

## A

**Action item:** A Recommended action that the City or Community should take after the Plan is adopted by the City Council.

**Adaptive Re-Use:** Conversion of a building into a use other than that for which it was designed, such as changing a warehouse into a gallery space or housing.

**Awning:** An adjustable, roof-like covering fitted over windows, doors, etc. to provide shelter from the sun, rain and wind, and for its decorative and advertising potential.

**Adjacent:** Near, close, or contiguous.

**Articulation:** The act of giving expression. In architecture, it is the definition of the formal elements of architectural design. Through degrees of articulation, each part is united with the whole in such a way that the joined parts are put together. The articulation of a building reveals how the parts fit into the whole by emphasizing each part separately.

**Appropriate:** Fitting or suitable to a particular situation, location or setting.

**Autonomous vehicles** are capable of sensing their own environments and performing at least some aspects of driving without direct human input.

## B

**Bay Area Rapid Transit (BART):** Bay Area Rapid Transit (BART) is a heavy-rail public transit system serving the San

Francisco Bay Area. [www.bart.gov](http://www.bart.gov)

**Building Frontage:** The maximum length of a line or lines formed by connecting the points representing projections of the exterior building walls onto a public street or onto a courtyard that is directly accessible by pedestrians from a public street, whichever distance is greater.

**Bus Rapid Transit (BRT):** Bus rapid transit (BRT) is an enhanced bus service that approaches the service quality of rail transit with the cost savings and flexibility of bus transit.

**Bay:** A vertical division of a façade or a structure division of a building, marked by column spacing, roof compartments, windows or similar measures.

### Bicycle Facilities

- **Class I Bikeways** (bike paths) provide completely separate paths-of-travel that are designated exclusively for bicyclists and pedestrians.
- **Class II Bikeways** (bike lanes) are adjacent to the outer vehicle travel lanes. Bike lanes may be enhanced with painted buffers and/or green paint.
- **Class III Bikeways** (shared routes) are shared with motor vehicles, and have no separated right-of-way exclusively for bicyclists.
- **Bicycle boulevards** are a special type of Class III bikeway that give priority to bicyclists; bicycle boulevards commonly divert through automobile traffic from the bike boulevard while allowing local motor-vehicle traffic.
- **Class IV Bikeways** (cycle tracks or “separated” or “protected” bike lanes) provide right-of-way exclusively for bicycle travel within a roadway that is protected from automobile traffic with devices that can include (but are not limited to) grade separation, flexible posts, inflexible physical barriers, and/or parked cars.

- **Dutch-Style Intersections** separate and/or protects cyclists from automobiles, provide better sightlines, and shorten pedestrian crossings. “Protected intersection” is another common name for a Dutch-style intersection, but the term Protected Intersection has another distinct definition in the City of San Jose, so it is not used in this document.

**Boulevard:** the portion of land on either side of a street, between the curb and the property line, and may include sidewalk.

**Buffer:** a strip of land established to provide separation between land uses and typically developed as a landscaped area.

**Building Envelope:** the volume of space that may be occupied by a building, usually defined by a series of dimensional requirements such as setback, stepback, permitted maximum height, maximum permitted lot coverage.

## C

**Canopy:** a permanent fixture designed to shelter pedestrians and display goods from adverse weather conditions; a fixed awning.

**Circulation:** The functionality of the transportation network and its components. Roadway typologies in San Jose's General Plan link circulation functionality and streetscape design.

**Compatibility:** the characteristics of different designs which, despite their differences allow them to be located near each other in harmony, such as scale, height, materials, fencing, landscaping and location of service areas.

**Cornice:** an ornamental moulding along the top of a wall.

**Caltrain:** Caltrain is a commuter rail line serving the San Francisco Peninsula and Santa Clara Valley. Caltrain is governed by the Peninsula Corridor Joint Powers Board (PCJPB). [www.caltrain.com](http://www.caltrain.com)

**Caltrans:** The California Department of Transportation (Caltrans) manages the state highway system. [www.dot.ca.gov](http://www.dot.ca.gov)

**Circulation:** The functionality of the transportation network and its components. Roadway typologies in San Jose's General Plan link circulation functionality and streetscape design.

