

# 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 building or for a building originally designed for a special or specific purpose.

## 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** – Section of roadway that is marked for exclusive bicycle use.

**Bike Route** – May include shared streets, bike lanes, or shared-use paths, in any combination for bicycle circulation.

**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** – Unique features, qualities, and attributes that contribute to the identity of a place.

**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. A complete street is also consistent with federal laws and guidelines including those pertaining to accessibility.

**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, planned, permitted, and/or built environment; the whole environment relevant to a particular building or place; the interrelated conditions in which something exists or occurs.

**Contextual Compatibility** – Characteristics and proportions of the existing natural, planned, permitted, 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; encouraging the incorporation of design materials from surrounding buildings.

**Creative Workforce** – Employees or workers with expertise or occupations involving a high level of creative thinking, including developing, designing, or creating new applications, ideas, relationships, systems or products, and artistic contributions.

## D

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

**Density** – Usually used to describe the number of housing units per acre of land in residential districts. Also used to generally describe the concentration of buildings within an area of land. (See also: 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**

**G**

**Green Building** – The practice of increasing the efficiency of building resource use, including energy, water, and materials, while also reducing negative effects on human health and the environment during the building’s lifecycle through site layout, building design, construction, operation, maintenance, and removal.

**H**

**Heat Island** – The phenomenon involving elevated temperatures in urban/suburban areas as compared with outlying rural/undeveloped surroundings. Heat islands are generally caused by reduced vegetation, solar heat absorption, material heat capacity, use of energy, and building spacing.

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

**Human-Scale** – The proportional relationship of the physical environment to human dimensions in terms of bulk and massing of buildings or other features. An example of human-scale development is a multiple-story building with retail stores on the ground floor that provide visual interest at human-eye level using window displays and architectural features.

**I**

**Identity of Place** – The meaning and significance people individually or collectively assign to a place. Identity is influenced by physical aspects of a geographic location and its unique historic and cultural associations. Place identity has evolved as a planning concern in response to a loss of individuality and distinctiveness as represented by uniformity in design.

**Infill, Infill Development** – Development of individual vacant lots or “leftover” vacant properties in areas already developed with access to services and infrastructure.

**Infrastructure** – Public services and facilities, including sewage disposal systems, water supply systems, other utility systems, streets and roads, parks, and schools.

**Intensity** – The relative measure of development impact, as defined by characteristics such as traffic generation, floor area, and lot coverage; or, the level or concentration of activity occurring on a site or in an area. (See also: 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

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

**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.

**Mode, Modal** – The form or method of travel distinguished by vehicle type, operation, technology, and rights-of-way separation.

**Multimodal** – An approach to transportation that includes pedestrians, bicyclists, transit vehicles except rail and modern streetcar, equestrians, and motorists of all ages and abilities, and aims to create a comprehensive, integrated, and connected transportation network.

## N

**Noise** – Any undesired audible sound, especially one that is loud or disagreeable.

## O

**Old Town** – In Scottsdale, as delineated and/or described by the General Plan, the commercial, cultural, civic, and symbolic center of the community consisting of a vital mix of supporting land uses.

**Open Space, Public or Common** – Land within or related to a development that is designed and intended for the common use or enjoyment by the public.

**P**

**Parcel** – A legally defined lot, or contiguous group of lots, in single ownership or under single control, and considered a unit for purposes of development and open space calculation.

**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.

**Pedestrian Oriented Design** – A form of development that makes the street environment inviting for pedestrians.

**Preserve** – To keep something protected from anything that would cause its quality or condition to change or deteriorate.

**Public Art** – Sculptures, paintings, murals, and other forms of artwork that are placed in public spaces or in public view to enrich and add visual interest to the built environment.

**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.

**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**

**Redevelop, (Informal) Redevelopment** – To change the existing development in an area or on a property, sometimes by demolishing existing building; increasing the overall floor area existing on a property; or both.

**Retail** – A place of business in which merchandise is sold to consumers.

**Revitalization** – Bringing new life or vigor to an area, often through public and private investment.

**Right(s)-of-Way** – The strip of land over which certain transportation and/or other public facilities are built, including roads, sidewalks, and utility lines. A public right-of-way is typically dedicated or deeded to the public for public use and controlled by a public agency, such as the city.

**S**

**Scale** – The relationship of a particular project or development, in terms of size, height, bulk, intensity, and aesthetics, to its surroundings.

**Sense of Place, Sense of Community** – The characteristics of a location that make it readily recognizable as being unique and different from its surroundings and that provides a feeling of belonging to or being identified with that particular place. (See also: Identity of Place)

**Sensitive Design Principles** – Program and documents aimed at strengthening the focus on design in the community, promoting coordination of the city’s design-related efforts and resources, and guiding discussion of design-related issues.

