

KANATA NORTH INNOVATION DISTRICT: URBAN DESIGN FRAMEWORK

Community Planning Permit System Pilot Study

Creating the urban design framework for the transformation of the Kanata North Innovation District is a significant step in creating a shared vision that will be reflected, encouraged and required in the eventual Community Planning Permit By-law.

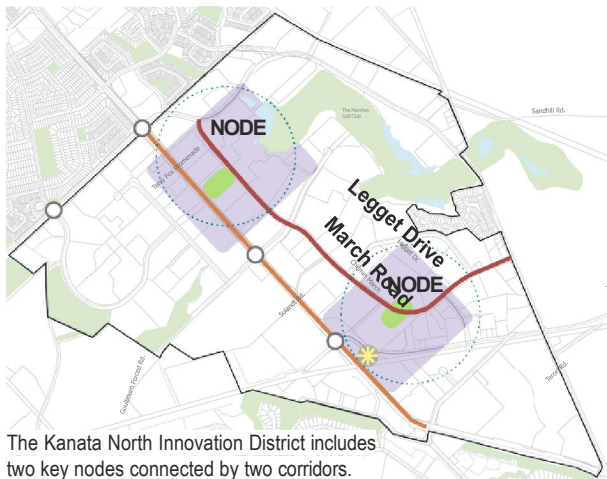
Information Sheets and Definitions

30 September 2021

GOAL 1: MIXED-USE

Transition from an auto-oriented, primarily employment-use, office park into a lively, walkable, **mixed-use** district that actively invites people with a diverse mix of lifestyles to live, work, learn, play, and innovate without depending on a car for access and circulation.

Notes: The concept plan proposes two mixed-use **nodes** with sufficient **density** to support lively streets and central activity centres. These nodes represent the heart of the Innovation District's ("Innovation District" or "the District") innovation economy and culture. Mixed-use development, but at a smaller scale, will emerge along Legget Drive and March Road outside of the nodes and support a greater range of residential and some commercial activity.



The Kanata North Innovation District includes two key nodes connected by two corridors.

Red Text denotes terms in the list of definitions

1 MIXED USE



CORE STRATEGIES

NODES

Compact mixed-use activity centres that are the heart of the Innovation District's economy and culture. Nodes unlock the District's ability to emerge as a globally significant live, work, play, learn, innovate environment.

Two nodes have been identified at the BrookStreet Hotel and by an emerging cluster of retail and entertainment activities close to Legget Drive and Schneider Road.

CORRIDORS

March Road and Legget Drive will serve as the primary corridors, allowing for **multi-modal** access routes that link the nodes while providing additional access to mixed use and residential destinations.



Legget Drive is the Principal walking street



March Road is the "front door" of the Innovation District.

INFORMATION SHEET



Image: Nodes and Corridors

1 MIXED USE

GOAL 2: CONNECTED

Shift from auto-dependence to a model that provides on-demand shared mobility that connects to planned bus rapid transit service on March Road, light rail service and convenient access to all points within the District. Expand **active transportation** (bikes, E-scooters) and pedestrian access. Where possible, introduce active transportation and pedestrian connections to enhance accessibility.

Notes: March Road and Legget Drive will serve as the primary corridors that connect the District internally, including options for on-demand shared mobility, bikes, **micromobility** (e-scooters, etc.), and access to the planned bus rapid transit network. In addition, an automated shuttle connection to the future light rail service at Moodie Drive will allow access to downtown and other regional destinations without depending on a car. For those who do drive to the District, an automated shuttle network will unlock access to multiple destinations (offices, meetings in another part of the District, meals or social gatherings, etc.) without depending on a car--and without the need to put cars on the District's streets requiring expensive additional parking spaces.



CORE STRATEGIES

A GRID

The Kanata North Innovation District will be characterized by a grid of streets and pedestrian ways that provide the framework for a robust **public realm** with pedestrian pathways and trails that connect to businesses, residences, and amenities.

PARKING

The integration of existing and future structured parking will enhance the ability to connect to the Innovation District, with a goal to create a **park once** district. Mixed-use buildings and open space that support innovation are anticipated to develop in place of existing surface parking lots - which are anticipated to redevelop as new commercial, residential and office buildings.

DISTRICT CONNECTIONS

Multi-modal connections within the Innovation District will provide a series of options for residents, visitors, and workers to access neighborhood amenities, work, and residences.

REGIONAL CONNECTIONS

Connections to the broader region will be facilitated by access to automated shuttles and future Bus Rapid Transit stops that will connect to the future light rail transit system (O-Train) at Moodie Drive.

