Glossary of Terms

The glossary of terms is provided to help the reader understand technical planning terms that are not typically familiar to most readers of the Ten Mile Specific Area Plan.

Accessory dwelling unit: A dwelling unit allowed in specific zones that is subordinate to the principal residential unit on the lot and which is located upon the same lot as the principal unit. An accessory dwelling unit is under the same ownership as the principal unit.

Activity center: An intensively developed area that is the visual and/or functional center of a neighborhood or a district. Activity centers are typically comprised of high intensity land uses including: residential, commercial, employment, civic, institutional, parks and open space or any combination thereof.

Build-to-lines: The maximum building setback from a 0.10 yard street property line. Buildings, or a specified portion of a front building facade, must be set no farther back than the build-to-line.

Building articulation: The architectural details of a building façade that create architectural detail, such as varied façade planes, windows and awnings. Buildings are usually articulated in order to modulate the building mass and create visual interest.

Bulb-outs: A paved area usually located at a street intersection that incorporates sidewalks, trees, and plantings. Bulb-outs narrow the effective street width and shorten the distance a pedestrian must walk to cross the street.

Compact urban development patterns: A development pattern characterized by neighborhoods where a mix of residential and non-residential land uses are located in close proximity to each other, and lot sizes and block lengths that are generally smaller and shorter than conventional development; whereby creating a building environment conducive to travel by car, walking, transit or bicycling.

Compatibility: The characteristics of different land uses or activities that permit them to be located near each other in harmony and without conflict. To determine compatibility, the following characteristics of the uses and structures shall be reviewed relative to other affected uses and structures: location, orientation, operation, scale, and visual and sound privacy.

Connectivity: The interconnectedness of streets, bicycle paths, transit routes and pedestrian ways. This is in contrast to use of dead-end streets, long streets with few intersections and cul-de-sacs.

Design guidelines: Written statements, explanatory material, graphic renderings and/or photographs which are advisory recommendations intended to provide property owners and the public with specific examples of techniques and materials that can be used to achieve adopted standards.

Design standards: Written statements adopted in the Zoning Code by City Council that set forth the required criteria, goals or objectives for the design of particular areas, systems and elements of the city and how they relate to one other.

Facade: That portion of any exterior elevation on the building extending from grade to top of the parapet, wall or eaves and the entire width of the building elevation.

Fenestration: The openings (e.g., windows and doors) that form part of a building façade.

Floor area ratio (FAR): The gross floor area of all buildings on a lot divided by the lot area.

Focal Point: A building, structure, open space or other feature that naturally draws the eye and provides an aesthetically pleasing view. Focal points are often located at the termination of a street or streets, or in squares, and in neighborhood or district activity centers.

Functional classification of roadways: Streets and highways serve two separate and conflicting functions, one to carry traffic, and the other to provide access to abutting property (land use). The more traffic a road carries, the greater the difficulty in accessing property directly from the road. But, as the number and density of access points along the road increases, safety is compromised and speed limits need to be lowered, reducing the traffic carrying capacity of the street or highway. Streets and highways are classified by function, and range from roadways with the sole purpose of carrying traffic to roadways that primarily provide access to property. Following is a generally accepted classification and functional characterization of highways and streets:

- Principal arterial: A street or highway designed and given preference to carry traffic, and not providing access to abutting property. Cross traffic is accommodated at at-grade, signalized intersections for streets with high traffic levels, and at at-grade intersections without signals, for streets with moderate or low traffic levels. If intersections do not have signals, through traffic flow on the principal arterial is given preference.
- Freeway: A fully access-controlled highway designed for high-speed travel with the sole purpose of facilitating non-stop traffic flow without obstruction from cross traffic. Access is not provided to abutting property, and access is only provided to other streets or highways at grade-separated interchanges.
- Minor arterial: A street or highway designed to both carry traffic and provide very limited access to abutting property. Cross traffic is accommodated at at-grade intersections without signals for streets with low traffic levels. The primary purpose of the minor arterial is to serve moderate length neighborhood trips and to channel traffic from collectors and local streets to principal arterials or expressways.
- Collector: A street or highway designed to carry traffic and provide limited access to abutting property. Cross traffic is accommodated at at-grade intersections with signals. The primary purpose of the collector is to serve short length neighborhood trips and to channel traffic from local streets and abutting properties to minor arterials and principal arterials.
- Local street: A street or rural road designed to provide access to abutting property and only incidentally channel traffic short distances to collectors or minor arterials.
- Greenway: A linear open space or park that provides passive recreation opportunities and/or bicycle or pedestrian paths. It often contains a waterway with surrounding natural, creek environment including water channels, floodplain and riparian vegetation.

