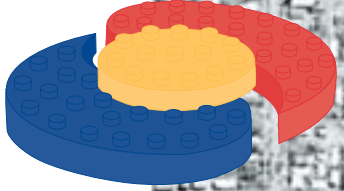


# Glossary





**Access** ■ The ability to reach desired goods, services and activities. Access also refers to the ability to get into and out of a particular piece of property. See “Mobility.”

**Access Management** ■ Control of the number of access points (driveways), and the location and flow of vehicular traffic into and out of businesses and residential development across the Pedestrian Area and onto the Travelway Area. See “Pedestrian Area” and “Travelway Area.”

**Affordable Housing** ■ Affordable housing has many meanings. Within the context of this plan, affordable housing generally refers to households of modest means which often struggle to find housing that does not consume an inordinate amount of their income and that meets their needs.

**Air Quality** ■ Air that meets federal standards for pollution and allows clear views of distant objects such as the mountains or downtown skyline.

**Alley** ■ Narrow access ways mid-block, at the rear of residential and business properties.

**Alternative Transportation** ■ Travel by means other than a car. Light rail, commuter rail, bus, bicycling and walking are often grouped together under this heading.

**Arterial** ■ Major roadway designed to provide a high degree of mobility and serve longer vehicle trips to, from, and within major activity centers in Denver and the region.

**Bicycle Facilities and Amenities** ■ Includes bike routes, lanes and paths which are interconnected, safe and attractive; bike parking and storage (racks & lockers).

**Bicycle Lane** ■ A separate lane on a roadway that is reserved for bicyclists and demarcated by lane striping.

**Bicycle Route** ■ A signed bicycle route is typically designated along more lightly traveled residential or secondary roads.

**Bike Station** ■ Attended bike-transit centers that offer secure, covered, valet bicycle parking and other amenities.

**Brownfield** ■ According to the Environmental Protection Agency, a brownfield is an abandoned, idled, or under-used industrial or commercial facility where expansion or redevelopment is complicated by real or perceived environmental contamination.

**Bulbout** ■ See “curb extension.”

**Bulk Plane** ■ An imaginary plane beyond which a structure may not be built; controls the mass of structures, provides consistency among structures, and provides for sunlight to reach structures.

**Bus Circulator or Shuttle Bus** ■ A bus providing more localized bus service for a specific area — such as a transit station, shopping area, employment center, the Downtown area, or other activity center.

**Bus Rapid Transit** ■ Buses using and occupying a separate right-of-way for the exclusive use of public transportation service.

**Capital Improvement Program** ■ Scheduled infrastructure improvements as part of a city budget.

**Collector** ■ A roadway that collects and distributes local traffic to and from arterial streets, and provides access to adjacent properties.

**Commuter Rail** ■ Local passenger rail, either locomotive-hauled (typically diesel-powered) or self-propelled (typically hybrid propulsion technology).



**Curb Extension** ■ An area where the sidewalk and curb are extended into the parking lane, resulting in a narrower roadway, usually to shorten pedestrian crossing distance. (Often referred to as a “bulbout” or “neckdown”)

**Daily Vehicle Miles** ■ A measure of the total miles traveled by all vehicles over 24 hrs. This is a good measure to show the growth in the number of cars and the increase in the length of car trips.

**Downtown Access Streets** ■ Streets designated by Blueprint Denver in Denver’s broader downtown area. This designation recognizes that streets located in downtown areas are unique compared to the traditional street function designations of arterial, collector and local.

**DRCOG** ■ Denver Regional Council of Governments. The planning agency for the Denver region.

**FAR** ■ The ratio of the gross floor area of a building to the area of the land on which it rests.

**Frontage** ■ The part of a lot that touches a street.

**Functional Classification** ■ See “Street Function.”

**Geographic Information System (GIS)** ■ Computer generated maps based on data such as land use or population.

**Green Streets** ■ Streets with additional landscaping, often linking parks. Defined in the Parks Game Plan.

**High-Occupancy Vehicle Lanes (HOV)** ■ Buffer or barrier-separated highway lanes that may be used by buses, motorcycles, and carpools.

**Infill Development** ■ Development on vacant lots in developed areas.

**Impervious Surface** ■ Surface through which water cannot easily penetrate, such as roof, road, sidewalk, and paved parking lot.

**Infrastructure** ■ Public improvements such as roads and traffic signals, sidewalks and bicycle paths, water and sewer lines, power and telecommunication lines.

**Intelligent System Technology** ■ Real-time information about local travel conditions.

**Land Bank** ■ Acquisition of land by a local government or other nonprofit entity for eventual resale or improvement later.

**Landmark Designation** ■ The Landmark Preservation Ordinance provides the authority to designate buildings and areas that have architectural, historical and geographical significance. Chapter 30, Revised Municipal Code.

**Landmark Streets** ■ Streets designated as landmarks under Chapter 30, RMC.

**Light Rail** ■ A rail system with vehicles operating on a fixed track and powered by an overhead electric power source.

**Local street** ■ A neighborhood or minor street that provides access to adjacent properties only. Mobility on local streets is typically incidental and involves relatively short trips at lower speeds to and from collector streets.

**Medians** ■ A linear strip of island in the center of a street often planted with trees, bushes and other landscaping.

**Metro Vision 2020** ■ Metro Vision is DRCOG’s long-range growth strategy for the Denver region.

**Mixed-Use Development** ■ Mixes of residential, commercial and office space within the same buildings and districts.



**Mobility** ■ The ability to move from one place to another, or movement of people and goods from one place to another. See “access.”

