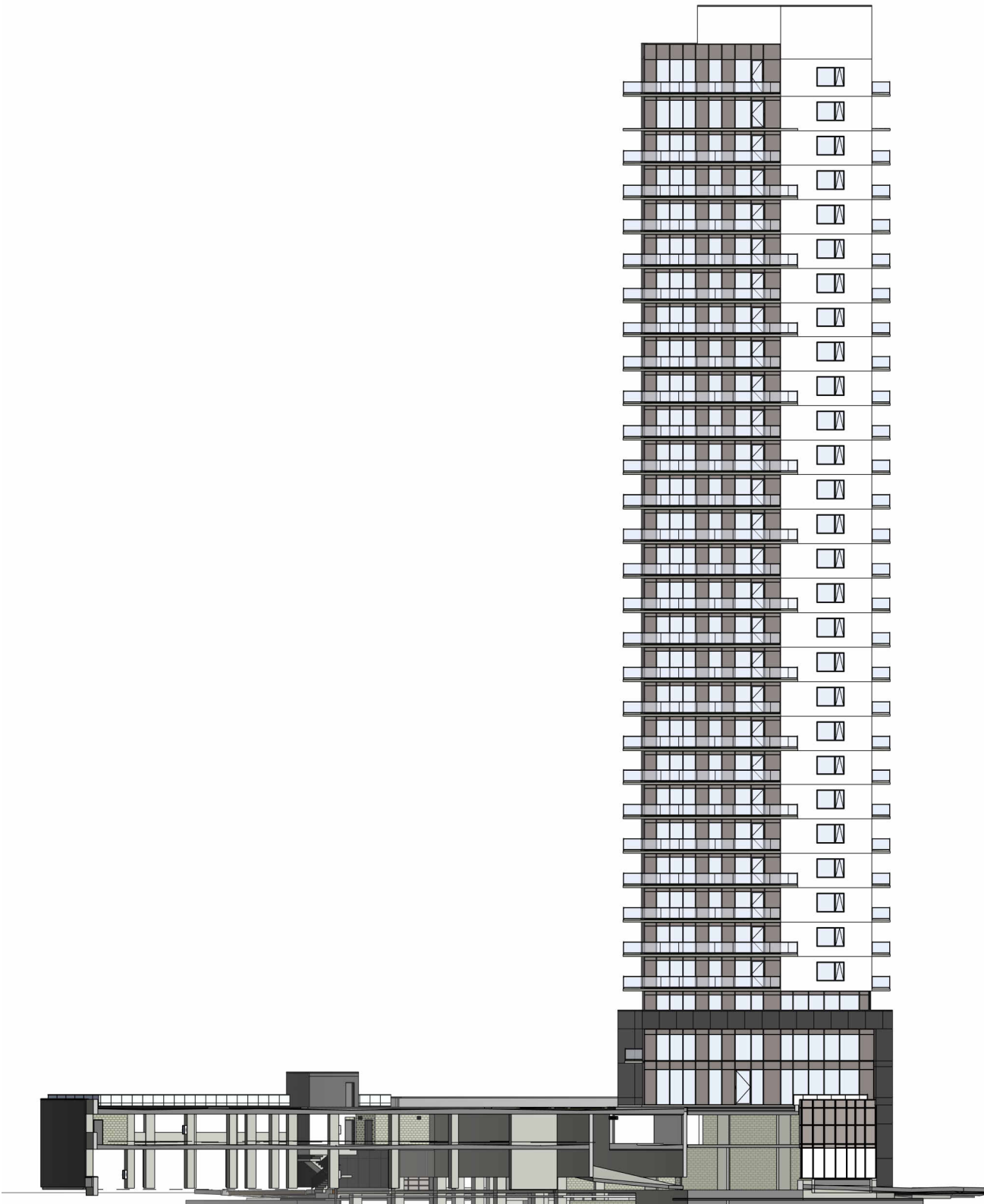


East Elevation- Internal Road

BUILDING ELEVATIONS



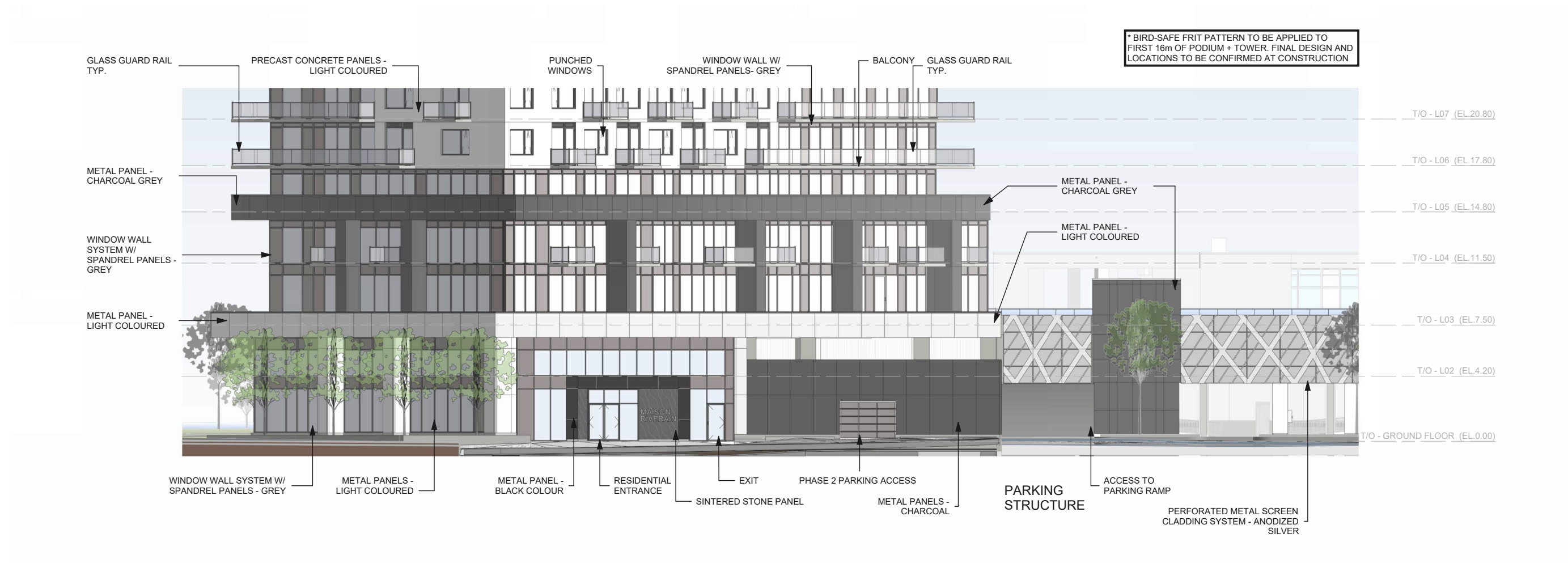
West Elevation- North River Road



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

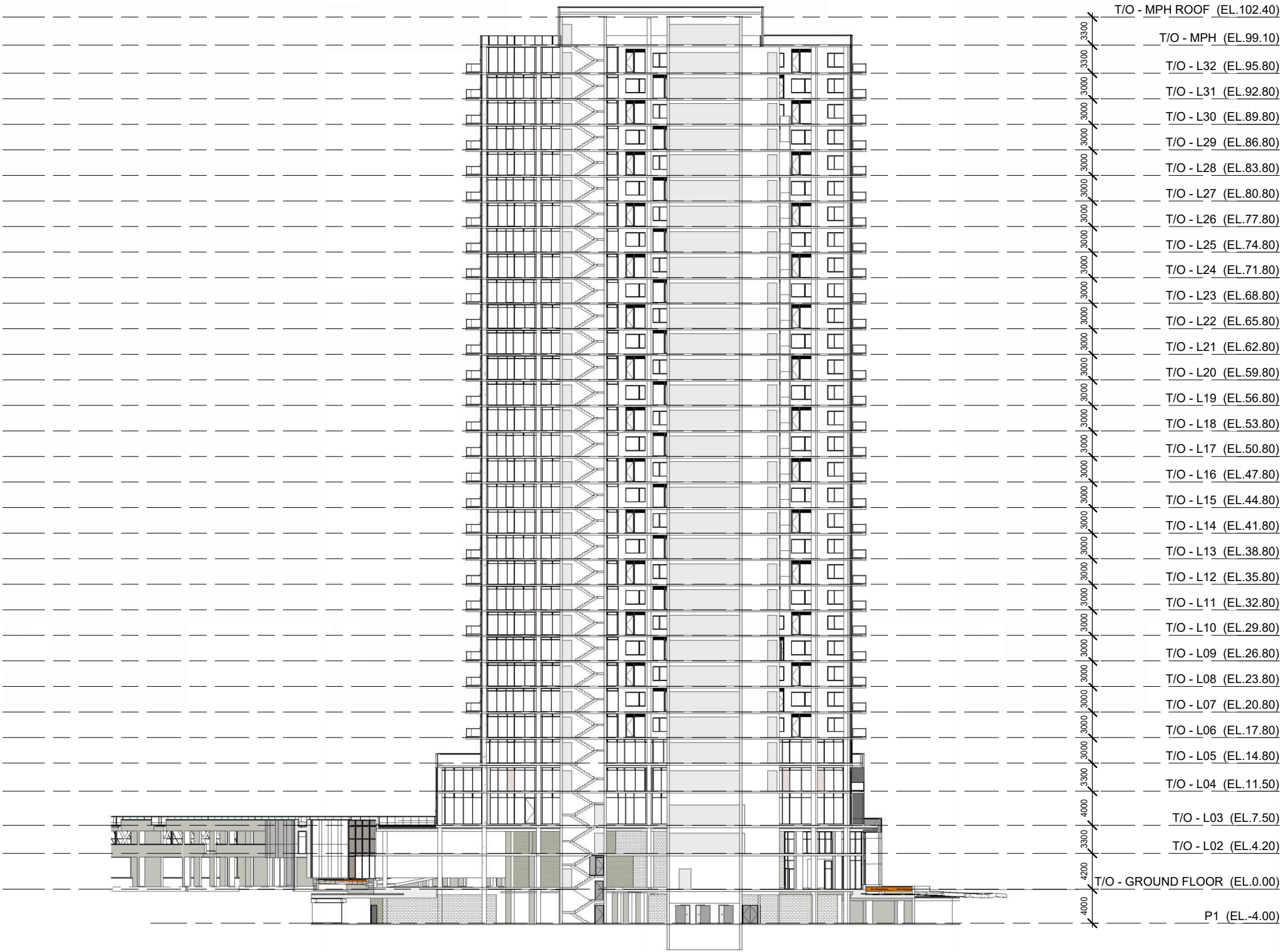
- Bird friendly design guidelines incorporated to the podium design
- All internal & external communal spaces will be designed to accessible standards
- 15% of the residential units are proposed to be accessible barrier-free units

