

URBAN DESIGN BRIEF

PREPARED FOR:

Site Plan Approval
Chick-fil-A Canada, **ULC**
4270 Innes Road
Ottawa, ON

File No. 2292 U

7 October, 2024

Your Vision

Designed | Planned | Realized



PLANNING
URBAN DESIGN
& LANDSCAPE
ARCHITECTURE

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Prepared by:

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1.0 Introduction

MacNaughton Hermesen Britton Clarkson Planning Limited ("MHBC") has been retained by Chick-fil-A Canada, ULC (the "Owner") to seek Site Plan Approval ("SPA") to permit the development of the lands municipally addressed as 4270 Innes Road in the City of Ottawa (hereinafter referred to as the "Subject Lands"). The Subject Lands are located on the south side of Innes Road, approximately 110 metres west of Lanthier Drive, within the Portobello South neighbourhood of the Orléans community.

The proposed SPA application would facilitate the development of a single-storey building containing a Chick-fil-A restaurant, with an associated drive-through facility (the "Proposed Development"). The Proposed Development consists of a 461.94 square metre restaurant that would contain a maximum building height of 6.4 metres. The Proposed Development contributes towards enhancing the quality of the public realm by framing the edge with a new outparcel building, contributing a new assortment of landscaping, furniture, and lighting, including complementary outdoor patio area, and designing the site to be accessible to the surrounding pedestrian network. The associated drive-through facility would contain two separate drive-through aisles, providing 17 and 18 stacking spaces. The Proposed Development provides two (2) surface parking areas, providing a total of 46 vehicular parking spaces, inclusive of 2 accessible parking spaces.

This Urban Design Brief has been prepared in support of the SPA application. Based on the review of the analysis contained herein, we conclude that the proposal is consistent with the overall built form and design directives of the Official Plan, including policies for the Evolving Neighbourhood and Corridor - Mainstreet within Design Priority Area designations, and the applicable urban design standards including Urban Design Guidelines for Development along Arterial

Mainstreets, Urban Design Guidelines for Drive-Through Facilities, and Urban Design Guidelines for Commercial Patios by the City of Ottawa.

Our Approach

In response to this design vision, MHBC on behalf of the Owner has prepared this Urban Design Brief to illustrate how the Proposed Development has responded to the policies guidelines applicable to the Subject Lands. This Urban Design Brief takes into consideration and responds to the Urban Design Brief Terms of Reference provided by the City of Ottawa.

Should you have any questions or wish to discuss the brief in further detail, please do not hesitate to contact us.

Yours truly,

MHBC



Eldon C. Theodore, BES, MUDS, MLAI, MCIP, RPP
Partner | Planner | Urban Designer



Giuliana Costanzo, BDes, MLA
Urban Designer

2.0 How To Read This Brief

This Urban Design Brief organizes key urban design principles into categories. Within each category, a written response demonstrating adherence with those principles is provided. In some cases where strict compliance is not feasible, design rationale is provided to outline how the design intent continues to be respected.

Well-designed developments can help to connect people with places, balance the protection of the environment with emerging built form, and achieve development that promotes a sense of place and local identity within a community. Key urban design terms have been used in this brief to further articulate how the proposal achieves good design principles and enhances the relationship with the surrounding community.

Response to design policy and guidelines

5.1 Massing & Scale

The proposed massing and scale of the proposal is in keeping with the overall design objectives and direction of the Official Plan for the General Urban Area and the applicable built form policies and urban design standards including Cardinal Creek Village Concept Plan and Urban Design Guidelines for Low-Rise Infill Housing by the City of Ottawa.

The proposed development is compatible with and complements the existing and future planned community character by proposing an appropriately scaled built form. As a 4-storey infill building with modest design and density, the development will respond to the current and future character of the community along Famille-Laporte Avenue. The Famille-Laporte Avenue is designated as a future Collector Road within the Cardinal Creek Village Concept Plan and is designated to include denser townhouses and other apartment buildings.

Given that the Site is located along a future Collector Road, the proposed building is oriented to frame the adjacent street and placed close to the west property line to promote an active and engaging street elevation.

The proposed main entrance is oriented toward the interior driveway and proposed landscape amenity area to the south and is directly accessed through a landscaped sidewalk connected to the public sidewalk to the west. The proposed facade has been designed with glazing into the living area of units maximizing visibility to the public sidewalk and street. Overall, the building massing, placement, and architectural treatment will enhance the desirable established pattern of the built form while guaranteeing a high quality, accessible, and connected public realm.

In addition, the proposed height and setbacks ensure that the proposed development provides an appropriate proportional relationship to the pedestrian realm, provides for adequate light, sky views and protection of privacy for adjacent residential properties, and mitigates wind and shadow impacts.

The proposed development contributes to the sense of community and creates a sense of identity given that the Subject Lands is located on one of the identified neighbourhood gateways. The proposal achieves this

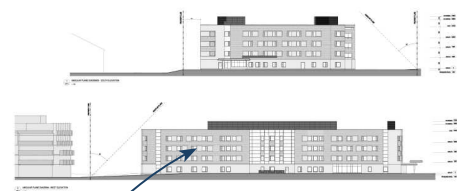


Figure 5.3: Angular Plane Diagram, South and West Elevations (illustrating how the proposed development provided for respectful transition to both existing and planned developments)

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Reference to key design principle being acknowledged

Applicable design policies and guidelines

Guidelines

City of Ottawa Official Plan
Section 5.1.1 Built Form Design and Compatibility
Cardinal Creek Village Concept Plan
Section 4.0 Community Design Guidelines
Urban Design Guidelines for Low-Rise Infill
Section 4.0 Building Design Built Form

goal by proposing a highly articulated and compatible built-form design that fits into the surrounding context while accentuating the character of the Famille-Laporte Avenue and Old Montreal Road intersection as a neighbourhood node. Further, the proposed street-level design creates an active, engaging, and safe pedestrian environment which in combination with the high-quality landscape treatment will serve to establish a focal point and wayfinding feature within the neighbourhood.

The proposed development is not anticipated to have a significant shadow impact on the surrounding properties. This is a result of proposed setbacks and

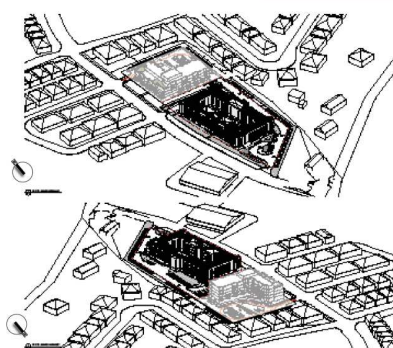


Figure 5.4: Bird's eye perspective looking northeast (top) and southwest (bottom) illustrating the entire height and width of the building

Figure illustrating adherence where applicable or Photo / rendering examples

3.0 Site & Context Analysis

3.1 Existing Context

The Subject Lands are located on the south side of Innes Road, approximately 110 metres west of Lanthier Drive, within the Portobello South neighbourhood of the Orléans community. The Subject Lands are approximately 6.43 hectares (15.9 acres) in size, with approximately 174 metres of frontage on Innes Road. The Subject Lands' southern portion is presently occupied by a single-storey retail building which presently contains a Real Canadian Super Store, while the northwest portion is presently occupied by a Mobil vehicle fuel station. The remainder of the Subject Lands are occupied with surface parking, along with an assortment of soft landscaping and mature trees. A summary of the uses that surround the Subject Lands include the following:

1 NORTH: Immediately north-east of the Subject Lands is a single-storey building located along the south side of Innes Road, which contains a Harvey's and Swiss Chalet restaurant. Located further north is Innes Road, further north of which are low-rise single-detached dwellings, two 2-storey medical office buildings, and rear-facing lots containing low-rise single-detached dwellings. Located further north is a residential neighbourhood area, primarily consisting of single-detached dwellings

2 EAST: Immediately east of the Subject Lands is an assortment of low-rise buildings comprising of standalone buildings and commercial plazas containing a mix of retail, restaurant, service, and vehicle service uses. Located further east is Lanthier Drive, followed by a collection of low-rise buildings containing retail service, storage, and vehicle service uses.

3 SOUTH: Immediately south of the Subject Lands is an agricultural field and vacant lands, followed by Vanguard Drive and Hydro One electrical transformer station. Located further south is a Hydro One corridor which contains a shared multi-use trail known as the Orleans Hydro Corridor Trail, then a residential neighbourhood area, primarily consisting of single-detached dwellings.

4 WEST: Immediately west of the Subject Lands is vacant land, followed Noella Leclair Way, further west of which is partially vacant land and an assortment of low-rise buildings comprising of standalone buildings and commercial plazas containing a mix of retail, restaurant, and service uses.