**Multi-Modal Streets** ■ Streets that accommodate multiple modes of travel including rapid transit (bus and rail options), bicycles and pedestrians, as well as cars.

**Neighborhood Traffic Management** ■ Includes various “traffic calming” strategies to address pedestrian safety, traffic speed and cut-through traffic in neighborhoods.

**Off-Street Parking** ■ Parking that is provided outside of the right-of-way of a public street, typically in a surface parking lot or parking structure.

**One-way Couplets** ■ Pairs of one-way streets that function as a single higher-capacity street. Couplets are usually separated by one city block, allowing travel in opposite directions.

**On-Street Parking** ■ Parking that is provided within the right-of-way of a public street, typically in designated parallel or diagonally striped spaces adjacent to moving traffic lanes.

**Overlay Zone** ■ Zoning that is superimposed over the existing zoning of an area and establishes additional regulations.

**Paratransit** ■ Transit service required by the Americans with Disabilities Act (ADA) of 1990 for individuals with disabilities who are unable to use fixed-route transportation systems. Also, any more informal van or shuttle service.

**Park-and-Ride Lot** ■ Parking lots where motorists park their cars and transfer to public transportation. RTD’s version is called “park-n-Rides” (PnRs).

**Parking Management** ■ A tool to address localized parking issues, e.g. Colorado Health Center District, Old South Gaylord area, Commons Neighborhood in the Platte Valley.

**Parking Ratio** ■ A ratio expressing the number of parking spaces per dwelling unit, or per certain amounts of square footage of commercial space (office or retail space).

**Pedestrian Area** ■ Sidewalks and other sections of the street needed to move people and transition people between land uses and between vehicles and land use.

**Pedestrian Facilities** ■ Sidewalks, pedestrian signals, crosswalks.

**Pedestrian-Friendly** ■ Street design that facilitates safe, comfortable and attractive pedestrian travel.

**Plan 2000** ■ The Denver Comprehensive Plan 2000.

**Planned Unit Development (PUD)** ■ Specific zoning for a specific parcel of land.

**Regional Transportation District (RTD)** ■ The regional public transportation agency for the six County Denver metro areas.

**Roundabout** ■ A traffic circle or rotary.

**Scale** ■ The relative proportion of the size of different elements of the built environment to one another; the measurement of the relationship of one object to another.

**Setback** ■ The distance a building is set back from the property line.

**Shared Parking** ■ Combining parking spaces for different uses that require peak parking at different times of the day.



**Site Plan Review** ■ Site plan review, set out in code and regulations, determines how buildings are arranged on a site and how the development on the site relates to and impacts its surroundings.

**Special District** ■ Organizational and financing mechanisms involving special tax assessments and fees to build, operate, and/or maintain public infrastructure.

**Street Function** ■ A traditional classification for streets which defines engineering design and travel speed, as well as its character and connectivity within the community; also known as “functional classification.”

**Streetscaping** ■ Physical amenities added to the roadway and intersections, including lighting, trees, landscaping, art, surface textures and colors and street furniture.

**Stormwater Drainage System** ■ Facilities to control surface runoff from precipitation, including alleys, curbs and gutters, and intersection drainage (“cross-pans”), in addition to underground pipes.

**Structured Parking** ■ Parking that is provided in a structure as opposed to surface parking.

**Subdivision** ■ The fundamental process by which street rights-of-way and legal lots are established.

**Telecommuting** ■ Using computers, telephones, modems, fax machines, and other telecommunications devices to connect to a workplace from a remote location (such as home).

**Traffic Calming** ■ Methods used to reduce vehicular speed and volume, and increase the sharing of streets by pedestrians and other users.

**Traffic Circles** ■ Raised circular islands located in the middle of an intersection so that drivers must maneuver around them at a slow speed.

**Traffic Island** ■ Raised areas in the roadway.

**Transfer of Development Rights** ■ A process that allows an owner of one parcel of land to trade the zoned development potential of the land to land somewhere else in exchange for a public purpose such as historic preservation.

**Transit** ■ Public transportation by bus, rail, or other conveyance.

**Transit-Oriented Development (TOD)** ■ Form of development that maximizes the benefits from the investment in transit infrastructure by concentrating the most intense types of development around transit stations to promote increase transit use.

**Travel Demand Management (TDM)** ■ A broad range of strategies intended to reduce peak period automobile trips.

**Transportation Management Association (TMA)** ■ Public-private partnership that develops and markets alternative transportation programs and manages resources such as parking and paratransit. Also called “Transportation Management Organization” (TMO).

**Transportation Systems Management (TSM)** ■ A set of tools or methods for improving the existing transportation system to relieve congestion with minimal roadway widening.

**Tree Lawn** ■ The strip of land, usually vegetated, between the sidewalk and street.

**Vanpool** ■ Employer provided vehicle to use for vanpooling employees to and from the work site.



**Vehicle Miles Traveled (VMT)** ■ A measure of the total miles traveled by all vehicles over a certain time period.

**View Plane** ■ The view plane ordinances preserve views by establishing, from a given location, an area that cannot be penetrated by a building's height.

**Urban Design** ■ Involves the social, economic, functional, environmental, and aesthetic objectives that result in the plan or structure of a city, in whole or in part.

**Zoning** ■ Basic means of land use control used by local governments. It divides the community into districts (zones) and imposes different land use controls on each district, specifying the allowed uses of land and buildings, the intensity or density of such uses, and the bulk of buildings on the land.

**Zoning Code** ■ The compilation of land use regulations for the City. It includes general definitions and land use, and building size and location requirements by zone district.

**Zoning Map** ■ Map that depicts the location of zone districts in the city.