



25066

319 HUNTMAR URBAN DESIGN REPORT

319 HUNTMAR DR.
KANATA, ONTARIO

ISSUED 2026.04.02

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Executive Summary

The proposed development at 319 Huntmar Drive establishes a compact residential community within a designated Mixed Use Centre, aligning with the City of Ottawa Official Plan. It delivers 472 units across six buildings, combining light wood frame and mass timber construction to support efficient, lower-carbon development.

In a largely undeveloped context, the project focuses inward to create a clear sense of place. A central plaza, walkable streets, and connections to Feedmill Creek structure the community around everyday movement, social life, and access to nature. Proximity to existing retail and future transit supports its evolution into a complete, connected neighbourhood.

The development advances key policy objectives by using land efficiently, supporting active transportation, and creating inclusive, livable spaces. While designed to function under current suburban conditions, it establishes a framework for a more urban, transit-oriented future.

1.0 PROJECT DESCRIPTION

This project proposes the creation of a new residential neighbourhood at 319 Huntmar Drive, focused on establishing a complete and livable community from the outset. The design pairs Ironclad's established light wood frame construction methodology with the introduction of mass timber, supporting a delivery model that prioritizes cost certainty, construction efficiency, and consistent quality, while advancing more sustainable building practices.

The development will deliver 472 residential units, comprising 40 studio units, 200 one bedroom units, 169 two bedroom units, and 63 three bedroom units. This mix is intentional, supporting a range of household types and contributing to a more diverse and resilient community over time.

The site is currently a greenfield condition with limited surrounding urban structure, primarily defined by Highway 417 and adjacent large-format retail. In response, the design establishes a clear internal framework that organizes buildings, circulation, and open space into a coherent and legible neighbourhood. Buildings are arranged to define streets and shared spaces, creating a strong sense of enclosure and orientation while buffering the site from surrounding infrastructure.

At the centre of the plan is an active, human-scaled plaza that functions as the social heart of the community. Framed by residential uses and directly connected to the Feedmill Creek corridor, the plaza is designed to support daily life through informal gathering, play, and passive use. Its visibility from surrounding units and pedestrian routes reinforces a sense of safety, activity, and shared ownership.

A network of walkable connections links buildings, open spaces, and natural features, prioritizing pedestrian movement and establishing clear relationships

between public, semi-public, and private realms. Smaller amenity spaces and landscaped areas are distributed throughout the site to support a range of experiences, from quiet retreat to active use, ensuring the neighbourhood functions at multiple scales.

The development is phased to ensure that each stage delivers a complete and functional environment, avoiding the fragmentation often associated with large greenfield projects. Early phases establish key open spaces and circulation routes, setting the foundation for a cohesive build-out over time.

Through a combination of compact built form, connected open space, and durable construction methods, the project establishes the conditions for a complete and enduring neighbourhood—one that supports everyday life, fosters social interaction, and can adapt as the surrounding area continues to evolve.