Fig. 1 Aerial view of the Subject Lands within the context

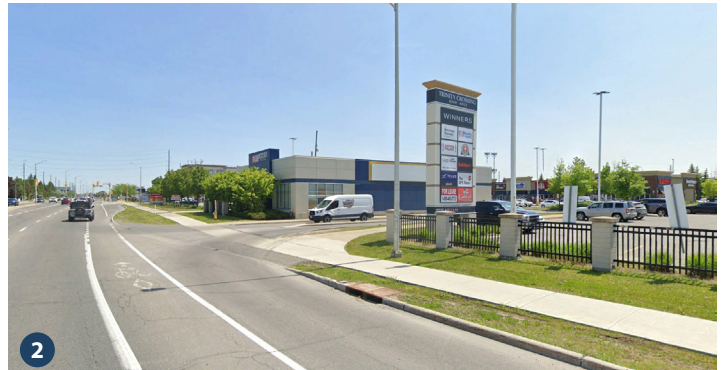


Fig. 2: Aerial 3D map with photographs of the context

3.1 Existing Context Site Map

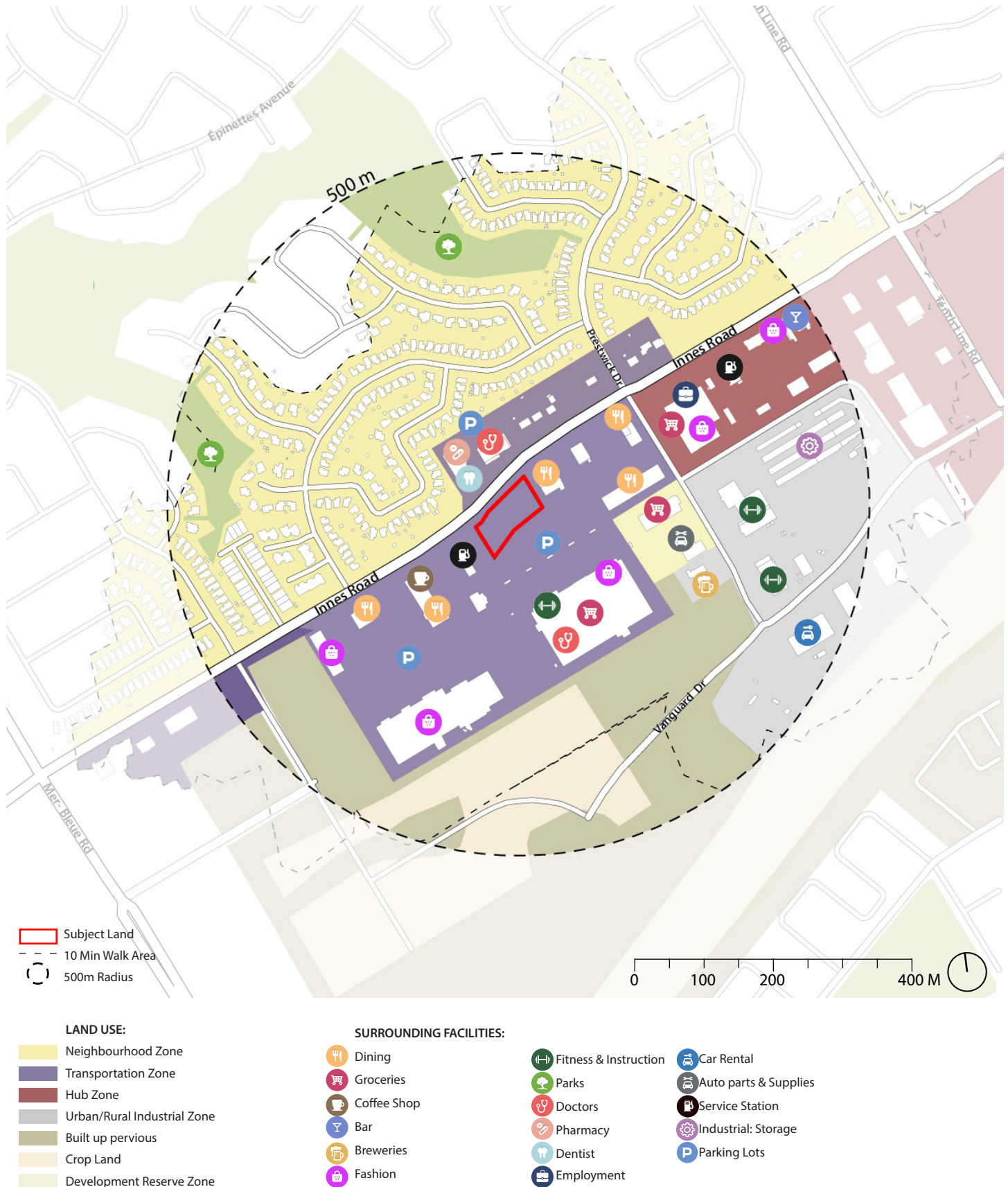


Fig. 3: Existing Context Map showing land use and key elements within a 500m radius

3.2 Surrounding Roads and Transit Network

The Subject Lands are located along Innes Road, which is identified as an Arterial Road on Schedule C4 – Urban Road Network. Innes Road is a major thoroughfare in the eastern part of the City of Ottawa, which extends across Orléans in an east-west direction, and serves as a major connector to the nearby, Beckwith and Cumberland neighbourhoods. Innes Road contains 2 lanes of traffic in each direction, provides designated bicycle lanes, and contains sidewalks on both sides of the road. The City of Ottawa Official Plan (the “OP”) defines Arterial Roads as roadways that serve through travel between points not directly served by the road itself and along which limited direct vehicular access is provided to only major parcels of adjacent lands.

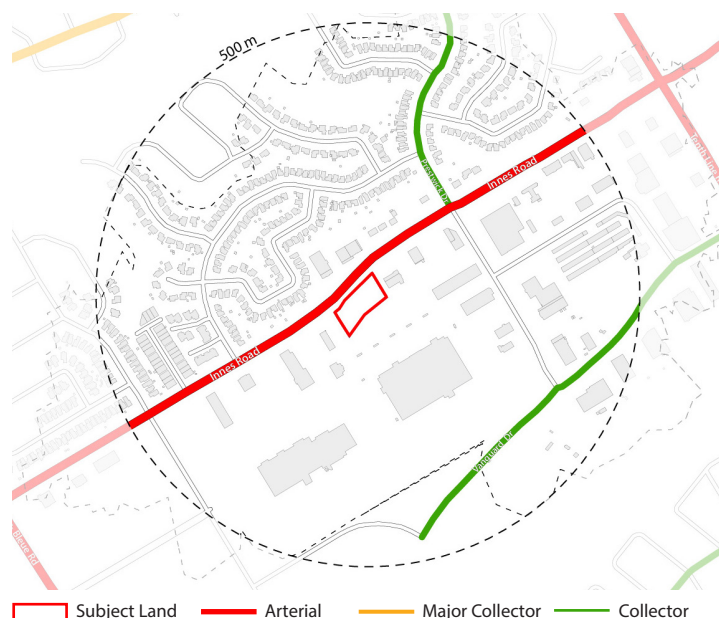


Fig. 4: City of Ottawa – Road Network

The Subject Lands are adjacent to an OC Transpo bus stop located along the south side of Innes Road, just north of the Mobil vehicle gas station. It is one of several bus stops located within a 5-minute walk of the Subject Lands, which provide access to three (3) separate OC Transpo bus routes.

The 138 Innes serves as a local bus route which provides custom routing to local destinations, providing transit services from the areas of Innes Road & Tenth Line and Place D’Orléans (Regional Road 174 & Champlain Street).

The 138 bus route operates from 6:05 am to 1:13 am from Monday to Friday, 7:15 am to 1:22 am on Saturday, and 9:11 am to 11:18 pm on Sunday. The 302 St-Laurent / Place d’Orléans serves as a local bus route which provides custom routing to local destinations, providing transit services from St-Laurent Station (Regional Road 174 & St. Laurent Boulevard) and the area of Regional Road 174 & Cameron Street. Along the way the 302 bus route connects to St-Laurent Station and Blair Station, both of which are located along O-Train Line 1, which provides higher-order transit connections across the wider City of Ottawa. The 302 bus route operates from 8:58 am to 3:31 pm on Tuesday, and is not operational during other days of the week.

The 25 Millennium / La Cite serves as a frequent bus route which provides service every 15 minutes or less on weekdays, providing transit services from the area of Trim Road & Innes Road and Carson’s Road & Montreal Road, generally in an east-west direction. Along the way the 25 bus route connects to Blair Station, which is are located along O-Train Line 1, which provides higher-order transit connections across the wider City of Ottawa. The bus route operates seven days a week at all time periods.

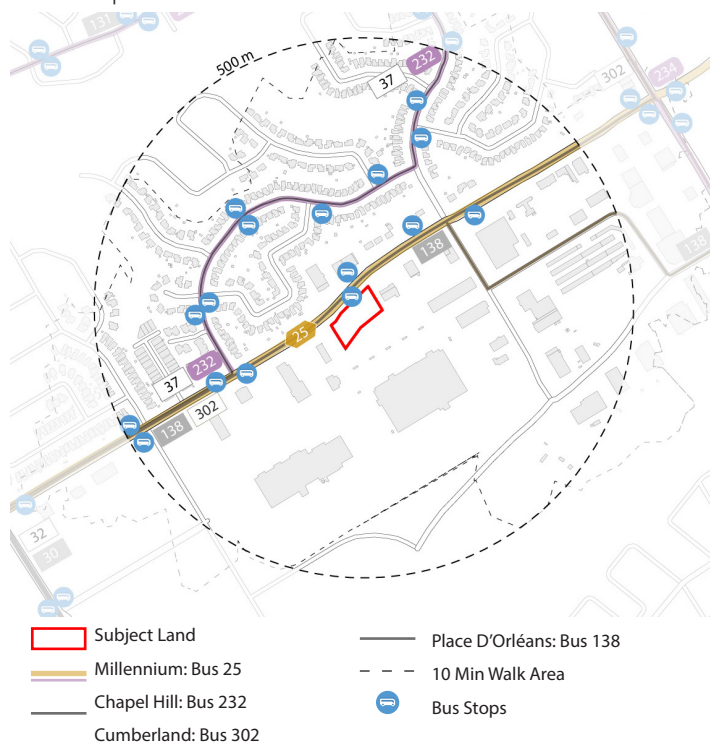


Fig. 5: City of Ottawa – Rapid Transit Network

4.0 Policy Context & Design Direction

The following is an overview of the status of the City planning documents that affect the Subject Lands, namely, the Official Plan, Urban Design Guidelines for Development along Arterial Mainstreets, Urban Design Guidelines for Drive-Through Facilities, and Urban Design Guidelines for Commercial Patios by the City of Ottawa. These various policy and regulatory documents will be used to evaluate the proposal and to determine if it represents good urban form and is in the public interest.