**Complete Streets:** maximize benefits and minimize negative impacts for all, according to context. Complete Streets provide accessibility, usability, and safety for all ages and abilities. Complete Streets also contribute to strong qualities- and senses- of-place. Complete Streets are also sometimes referred to as livable streets that are designed and operated to enable safe, attractive, and comfortable access and travel for all users, including pedestrians, bicyclists, motorists, and public transport users of all ages and abilities.

**Corridor:** A roadway and adjacent, linear group of properties, typically developed with older, low density commercial uses, that has been designated as an Urban Village to promote redevelopment and intensification with a mix of commercial and residential uses.

**Corner Lot:** A lot located at the intersection of at least two streets designated on the transportation element of the General Plan as a major, secondary, or other highway classification or collector street; At least one of the streets at the intersection must be a designated highway.

**Curb Cuts:** A ramp leading smoothly down from a sidewalk to a street, rather than abruptly ending with a curb and dropping roughly 4–6 inches; Curb cuts placed at street intersections allow someone in a wheelchair to move onto or off a sidewalk without difficulty; Pedestrians using a walker, pushing a stroller or walking next to a bicycle also benefits from a curb cut;

In the United States, the Americans with Disabilities Act of 1990 (ADA) requires that curb cuts be present on all sidewalks; A wider curb cut is also useful for motor vehicles to enter a driveway or parking lot, on the other side of a sidewalk; Smaller curb cuts, approximately a foot in width, can be utilized in parking areas or sidewalks to allow for a drainage path of water runoff to flow into an area where it may infiltrate such as grass or a garden.

**Curb Extension** (also called Bump-out): A traffic calming measure, intended to slow the speed of traffic and increase driver awareness, particularly in built-up and residential neighborhoods; They also allow pedestrians and vehicle drivers to see each other when vehicles parked in a parking lane would otherwise block visibility; A curb extension comprises an angled narrowing of the roadway and a widening of the sidewalk; This is often accompanied by an area of enhanced restrictions (such as a “no stopping” or “no parking zone) and the appropriate visual enforcement.

**Cadence:** A sequence of notes or chords comprising the close of a musical phrase. This is a common design metaphor for how a series of elements (building detail or urban scale) can express a legible and harmonious rhythm that defines itself as a set. (See: variation)

**Character:** Prevailing existing architectural elements, including building mass, scale, and era they were built.

**Compatible:** Able to exist or occur together without conflict.

**Complement:** Something that goes well with something. This document uses this term to express how elements can be adjacent and agreeable in scale, proportion, composition, and type but not identical in style or manner.

**Context:** Setting. The interrelated conditions in which something exists or occurs. Context in urban design parlance typically refers to the physical and cultural environment around a specific site. or how a proposed building may be described within its surroundings, The design context of a building may emulate, reinterpret, or contrast with its surroundings.

## D

**Design Guidelines:** criteria established to guide development toward a desired level of quality through the design of the physical environment, and which are applied on a discretionary basis relative to the context of development.

**Districts:** geographic areas of relatively consistent character, such as exhibited in many residential neighborhoods and the downtowns.

## E

**Edges:** Perceived boundaries such as walls, buildings, and shorelines. (From Kevin Lynch, Image of the City.)

**Envision San José 2040, Envision:** The terms Envision San José 2040 and Envision refer to the comprehensive update to the City of San José General Plan conducted between June 2007 and October 2011. The terms Envision San José 2040 General Plan and Envision General Plan refer to the City's General Plan document in use following completion of the update and adoption of the Plan in October 2011. More information on the Envision process is provided in Appendix 3.