PROJECT DATA													
ITEM	PROPOSED BY DESIGNER/ARCHITECT					REQUIRED PER ZONING BY-LAW 2008-250	COMPLIANCE (YES/NO)	REFERENCE FROM ZONING BY-LAW					
	PHASE 1	PHASE 2	PHASE 3										
A	ZONING CATEGORY					MC H(45) MKED/JSE CENTRE ZONE	N/A	ZONING BY-LAW No 2008-250, PART 10, SECTION 191-192					
B	TOTAL LOT AREA					GROSS AREA = 32,325.45 m ² (3.23 HA) (7.99 ACRES) WATERMAIN EASEMENT AREA = 756.7 m ² NET AREA = 31,568.7 m ² (3.16 HA) (7.80 ACRES)	NO MINIMUM	YES	TABLE 191				
	LOT WIDTH					85.85m	NO MINIMUM	YES	TABLE 191				
	PARKLAND DEDICATION					0.0 m ²	1 HECTARE PER 600 UNITS, NOT TO EXCEED 10% OF THE GROSS LAND AREA (0.323 ha)	NO	PER ZONING BY-LAW No. 2022-280				
C	GROSS FLOOR AREA (GFA) M2					BLDG A	BLDG B1	BLDG B2	BLDG B3	BLDG B4	BLDG B5		
	LEVEL 1					1,412.93 m ²	1,087.72 m ²	1,087.72 m ²	1,087.72 m ²	1,087.72 m ²	1,087.72 m ²	N/A	N/A
	LEVEL 2					1,412.93 m ²	1,084.48 m ²	1,084.48 m ²	1,084.48 m ²	1,084.48 m ²	1,084.48 m ²	N/A	N/A
	LEVEL 3					1,412.93 m ²	1,084.48 m ²	1,084.48 m ²	1,084.48 m ²	1,084.48 m ²	1,084.48 m ²	N/A	N/A
	LEVEL 4					1,412.93 m ²	1,084.48 m ²	1,084.48 m ²	1,084.48 m ²	1,084.48 m ²	1,084.48 m ²	N/A	N/A
	LEVEL 5					1,412.93 m ²	1,084.48 m ²	1,084.48 m ²	1,084.48 m ²	1,084.48 m ²	1,084.48 m ²	N/A	N/A
	LEVEL 6					1,250.60 m ²	1,084.48 m ²	1,084.48 m ²	1,084.48 m ²	1,084.48 m ²	1,084.48 m ²	N/A	N/A
	ROOF					N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	GROSS FLOOR AREA (EXCLUDES BASEMENT/ P1 LEVEL)					8,315.27 m ²	6,510.14 m ²	6,510.14 m ²	6,510.14 m ²	6,510.14 m ²	6,510.14 m ²	N/A	N/A
	FLOOR SPACE INDEX					ALL BUILDINGS TOTAL GFA / GROSS SITE AREA = 40,865.98 m ² / 32,325.45 m ² = 1.26					NO MAXIMUM	YES	TABLE 191
BASEMENT / P1 LEVEL					1,406.77 m ²	1,472.25 m ²	1,472.25 m ²	1,077.71 m ²	1,077.71 m ²	1,077.71 m ²	N/A	N/A	
NUMBER OF UNITS					87 UNITS	77 UNITS	77 UNITS	77 UNITS	77 UNITS	77 UNITS	N/A	N/A	
D	BUILDING FOOTPRINT					TOTAL ON LOT: (BUILDING A x 1) + (BUILDING B x 5) = (1,412.93 m ² x 1) + (1,087.72 m ² x 5) = 6,851.55 m ²					N/A	N/A	N/A
	BUILDING COVERAGE OF TOTAL LOT AREA (%)					6,851.55 m ² (21.7%) (BASED ON TOTAL BUILDING FOOTPRINT AND NET SITE AREA)					N/A	N/A	N/A
E	TOTAL PARKING STALLS					<p>NOT WITHIN MTO BUFFER: STANDARD PARKING (SURFACE) INCL. BF SPACES = 66 SPACES PARALLEL PARKING (SURFACE) = 17 SPACES COMPACT PARKING (SURFACE) = 58 SPACES STANDARD PARKING (U/G GARAGE) = 162 SPACES COMPACT PARKING (U/G GARAGE) = 33 SPACES</p> <p>WITHIN MTO BUFFER: STANDARD PARKING (SURFACE) = 72 SPACES COMPACT PARKING (SURFACE) = 48 SPACES</p> <p>TOTAL = 456 SPACES (PARKING RATIO = 0.97 SPACES/UNIT) *EXCLUDES VISITOR PARKING SPACES</p>					FOR DWELLING, MID-HIGH RISE APARTMENT, 1.2 SPACES PER DWELLING UNIT 472 UNITS x 1.2 SPACES/UNIT = 567 SPACES	NO VARIANCE ALSO REQ'D FOR PARKING WITHIN MTO BUFFER	TABLE 101, AREA C, ON SCHEDULE 1A
	VISITOR PARKING					95 SPACES (PARKING RATIO = 0.2 SPACES/UNIT)					FOR DWELLING, MID-HIGH RISE APARTMENT, 0.2 SPACES PER DWELLING UNIT 472 UNITS x 0.2 SPACES/UNIT = 95 SPACES	YES	TABLE 102, AREA C, ON SCHEDULE 1A
	ACCESSIBLE PARKING SPACES					U/G PARKING BUILDING A = 1 TYPE A U/G PARKING BUILDING B = 1 TYPE A IN EACH BUILDING = 5 TYPE A SURFACE = 2 TYPE A, 10 TYPE B TOTAL = 8 TYPE A, 10 TYPE B					FOR 551-600 PARKING SPACES: 7 TYPE A, 7 TYPE B	YES	TRAFFIC & PARKING BY-LAW No. 2017-301, PART C, SECTION 112
	BIKE SPACES					<p>CLASS A: BUILDING A + BUILDING B 34 + (36 x 5) = 214 SPACES</p> <p>CLASS B: 62 SPACES (SURFACE + HORIZONTAL)</p> <p>TOTAL = 276 SPACES (RATIO = 0.58 SPACES/UNIT)</p>					0.5 SPACES PER DWELLING UNIT 472 UNITS x 0.5 SPACES/UNIT = 236 SPACES	YES	TABLE 111A
	EV PARKING SPACES					20% OF TOTAL SPACES PROVIDED AT P1 LEVEL					N/A	YES	N/A
						62 SPACES (26.3%)					MINIMUM 50% TO BE HORIZONTAL SPACES AT GROUND LEVEL 236 SPACES / 2 = 118 SPACES	NO	SECTION 111
F	STANDARD PARKING STALL DIMENSIONS					AS REQUIRED					2.8m WIDTH x 5.2m LENGTH	YES	SECTION 106
	COMPACT PARKING STALL DIMENSIONS					AS REQUIRED					2.4m WIDTH x 4.6m LENGTH	YES	SECTION 106
	ACCESSIBLE PARKING STALL DIMENSIONS					AS REQUIRED					• TYPE A 3.4m WIDTH x 5.2m LENGTH • TYPE B 2.4m WIDTH x 5.2m LENGTH • 1.5m WIDE ACCESS AISLE	YES	TRAFFIC & PARKING BY-LAW No. 2017-301, PART C, SECTION 113
	PARALLEL PARKING STALL DIMENSIONS					AS REQUIRED					2.4m WIDTH x 6.7m LENGTH	YES	SECTION 106
	BIKE SPACE DIMENSIONS					AS REQUIRED					• HORIZONTAL ORIENTATION: 0.5m WIDTH x 1.8m LENGTH x 2.1m OVERHEAD CLEAR • VERTICAL ORIENTATION: 0.5m WIDTH x 1.5m LENGTH x 2.1m OVERHEAD CLEAR • 1.5m WIDE ACCESS AISLE	YES	TABLE 111B
	LOADING SPACE DIMENSION					4 SPACES; 13.0m LENGTH x 4.0m WIDTH. ADDITIONAL 4.0m x 4.0m STAGING AREA ALSO PROVIDED					NOT REQUIRED FOR RESIDENTIAL USES	YES	TABLE 113
	DRIVE AISLE AND DRIVEWAY DIMENSIONS					6.7m WIDE NORTHERN DRIVE AISLE; 6.0m ELSEWHERE					6.0m WIDE DRIVE AISLE FOR PARKING LOT OR PARKING GARAGE ACCESSORY TO A RES. USE	YES	TABLE 107 (1)(c)(ii)
	G	NUMBER OF LOADING SPACES					4 SPACE					0 SPACES (RESIDENTIAL USES)	YES
MINIMUM FACADE OPENINGS					N/A					N/A	N/A	N/A	
H	MINIMUM STREET LINE FACADE OPENINGS					N/A					N/A	N/A	N/A