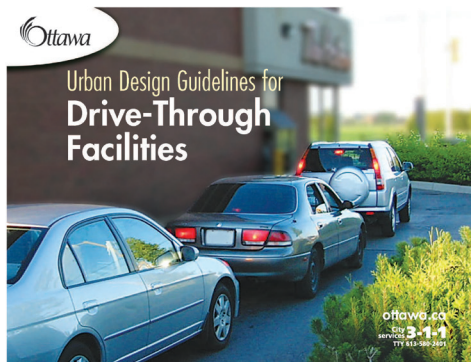


Fig. 6-8: City of Ottawa – Front Cover of Urban Design Guidelines.

4.1 In-Effect City Of Ottawa Official Plan

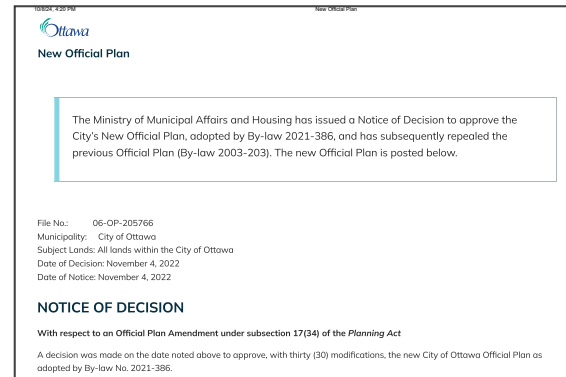


Fig. 9: City of Ottawa – Screen capture of New Official Plan.

The City of Ottawa Official Plan ("OP") was approved by City Council on November 24, 2021, and was further approved with modifications as part of a Notice of Decision which was issued by the Minister of Municipal Affairs and Housing decision on November 4, 2022.

The OP designates the Subject Lands within the Suburban Transect on Schedule A. The northern portion of the Subject Lands is designated Neighbourhoods and the southern portion is designated Hub on Schedule B8. The Subject Lands are fully delineated within the Evolving Neighbourhood overlay and Innes Road is designated as Corridor – Main Street on Schedule B8. Innes Road is additionally designated Corridor - Mainstreet within Design Priority Area on Schedule C7-A.

The Suburban Transect comprises neighbourhoods within the urban boundary located outside the Greenbelt. Neighbourhoods generally reflect the conventional suburban model and are characterized by the separation of land uses, stand-alone buildings, generous setbacks and low-rise building forms. Hubs are directed to emerge and develop with a higher density mix form of development, comprising of a mix of low-rise to high-rise forms of development, depending on area's availability of higher-order transit options.

The Evolving Neighbourhood overlay is applied to signal a gradual evolution over time that will see a change in character to support intensification, including guidance for a change in character from suburban to urban to allow new built forms and more diverse functions of land. The intent is to identify areas that may gradually evolve through intensification to a more urban than suburban built form.

Section 4.6.1 of the OP provides directives to Design Priority Areas, which are intended to define the image of Ottawa as the capital of Canada, as a city of vibrant neighbourhoods and as a hub of economic activity. Many Design Priority Areas are centres of pedestrian activity, and certain areas will expect significant change and growth in accordance with this Plan. Design Priority Areas are identified to promote design excellence through the development review process, and with respect to capital projects in the public realm.

Policy 4.6.1.5 directs that development and capital projects within Design Priority Areas shall consider four season comfort, enjoyment, pedestrian amenities, beauty and interest through the appropriate use of the following elements:

- a)** The provision of colour in building materials, coordinated street furniture, fixtures and surface treatments, greening and public art, and other enhanced pedestrian amenities to offset seasonal darkness, promote sustainability and provide visual interest;
- b)** Lighting that is context appropriate and in accordance with applicable standards and guidelines; and
- c)** Mitigating micro-climate impacts, including in the winter and during extreme heat conditions in the summer, on public and private amenity spaces through such measures as strategic tree planting, shade structures, setbacks, and providing south facing exposure where feasible.

Policy 4.6.5 provides directives for effective site planning that supports the objectives of Corridors,

Hubs, And Neighborhoods, stating that:

- a)** Development throughout the City shall demonstrate that the intent of applicable Council-approved plans and design guidelines are met.
- b)** Development in Hubs and along Corridors shall respond to context, transect area and overlay policies. The development should generally be located to frame the adjacent street, park or greenspace, and should provide an appropriate setback within the street context, with clearly visible main entrances from public sidewalks. Visual impacts associated with above grade utilities should be mitigated.
- c)** Development shall minimize conflict between vehicles and pedestrians and improve the attractiveness of the public realm by internalizing all servicing, loading areas, mechanical equipment and utilities into the design of the building, and by accommodating space on the site for trees, where possible. Shared service areas, and accesses should be used to limit interruptions along sidewalks. Where underground parking is not viable, surface parking must be visually screened from the public realm.
- d)** Development shall demonstrate universal accessibility, in accordance with the City's Accessibility Design Standards. Designing universally accessible places ensures that the built environment addresses the needs of diverse users and provides a healthy, equitable and inclusive environment.

Policy 4.6.6 further provides directives for the sensitive integration of new development, including low-rise buildings, providing that:

- 5)** Where large sites such as shopping centres are developed or redeveloped, their site design shall support walkable 15-minute neighbourhoods, sustainable modes of transportation and help to achieve the economic development and health goals of the Official Plan by:

- a.** Locating buildings and store entrances along public

streets, with minimum built frontages determined by the Zoning By-law, depending on transect location;

b. Establishing an internal circulation pattern that supports future intensification, including direct and safe street and multi-use path connections to the surrounding built, or planned urban fabric;

c. Including a public street grid or equivalent pedestrian and cycling network to maximize connectivity to the surrounding street network, with vehicular parking screened from the street edge, or located underground; and

d. Building arrangement and design that includes façade treatments, articulation, building materials and site furnishings that are comfortable at the pedestrian scale.

6) Low-rise buildings shall be designed to respond to context, and transect area policies, and shall include areas for soft landscaping, main entrances at-grade, front porches or balconies, where appropriate. Buildings shall integrate architecturally to complement the surrounding context.

The Proposed Development conforms to and appropriately implements the OP's direction towards the planned evolution of the Neighbourhood towards a more urban environment, efficiently intensifying a presently underutilized site with a low-rise building containing restaurant uses, which will be compatible with and complement adjacent uses, and further contribute towards the diversity of building types and mix of land uses found within this stretch of the Innes Road corridor.

The Proposed Development will contribute towards the creation of a vibrant neighbourhood, providing a high-quality design and architectural finish, consisting of a warm colour pattern accented with a dark material finishes for elements such as windows, doors, and canopies to create an attractive, engaging, and visually interesting building. The building is oriented along Innes Road and provides a minimum 20.47 metre front

yard setback to the street, in consistency with the existing setback conditions found along the corridor, appropriately framing the edge of the street, while providing an assortment of hard and soft landscaping interventions, including pedestrian connections, as well as furniture, fixtures, lighting, and signage situated in visible locations, which will contribute towards enhancing the quality of the public realm, while providing visual appeal and spark interest of passersby.

The Proposed Development will activate the public realm and pedestrian environment and will contribute towards supporting pedestrian movement, including active transportation and public transit use. The Proposed Development provides an assortment of street furniture and bicycle parking nearby the main building entrances, and establishes a new 2.0 metre wide walkway which directly connects to the existing pedestrian network along Innes Road and is located approximately 40 metres east of an OC Transpo bus stop. The Proposed Development implements an assortment of landscaping interventions, including tree and shrub planting, which are utilized to enhance quality of the public realm, while appropriately screening the surface parking areas, drive-through facility, and storage areas.

4.2 Urban Design Guidelines for Development along Arterial Mainstreets

The Urban Design Guidelines for Development along Arterial Mainstreets (the “Arterial Mainstreet Guidelines”) were approved by Ottawa City Council on May 24, 2006. The main objectives of the Arterial Mainstreet Guidelines is to foster compatible, high-quality development along Arterial Mainstreet that enhance pedestrian environments, accommodate diverse uses, and improve connectivity to transit and walkways.

The Proposed Development efficiently meets the standard of the Urban Design Guidelines for Development along Arterial Mainstreets through the redevelopment of a presently underutilized portion of the Subject Lands which is occupied with a surface parking area, with a new low-rise building containing restaurant uses, which is oriented and sited at a minimum 20.47 metre setback along Innes Road and will complement the adjacent mix of uses and building types, including those located along the Innes Road corridor.

The Proposed Development meets Section 1 through 7 of the Guides through the points listed below:

The Proposed Development is well-connected to facilitate direct, continuous and safe pedestrian movement across the site, providing unobstructed minimum 2.0 metre wide walkways along the north, east, and south main walls of the building. The walkways connect the main building entrances to a patio area located near the north-east corner of the building, to crosswalks that lead to the surface parking areas, and further extend as connections to the existing pedestrian network along Innes Road. The Proposed Development provides weather protection in the form of canopies will be provided above all building entrances to ensure a comfortable pedestrian microclimate, and will provide continuous landscaping, furniture, including benches and a patio seating area, as well as bicycle parking, that will support pedestrian circulation through the site.

