

## 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. The definitions in this document are working definitions that are subject to additions, deletions, and refinement before updates are proposed to the Comprehensive Plan.

### GENERAL TERMS

**Accessory Dwelling Unit** — A subordinate dwelling unit attached or detached to a single family 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.

**Active (nonmotorized) Transportation** —Personal mobility that includes fully human-powered mobility options such as walking and bicycling, and may include electric bicycles, scooters and other similarly-powered mobility devices.

**Affordable Housing** — Housing that is affordable to a household that earns up to 100 percent of the area median income, adjusted for household size; to be considered “affordable,” the monthly housing costs, including utilities other than telephone, must not exceed thirty percent of the household's income. See: Extremely Low-Income Housing, Very Low-Income Housing, Low-Income Housing, and Moderate-Income Housing.

**Area Median Income** – The annual household income for the Seattle-Bellevue Metropolitan Area as published on 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 extremely low, very low, low, and moderate-income households 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 Facility**—An improvement that accommodates or encourages riding a bicycle. Some examples include bicycle parking, and various types of on-street bicycle lanes and off-street multipurpose 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 Transportation 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 Transportation Plan, that depicts the plan for a complete and connected network of bicycle routes serving the entire community and is compatible with and connected to 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.

**Biophilic Design** – Design approach that promotes connection between humans and nature within the built environment.

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 on local streets 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 taken on any mode of travel by a worker 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 facilities for people of all abilities to accommodate multiple modes of travel, including vehicles, pedestrians, bicyclists, and transit riders, 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 Centers — Geographic areas identified by King County as areas of focus for transportation funds. The requirements for these centers are outlined in the King County Countywide Planning Policies. The Countywide Centers in Bellevue are in BelRed, Crossroads, Eastgate, Factoria and Wilburton/East Main. The boundaries differ from Neighborhood Areas by the same name and can be found in Map LU-X.

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.

Cultural Landscape — Elements of history and conservation that includes architecture and physical cultural resources as well as locations and practices with meaning to specific native or immigrant cultures.

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 Area 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.

**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.

**Disability** – Disability, according to the social model, is a condition that arises when the physical, sensory, cognitive, or psychological differences of an individual interact with societal structures, norms, and environments that are not designed for their inclusion or success. It emphasizes that disability is not solely a consequence of a person's condition. It is shaped by individuals and systems that place value on people's bodies and minds based on societally constructed ideas of normalcy, intelligence and excellence and is also shaped by the extent to which society removes or constructs barriers, promotes or denies inclusion, and fosters or denies equal opportunities for those with disabilities.

**Disparity** – A situation in which one group is systematically faring worse than another for reasons that are not due to the group's needs, eligibility, or preferences.

**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 as well as for high-density, residential development. Downtown Bellevue is designated a Regional Growth Center in VISION 2050 and an Urban Center in the Countywide Planning Policies.

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

**Eastrail** – 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.

**Embodied Carbon** – The greenhouse gas emissions associated with all stages of a product's life, including extraction, production, transport, installation, maintenance and disposal.

**Emergency Housing** — Indoor accommodation for individuals or families who are homeless or at imminent risk of becoming homeless that is intended to address their basic health, food, clothing, and personal hygiene needs.

**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.

**Equity** – Equity means that a person's identity (white, female, disabled, etc.) does not predict personal and social outcomes like income or health. Equitable outcomes are outcomes that are not related to a person's identity.

**Equity Lens** – Looking at positive and negative outcomes from a program, activity or policy and analyzing whether different groups experience outcomes differently regardless of intent.

**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.

**Extremely Low-Income Housing** — Housing that is affordable to a household that earns less than 30 percent of the area median income, adjusted for household size. (see also Low Income Housing and Very Low Income Housing).

**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.)

**Grand Connection** – A corridor that is primarily for active transportation use between Meydenbauer Bay Park and Eastrail. It is located along segments of Main Street, 102<sup>nd</sup> Avenue NE, though the Downtown Park, on Bellevue Way NE, and in the alignment of NE 6th Street between Bellevue Way NE and 112th Avenue NE in the Downtown and extending to Eastrail. Within Downtown and Wilburton, pedestrian-oriented frontage, plazas, street arcades, and other amenities are to be located along the corridor. (See map PA-3).