Red Text denotes terms in the list of definitions



2 CONNECTED



Image: Potential regional connections to the Kanata North Special Economic District
Source: 2013 Transportation Master Plan

2 CONNECTED

GOAL 3: ADAPTABLE

Be guided by a planning and regulatory framework that provides the essential flexibility to support the District's capacity to adapt to rapidly changing technology and market conditions and to promote emerging as well as mature technology and innovation.

Creating a critical mass of mixed-use development within a five minute walk of walkable streets and lively public spaces promotes the **creative collisions**--unplanned, informal conversations that spark new ideas--that represent an essential ingredient in building a successful innovation ecosystem that can readily adapt to emerging research and trends.



CORE STRATEGIES

INNOVATION

The Draft Official Plan policies represent a first step, followed by specialized design review, concept plans, any future transportation or open space studies, an area parks plan, cost sharing agreements, and the community planning permit system.

NURTURE

Ensure that startups and new ideas are nurtured--and can find the spaces they need at rents they can afford--amid an innovation economy increasingly dominated by larger, globally significant companies.

ZONING

The **Community Planning Permit (CPP)** By-Law will reflect the need for this area to be flexible in land use permissions and be consistent with the objectives in the Concept Plan.

LIVING LAB

The **Living Lab** concept for the District will allow users to implement pilot projects in real time to test innovative and collaborative processes integrated with research.

Red Text denotes terms in the list of definitions

3 ADAPTABLE

GOAL 4: INCLUSIVE CULTURE OF INNOVATION

Create public spaces that promote interaction, a “District Hall” that serves as a place to nurture and celebrate the District’s unique, and constantly evolving, inclusive culture of innovation. These places can be owned by the City, KNBA, universities, private companies or others. They represent community spaces because they offer spaces or programs that actively invite the full spectrum of the innovation community to come together.

Note: Tools for promoting an inclusive culture of innovation include:

- » Introducing extensive interactive public art to celebrate innovation, promote interaction, and tell the stories of the District’s cutting edge innovation.
- » Promoting “third places”—cafés, breweries, outdoor dining during warmer weather and “winter-city” venues that promote places to pause, informal interaction, **creative collision** and community—as integral elements of private development facing urban plazas, private public spaces and walkable streets.
- » Providing frequent programming, likely sponsored by the KNBA, that draws the community together, introduces people and ideas, and promotes relationship building.



CORE STRATEGIES

PUBLIC REALM

Plan, design, and program an **public realm** that proactively invites the full spectrum of the community to meet, interact, and share a sense of community.

HOUSING

Provide a variety of housing options spanning a wide range of housing types (including student residences) —to attract a diverse community to live, work, play, learn, and innovate.

DISTRICT HALLS

Provide one or more “District Halls” (potentially privately developed but operated by the KNBA) as central places to conduct activities that are critical to promoting a robust innovation culture.

PUBLIC SPACES

Provide for a range of parks and other public spaces, in addition to the urban plazas and public private spaces, to accommodate the needs of a growing, diverse, residential community.

Red Text denotes terms in the list of definitions

GOAL 5: SUSTAINABLE

The District should be a “**living laboratory**”--a place that tests its own technology--to become a world leader for environmental responsibility. Adopt and maintain state-of-the-art sustainability practices that express the District’s spirit of innovation. The District should also preserve and expand access to natural features such as Watts Creek, Shirley’s Brook, Trillium Woods, the Greenbelt, and mature forests (South March Highlands), and preserve mature trees where possible.

Note: As a “living lab”, the District can test and demonstrate state-of-the-art sustainability and resilience practices at district (e.g. shared energy and eco-district practices), building (e.g. high-performance design and systems), and **public realm** (e.g. green storm water and similar infrastructure) levels.



CORE STRATEGIES

ACCESS

Celebrate and enhance accessibility to signature natural environment elements including Trillium Woods, South March Highlands, and Shirley’s Bay. Provide pedestrian pathways and interpretive elements to increase access and education surrounding these amenities.

TREE CANOPY

Increase the Tech Park’s tree canopy--with a particular focus on ensuring shade along walkable streets and in new public spaces.

GREEN SPACES

Provide view corridors to Kanata North’s natural features and the golf course.

PEDESTRIAN NETWORK

Preserve and enhance pedestrian pathways to and through **open space**.

