



BUFFALO CITY METROPOLITAN MUNICIPALITY

PLANNING TERMINOLOGY

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PLANNING TERMINOLOGY

1. What is the New Urban Agenda?

The New Urban Agenda is international policy that sets a Global standard in sustainable urban development and the way we build, manage and live the cities. The United Nations Habitat 3 Conference committed members to support the New Urban Agenda. The New Urban Agenda represents a shared vision for a better and more sustainable future – one in which all people have equal rights and access to the benefits and opportunities that cities can offer, and in which the international community reconsiders the urban systems and physical form of our urban spaces to achieve this.

In particular, Declaration 50 and 51 comments on urban growth management and state that:

*"51. We commit ourselves **to promoting the development of urban spatial frameworks, including urban planning and design instruments that support sustainable management and use of natural resources and land, appropriate compactness and density, polycentrism and mixed uses, through infill or **planned urban extension strategies**, as applicable, to trigger economies of scale and agglomeration, strengthen food system planning and enhance resource efficiency, urban resilience and environmental sustainability.***

52. We encourage spatial development strategies that take into account, as appropriate, the need to guide urban extension, prioritizing urban renewal by planning for the provision of accessible and well-connected infrastructure and services, sustainable population densities and compact design and integration of new neighbourhoods into the urban fabric, preventing urban sprawl and marginalization".

1.1. Urban Sprawl

An undesirable situation in which the geographical size of the city keeps expanding to include development of new areas. As a result the costs of providing and maintaining services in far flung areas is high, public transportation is not efficient and access to urban opportunities is reduced.

Urban Sprawl is the antithesis of a compact city.

The terms "urban intensification infill development and consolidation" relate to the range of processes which make city more compact and more sustainable

1.2. Marginalised Areas

Areas that are in decline and/or where people are deprived. These are areas that are typically not the focus of the private sector developers and will thus require some kind of intervention from government to start with if it is to be turned around. Marginalised areas consist of townships, informal settlements and inner cities.



1.3. The Public Environment

placing focus on the public environment for all development (green and brownfield), the quality of public space and the interface between public and private space. **Public space should** make up at least 50% of total area at a neighbourhood level, including 15-20% public open space, and 30-45% for streets including sidewalks.

1.4. Densification and Mixed Land Uses

Densification:

A process of development that intensifies urban land use within a defined geographic area.

Mixed-Use Development:

Also referred to as land use diversification means the presence of more than one type of land use in a building or precinct, including residential, commercial, retail or community facilities. A mix of uses can be achieved vertically within a single building or horizontally in a precinct. Commercial land uses include both office and light industrial. Community uses include health, education, cultural, administrative, recreational and public transport facilities.

The concept of Densification and Land Mixed Uses works together with the Urban Edge towards the achievement Spatial Transformation and of a more Compact City by encouraging the intensification of residential land uses in areas within the urban edge and thereby limiting urban sprawl.

Diversification of land uses will result in more **resilient** urban environments

1.5. Density Study

Defintions

Density (Nett):

The number of dwelling units per hectare of land calculated on the basis of land for residential purposes only (including residential gardens and privatized off-street parking)

Density (Gross):

The number of dwelling units per hectare of land calculated over a specified area on the basis of land uses for residential purposes and other land uses such as roads, utilities, business, industry, education, transport and parks. Land extensive uses such as agriculture and conservation etc. are excluded)

Res 3a issue is for density policy but I think we said the application did not show that there were other smaller erven.

do we need delay the application?

What subsidy type for which res zoning. Where do we put Flisp. Where is the res 3 boundary? Res 1

Scope of work:

Study phase/desk top then ground truthing

Map res3a

Counting dwellings

Look at density policy

Id land for identification

Policy phase

Look at satisfying NT requirements

Look outside of integration zones

Linking densification objective with dev levy/land value capture

1.6. Pedestrian Permeability:

describes the extent to which urban forms permit (or restrict) movement of pedestrians in different directions.