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

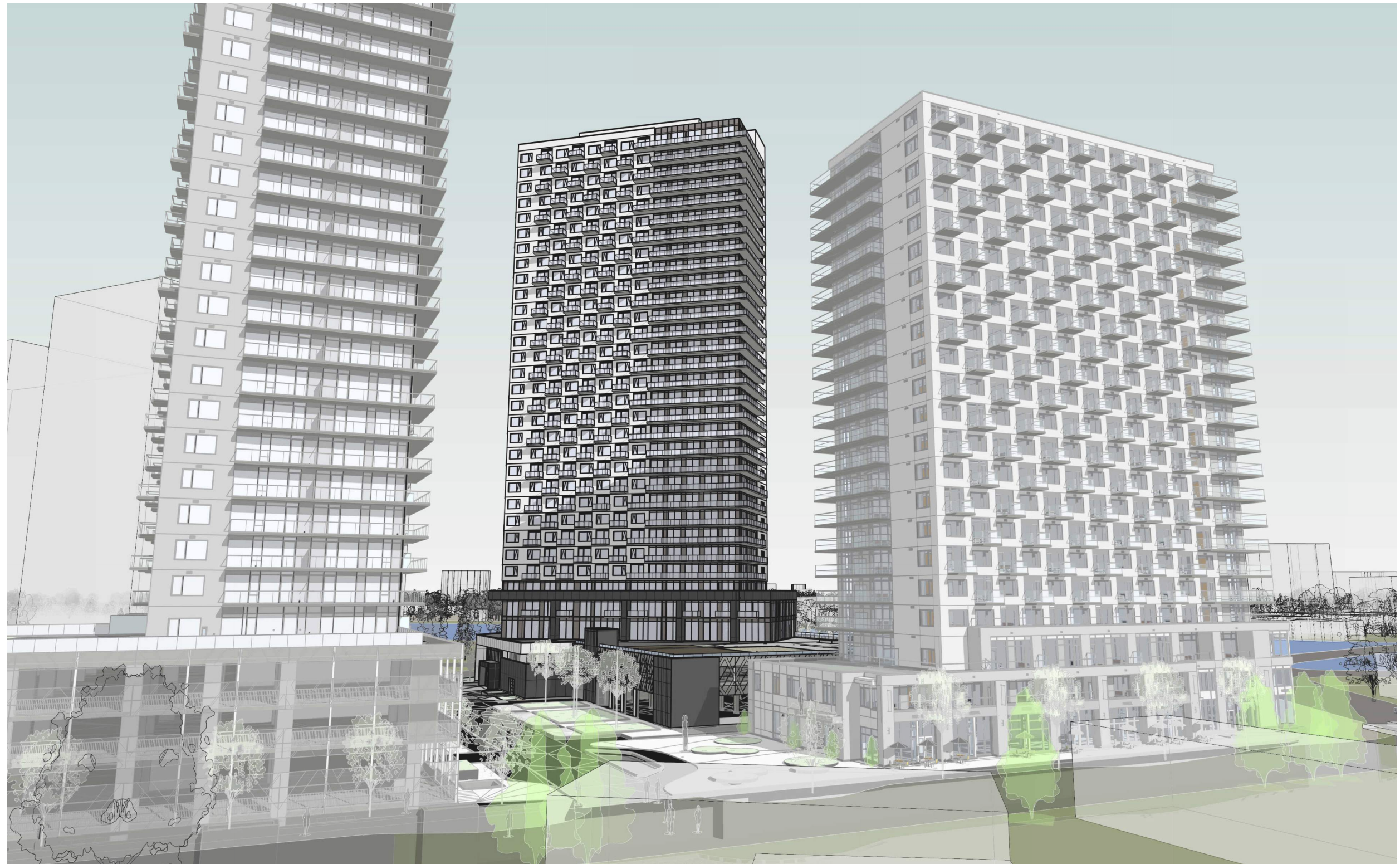
PERSPECTIVES

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



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



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



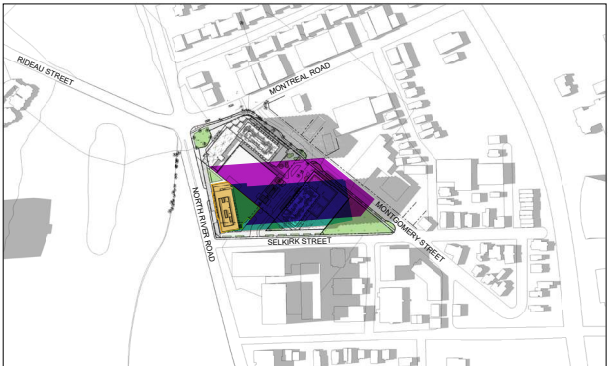
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JUNE 21ST - 13:00