Red Text denotes terms in the list of definitions

LIST OF DEFINITIONS

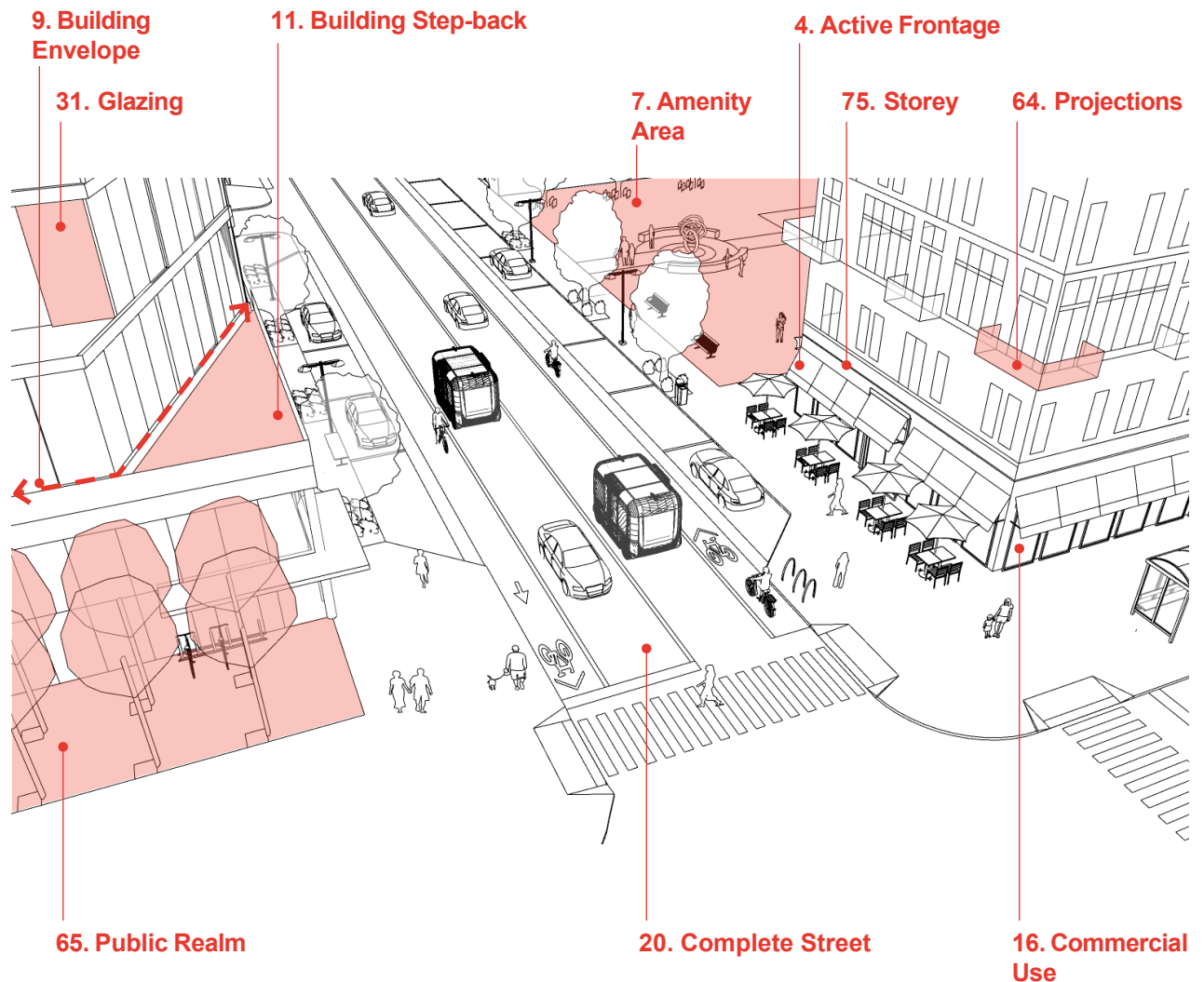
1. Abut: to share a common lot line, and abutting has a corresponding meaning.

2. Accessory dwelling or secondary dwelling: a separate dwelling unit subsidiary to, and located in, the same building as an associated principal dwelling unit; and its creation does not result in the creation of a semi-detached dwelling, duplex dwelling, three-unit dwelling.

3. Active transportation: human-powered travel, including but not limited to, walking, cycling, inline skating and travel with the use of mobility aids, including motorized wheelchairs and other power-assisted devices moving at a comparable speed.

4. Active frontage*: building frontages that animate the public spaces they face through:

- a) pedestrian-oriented retail, commercial or institutional uses, or residential uses whose main front door is on said frontage
- b) doors that can be used by the general public directly from the sidewalk or public space to gain access to the building and use at all hours of regular operation, or to visit the residents of the dwelling
- c) architectural features and details that enhance pedestrian safety and provide visual interest to enrich pedestrian experience; and
- d) the provision of a separate municipal address for each active entrance.