The proposed building design will provide visual interest

through a mixture of façade materials that include glass, solid colour panels, and metal finishes. The proposed design will incorporate a mixture of contemporary colours on all sides of the proposed building to enhance visual interest. The Proposed Development contains a high-quality architectural finish consisting of a warm colour pattern accented with dark material finishes for elements such as windows, doors, and canopies, which will contribute towards the creation of a vibrant neighbourhood, enhancing the quality of the public realm, while providing visual appeal and spark interest of passersby.

The Proposed Development provides brand signage on each building’s main wall, which is situated on the upper portions of each wall in locations highly visible from Innes Road and adjacent streets and properties, promoting the creation of an attractive and visually engaging environment. Illumination will be limited to each sign, avoiding glare or spillover to adjacent properties.

Moreover, the Proposed Development provides an approximately 7.4 metre wide landscaped area between the edge of the sidewalk and edge of the surface parking area, providing new tree planting, as well as an assortment of hard and soft landscaping, including walkway with decorative paving, furniture, fixtures, lighting, and bicycle parking, contributing towards enhancing the quality of the public realm and serving as a natural extension of the existing streetscape. The Proposed Development provides additional landscaping along the south lease limit, including landscaping near the main building entrances and the proposed primary surface parking area, as well as 3.71 metres of landscaping along the west lease limit. A comprehensive assortment of landscaping comprised of native plant species will contribute towards an enriched pedestrian environment decorated by a variety of deciduous and multi-stem trees, coniferous and deciduous shrubs, perennials, and grasses. New trees will be planted a minimum of 6.8 metres apart, to ensure tree health as canopies mature, while providing appropriate screening of the drive-through facility and surface parking areas.

Similar to existing site conditions, the Proposed Development would gain vehicular access off a major drive aisle, which connects to driveway entrances off Innes Road. The major drive aisle offers direct vehicular access to the nearby Real Canadian Super Store and Mobil vehicle fuel station on the Subject Lands and to the Harvey's and Swiss Chalet restaurant at 4290 Innes Road.

Lastly, the Proposed Development contains two (2) proposed surface parking areas located on the periphery of the site and largely concentrated towards the side yard condition, consisting of a proposed primary surface parking area containing 36 vehicular spaces and proposed secondary surface parking area containing 10 vehicular spaces.

4.3 Urban Design Guidelines for Drive-Through Facilities

The Urban Design Guidelines for Drive-Through Facilities (the "Drive-Through Guidelines") were approved by Ottawa City Council on May 24, 2006. The main objectives of the Drive-Through Guidelines are to promote compatible development containing drive-through facilities that fit well with and improve their existing or planned context, enhance public streets and contribute to a high-quality public space, ensure efficient stacking



Fig. 10: Example of Drive through window.

movements on site, create a safe and comfortable pedestrian environment, and minimizing impacts on adjacent land uses. The Proposed Development efficiently meets the standard of the Urban Design Guidelines for Drive-Through Guidelines through the incorporation of drive-through facility, with comparable setbacks, building orientation and site layout to other restaurant uses found within the Subject Land's vicinity

The Proposed Development meets Section 1 through 6 of the Guides through the points listed below:

The Proposed Development provides brand signage on each building's main wall, situated on the upper portions of each wall, visible from Innes Road and adjacent streets and properties. At night, the brand signage will be illuminated to ensure the restaurant's name is discernable at all times of the day. The building also contains windows along each main wall that allow natural light to illuminate the restaurant's interior well into the evening.

The Proposed Development contains two main building entrances, one located along the south main wall and another on the northern portion of the east main wall. The Proposed Development will contain canopies at the main building entrances as weather protection from microclimate conditions. The south main entrance's pedestrian walkway is directly adjacent to a crosswalk of the proposed primary surface parking area and to a wider surface parking area (located further south of the major drive aisle). The east main entrance is adjacent to the patio, bicycle parking and proposed secondary parking area. All building entrances and accompanied signage will be designed in compliance with standards set by AODA. The crosswalk will connect to the proposed primary surface parking area while a 2.0 metre pedestrian walkway will connect to the pedestrian network along Innes Road. Crosswalks will be designed to ensure pedestrian safety and be visually distinguishable through alternative material finishes.

The Proposed Development is oriented along Innes Road with a minimum setback of 20.47 metres from the street edge. Along Innes Road frontage, the Proposed

Development contains an assortment of landscaping interventions, including tree plantings, hard and soft landscape elements, furniture, fixtures, lighting, bicycle parking, an outdoor patio area, and a 2.0 metre wide pedestrian connection all of which will contribute towards creating a natural extension of the public realm to enhance pedestrian movement across the Subject Lands. The Proposed Development provides additional landscaping near the main building entrances, along the south lease limit and 3.71 metres along the west lease limit. This includes the proposed primary surface parking area. The landscape design will provide a practical balance between hardscaped decorative paving and softscape planting to ensure resiliency while reducing the urban heat island effect. This balance between soft and paved landscape elements provides a dynamic interplay of functions within the Subject Lands at the ground level, enhancing pedestrian experience. A comprehensive assortment of landscaping interventions across the Subject Lands will complement the Proposed Development by providing a high-quality selection of native plant species, including deciduous and multi-stem trees, as well as coniferous and deciduous shrubs, perennials, and grasses.

The Proposed Development contains three (3) outdoor snow storage areas to ensure that excess snow from hard surfaces can be efficiently removed and stored on-site within designated areas. The identified temporary snow storage areas do not conflict with site circulation, landscaping, or utilities.

Furthermore, the Proposed Development contains two (2) proposed surface parking areas and a drive-through facility on the periphery of the site concentrated towards the side yard condition. The Proposed Development retains vehicular access off the major drive aisle through five (5) separate vehicular connections, consisting of (identified from east to west): a drive aisle entrance that provides access to the proposed secondary surface parking and with the adjoining Harvey's and Swiss Chalet parking, an exit from the drive-through facility, two (2) drive aisles entrances to the proposed primary parking area, and an entrance to the drive-through facility. The drive-through facility is designed to contain

two (2) separate drive-through aisles, with the east aisle containing a total of 18 stacking spaces and west aisle containing 19 stacking spaces. The drive-through facility's start-point is located near the south-west of the Proposed Development's lands, away from other vehicular connections, and would avoid blocking the movement of other vehicles on the site. The proposed number of parking spaces and number of drive-through stacking spaces meets and exceeds the minimums required by the Zoning By-law.

Lastly, located near the north-east of the proposed primary surface parking area are three (3) Molok recycling and waste containers. The recycling and waste containers will be accessed on collection day by a collection vehicle from the proposed primary surface parking area.

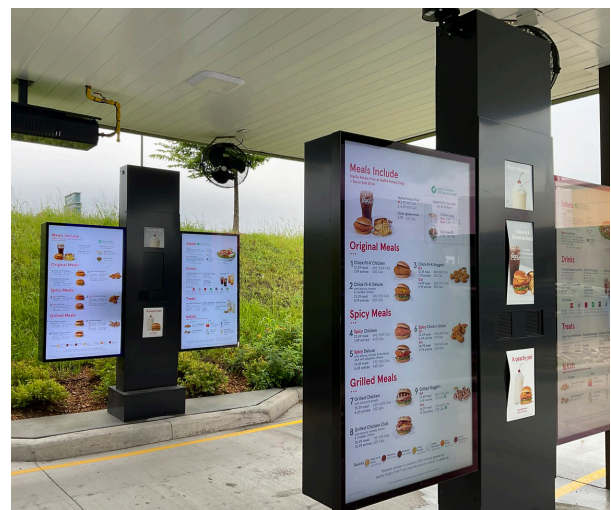


Fig. 11 & 12 : Example of drive-through menu display and of canopy.

4.4 Urban Design Guidelines for Commercial Patios

The Urban Design Guidelines for Commercial Patios (the “Commercial Patio Guidelines”) were approved by the Ottawa City Council on April 06, 2023. The main objective of the Commercial Patio Guidelines is to provide guidance on how to create vibrant and accessible outdoor commercial patio spaces. These guidelines encourage commercial patios to be designed to support local economic growth, animate the public realm, foster social connections, and be accessible to everyone.

The Proposed Development efficiently meets the standard of the Urban Design Guidelines for Commercial Patios through the addition of an outdoor patio area. The Proposed Development meets Section 3.1-3.10 of the Guides through the points listed below:

The Proposed Development contains an outdoor patio area, approximately 90 square meters, located internally to the site and in the north-east of the proposed building. Designed with high-quality soft and hard landscaping elements and features. The patio features a well-organized seating layout, including one (1) table with two chairs at the north side, three (3) tables with two chairs each along the west side; three (3) tables with four chairs each in the interior and four (4) tables

with four chairs each along the east side. Each four-chair table is equipped with its own umbrella, providing ample shade for a comfortable environment.

The patio area will contribute towards the overall quality, safety, and enjoyment of the restaurant, providing patrons with the option to utilize an outdoor seating area that is accessible and contiguously linked with the restaurant’s indoor seating area. The patio area is designed for accessibility needs that can be repositioned to respond to patron needs. The proposed patio area is enclosed by an aluminium fence that shields the patio from the surrounding driveway and proposed secondary surface parking area. The proposed patio includes three (3) planters along the northern fence and four (4) planters along the east side. These planters will enhance usability and improve the visual quality of the patio environment. Furthermore, a complementary trash receptacle will be located beside the east main entrance, to allow patrons to easily dispose of waste and help maintain cleanliness of the patio.