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



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



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



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



3 SELKIRK STREET SHADOW STUDY
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



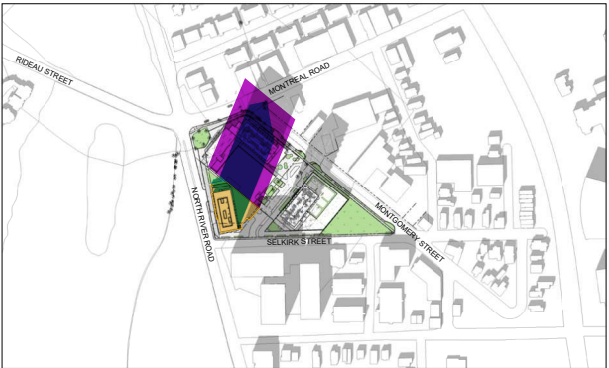
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SEPTEMBER 21ST - 10:00



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



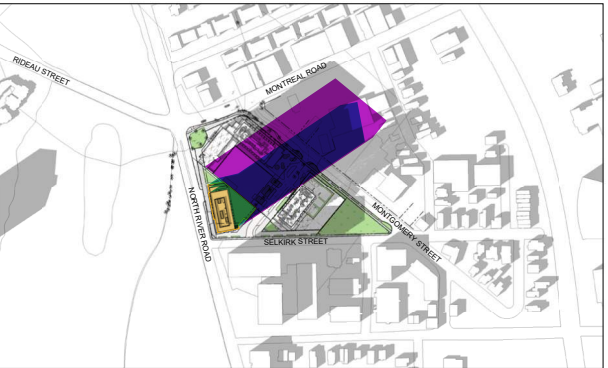
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SEPTEMBER 21ST - 12:00



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



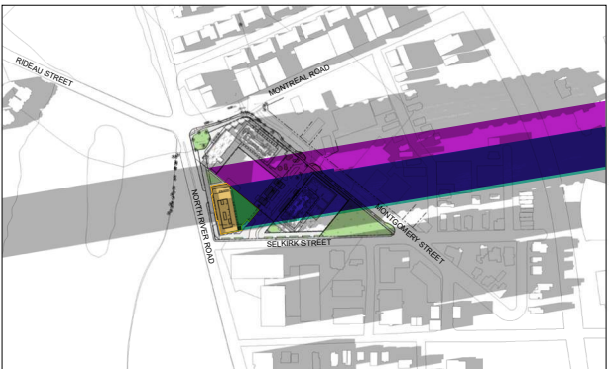
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SEPTEMBER 21ST - 14:00



3 SELKIRK STREET SHADOW STUDY
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



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DECEMBER 21ST - 11:00



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



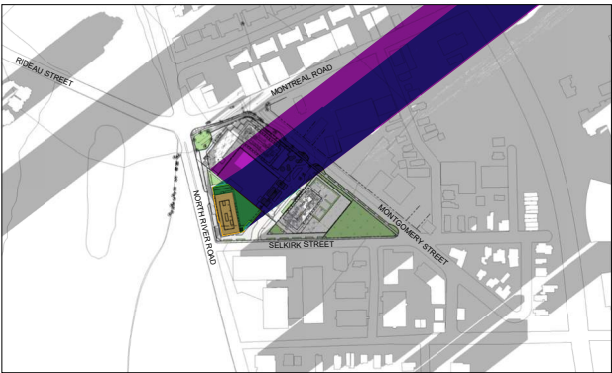
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DECEMBER 21ST - 14:00