**Elevation:** a drawing showing an external face of a building.

**Enclosure (sense of):** an experience in which a pedestrian feels sheltered with a semi-private realm. Buildings, trees, landscaping and street widths are all factors in creating a sense of enclosure.

## **F**

**Franchise-style Architecture:** Architectural design treatment that is generic in nature, intended to be repeated on a mass-scale throughout a large region without consideration of and adaptation to local visual or cultural context.

**Facades:** the exterior wall of a building exposed to public view or that wall viewed by persons not within the building.

**Fenestration:** the arrangement of windows in a building.

## **G**

**Goal:** A goal is a desired result or possible outcome that the Plan envisions; a desired end-point in some sort of assumed development.

**Guideline:** Recommendation that should be incorporated into future efforts.

**Grand Boulevard:** Grand Boulevards are prominent roadways that serve as major transportation corridors and connect multiple City neighborhoods. The design treatment of Grand Boulevards contributes to the City-scale quality of urban design.

**Green Building:** An integrated framework of design, construction, operations, and demolition practices that compasses the environmental, economic, and social impacts of buildings. Green building practices recognize the interdependence of the natural and built environments and seek to minimize the use of energy, water, and other natural resources and provide a healthy, productive indoor environment.

**Growth Area:** An area identified and designated on the Land Use/Transportation Diagram for higher density development in order to support job and/or housing growth within the existing city area through redevelopment and intensification of already developed properties. Growth Areas include the Downtown, Specific Plan areas, Urban Villages, North San Jose and other employment districts.

**Grade/Grading:** The ground elevation at any specific point on a construction site, usually where the ground meets the foundation of a building.

**Green Connectors:** Areas reserved for pedestrian and human-powered vehicles, such as bicycles, skateboards and kick scooters, in which most or all automobile traffic may be prohibited. Green Connectors are intended to be shortcuts that encourage walking and biking.

**Green infrastructure:** Typically refers to systems that capture and manage water runoff to allow the runoff to soak into soil to recharge aquifers and filter out pollutants and reduce impacts to storm-water systems. Green infrastructure systems often incorporate trees and landscaping, which can contribute to

beautification, placemaking, and other benefits. Green infrastructure systems are often incorporated into other streetscape elements.

**Ground Floor:** The lowest story within a building which is accessible from the street, the floor level of which is within three feet above or below curb level.

**Glazing:** Glass windows, doors, and walls.

### H

**High Speed Rail (HSR):** High Speed Rail refers to the planned California High-Speed Rail high-speed rail system administered by the California High-Speed Rail Authority (CHSRA). A station on this system is planned for the Diridon Station Area within San José, providing direct connections to San Francisco and southern and northern California.

**Harmonize:** To be combined or go together in a pleasing way. Like complement, this document uses this term to describe how elements can visually fit together, or make meaningful relationships without being identical or duplicative.

**Human Scale:** The set of physical qualities, and quantities of information, characterizing the human body, its motor, sensory, or mental capabilities, and human social institutions. This document uses human scale to set or describe the size of and relationships between elements.

### I

**Infill Development:** Infill is development on land within areas which are largely developed, as opposed to largely undeveloped areas at the periphery of the City where development would constitute outward expansion.

**Infrastructure:** The fundamental facilities and systems serving the City of San Jose or adjacent areas, such as the transportation network, communication systems and utilities. Infrastructure, as referenced in the General Plan includes both facilities that produce a needed resource or capacity (e.g., the Water Pollution Control Plant, power plants, roadways) and the distribution network that supplies those resources (e.g., pipes that deliver water, wires that deliver electricity).

### L

**Leadership in Energy and Environmental Design (LEED):** LEED, or Leadership in Energy and Environmental Design, is a green building certification system developed by the U.S. Green Building Council and in common use by San José and other jurisdictions. LEED provides public agencies, building owners and operators with a framework for identifying and implementing practical and measurable green building design, construction, operations and maintenance practices.

