

# GLOSSARY

## GLOSSARY

*The glossary provides definitions of words, terms and land use designations that are used in a particular way in the Comprehensive Plan. Some terms may also be defined by the Land Use Code or other regulations. Where definitions are provided in the Land Use Code, the Land Use Code definitions take precedence for the purpose of the Code's application.*

*All definitions for the **Shoreline Management Element** are listed at the end of the glossary.*

### LAND USE DESIGNATIONS

**BelRed** – A series of land use designations applicable to the BelRed Subarea that provide for the location of office, residential, commercial, and existing uses. The BelRed (also referred to as “Bel-Red”) designations include:

- **BelRed Commercial/Residential (BR-CR)**  
A land use designation in the BelRed Subarea that provides for a mix of housing, retail, office and service uses, with an emphasis on retail and service uses. Multiple uses are encouraged on individual sites, in individual buildings, and in the district as a whole.
- **BelRed General Commercial (BR-GC)**  
A land use designation in the BelRed Subarea that provides for a wide variety of business activities that provide goods and services to other businesses and the general public.
- **BelRed Medical Office (BR-MO)**  
A land use designation in the BelRed Subarea that provides for office uses, with an emphasis on medical office.
- **BelRed Medical Office Node (BR-MO-1)**  
A land use designation in the BelRed Subarea that provides for medium intensity office uses within the core of a nodal area, with an emphasis on medical office. The district is limited in

extent in order to provide the level of intensity appropriate for areas in close proximity to the highest levels of transit service within the BelRed area.

▪ **BelRed Office/Residential (BR-OR)**

A land use designation in the BelRed Subarea that provides for a mix of office, housing and retail uses, with office as the predominant use.

▪ **BelRed Office/Residential Node 1 (BR-OR-1)**

A land use designation in the BelRed Subarea that provides for a mix of office, housing and retail uses within the core of a nodal area, with office as the predominant use. The district is limited in extent in order to provide the level of intensity appropriate for areas in close proximity to the highest levels of transit service within the BelRed area.

▪ **BelRed Office/Residential Node 2 (BR-OR-2)**

A land use designation in the BelRed Subarea that provides for a mix of office, housing and retail uses, with office as the predominant use. The district is located within a node but outside the node's core, and building heights provide for a transition between the node's core and areas outside the node.

▪ **BelRed Office/Residential Transition (BR-ORT)**

A land use designation in the BelRed Subarea that provides for low-intensity office and uses and low density multifamily residential dwellings, developed in such a manner as to provide a buffer between residential and more intensively developed properties.

▪ **BelRed Residential (BR-R)**

A land use designation in the BelRed Subarea that provides for residential uses. Limited retail and service uses are permitted secondary to residential use, in order to provide the amenity of shopping and services within easy walking distance of residential structures.

- **BelRed Residential/Commercial Node 1 (BR-RC-1)**  
A land use designation in the BelRed Subarea that provides for a mix of housing, retail and services in this nodal area, with an emphasis on housing. The district is limited in extent in order to provide the level of intensity appropriate for areas in close proximity to the highest levels of transit service within the BelRed area.
- **BelRed Residential/Commercial Node 2 (BR-RC-2)**  
A land use designation in the BelRed Subarea that provides for a mix of housing, retail and services. The district is located within a node but outside the node's core, and building heights provide for a transition between the node's core and areas outside the node.
- **BelRed Residential/Commercial Node 3 (BR-RC-3)**  
A land use designation in the BelRed Subarea that provides for a mix of housing, retail, and services, with an emphasis on housing. The district is located within a node but in close proximity to mature, stable neighborhoods, and is thus appropriate for transitional heights.