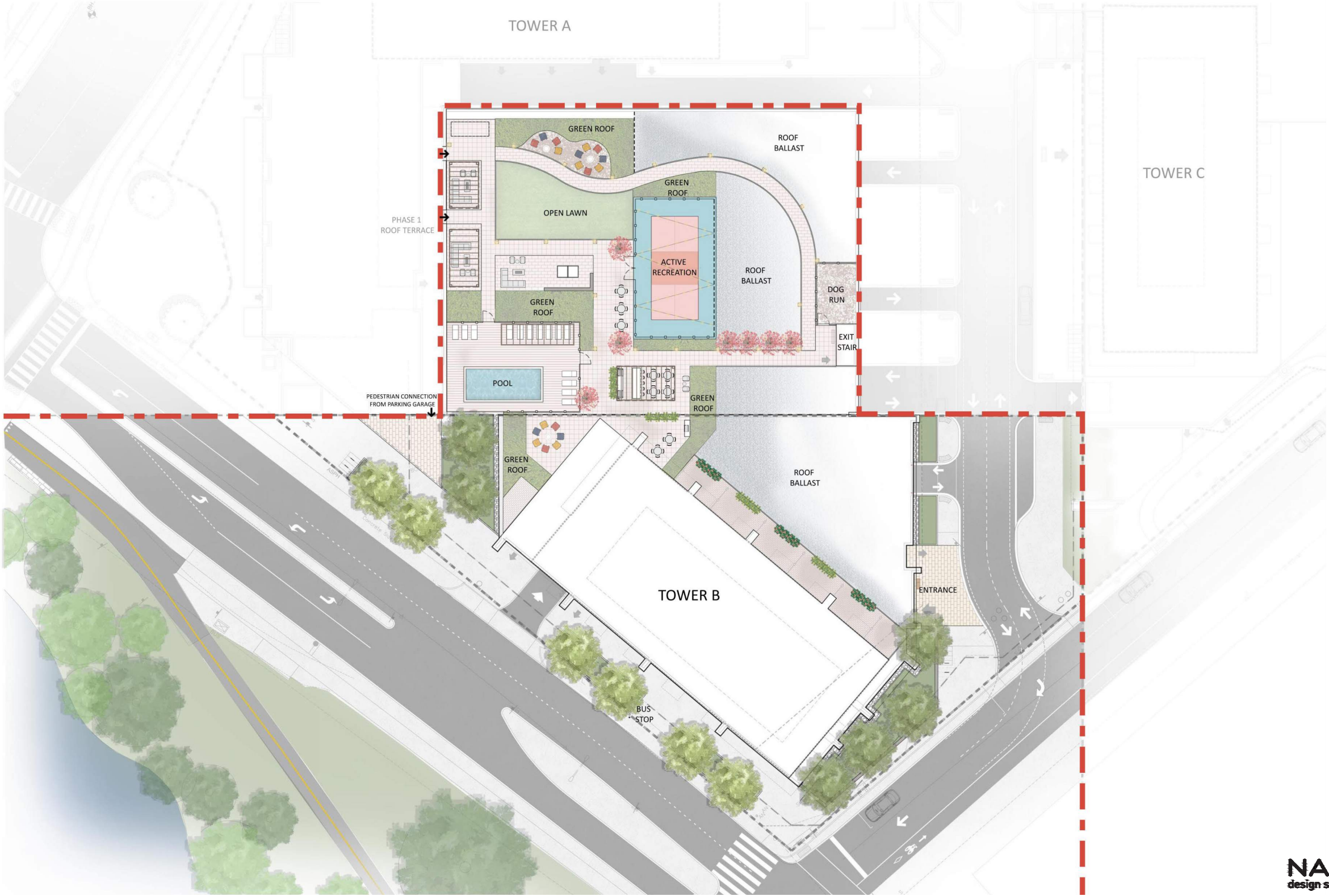


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DECEMBER 21ST - 15:00

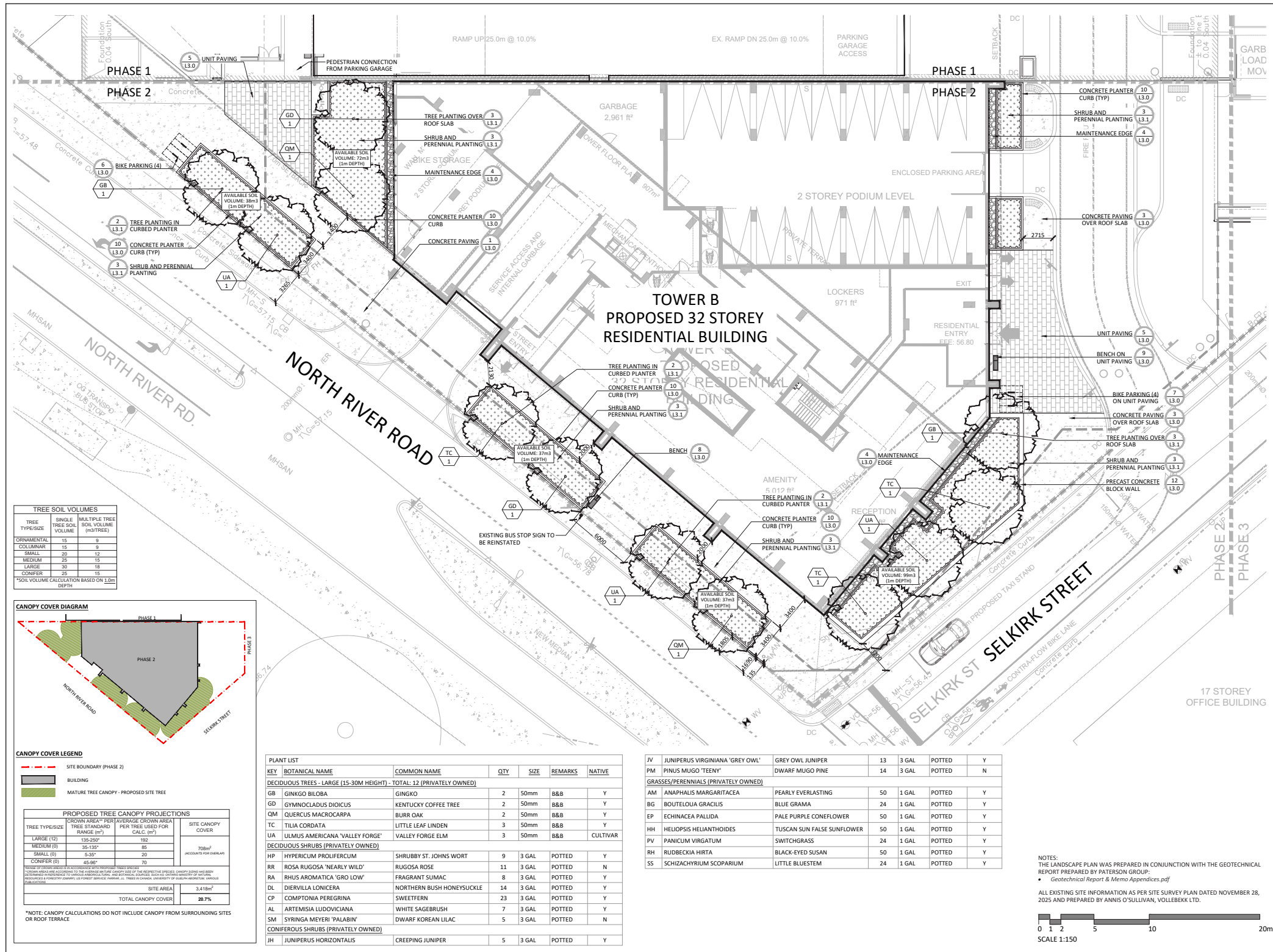


3 SELKIRK STREET SHADOW STUDY
DECEMBER 21ST - 16:00

LANDSCAPE PLANS



LANDSCAPE PLANS



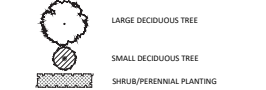
LEGEND

ROOF

CHIMNEY

PROPERTY LINE

PLANTING



PAVING



FENCING



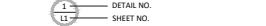
AMENITIES



PLANTING



DETAIL KEY



-		
-		
-		
-		
3	Re-issued for Site Plan Approval	Jun. 29/26
2	Issued for Site Plan Approval	Feb. 6/26
1	Issued for UDRP	Dec. 12/25
No.	Description	Date

Revision

Project Team	
OWNERSHIP RIVERVIEW DEVELOPMENTS INC. 1200 Atlantic Ave., Suite 302B, Toronto, ON M6G 1S4	LANDSCAPE ARCHITECT NAK DESIGN STRATEGIES 1285 Wellington St., Ottawa, ON K1Y 3A8
