

# Glossary

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The purpose of the glossary is to help clarify terms used in the *City Plan*. These terms do not necessarily correlate to definitions in the City Code of Ordinances. When used in the *City Plan*, these terms usually are italicized.

**Accessory Use:** A use which is naturally and normally incidental to the main use of the premises.

**Adaptive Reuse:** The development of a new use for an older building or for a building originally designed for a special or specific purpose.

**Adverse Impact:** A condition that creates, imposes, aggravates, or leads to inadequate, impractical, unsafe or unhealthy conditions.

**Bicycle (or Bike) Lane:** A portion of roadway that has been designated by striping, signing and pavement markings for the preferential or exclusive use by bicyclists.

**Bicycle (or Bike) Route:** A path for bicycle travel with appropriate directional and informational signs. This path may include designated bike lanes, side streets and/or non-motorized recreational trails.

**Built Environment:** Fixed elements, such as buildings, structures, streets, devices and surfaces, that together create the physical character of an area.

**Centers:** Compact areas varying in size and function having common characteristics of businesses in close proximity to each other, interconnected parking areas and common access. The Plan describes three types of centers: Neighborhood Center, Community Center and Regional Center.

**City Plan:** Synonymous with the Master Plan, as referred to in Section 125.36 of the Municipal Planning Act 285, of 1931, as amended.

**Cluster:** A development design technique that concentrates building on a part of a site while allow the remaining land to be used for recreation, common open space and preservation of environmentally sensitive features.

**Community:** Traverse City and the surrounding urbanized townships.

**Community Center:** An intense compact commercial area that serves the entire community with a wide range of retail goods and services. These areas accommodate large stores, 24-hour stores, service stations or drive-through establishments which generate heavy or late night traffic.

**Coordinated Access:** The planned integration of parking lots and driveways for the purpose of minimizing the number of driveways from a heavily traveled road.

**Dwelling:** Any building or portion thereof that is designed for or used exclusively for residential purposes, containing one or more units.

**Dwelling Unit:** A group of rooms located within a building and forming a single household with facilities that are used or intended to be used for living, sleeping, cooking and eating purposes.

**Flood Plain (100-year flood frequency):** An area where the probability exists that it will be inundated by floodwater once every 100 years. Several 100-year floods could occur in a 100-year period, or none may occur in several periods, but the probability is that one will occur once every 100 years.

**Focal Point:** A significant structure or geographical feature that provides a visual reference point when defining or navigating through a community.

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**Impervious Surface:** Any surface that prevents absorption of stormwater into the ground (e.g., an asphalt parking lot).

**Infill Development:** Development of vacant land within areas already developed.

**Major Street:** An Arterial or collector street.

**Minor Street:** A sub-collector or access street.

**Mixed-Use Development:** Combining various uses such as office, commercial, institutional, and residential in a single building or on a single site in an integrated development project with significant functional interrelationships and coherent physical design.

**Multiple Dwelling:** A building or portion thereof containing three or more dwelling units.

**Neighborhood:** A primarily residential district of the community generally served by an elementary school, shopping and recreational facilities. These districts often share a common characteristic or point of reference (e.g., Slabtown, Oak Park).

**Neighborhood Center:** A small commercial area that usually serves the incidental and daily needs of residents in the vicinity. Stores may include food, drugs, hardware; services may include hair salons, cleaners, banks, and so on. A key characteristic of these areas is their small scale. It usually does not contain any large stores designed to serve multiple neighborhoods.

**Open Space or Common Open Space :** Land within or related to a development, not individually owned or dedicated for public use, that is designed and intended for the common use or enjoyment of the residents of the development and their guests, and which may include such complementary structures and improvements as are necessary and appropriate.

**Non-Compatible Land Use:** Use of property or building that is out of character with that of neighboring properties, particularly those uses that would be considered unsafe or nuisances.

**Parking Structure:** A multi-level building or structure designed to store motor vehicles.

**Pedestrian Orientation:** Designing places where individuals traveling by foot are provided safe and inviting ingress and egress from the public right-of-way.

**Pedestrian Scale:** The proportional relationship between an individual and his or her environment. Places that exhibit this characteristic are comfortable, intimate and contribute to the individual's sense of accessibility.

**Regional Center:** The largest, most intensively developed area within the City, it contains a mix of uses, usually containing, in addition to major retail uses, governmental offices; service uses; professional, cultural, recreational, and entertainment establishments; residences, hotels, appropriate industrial activities; and transportation facilities. All uses are appropriate provided they do not infringe on other uses or diminish the traditional retail, office, cultural and entertainment functions.

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

**Special Needs Housing:** Residences designed to meet the particular housing requirements of the elderly, homeless and disabled. These types of residences may provide rooms, meals, personal care, and supervision of self-administered medication. They may provide other services, such as recreational activities, financial services and transportation.

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**Setback:** The distance between the building and any lot line.

**Sprawl:** Development that is motor vehicle dependent, highly consumptive of land and energy, and requires a very high land-use ratio for pavement.

**Transit Center:** A hub where various forms of transportation converge. Such a site may include a train/bus station, shuttle services, bike storage and rentals and commuter parking areas.

**Zero-Lot-Line Development:** A detached single-family unit distinguished by the location of one exterior wall on a side property line.