**Level of Service:** Level of Service (LOS) is a measure that is most often used to determine the effectiveness of elements of transportation infrastructure. However, the concept of LOS has also been applied to other urban services (e.g., flood protection, sewage treatment, police and fire protection, parks, water supply).

**Light Rail Transit (LRT):** Light Rail Transit (LRT) or light rail is an electric railway with the capacity to carry a lighter volume of passengers than heavy rail.

**Local Street:** Streets not shown on the Transportation Diagram, whose primary intended purpose is to provide access to fronting properties.

**Low Impact Development (LID):** Low Impact Development (LID) is an ecologically friendly approach to site development and storm water management that aims to mitigate development impacts to land, water and air. The approach emphasizes the integration of site design and planning techniques that conserve natural systems and hydrologic functions on a site.

**Landmarks:** Readily identifiable objects which serve as external reference points. (From Kevin Lynch, Image of the City.)

## **M**

**Main Street:** Main Streets are roadways located within areas of increased density of commercial and residential development, which serve as a primary small-scale commercial center for the surrounding neighborhood and which often help to define a neighborhood area. Main Streets support many transportation modes, with significant emphasis given to pedestrian activity. Main Streets are further defined in Chapter 5.

**Mass:** A quantity or aggregate of matter usually of considerable size. V. The act of creating an amount of matter. In architecture, mass is used.

**Mixed Use:** Mixed use is the practice of allowing some combination of residential, commercial, industrial, office, institutional, or other land uses within a building or area.

**Multi-modal:** Planned or developed to support multiple modes of transportation, such as movement by automobiles, mass transit, bicycles or pedestrians.

**Mid-street Crossing Island:** A painted crosswalk, sometimes used in conjunction with a protected pedestrian island or bump-out, which provides opportunities to cross the street in the center of the block, as an alternative to doing so only street intersections.

## **N**

**Neighborhood Business District (NBD):** A Neighborhood Business District (NBD) is a designation that applies to commercial areas along both sides of a street, which function in their neighborhoods or communities as central business districts, providing community focus and identity through the delivery of goods and services. In addition, NBDs may include adjacent non-commercial land uses.

## **P**

**Parkland:** Land that is publicly owned or controlled for the purpose of providing parks, recreation and/or open space for public use.

**Paseo or Pedestrian Walkway/Mid-block crossing:** A walkway that is typically open to the sky and that provides pedestrian passage between structures, or through landscaping, or parking lots, which is distinguished by ground surface treatments that provide for pedestrian safety and ease of movement.

**Pedestrian Amenities:** Outdoor sidewalk faces, public plazas, retail courtyards, water features, kiosks, paseos, arcades, patios, covered walkways, or spaces for outdoor dining or seating that are located on the Ground Floor, and that are accessible to and available for use by the public.

**Plan Horizons:** The Plan Horizons establish clear priorities for locations, type, and amount of new development in the Growth Areas, to support efficient use of the City’s land resources and delivery of City services, and to minimize potential environmental impacts.

**Placemaking:** Developing places with strong physical and social identities and connections. Placemaking is typically a multi-faceted approach to the planning, design and management of public spaces.

Placemaking capitalizes on a local community's assets, inspiration, and potential, with the intention of creating public spaces that promote people's health, happiness, and well-being.

**Policy:** A course or principle of action adopted or proposed by the Plan.

**Public space activation:** Strategies to bring more people into public spaces to make them feel more alive, build community, and improve quality- and sense-of-place.

**Q**

**Quasi-Public Use:** Privately owned and operated activities which are institutional in nature, such as hospitals, museums, and schools; churches and other religious institutions; other non-profit activities of an educational, youth, welfare, or philanthropic nature which cannot be considered a residential, commercial, or industrial activity; and public utilities and the facilities of any organization involved in the provision of public services such as gas, water, electricity, and telecommunications.

