

Process



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do la conferencia) <the road proceeds south : la calle sigue hacia el sur>

proceeding [pro'si:diŋ] *n* 1 PROCEDURE : procedimiento *m* 2 **proceedings** *npl* EVENTS : acontecimientos *mpl* 3 **proceedings** *npl* MINUTES : actas *fpl* (de una reunión, etc.)

proceeds ['pro:si:dz] *npl* : ganancias *fpl*

process¹ ['prɑ:sɛs, 'pro:-] *vt* : procesar, tratar

process² *n, pl* -cesses ['prɑ:sɛsəz, 'pro:-, -sɛsəz, -sə'si:z] 1 : proceso *m* <the process of elimination : el proceso de eliminación> 2 METHOD : proceso *m*, método *m* <manufacturing processes : procesos industriales> 3 : acción *f* judicial <due process of law : el debido proceso (de la ley)> 4 SUMMONS : citación *f* 5 PROJECTION : protuberancia *f* (anatómica) 6 **in the process of** : en vías de <in the process of repair : en reparaciones>

procession [prə'sɛʃən] *n* : procesión *f*, desfile *m* <a funeral procession : un cortejo fúnebre>

processional [prə'sɛʃənəl] *n* : himno *m* para una procesión



PLANNING IN PUBLIC

Why Plan in Public?

Planning in public is a vital component to the long-term success of any plan, including an entire comprehensive plan for the city. Having the community help create the plan ensures support for the plan long after the planners are gone. An active group of people will also help to implement the plan's concepts and strategies that they themselves help to shape. Also, by gathering a wide range of ideas and visions for the future, the plan becomes more nuanced and specific to the community.

Innovative Plan with Community Support

As the guiding document for the City of Laredo, it was important that the comprehensive plan be created with the input and collaboration of the citizens of Laredo, public officials, and staff members. To achieve this goal, *Viva Laredo* was created using an open planning process that included numerous opportunities and ways for people to participate and add their ideas, concepts, and priorities to the development of the plan. Events included press conferences, town hall meetings, a New Urban Film Festival, a 10-day public planning charrette, online resources and conversations, and interactive workshops.

The plan is also innovative in its approach to planning policy. While many comprehensive plans simply talk about how growth or preservation should occur, *Viva Laredo* addresses policy decisions by first studying the implications of policies on the built environment to illustrate the preferred form of development. The foundation is established by small area urban design plans. Focus areas selected throughout the city illustrate development and policy decisions that can be applied throughout the city. By carefully studying and planning these areas, the team was able to make policy recommendations that were based on the established and depicted vision.

This appendix includes a summary of the public planning process that was used to create *Viva Laredo*.

Hands-on design session



The City of Laredo's previous comprehensive plan was adopted in 1991 and had a vision horizon of 2010. The city decided it was time to update the plan. The city teamed with local architecture firms Hickey Peña Architects and Frank Architects, Inc. to collaborate on this citywide planning effort. These two local architecture firms assembled an acclaimed team of local and national experts to help facilitate the creation of the comprehensive plan including Dover, Kohl & Partners, Speck and Associates, Angelou Economics, LNV, Inc, and Gallinar Consulting, among others. Each firm brought an expertise that made them uniquely qualified to address citywide concerns specific to Laredo while also helping to draft the vision and policies.

The public planning process centered around a public charrette held September 27 through October 6, 2016. Numerous events occurred prior to the charrette, to prepare the city and to get the planning teams up to speed on the current conditions.

Before the charrette, the planning team gathered base information and studied the existing physical and economic conditions of the city. This included reviewing previous plans and studies, examining existing city ordinances and land development regulations, and analyzing the physical, social, and economic characteristics of Laredo.



Open public design studio



Housing working group meeting

What is a Charrette?

Design charrettes are intensive, multi-day, collaborative workshops that are organized with a specific goal. The *Viva Laredo* charrette helped form the foundation of the Comprehensive Plan, which guides the city's planning policy decisions and long-term growth. One of the benefits of a charrette is that all interested parties come together to tackle hard issues. The parties often include citizens, key stakeholders, designers, staff, and public officials.

The charrette provides an opportunity to incorporate a wide range of ideas. Throughout the process, the initial ideas are tested, refined, and presented in draft form. Charrettes often help participants look past a single issue and instead identify consensus and common ground on big picture items.

PRE-CHARRETTE EVENTS

Public Kick-Off Press Conference

The Viva Laredo process officially began on Friday, May 6, 2016 when the multidisciplinary team, led by Hickey Peña Architects and Frank Architects, held an official press conference with the city.

City Manager Jesus Olivares introduced the project and the project team. The timeline and the public events that are necessary to create the comprehensive plan and methods for how the public can get involved, were described.

At this event, Jason King, a planning expert and principal with Dover, Kohl & Partners, gave a presentation titled “The Five Goals of Contemporary Planning.” This presentation draws from his experience working in Texas, across the country, and around the world.

The press conference was followed by a tour of the city with both city officials and the planning team, to help bring everyone up to speed and to discuss overall goals for the comprehensive plan.

Working Group Meetings

At the project start, fourteen working groups were established, each focusing on a different topic of concern for the city. These working groups are made up of members of the community and help to focus and steer the development of the plan by working with the planning team. Technical meetings were held with each working group throughout the process—to ensure that concerns are identified and addressed within the comprehensive plan. The working groups focused on the following topics:

- Urban Planning;
- Economic Development;
- Mobility and Transportation;
- Housing;
- Greenspace, Recreation, and Landscape;
- Infrastructure;
- Environment and Natural Resources;
- Education;
- Health and Wellness;
- International Border Relations;
- Logistics and International Trade;
- Technology and Communications;
- Philanthropic; and
- Think Tank.



City Manager Jesus Olivares speaking at the Kick-off Press Conference

Photo Credit: Cesar Vanoye

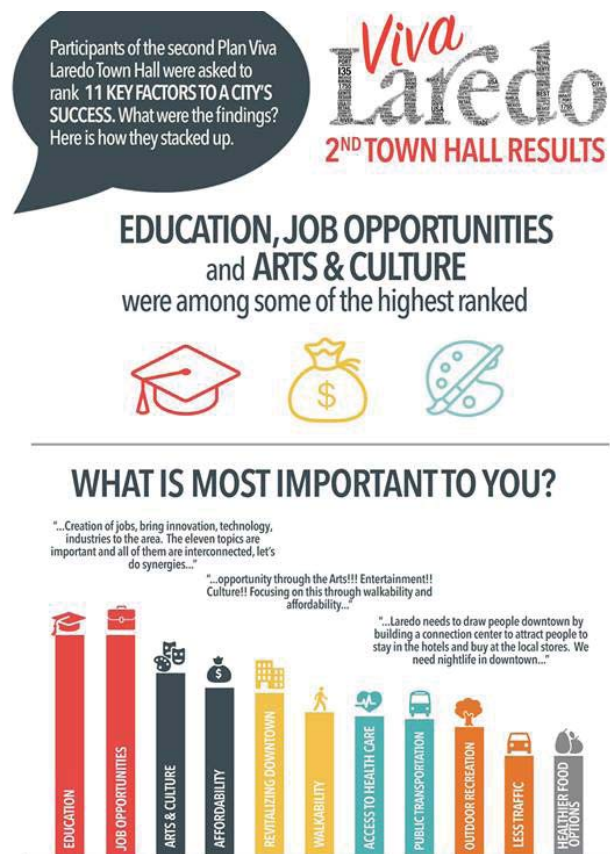
First Town Hall

On June 14, 2016, a town hall was held at the Mckendrick Ochoa Salinas Library. At this event, people were given small comment cards. The comment cards asked participants to rank the importance of eleven plan-related categories and to provide any additional comments or concerns for Laredo that they may have. Education was the number one priority topic for people, followed closely by job opportunity and affordability.