I	LANDSCAPE AREA		11,656.9 m ² (36.9%) **BASED ON NET SITE AREA, INCLUDES PRIVATE PATIO AREAS	N/A	N/A	N/A	
	LANDSCAPE AREA WITHIN PLANNED UNIT DEVELOPMENT		SOFT LANDSCAPING ONLY = 6,832.8m ² (21.6%) **BASED ON NET SITE AREA	25% MIN. OF THE TOTAL LOT AREA MUST BE SOFT LANDSCAPED AREA	NO	SECTION 703 - PLANNED UNIT DEVELOPMENT	
	LANDSCAPING PROVISIONS FOR PARKING LOT			15% MIN. PERIMETER OR INTERIOR LANDSCAPE AREA	YES	SECTION 110 (1)	
	LANDSCAPE BUFFER		VARIABLES; REFER TO SITE PLAN	3.0m, WHERE ABUTTING A STREET; 3.0m, NOT ABUTTING A STREET	YES	TABLE 110	
J	PRIVATE AMENITY SPACE		<p>TOTAL AMENITY BLDG A: 768.7 m² BLDG B: 709.5 m² x 5 = 3,548.9 m² TOTAL AMENITY = 4,317.6 m²</p> <p>COMMUNAL AMENITY BLDG A: INTERIOR: 1,092.9 m² ROOFTOP PATIO: 170.2 m²</p> <p>BLDG B: INTERIOR: 41.5 m²/ BUILDING B x 5 = 207.3 m²</p> <p>EXTERIOR: AMENITY AREA A = 761.5 m² AMENITY AREA B = 597.0 m² AMENITY AREA C = 653.7 m² AMENITY AREA D = 440.4 m² AMENITY AREA E = 340.1 m² TOTAL COMMUNAL AMENITY = 4,263.1 m²</p> <p>NOTE: • MIDRISE BUILDING BALCONIES/PATIOS CONTRIBUTE TO TOTAL AMENITY AREA REQUIREMENT. • COMMON AMENITY (INTERIOR AND EXTERIOR) CONTRIBUTE TO COMMUNAL AMENITY AREA.</p>	<p>TOTAL AMENITY 6.2 m² PER DWELLING UNIT 472 UNITS x 6.0 m² DWELLING UNIT = 2,832.0 m²</p> <p>COMMUNAL AMENITY MINIMUM 50% OF TOTAL = 1,416.0 m²</p>	YES	SECTION 137	
	SETBACKS						
	FRONT YARD SETBACK (HUNTMAR DRIVE)		VARIABLES; REFER TO SITE PLAN	3.0m MIN. - ABUTTING A LOT IN A RESIDENTIAL ZONE 2.0m MIN. - ABUTTING THE RAPID TRANSIT CORRIDOR OTHER CASES - NO MINIMUM	YES	TABLE 191	
	REAR YARD SETBACK (FEEDMILL CREEK WEST/ ARCHEOLOGY AREA)		VARIABLES; REFER TO SITE PLAN	6.0m MIN. - ABUTTING A LOT IN A RESIDENTIAL ZONE 2.0m MIN. - ABUTTING THE RAPID TRANSIT CORRIDOR OTHER CASES - NO MINIMUM	YES	TABLE 191	
	INTERIOR SIDE YARD SETBACK (FEEDMILL CREEK NORTH)		VARIABLES; REFER TO SITE PLAN	3.0m MIN. - ABUTTING A LOT IN A RESIDENTIAL ZONE 2.0m MIN. - ABUTTING THE RAPID TRANSIT CORRIDOR OTHER CASES - NO MINIMUM	YES	TABLE 191	
	EXTERIOR SIDE YARD SETBACK (QUEENSWAY - HIGHWAY 417)		VARIABLES; REFER TO SITE PLAN	3.0m MIN. - ABUTTING A LOT IN A RESIDENTIAL ZONE 2.0m MIN. - ABUTTING THE RAPID TRANSIT CORRIDOR OTHER CASES - NO MINIMUM	YES	TABLE 191	
	K	MINIMUM BUILDING HEIGHT (M)		N/A	NO MINIMUM, 6.7m FOR ALL USES WITHIN 400 METERS OF A RAPID TRANSIT STATION	N/A	TABLE 191
		MAXIMUM BUILDING HEIGHT (M)		BUILDING A = APPROX. 22.2m, FROM LEVEL 1 BUILDING B1, B2, B3, B4, B5 = APPROX. 20.9m, FROM LEVEL 1	NO MAXIMUM	YES	TABLE 191
		NUMBER OF STOREYS		6 STOREYS ALL BUILDINGS	N/A	N/A	N/A

2.0 DESIGN DIRECTIVES

2.1 Official Plan

The proposed development at 319 Huntmar Drive aligns with the City of Ottawa Official Plan by advancing a compact, sustainable, and complete community that supports growth management objectives, promotes healthy and inclusive living, integrates climate-responsive design, and contributes to a distinct and vibrant neighbourhood.

The subject lands are designated “Mixed Use Centre” under the City of Ottawa Official Plan, identifying them as strategic, transit-supportive areas intended to accommodate compact, higher-density, mixed-use development. This designation permits a broad range of uses, including residential, commercial, institutional, and retail, while prioritizing walkability, cycling, and convenient access to transit. The proposed development responds to these policies by introducing medium-density residential buildings within walking distance of existing retail, supported by strong pedestrian connections, high-quality amenity spaces, and a careful relationship to the adjacent Feedmill Creek corridor. The proposed six-storey buildings are appropriately scaled to their context, framed by Highway 417 and the Tanger Outlet Mall, while the site also strengthens connections to the broader greenspace network, including the Carp River corridor. While future transit infrastructure is anticipated, current conditions necessitate suburban parking rates. As a Design Priority Area under Section 2.5.1, the development has been shaped to reinforce the public realm, respond to its emerging context, and support a livable and coherent neighborhood. The following Official Plan directives are directly applicable and are advanced through the proposal:

Energy and Climate Change

Per the official plan, development should reduce greenhouse gas emissions and improve resilience through compact form, sustainable design, and climate adaptation measures. The project responds through a compact site layout, efficient building forms, and the introduction of mass timber construction and light wood frame construction to reduce embodied carbon. Landscape design incorporates tree planting, shading, and stormwater management strategies to mitigate heat island effects and improve resilience to extreme weather.