ARCHITECT ACCORDANCE LAFAYE ARCHITECT INC. 56 Beech St., Ottawa, ON K1S 3B8	CIVIL LITHOS GROUP INC. 500 Burnhamthorpe Rd., Toronto, ON M6A 2Y1
PLANNING J. J. RICHARDS & ASSOCIATES Tower 1, 343 Preston St. #1000, Ottawa, ON K1S 3B4	TRANSPORTATION PARSONS 1225 Michael St. Suite 100, Ottawa, ON K1Z 7T2

PROPERTY INFORMATION
LOTS 2, 4, 6, 8, 10, 12, 14, 16, 32, 33, 34, 35 AND PART OF LOT 1 REGISTERED PLAN 49 AND
LOTS 14, 15, 36 AND PART OF LOTS 1, 2, 3, 4, AND 5 REGISTERED PLAN 51 AND PART OF LOT 7
JUNCTION GORE GEOGRAPHIC TOWNSHIP OF GLOUCESTER CITY OF OTTAWA



NAK 
design strategies

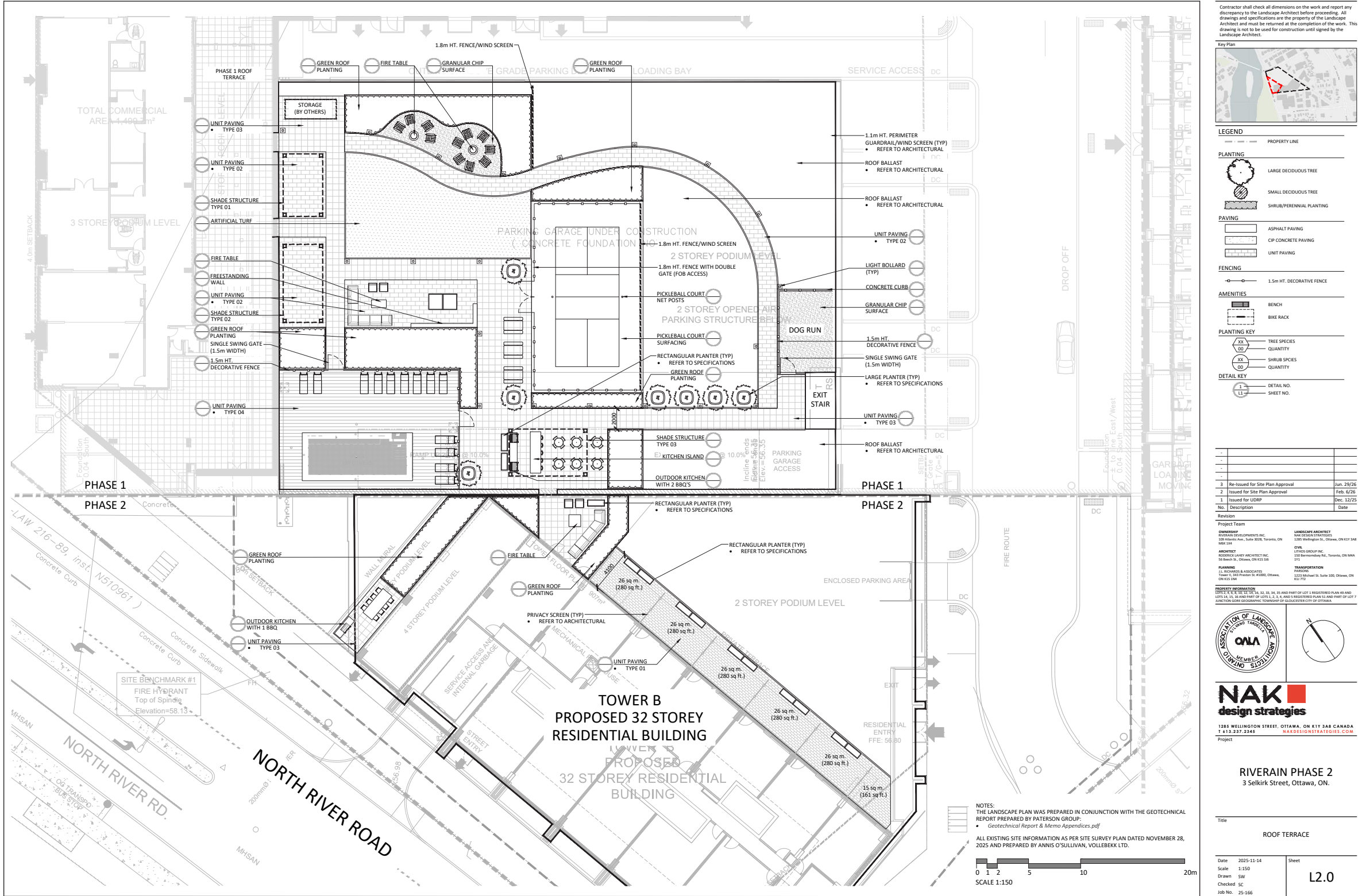
1285 WELLINGTON STREET, OTTAWA, ON K1Y 3A8 CANADA
T 613.237.2345 NAKDESIGNSTRATEGIES.COM