Second Town Hall

On August 16, 2016, a second town hall event was held at the Falcon International Bank, and the team asked participants the same questions that were asked in the first town hall—in order to gain additional feedback. This time, education and job opportunities tied as a first priority, followed by both arts and culture, and then affordability.



WE WANT TO HEAR FROM YOU!
Get involved, share your vision and make Laredo the best it can be. visit **VivaLaredo.org**

New Urbanism Film Festival

The New Urbanism Film Festival, based out of Los Angeles, California, screens short and feature length films on the topic of the built environment. On September 8, 2016, Viva Laredo hosted a screening of some of these films, inviting everybody in the community to an entertaining block party outside the historic Plaza Theater.

The event was attended by hundreds of people who enjoyed the films, gathered together with neighbors, and enjoyed food trucks. The films illustrate what communities around the country are doing to create more livable cities. This event worked as an educational primer for what may be possible in Laredo's future.

The following films were screened at the Film Festival:

- **Children Lost their Freedom to Roam** - youtu.be/TwJ9tviY8il
- **Saga City** - youtu.be/_WVZuINTjBU
- **Borrowed Light** - youtu.be/KwstqICW-1c
- **Broad Avenue - The Building of Business** - youtube.com/watch?v=mWnOCQDNyOQ
- **Memfix** - youtu.be/h1ADRJQROBo
- **City Walk CicLAvia** - youtube.com/watch?v=7ZIAAaRj4HU
- **The Idea District** - youtube.com/watch?v=GCFBYJKgVUU
- **Grafstact** - youtube.com/watch?v=Dy_wZcMTvjE
- **The Edible Bus Stop: Community Gardens from Neglected Sites** - youtube.com/watch?v=9C51FZ3zW6w



Additional Recommendations Videos

The following list of movies is also recommended viewing:

- **Built to Last** - youtube.com/watch?v=VGJt_YXIoJI
- **The Edge of Memphis** - youtube.com/watch?v=z-efujw1PZ8
- **Medellin** - youtube.com/watch?v=uEE0K3EsYxo
- **Unconventional Agriculture** - youtube.com/watch?v=qYh28k-xNn4
- **Detroit Voices** - youtube.com/watch?v=P5uumpJYKkw
- **Community-Supported Agriculture** - youtube.com/watch?v=o_uZSCaUaQY
- **Portland Plan** - youtu.be/Eckjmv_mpVc
- **Steve Jobs on Changing Your World** - youtu.be/MLAgnACjw8
- **Jeff Speck Walkable City** - youtu.be/Wai4ub90stQ
- **Jeff Speck Walkable Laredo** - dropbox.com/s/sc9o9tv69y6d104/SPECK%20%28i%20Pad%29.m4v?dl=0
- **Suburbs Are Dying** - youtube.com/watch?v=FyhCyB4oXXQ



CHARRETTE

Site Tour

To further understand Laredo, the planning team toured the city on September 26, the day before the official start of the public charrette. The tour was guided by team leaders Frank Rotnofsky of Frank Architects and Mario Peña of Hickey Peña Architects. Team members were briefed on Laredo's unique history, previous planning efforts, current initiatives, and goals for different areas within the city.

The team toured all areas of the city, from Rio Bravo in the south to the industrial areas along Mines Road in the north. The neighborhoods to the south, up through the El Azteca neighborhood, adjacent to downtown, were explored throughout the morning. In the afternoon, the team participated in a walking tour, followed by tours of Laredo Community College, San

Bernardo Avenue, the Heights, Mines Road, and the newer neighborhoods in the north along Bob Bullock Loop.

The tour enhanced the team's understanding of current issues, concerns, and redevelopment prospects throughout the city. Team members walked, photographed, and noted building form, building placement, street design, and street connections on base maps of the existing conditions.

Project team walks around the downtown.



Kick-off Presentation & Hands-on Design Session

On Tuesday, September 27, 2016, a Kick-off Presentation and Hands-on Design Session took place, to officially mark the start of the charrette. Over 180 residents, city leaders, elected officials, and local stakeholders gathered at the Laredo Public Library on Calton Road, for an evening presentation and interactive table sessions.

An introduction was provided by City Council Member Roberto Balli, who emphasized the importance of citizen involvement throughout the process, to ensure the creation of a plan truly representative of community ideals. Mario Peña and Viviana Frank outlined the timeline for the project and the overall goals of the comprehensive plan.

Jason King, charrette leader from Dover, Kohl & Partners, then outlined the challenge for participants throughout the charrette week and provided background information on traditional town building, national development trends, and Smart Growth and New Urban design principles.

Carlos Gallinar of Gallinar Associates was on hand to talk about housing concerns, but also to tout successes in El Paso, Texas, a neighboring city that has gone through a similar process updating their comprehensive plan in 2012.

Jason King presents at the kick-off presentation.



Participants discuss Laredo's future in groups.

Throughout the kick-off presentation, the audience was asked questions, using keypad polling, about who was in the room and their priorities for the city.

Working in small groups of approximately eight to ten people per table, participants gathered around 17 tables, to draw and share their varied ideas for the future of Laredo. Each table was equipped with a base map of the entire city, a second map of a focus area within the city, markers, scale bars, and a table facilitator from the planning team. Citizens drew on the base maps to illustrate how they might like to see Laredo evolve over time and described the uses, open spaces, building design, landscaping, street design, transportation, parking, and services that they hoped to one day see.



At the end of the session, a spokesperson from each table presented their table's map and ideas to the entire assembly. Some of the most widely expressed ideas included:

- Create attractive, walkable destinations;
- Make the downtown great;
- Complete the streets;
- Plan new, improved public spaces; and
- A prosperous (but still affordable) city.

In addition to the table maps and group presentations, participants were also asked to fill out an exit survey and “one word” cards as an additional way to express their ideas, hopes and vision for the future.



Spokespeople present their Tables's big ideas

Laredo, In One Word

Participants were asked to write their vision for the future of Laredo on a one-word card. Words like “progressive” and “vibrant” were popular responses.