Definitions Graphic 1

* Definition described in graphic 1

** Definition described in graphic 2

LIST OF DEFINITIONS

5. Active entrance: in the case of a residential use building, a door that is clearly intended and designed to be the principal entrance or one of the principal entrances for use on a permanent basis by residents and visitors to enter and exit the building, and excludes emergency egress doors, garage doors, loading doors and doors giving access to garbage storage areas;

In the case of a non-residential building, a door that is clearly intended and designed to be the principal entrance or one of the principal entrances for use on a permanent basis by customers, employees and other building users to enter and exit the building during all regular business opening hours, and excludes emergency egress doors, garage doors, loading doors and doors giving access to garbage storage areas;

In the case of a mixed-use building, a door that is clearly intended and designed to be the principal entrance or one of the principal entrances for use on a permanent basis by customers, employees, and other building users to enter and exit the non-residential uses during all regular business opening hours, or to residents and visitors to enter and exit the residential uses, and excludes emergency egress doors, garage doors, loading doors and doors giving access to garbage storage areas.

6. Agent of change: the Agent of Change principle is designed to safeguard existing music venues and mitigate the chances of noise complaints- Particularly where local growth brings them into close proximity to new residential developments. Although the Agent of Change is often regarded as favouring venues over new developments,

it places the burden of sound mitigation on the entity moving into the area. This means that new developments being planned next to existing music venues are responsible for implementing sound mitigation measures for the benefit of their residents while, on the other side, new music venues would bear responsibility for taking steps to prevent sound bleed

7. Amenity area*: the total passive or active recreational area provided on a lot for the personal, shared or communal use of the residents of a building or buildings, and includes balconies, patios, rooftop gardens and other similar features, but does not include indoor laundry or locker facilities.

8. Apartment: a dwelling unit in a building other than a ground-oriented residential use building.

9. Building envelope*: the three-dimensional buildable area prescribed for a building by the regulations of a land use by-law such as Zoning or Community Planning Permit By-laws.

10. Building footprint: the two-dimensional buildable area prescribed for a building by the regulations of a land use by-law such as Zoning or Community Planning Permit By-laws.

11. Building step-back*: the incremental increase in the separation of a building from another feature or use (street, building, park, etc.) in proportion to its height.

12. Built Form: the physical and perceptual massing of a building or series of buildings within a district.

13. Charette, design: a City-initiated stakeholder engagement process to elicit feedback to support decision-making on matters of land use, built form, and the public realm.

14. Climate adaptability: the ability of buildings, infrastructure, landscapes, and systems to continue operating based on projected climatic changes and their anticipated effects.

15. Coach house: a separate dwelling unit that is subsidiary to and located on the same lot as an associated principal dwelling unit, but is contained in its own building that may also contain uses accessory to the principal dwelling.

16. Commercial use*: any permitted use the primary purpose of which is to sell, lease or rent a product or service directly to the public, including but not limited to retail sales, entertainment services and personal or professional services and includes an office use.

17. Community energy plan: a plan that identifies pathways and sets objectives and targets on energy and greenhouse gas emissions in support of sustainable and resilient design at the new community scale of development. This may include building energy use and source, wastewater, solid waste and transportation design solutions implemented by a private developer or land owner.

18. Community infrastructure: buildings and spaces that provide services, activities and opportunities that are generally provided by public or non-profit organizations, and include but are not limited to libraries, recreation facilities, schools, and parks and greenspace.

* Definition described in graphic 1

** Definition described in graphic 2

LIST OF DEFINITIONS

19. Compatible development: development including land uses, buildings, the public realm, and other site features, which are designed and constructed in a manner sympathetic to the established built form and character of its surroundings.

20. Complete street*: a street whose cross-section design ensures the needs of all stakeholders (pedestrians, cyclists, transit riders, and motor vehicle users) are addressed in a way that upholds the safety of the most vulnerable users above all other considerations, and of which the construction, maintenance and operation also uphold the needs of all intended users.

21. Community Planning Permit System: a recent planning tool introduced by the Province of Ontario that combines the traditional and individual development approval processes of zoning, minor variances and site plan control into one comprehensive and shortened process, and where each planning area has its own CPP By-law that incorporates detailed policies, objectives, design guidelines, land use and design regulations that reflect, encourage and implement a shared vision for the development of the designated Area.

22. Cultural asset: a place, event, element, or building that has value because of its contribution to a community's creativity, knowledge, traditions, culture, meaning, and vitality. It may include places that people visit to express their cultural identity and/or the resources used to pursue a creative practice. It may consist of tangible assets such as cultural facilities, specific buildings, or physical

works of art; intangible and temporal elements such as annual events, shared cultural stories, or cultural landmarks and icons that no longer exist, or a combination of these.

23. Creative collisions: Chance and collaborative encounters that maximize the exchange of ideas, foster innovation, and forge surprising connections.

24. Development: the construction of, or an addition to buildings, intensification in use, the addition of units on existing lands, and the creation of new lots. Development also includes redevelopment and is meant to indicate where a planning application under the Planning Act is required.

25. Development standards: minimum or maximum discrete standards when creating a lot, building, structure, or use and may include such matters as height, density, size, setbacks, amenity area, landscaping, etc.