Project

RIVERAIN PHASE 2
3 Selkirk Street, Ottawa, ON.

Title	
LANDSCAPE PLAN	
Date 2025-11-14	Sheet L1.0
Scale 1:150	
Drawn SW	
Checked SC	
Job No. 25-166	

LANDSCAPE PLANS



WIND ANALYSIS

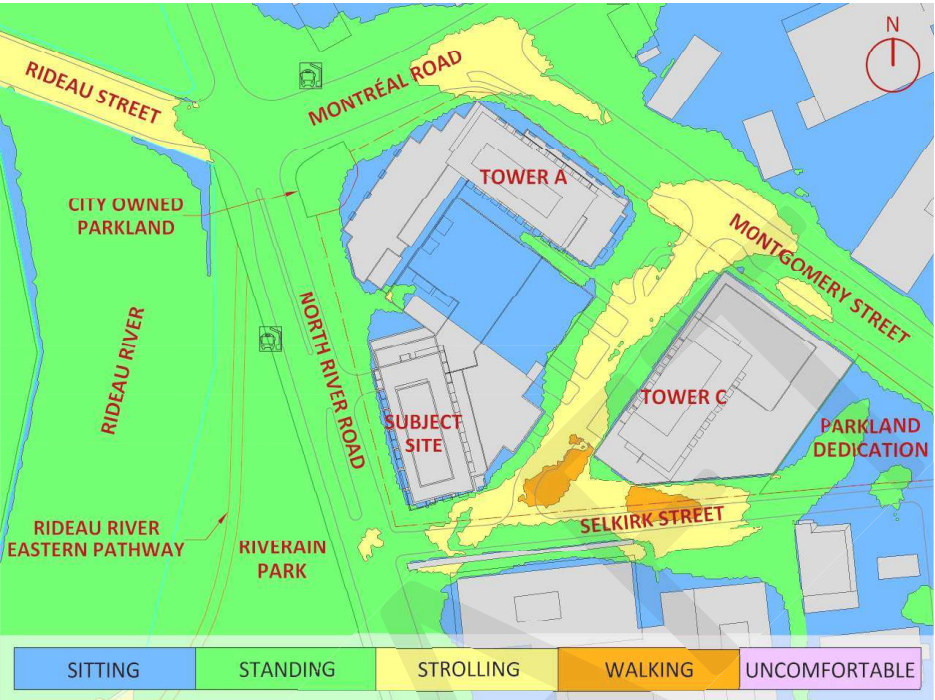


FIGURE 3A: SPRING – WIND COMFORT, GRADE LEVEL – PROPOSED MASSING