**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** – Typically, the distance between a property line and a building or structure. Depending on the specific zoning district, setbacks may be measured in different ways.

**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** – Paths that accommodate bicyclists and pedestrians.

**Signature Special Events** – Annual events and event series staged in Scottsdale that generate significant economic activity, including Major League Baseball spring training, arts festivals, auto auctions, Culinary Festivals, Native Trails, Marathons, Parada del Sol Rodeo and Parade, and Canal Convergence.

**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.

**Specialty Retail** – A retail store that focuses on specific or unique product categories, as opposed to retailers who sell a variety of consumer goods.

**Stepback** – An arrangement of building forms, shapes, and massing that causes the building design to “move away”, “step back”, or recede from a property line or neighboring development to provide an open area above the first or second level of the building. The Zoning Ordinance delineates specific stepback requirements for zoning districts.

**Streetscape** – The combination of individual design elements that characterize the street spaces of the city. Some examples of these elements are landscaping, seating, lighting, and sidewalk design.

**Street Space** – The public spaces and areas that accommodate and encourage pedestrian activity across development frontages along a street.

**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

**Telecommuting** – A trip reduction strategy and a work arrangement, where employees work at a location other than the primary work location, such as at home or in a subordinate office. (See also: Trip Reduction)

**Themed Streetscape** – A street in the General Plan that has, or is planned to have, streetscape design guidelines to provide a consistent, themed appearance along the street.

**Transit** – Transportation system mainly for moving many people and made available to the public, usually through paying a fare. Typical vehicles used for transit include buses (Valley Metro), trolleys (Scottsdale Bus System), rail cars, and other fixed guideway vehicles.

**Transition** – 1) A gradual change from one development density or intensity to another, from one land use to another, or from a preserved area to a developed area; or 2) The placement of buildings and their forms, shapes, and massing that causes the building design to recede from the property line or neighboring development; provide open space and openings between buildings; and/or create compatible development between lower and higher intensities and densities.

**Trip Reduction** – Techniques aimed at reducing traffic congestion, vehicle trips, and miles traveled with the main goal of improving air quality. Strategies include carpooling, transit use, walking, biking, telecommuting, and compressed work schedules (such as a 4-day work week).

**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 and Map 5 for specific locations and boundaries.

**Type 2** – The intermediate, higher scale development type in the downtown. See Map 4 and Map 5 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 and Map 5 for specific locations and boundaries.

## U

## 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, office, institutional or other land uses. Vertical mixed-use development characteristics include: access to multimodal transportation, human-scale development, and the physical and functional integration of uses through careful design of public spaces, streets and buildings.

**Vision** – A shared dream of the future characterized by long-term idealistic and aspirational thinking. The vision is the foundation for the development of goals, policies, and programs. Although a vision is not a binding goal, and may not be achievable in the lifetime of the Plan, it provides a picture of the community that the citizens desire.

**Visitor** – Includes tourists and travelers from outside of the region experiencing, staying, or working in Scottsdale for a defined and limited time. Visitors may also include short-term daily visitors engaged in various day or nighttime activities.

## 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

**Zoning / Zoning Ordinance** – Land use regulations enacted by the city to create districts or zones that permit and identify special conditions within those zones. Land uses in each district are regulated according to type, density, height, lot size, placement, building bulk, and other development standards. The ordinances include procedures for changing the status of land use and physical development standards.

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# *Related Plans, Ordinances & Documents*

## **C**

- » *Civic Center Municipal Use Master Site Plan (2018)*
- » *Community Services Master Plan (2015)*

## **D**

- » *City of Scottsdale Design Standards and Policies Manual*
- » *Downtown Pedestrian Mobility Study (2007)*
- » *Downtown Task Force Report (2009)*
- » *Downtown Town Hall Final Report (2006)*

## **E**

- » *Economic Development Five-Year Strategic Plan (2021)*

## **G**

- » *Scottsdale's Green Building Program and Guidelines*

## **O**

- » *Old Town Scottsdale Urban Design and Architectural Guidelines (2019)*
- » *Old Town Scottsdale Bicycle Master Plan (2022)*

## **P**

- » *Public Art Master Plan (2012)*

## S

- » *City of Scottsdale General Plan 2035 (2021)*
- » *Scottsdale Road Streetscape Plan*
- » *Southern Scottsdale Character Area Plan (2010)*
- » *Scottsdale Zoning Ordinance*
- » *Stormwater Management Plan (2015)*

## T

- » *Tourism and Marketing 5-Year Strategic Plan (2023)*
- » *Tourism Related Downtown Economic Feasibility Study [Downtown 2.0] (2017)*
- » *Transportation Action Plan (2022)*