26. Density: the number of dwellings, residents, or full-time job equivalents per unit of area.

27. Distinctive tree: a privately-owned tree protected by the Tree Protection By-law, (or any successor by-law), and includes:

- a) All trees 10 cm or more in diameter at breast height on private properties within the urban area that are subject to a Planning Act application for Site Plan, Plan of Subdivision, or Plan of Condominium

- b) All trees 10 cm or more in diameter at breast height on private properties within the urban area that are over 1 hectare in size

- c) All distinctive trees measuring 50 cm or more in diameter at breast height on private properties 1 hectare or less in size, within the suburban area including Kanata.

28. Façade:** all exterior wall surfaces facing a lot line that abuts a public street, and includes any doors, garage doors or windows set into such walls, as well as any articulation between such walls.

29. First kilometre/last kilometre: Refers to the mode of travel one uses to access public transportation that is within one km of an origin. This is typically accomplished through active transportation methods (e.g. scooter, bike).

30. Front wall: that part of the exterior front-facing façade of a residential use building that is not a permitted projection or an attached garage or carport, that is located closest to the front lot line.

31. Glazing*: transparent exterior building materials (such as windows and windowed doors) which allow for views from the public realm into the building.

32. Grade: the average elevation of the finished level of the ground adjoining all the walls of a building.

* Definition described in graphic 1

** Definition described in graphic 2

LIST OF DEFINITIONS

33. Green transportation/utility corridors: surface, underground and/or aerial corridors on or along land that are reserved for public transit, rail, roads, major sanitary collectors, Low-Impact Development stormwater features and overland flow, Hydro One and Hydro Ottawa service, watermains, laneways and pathways. These can serve a permanent or interim greenspace function and can help achieve the City's network of pedestrian and cycling connections. They provide opportunities for linkages featuring pathways, vegetated areas and connections to City parks and other points of interest. New corridors are purchased, used by agreement, expropriated or conveyed to the City as part of the development review process. They do not comprise part of parkland dedication.

34. Ground-oriented:** with respect to housing, means housing forms where each principal unit has its own entrance on the ground floor of a building. Ground-oriented housing may include, but is not limited to: detached, semi-detached, linked-detached, and townhouse dwellings including stacked townhouses and new forms not developed yet.

35. Height categories: the corresponding storey height for a residential use is generally three metres, and for other uses is generally four metres, while at-grade uses may have higher storey heights.

Built Form Height Maximum

- a) Low-rise: up to and including four full storeys
- b) Mid-rise: between five and nine full storeys

c) High-rise: between 10 and 40 full storeys

d) High-rise 41+: 41 full storeys or taller

36. Human scale: describes the proportional relationship of the physical environment to human dimensions and abilities, acceptable to public perception and comprehension in terms of the size, height, bulk, and massing of buildings or other features of the built environment.

37. Infill: development or redevelopment of a site within an already urbanized context the effect of which is a more efficient use of land and an increase in density of jobs or residential dwelling units.

38. Infrastructure: physical structures (facilities and corridors) that form the foundation for development. Infrastructure includes: sewage and water systems, septage treatment systems, stormwater management systems, waste management systems, electricity generation facilities, electricity transmission and distribution systems, communications/telecommunications, transit and transportation corridors and facilities, oil and gas pipelines and associated facilities.

39. Intensification: the development of a property, site or area at a higher density, either in numbers of jobs or dwelling units or in both, than currently exists through:

- a) redevelopment, including the reuse of brownfield sites;
- b) the development of vacant and/or underutilized

lots within previously developed areas;

c) infill development; and

d) the expansion or conversion of existing buildings.

40. Landscaped area: that part of a lot located outdoors (excluding green roofs, rooftop gardens and amenity areas located on decks, balconies or roofs) that is used for the placement of any or a combination of the following elements:

- a) soft landscaping consisting principally of organic materials and vegetative in-ground plantings such as trees, shrubs, hedges, ornamental flowers and grasses, and may also include some accessory ground cover, such as riverwash stone, mulch or similar pervious material located in and around plantings, and in the case of any residential or non-residential lots developed with uses other than outdoor recreational uses, excludes non-organic surfaces including artificial grass; and "softly-landscaped area" has the corresponding meaning
- b) hard landscaping consisting of non-vegetative materials such as brick, pavers, rock, stone, concrete, tile and wood, excluding driveways and any area used for parking, and including such features as a walkway, patio, deck or in-ground pool; and
- c) architectural elements consisting of decorative fencing, walls, sculptures, gazebos, trellises, planters, benches, and other similar features.

* Definition described in graphic 1

** Definition described in graphic 2

LIST OF DEFINITIONS

41. Landscaped buffer: a landscaped area located inside and along the perimeter of a lot intended to screen or separate land uses or incidental uses of land, either from one another or from a public street, and soft landscaped buffer, and buffer strip have corresponding meanings.