Now:

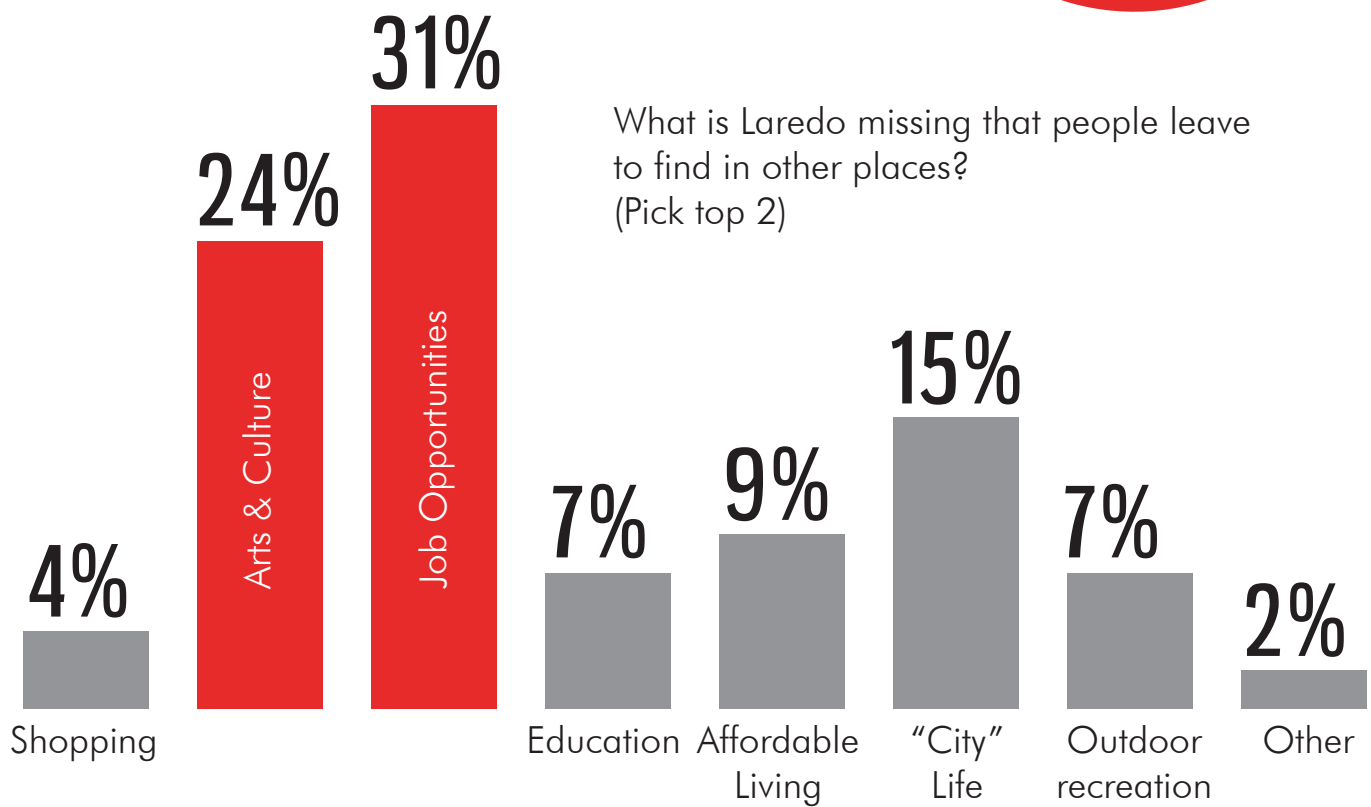


In the future:





Keypad Polling Results



Public Studio

From Wednesday, September, 28 through Wednesday, October, 5, the planning team continued to work with the community in an open public studio at the Laredo Public Library. Residents and local leaders were encouraged to stop by the studio throughout the week to check the status of the plan, provide further input, and to make sure the design team was on the right track.

The convenient location of the studio, as well as the immense community interest, resulted in over 300 people participating throughout the week. The table drawings and plans from Tuesday night's hands-on design session were placed around the room for continual review. While community members visited the studio, the planning team continued to analyze the information gathered from the community to formulate the major concepts for the plan.

Starting on Wednesday morning, the team began synthesizing the many ideas heard from the community at the hands-on design session and transforming them into a single, cohesive synthesis plan. The synthesis plan included physical design elements with more abstract policy ideas. The planners created lists, diagrams, drawings, and plans, working to combine and refine the ideas provided by the community.

Numerous events and exercises were held within the Public Studio to continue to gather information from the public and focus on certain aspects of the plan.



public design workshop schedule

Come bring our City to Life! Our Public Design Workshop is here. Join us for an intensive planning session where citizens, designers, and others can collaborate on a vision for development.

This is a forum for ideas and offers the unique advantage of giving immediate feedback to the designers. More importantly, it allows everyone who participates to be a mutual author of the plan. The Public Design Workshop kicks off on Tuesday, September 27th.

Learn with **Jeff Speck** (planner and renowned author)
How to Make Laredo a Great Place to Live In...
SEPT 28 at 6 PM

schedule of events

| | | | |
|---------|------------|---|--|
| SEPT 27 | 6 PM | kick off - hands-on design | Here's your opportunity to join architects, engineers, urban planners and city officials and share your ideas about how to bring our City to life. The plan starts here with you! Come with an open mind; join the team! |
| SEPT 28 | 10 AM-5 PM | public studio (drop in anytime) | Here's your chance to get a first-hand look at how a comprehensive plan is constructed. Drop in during our open studio hours. Take a peek at our designers at work. Strike up a conversation. Make a suggestion. Be part of the work in progress. |
| SEPT 28 | 6 PM | learn with Jeff Speck (planner and renowned author) How to Make Laredo a Great Place to Live In... | Come learn how all of the places you have always wanted to live in or visit have one thing in common: walkability. Listen to Jeff Speck, an active consultant for Laredo's Comprehensive Plan. You won't be disappointed! |
| SEPT 29 | 10 AM-5 PM | public studio (drop in anytime) | Here's your chance to get a first-hand look at how a comprehensive plan is constructed. Drop in during our open studio hours. Take a peek at our designers at work. Strike up a conversation. Make a suggestion. Be part of the work in progress. |
| SEPT 30 | 10 AM-5 PM | public studio (drop in anytime) | Here's your chance to get a first-hand look at how a comprehensive plan is constructed. Drop in during our open studio hours. Take a peek at our designers at work. Strike up a conversation. Make a suggestion. Be part of the work in progress. |
| OCT 02 | 10 AM-5 PM | public studio (drop in anytime) | Here's your chance to get a first-hand look at how a comprehensive plan is constructed. Drop in during our open studio hours. Take a peek at our designers at work. Strike up a conversation. Make a suggestion. Be part of the work in progress. |
| OCT 02 | 5 PM | open house (Come see how it's all coming together) | After long days, hard work, and great collaborations, your ideas are finally coming to life. This session will give you a chance to see the fruits of your labor and how Laredo can be the perfect place to live, work, play, and grow! |
| OCT 03 | 10 AM-5 PM | public studio (drop in anytime) | Here's your chance to get a first-hand look at how a comprehensive plan is constructed. Drop in during our open studio hours. Take a peek at our designers at work. Strike up a conversation. Make a suggestion. Be part of the work in progress. |
| OCT 04 | 10 AM-5 PM | public studio (drop in anytime) | Here's your chance to get a first-hand look at how a comprehensive plan is constructed. Drop in during our open studio hours. Take a peek at our designers at work. Strike up a conversation. Make a suggestion. Be part of the work in progress. |
| OCT 05 | 10 AM-5 PM | public studio (drop in anytime) | Here's your chance to get a first-hand look at how a comprehensive plan is constructed. Drop in during our open studio hours. Take a peek at our designers at work. Strike up a conversation. Make a suggestion. Be part of the work in progress. |
| OCT 06 | 6 PM | final presentation (your work in progress) | We are bringing life to our City! This is the result of what we have all been working towards. The many ideas you brought to the table will start to materialize in a draft document that will be presented as part of the City's Comprehensive Plan. This is the first step to building a stronger community and bringing our City to Life! |

