

# APPENDIX I: GLOSSARY

**Accessory Building** – A building subordinate to the use of the primary building located on the same lot, such as a detached garage, storage or out-building.

**ADA** – Americans with Disabilities Act

**Adaptive Reuse** – The development of a new use for an older building or for a building originally designed for a specific purpose.

**Alley** – A road primarily used to access the rear of residences and businesses - not designed for general traffic.

**Arterial Street** – A route used primarily for the movement of traffic, which may be both local and non-local in nature. Several classifications include:

**Primary Arterial** – A major thoroughfare, with limited at-grade access, which expands and links to the expressway system and is designed primarily for the movement of through traffic between activity centers of medium intensity.

**Secondary Arterial** – A major thoroughfare, with limited at-grade access which supports the primary arterial system by providing essential system linkages to expressways, primary arterials, medium intensity activity centers.

**At-Grade Crossing** – The general area where two or more roadways, railways, and/or pathways join or cross. For example, an at-grade railroad crossing has a street going across the railroad tracks.

**Bicycle Facility** – Any facility that provides for bicycle accommodation. May include: improved shoulder; bicycle trail; multi-use path; bicycle route; bicycle lane; and bicycle parking.

**Improved Shoulders** – Unsigned striped outer edge of a roadway that may be used by cyclists to separate from automotive traffic.

**Bicycle Trail** – A bicycle facility designed to accommodate bike travel off-road typically found in parks or other types of access easements.

**Multi-use Path** – An access route, usually scenic, for the exclusive use of bicycles and pedestrians. physically separated from motorized vehicular traffic by an open space or barrier and either within the right-of-way or within an independent right-of-way.

**Bicycle Route** – A signed designated route on roadways recommended for bicycle traffic due to low traffic volumes, minimized conflict points, lane width, etc.

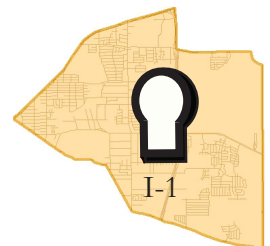
**Bicycle Lane** – A portion of the roadway that has been designated for preferential or exclusive use by bicycles, usually by striping, signing and/or pavement markings.

**Bicycle Parking** – A bicycle rack or bicycle locker used to store bicycles when not in use.

**Board of Adjustment (BOA)** - Composed of 11 members and 6 alternates appointed by City Council for 2-yr. terms. Hears and rules on exemptions to Unified Development Code (UDC) requirements. Appeals to BOA decisions are made to district court. Meets the 1st and 3rd Monday of each month at 1:00 PM at the Development and Business Services Center, Board Room, 1st Floor, 1901 South Alamo.

**Buffer** – A strip of land that physically and/or visually separates two land uses, especially if the uses are incompatible, or to shield or block noise, lights or other nuisances. This can include fences and beams as well as shrubbery and trees.

**Building Coverage** – The percentage of the lot area covered by the building area.





**Bus Stop Bulb** – A portion of the sidewalk that extends out to the lane of traffic at a bus stop providing wider sidewalk space and more room for waiting bus passengers and street furniture. This provides a minimum loss of on-street parking by allowing buses to pick up and drop off passengers while stopped in the traffic lane next to the bulb. Buses do not have to re-enter the flow of traffic, thus saving valuable transit time.

**Bus Only Lanes** – Curb lane segments on high-volume arterials that are dedicated exclusively to buses and other high-occupancy vehicles in order to help the speed and reliability of buses.

**Bus Pullout/Turnout** – A section of pavement at a bus stop that allows buses to leave the flow of traffic while stopped to load and unload passengers.

**Bus Zone Landing Pad** – A paved area between the sidewalk and the curb for bus riders to board and disembark without having to step in the grass or mud in the planting strip. Especially useful for riders in wheelchairs or with strollers.

**Census Tract** – Small areas into which large cities and adjacent areas have been divided for statistical purposes. Each census tract is based upon an average population of four thousand people.

**Cluster Development** – A design technique that concentrates buildings in specific areas on the site to allow the remaining land to be used for recreation, common open space, and/or preservation of environmentally sensitive features.

**Collector Street** – A street that carries traffic from minor streets to the major system of arterial streets and highways.

**Community Facilities** – Services or conveniences provided for or available to a community. Examples include parks, libraries, fire/police stations, etc.