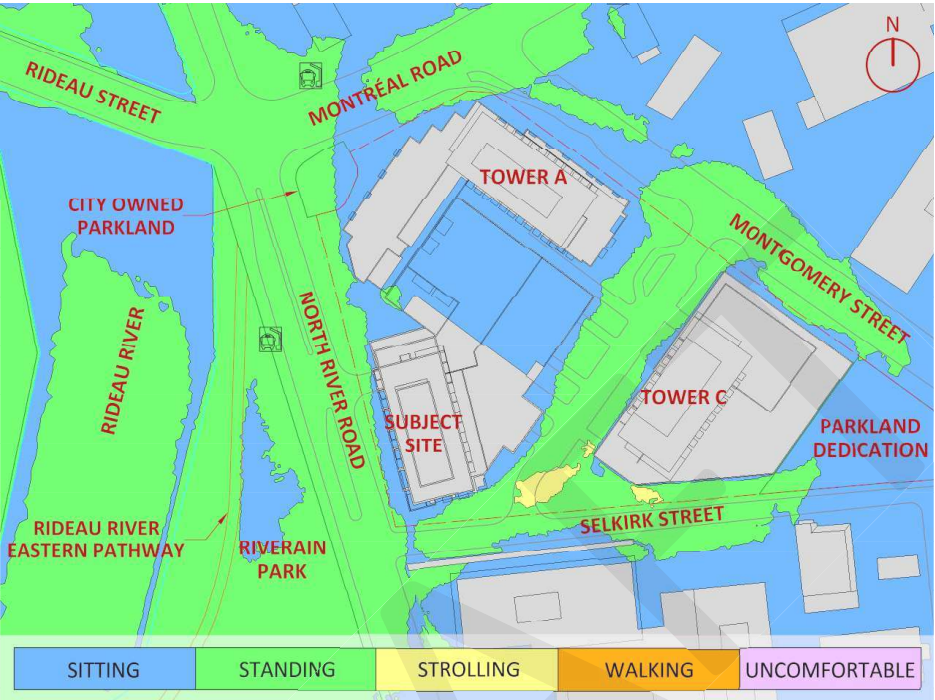


FIGURE 4A: SUMMER – WIND COMFORT, GRADE LEVEL – PROPOSED MASSING

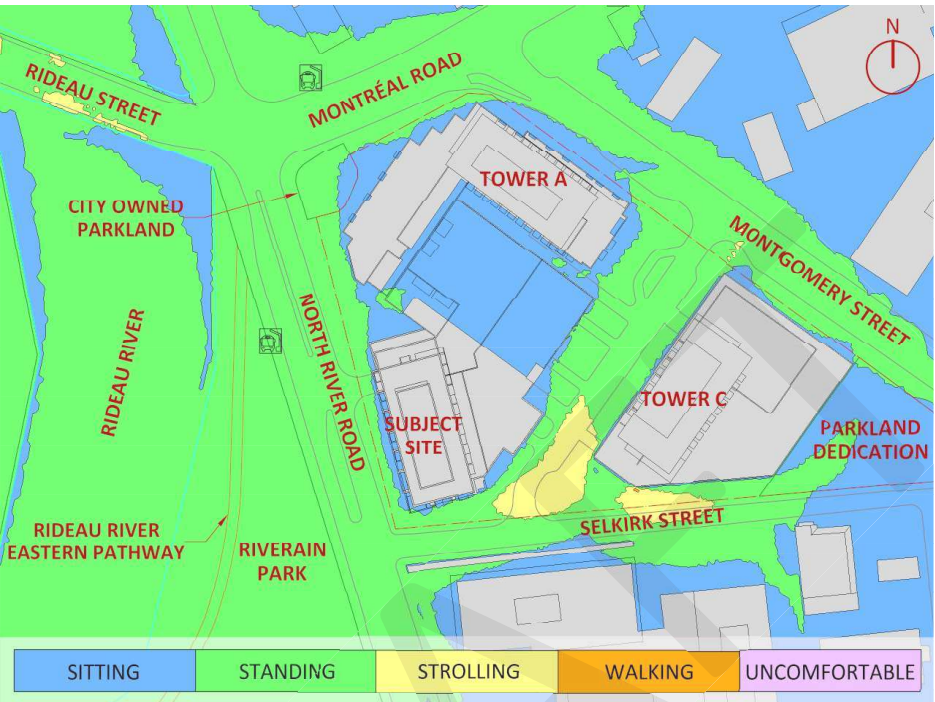


FIGURE 5A: AUTUMN – WIND COMFORT, GRADE LEVEL – PROPOSED MASSING

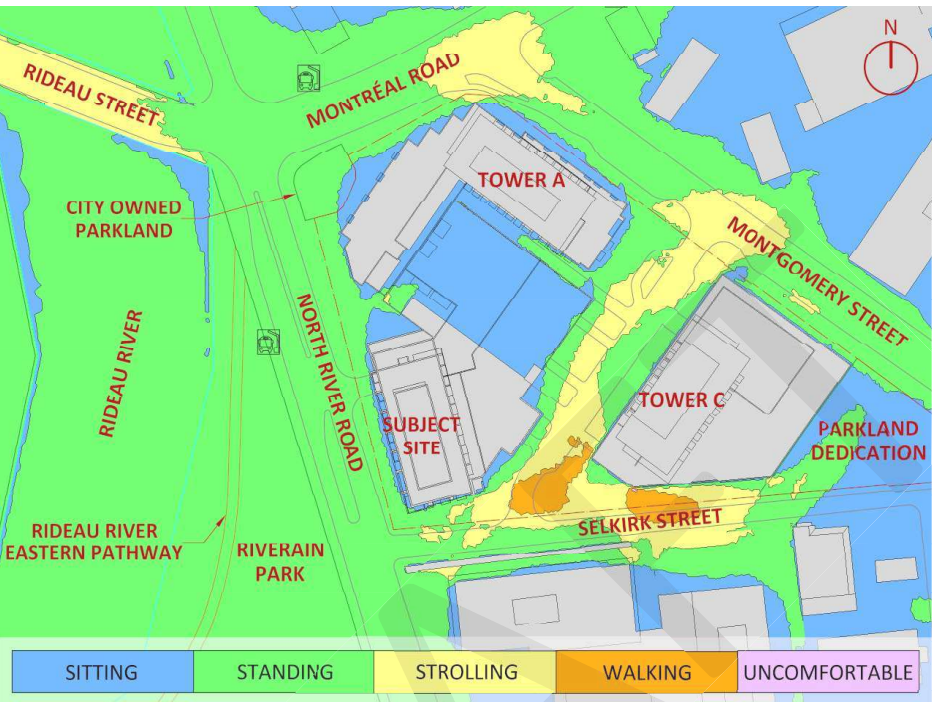


FIGURE 6A: WINTER – WIND COMFORT, GRADE LEVEL – PROPOSED MASSING

THANK YOU