Public Design Workshop Schedule

Working in the public studio

Youth-Centered Hands-on Design Sessions

Throughout the charrette week, additional hands-on events took place to engage younger crowds, a traditionally underrepresented group when larger public meetings are held.

HB Zachry Elementary School

Students from the HB Zachry Elementary School second grade class participated in a Hands-On Design Session on Thursday, September 29. Members of the planning team joined their class for an interactive planning exercise. After showing the students pictures of parks, public spaces, and neighborhood streets, they were asked to draw their vision for Laredo in the future. Concepts ranged from creative interactive playgrounds to a downtown that linked both sides of the river.

Millennials

Millennials were invited to the Public Studio on Sunday, October 2, to discuss and draw their vision for Laredo's future.

LBJ High School

Students from LBJ High School also participated in a hands-on design session at the Public Studio on Monday, October 3. Students focused on the Laredo Community College (LCC) area near their school and drew ideas for the area.



Millennials Hands-on Session



LBJ High School Students Hands-on Session



HB Zachry Elementary School Students Hands-on Session

Bike Master Plan

Throughout the charrette, studio visitors were encouraged to place a variety of stickers on large print outs, representing all portions of the city. Four modes of transportation (walking, biking, transit, and car travel), were represented with four sets of colored stickers; these were used throughout the city. The stickers included bike facility interventions such as different types of bike lanes, greenways, fix-it stations, bike commuter stations, bike share kiosks, and more.

A concentration of improvements accumulated around downtown, along the US-Mexico border, and major thoroughfares. Through these results, major bike routes were identified to create a network.

Two-Wheel Survey

To test the bike plan exercise and to further develop Laredo's first bike master plan, a group from the planning team toured Laredo on two wheels. They documented the existing bike infrastructure as well as looked for possibilities for new facilities to create a better, more connected network for all users.



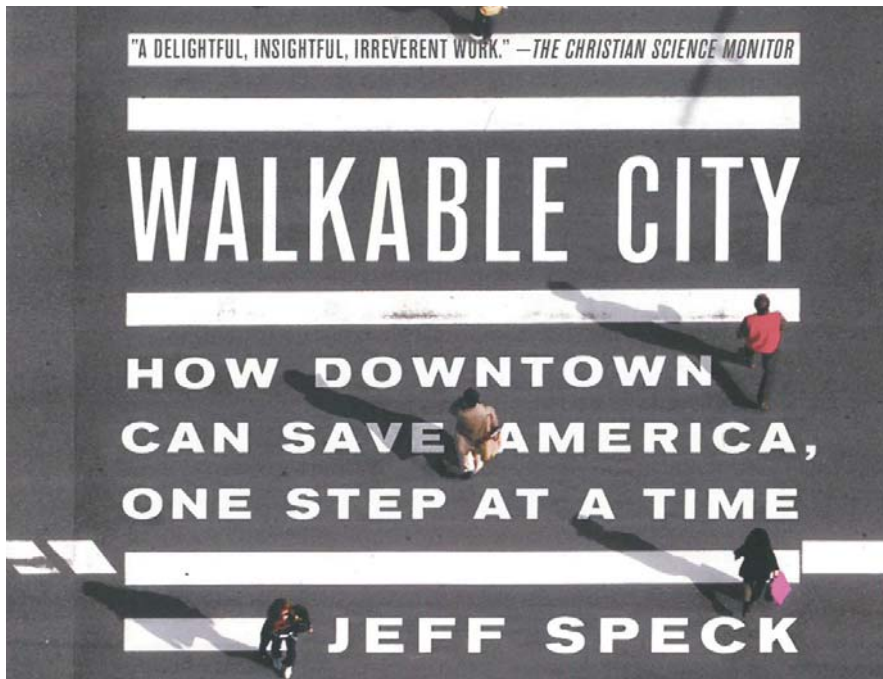
Two-wheel survey ride



Participants working on the transportation and bike plan map in the public studio



Downtown portion of the citywide map



Walkable City cover

Jeff Speck Presents

The evening of September 28 featured a special presentation by the acclaimed author of “Walkable City” Jeff Speck. As a city planner and urban designer, Jeff led a stimulating discussion where the public was not only able to actively learn and listen, but participate as well. He discussed policies and changes needed to increase the ability to walk in Laredo, particularly within the downtown area.



Participants adding to the maps in the public studio

Maps

Members of the community that were unable to attend the Kick-off and Hands-On event or wanted to add information, were encouraged to write on large maps that were displayed on the studio walls. This provided the planning team additional information in the update of the comprehensive plan.

Technical and Workgroup Meetings

Throughout the week, members from each of the professional firms were on hand to add their expertise, to help to craft the plan, and to lead topical workgroup and technical meetings. Over twenty individual groups came to the Public Studio to discuss and share information with the planning team.



Workgroup Meeting

| | <div> <div>discussion</div> <div>public studio 10am - 6pm</div> <div>presentation/events</div> </div> | | | | | | | | | |
|------|---|---|--------------------------------|--------------------|--------------------|------------------|----------------------------------|--|----------------------|-----------------------|
| | tuesday sept. 27 | wednesday sept. 28 | thursday sept. 29 | friday sept. 30 | saturday oct. 1 | sunday oct. 2 | monday oct. 3 | tuesday oct. 4 | wednesday oct. 5 | thursday oct. 6 |
| 10AM | | Urban and Planning | | Arts and Culture | | | Parks & Recreation | Workgroup Rep. Meeting | Economic Development | |
| 11AM | | | Hands On Event Local School | | | | | | | |
| 12PM | | | | | | | | | | |
| 1PM | | | | | | | | | | |
| 2PM | | | | | | | | | | |
| 3PM | | Mobility/ Transportation | Education | Housing | | | | Trade/ Logistics | | |
| 4PM | | | | | | | | | | |
| 5PM | | Downtown Advocates | | Philanthropy | | | Infrastructure/ Environmental | Health/ Wellness | | |
| 6PM | | | Tech./ Telecom. | | | Open House | | Planning and Zoning Board Workshop | | |
| 7PM | Kick-Off Hands On | Jeff Speck How to make Laredo a great place to live in. | | | | | | | | Final Presentation |

Economic Development Meetings

To further understand the economics of Laredo, specific meetings focused on the topic were held as well as an online survey for residents and business was conducted.