**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.

**Green Infrastructure** – The natural systems, including streams, wetlands, trees, soil and other environmental features that help the city function environmentally.

**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 and with fewer stops 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.

**Frequent Transit Network (FTN)** – Bus and light rail that serves a stop or station at least every 15 minutes between 6am and 6pm.

**High-rise Building** – See massing diagrams in the Future Land Use Map key.

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

**High-occupancy Toll (HOT)** – Use of electronic tolling and variable pricing to manage demand in lanes reserved for single-occupant vehicles that pay a toll and high-occupancy vehicles that access these lanes for free.

**Historically Marginalized Communities** – see Marginalized Communities.

**Historically Underserved Communities** — see Underserved Communities.

**Homelessness** – Broadly speaking, homelessness is the situation of an individual, family, or community that lacks stable, safe, permanent, appropriate housing, or the immediate means and ability of acquiring it.

**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.

**Integrated Design Process** — A collaborative method for designing buildings which emphasizes the development of a holistic design. Integrated design processes require multidisciplinary collaboration, including key stakeholders and design professionals, from conception to completion and involve a “whole building design” approach in which a building is viewed as an interdependent system, as opposed to an accumulation of its separate components (site, structure, systems, and use). The goal of looking at all the systems together to make sure they work in harmony rather than in conflict with each other. Projects utilizing an integrated design process approach undertake systems analysis during early design phases and integrated design workshop(s) at multiple stages of the project’s development.

**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)** — A term used to denote the operating conditions or performance of a mode of travel.

**LGBTQIA2S+** – Lesbian, Gay, Bisexual, Transgender, Questioning, Intersex, Asexual and Two-Spirit, which refers to Indigenous people who express their gender or sexual identities as different from others.

**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 vehicle and active transportation access to abutting land uses and to carry local traffic to/from 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 household that earns between 50 and 80 percent of the area median income, adjusted for household size. (see also Extremely Low Income Housing and Very Low Income Housing).

**Low-rise Building** — See massing diagrams in the Future Land Use Map key.

**Major Arterial** – A street that provides a direct route for long-distance vehicle and active transportation travel within the city and often with connections to neighboring jurisdictions. Streets that connect freeway interchanges to major concentrations of commercial activities are typically classified as major arterials.

**Marginalized communities** – Groups that have historically been excluded from local government and community decisions such as low income households, black and brown people, new immigrants and people who do not speak English well. Communities that have been systemically underserved and have faced systemic disadvantages and discrimination due to their identity, including Black, Indigenous, and People of Color (BIPOC), LGBTQIA2S+ individuals, immigrants and refugees, and people with disabilities. These

communities often experience limited access to resources, opportunities, and equitable services, leading to disparities in areas such as housing, education, employment, and healthcare.

**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.

**Micromobility** – A mode of active transportation that is designed for use by a single individual and is small in size such as a bicycle or scooter.

**Middle scale housing** – Housing such as duplexes, triplexes, fourplexes, townhomes, small apartment buildings, cottage housing, and courtyard apartments, that is able to accommodate more households than one-house-per-lot but not as dense as large apartment buildings.

**Mid-rise Building** – See massing diagrams in the Future Land Use Map key.

**Minor Arterial** – A street that provides a vehicle and active transportation connection between major arterials and concentrations of residential and commercial activities.

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

**Mixed Use Areas** – Areas of the city that allow for commercial and residential uses in the same building, including Mixed Use Centers and Neighborhood Centers.

**Mixed Use Centers** – Areas of the city that are both major commercial centers and centers for substantial future residential growth, focused around existing or planned high capacity transit. Mixed Use Centers may have the same or different boundaries than neighborhoods.

**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 Hub** – An area with access to and convenient connections between multiple modes of transportation including bus, light rail, and active transportation modes.

**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 modes such as a private vehicle, public transit, active transportation, and rideshare.

