

# APPENDIX B:

# GLOSSARY



CHARTING A FUTURE COURSE



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## APPENDIX B – GLOSSARY

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**Accessory Dwelling Unit:** A second housing unit located on a residential unit lot. Typically, an accessory dwelling is a separate apartment with kitchen, sleeping, and bathroom facilities created within an existing residential unit or on land containing a residential unit. May be referred to as “mother-in-law” or “accessory apartment.”

**Activity Areas:** Locations that contain a moderate concentration of commercial land uses and adjacent and intermingled higher-density residential uses. Activity Areas are distinguishable from Business Districts, Neighborhood Centers and Residential Markets by their larger size and function as significant focal points for the local and regional community. The area must meet the definition in the King County County-wide Planning Policies to be an Activity Area.

**Adequate Capital Facilities:** Facilities which have the capacity to serve development without decreasing levels of service below locally established minimums.

**Arterial (Minor):** A roadway providing movement along a significant traffic corridor. Minor arterials interconnect and augment the principal arterial system. Generally, traffic on minor arterials serves the immediate local community for short to moderate trip lengths. Traffic volumes are high, although usually not as great as those associated with principal arterials. Traffic speeds for minor arterials are similar to that of principal arterials.

**Arterial (Principal):** A roadway providing movement along a major traffic corridor. Principal arterials serve major urban and activity centers and access points to the freeway. They also serve as high traffic volume corridors that carry local cross-town trips and regional pass-through trips. Traffic volumes are higher, and trip lengths are longer than those usually associated with minor arterials.

**Available Capital Facilities:** Facilities or services that are in place or a financial commitment that is in place to provide the facilities or services within a specified time. In the case of transportation, the specified time is six years.

**Buffer (General):** Any structural, earth, or vegetative form located along a boundary for the purpose of minimizing impacts. Buffers may include, but are not limited to, vegetative berms, high shrubs, dense stands of trees, trellises, or fences.

**Buffer (Sensitive Areas):** The area immediately adjacent to wetlands and streams that protects these sensitive areas and provides essential habitat elements for fish and/or wildlife.

**Business Districts:** A type of commercial area that serves the subregional market, as well as local community. These districts vary in uses and intensities and may include office, retail, restaurant, entertainment, housing, hotel, and service businesses.

**Business Park:** A place of business activity that contains office, light-manufacturing, warehousing and/or high technology uses.

**Capital Facility:** A public facility that is classified as a fixed asset, has an estimated cost of \$50,000 or more (except land), and typically has a useful life of 10 years or more (except certain types of equipment).

**Capital Improvement:** Physical assets constructed or purchased to provide, improve, or replace a public facility and which are large in scale and high in cost. The cost of a capital improvement is generally nonrecurring and may require multiyear financing.

**Capital Improvement Program (CIP):** The City plan that addresses construction, repair, maintenance and acquisition of major capital facilities and equipment. The document provides a tool for public comment and City review regarding projects planned for the next six years, including transportation, surface water management utility, water and sewer utility, park, public safety, general government and equipment purchases.

**Clustered Development:** The grouping or attaching of buildings in such a manner as to achieve larger aggregations of open space than would normally be possible from lot-by-lot development at a given density.

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## APPENDIX B – GLOSSARY

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Clustered development may involve detached single-family residences and common-wall methods of construction, as opposed to the more traditional pattern of detached dwelling units with minimum lot sizes and setback requirements.

**Collector:** A roadway capable of handling relatively moderate traffic volume, moderate trip length, and moderate operating speed. Collector roads collect and distribute traffic between local roads or arterial roads.

**Commercial:** Includes retail, office services, entertainment, recreation and/or light industrial uses, depending on the location. Retail uses are those which provide goods and/or services directly to the consumer, including service uses not usually allowed within an office use. Commercial areas can range in size and function from small residential markets serving the immediate neighborhood to regional draws, such as Totem Lake or Downtown.

**Community Facility:** A use which serves the public and is generally of a public service, noncommercial nature. Such use may include: food banks, clothing banks, and other nonprofit social service organizations; nonprofit recreational facilities; and nonprofit performing arts centers.

**Comprehensive Plan:** A generalized coordinated policy statement of the governing body of a county or city that is adopted pursuant to the Growth Management Act.

**Concurrency:** Adequate capital facilities are available when the impacts of development occur. This definition includes the two concepts of “adequate capital facilities” and “available capital facilities” as defined above.

**Congregate Care:** Long-term housing in a group setting that includes independent living and sleeping accommodations in conjunction with shared dining and recreational facilities.

**Consistency:** That no feature of a plan or regulation is incompatible with any other feature of a plan or regulation. Consistency is indicative of a capacity for orderly integration or operation with other elements in a system.