**Charrette** – Is a brainstorming exercise that results in a quick visual presentation of the generated ideas.

**Conservation District** – Is a “zoning overlay” (a specific geographic area identified as an “overlay” to the base zoning, but does not change the zoning designation use) that includes the application of neighborhood based design standards, individually tailored to address specific redevelopment issues.

**Collector Street** – A roadway designed to provide direct access to residential, commercial, industrial and other activity areas with a primary function of collecting and distributing traffic between local access streets and the major thoroughfare system.

**COSA** – City of San Antonio

**Crosswalk** – The marked or unmarked portion of the roadway designated for pedestrians to cross the street.

**Curb Bulb** – An extension of the curb line into the roadway. This improves pedestrian crossings by providing better visibility between motorists and pedestrians, shortening the crossing distance, and reducing the time that pedestrians are in the street. They also prevent vehicles from parking in a crosswalk and may encourage motorists to drive more slowly. Intersections may have full or half-corner curb bulbs. Also known as flares.

**Curb Cut** – An opening in the curb where vehicles may enter or leave the roadway. Where there is no curb, the point at which the driveway meets the roadway pavement is considered the curb cut.

**Curb Radius** – Refers to the degree of curvature of the curb at a corner. Other conditions being equal, a large curb radius allows right-turning vehicles to turn more quickly than a small curb radius. A reduced curb radius shortens the pedestrian crossing distance, improves visibility between pedestrians and motorists, reduces the speed at which motorists can turn, and may add parking spaces to the street.

**Curb Ramp** – The area of the sidewalk, usually at the intersection, that allows easy access/transition for wheelchairs, strollers, and other wheeled equipment, between the sidewalk and the street.

**Density** – the number of families, individuals, dwelling units, or housing structures per unit of land.

**Design Guidelines** – Design guidelines are intended to provide a framework of design criteria within which physical planning can take place. The guidelines provide suggestions for the design of new homes/businesses and repair/rehabilitation of existing homes/businesses in order to maintain the overall character of the neighborhood. Generally, character-defining elements such as front porches, roof slopes, etc. are emphasized in residential guidelines while setbacks, canopies and signage may be emphasized in commercial guidelines.

**Drainage Swale** – A shallow, grassy drainage channel that accommodates surface water runoff, treating the runoff as it passes through the channel by catching sediments. Used on streets without curbs and gutters. Can be planted with wildflowers or perennials.

**Duplex** – A building used exclusively for residential purposes containing two dwelling units.

**Dwelling** – A building or portion of a building designed exclusively for residential occupancy, but not including motels and hotels.

**Dwelling Unit** – A building or portion of a building designed exclusively for residential occupancy by one family and provided with sanitation and cooking facilities.

**Effective Sidewalk Width** – The width of the sidewalk area available for walking or wheelchair travel, unobstructed by street furniture, telephone poles or other impediments.

**Egress** – An exit.

**Eminent Domain** – The authority of a government to take, or authorize the taking of, private property for public use. The Fifth Amendment to the U.S. Constitution requires just compensation for any taking and prohibits the taking of private property for private use unless declared blighted.

**Expressway** – A limited access, normally grade-separated, thoroughfare designed for the movement of large volumes of vehicular traffic operating at high speeds for long distances, connecting principal or regional activity centers.

**Façade** – the exterior wall of a building exposed to public view.

**Fee-in-Lieu** – A fee may be accepted for developments that are unable to meet the development standards (parkland dedication, storm water, landscaping, etc.) as defined in the the Unified Development Code (UDC).

**Full Street Closure** – A physical barrier that closes the street to motor vehicles. Usually landscaped, a full closure can be build to allow passage of pedestrians, bicycles and wheel chairs.

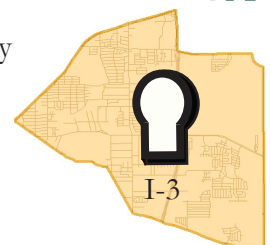
**Grade-separated crossing** – An interchange between roadways, railways, or pathways that provides for the movement of traffic on different levels.

**Green Building** - Development that has minimal environmental impact, is energy and water efficient, utilizes existing infrastructure where possible and uses recycled or recyclable material to create healthier in and outdoor environments.

**Greenspace** - Wooded and grassy areas that provide sites for recreation and enjoyment of nature, often located in the midst of urban areas that are otherwise occupied by buildings and paved areas.

**Historic Tax Credits** – Ad Valorem tax (property tax) exemption is available to City of San Antonio home and commercial property owners who substantially restore or renovate their historic properties. If a commercial property is listed on the National Register of Historic Properties or a contributing structure in a National Register Historic District, commercial property owners may be eligible for a federal income tax credit for completing a restoration or renovation of the historic property.