1.7. Transit Spine:

Rail or bus routes connecting two Integration Zone anchors (CBD and Urban Hub).

The objective is to create a functional and inter-related settlement pattern where high-density, efficiently functioning urban areas provide the platform for a strengthening urban economy with strong linkages to outlying peri-urban and rural areas.

1.8. Capital Web:

The capital web encompasses the total public realm – the streets, squares, parks, public buildings and public transport systems – all things paid for and used by the public. The elements on which design attention is initially focused are the movement and green space networks.



1.9. Floor Area Ratio (FAR):

(also floor space ratio (FSR), floor space index (FSI), site ratio and plot ratio) is the ratio of a building's total floor area (gross floor area) to the size of the piece of land upon which it is built.

2. What is smart growth?

Smart-Growth, a concept that refers to high-density, walkable/bikeable/highly-connected, mixed-use development, with neighborhood business centers and other amenities, such as parks and neighborhoods. Smart-growth tends to be the antithesis of sprawl (especially with regard to **environmental preservation** and **transportation**), and is focused on creating a number of neighborhood "hubs" around the city.

Smart Growth has essentially the same objectives and principles as those of the New Urban Agenda.

Cities that are sustainable and liveable reduce their need for car travel, reduce energy consumption and emissions, use local materials, support local businesses and create identifiable communities.

Smart Growth

- saves on upfront costs for new construction of roads, sewers, water lines and other infrastructure.
- saves municipalities on police, ambulance and fire service costs
- produces more tax revenue than conventional sprawling suburban development

2.1. Transit

A transportation service that is open to the public, and operates with fixed schedules and routes and involves the use busses and trains.

3. What is Transit-Supportive Development?

The term "transit-supportive development" broadens the definition of a concept that has existed for years—that the utilization of effective and predictable transit encourages surrounding development, which, in turn, supports transit. The basic principle is that convenient access to transit can be a key attraction that fosters mixed-use development, and the increased density in station areas not only supports transit but also may accomplish other goals, including reducing sprawl, reducing congestion, increasing pedestrian activity, increasing economic development potential, realizing environmental benefits, and building sustainable communities.

The term "transit-oriented development" (TOD) has been defined in many scholarly works (Cervero 2004) and used by several organizations. TOD is most commonly defined as a mixed-use community extending for ¼ to ½ mile from a public transit station. The elements of this community include housing, retail, offices, civic uses, and open space; pedestrian-friendly infrastructure and amenities; higher densities than surrounding areas; and compact design (i.e., narrower streets,



smaller building setbacks). TOD represents a neighborhood or a collection of developments and public amenities.

For the purposes of describing and evaluating the development possibilities that can support and be supported by transit, this study has gone beyond the traditional TOD definition. The term “transit-supportive development” emanates from NJIT’s extensive interaction and coordination with regional and local planners who stressed that the achievement of a broader set of transit/land use goals would require a different approach to considering the types of development that may be supported by transit, and that, in turn, may support transit. Transit comes in many forms that can provide the links that are vital to sustainable growth. Not every region has the transit modes or developmental patterns that have typically been considered most appropriate for transit-oriented development. The regional planning questions for these areas are how to support clustered and compatible development around (and within) existing centers and how to encourage and plan for the type of mixed-use developments that can create walkable, sustainable communities in existing suburban areas lacking town centers. Effective and predictable transit can act as a catalyst for an array of sensible development types. The issue is how best to encourage the merging of land use planning and transit planning across a region and across transit modes. It is important to realize that mode and level of service should be expected to change as areas develop and redevelop, so that today’s strategies can help provide tomorrow’s solutions. Thus, the term “transit-supportive development” has two meanings. First, it is a different approach to planning—one that integrates transit planning with local land use planning. Second, it describes the type of development that may be supported by transit and that, in turn, may support transit.