**Coordination:** Consultation and cooperation among jurisdictions.

**Critical Areas:** As defined in the Washington State Growth Management Act, RCW 36.70A.030(5), the following areas and ecosystems: “(a) wetlands, streams, and minor lakes; (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.”

**Density:** A measure of the intensity of development, generally expressed in terms of dwelling units per acre. It can also be expressed in terms of population density (i.e., people per acre).

**Density Bonus:** A greater number of units than would otherwise be permitted on a site under existing zoning, in exchange for developing in a more desirable way.

**Development:** The construction or exterior alteration of one or more structures, or a change in the type of intensity of land use, or the dividing of land, or any project of a permanent or temporary nature requiring land use modification.

**Development Regulations:** Any controls placed on development or land use activities by a county or city, including, but not limited to, zoning ordinances, subdivision ordinances, rezoning, building codes, sign regulations, binding site plan ordinances, or any other regulations controlling the development of land.

**Domestic Water System:** Any system providing a supply of potable water for the intended use of a development which is deemed adequate pursuant to RCW 19.27.097.

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# APPENDIX B – GLOSSARY

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***Dwelling Unit:*** One or more rooms or structures providing complete, independent living facilities for one family, including permanent provisions for living, sleeping, cooking and sanitation.

***Attached dwelling unit:*** A unit that is physically connected by means of one or more common walls to another unit; that has its own exterior entrance; and that is not stacked above or below another unit.

***Detached Dwelling Unit:*** A unit that is physically separated by setbacks from other dwelling units.

***Stacked dwelling unit:*** A unit that is physically connected by means of stacking above or below another unit. Stacked units may have a common exterior entrance or each unit may have its own exterior entrance.

***Eastside Transportation Partnership (ETP):*** An organization of elected and appointed officials from Eastside jurisdictions and affected agencies which addresses transportation issues, coordination and planning.

***Environmental Impact Statement:*** A detailed statement regarding proposed actions having a significant effect on the quality of the environment (see RCW 43.21C.030(c) for further definition).

***Fee-in-Lieu:*** The payment of money in place of dedicating land and/or easements as required by adopted regulations.

***Financial Commitment:*** Identified sources of public or private funds or combinations thereof which will be sufficient to finance capital facilities necessary to support development and the assurance that such funds will be timely put to that end.

***Framework Goals:*** Goals that express the fundamental principles for guiding growth and development in the community over the 20-year horizon of the Comprehensive Plan. They are based on and provide extension of the aspirations and values described in the Vision Statement.

***Geologically Hazardous Areas:*** Landslide hazard areas, erosion hazard areas, and seismic hazard areas.

***Goal:*** The long-term end toward which programs or activities are ultimately directed.

***Greenbelt/Urban Separator:*** Areas planned for permanent low density residential within the Urban Growth Area that protect adjacent resource land, environmentally sensitive areas, or rural areas, and create open space corridors within and between the urban areas which provide environmental, visual, recreational and wildlife benefits. The King County Countywide Planning Policies have designated the RSA 1 zone as an urban separator.

***Growth Management:*** A method to guide development in order to minimize adverse environmental and fiscal impacts and maximize the health, safety, and welfare benefits to the residents of the community.

***High Capacity Transit (HCT):*** Transit that carries a larger volume of passengers using larger vehicles and/or more frequent service than a standard transit system. HCT can operate on exclusive rights-of-way, such as a rail track or dedicated busyway, or on existing streets with mixed traffic. High capacity transit provides faster, more convenient and more reliable service for a larger number of passengers. Two common examples are bus rapid transit and light rail transit.

***High-Density Residential:*** Detached, attached, or stacked residential uses at 15 or more dwelling units per acre.

***Household:*** A household includes all the persons who occupy a dwelling unit. The occupants may be a single family, one person living alone, two or more families living together, or any other group of related or unrelated persons who share living arrangements.

***HOV:*** High-occupancy vehicles, including buses, vanpools, and vehicles with two or more occupants. In some cases, HOV may be defined to include vehicles with three or more occupants.

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## APPENDIX B – GLOSSARY

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**HOV Lanes:** Roadway lanes on freeways or arterials designated for use by HOVs and motorcycles, and which may facilitate reduced travel time compared with general purpose lanes. These lanes may permit turning movements by non-HOVs in certain circumstances (on arterials with multiple turning opportunities) and may be designated to be in effect during certain hours (such as peak commuting periods).

**Impact Fee:** A fee levied by a local government on new development so that the new development pays its proportionate share of the cost of new or expanded public facilities required to service that development.

**Impervious Surface:** A surface which prevents (or severely restricts) the passage of water through it, such as asphalt, concrete, roofs, and other similar materials or surfaces.