**Camp and Conference Center – (CCC)** – A land use designation that provides for a mix of group camp, conference, retreat, recreation, and functional use activities. These activities are primarily for use by organizations and schools and the families and individuals they enroll. The purpose of the designation is to maintain the compatibility of this unique mix of uses with the surrounding neighborhood by using site design standards through the Land Use Code that both limit the overall intensity of the site and protect lower intensity uses from the effects of higher intensity uses. The CCC designation is predominantly non-commercial but may include small-scale, neighborhood business retail and service uses that are functionally related in nature and size to the property designated CCC and which do not exceed 5,000 square feet individually or 10,000 square feet in total.

**Community Business** — A retail land use designation that provides for the sale of convenience and comparison goods and services to the community.

**Eastgate – Transit Oriented Development (EG-TOD)** – A land use designation in the Eastgate subarea designed to provide for a mix of office, housing, retail, and services. Multiple uses and appropriate densities are encouraged to create a concentration of activity that supports transit service and retail development.

**East Main - Transit Oriented Development (EM-TOD)** - A land use designation in the Southwest Bellevue (West Bellevue) subarea designed to provide for a mix of office, housing, retail, and services. Multiple uses and appropriate densities are encouraged to create a concentration of activity that supports transit service and retail development.

**General Commercial (GC) District** — A land use designation that provides for the location of a wide variety of business activities that provide goods and services to other businesses and the general public. [*Amended Ord. 5433*]

**Light Industrial (LI)** — A land use designation that provides for the location of an array of activities, including manufacturing, wholesale trade, research and development, and distribution activities. Sales of goods and services subordinate to permitted activities and low traffic-generating uses that sell bulky or large scale items are appropriate. Auto sales and rentals are appropriate only in certain locations.

**Medical Institution (MI)** — A land use designation that provides for the location of hospital uses and ancillary uses to the primary hospital use located in the same district. The purpose of the district is to encourage master development planning, allow flexible dimensional standards to facilitate development for major

medical institutions, and promote high quality urban design that is pedestrian- and transit-friendly and compatible with nearby neighborhoods.

**Multifamily High-density (MF-H)** — A residential land use designation allowing up to 30 dwelling units per acre. **Multifamily Low-density (MF-L)** — A residential land use designation allowing up to 10 dwelling units per acre.

**Multifamily Medium-density (MF-M)** — A residential land use designation allowing from 11 to 20 dwelling units per acre.

**Neighborhood Business (NB)** — A retail land use designation that provides for the sale of convenience goods and personal services for the day-to-day needs of the immediate neighborhood. These sites may also accommodate a limited amount of administrative office space, provided the office use does not interfere with the site's primary neighborhood serving function.

**Neighborhood Mixed Use (NMU)** — A land use designation that provides for a mix of retail, service, office, and residential uses, with an emphasis on neighborhood retail and service uses. This district is designed to be compatible with nearby residential neighborhoods and to be easily accessible from the nearby office and residential uses that it serves.

**Office** — A land use designation that provides for the location of business, financial, administrative and professional services.

**Office, Limited Business (OLB)** — A land use designation that provides areas for office, hotels, or motels. Uses such as eating establishments, retail sales, and services are permitted to provide the amenity of shopping and services within easy walking distance to support nearby businesses and employees.

**Office, Limited Business – Open Space** — A land use designation that provides for significant amounts of open space and for offices,

hotels, or motels, and other uses permitted in the Office, Limited Business district, except for residential uses. The OLB-OS properties are developed as a cohesive site with unified building design. The open space area is reserved for public use and access and may include active and passive recreational uses. OLB-OS properties are at least 25 acres in size with at least forty percent of the total site reserved as a contiguous open space area.

**Professional Office (PO)** — A land use designation that provides for the location of facilities for low intensity business, financial, administrative, and professional services with exterior designs that are compatible with surrounding residential development.

**Public Facilities (PF)** — A land use designation suffix that recognizes use by public facilities that serve the general public or provide public benefit, such as streets, roads, highways, sidewalks, bicycle facilities, street and road lighting systems, traffic signals, domestic water systems, sanitary sewer systems, storm water conveyance systems, park and recreational facilities, schools, libraries, fire stations and other city facilities. Public facilities are fixed assets.

