

Glossary

A

Active Street Frontages / Uses – The placement of active land uses such as retail or restaurant at the ground floor of buildings, to provide higher pedestrian interest and increased pedestrian activity.

Adaptive Reuse – Developing a new use for an older or underutilized building or for a building originally designed for a special or specific purpose. This technique is particularly useful for preserving older buildings of historic or architectural significance and for the conversion of special use structures, such as gas stations, train stations, or school buildings that are no longer needed for their original purpose. In addition to preserving historical value, reuse of existing buildings avoids creation of large volumes of demolition and construction debris, conserves resources, and maintains neighborhood character.

B

Bicycle Infrastructure – All infrastructure that may be used by cyclists including, but not limited to, lanes, routes, paths, parking areas and racks, and commuter amenities such as lockers and showers typically incorporated into commercial and office developments.

Bike Lane – Sections of roadway that are marked for exclusive bicycle use and are always one-way.

Bike Route – Include shared streets, bike lanes, or shared-use or multiuse paths, in any combination. Routes may be designated by signage or by placement on a map.

Biophilic Design – The practice of connecting people and nature through the built environment. Design attributes may include environmental features, natural shapes, forms, patterns, and processes, light and space, and place-based relationships.

C

Character – Features, qualities and attributes that give a place its identity.

Complete Streets – A complete street is one that is designed and operated to enable safe and comfortable access for all users. Pedestrians, bicyclists, motorists and transit riders of all ages and abilities are able to safely move along and across a complete street.

Connectivity – The directness of links and the density of connections in a transport network. As connectivity increases, travel distances decrease and route options increase, allowing easy access to key destinations.

Context – The relationship between a location and its surrounding natural and/or built environment; the whole environment relevant to a building or place; the interrelated conditions in which something exists or occurs.

Contextual Compatibility – Characteristics and proportions of the existing natural and/or built environment serve as a basis for new development projects so that a wide variety of building types, use of materials, and architectural styles relate to one another.

Creative Class – A demographic segment of society generally made up of knowledge workers, intellectuals, and various types of artists whose ability to produce innovative ideas, technology, and creative content spur regional economic growth.

D

Defined Building Location – Refers to a consistent building setback location established along a street.

Density – Typically the number of housing units per acre of land in residential districts. Gross density is defined as the total number of units divided by the total land area of the site, excluding nothing. Net density is the total number of units divided by the net area of the lot or site (excluding roads, public open space, utility rights-of-way, and community facilities). Density is often used interchangeably with intensity.

Designated Lighting Needs – The City of Scottsdale Zoning Ordinance includes Outdoor Lighting provisions intended to minimize light pollution, reduce glare, increase energy conservation, and maintain the quality of Scottsdale’s physical and aesthetic character.

Downtown Couplet – The vehicular circulation couplet of Drinkwater Boulevard (north-bound) and Goldwater Boulevard (south-bound) that allows pass-through traffic to divert from Scottsdale Road and circulate around downtown. The couplet was designed with one extra lane for the north-bound traveler on Drinkwater Boulevard and one extra lane for the south-bound traveler on Goldwater Boulevard.

E

F

Floor Area Ratio (FAR) – A measure of development density expressed as the amount of building floor area divided by the development site land area.

G

Green Building – The practice of increasing the efficiency with which buildings use resources, such as energy, water, and materials, while reducing building impacts on human health and the environment during the building’s lifecycle, through site layout, building design, construction, operation, maintenance, and removal.

H

I

Infill – Development of vacant lots, or properties, and/or remnant parcels within areas that are already developed and have access to urban services and infrastructure.

Intensity – Refers to the level or concentration of activity occurring on a site or in an area. Intensity is often used interchangeably with density.

J

K

L

Live/Work – The quiet enjoyment expectations of the neighbors in the building or adjacent buildings take precedence over the work needs of the unit in question. The predominant use of a live/work unit is residential, and commercial activity is a secondary use. Employees and walk-in trade are not usually permitted. See also Work/Live.

M

Massing – The physical volume, shape or bulk of a building.

Mixed-Use – The practice of allowing more than one type of land use in a building or set of buildings. Mixed-use may be developed in a variety of ways, either horizontally in multiple buildings, or vertically in the same building, or through a combination of the two.

Mixed-Use Neighborhood – General Plan land use designation that includes Old Town Scottsdale.

Mobility – The ability to move from one place to another, or to transport goods or information from one place to another.

Mobility Share – Part of the shared economy focused on mobility and includes, but is not limited to, car, bike, and scooter share.

N

O

P

Park-Once Environment – The ability for visitors and employees to spend less time in a private vehicle, thus parking once and utilizing multiple modes of transportation to reach destinations or places of interest.

Passive Cooling – Technologies or design features that are utilized to cool an outdoor space or a building without the use of energy for example, natural cross ventilation and breezes can be used to remove unwanted heat; shade devices can be utilized to slow heat transfer; and water evaporation can be utilized to cool outdoor and indoor spaces.

Passive Solar (Cooling) – Focuses on heat avoidance to reduce the need for mechanical cooling. Examples include: preferential use of south-facing windows with overhangs and north-facing windows, minimal use of east- and west-facing windows, exterior entrances protected from direct summer sun, low solar heat-gain glazing, solar screens/shading, and landscaping treatments.