Healthy and Inclusive Communities

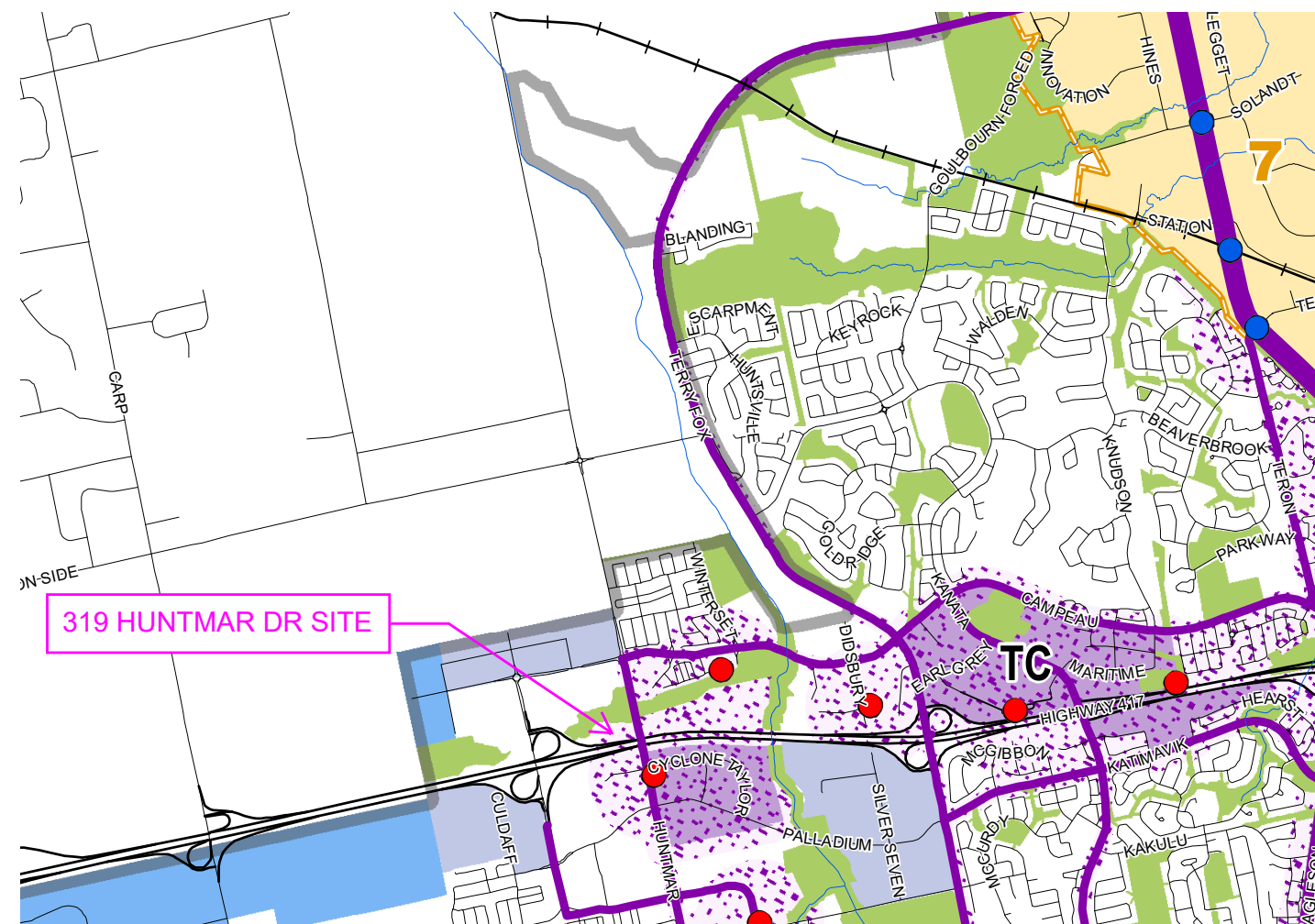
Per the official plan, development must support physical and mental health through walkable environments, access to greenspace, and inclusive design. The proposal establishes a walkable internal network organized around an active central plaza and connections to Feedmill Creek, encouraging daily movement, social interaction, and access to nature. A diverse unit mix supports a range of households, while accessible design principles ensure inclusivity for residents of all ages and abilities.

Designate Sufficient Land for Growth

Growth should be directed to serviced urban areas to accommodate long-term population and housing needs. The subject site, located within Ottawa’s urban area, contributes to planned residential growth by delivering 472 new units on a adequalty zoned site, supporting efficient land use and aligning with the City’s growth management strategy.

15-Minute Neighbourhoods

New neighbourhoods should be compact, mixed-use, and connected, enabling access to daily needs within a short walk or bike ride. The project is conceived as a complete community, with internal pedestrian connections, proximity to existing commercial amenities, including the Tanger Outlets, and access to transit along Huntmar Drive. The site prioritizes walkability and integrates shared spaces that support everyday life within the neighbourhood.



CITY OF OTTAWA OFFICIAL PLAN - SCHEDULE B5- SUBURBAN (WEST) TRANSECT

OVERLAY / AFFECTATION SUPPLÉMENTAIRE	
	Evolving Neighbourhood / Quartier en évolution
	Future Neighbourhood / Quartier futur
DESIGNATIONS / DÉSIGNATIONS	
TC	Town Centre / Centre ville
	Hub / Carrefour
	Corridor - Mainstreet / Couloir - Rue principale
	Corridor - Minor / Couloir - Rue principale mineure
	Mixed Industrial / Industrie Mixte
	Industrial and Logistics / Industrie et Logistique
	Greenspace / Espace vert
	Neighbourhood / Quartier
SPECIAL DISTRICT / DISTRICT PARTICULIER	
	Kanata North Economic District / District économique de Kanata-Nord
TRANSIT	
	O-Train Station / Station de l'O-Train
	Future O-Train Station / Station de l'O-Train (futur)

2.2 CITY OF OTTAWA URBAN DESIGN GUIDELINES FOR MID-RISE BUILDINGS

Context

The plan builds its own neighbourhood from the ground up, organizing buildings, streets, and open space to create a clear structure that can grow with its surroundings. Rather than waiting for context, it establishes one rooted in strong internal connections and a defined sense of place. Feedmill Creek anchors the site, shaping views, movement, and landscape, and tying the development to its natural edge.