On June 14 - 16, 2016, a series of focus groups were organized and one-on-one interviews with several members of the community were held. Different sectors were addressed, i.e., young professionals, real estate, entrepreneurial, international trade and logistics, the chamber of commerce, and the government as well.

On September 8, 2016, Angelou Economics met with the Steering Committee, and presented their findings for the Laredo Marketing Assessment after evaluating material from the online survey, previous interviews and focus groups. After the presentation, the initial report was sent to all participants requesting feedback.

On October 5, the Steering Committee met during the Public Design Workshop, and the Target Industries Analysis was presented. The report was sent to all participants requesting feedback.

Finally, on January 30, 2017, Angelou Economics presented the draft of the Laredo Economic Development Strategic Recommendations. The draft was also distributed to all the Steering Committee members asking for feedback.

Most members of the Steering Committee seek reassurance and alternatives for economic growth in case NAFTA is dissolved. Strategies showing how to diversify Laredo's economy were discussed, and the majority of the members showed to be eager to present this document to City Council as soon as possible.



Open House

Mid-way through the charrette, on Sunday, October 2, draft concepts were pinned up on boards and easels. Planning team representatives spoke with attendees to gather their feedback and reactions to the draft illustrations that originated from their ideas, to date.

Draft policies were on display based on the community input from the hands-on design session and various interactions during the open design studio. Community members were encouraged to write their feedback and suggestions to these draft policies that will become a key portion of the Laredo Comprehensive Plan.



Residents adding policy ideas



Planners discussed emerging concepts one-on-one at the open house





Viviana Frank, principal of Frank Architects, welcoming the audience



Kenneth Garcia of Dover, Kohl & Partners presenting the draft bike plan



Jason King, Principal of Dover, Kohl & Partners presenting the key vision of the comprehensive plan.

Work-in-Progress Presentation

The charrette ended with an evening "Work-in-Progress" presentation on Thursday, October 6. Over 100 citizens gathered at the library for the presentation.

The planning team provided a summary of the public input received and then presented the emerging comprehensive plan concepts. Illustrative plan drawings and renderings were used to demonstrate the various urban design strategies applied to specific sites.

Throughout the presentation, participants were surveyed using keypad polling, to assess if the planning team had properly translated their ideas into the vision for Laredo. Survey results showed that 92% of the audience believed the plan was on the right track.

FOLLOWING THE CHARRETTE

The end of the charrette is not the end of the conversation. The community continues to shape the plan through adoption. People were able to continue to provide feedback in multiple ways following the charrette.

Drafting the Plan

Following the charrette, the various members of the planning team took the feedback they received following the work-in-progress presentation and began to write the elements of the comprehensive plan. The result of those efforts are what make up the different chapters of Viva Laredo, the Comprehensive Plan for the City of Laredo.

My Sidewalk

For people that were unable to attend the charrette events or for people who just weren't ready to stop the conversation, a 'My Sidewalk' site was set up. MySidewalk is an online tool that has helped more than 2,000 organizations understand and make the best decisions on behalf of their communities. It is a virtual town hall where people can answer and ask questions about their community and the comprehensive plan. MySidewalk enables the conversation to continue online and allows everyone to participate in shaping the plan.



Sta Rita workshop

Post Charrette Workshops

As the plan is being written, additional hands on workshops are being held with various groups throughout the city. *Viva Laredo* wants everyone to have a say in what the future of Laredo will look like. Information from these workshops continues to have an impact on the comprehensive plan as it is being written. Some of these events are listed below.

Sta Rita Community

City Councilman Alex Perez brought the *Viva Laredo* design workshop to his Sta Rita constituents. The City of Laredo's comprehensive plan is truly the people's plan, and on November 22 the Sta Rita Community added their ideas to it.

TAMIU

The *Viva Laredo* team held a workshop with TAMIU student leaders on Friday, December 2. The group offered several great ideas, and provided a solid vision for the future of Laredo.

Laredo Community College

A workshop was held at Laredo Community College to gather additional information and input from students.



Mario A. Pena, Principal of Hickey Peña Architects, explains comprehensive plans to TAMIU students

Glossary

B

DEFINITIONS

B.2

DEFINITIONS

This chapter provides definitions for terms in the Comprehensive Plan that are technical in nature or that otherwise may not reflect a common usage of the term. If a term is not defined, then the City shall determine the correct definition.

Accessory Dwelling Unit: a subordinate living unit added to, created within, or detached from a single family dwelling that provides basic requirements for independent living, (i.e. sleeping, eating, cooking and sanitation).

Albedo: the fraction of solar energy reflected by an object. High albedo surfaces reflect solar energy and are lighter in color; low albedo surfaces absorb energy and are darker in color.

Alley: a vehicular way located the rear of lots providing a location for utility easements and access to service areas, parking, and outbuildings.

Apartment: a residential unit sharing a building and a lot with other units and/or uses; may be for rent or for sale as a condominium.

Arcade: a private frontage conventional for retail use wherein the Façade is a colonnade supporting habitable space that overlaps the sidewalk, while the façade at sidewalk level remains at the frontage line.

Arterial: a thoroughfare that is intended to provide the highest level of service at suburban speeds for the longest uninterrupted distance with some degree of access control. Arterials, therefore, provide higher levels of vehicle mobility and lower levels of land access.

Avenue: a thoroughfare of high vehicular capacity and low to moderate speed, acting as a short distance connector between urban centers, and usually equipped with a landscaped median.

Bicycle Boulevard: a low-speed street that prioritizes bicycle travel over other modes, though also allows local vehicle traffic.

Biodiversity: the variety of living things; it includes the variety of living organisms and the communities and ecosystems in which they occur.

Block: the aggregate of private lots, passages, alleys and rear lanes, circumscribed by thoroughfares.

Charrette: a planning session in which participants brainstorm and visualize solutions to a design issue. Charrettes provide a forum for ideas and offer the unique advantage of giving immediate feedback to designers while giving mutual authorship to the plan by all those who participate. The term “charrette” comes from the French term for “little cart” and refers to the final intense work effort expended by architects to meet a project deadline. At the École de Beaux Arts in Paris during the 19th century, proctors circulated with little carts to collect final drawings, and students would jump on the charrette to put finishing touches on their presentations minutes before their deadlines.

Civic Art: monuments, statuary, sculpture, memorials, fountains, and other architectural elements sited in public spaces visible to all. A broader definition is the sum total of the architecture, public spaces, monuments, urban design, and landscape of a city. See also Public Art.