Fig. 13: Outdoor seating area reference from Chick Fil'A Kanata location.



Fig. 14: Outdoor seating area reference from Chick Fil'A Kanata location.

5.0 Design Proposal

The Proposed Development consists of the development of a 4,741.81 square metre area of the northern portion of the Subject Lands, which are presently occupied by surface parking, with a single-storey building containing a Chick-fil-A restaurant, with associated drive-through facility. The Proposed Development intends to provide new restaurant uses which are complementary to the surrounding mix of residential, commercial, and employment uses found in the Orléans community in the City of Ottawa.

The proposed SPA application will facilitate the development of a 461.94 square metre restaurant that would contain a maximum building height of 6.4 metres. The Proposed Development contributes towards the enhancement of the public realm by contributing a new high-quality assortment of landscaping, furniture and lighting, including a complementary outdoor patio area, and is designed to be accessible in a convenient manner by providing multiple connections to the surrounding pedestrian network. The associated drive-through facility would contain two separate drive-through aisles, providing 18 and 19 separate stacking spaces. The Proposed Development provides two new surface parking areas, providing a total of 46 vehicular parking spaces, inclusive of 2 accessible parking spaces.

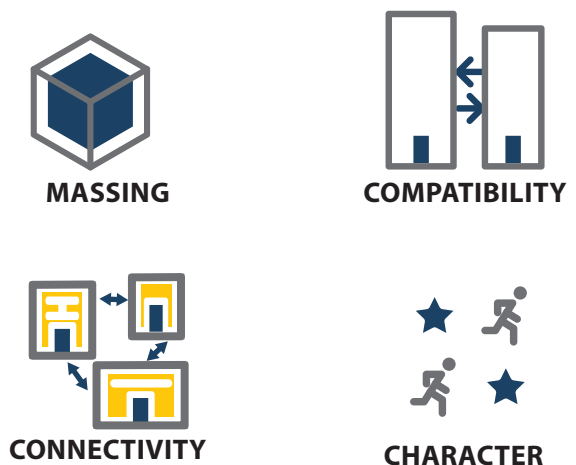
5.1 Massing & Scale

The Proposed Development's massing and scale is in keeping with the overall design objectives and direction of the OP for the Neighbourhoods designation, including Evolving Neighbourhoods overlay and location along a Corridor – Main Street within Design Priority Area. The Proposed Development provides appropriate regard for the urban design standards contained in Urban Design Guidelines for Development along Arterial Mainstreets, Urban Design Guidelines for Drive-Through Facilities, and Urban Design Guidelines for Commercial Patios by the City of Ottawa.

The Proposed Development efficiently redevelops an underutilized portion of the Subject Lands with a new single-storey infill restaurant building, in a manner that positively responds to the current and planned character of the Portobello South neighbourhood and Innes Road corridor. The Proposed Development, contributes towards the creation of a mixed-use urban environment in terms of use, density, built form and site design, in a manner that supports walkable 15-minute neighbourhoods, and sustainable modes of transportation to help achieve the economic development and health goals of the OP.



Fig. 15: Reference front design from Chick Fil'A Kanata location.



The Proposed Development is compatible with and complements the character along the Innes Road corridor by proposing a comparable use, contained within a built form that is similarly massed, scaled, sited, and setback from Innes Road as the Harvey's and Swiss Chalet restaurant at 4290 Innes Road, Chipotle Mexican Grill restaurant at 4120 Innes Road, and McDonald's restaurant at 4416 Innes Road.

The building massing, placement, and architectural treatment will enhance the desirable established pattern of the built form. Overall, the proposed height and setbacks ensure that the Proposed Development provides an appropriate proportional relationship to the pedestrian realm and to adjacent commercial properties.

In addition, the Proposed Development contributes towards a sense of community and creates a sense of identity given that the Subject Lands are located within a Design Priority Area, which are centres of pedestrian

activity, which will expect significant change and growth over time. The proposal achieves this goal by proposing a highly articulated and compatible built-form design that fits into the surrounding context while accentuating the character of the Innes Road. Further, the proposed street-level design creates an active, engaging, and safe pedestrian environment. The high-quality landscape treatment will serve to establish a focal point and wayfinding feature within the neighbourhood.

Lastly, the Proposed Development aims to intensify use in this built-up area by making the most of underutilized land. It contributes to creating a 15-minute community with a building that connects seamlessly to the surrounding public space and is accessible via various transportation options. This infill development enhances an area already well-served by existing and planned roads, urban green spaces, parks, and an active transit network.



Fig. 16 & 17: Reference interior dining design from Chick Fil'A Kanata (top) & Barrie (bottom) location.

Fig. 18: Reference night lighting design from Chick Fil'A Kanata location.

5.2 Architectural Design

The proposed architectural design enhances the streetscape by promoting a vibrant, pedestrian-friendly environment in line with the Official Plan's vision for Innes Road as a lively neighbourhood and economic hub. The Innes Road façade features an active frontage with tree planting and attractive softscaping and is designed to enhance the pedestrian environment both within the site. It features an attractive architectural design with a mix of high-quality materials that complement the area's existing and future mixed-use character.

The building's façade incorporates a variety of materials, including glass, solid color panels, and metal finishes, with contemporary colours applied on all sides to create consistent elevations and enhance visual interest. At street level, significant glazing, detailed façade treatments, and warm materials help animate the streetscape, while metal elements on the ground floor lighten its visual prominence.

The use of durable and sustainable materials, along with varied fenestration patterns and landscaping, contributes to the building's visual appeal and integration with the

surrounding architecture, which predominantly features traditional brick designs. Overall, the design reflects a high level of quality and adds to the architectural diversity and vibrancy of the area.

Furthermore, the building's design enhances the streetscape by promoting a vibrant, pedestrian-friendly environment in line with the Official Plan's vision for Innes Road as a lively neighbourhood and economic hub. The design also emphasizes the site's prominence as a neighbourhood gateway through high-quality architecture and landscaping, contributing to placemaking and enhancing the area's identity.

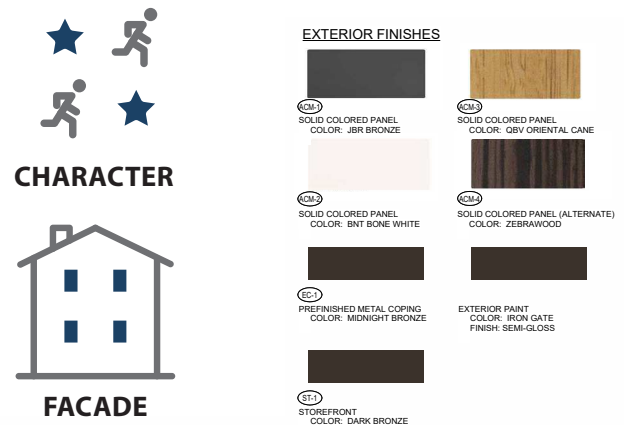


Fig. 19 & 20: North Elevation (top) and South (bottom) illustrating the buildings height and width dimensions.

ensuring accessibility and compliance with the City's standards. The subject lands currently feature 47 mature trees, with 35 located within the lease area of the proposed development and 12 along the southern edge of the major drive aisle. Of these, 36 mature trees will be preserved and integrated into the development's landscaping plan. However, 11 trees will be removed to accommodate construction. To offset this, 13 new trees will be planted, resulting in a net gain of 2 trees, bringing the total number of trees on the site to 49.

The development encourages alternative transportation with on-site bicycle parking, complementing the designated bicycle lanes on Innes Road that connect to Ottawa's wider cycling network. Landscaping will reflect

the local character, using native, drought-tolerant plants selected for their sustainability and compliance with City requirements.

The patio will feature bronze tables, chairs, and red umbrellas that complement the client's brand and building finishes. On-site lighting will be energy-efficient and designed to minimize light trespass, contributing to the urban design while enhancing pedestrian comfort.