**Industrial/Light Industrial:** Uses such as manufacturing, assembly, processing, wholesaling, warehousing, distribution of products and high technology. Light industrial areas may also include office and limited retail uses.

**Infill Development:** Development of vacant or undeveloped land in already developed neighborhoods. Often includes smaller lot size and/or smaller unit sizes.

**Infrastructure:** Manmade structures that serve the common needs of the population, such as: sewage disposal systems, potable water systems, solid waste disposal sites or retention areas, stormwater systems, utilities, bridges, and roadways.

**Institutions:** Schools, churches, colleges, hospitals, governmental facilities, and public utilities for which special zoning districts are appropriate.

**Intensity:** A measure of land use activity based on density, use, mass, size, and/or impact.

**Level of Service (LOS):** An indicator of the quantity or quality of service provided by, or proposed to be provided by, a facility or service based on and related

to the operational characteristics of the facility. LOS standards are the City's adopted minimum acceptable level of service.

**Light Manufacturing Park:** Places of business activity that include light manufacturing, high technology enterprises, warehousing, wholesale activities, and limited retail and office uses. Light manufacturing parks do not involve activities that create significant off-site noise, light or glare, odors, smoke, water quality degradation, visual blight, or similar impacts.

**Local Improvement District:** A statutory process by which property owners within a specified area are mutually assessed for neighborhood improvements that benefit the properties in the area.

**Local Road:** A roadway serving relatively low traffic volume, short average trip length, or minimal through-traffic movements.

**Low-Density Residential:** Detached single-family residential uses with a density of one to nine dwelling units per acre, or attached single-family residential uses with a density of one to seven dwelling units per acre.

**Low Impact Development:** Various techniques to minimize impacts on the natural environment by reducing water runoff with less impervious surfaces and more landscaping and by absorbing water close to the source with permeable materials or retaining mature vegetation.

**Low-Income Household:** One or more adults and their dependents whose income does not exceed 50 percent of the median household income for King County, adjusted for household size, as published by the United States Department of Housing and Urban Development.

**Medium-Density Residential:** Detached single-family residential uses with a density of 10 to 14 dwelling units per acre, or attached or stacked residential uses with a density of eight to 14 dwelling units per acre.

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## APPENDIX B – GLOSSARY

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**Mode Split:** The statistical breakdown of travel by alternate modes, usually expressed as a percentage of travel by single-occupant automobile, carpool, transit, etc. Mode-split goals are used to evaluate the performance of transportation systems.

**Moderate-Income Household:** One or more adults and their dependents whose income exceeds 50 percent, but does not exceed 80 percent, of the median household income for King County, adjusted for household size, as published by the United States Department of Housing and Urban Development.

**Multifamily:** Residential use of land where a structure provides shelter for two or more households at medium to high densities.

**Multimodal Transportation:** Means of transport by multiple ways or methods, including automobiles, public transit, walking, bicycling, and ride-sharing.

**Neighborhood Centers:** Areas of commercial activity dispensing commodities primarily to the neighborhood. A supermarket may be a major tenant; other stores may include a drug store, variety, hardware, barber, beauty shop, laundry, dry cleaning, and other local retail enterprises. These centers provide facilities to serve the everyday needs of the neighborhood. Residential uses may be located on upper stories of commercial buildings in the center.

**Office:** Uses providing services other than production, distribution, or sale or repair of goods or commodities. Depending on the location, these uses may range from single-story, residential-scale buildings to multistory buildings and/or multibuilding complexes.

**Office/Multifamily:** Areas where both office and medium- or high-density residential uses are allowed. Uses may be allowed individually or within the same building.

**Parks/Open Space:** Natural or landscaped areas used for active or passive recreational needs, to protect environmentally sensitive areas, and/or to preserve natural landforms and scenic views.

**Planning Period:** The 20-year period following the adoption of a comprehensive plan or such longer period as may have been selected as the initial planning horizon by the planning jurisdiction.

**Policy:** Principle that reflects a method or course of action to achieve an identified goal.

**Primary Jobs:** Jobs which produce goods and services that bring income into the community.

**Public Facilities:** Include streets, roads, highways, sidewalks, street and road lighting systems, traffic signals, domestic water systems, storm and sanitary sewer systems, parks and recreational facilities, fire stations, libraries, and schools. These physical structures are owned or operated by a public entity that provides or supports a public service.

**Public Services:** Include fire protection and suppression, emergency medical services, law enforcement, public health, library, solid waste, education, recreation, environmental protection, and other governmental services.

**Queue Bypass Lane:** A lane provided for the movement of certain vehicles, typically transit or HOVs, which allows those vehicles to bypass queues at a traffic signal.

**Regional Facilities:** Public capital facilities of a regional or Statewide nature, such as wastewater treatment plants, airports, or in-patient treatment facilities. These facilities may be privately owned but regulated by public entities.