**Single-family High-density (SF-H)** — A residential land use designation allowing up to 5 dwelling units per acre.

**Single-family Low-density (SF-L)** — A residential land use designation allowing up to 1.8 dwelling units per acre.

**Single-family Medium-density (SF-M)** — A residential designation allowing up to 3.5 dwelling units per acre.

**Single-family Urban Residential (SF-UR)** — A residential land use designation allowing up to 7.5 dwelling units per acre.

## GENERAL TERMS

**Accessory Dwelling Unit** — A subordinate dwelling unit attached or detached to a single family structure. The unit may not be subdivided or otherwise segregated in ownership from the primary residence structure.

**Active Recreation Facilities**— Facilities for structured or unstructured outdoor and indoor recreation activities such as sports fields, play areas, golf courses, marinas, waterfront, swimming pools, skating rinks, outdoor theaters, gyms, meeting space, or game rooms.

**Affordable Housing** — Housing that is affordable to a family that earns up to 80 percent of the area median income, adjusted for family size. See: Low-income Housing, Very Low-income Housing and Moderate-income Housing.

**Area Median Income** – The annual household income for the Seattle-Bellevue Metro Area as published on approximately an annual basis by the U.S. Department of Housing and Urban Development.

**A Regional Coalition for Housing (ARCH)** — A public interlocal agency whose members include Bellevue, King County and other cities in east King County formed to preserve and increase the supply of housing for very-low, low and moderate income families on the Eastside.

**Best Available Science (BAS)** — Current scientific information used in the process to designate, protect, or restore critical areas, that is derived from a valid scientific process as defined by WAC 365-195-900 through 925, now or as hereafter amended.

**Bicycle Facilities** —An improvements that accommodates or encourages bicycling. Some examples include commuter bicycle parking, bike racks, and various types of bicycle lanes and shared use paths.



**Bicycle Route** — A route specifically designed and designated for bicycle travel, whether exclusively for bicyclists or to be shared with other transportation modes. Refer to the Pedestrian and Bicycle Master Plan for the various types of bicycle facilities that may be employed to create a bicycle route.

**Bicycle System Plan Map** — A map in the Pedestrian and Bicycle Master Plan, that depicts a plan for a complete network of bicycle routes serving the entire community and compatible with regional and interjurisdictional facilities.

**Bioengineering** — The use of living plants in combination with non-living plants and inorganic materials in the reconstruction, stabilization and introduction of morphological and vegetative features particularly in streams or along shorelines.

**Capital Investment Program Plan (CIP)** — Bellevue’s six-year financing and implementation plan for capital projects.

**Capital project/improvement** — Major construction, acquisition or renovation activities that add value to a government’s fixed assets or which significantly increase the useful life of such assets.

**Clustering (Development)** — A development design technique that places buildings on the part of a site that is least sensitive to impacts from development while preserving the natural features and functions on the remainder of the site.

**Collector Arterial** — A street that is two or three-lanes that collects (or distributes) traffic within a neighborhood and provides connections to minor or major arterials. Collectors serve neighborhood traffic and also provide access to abutting land uses. They do not carry much through traffic and are designated to be compatible with residential neighborhoods and local commercial areas.

**Commute Trip** — A trip from a worker’s home to a worksite with a regularly scheduled arrival time of 6:00 a.m. to 9:00 a.m. inclusive on weekdays.

**Commute Trip Reduction Act** — State legislation enacted in 1991 and incorporated into the Washington Clean Air Act. The law establishes goals for the reduction of commute trip vehicle miles by the employees of large employers.

**Complete Street** – A street that provides appropriate accommodation for multiple modes of travel, including vehicles, pedestrians, bicyclists, transit riders, and persons of all abilities, while promoting safe operation for all users.

**Comprehensive Plan** – The city’s long range plan prepared following the requirements of the Washington Growth Management Act, containing policies to guide local actions regarding land use, transportation, housing, capital facilities, and economic development in ways that will accommodate at least the adopted 20-year targets for housing and employment growth.