42. Land use impact: the effect of the normal operations and activities associated with the use of land on existing or planned surrounding users, such as noise, vibration, or light.

43. Legal non-complying: a building or use in compliance with land use regulations at the time of its establishment which does not comply with current land use regulations. Despite the current non-compliance, if the use continued uninterrupted since prior to the date of non-compliance it is considered to be a grandfathered use. A building that has not been modified since the date of non-compliance is deemed to be legal non-complying within the meaning of Section 34(9) of the Planning Act.

44. Living lab: A research concept, which may be defined as a user-centred, iterative, open-innovation ecosystem, often operating in a territorial context (e.g. region or campus), integrating concurrent research and innovation processes within a public-private-people partnership.

45. Lot coverage: that part of a lot covered by all principal and accessory buildings but does not include an eave, eaves trough, or any other feature that is located at or above the ceiling of the first storey or a permitted projection.

46. Low-Impact development (LID): systems and practices that use or mimic natural processes that result in the infiltration, evapotranspiration, or use of stormwater in order to protect water quality and associated aquatic habitat. It is considered a form of green infrastructure.

47. Massing:** the physical dimensions and shape of a building and its perceptual impacts on the public realm.

48. Missing middle housing: generally refers to low-rise, multiple unit infill residential development of between three and sixteen units, or more in the case of unusually large lots and for the lower-density types is typically ground-oriented.

49. Mixed-use building:** a building that contains both residential and non-residential uses.

50. Micro-transportation / micro-mobility: small, lightweight human- or electric-powered mobility devices used for transporting one or two persons a limited distance at low-speeds. Includes but is not limited to: pedal or electric bicycles, kick scooters, and skateboards.

51. Natural Heritage features and areas: features and areas, including significant wetlands, fish habitat, significant woodlands and significant valleylands, habitat of endangered species and threatened species, significant wildlife habitat, and significant areas of natural and scientific interest, which are important for their environmental and

social values as a legacy of the natural landscapes of an area.

52. New mobility: The technologies and business models that enable Automated, Electric, Connected, and Shared transportation.

53. Net residential density: the total number of residential dwellings, including secondary dwellings and coach houses, divided by the subject land area that will be proposed under private ownership excluding private roads.

54. Non-ground-oriented: with respect to housing, means housing forms where each unit is accessed exclusively by common hallways, elevators, or other passageways.

55. Non-complying: a use of land that is listed as a permitted use in the zone in which it is located, but which enjoys a limited immunity from the one or more regulatory provisions of the by-law, to which the existing building does not comply thereby protecting the existing building envelope as long as those building envelopes are not changed.

56. Non-residential use/building: any other land use category other than residential, including commercial, institutional, office, industrial and mixed-use.