**R**

**Road Diet:** A road diet is a technique to reduce the number of travel lanes on a roadway cross section to improve safety or provide space for other users.

**Roadway Typologies** (Envision San Jose 2040 General Plan)

	All Modes Accommodated?	Priority Mode	Notes
<b>Grand Boulevards</b>	Yes	Transit	- High standards of design, cleanliness, landscaping, gateways, and wayfinding - If there are conflicts, transit has priority
<b>On-Street Primary Bicycle Facilities</b>	Yes	Bicycles	If there are conflicts, bicycles have priority
<b>Main Streets</b>	Yes	Pedestrians	- Enable safe, attractive and comfortable access and travel for users of all ages and abilities - Encourage high volumes of pedestrian traffic
<b>(City &amp; Local) Connector Streets</b>	Yes	All modes accommodated equally	Pedestrians accommodated with sidewalks
<b>Residential Streets</b>	Yes	All modes accommodated equally	- Pedestrians accommodated with sidewalks or paths - Through traffic discouraged

**S**

**Setback:** A placing of a face of a building on a line some horizontal distance from the building line or of the wall below; The distance of a structure or other feature from the property line or other feature.

**Standard:** Requirements that must be met in future efforts.

**Stepback:** A variation in roof height, such that the height of the building decreases as it approaches adjacent lower scale buildings.

**Stormwater:** Describes water that originates during precipitation events.

**Street Frontage** - See Building Frontage.

**Streetscape:** The aesthetic design of a street, including the roadway, adjoining buildings, sidewalks, street furniture, trees and open spaces, etc, that combine to form the street's character.

**Sustainability:** Sustainability is the potential for long-term maintenance of well being, which has environmental, economic, fiscal, and social dimensions.

## T

**Transportation Demand Management (TDM):** Strategies to ensure that options for more sustainable forms of travel exist, create incentives and disincentives for people to use these more sustainable options, and communicating the aforementioned. TDM also encompasses strategies for parking management.

**Transportation Management Association (TMA):** Typically member-controlled, area-based, non-governmental, non-profit entities that develop, implement, promote, and monitor policies and programs intended to address transportation issues shared by the members.

**Transportation Network Companies (TNCs):** Shared mobility services like Lyft that connect passengers with drivers via websites and/or mobile apps.

## U

**Urban Land Use:** Land use consisting of one of three major categories: industrial, commercial or residential in areas where urban services are available. Residential land uses considered urban have existing or planned development of 1 DU/AC or greater. Sites with land use designations such as Open Space, Parklands and Habitat and Private Recreation that are within the Urban Service Area are also considered appropriate for urban land uses.

**Urban Village:** Areas of the city that have been designated for redevelopment and intensification in order to create active, walkable, bicycle-friendly, transit-oriented, mixed-use, urban settings for new housing and job growth attractive to an innovative workforce and consistent with the Plan's environmental goals.

**Urban Village Boundary Area, Urban Village Planning Area:** An area of the City which has been planned for development as an Urban Village.

**Urban Village Plan:** A neighborhood-level plan developed for a specific Urban Village to facilitate development within the Urban Village area and to insure that development is consistent with the General Plan goals for Urban Villages.

## V

**Valley Transportation Authority (VTA):** The Santa Clara Valley Transportation Authority (VTA) is an independent special district that is responsible for bus, light rail, and paratransit operations; congestion management; specific highway improvement projects; and countywide transportation planning throughout Santa Clara County. [www.vta.org](http://www.vta.org)



**VMT:** Vehicle Miles of Travel or Vehicle Miles Traveled. A measure of automobile use and trip length. One vehicle traveling 1 mile constitutes 1 vehicle-mile.

**VHT:** Vehicle Hours Traveled. A measure of automobile use and trip time. One vehicle traveling 1 hour constitutes 1 vehicle-hour.

**Village:** See Urban Village.

## **W**

**Wayfinding:** Signs and other features intended to convey directional information.