Site Organization

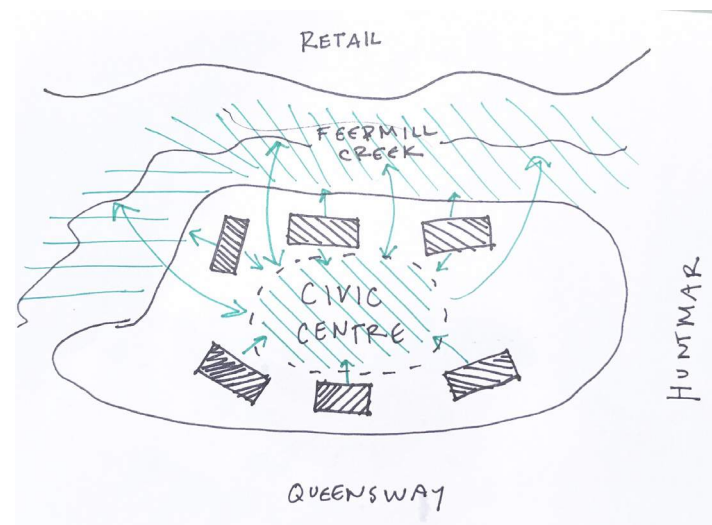
Buildings and spaces are arranged to define streets, support walkability, and create a legible, connected neighbourhood. The central open space acts as the heart of the plan, framed by buildings that provide enclosure and orientation. Setbacks are purposeful used for planting, gathering, and movement not leftover space. The layout balances density with access to light, privacy, and views, while amenity areas are consolidated, visible, and integrated into daily life.

Built Form

The buildings shape the public realm, holding the street and reinforcing a mid-rise scale that feels comfortable and human. Massing is broken down through stepbacks, material changes, and rhythm to avoid monotony and reduce perceived scale. The architecture focuses on what people experience at grade, while roofs and materials contribute to a cohesive identity and support durability and sustainability.

Pedestrian Realm

The site is organized around people moving through it. Clear paths, connected open spaces, and active edges make walking intuitive and engaging. The central plaza and open space network function as everyday gathering places, not leftover areas. Weather protection and lighting are integrated to support comfort, safety, and use across seasons, reinforcing a neighbourhood that works in real life, not just on plan.