Human scale: The relationship between the dimensions of the human body and the proportion of the spaces that people use. This is underscored by surface texture, activity patterns, colors, materials and details. The understanding of walking distances and spatial perceptions at a human scale determines the most positive placement of buildings, and the physical layout of the community. Buildings ranging in height from two to six stories, trees, and pedestrian scaled signs and street lights, create a human scale and enhance this positive scale.

Land use pattern: A description of the physical arrangement of different land uses; created either by natural features, buildings, agriculture, recreational facilities, roads, etc., or a combination thereof.

Level of Service (LOS): A measurement of transportation effectiveness which rates roadways and intersections in terms of traffic flow and congestion on a scale of A (the least traffic) to E (the most).

Lifestyle Center: Outdoor, generally upscale, collection of national and local retail as well as service, restaurant, and entertainment uses.

Live/work unit: A residential use type that combines a dwelling and a commercial space under single ownership in a structure. The residential portion of the unit shall contain at least four hundred square feet (400 sq. ft.) of gross floor area. The commercial space shall allow activities compatible with residential use with respect to noise, smoke, vibration, smell, electrical interference, and fire hazards, and may include such uses as professional services and offices, and the creation, display and sale of art, craftwork, jewelry, fabrication of cloth goods and similar activities.

Mixed use development: Development that includes three or more income generating land uses, such as residential, commercial, and office, with a strong pedestrian orientation.

Pedestrian scale: A combination of development features that people find comfortable; created by pedestrian-friendly streets, the relationship between building height and street width, streetscape features such as trees, decorative lighting, or benches, and outdoor spaces.

Pedestrian-oriented development: Development that incorporates safe, attractive, and continuous connections and walkways for travel and access.
by foot, at a human scale, as an integral part of its overall layout and design.

**Plaza:** A community gathering space, sometimes called a square, usually designed with seating areas, and with a variety of ground-plane finishes such as hard-surfaces, lawn and landscaping. It is often designed as a Focal Point with an amenity such as a fountain, and it may be bounded on one or more sides by a civic or commercial use in the neighborhood or commercial center.

**Porch:** A first-story structural projection on the front, side or rear of a building, which may or may not have a roof.

**Primary Residence:** The main property on a lot.

**Quality of life:** Those aspects of the economic, social and physical environment that make a community a desirable place to live or to do business. Quality of life factors include climate, natural features, the quality of local schools and higher education opportunities, housing availability and cost, employment opportunities, medical facilities, cultural and recreational amenities, and public services.

**Regulatory provisions:** A rule or order prescribed for managing government. Examples related to community development include zoning ordinances and land subdivision ordinances.

**Right of Way (ROW):** The publicly owned area reserved for roads and other means of transportation.

**Secondary Residence:** Any smaller residence on a lot with a primary residence on it.

**Streetscape:** The area that lies between the street curb and the façade of the adjacent buildings. Its role is to define the distinguishing character of a particular street, including landscaping, tree lawns, sidewalks and other surfacing, lighting, street furniture and signage.

**Traditional neighborhood development (TND):** A pedestrian-oriented residential neighborhood, with variable lot widths and sizes, a mix of dwelling unit types, on-street parking, and non-residential uses generally located in a neighborhood commercial center along a Main Street or fronting on a plaza. The ideal size of the neighborhood is defined as a five to ten minute walk from the Neighborhood Center.

**Transit-Oriented Development (TOD):** Implies a particular set of urban design and land use characteristics conducive to generating non-automotive trip making.

**Transparency:** Relates to glass in wall openings such as windows, which allow views into and out of a building. Windows or glazed areas that incorporate glass that is translucent or opaque shall not be considered transparent.

**Tree lawn:** An area of the street right-of-way between the curb and the sidewalk, planted with landscaping.

**Vertical mixed use building:** A multi-story building containing a vertical mix of two or more principal uses.

**Vertically-Integrated Development:** Mixed use development which integrates uses over several stories rather than across an area.