4. What is Transit Oriented Development(TOD)?

TOD is a unique mix of land uses located at a high density within a set radius of a railway station or a major public transport node like a bus terminus, or a modal transfer facility.

The IUDF adopts a TOD approach to urban design, where all development policies (within and outside government) promote higher-density urban development along mass transit corridors. This approach should inform investments in human settlements and other key economic infrastructure, thereby enabling mobility and accessibility to social and economic opportunities.

To this end, new urban development and infrastructure investments, whether brownfield or greenfield, should be focused around these transport corridors and economic nodes. Although cities and towns will have to determine appropriate models, the planning approach must promote compact urban growth and integrate the provision of housing and public transport. The underlying principles for such growth are higher density, mixed use, high-quality urban design, and revitalised and connected urban cores, supported by appropriate land-use management policies and instruments.

4.1. Polycentric development

Growth pattern to encourage more balanced development between regions and more co-operative urban-rural relationships. Critical economic mass is created by combining the efforts of urban centres. **Polycentric development is not about cities making massive investments in order to grow**



bigger. Instead it is about building linkages and joining forces with neighbouring cities and towns in order to “borrow” size and quality, to ensure positive spill-over effects for the development of wider regions.

In this way, polycentric development can contribute to reducing regional disparities at all levels. This avoids further excessive economic and demographic concentration within the core areas at EU and national scales and revitalises less densely settled and economically weaker regions. In the long run, polycentric development contributes to making cities and regions more resilient and diversified, which strengthens the competitiveness of Europe in the global economy.

4.2. Brown field development

Brown field development refers to the refurbishing of buildings, demolition and re-development, or development of unused land in the existing urban fabric (

4.3. Climate Change or Global Warming

Changes to the climate due to human caused emissions of greenhouse gases and their increased concentrations in the atmosphere. These changes have been linked to an increase in global and regional average temperatures, which is referred to as global warming. Major greenhouse gases (GHG) include water vapor, carbon dioxide (CO₂), methane(CH₄), nitrous oxide (N₂O), and ozone (O₂).

4.4. Complete Streets

Streets or roadways designed and operated to enable safe, attractive, and comfortable access and travel for all users. Pedestrians, bicyclists, motorists, and public transit users of all ages and abilities are able to safely and comfortably move along and across a complete street.

4.5. Floor Area Ratio

A measure of the amount of floor area that can be built on a site based on a predetermined ratio of allowable floor area to lot area. The Boise City Zoning Code defines Floor Area Ratio as “the sum of the horizontal areas of the several floors inside the exterior walls of a building or portion thereof divided by the lot area.” Floor Area Ratios are generally used to control building heights and/or bulk.

4.6. Gateway/Gateway Treatment

A major corridor of entry into the City of Boise that will tend to create initial impressions of the City for visitors. Gateway streets should be subject to enhanced design review standards such as signage, landscaping, architecture, vehicular access and materials.



4.7. Growth Management

A process of managing the growth and development of a community in such a way that the amount and location of growth that occurs is anticipated by local agencies and necessary public services are planned and financed to occur in conjunction with the growth and resulting need for those services. Growth management is not taken to mean the setting of arbitrary caps on development nor the establishment of a preferred rate of growth.

4.8. Green Infrastructure

Natural systems and processes that perform environmental services that benefit humans and their settlements. These environmental services include reducing flooding, recharging aquifers for which people obtain their drinking water, and cleaning storm water.

4.9. Infill Housing

Housing units constructed on small remnant parcels within otherwise developed neighborhoods. The city has historically allowed higher density housing than the zoning would otherwise allow on such lots as a means of encouraging the efficient use of land.

4.10. Intensity of Use

The number of dwelling units per acre for residential development and floor area ratio (FAR) for non-residential development, such as commercial, office, industrial, and public/institutional.