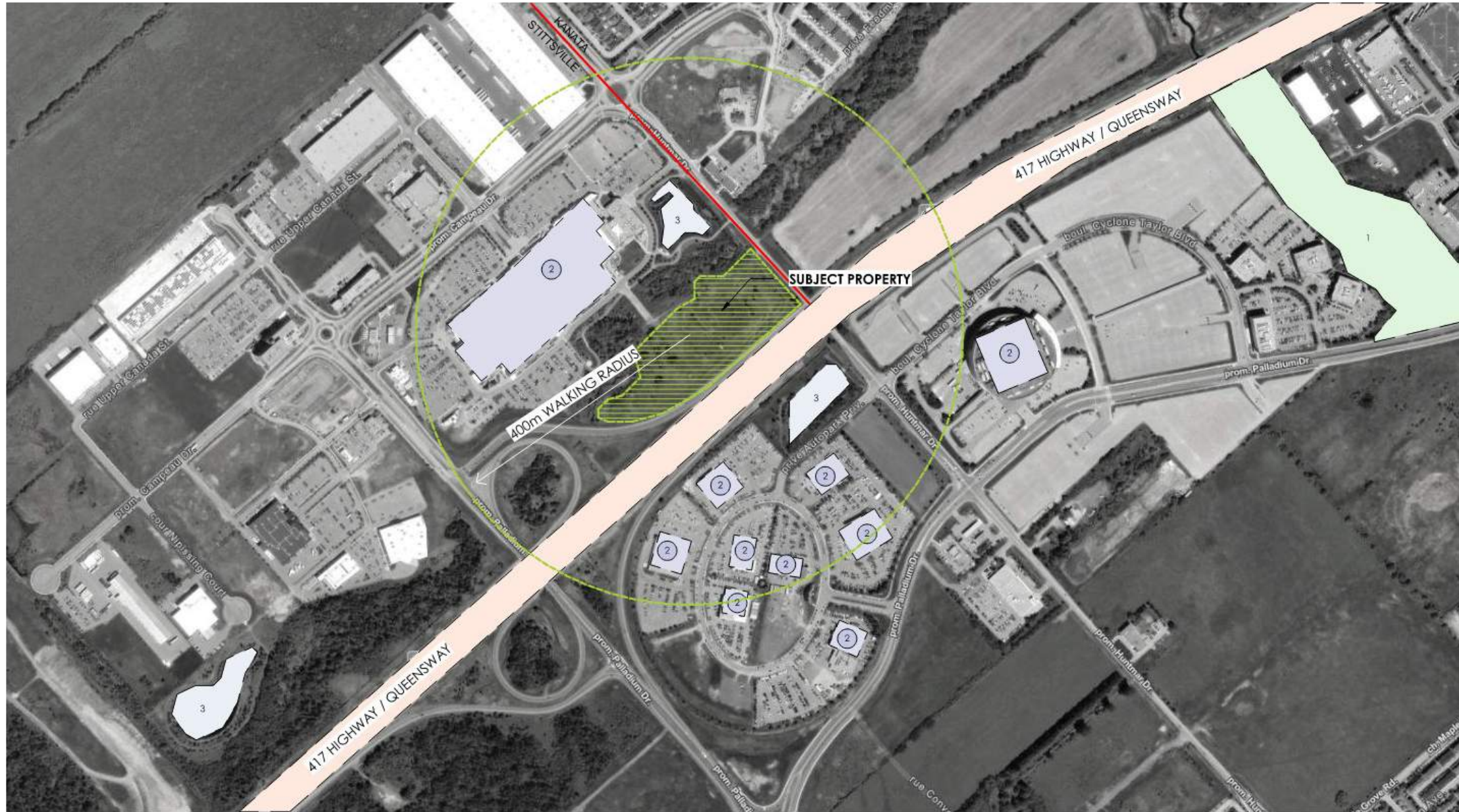


PARTI DIAGRAM

2.3 PRE APP COMMENTS

Comment	Response
The City of Ottawa is currently developing Urban Design Guidelines for Mid-Rise buildings. Please keep up to date on the status of these guidelines Urban Design Guidelines for Mid-Rise Buildings	This document was reviewed and referenced through the design process.
As indicated in the Design Brief Terms of Reference, the applicant is encouraged to explore alternative concepts before finalizing the site plan. The site plan should aim at achieving a sense of place through design of public realm, including streets and public spaces, placement of buildings, and proper arrangement of parking. The attached diagram is intended to illustrate the comments below through a few quick illustrations.	Multiple iterations were testing during schematic design, please see options tested in the design analysis.
If a public park is provided, it is preferred that it be integrated with the Feedmill creek and open space system. Ensure that any proposed park is not dominated by parking.	No public park is proposed. Instead the owner is seeking cash in lieu, and are proposing amenities above and beyond to ensure residents have adequate access to public outdoor space for recreation and activity.
Creating a stronger hierarchy of roads and buildings will help foster a sense of place and build community and character. Organizing the site around a central "mainstreet" and public space would help to create a central "heart" to the development. This mainstreet should look and function like a public road including sidewalks and street trees to be a welcoming entrance into the site. Perpendicular parking along the road is of concern and should be removed to provide a stronger and more pleasant connection to the Feedmill Creek.	Agreed. Please see urban design section in architectural package showing the hierarchy of street space.
Consolidate vehicular accesses, loading areas and underground parking entrances for a more efficient site layout and to lessen impact to the public realm. It is recommended that parking garages be shared between buildings where possible (particularly B2 & B3 on the north side of the amenity) so that access ramps, temporary garbage areas etc can be shared more efficiently.	Below grade parking had been joined to reduce number of parking ramps required to free up space for landscaping and public space.
Integration of development with the amenity area is important, please look to limit parking and loading along this amenity and the Feedmill creek and consider an appropriate ground floor interface. This strategy should be discussed in the Design Brief.	Parking has been reduced as much as feasible for this site.
The Highway is a Scenic Entry Route, buildings should be designed to be viewed from the highway and renderings should be provided from this vantage point in the design brief. Also ensure that landscaping is provided along this frontage to screen parking areas.	Noted.
Ensure that landscaping is coordinated with the programming of the site. Parking should be separated from buildings and ground floor units with a landscaped buffer.	Noted.
Look for opportunities to reduce noise within the amenity space while looking to avoid noise walls. Consider building placement, grade changes and landscaping.	Noted.

SITE ANALYSIS



- SITE LEGEND**
- TOWN LIMITS
 - 417 HIGHWAY
 - SUBJECT PROPERTY
 - WALKING RADIUS
 - 1 PUBLIC PARK
 - 2 COMMERCIAL/RETAIL
 - 3 RETENTION POND

SITE CONTEXT / AERIAL MAP VIEW



SITE CONTEXT / AERIAL VIEW FROM HUNTMAR DR. & HIGHWAY 417



SITE CONTEXT / VIEW EAST FROM HUNTMAR DR.