* Definition described in graphic 1

** Definition described in graphic 2

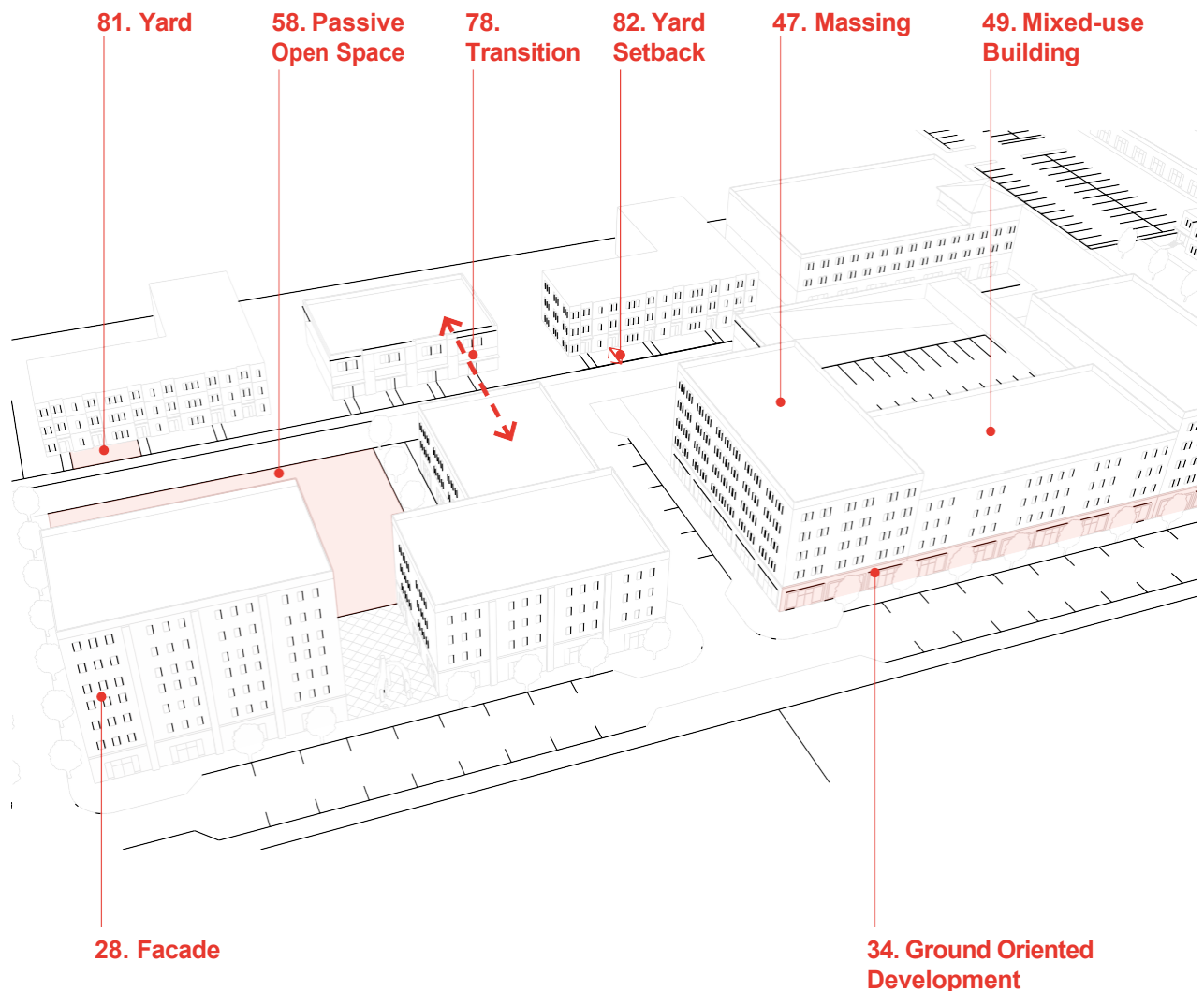
LIST OF DEFINITIONS

57. Park Once: A concept whereby people drive to their destination with the necessity of walking one time in order to access neighborhood services and daily needs--most often reaching subsequent destinations by foot.

58. Passive open spaces:** greenspaces or linear corridors that may include lands owned by levels of government or public agencies other than the City of Ottawa or its agencies. These lands may be intended for other principal uses and maintained for passive recreation and leisure where agreements are in place with the landowners to permit public access. They play a supportive role in the open space and leisure system where public access may be facilitated predominantly by active transportation.

59. Pedestrian priority measures: are measures that include, but are not limited to, street planning and design, traffic calming measures, street trees, allocation of space in a public right-of-way, signal delay measures, winter maintenance standards, and City investments in pedestrian infrastructure. as informed by the Active Transportation Plan.

60. Performance standards: regulations that are based on how a land use is expected to perform, where, typically there is no numerical standard but where land use impacts are considered (e.g. noise, odour, vibration, etc.).



Definitions Graphic 2

* Definition described in graphic 1

** Definition described in graphic 2

LIST OF DEFINITIONS

61. Personal service business: a place where:

- a) a service is performed for the personal grooming and personal effects or clothing of the consumer, including a hair styling salon; tattoo and piercing parlours; spa; tanning salon; shoe repair shop; dry cleaning outlet and accessory dry cleaning equipment; laundromat; tailor shop or dressmaker shop; or massage therapy service but excluding a body rub parlour
- b) a consultation or information service is provided by a professional, other than a medical professional, including a travel agency or an interior decorator, or
- c) other personal or business services are provided, including a printing, publishing, photocopying, picture framing or photofinishing service, including self-service operations.

62. Phasing/phased development: development that has been designed as a single integrated entity and constructed in sequential, or parallel stages.

63. Privately owned public spaces (POPS): a specific type of publicly accessible space (surface easement taken, publicly accessible in perpetuity, designed to be welcoming) that is negotiated as part of the development review process but remains privately-owned and maintained.

64. Projections*: portions of a building or structure that are permitted to extend beyond the maximum permitted building envelope.

65. Public realm*: all private- and publicly-owned spaces and places along streets or paths -- including parks, plazas and sidewalks -- which are publicly accessible.

66. Placemaking: the combination of tangible and intangible features which, in combination, assist in establishing a locational identity unique within its neighbourhood, district or- occasionally, global context.

67. Planned Unit Development (PUD): two or more residential use buildings on the same lot, but does not include:

- a) coach house
- b) more than one detached dwelling, mobile home or bunk house dwelling for farm help permitted to locate on the same lot in an AG-Agricultural Zone, and
- c) accessory buildings on a lot where they are otherwise permitted.

68. Private way: a privately-owned driveway, aisle or parking lot in a planned unit development that leads to a public street.