Civic Building: a building operated by not-for-profit organizations dedicated to arts, culture, education, recreation, government, transit, and municipal parking, or for use approved by the legislative body.

Civic Space: an outdoor area dedicated to public activities. Civic spaces may be parks, plazas, playgrounds, or civic building sites.

Collector Road: a thoroughfare that provides a less highly developed level of service at a lower speed for shorter distances than an arterial, by collecting traffic from local roads and connecting them with arterials. Collectors specifically balance vehicle mobility and land access.

Common Destination: an area of focused community activity, usually defining the approximate center of a pedestrian shed. It may include without limitation one or more of the following: a civic space, a civic building, a commercial center, or a transit station, and may act as the social center of a neighborhood.

Community Food Assessment (CFA): a tool to locate and identify food deserts, which are districts that have little or no access to fresh and healthful food.

Community Garden: a community garden is a piece of land gardened by a group of people. Community gardens provide access to fresh produce and plants as well as neighborhood improvement, sense of community, and connection to the environment. They are publicly functioning in terms of ownership, access and management, as well as typically owned in trust by local governments or non-profits.

Community Supported Agriculture (CSA): a community of individuals who pledge support to a farming operation where the growers and consumers share the risks and benefits of food production. CSAs usually consist of a system of weekly delivery or pick-up of vegetables and fruit, in a vegetable box scheme, and sometimes include dairy products and meat.

Complete Streets: a policy for the design and operation of thoroughfares enabling safe access for all users. By adopting a complete streets policy, communities direct their transportation planners and engineers to routinely design and operate the entire right of way to enable safe access for all users, regardless of age, ability, or mode of transportation.

Condominium: a for sale residential unit sharing a building and a lot with other units and/or uses.

Connectivity: the number of publicly accessible street intersections per square mile, including intersections of streets with dedicated alleys and transit rights-of-way and intersections of streets with non-motorized rights-of-way. If one must both enter and exit an area through the same intersection, such an intersection and any intersections beyond that point are not counted; intersections leading only to culs-de-sac are also not counted.

Corridor: a lineal geographic system incorporating transportation and/or greenway trajectories. A transportation corridor may be a lineal transect zone.

Cul-de-Sac: a dead-end street with only one inlet/outlet.

Cycle Track: an exclusive bike facility that has elements of a separated path and on-road bike lane. A cycle track, while still within the roadway, is physically separated from motor traffic and is distinct from the sidewalk.

Dark Sky: a movement to reduce light pollution so people can see the stars, to reduce the effects of unnatural lighting on the environment, and to cut down on energy usage.

Discretionary Riders: riders who choose to ride transit though they have other travel options.

Edible Landscape: the replacement of plants that are strictly ornamental with plants that produce food. Edible landscaping allows the creation of a multi-functional landscape that provides returns (fruits, vegetables, etc.) on the investment of water, fertilizer, and time.

Exotic Species: a plant introduced from another geographic region to an area outside its natural range. For the purpose of this plan, this term shall be used primarily to describe conventionally cultivated and hybridized species of non-native plants that are non-invasive.

Extra Territorial Jurisdiction (ETJ): the legal ability of a government to exercise authority beyond its normal boundaries. In Texas, the size of the ETJ is defined by state law.

Façade: the exterior wall of a building that is set along a frontage line.

Federal Highway Administration (FHWA): the federal agency, part of the U.S. Department of Transportation, charged with funding and regulating the nation's roadways, freeways and highways.

Flat: see Apartment.

Flood Plain: the land adjacent to a water body such as a stream, river, lake or ocean that experiences occasional flooding.

Food Desert: a district that has little or no access to fresh and healthful food.

Footcandle (fc): a unit of measure of illuminance. A unit of illuminance on a surface that is one foot from a uniform point source of light of one candle and equal to one lumen per square foot. Footcandle values can be measured directly with handheld incident light meters. One footcandle is equal to 1 lumen cast per sq. ft. of surface.

Frontage Line: a lot line bordering a public frontage. Façades facing frontage Lines define the public realm and are therefore more regulated than the elevations facing other lot lines.

Gallery: a private frontage conventional for retail use wherein the façade is aligned close to the frontage line with an attached cantilevered shed or lightweight colonnade overlapping the sidewalk.

Gazebo: a pavilion structure, sometimes octagonal, that may be built, in parks, gardens, and public areas. Gazebos are freestanding or attached to a garden wall, roofed, and open on all sides; they provide shade, shelter, ornamental features in a landscape and a place to rest.

Green: a civic space for unstructured recreation, spatially defined by landscaping rather than building frontages.

Green Infrastructure Design (GID): a general term for managing stormwater through an interconnected network of parks, preserves, arroyos, wetlands, and native vegetation.

Greyfield: a shopping mall with a high vacancy rate or a low consumer traffic level or that is dated or deteriorating in some manner.

Headway: a measurement of the distance/time between vehicles in a transit system. It is most commonly measured as the distance from the tip of one vehicle to the tip of the next one behind it, expressed as the time it will take for the trailing vehicle to cover that distance. A "shorter" headway signifies a more frequent service.

Highway: a rural and suburban thoroughfare of high vehicular speed and capacity. This type is allocated to the more rural transect areas.

Impervious Surface: any surface through which rainfall cannot pass or be effectively absorbed such as roads, buildings, paved parking lots, sidewalks etc.

Infill: (noun) new development on land that had been previously developed, including most greyfield and brownfield sites and cleared land within urbanized areas; (verb) to develop areas including most greyfield and brownfield sites and cleared land within urbanized areas.

Interconnected Network of Streets: See Street Network.

Invasive Plant Species: a noxious exotic plant reproducing outside its natural range and outside cultivation that disrupts naturally occurring plant communities by altering structure, composition, natural processes or habitat quality.

Law of the Indies: a comprehensive guide composed of 148 ordinances to aid Spanish colonists in locating, building, and populating settlements. They codified the city planning process and represented some of the first attempts at a general plan. Signed in 1573, the Laws of the Indies are seen as the first wide-ranging guidelines towards design and development of communities. These laws were heavily influenced by Vitruvius' Ten Books of Architecture and Alberti's treatises on the subject.

Level of Service (LOS): a measure of congestion and performance, typically on an A through F scale; a very congested freeway, for example, would have a "low" level of service (such as LOS F); LOS can also be applied to transit, bicycle, and pedestrian travel modes.

Life-cycle Maintenance Costs: the concept that transportation infrastructure maintenance occurs throughout its useful life; for example, a street rebuilt every 15 years will still need regular maintenance during that time.

Linear Green: see Linear Park.

Linear Park: a park that is much longer than wide. Linear parks make use of strips of public land next to canals, streams, electrical lines, highways, and shorelines.

Liner Building: a building specifically designed to mask a parking lot or a parking structure from a frontage.