SITE CONTEXT / VIEW NORTH FROM HIGHWAY 417

IRONCLAD DEVELOPMENTS METHODOLOGY



MID-RISE SCALE W/ PITCHED ROOFS



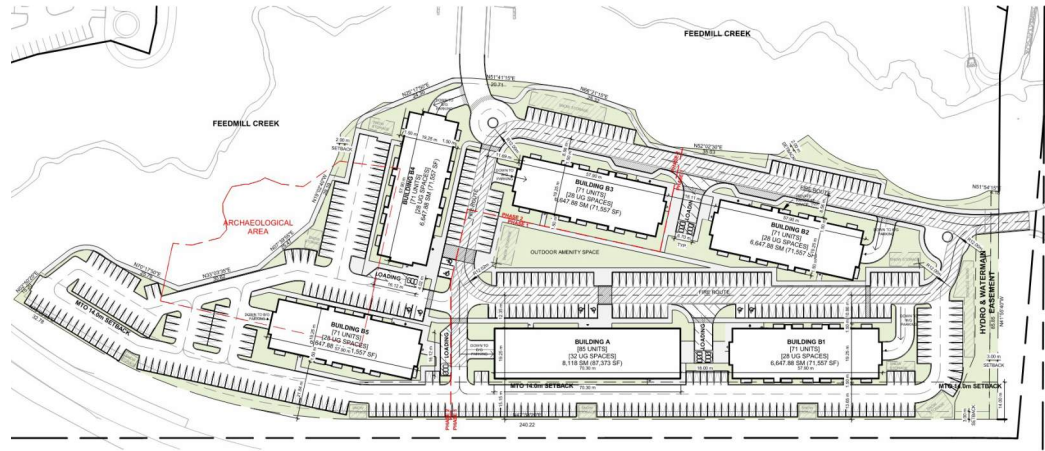
PLACEMAKING IDEAS



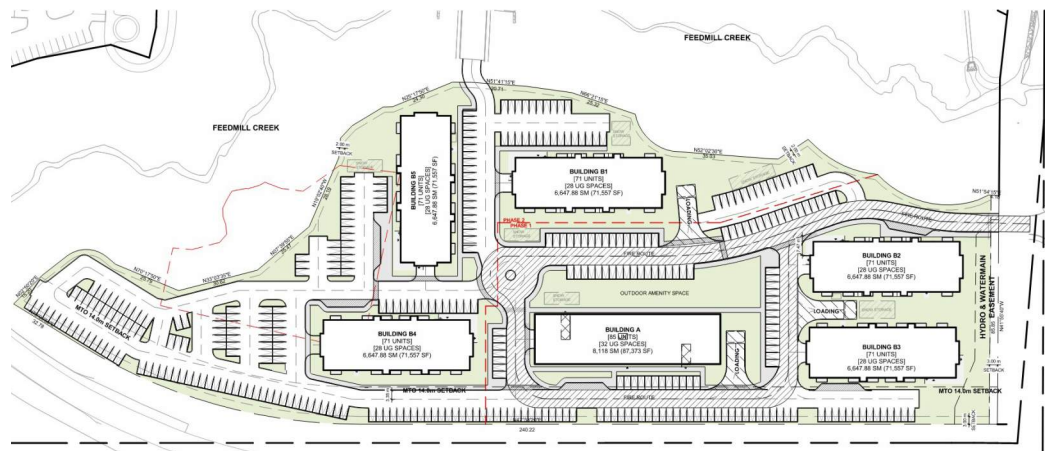
TRANSIT ORIENTED DESIGN



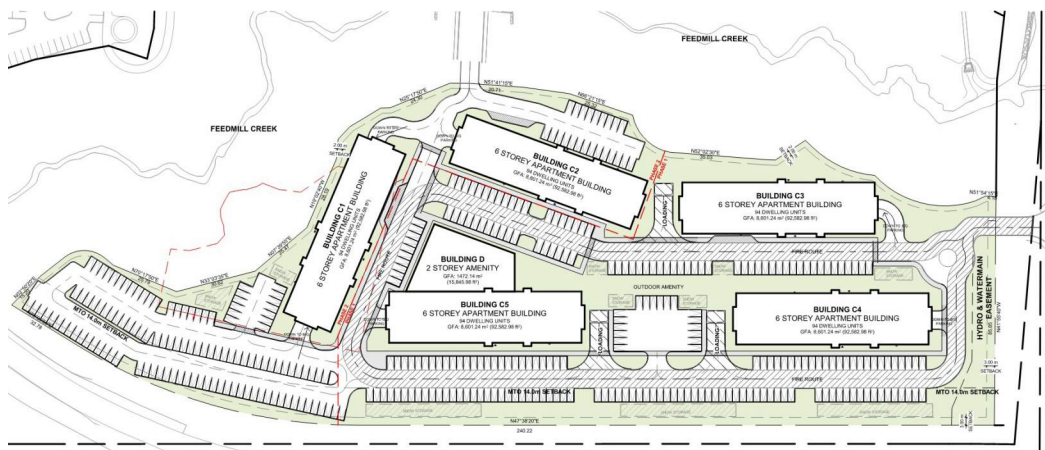
FEASIBILITY STUDY - TEST PLANS



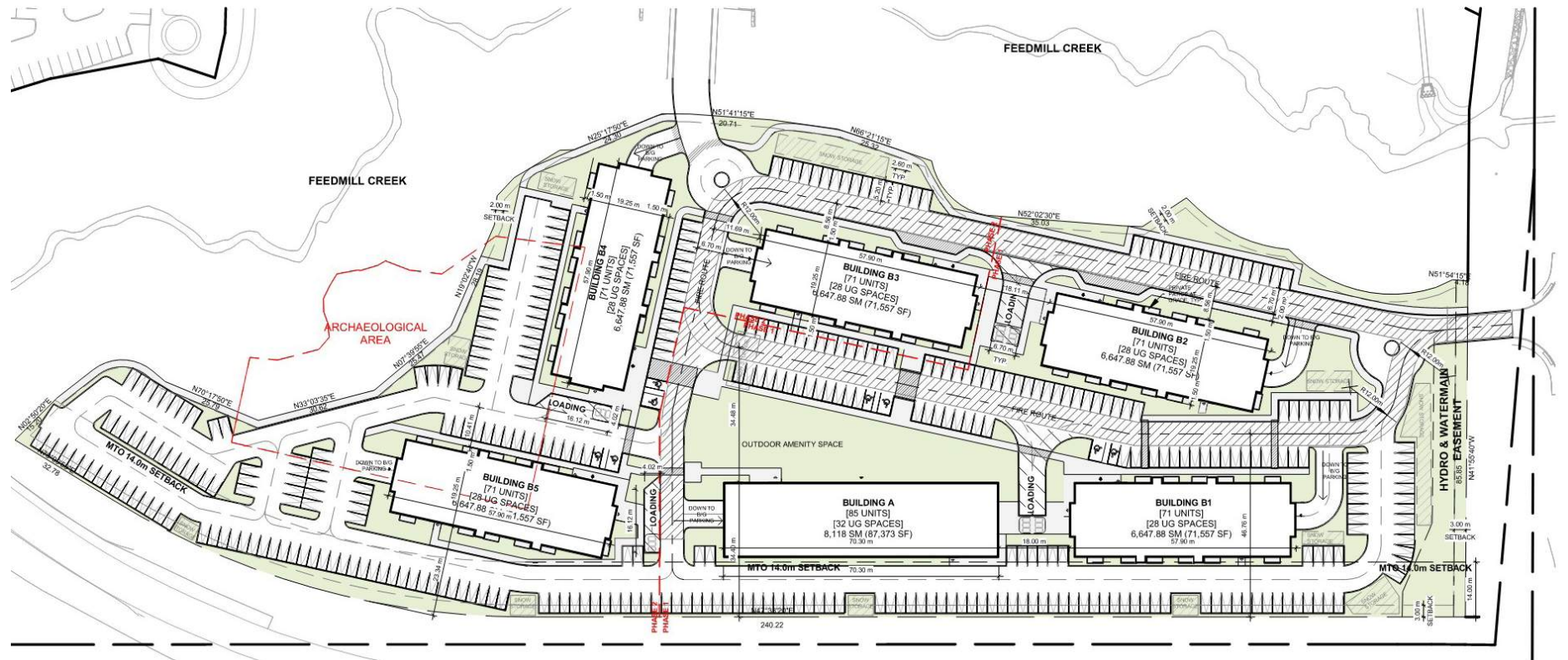
TEST PLAN - OPTOIN 1A



TEST PLAN - OPTOIN 1A



TEST PLAN - OPTOIN 1A



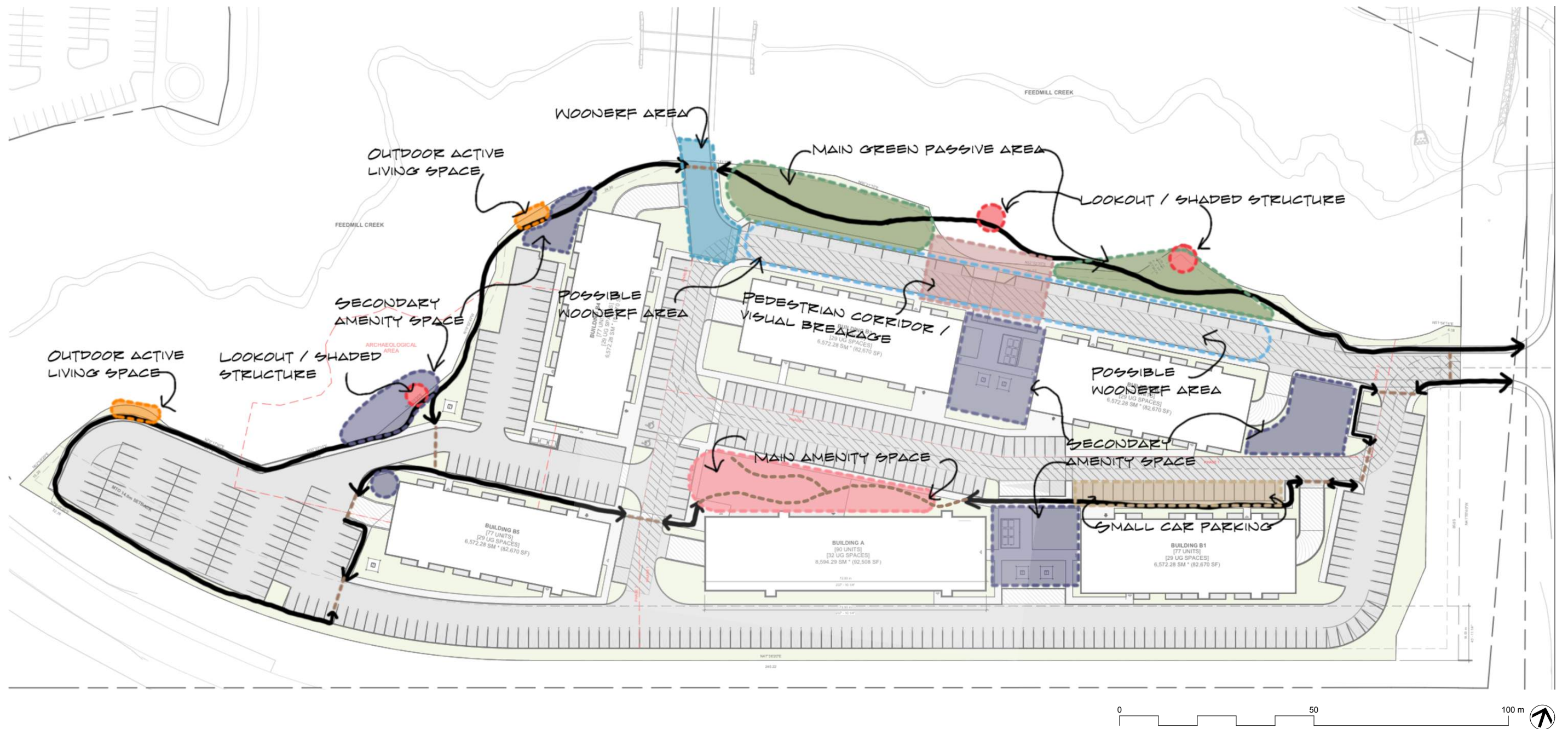
TEST PLAN - OPTION 1B (SELECTED FOR FURTHER DEVELOPMENT)

Preferred for the clear circulation, the ability to meet almost all zoning requirements, ROW requirements, and maximize outdoor amenity space directly adjacent