**Household** – Consists of all the people who occupy a housing unit.





**Housing Unit** – (as defined by the census bureau) A house, an apartment, a mobile home or trailer, a group of rooms, or a single room that is occupied as a separate living quarters, or if vacant, is intended for occupancy as a separate living quarters.

**HOV** – High occupancy vehicle; typically referring to a transit vehicle, carpool, or vanpool.

**Infill Development** – New buildings constructed on vacant lots or open sites in an area that is predominantly developed.

**Kiosk** – A small freestanding structure either open or partially closed, where merchandise is displayed, advertised, or sold, or where notices are displayed.

**Land Use** – The manner in which land is used. For example, low-density residential land uses primarily include single-family houses.

**Landscaping Ordinance** – Implemented in 1994, the primary purpose of the City's Landscaping Ordinance is to create commercial land uses that not only are attractive but add value to the property. Landscaping includes preservation of existing trees, understory plants, and natural areas in addition to installing new trees and plants.

**Linear Greenway/Parks** – Provides a physical link between two or more areas. Linear park trails can accommodate bicycling, hiking, jogging, and walking. The width of a linear park system is important because the amount of land included in the corridor is intended to reflect a park-like environment.

**Livable Wage** – An income sufficient to meet a family's basic needs.

**Live/Work Units** – Living units which also are zoned to allow small businesses to operate from a portion of the structure, generally identified by small retail or service oriented businesses or artist studios.

**Local Access Street** – A roadway, primarily a residential street, designed to provide direct access to individual homes, shops, abutting land, and similar minor traffic destinations with no provision for through traffic.

**Marketing Studies** – A detailed study of the potential consumers in a certain area. This type of study helps businesses determine whether or not it would be beneficial to them to locate to, develop in, or service an area.

**Master Plan** – The City's Master Plan Policies were adopted May 1997. The Master Plan Policies are intended to provide guidance in the evaluation of future decisions on land use, infrastructure improvements, transportation, and other issues, and ordinances that are proposed and considered after the adoption of the Master Plan Policies. It should be consistent with the relevant goals and policies contained in the Plan. The primary objectives of master plans are to coordinate public and private investment; minimize conflict between land uses; influence and manage the development of the community; increase both the benefits and cost effectiveness of public investment; predict infrastructure and service needs in advance of demand; and ensure that community facilities are located to best serve the community.

**Microenterprise** – A small business entity, usually employing less than five people.

**Mixed-Income Housing** - Residential developments that promote accessibility to individuals of various income levels to encourage more economically integrated neighborhoods.

**Mixed-Use Development** - Development that incorporates two or more of the following major land use types; residential, office or retail within a single project.

**Node** – A center of activity or development, often located at a major intersection.

**Off-street parking** – Publicly or privately owned parking outside the street right-of-way.

**Open Space** – Land and/or water area with its surface open to the sky or predominantly undeveloped, which is set aside to serve the purposes of providing park and recreation opportunities, conserving valuable resources, and structuring urban development and form.

**Overlay Zoning** – Is a zoning classification which defines an addition set of requirements over and above the base zoning requirements.

**Pedestrian Friendly** – Describing an environment that is pleasant and inviting for people to experience on foot; specifically, offering sensory appeal, safety, street amenities such as plantings and furniture, good lighting, easy visual and physical access to buildings, and diverse activities.

**Pedestrian Refuge Island** – A defined area in the center of the street that protects pedestrians from moving traffic and provides a safe place to wait to cross the street. They allow the pedestrian to cross one half of the roadway with a safe place to stop before crossing the second half of the roadway.

**Pedestrian Scale Lighting** – Overhead street lighting that is typically over the sidewalk instead of the roadway, and at a lower height than typical street light fixtures; providing illumination for pedestrians instead of motorists.

**Planning Commission** – Responsible for reviewing and approving applications for the subdivision and development of land and recommends amendments and additions to the City's Master Plan. Has nine members appointed by City Council for two-year terms. Meets the 2nd and 4th Wednesday of each month at 2:00 PM at the Development and Business Services Center Board Room 1st Floor, 1901 South Alamo.

**Planting Strip** – The street right-of-way area lying between the constructed curb and the sidewalk.

**Residential Parking Zone** – A designated zone in which on-street parking for the general public is restricted. Residents of the area are exempted from the parking restrictions by permit.