Livable: pleasant and convenient to inhabit, preferably without the need for a vehicle to meet daily needs.

Live-Work: a mixed-use unit consisting of a commercial and residential function. The commercial function may be anywhere in the unit. It is intended to be occupied by a business operator who lives in the same structure that contains the commercial activity or industry. (Syn.: flexhouse.)

Local Road: a thoroughfare that primarily provides access to land with little or no through movement.

Localvore: those who prefer to eat locally grown/produced food.

Loggia: a gallery or corridor at ground level, sometimes higher, on the façade of a building and open to the air on one side, where it is supported by columns or pierced openings in the wall.

Lot: a parcel of land accommodating a building or buildings of unified design. The size of a Lot is controlled by its width in order to determine the grain (i.e., fine grain or coarse grain) of the urban fabric.

Mansion Apartment: a building that appears to be a large house from the exterior, while on the interior is divided into rental units. This building type allows higher densities while maintaining the appearance of a single family detached house.

Maquiladora: a concept often referred to as an operation that involves manufacturing in a country that is not the client's. It normally requires a factory that may import materials and equipment on a duty-free and tariff-free basis for assembly or manufacturing and then "re-exports" the assembled or manufactured product, sometimes back to the originating country. A maquila is also referred to as a "twin plant."

Metropolitan Planning Organization (MPO): a federally-mandated and federally-funded transportation policy-making organization that is made up of representatives from local government and governmental transportation authorities.

Mixed-Use Development: development that includes a mixture of complementary land uses. The most common mix of land uses include housing, retail, office, commercial services, and civic uses.

Monoculture: the practice of producing or growing one single plant species over a wide area.

Multi-Family: a structure that contains three or more dwelling units that share common walls or floor/ceilings with one or more units. The land underneath the structure is not divided into separate zoning lots. Multi-dwellings include structures commonly called garden apartments and condominiums.

Multimodal: the combination of several travel modes within a single corridor or facility; also refers to the ability to choose among several travel modes.

Multiway Boulevard: a thoroughfare designed for high vehicular capacity and moderate speed, traversing an urbanized area. Boulevards are usually equipped with slip roads buffering sidewalks and buildings from higher speed vehicles.

Native Plant Species: a plant occurring within the Laredo region prior to European contact, according to the best scientific and historical documentation. This includes species that are considered indigenous, occurring in natural associations with habitats that existed prior to significant anthropogenic effects.

Neighborhood: a neighborhood is compact, pedestrian-friendly, and mixed-use. There are five basic design conventions that provide a common thread linking neighborhoods: identifiable center and edge, walkable size, integrated network of walkable streets, mix of land uses and building types, and special sites for civic purposes. The neighborhood is the basic increment of town planning. One neighborhood alone in the countryside is a village. Two or more neighborhoods grouped together sharing a specialized hub or main street is a town. The neighborhood concept

remains in force even as the size increases to city scale. Coupled with special districts and corridors, neighborhoods are the building block from which cities are formed.

Neighborhood Center: a proper center has places where the public feels welcome and encouraged to congregate. Typically, at least one outdoor public environment exists at the center of a neighborhood that spatially acts as the most well-defined outdoor room in the neighborhood. The best centers are within walking distance of surrounding residential areas, possess a mix of uses, and include higher-density buildings at a pedestrian scale.

Net Metering: the practice that allow consumers to produce renewable energy and sell the excess power back to the grid and to the utilities, thereby rolling back meters and their electric bills.

New Urbanism: a planning movement that promotes the creation and restoration of diverse, walkable, compact, vibrant, mixed-use communities composed of the same components as conventional development, but assembled in a more integrated fashion, in the form of complete communities.

Open Space: undeveloped land or land that is used for recreation. Farmland as well as all natural habitats (forests, fields, wetlands etc.) are often included in this category.

Park: a civic space type that is a natural preserve available for unstructured recreation.

Paseo: a pedestrian connector that passes between buildings to provide shortcuts through long blocks and connect rear parking areas to frontages.

Pedestrian Shed: an area that is centered on a common destination. Its size is related to average walking distances for the applicable community type. Pedestrian sheds are applied to structure communities.

Perimeter Block: a block where buildings are built up to the front property line along the street frontage, reserving the interior of the block as public or private space, or for surface parking or Structured Parking.

Pervious Surface: a surface which allows water to filter into the ground, which enables natural groundwater to recharge, helps with filtration of pollutants, and reduces erosion and flooding. The use of pervious asphalt and concrete for parking lots, roads and sidewalks is an important part of stormwater management that conserves precious natural resources.

Placita: small plaza. See Plaza.

Planting Strip: a strip of land within the right-of-way that separates the sidewalk from the vehicular lanes.

Plaza: a civic space type designed for civic purposes and commercial activities in the more urban transect zones, generally paved and spatially defined by building frontages.

Pocket Park: a small Park accessible to the general public. Although they are too small for physical activities, pocket parks provide greenery, a place to sit outdoors, and sometimes a children's playground. They may be created around a monument, historic marker or civic art.

Potable Water: water of a quality that is sufficient for human consumption.

Private Frontage: the privately held layer between the frontage line and the principal building façade.

Property Line: the legal boundary of a parcel of land.

Public Art: any work of art or design that is created by an artist specifically to be sited in a public space or visible from a public space.

Public Frontage: the area between the curb of the vehicular lanes and the frontage line.

Purple Pipe: pipe used to distribute reclaimed water in a dual piping network that keeps reclaimed water pipes completely separate from potable water pipes. Reclaimed water, or recycled water, is former wastewater (sewage) that is treated to remove solids and certain impurities and used in sustainable landscaping irrigation or to recharge groundwater aquifers.

Quarter Mile Neighborhood: the overall size of a neighborhood, which typically ranges from 40 to 200 acres, that is suitable for walking. Most people will walk approximately ¼-mile (1,340 feet), or 5 minutes, before turning back or opting to drive or ride a bike.

Rain Barrel: a water tank used to collect and store rain water runoff, typically from rooftops via rain gutters.

Reclaimed Water: former wastewater (sewage) that is treated to remove solids and certain impurities, and used in sustainable landscaping irrigation or to recharge groundwater aquifers.

Renewable Energy: generation of power from naturally replenished resources such as sunlight and wind. Renewable energy technologies include solar power, wind power, hydroelectric power, Geothermal, and Biomass.

Right-of-Way (ROW): the strip of land dedicated to public use for pedestrian and vehicular movement, which may also accommodate public utilities. This strip of land is either publicly owned or subject to an easement for right-of-way purposes benefiting the general public.

Rio Bravo: the Rio Grande River.

Road: a local, rural and suburban thoroughfare of low-to-moderate vehicular speed and capacity.

Rowhouse: a single-family dwelling that shares a party wall with another of the same type and occupies the full frontage line. (Syn: Townhouse)

Shared Use Path: a wide pathway, separated from the street, that is used for both walking and bicycling.

Sharrow: shared lane marking, per the Manual of Uniform Traffic Control Devices (MUTCD).