CIRCULATION



PUBLIC REALM

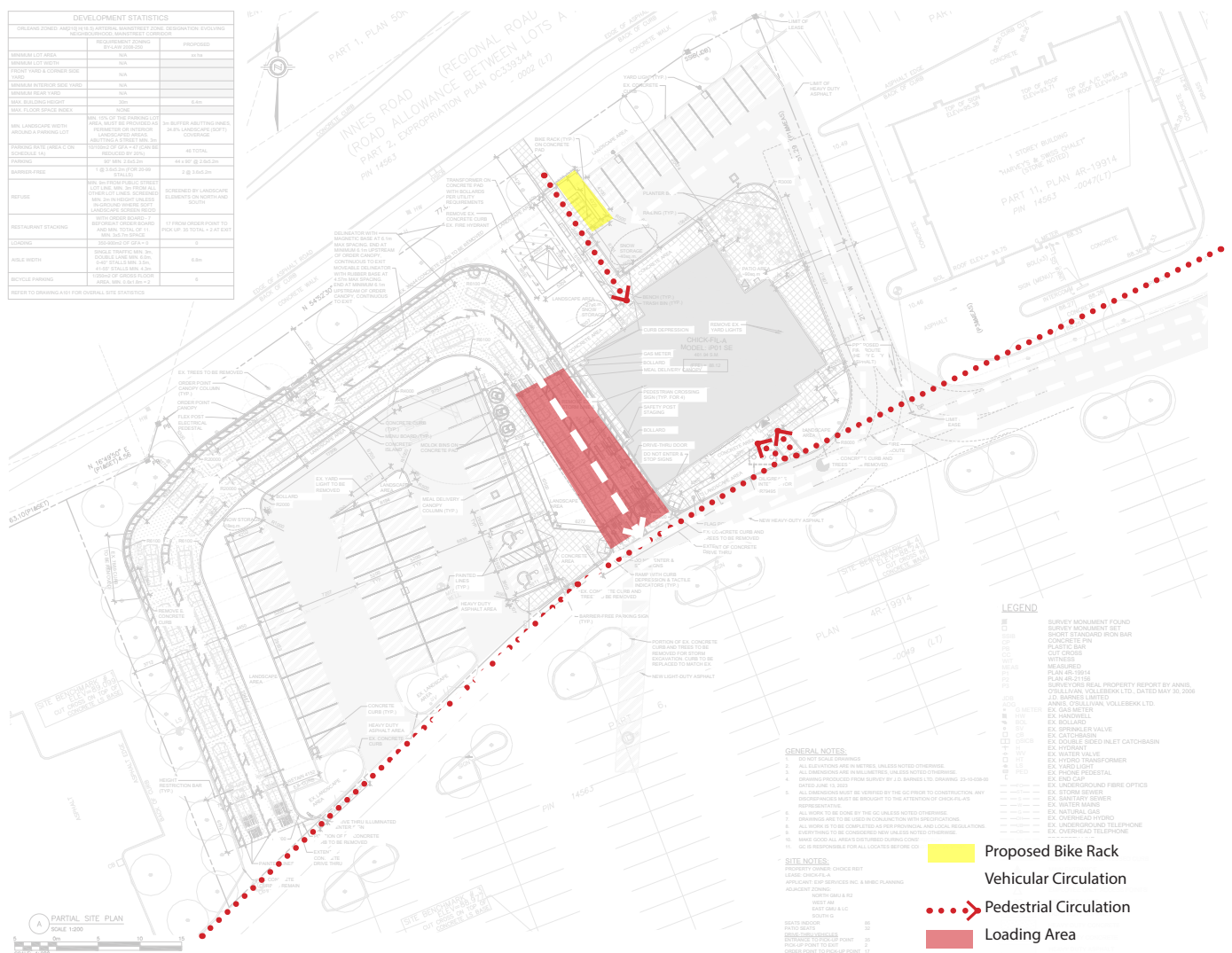


Fig. 22: Proposed Site Plan of site overlaid with car and pedestrian circulation.

5.4 Parking, Servicing & Loading

The northern portion of the Subject Lands is presently occupied with a surface parking area that is accessed by a major drive aisle located just south of the surface parking area. The major drive aisle extends across the Subject Lands in an east-west direction and on each end connects to driveways off Innes Road that provide vehicular access to and from the Subject Lands.

The proposed development provides two (2) new surface parking areas with a total of 46 spaces, including two accessible spaces. The parking areas are positioned around the site's periphery, allowing for a maximized landscaped frontage along Innes Road. The primary parking area, located west of the building, offers 36 spaces arranged in four rows, while the secondary

parking area, to the northeast, provides 10 spaces in a single row. The parking provision exceeds the minimum requirements of the Zoning By-law.

Vehicular access is provided through five (5) drive aisle connections, including entrances to the primary and secondary parking areas, access to the drive-through facility, and connections to neighbouring restaurants. Additionally, the development offers six (6) bicycle parking spaces near the main entrance for convenience.

The drive-through facility features two lanes, each 3.05 meters wide, with 18 stacking spaces in the east aisle and 19 in the west, exceeding zoning requirements. This layout ensures efficient traffic flow and convenience for users.

DEVELOPMENT STATISTICS		
ZONED: RESIDENTIAL/ARTISANAL/INDUSTRY/STREET/CONCRETE/PAVING/RECREATION/WOOD/MANUFACTURE/CONCRETE		
EXISTING	PROPOSED	
SITE AREA	0.43 HECTARES	NO CHANGE
EXISTING GAS STATION BUILDING AREA	85 SQ.M.	NO CHANGE
EXISTING GAS STATION PARKING AREA	14,400 SQ. M.	NO CHANGE
EXISTING GAS STATION DRIVEWAY	1,000 SQ. M.	NO CHANGE
EXISTING BUILDING COVERAGE	16,400 SQ.M. (3.84%)	NO CHANGE
PROPOSED CHOP-PLA BUILDING AREA	481 SQ. M.	NO CHANGE
TOTAL BUILDING COVERAGE	16,881 SQ.M. (3.94%)	16,881 SQ.M. (3.94%)
PROPOSED CHOP-PLA AREA	11 x 1.087 = 12	NO CHANGE
TOTAL GAS STATION PARKING	1,000 x 2.087 = 2,087	NO CHANGE
TOTAL CHOP-PLA PARKING	86 x 2.087 = 180	86 x 2.087 = 180
CHOP-PLA AREA PARKING	86 x 2.087 = 180	86 x 2.087 = 180
TOTAL SITE PARKING	1,000	1,000
TOTAL SITE LANDSCAPE	5,300 SQ. M. (1.23%)	5,300 SQ. M. (1.23%)
CHOP-PLA AREA LANDSCAPE	1,000	1,000
CHOP-PLA AREA LANDSCAPE	1,000	1,000

INFORMATION FROM HANDCOPY ON FILE WITH CITY DATED JULY 18, 2004
 INFORMATION FROM LANDLORD PROVIDED DRAWINGS IN DATE MARCH 2, 2008
 INFORMATION OBTAINED FROM VARIOUS SOURCES AND SITE COUNTS
 * APPROXIMATE

LEGEND

1	SURVEY MONUMENT FOUND
2	SURVEY MONUMENT SET
3	SHORT STANDARD IRON BAR
4	CONCRETE PIN
5	PLASTIC BAR
6	CUT CROSS
7	WITNESS
8	MEASURED
9	PLAN 45-1014
10	PLAN 45-1155
11	SURVEYOR'S REAL PROPERTY REPORT BY ANNE'S, OSULLIVAN, VOLLEBEK LTD., DATED MAY 30, 2008
12	J.D. BARNES LIMITED
13	ANNE'S, OSULLIVAN, VOLLEBEK LTD.
14	1:100
15	1:200
16	1:500
17	1:1,000
18	1:2,000
19	1:5,000
20	1:10,000
21	1:20,000
22	1:50,000
23	1:100,000
24	1:200,000
25	1:500,000
26	1:1,000,000
27	1:2,000,000
28	1:5,000,000
29	1:10,000,000
30	1:20,000,000
31	1:50,000,000
32	1:100,000,000
33	1:200,000,000
34	1:500,000,000
35	1:1,000,000,000
36	1:2,000,000,000
37	1:5,000,000,000
38	1:10,000,000,000
39	1:20,000,000,000
40	1:50,000,000,000
41	1:100,000,000,000
42	1:200,000,000,000
43	1:500,000,000,000
44	1:1,000,000,000,000
45	1:2,000,000,000,000
46	1:5,000,000,000,000
47	1:10,000,000,000,000
48	1:20,000,000,000,000
49	1:50,000,000,000,000
50	1:100,000,000,000,000
51	1:200,000,000,000,000
52	1:500,000,000,000,000
53	1:1,000,000,000,000,000
54	1:2,000,000,000,000,000
55	1:5,000,000,000,000,000
56	1:10,000,000,000,000,000
57	1:20,000,000,000,000,000
58	1:50,000,000,000,000,000
59	1:100,000,000,000,000,000
60	1:200,000,000,000,000,000
61	1:500,000,000,000,000,000
62	1:1,000,000,000,000,000,000
63	1:2,000,000,000,000,000,000
64	1:5,000,000,000,000,000,000
65	1:10,000,000,000,000,000,000
66	1:20,000,000,000,000,000,000
67	1:50,000,000,000,000,000,000
68	1:100,000,000,000,000,000,000
69	1:200,000,000,000,000,000,000
70	1:500,000,000,000,000,000,000
71	1:1,000,000,000,000,000,000,000
72	1:2,000,000,000,000,000,000,000
73	1:5,000,000,000,000,000,000,000
74	1:10,000,000,000,000,000,000,000
75	1:20,000,000,000,000,000,000,000
76	1:50,000,000,000,000,000,000,000
77	1:100,000,000,000,000,000,000,000
78	1:200,000,000,000,000,000,000,000
79	1:500,000,000,000,000,000,000,000
80	1:1,000,000,000,000,000,000,000,000
81	1:2,000,000,000,000,000,000,000,000
82	1:5,000,000,000,000,000,000,000,000
83	1:10,000,000,000,000,000,000,000,000
84	1:20,000,000,000,000,000,000,000,000
85	1:50,000,000,000,000,000,000,000,000
86	1:100,000,000,000,000,000,000,000,000
87	1:200,000,000,000,000,000,000,000,000
88	1:500,000,000,000,000,000,000,000,000
89	1:1,000,000,000,000,000,000,000,000,000
90	1:2,000,000,000,000,000,000,000,000,000
91	1:5,000,000,000,000,000,000,000,000,000
92	1:10,000,000,000,000,000,000,000,000,000
93	1:20,000,000,000,000,000,000,000,000,000
94	1:50,000,000,000,000,000,000,000,000,000
95	1:100,000,000,000,000,000,000,000,000,000
96	1:200,000,000,000,000,000,000,000,000,000
97	1:500,000,000,000,000,000,000,000,000,000
98	1:1,000,000,000,000,000,000,000,000,000,000
99	1:2,000,000,000,000,000,000,000,000,000,000
100	1:5,000,000,000,000,000,000,000,000,000,000