**Consolidated Plan** - Consolidated Housing and Community Development Plans. Document that reviews current and future trends taking place in the community regarding housing and human services and outlines strategies to address needs.

**Countywide Planning Policies** — The countywide growth management policy plan required by the state Growth Management Act (GMA) that promotes regional cooperation and specifies the roles and responsibilities of cities and the county. The King County Countywide Planning Policies (CPPs) are developed by the Growth Management Planning Council, a council of representatives of cities and King County, consistent with the Regional Growth Strategy of the Puget Sound Regional Council.

**Cultural Competence** — A set of congruent behaviors, attitudes and policies that come together in a system or agency that enable effective interactions in a cross-cultural framework.

**Critical Areas** — Areas required to be protected under the Growth Management Act, RCW 36.70A, including the following areas and ecosystems: (a) wetlands; (b) areas with a critical recharging effect on aquifers used for potable water; (c) fish and wildlife habitat conservation areas; (d) frequently flooded areas; and (e) geologically hazardous areas. (See Bellevue’s Land Use Code for current regulatory definition.)

**Critical Areas Overlay District** — An area that includes designated critical areas together with adjacent land, within which special provisions apply to protect and restore the natural environment. The Critical Area Overlay District is comprised of the critical area and a buffer area immediately adjacent to the critical area.

**Critical Areas Report** — A special study conducted in association with a proposed project in a Critical Area Overlay District to determine the long term effects of the project on the habitat features on or near the subject site, and to determine a range of development options to protect the environment equal to or better than the prescriptive regulations.

**Daylighting (stream)** — An action to excavate and restore a piped stream channel to an open (non-piped) natural condition.

**Development** — All structures and other modifications of the natural landscape above or below ground or water. Please note that a different definition of “Development” exists for implementation of the provisions of the Shoreline Management Act within the Shoreline Overlay District.

**Developed Environment** — Artificially created fixed elements, such as buildings, structures, and surfaces, that together create the physical character of the area.

**Diversity** – People of all cultures, languages, classes, races, ethnic backgrounds, disabilities, ages, religions, genders, sexual orientations and other diversity-related factors. At the root of this definition is an acknowledgement that differences exist between any two people.

**Downtown** — Bellevue’s primary center of retail, commercial, and service activities. The Downtown also provides a location for high-density, residential development. Downtown Bellevue is designated a Regional Growth Center in VISION 2040 and an Urban Center in the Countywide Planning Policies.

**Eastside** — A geographic area that includes the King County communities east of Seattle.

**Eastside Rail Corridor (ERC)** – The former Burlington Northern Santa Fe (BNSF) rail corridor in King County between Renton and Woodinville. The corridor is owned by multiple agencies and jurisdictions for multiple regional purposes including recreation, transportation and utilities infrastructure.

**Ecosystem** — The interacting and dynamic community of living organisms and the physical environment in a defined geographic area.

**Environmental Stewardship** — The responsible use and protection of the natural environment through conservation and sustainable practices.

**Equestrian Overlay Area**— A designated area of the city intended to preserve an existing equestrian community. An Equestrian Overlay Area lends support for maintaining an equestrian supportive environment. It provides a framework for making land use and capital investment decisions regarding the type and location of transportation or trail facilities, or the location of arterial crossings leading to regional facilities, consistent with existing subarea and comprehensive plan land use policies. An

Equestrian Overlay Area encourages the ability to safely circulate within equestrian neighborhoods, access to regional/community trails or equestrian facilities, and signage to alert residents, newcomers, and travelers to the community's character. Additionally, an Equestrian Overlay Area seeks to promote community, encourage environmentally sound horse keeping, and sustain the area's historical character.

**Equestrian System** — A network of horse trails serving portions of the community and compatible with regional and interjurisdictional needs.