**Moderate-Income Housing** — Housing that is affordable to a household that earns between 80 percent and 100 percent of the area median income, adjusted for household size.

**Mountains to Sound Greenway** – a regional trail located along the I-90 corridor that is designed for active transportation use.

**Multicounty Planning Policies** – The regional planning document for Puget Sound Regional Council (PSRC).

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

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

**Neighborhood Center** – A small commercial or mixed use area in a location that is otherwise primarily residential. Neighborhood Centers are often anchored by grocery stores and often meet the daily needs of local residents.

Net-positive Development – Development where the amount of energy produced from renewable energy sources is greater than the amount of energy consumed. Net-zero Carbon Emissions – A system where the amount of carbon emissions produced is off-set but the amount of carbon removed from the atmosphere.

Net-zero Development – Development where the amount of greenhouse gas emissions produced is as close to zero as possible, and any remaining emissions are removed from the atmosphere.

Net-zero Waste – A system where the amount of waste produced is off-set by the amount of waste consumed in the system.

Nonmotorized Transportation – (see Active Transportation)

Noxious Weed — Plants that are not indigenous to the area, that grow unchecked by natural predators and that generally outcompete 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 Crossing — A designated pedestrian street crossing other than at an intersection. Potential locations are identified in the Mobility Implementation Plan for further study to determine if, and what type of, improved pedestrian crossing should be built.

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

Pedestrian System Plan Map — In the Pedestrian and Bicycle Transportation Plan, a map that depicts a complete and connected 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 Transportation 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.

Publicly Accessible – Open to the general public for passage, recreation, or shopping during normal business hours

Qualifying properties — Multifamily property that is owned by faith-based, or non-profit housing entities, or surplus property owned by public entities; or single family property that is owned by faith-based entities.

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.

**Regional Growth Center** – Regional Growth Centers are areas identified by Puget Sound Regional Council (PSRC) as areas of focus for transportation funds. The requirements of Regional Growth Centers can be found in the Multicounty Planning Policies. Bellevue has one Regional Growth Center, Downtown.

**Resilience Hub** – Community-serving facility augmented to support residents and coordinate resource distribution and services before, during, and after a hazard event.

**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 a privately-or publicly-owned vehicle, including a carpool and vanpool.

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

**Sensitive Area** — See Critical Area.

**Sensitive Use** – Land uses for which the occupants are more susceptible to the adverse effects of exposure to air pollution. Examples include residential areas, hospitals and medical facilities, schools, day care facilities, senior and assisted living facilities, and recreational areas.

**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 household, except where a valid accessory dwelling unit registration has been approved.

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

**Special Needs Housing** – Housing designed for a specific group of people such as senior housing or housing for people with disabilities.

**Social Cost of Carbon** – A method of accounting that takes into account not only the economic costs of carbon such as the cost to remediate air pollution but also the social costs.

**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.

**Supportive and Transitional Housing** — A residential facility intended to house individuals and families experiencing homelessness, or at imminent risk of homelessness, and paired with on-site or off-site supportive services designed to maintain long-term or permanent tenancy, or to eventually transition the residents to independent living arrangements.

**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.

**Third Places** – Places that people go to when they are neither home nor at work that are seen as spaces to provide connection and build community. They can occur informally in any publicly or privately-owned place as long as it is known to the community as a safe and welcoming space.

**Transit-supportive Design** — Physical development characteristics of buildings and active transportation facilities that encourage transit use.

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

**Transportation 2050** – An action plan produced by the Puget Sound Regional Council for transportation in the Central Puget Sound Region.

**Underserved communities** – Some communities have been overlooked in planning and service delivery in the past either intentionally or unintentionally. These groups may vary based on the service or planning activity however, they are often groups that have been marginalized or that have less power in city processes such as low income households, black and brown people, new immigrants and people who do not speak English well.

**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 or ability.

**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 household that earns between 30 and 50 percent of the area median income, adjusted for household size. (see also Extremely Low Income Housing and Low Income Housing).

**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 2050** – 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.”