GENERAL NOTES

1. TO NOT SCALE DRAWINGS
2. ALL ELEVATIONS ARE IN METRES, UNLESS NOTED OTHERWISE
3. ALL DIMENSIONS ARE IN METRES, UNLESS NOTED OTHERWISE
4. ALL DIMENSIONS MUST BE VERIFIED BY THE GC PRIOR TO CONSTRUCTION. ANY DISCREPANCIES MUST BE BROUGHT TO THE ATTENTION OF CHOP-PLA'S REPRESENTATIVE
5. ALL WORK TO BE DONE BY THE GC UNLESS NOTED OTHERWISE
6. DRAWINGS ARE TO BE USED IN CONSTRUCTION WITH PRECAUTIONS
7. ALL WORK IS TO BE COMPLETED AS PER PROVINCIAL AND LOCAL REGULATIONS
8. MAKE GOOD ALL AREAS DISTURBED DURING CONSTRUCTION
9. GC IS RESPONSIBLE FOR ALL LOCATES BEFORE CONSTRUCTION START

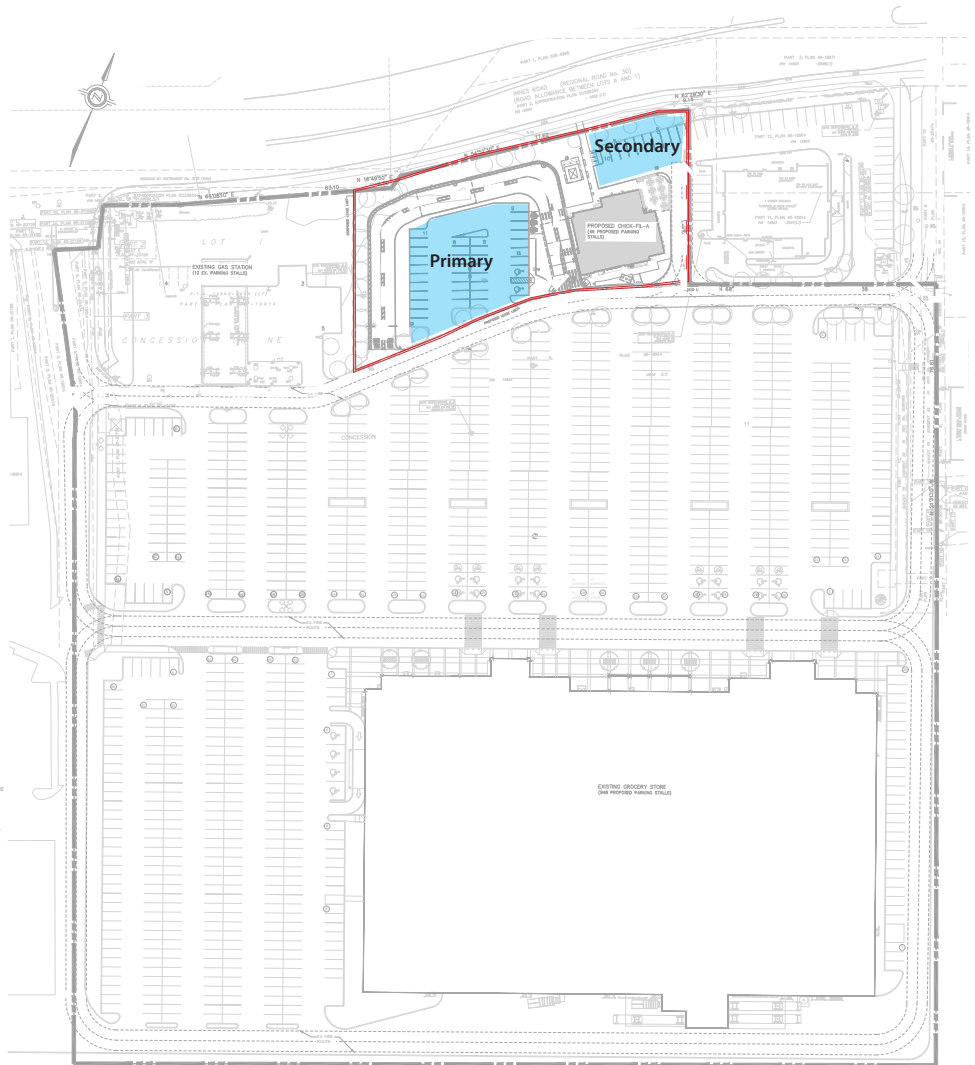


Fig. 23: Proposed Overall Site Plan showing car circulation of site by EXP.



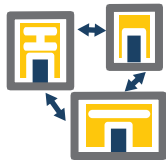
Fig. 24 & 25 : Aerial Images of Chick Fil-A Barrie Location.

5.5 Sustainability

The proposal is supportive of sustainable initiatives and intends to work with the community and staff on what initiatives are most appropriate during this approval process. The proposal will ensure sustainable landscape design by employing energy-efficiency design strategies and water-conservation features such as utilizing native and species withstanding seasonal changes and roadside conditions. In addition, the landscape area provided by the proposal will assist in reducing urban heat island effects. The proposed building design will also provide visual interest through a mixture of high-quality, durable, and sustainable façade materials.

The Proposed Development will further encourage sustainability and energy efficiency initiatives by developing a transit-oriented compact urban form that encourages future employees and restaurant patrons to use transit, cycling, and walking, as alternatives to private automobile use.

Overall, the Proposed Development optimizes the use of public transit in the Portobello South neighbourhood since it is located within a 40 metre distance of an OC Transpo bus stop located on the south side of Innes Road, just north of the Mobil vehicle fuel station. This provides access to three (3) separate OC Transpo bus routes, which provide higher-order transit connections to Blair Station and St-Laurent Station, both of which are located along O-Train Line 1.



CONNECTIVITY



SUSTAINABILITY



Fig. 26 : Reference Image of Chick Fil-A exterior design.

Fig. 27-29: Examples of proposed drought-tolerant plants.

5.6 Alternative Site Plan Options

1.1.1 Alternative Site Plan Option 1

A previous version of the Architectural Site Plan, prepared by EXP, dated June 27, 2023, (the "June 2023 Alternative") considered the redevelopment of the north portion of the Subject Lands with a single-storey building containing a Chick-fil-A restaurant, with associated drive-through facility.

The June 2023 Alternative would facilitate the development of a 457.55 square metre restaurant. The June 2023 Alternative contains an outdoor patio area which is located internally to the site, situated along the building's north and east main walls, located beside two of the building's main entrances, providing an accessible and convenient option for patrons to utilize an outdoor seating area that is accessible and contiguously linked with the restaurant's indoor seating area. The patio area has been designed with high attention to soft and hard landscaping elements, containing an assortment of furniture, including benches and seating, as well as bicycle parking, that will support pedestrian circulation through the site.

A 1.5 metre wide pedestrian walkway is proposed across from the north main wall's building entrance, which would cross the proposed surface parking area, connecting to the pedestrian network along Innes Road.

Vehicular access would be facilitated from the major drive aisle by way of three (3) separate vehicular connections, which consist of (identified from east to west): 6.7 metre wide drive aisle that connects to the surface parking associated with the abutting Harvey's and Swiss Chalet restaurant and would serve as the vehicular entrance to the parking and drive-through area, followed by 6.0 metre and 6.7 metre wide one-way drive aisles that serve as one-way exits.

The June 2023 Alternative contains a singular surface parking area, providing a total of 71 vehicular parking spaces, inclusive of 2 accessible parking spaces. The parking area is located along the periphery of the site, extending along the east and north lot line and west lease limit. The proposed drive-through facility contains two (2) separate drive-through aisles, providing 10 and 12 stacking spaces. The drive-through facility gains vehicular access off the internal drive aisle, which extends southwards along the west face of the building,

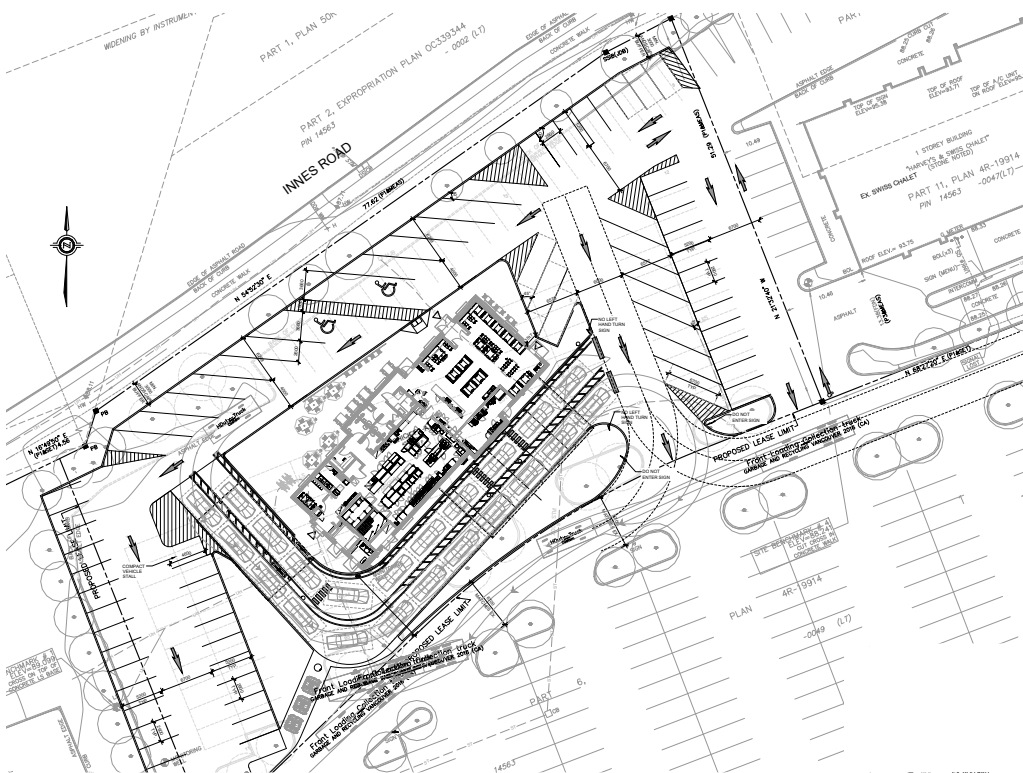


Fig. 30 : Site Plan of alternative design option 1.

