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## ACCESS MANAGEMENT

A set of policies and standards intended to improve vehicle and pedestrian circulation and safety. Regulations may include: (a) restrictions on the type, number, location, spacing, and design of access points (e.g., cross streets, driveways) to public roadways; and (b) the use of physical controls, such as raised medians, channelization, signals, and signage.



### APARTMENT

A self-contained housing unit that occupies only part of a building. Each unit has its own kitchen and bathroom accommodations. Apartments may be owner-occupied (commonly found in co-operatives or condominiums) or rented by tenants. An “apartment building” has three or more units designed for occupancy by individual households living independently of each other.

### BROWNSTONE

A residential building typically designed in “row house” fashion (attached on the side, although sometimes free-standing with some space in between), with a series of such houses situated along all or a portion of a block. Such dwellings may be a single-family home or split (originally or converted later) into multiple ownership (condo) or rental units. Now a long-established housing style in many cities, the literal term, “brownstone,” refers to a once popular sandstone building material.

### BUFFERYARD

A unit of land, between adjacent land uses or along a street or alley, devoted to plantings, berms, walls, and/or fences for screening and buffering purposes and to help mitigate incompatibilities between differing land uses and development intensities.

### CHICANE

A curb extension, especially along an otherwise straight roadway, that is intended to slow traffic and make drivers more attentive by forcing them to maneuver their vehicle rather than follow a straight path.



Source: City of Austin, Texas

### CONDOMINIUM

A single residential unit in a multi-unit development where the dwelling units are individually owned and the common space and facilities are jointly owned.

### CONTEXT-SENSITIVE DESIGN (CSD)

An interdisciplinary and creative approach to roadway design that aims to balance traffic movement needs with other community considerations, such as safety, bicycle and pedestrian circulation, environmental protection, and aesthetics. The CSD approach is characterized by early and ongoing stakeholder involvement, consideration of all modes of travel (i.e., potential road users), and the use of flexible standards and development practices to tailor a project to its particular setting.



## CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)

An interdisciplinary approach to deterring criminal behavior, especially through careful design of buildings and their entries/exits, other physical features (parking areas, fencing, landscaping, lighting, etc.), and intervening spaces to maximize visibility; create a sense of ownership by better delineating private, semi-public, and public spaces and circulation areas and so “intruders” are more obvious. The acronym is commonly pronounced as “sep-ted.”

## DUPLEX

A residential building designed as a single structure but containing two separate dwelling units, each of which is designed to be occupied by a single household.

## FLOOR AREA RATIO (FAR)

The numerical value obtained by dividing the total floor area of a building by the area of the site on which the building is to be constructed. “FAR” is a common device used in zoning ordinances to regulate the intensity of site development while providing some design flexibility. As a conceptual example, with an FAR of 1.0, a building could be one story and cover its entire site, or the building could be two stories and cover half of the site, etc.

## GRADE SEPARATION

The physical separation of two different travel paths (e.g., two intersecting roadways) or travel modes (e.g., automobiles from rail, or bikes/pedestrians from automobiles), typically by constructing an underpass or overpass.

## LOFT

Entire floors or subdivided units or spaces within a former non-residential building (especially a multi-story, former industrial or warehouse building) that has been rehabilitated for residential, office, or mixed uses, but often retaining the higher ceilings, exposed building infrastructure, and other features of the original structure. Given their popularity, some loft projects are now entirely new structures built with the features of converted buildings.

## MULTI-UNIT HOUSING

A broad term for any residential building with three or more attached dwelling units situated on a single property, with each unit occupied by an individual household living independently of the others. Examples include apartments and condominiums (attached townhomes are similar, but the land under each townhome unit is individually owned).



### PLANNED DEVELOPMENT

As in many other cities, an option provided within the City of Bellaire zoning ordinance that offers a development applicant the flexibility to propose certain variations from standard zoning provisions (e.g., residential lot sizes and overall project density, mixing of uses, building setbacks, street design, etc.) with the intent of achieving unique and/or superior development outcomes. A Planned Development proposal is considered through a site plan review process to establish and document the project-specific standards that ultimately are approved. A Planned Development also represents and is administered as a zoning amendment and is documented on the City's Official Zoning District map.

### STRUCTURED PARKING

A parking garage, parking deck, or under-building or underground parking area designed for the parking or storage of motor vehicles. The structure may be open or enclosed.

### TOWNHOUSE

A single-family dwelling unit that is attached to one or more contiguous units by the sharing of at least one common bearing wall between units, with this wall extending from the foundation through the roof. Each unit is located on, or capable of being located on, a separate ownership lot.

### TRADITIONAL NEIGHBORHOOD DESIGN (TND)

A design approach that aims to incorporate characteristics of more compact and walkable neighborhoods, such as: grid street system (often with alleys), shorter block lengths (and smaller lot sizes in some cases, or a mix of lot and house sizes), buildings oriented toward the street, front porches on houses, side versus front driveways or rear alley access, recessed or rear garages, village squares and greens, and often with compatible mixing of retail, office, and/or civic uses.

### TRAFFIC CALMING

Street design approaches, physical retrofitting measures, and/or regulations intended to reduce the impacts of motor vehicles in neighborhoods, school zones, retail districts, downtown areas, etc. by lowering vehicle speeds, discouraging through traffic, and causing motorists to be more attentive to pedestrians, cyclists, and children at play in and near streets.

### TRAFFIC DIVERTER

A roadway design feature or installation that prohibits vehicular traffic from entering and/or exiting a street. Examples include restrictive curb extensions and medians/islands, street closures, and one-way traffic flow arrangements.



## TRAFFIC IMPACT ANALYSIS (TIA)

A study of how a land use or development will affect traffic in the surrounding area and how such impacts might be mitigated, as necessary, through on- and/or off-site measures. These documents are typically prepared by a licensed professional traffic engineer or civil engineer in connection with a specified proposed land use (including public uses) or subdivision or with a zone change application.

## ZERO LOT LINE DEVELOPMENT

Placement of a building on a lot in such a manner that one or more of the building's sidewalls rests directly on a lot line (and all associated fire code requirements for such placement are met, involving either the design of common walls or minimum spacing between structures). This approach allows site design flexibility while increasing the quantity of usable open space on the lot. This is a common practice in smaller lot, patio home developments. Additionally, in a downtown setting, "zero lot line" zoning may require zero or minimal building setback from front, side, and/or rear lot lines to maintain an urban architectural environment.