to Building A, which will house all shared amenities for the development (party rooms, gym, outdoor terrace w/ sauna's + BBQ's)



PRELIMINARY MASSING STUDY INCORPORATING SLOPED ROOFS

SCHEMATIC DESIGN PROGRESS - LANDSCAPE



LANDSCAPE SCHEMATIC DESIGN SKETCH LAYOUT OUT PEDESTRIAN CONNECTIONS AND SPACES

SCHEMATIC DESIGN PROGRESS - 3D VIEWS





SCHEMATIC DESIGN PROGRESS - MATERIAL STUDIES

BUILDING B



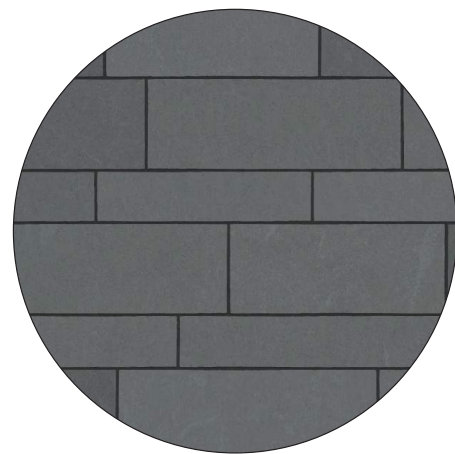
SCHEMATIC DESIGN PROGRESS - MATERIAL STUDIES

BUILDING B



SCHEMATIC DESIGN PROGRESS - MATERIAL STUDIES

BUILDING A







SCHEMATIC DESIGN PROGRESS - 3D VIEWS







SCHEMATIC DESIGN PROGRESS - 3D VIEWS



SCHEMATIC DESIGN PROGRESS - 3D VIEWS