Subject Lands, including opportunity for a wider portion of landscaping along Plains Road with a greater retention and expansion of tree planting opportunities, further enhancing the Proposed Development's relationship with the adjacent public realm;

- Limiting the locations of the proposed surface parking areas and stacking aisles to the periphery of the site, providing a wider 2.0 metre pedestrian walkway connection to the pedestrian network along Innes Road, further enhanced with additional landscaping, furniture, fixtures, and bicycle parking, supporting pedestrian movement across the Subject Lands;
- Locating a main building entrance along the south main wall, providing a direct access point for pedestrians to the proposed surface parking areas and existing

surface parking areas located further south of the major drive aisle;

- Increasing the number of vehicular access points from the major drive aisle, with separate entrances and exits allocated to the drive-through and surface parking areas, reducing the possibility of vehicular traffic;
- Extending the drive-through aisles to accommodate 18 and 19 stacking spaces, with the opportunity to service a larger number of patrons, reducing the possibility of traffic being formed within the drive aisles; and,
- Providing waste collection internally within the proposed primary surface parking area, avoiding traffic and conflicts with other vehicles within the major drive aisle.

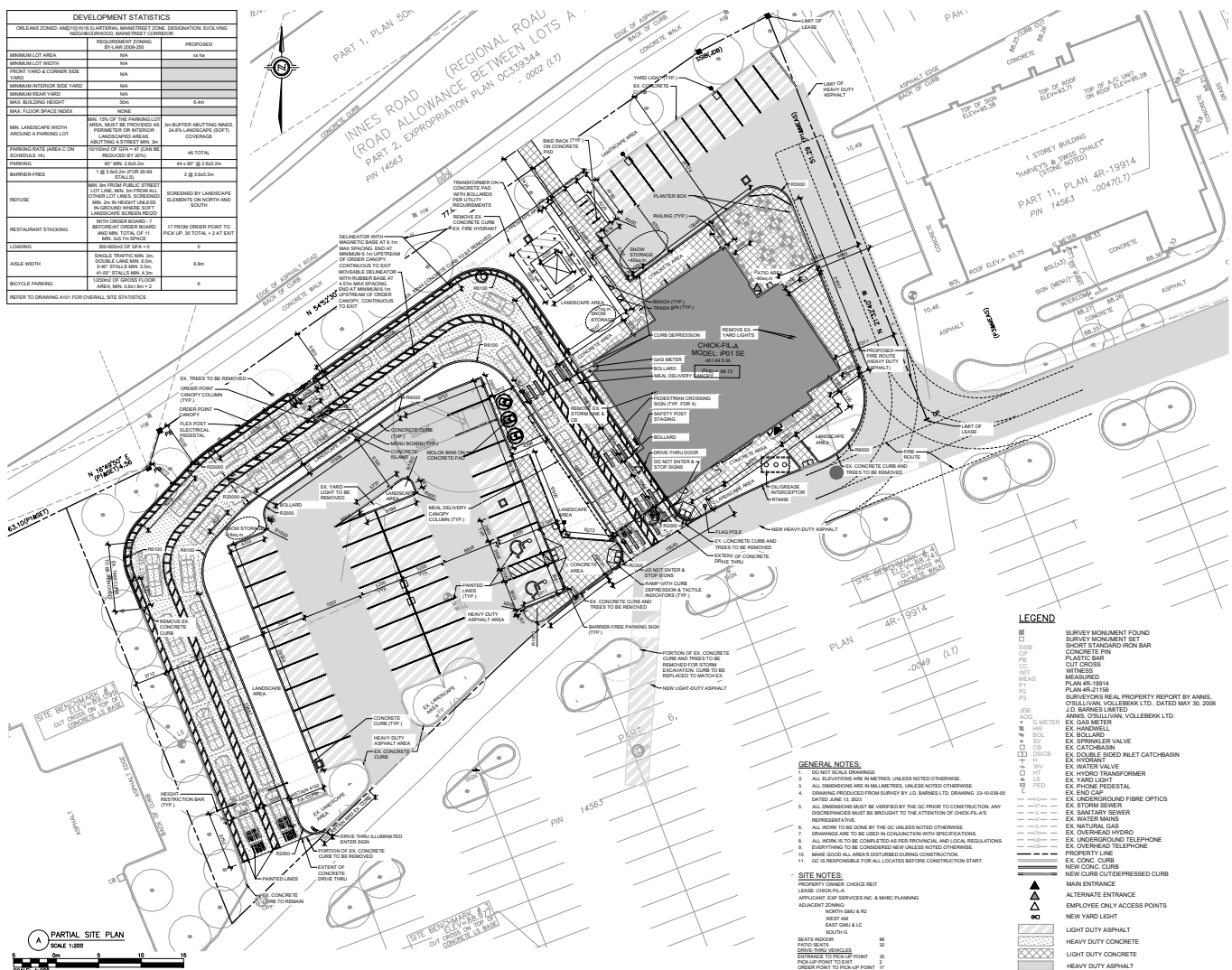


Fig. 32 : Site Plan of Proposed Design Development.

6.0 Conclusion

Based on our review of the City of Ottawa's Official Plan as well as other City guideline documents, it is our opinion that the proposal adheres to the vision and design direction for the Evolving Neighbourhood and Corridor - Mainstreet within Design Priority Area designations and for the Portobello South neighbourhood of the Orléans community.

Overall, the proposal represents a high-quality design that promotes intensification by efficiently developing an underutilized property, providing restaurant uses which complement the existing mix of uses within the surrounding area, while providing numerous improvements towards the quality of the surrounding public realm

7.0 Design Terms



ACCESSIBILITY

Providing for ease, safety, and choice when moving to and through places



ADAPTIVE REUSE

Converting an existing building into a new use



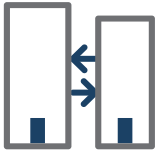
ANGULAR PLANE

A geometric measurement that maintains solar access and height transition



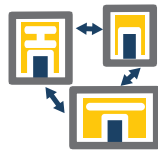
ANIMATION

Support sustained activity on the street through visual details, engaging uses, and amenities



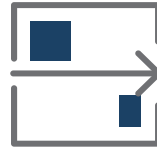
COMPATIBILITY

Similar size, form and character of a building relative to others around it



CONNECTIVITY

The ease of movement and access between a network of places and spaces



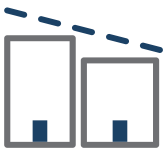
DESIRE LINE

Shortest or most easily navigated route marked by the erosion of the ground caused by human traffic



FACADE

The exterior wall of a building exposed to public view



HEIGHT TRANSITION

The gradual change in height between buildings within a community



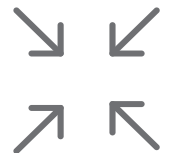
LANDMARK

Highly distinctive buildings, structures or landscapes that provide a sense of place and orientation



MASSING

The effect of modifying the height and bulk of the form of a building or group of buildings



NODE

A place where activity and circulation are concentrated



STEP BACK

A recess of taller elements of a building in order to ensure an appropriate built form presence on the street edge



STREETWALL

The consistent edge formed by buildings fronting on a street



STREET FURNITURE

Municipal equipment placed along streets, including light fixtures, fire hydrants, telephones, trash receptacles, signs, benches, mailboxes, newspaper boxes and kiosks



SUSTAINABILITY

Developing with the goal of maintaining natural resources and reducing human impact on ecosystems

**ARTICULATION**

The layout or pattern of building elements (e.g. windows, roofs) that defines space and affects the facade

**BUILT FORM**

The physical shape of developments including buildings and structures

**CHARACTER**

The look and feel of an area, including activities that occur there

**CIRCULATION**

The movement patterns of people and vehicles through a site or community

**FIGURE GROUND**

The visual relationship between built and unbuilt space

**FINE GRAIN**

A pattern of street blocks and building footprints that characterize an urban environment

**FOCAL POINT**

A prominent feature or area of interest that can serve as a visual marker

**GATEWAY**

A signature building or landscape to mark an entrance or arrival to an area

**PEDESTRIAN-ORIENTED**

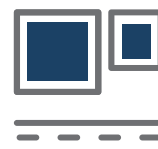
An environment designed to ensure pedestrian safety and comfort for all ages and abilities

**PUBLIC REALM**

Public spaces between buildings including boulevards and parks; where pedestrian activities occurs

**RHYTHM AND PATTERN**

The repetition of elements such as materials, details, styles, and shapes that provide visual interest

**SETBACK**

The orientation of a building in relation to a property line, intended to maintain continuity along a streetscape

**URBAN FABRIC**

The pattern of lots and blocks in a place

**VIEW TERMINUS**

The end point of a view corridor, often accentuated by landmarks

**VISTA**

Direct and continuous views along straight streets or open spaces

**WAYFINDING**

Design elements that help people to navigate through an area (e.g. signs, spatial markers)