Shed: in transportation planning, an area of influence or importance for access and travel using a specific mode, such as a transit shed along a transit route; there are general travel sheds, as well as transit, bicycle, and pedestrian sheds.

Signal Prioritization: an Intelligent Transportation Systems (ITS) technique that extends the “green time” at traffic signals for approaching buses to improve their on-time performance and “time-competitiveness” with auto travel.

Single-Family Attached: a building that contains one primary dwelling unit per zoning lot in which the dwelling unit shares common walls with its neighbor or in which the side wall(s) abut the adjacent building.

Single-Family Detached: a detached dwelling unit located on an individual zoning lot, designed for, or intended to be occupied by one family.

Slow Food: an international movement that strives to preserve traditional and regional cuisine and encourages farming of plants, seeds and livestock characteristic of the local ecosystem.

Smart Grid: a digitally enabled electrical grid that gathers, distributes, and acts on information about the behavior of all participants (suppliers and consumers) in order to improve the efficiency, reliability, economics, and sustainability of electricity services.

Smart Growth: well-planned development that protects open space and farmland, revitalizes communities, keeps housing affordable and provides transportation choices. The principles of Smart Growth are based on compact and multi-use development, infill and redevelopment, expansion of infrastructure, enhanced livability, expanded mobility, and conservation of open space.

Solar Farm: a facility where solar powered devices, either photovoltaic (PV) or turbine systems, are clustered. It should be large enough to generate at least one megawatt.

Solid Waste: a waste type consisting of everyday items that are consumed and discarded. It predominantly includes food wastes, yard wastes, containers and product packaging, and other miscellaneous inorganic wastes from residential, commercial, institutional, and industrial sources.

Sprawl: development patterns where rural land is converted to urban/suburban uses more quickly than needed to house new residents and support new businesses that result in higher than necessary infrastructure or transportation costs.

Square: a civic space designed for unstructured recreation and civic purposes, spatially defined by building frontages and consisting of paths, lawns, and trees, formally disposed.

Standard Pedestrian Shed: a pedestrian shed that is an average ¼-mile radius or 1,320 feet, about the distance of a 5 minute walk at a leisurely pace. See Pedestrian Shed.

Statewide Transportation Improvement Program (STIP): a State Department of Transportation’s multi-year listing by timeframe of transportation projects and services for funding and construction; similar to TIP.

Stormwater: water that originates during precipitation events. Stormwater that does not soak into the ground becomes surface runoff, which either flows directly into surface waterways or is channeled into storm sewers, which eventually discharge to surface waters.

Story: a habitable level within a building, excluding an attic or raised basement.

Street: a local urban thoroughfare of low speed and capacity.

Street Frontage: the private frontage designated to bear the address and principal entrance to the building.

Street Network: a system of interconnecting streets or roads for a given area that provides for the movement of people and goods. Street networks can become very complex in cities. A grid is the most efficient network of streets because it is completely interconnected, and provides both direct and multiple routes rather than circuitous roads and dead end streets that hinder movement.

Streetcar: a passenger rail vehicle which runs on tracks along public urban streets and also sometimes on separate rights-of-way.

Streetspace: 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 (benches, kiosks, trash receptacles, fountains, etc.); signs; awnings; and street lighting.

Structured Parking: a building containing two or more stories of parking above natural grade.

Subdivision: a Subdivision occurs as the result of dividing land into lots for sale or development.

Suburban Retrofit: the process of entirely revamping, and in many cases completely replacing, conventional zoning, encompassing the idea of systemic, long-lasting, transformative change. It includes directing new growth into existing areas in keeping with the principles of both New Urbanism and Smart Growth.

Superblock: a type of city block that is much larger than a traditional city block.

Surface Water: water collecting on the ground or in a stream, river, lake, wetland, or ocean; it is related to water collecting as groundwater or atmospheric water.

Sustainability: the basis upon which an organism or a community can manage its own continuing viability, meeting the needs of the present without compromising the ability of future generations to meet their own needs.

Swale: a low or slightly depressed natural area for drainage.

Texas Commission on Environmental Quality (TCEQ): the agency charged with protecting the state's environmental lands and resources.

Thoroughfare: a way for use by vehicular and pedestrian traffic and to provide access to lots and open spaces, consisting of vehicular lanes and the public frontage.

Traditional Neighborhood Development (TND): a community type structured by a standard pedestrian shed oriented toward a common destination consisting of a mixed-use center or corridor and in the form of a medium-sized settlement near a transportation route.

Trailhead: the point at which a trail begins, where the trail is often intended for hiking, biking, horseback riding, or off-road vehicles.

Transportation Improvement Program (TIP): the MPO's multi-year listing by timeframe of transportation projects and services for funding and construction; similar to STIP.

Transit-Oriented Development (TOD): by designation on a regional plan, permitting increased density, mixture of uses, and special design features to support ridership and usage of rail or transit.

TxDOT: Texas Department of Transportation.

Urban Heat Island Effect: the elevated temperatures in developed areas compared to more rural surroundings. Urban heat islands are caused by development and the changes in radiative and thermal properties of urban infrastructure as well as the effects buildings can have on the local micro-climate.

Vehicle Miles Traveled (VMT): refers to vehicle miles traveled and is a standard measure of transportation activity.

Visitability: an international movement to change home construction practices so that virtually all new homes, whether or not designated for residents who currently have mobility impairments, offer three specific accessibility features:

1. At least one zero-step entrance on an accessible route leading from a driveway or public sidewalk,
2. All interior doors providing at least 31¾ inches (81 cm) of unobstructed passage space, and
3. At least a half bathroom on the main floor.

Walkability: a measure of how friendly an area is to walking. Walkability has many health, environmental, and economic benefits. Factors influencing walkability include the presence or absence and quality of footpaths, sidewalks, or other pedestrian rights-of-way, traffic and road conditions, land use patterns, building accessibility, and safety, among others.

Wastewater: any water that has been adversely affected in quality by anthropogenic influence. It comprises liquid waste discharged by domestic residences, commercial properties, industry, and/or agriculture, and can encompass a wide range of potential contaminants and concentrations.

Wayfinding: signs, symbols, arrows, markers, textures, and other elements to guide travelers, typically pedestrians, to a destination.



Gravel Pit

PHILADELPHIA ST

Santa Maria Sch

LA FAYETTE ST

Christian Union Sch

MISSOURI

BLAIR ST

Cabrini Sch

LAREDO

JEFFERSON ST

Gaging Sta

Filtration Plant

Picnic Area

Leyendecker Sch

Martin HS

Christen Jr High Sch

PARK ST

Ruins

Landing Area

CLOTILDE

SANTA MARIA

GARCIA ST

Brunel Sch

FORT MCINTOSH

TEXAS

MEXICAN

VICTORIA

ST

St Peters Sch

PO

HIDALGO

Laredo Jr College

Xavier Sch

GRANT

Park

Central Sch

WATER

Toll Port of Entry