**Essential Public Facility (EPF)** – Any facility meeting the definition of Essential Public Facility set forth in RCW 36.70A.200(1), now or as hereafter amended, any facility identified on the statewide list maintained by the Office of Financial Management as required pursuant to RCW 36.70A.200(4), now or as hereafter amended, and any facility identified on the countywide list of essential public facilities.

**Fish Passage Barrier** — An artificial structure in a stream channel such as a culvert or a dam, or a natural feature such as a waterfall, that precludes the upstream or downstream movement of fish.

**Floodplain** — The land area susceptible to being inundated by a flood having a 1 percent chance of occurring in any given year, also referred to as a 100-year floodplain and frequently flooded areas.

**Floor Area Ratio (FAR)** — The gross floor area of all buildings on a lot divided by the lot area, expressed most often as a decimal. For example, 0.50 indicates that the floor area of a building equals 50 percent of the total lot area. (See Bellevue's Land Use Code for the regulatory use of FAR, which excludes some specific areas.)

**Functions and Values** — Functions are the ecological things that critical areas do and can include biochemical, hydrological and food web and habitat processes at a variety of temporal and spatial scales. The economic or social roles provided by critical areas are also functions. Values are societal perceptions regarding the goods and services provided by critical areas.

**Green Building** — A general term that encompasses a wide range of innovative building construction and site development techniques that are intended to reduce adverse environmental impacts and improve long term sustainability relative to traditional construction.

**Greenway** — An open space connector linking parks, natural reserves, cultural features, or historic sites with each other and with populated areas. A greenway may be established along a natural corridor such as stream or ridgeline, on undeveloped land through neighborhoods, overland along a railroad right-of-way, scenic road or other route, or any other course for pedestrian or bicycle passage.

**Growth Management Act (GMA)** — State legislation (RCW 36.70A) enacted in 1990, and later amended, requiring counties and cities to create cooperative regional strategies to manage growth and to adopt local comprehensive plans and regulations to implement these strategies.

**Habitat** — The environment in which a population or individual lives and includes not only the place where a species is found but also the particular characteristics of the place that make it well suited to meet the life cycle needs of that species.

**High-capacity Transit (HCT)** — Various types of transit systems operating on a fixed guideway, dedicated right-of-way, or freeway/express facility, designed to carry a large number of riders at higher speeds than conventional transit. HCT may include a mix of commuter rail, light rail, express bus services and facilities and/

or other high capacity transit technologies, plus other associated transit improvements that tie local/regional transit services to each other and to other travel modes.

**High-occupancy Vehicle (HOV)** — A vehicle containing two or more occupants including carpools, vanpools, and transit vehicles.

**Hydrology** — Scientific study of the properties, distribution and effects of water on the Earth’s surface, in the soil and underlying rocks, and in the atmosphere.

**Impervious Surface** — A hard surface that prevents or slows the infiltration of water into the soil.

**Incentives (Non-Regulatory)** — Provisions offered by the city to encourage a private property owner to conduct voluntary improvement projects.

**Incentives (Regulatory)** — Regulatory relief or options offered by the city to reduce the adverse economic impact to a property owner from complying with regulations intended to protect the functions and values of critical areas.

**Infill** — Sites within developed areas that have been bypassed and now can be “filled in.”

**In-kind Mitigation** — A replacement of the lost functions and values of critical areas with characteristics and functions that closely approximate those adversely impacted by development or redevelopment.

**Invasive Weed** — Plant species that become easily established in disturbed conditions that reproduce readily and that often take over a site to the exclusion of indigenous species.

**Large Woody Debris (LWD)** — Tree branches, stumps, and logs that fall naturally into streams or are strategically placed in them to improve or restore the functions and values of the stream segment. Most naturally occurring LWD in streams is derived from trees growing in the riparian corridor.

**Level of Service (LOS)** — The term used to denote different operating conditions when accommodating various levels of use. For traffic conditions, LOS is represented on a scale ranging from LOS A, which represents free flowing conditions, to LOS F, which represents conditions with excessive delay.