**Right-of-way (ROW)** – 1) A strip of land platted, dedicated, condemned, established by prescription, or otherwise legally established for the use of pedestrians, vehicles or utilities; 2) the legal right of one vehicle, bicycle, pedestrian or device to proceed in a lawful manner in preference to another vehicle, bicycle pedestrian or device.

**Roundabout** – A raised traffic island, usually landscaped, located in the middle of an intersection of arterial streets. Similar to a traffic circle but located in a busier intersection at a larger scale. Traffic circulates counter-clockwise around the island. Cars in the roundabout have the right of way, while cars entering must yield. Traffic slows but does not stop because left turns are not possible.

**Sandwich boards** – Stand-up A-shaped signs often placed on the sidewalk or street right-of-way to advertise a business or an attraction.

**Sanitary Sewer** – A piped system which is owned, operated, and maintained by a local municipality or sanitary district, and that is designated to carry only sewage.

**School Zone** – An established reduced speed area around a school.

**Setback** – The required or actual placement of a building a specified distance away from a road, property line or other structure.

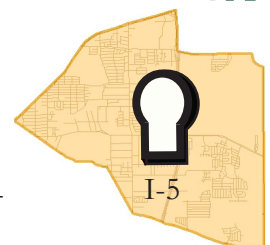
**Shoulder** – The paved or unpaved area between the roadway edge and the property line.

**Sign Ordinance** – Rules and regulations that govern the posting of signs in a city.

**Single-family Detached Dwelling** – A dwelling that is designed for and occupied by only one family and surrounded by open space or yards and is not attached to any other dwelling.

**Street Closure** – partial – A curb bulb that physically blocks one direction of traffic at an intersection on an otherwise two-way street.

**Street Furniture** – Accessories and amenities placed on sidewalks for the convenience and accommodation of pedestrians. These may include such things as benches or other seating, trash receptacles, drinking fountains planter, kiosks, clocks, newspaper dispensers, or telephones.





**Streetscape** – The visual character of a street as determined by elements such as structures, greenery, driveways, open space, view, and other natural and man-made components.

**Street Tree** – A tree planted within the public right-of-way. Street trees can create comfortable, pedestrian-scale spaces, provide shade, reduce heat and absorb pollutants.

**Street Tree Grates** – Grates, usually metal and often decorative, that cover street tree pits and allow air and water to reach the soil.

**T-intersection** – The meeting of two streets, usually perpendicular, where one street does not continue through.

**Townhome/Townhouse** – A one-family dwelling in a row of at least three such units in which each unit has its own front and rear access to the outside and each unit is separated from another unit by one or more common fire resistant walls.

**Traffic Calming** – Of or relating to transportation techniques, programs, or facilities intended to slow the movement of motor vehicles.

**Traffic Circle** – Raised circular islands constructed in the center of an intersection of two local streets that cause motorists to decrease speed in order to maneuver around the circle. Can take the place of a 4-way stop sign. Similar to a roundabout but at a smaller scale.

**Transit Oriented Development (TOD)** – Retail services and other uses clustered in a “town center” and a range of housing densities are offered providing an alternative to typical suburban growth patterns typically located 0.25 mile radius around a transit stop that is designed to emphasize a pedestrian environment where it is convenient for residents and employees to travel by transit, bicycle or foot.

**Two-way Left Turn Lane** – A lane in the center of the street that can be used by left-turning vehicles traveling in either direction.

**Uncontrolled Intersection** – An intersection where the right-of-way is not controlled by a stop sign, yield sign, or traffic signal.

**Urban Sprawl** - A development pattern characterized by low-density, isolated and unregulated development extending away from an urban core that results in greater dependence on cars and inefficient utilization of infrastructure.

**Walkable Community** - A community that is pedestrian oriented, where connectivity between housing, retail, schools and community facilities is prioritized to ensure accessibility by walking or bicycling.

**Zoning** – Regulates density and land use. Zoning is a key tool for carrying out planning policy.

**Zoning Commission** - Tasked with making recommendations to City Council on zoning change requests and boundaries of zoning districts. Composed of eleven members appointed by City Council with one from each council district and the Mayor which serve overlapping two-year terms. Meets the 1st and 3rd Tuesday of each month at 1:00 PM at the Development and Business Services Center, Board Room, 1st Floor, 1901 South Alamo.

**Zoning Ordinance** – Rules and regulations that govern the way land is zoned (separated according to land uses) in a city.