4.11. Land Use Map

The Land Use Map depicts the general distribution of proposed land uses, by general category, throughout the city

4.12. Internal Consistency

A finding that the various goals, objectives and policies of the chapters and subsections of the Comprehensive Plan do not contradict one another. The Comprehensive Plan may not be amended in such a way that conflicting policies are caused to exist. Internal consistency of the Comprehensive Plan policies is important to maintain so that proper and defensible findings for approval or denial of applications may be made, based upon the plan

4.13. Mixed Use - Horizontal

A development or group of developments that includes a combination of residential and commercial or office uses. The Land Use Map identifies several areas in which mixed use development should be required. Mixed use development may reduce reliance on automobile travel, but is not synonymous with New Urbanism.



4.14. Mixed Use - Vertical

A building that includes a combination of residential and commercial or office uses. Commercial uses are typically found on the ground level, with residential and/or office uses occupying the upper floors of buildings. The Land Use Map Identifies several areas in which mixed use should be required.

4.15. Massing

The three-dimensional bulk of a structure consisting of height, width, and depth.

4.16. Multi-Modal Transportation System

A transportation system which employs a variety of interconnected methods of moving people and goods into, around and out of an area. These methods include but are not limited to airplanes, automobile, bus, rail, car pooling, van pooling, bicycling and walking.

4.17. New Economy

A knowledge and idea based economy where the keys to wealth and job creation are the extent to which ideas, innovation, and technology are embedded in all sectors of the economy.

4.18. New Urbanism/Neo-Traditional Code

A form of development in which a range of housing product types and supporting commercial services are provided in close proximity to one another and designed to be pedestrian-oriented. New urbanism projects do not exclude automobiles, rather, they place pedestrians on an equal basis in terms of priority.

4.19. Overlay Zones

Overlay zones are special "supplementary" restrictions on the use of land beyond the requirements in the underlying zone. A parcel of land may have more than one overlay zone. These overlay designations appear on the city's zoning maps following the base zone designations. LSDF's and the heritage areas and sites act as overlay zones in the SDF

4.20. Pedestrian Oriented Development

Development designed with an emphasis primarily on the street sidewalk and pedestrian access to buildings rather than on automobile access and parking spaces.



4.21. Sustainable Community

A sustainable community is one where the economic, social, and environmental systems are in balance, so as to provide a healthy, productive, and meaningful life for its residents, without compromising the ability of future generations to meet their own needs.

4.22. Streetscape

The space between the buildings on either side of a street that defines its character. The elements of a streetscape include: building frontage/façade, landscaping (trees, yards, bushes, plantings, etc.), sidewalks, street paving, street furniture and street lighting.

4.23. Sustainable Development

Development with the goal of preserving environmental quality, natural resources and livability for present and future generations. Sustainable initiatives work to ensure efficient use of resources.

4.24. Traffic Calming

A variety of physical methods used to control traffic flow, maintain a safe and comfortable neighborhood and decrease the dominance of cars through physical or regulatory control of speed or movement on local and collector streets. Examples of traffic calming tools include speed humps, chokers and traffic circles.

4.25. Transit-Oriented Development

A form of development in which high density uses and or activity/employment centers are located in very close proximity to existing or planned transit facilities.

4.26. Urban Design

The arrangement, appearance, and functionality of cities and the relationship between buildings and sites with other buildings and sites and public spaces including streets.

4.27. Urban Form

The location, arrangement, density, appearance, and functionality of buildings and spaces within a city and the larger landscape.

4.28. Urban Agriculture

The growing, processing, and distribution of food and other products through intensive plant cultivation and animal husbandry in and around cities. Urban agriculture contribute to food security



by increasing the amount of food available to people living in cities and by also allowing fresh vegetables and fruits to be made available to urban consumers

4.29. Wetlands

Areas that are inundated or saturated by surface water or ground water at a frequency and duration sufficient to support vegetation that is adapted for life in saturated soil conditions. Wetlands are protected through a variety of federal and other regulations.