**Life Cycle Cost Analysis** - A tool to determine the most cost-effective option among different competing alternatives to purchase, own, operate, maintain and, finally, dispose of an object or process, when each is equally appropriate to be implemented on technical grounds.

**Local Street** — A street designed primarily to provide access to abutting land uses and carry local traffic to collector arterials. This classification includes both local and neighborhood collector streets as described in the city's Development Standards.

**Low Impact Development** — A stormwater and land use management strategy that strives to mimic pre-disturbance hydrologic processes of infiltration, filtration, storage, evaporation and transpiration by emphasizing conservation, use of on-site natural features, site planning, and distributed stormwater management practices that are integrated into a project design.

**Low-income Housing** — Housing that is affordable to a family that earns less than 50 percent of the area median income, adjusted for family size.

**Low-rise Building** — A structure that contains no more than four stories, except in buffer areas where such structures contain no more than two stories.



**Major Arterial** – A street that provides efficient direct routes for long-distance auto travel within the region. Streets connecting freeway interchanges to major concentrations of commercial activities are classified as major arterials. Traffic on major arterials is given preference at intersections, and some access control may be exercised in order to maintain the capacity to carry high volumes of traffic.

**Materials Management** – An approach to using and reusing resources most efficiently and sustainably throughout their lifecycles. It seeks to minimize materials used and all associated environmental impacts.

**Minor Arterial** – A street that provides connections between major arterials and concentrations of residential and commercial activities. The amount of through traffic is less, and there is more service to abutting land uses. Traffic flow is given preference over lesser streets.

**Mitigation** — Methods used to compensate for adverse impacts to critical areas.

**Mixed-use Development** – A building or buildings constructed as a single project that contains more than one use, typically including housing plus retail and office uses.

**Mobility Option** — The ability of a person traveling within the city or the region to choose one or more of several means of transport, including automobiles, public transit, walking, bicycling, and ridesharing.

**Moderate-income Housing** — Housing that is affordable to a family that earns between 50 percent and 80 percent of the area median income, adjusted for family size.

**Multifamily Dwelling** – A building designed to house two or more families living independently of each other.

**Multimodal** – The consideration of walking, bicycling, riding transit, driving, and freight mobility as means of transportation and incorporating connections among modes.

**Nonmotorized Transportation** —A mobility option that does not require a motor.

**Noxious Weed** — Plants that are not indigenous to the area, that grow unchecked by natural predators and that generally out-compete indigenous species for moisture and nutrients. The King County Noxious Weed Control Board maintains a list of noxious weeds.

**Open Space** - Land for active and/or passive recreational uses. Includes parkland, wildlife corridors, natural areas, and greenways. May also include school lands and private land permanently reserved as undeveloped.

**Passive Recreation** — Outdoor recreation which does not require significant facilities, such as walking, picnicking, viewing, and environmental education activities.

**Pedestrian Corridor** —A corridor that is primarily for exclusive pedestrian use in the alignment of NE 6th Street between 102nd Avenue NE and 112th Avenue NE in the Downtown. Pedestrian-oriented frontage, plazas, street arcades, and other amenities are to be located along the corridor.

**Pedestrian Crossing** — Locations of designated pedestrian street crossings other than at intersections. Potential locations are identified on the Pedestrian System Plan Map for further study to determine if, and what type of, improved pedestrian crossing can be built.

**Pedestrian-friendly Design** — Physical development characteristics that promote pedestrian activity and may be incorporated into private development and right-of-ways.

**Pedestrian System Plan Map** — In the Pedestrian and Bicycle Master Plan, a map that depicts a complete network of pedestrian facilities that serve the entire community and are compatible with regional and inter-jurisdictional facilities. Pedestrian facility types are defined and described in the Pedestrian and Bicycle Master Plan.

**Personal Services** — Services involving the care of a person or of a person’s apparel, such as laundry and dry cleaning services, beauty shops, barber shops, shoe repair shops, and tailors.