Pedestrian Comfort Zone – Streets and public spaces that accommodate and encourage pedestrian activity through the provision of active uses, informal gathering spaces, lighting and safety features, and other pedestrian amenities.

Pedestrian Corridor – A path or guided way that is developed to promote walking as an attractive means of transportation and utilized primarily by pedestrians as they move between major activity centers.

Pedestrian Oriented Design – A form of development that makes the street environment inviting for pedestrians, such as special sidewalk pavement, zero front and side yard setbacks, varied architectural styles, street-facing window displays, an absence of front yard parking, benches, and other amenities.

Pedestrian Scale – The proportional relationship of the physical environment to human dimensions. Typically refers to the bulk and massing of buildings or other features at the pedestrian level, and clearly oriented toward pedestrian activity.

Public/Private Partnerships – A merging of public and private resources to achieve an end result or product that would be difficult to achieve through public or private activity alone. May refer to the delivery of services, such as child care or to the construction of buildings, such as cultural facilities.

Public Realm – The public realm of a city is the environment created by the network of streets and open spaces, parks and plazas, and the pattern of uses and activity, which contribute to the character and quality of the place.

Q

R

S

Sensitive Edge Buffer – A defined area intended to create a separation between dissimilar uses and/or development intensities, to reduce or mitigate the effects of one area upon the other.

Setback – The distance between two points, such as the property line and building structure.

Shared Economy – A hybrid market model of a peer-to-peer exchange, with transactions often facilitated via community-based online services.

Shared-Use or Multiuse Path – Paved pathways set aside for the exclusive use of non-motorized travel and are generally intended for two-way traffic. Paths are typically separated from the road infrastructure.

Smart City – A municipality that utilizes information and communication technologies to increase operational efficiency, share information with the public, and improve both the quality of government services and citizen welfare.

Stepback – An arrangement of building forms, shapes and massing in the manner of a series of steps, that causes the building design to move away, or recede, from a property line or adjacent development, in order to provide open space above the first or second level of the building.

Sustainability – There are many definitions of sustainability. For the purposes of the Old Town Plan, sustainability is a condition of living which enables the present generation to enjoy social wellbeing, a vibrant economy, and a healthy environment, without compromising the ability of future generations to enjoy the same.

T

Twin the Bins – Solid waste containers that allow for the collection of multiple types of waste – including trash, recycling, and if applicable, organics. Effective containers in the public realm are distinguished by color, have appropriate openings for their specific use, and include well-designed signage.

Type 1 – The compact, lower scale development of the Downtown Core. See Map 4 for specific locations and boundaries.

Type 2 – The intermediate, higher scale development type in the downtown. See Map 4 for specific locations and boundaries.

Type 2.5 – The intermediate, higher scale development type between Type 2 and Type 3 in the downtown. See Map 4 for specific locations and boundaries.

Type 3 – The most intensive, highest scale development type in the downtown. See Map 4 for specific locations and boundaries.

U

Universal Design – A concept that all environments and products should be accessible and usable by all people, regardless of their age, size, or abilities.

V

Vertical Mixed-Use – The practice of allowing more than one type of land use in one building, which may result in a combination of residential, commercial, industrial, office, institutional or other land uses. Vertical mixed-use development characteristics include: access to multi-modal transportation, human-scale development, and the physical and functional integration of uses through careful design of public spaces, streets and buildings.

W

Walkability – The extent to which the built environment is designed so that people are able to use sidewalks, street crossings, and other pathways as they move around and through an area.

Wayfinding – Enabling a person to find his or her way to a given destination through the use of landmarks, effective signage and building design.

Work/Live – The needs of the work component take precedence over the quiet enjoyment expectations of residents, in that there may be noise, odors, or other impacts, as well as employees, walk-in trade or sales. The predominant use of a work/live unit is commercial, craft-work, or light assembly/manufacturing.

X

Y

Z

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Related Plans, Ordinances & Documents

C

- » *Civic Center Master Plan (2017)*
- » *Community Services Master Plan (2015)*

D

- » *City of Scottsdale Design Standards and Policies Manual*
- » *Downtown (D) Zoning District*
- » *Downtown Infill Incentive Plan (2010)*
- » *Downtown Overlay (DO) Zoning District*
- » *Downtown Pedestrian Mobility Study (2007)*
- » *Downtown Public Spaces/Connectivity Master Plan (2017)*
- » *Downtown Task Force Report (2009)*
- » *Downtown Town Hall Final Report (2006)*

E

- » *Economic Development Strategic Plan (2015)*

G

- » *Scottsdale's Green Building Program*

O

- » *Old Town Urban Design and Architectural Guidelines*

P

- » *Planned Block Development (PBD) Zoning District*
- » *Public Art Master Plan (2012)*

S

- » *Scottsdale General Plan*
- » *Scottsdale Road Streetscape Plan*
- » *Southern Scottsdale Character Area Plan*
- » *Scottsdale Zoning Ordinance*
- » *Stormwater Master Plan*

T

- » *Tourism Related Downtown Economic Feasibility Study [Downtown 2.0] (2017)*
- » *Transportation Master Plan (2016)*