69. Public lane: a public right-of-way that provides a secondary means of access from a public street to abutting lots.

70. Rapid transit: the O-Train and Transitway network, including stations, and any bus rapid transit line that is not fully grade-separated.

71. Redevelopment: the creation of new uses or lots on previously developed land in existing communities, including brownfield sites.

72. Right-of-way: this term refers to the City-owned portion of a piece of land. It is very often wider than the road and sidewalks that may abut your property and can extend to a considerable extent onto your property. The City maintains a right-of-way wider than the width of the road in the event that a road widening becomes necessary at some point in the future.

73. Sensitive land uses: buildings, amenity areas, or outdoor spaces where routine or normal activities occurring at reasonably expected times would experience one or more adverse effects generated by a nearby major facility.

74. Site alteration: activities, such as grading, excavation and the placement of fill that would change the landform and natural vegetative characteristics of a site. Under the CPP System, these activities fall under the term 'development'.

75. Storey*: a level of a building included between the surface of a floor and the ceiling or roof immediately above it.

76. Sustainable and resilient design: principles in site and building design to protect against the depletion of critical resources like energy, water, land, and raw materials, reduce greenhouse gas emissions, prevent environmental degradation throughout its life cycle, and create built environments that are livable and comfortable while being safe and resilient to the impacts of a changing climate.

* Definition described in graphic 1

** Definition described in graphic 2

LIST OF DEFINITIONS

77. Sustainable modes of transportation: includes walking, cycling, transit, and carpool as well as the use of micro-mobility devices and mobility aids for people with disabilities.

78. Transition:** refers to the integration of buildings that have greater height or massing than their surroundings. Transition is an important building design element used to minimize conflicts when development that is higher or has greater massing is proposed abutting established or planned areas of low-rise development. Building height and massing transitions can be accomplished through a variety of means including incremental changes in building height (e.g.: angular planes or stepping building profile up or down), massing (e.g.: inserting ground-oriented housing adjacent to the street as part of a high-profile development or incorporating podiums along a Mainstreet), and building setbacks and step-backs.

79. Utility: an entity operating within a regulated industry that has been given the express right or subsequent legal duty to supply the general public with a product, commodity, or service such as natural gas, electricity, water, waste water, sewer, rail service, or communication service.

80. Vehicular friction: elements in the right-of-way or on abutting properties that are likely to slow motor vehicle speed, such as on-street parking, traffic calming, street trees, presence of other modes of transportation, or proximity of building facades.

81. Yard:** an area of a lot abutting a building that is intended for use for such purposes as privacy space, landscaping, parking or access, and includes a:

- front yard which means that yard that extends across the full width of the lot between a front lot line and the nearest point of the principal building, not including a permitted projection
- rear yard which means that yard that extends across the full width of the lot between a rear lot line and the nearest point of the principal building not including a permitted projection
- interior side yard which means that yard not abutting a public street that extends from the front yard to the rear yard between a side lot line and the nearest point of the principal building, not including a permitted projection
- corner side yard which means that yard abutting a public street that extends from the yard to the rear yard between a side lot line and the nearest point of the principal building, not including a permitted projection
- interior yard which means a yard other than a front yard, corner side yard, interior side yard or rear yard.

82. Yard setback:** the minimum or maximum distance required between a lot line and a building.

83. Zone of influence: an area surrounding a location, use, or facility which has the potential to be impacted its normal activities.

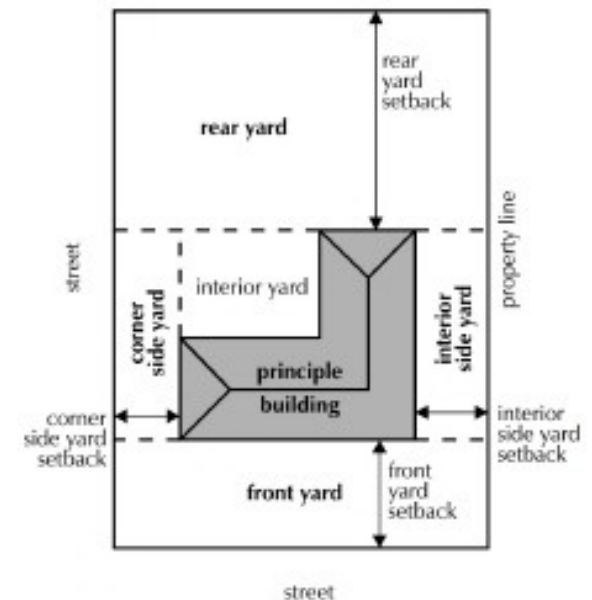


Image: Illustration of Yards and Yard Setbacks
Source: ZBL 2008-250 to show the yards

* Definition described in graphic 1

** Definition described in graphic 2