**Piped Stream** — A segment of a stream that flows under property through a pipe.

**Planned Unit Development (PUD)** — A development permit that allows more flexibility in site development than a standard subdivision. A PUD may contain features such as variety in the type, design, and arrangement of structures; a mix of land uses; conservation of natural land features; and efficient use of open space.

**Potential Annexation Area (PAA)**— A line within the Urban Growth Area and outside the city’s existing southern and eastern boundaries to which the city may eventually expand through annexation.

**Prescriptive Regulations** —Development regulations that provide specific standards.

**Region** — An area which in its largest sense generally includes King, Pierce, Snohomish, and Kitsap Counties. It may also be limited to a smaller area. If so, this is generally noted in the context of the policy.

**Restore** — To reestablish ecological processes, structures, functions and biotic and abiotic linkages that lead to the recovery of an ecosystem that has been degraded, damaged or destroyed. Restoration, as used in the Comprehensive Plan, does not mandate a return to pre-development conditions.

**Ridesharing** — Travel by more than one person in privately- or publicly-owned vehicles, including carpools and vanpools.

**Salmonid** — A member of the fish family salmonidae, which includes salmon, trout, dolly varden, char and white fish.

**Semi-public** — Those portions of private development that connect with public spaces and are used incidentally by the public.

**Sensitive Area** — See Critical Area.

**Significant Tree** — A tree that has attained proportions as defined in the Land Use Code, for which protections from cutting may apply.

**Single Family Dwelling** — A building containing but one kitchen, designed for and occupied exclusively by one family, except where a valid accessory dwelling unit registration has been approved.

**Single-occupant Vehicle (SOV)** — A vehicle containing one occupant.

**Steep Slopes** — Hillsides with a slope of 15 percent grade or more as defined in the Land Use Code.

**Stormwater** — Precipitation that does not infiltrate into the soil, or evaporate, but flows over the surface into a stormwater drainage system or directly to a surface water body.

**Street Classification** — The classification of city streets according to their function. These classifications relate to established development standards upon which street improvements are based. Street classifications include major arterial, minor arterial,

collector arterial and local street.

**Streetscape** — The design and appearance of streets, sidewalks, and the frontage of bordering development including landscaping, street furniture, signs, etc.

**Subarea** — A geographic subdivision of the city with its own character and development focus.

**Superblock** — Typical 600-foot block established by the Downtown street grid.

**Sustainable** — A dynamic environment in which an ecosystem and its inhabitants are in ecological balance by maintaining the health and flow of resources needed to support them in perpetuity.

**Transit-supportive Design** — Physical development characteristics that encourage transit use.

**Transit-oriented development (TOD)** — Development that is within one-half mile from and oriented toward a transit station that provides frequent, reliable service. TOD optimizes transit use through a compact mix of housing, retail and office uses and a walkable, pedestrian-oriented character.

**Transportation 2040** — An action plan produced by the Puget Sound Regional Council for transportation in the Central Puget Sound Region.

**Universal Design** — A system of design that helps ensure that buildings and public spaces are accessible to people with or without disabilities and regardless of age.

**Urban Center** — Areas designated by the Countywide Planning Policies located on existing or planned transit corridors where there will be higher levels of residential density and employment intensity that support regional land use and transportation goals.

**Very Low-income Housing** — Housing that is affordable to a family

that earns less than 30 percent of the area median income, adjusted for family size.

**Village** — A contained community that includes housing along with commercial and office uses serving local needs. Mixed-use structures and developments are encouraged, but not mandatory.

**VISION 2040** – The regional growth strategy for King, Pierce, Snohomish and Kitsap counties.

**Watershed** —A geographic region within which water drains into a particular river, stream, or body of water. Watersheds can be as large as those identified and numbered by the State of Washington Water Resource Inventory Areas (WRIAs) as defined in Chapter 173-500 WAC.

**Wetlands** — See “Critical Areas.”

## SHORELINE MANAGEMENT ELEMENT DEFINITIONS

*[Proposed changes to the existing Shoreline Management Program definitions, not shown here, have been reviewed by and will be adopted through the Shoreline Management Program update project separately from the Comprehensive Plan update.]*

**Boat Launching Facility** — A facility used for launching boats by auto or hand including ramps and other devices, along with adequate parking and maneuvering space.

**Breakwater** — Protective structure usually built offshore for the purpose of protecting the shoreline or harbor areas from wave action.

**Bulkhead** — A wall or embankment used for holding back earth.

**Dredging** — Removal of earth from the bottom of a body of water usually for the purpose of deepening a navigational channel or obtaining bottom materials.

**Enclosed Overwater Structure** — A structure extending on or over the surface of the water which has one or more walls with or without a roof.

**Facilities in Common** — Facilities jointly used by a specific group of property owners.

**Groin** — A barrier-type structure extending from the backshore into the water across the beach. The purpose of a groin is to interrupt sediment movement along the shore.

**Inland Shoreline Areas** — Shoreline areas other than Lake Washington and Lake Sammamish and their associated wetlands which include all other wetlands, smaller lakes, and streams covered by the Shorelines Management Act.

**Jetty** — An artificial barrier used to change the natural littoral drift to protect inlet entrances from clogging by excessive sediment.

**Landfill** — Creation or maintenance of beach or creation of dry upland area by the deposition of sand, soil, gravel, or other materials into shoreline areas.

**Marina** — A facility providing for the rental or public use of moorages for pleasure craft and which may include accessory facilities such as sales, rentals, and servicing of these craft.

**Moorage** — Any device or structure used to secure a vessel for temporary anchorage, but which is not attached to the vessel (such as a pier or buoy).

**Pier** — A general term including docks and similar structures consisting of a fixed or floating platform extending from the shore over the water.

**Public Access** — A means of physical approach to and along the shoreline available to the general public. Public access may also include visual approach (views).

**Shoreline** — The water, submerged lands, and uplands of Lake Washington, Lake Sammamish, and Phantom Lake as well as the wetland areas associated with these lakes.

**Shoreline Activity** — Activities include, but are not limited to, fishing, swimming, boating, dredging, fish spawning, and wildlife nesting. Not all activities necessarily require a shoreline location.

**Shoreline Development** — A use consisting of the construction or exterior alteration of structures, dredging, drilling, dumping, filling, removal of any sand, gravel or minerals, bulkheading, driving of piling, placing of obstructions, or any other project of a permanent or temporary nature on the shoreline.



**Shoreline Use** — The commitment of land or water surface to a given purpose or activity. Examples of shoreline uses include, but are not limited to, residential units, parks, marinas, open space, office buildings, ports, restaurants, wildlife preserves, factories, or even non-use. Not all uses, however, are necessarily reasonable or appropriate for a shoreline location.

**Shoreline Wetlands** — Land extending landward to 200 feet in all directions as measured on a horizontal plane from ordinary high water mark, and all marshes, bogs, swamps, floodways, deltas, and floodplains designated by the Department of Ecology as wetland areas.

**Water-dependent** — A use or portion of a use which cannot exist in any other location and is dependent on the water by reason of the intrinsic nature of its operations. Examples of these uses may include marinas that provide moorage, access, fuel, boat repair, and boat launch facilities.

**Water-enjoyment Uses** — A recreational or similar use facilitating the general public's access to the shoreline as a primary characteristic of the use; or, a use that provides and assures for recreational use or aesthetic enjoyment of the shoreline for a substantial number of people as a general characteristic of the use through the use's location, design, and operation. These uses may include public access, parks (with waterfront access), and scientific/ecological reserves.

**Water-related** — A use or portion of a use which is not intrinsically dependent on a waterfront location but whose operation cannot occur economically without a shoreline location. Some examples of these uses are support facilities for swimming and boating activities.

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