**Regional Transportation Plan:** The transportation plan for the regionally designated transportation system which is produced by the Regional Transportation Planning Organization (RTPO).

**Regional Transportation Planning Organization (RTPO):** The voluntary organization conforming to RCW 47.80.020, consisting of local governments

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## APPENDIX B – GLOSSARY

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within a region containing one or more counties which have common transportation interests, such as the Puget Sound Regional Council.

**Residential Markets:** Individual stores or very small, mixed-use buildings/centers focused on local pedestrian traffic. Residential scale and design are critical to integrate these uses into the residential area.

**Right-of-Way:** Land in which the State, a county, or a municipality owns the fee simple title or has an easement dedicated or required for a transportation or utility use.

**Runoff:** The overland or subsurface flow of water.

**Sanitary Sewer Systems:** All facilities, including approved on-site disposal facilities, used in the collection, transmission, storage, treatment, or discharge of any waterborne waste, whether domestic in origin or a combination of domestic, commercial, or industrial waste.

**Sensitive Areas:** Wetlands, streams, lakes, excluding Lake Washington, and frequently flooded areas.

**Shorelines:** Lake Washington, its underlying land, associated wetlands, those lands extending landward 200 feet from its OHWM and critical area buffers within 200 feet of the OHWM. These are lands within state shorelines jurisdiction, pursuant to RCW 90.58.030.

**Single-Family:** Residential use of land where dwelling units provide shelter and living accommodations for one family.

**Single-Room Occupancy (SRO) Hotels:** Typically a small room with a sink and a closet. Occupant shares bathroom, shower, and kitchen with other rooms.

**Sustainable Building Practices:** Various techniques to reduce construction and maintenance costs and to benefit the environment, such as using recycled building materials, reusing water and installing alternative heating and cooling systems.

**Townhouse:** Attached dwelling units (that is, having one or more walls in common) with each unit having its own exterior entrance.

**Transit-Oriented Development (TOD):** Development intended to maximize the use of transit.

**Transportation Facilities:** Includes capital facilities related to air, water, or land transportation.

**Transportation Demand Management Strategies (TDM):** Strategies aimed at changing travel behavior rather than at expanding the transportation network to meet travel demand. Such strategies can include the promotion of work-hour changes, ride-sharing and vanpooling options, transit flex passes, preferential parking for carpools, charge for parking, guaranteed ride home program, available showers and lockers and telecommuting.

**Transportation System Management (TSM):** Improvements that increase the capacity of the transportation network, but that do not include projects, such as adding additional lanes to streets. TSM strategies include, but are not limited to, signalization, channelization, and bus turnouts.

**Urban Center:** An area that has a regionally significant concentration of employment and housing, with direct service by high-capacity transit and a wide range of land uses, such as retail, recreational, public facilities, parks and open space. An Urban Center has a mix of uses and densities to efficiently support transit as part of the regional high-capacity transit system. An area must be designated by the King County Countywide Planning Policies to be an Urban Center.

**Urban Growth:** Refers to growth that makes intensive use of land for the location of buildings, structures, and impermeable surfaces to such a degree as to be incompatible with the primary use of such land for the production of food, other agricultural products, or fiber, or the extraction of mineral resources. When allowed to spread over wide areas, urban growth typically requires urban governmental services. “Characterized by urban growth” refers to land hav-

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## APPENDIX B – GLOSSARY

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ing urban growth located on it, or to land located in relationship to an area with urban growth on it as to be appropriate for urban growth.

**Urban Separators:** Permanent low-density lands that protect environmentally sensitive areas and create open space corridors within and between urban areas.

**Utilities:** Facilities serving the public by means of a network of wires or pipes, and structures ancillary thereto. Included are systems for the conveyance of natural gas, electricity, telecommunications services, water, surface water and the disposal of sewage.

**Vision Statement:** A summary of the desired character and characteristics of the community 20 years in the future and that provides the ultimate goal for community planning and development.

**Visioning:** A process of citizen involvement to determine values and ideals for the future of a community and to transform those values and ideals into manageable and feasible community goals.

**Wetland:** Those areas that are inundated or saturated by surface water or groundwater at a frequency and duration to support, and that under normal conditions do support, a prevalence of vegetation typically adapted for life in saturated soils conditions. Wetlands generally include swamps, marshes, bogs, and similar areas. Wetlands do not include those artificial wetlands intentionally created from nonwetland sites, including but not limited to irrigation and drainage ditches, grass-lined swales, canals, retention and/or detention facilities, wastewater treatment facilities, farm ponds, and landscape amenities, or those wetlands created after July 1, 1990, that were unintentionally created as a result of the construction of a road, street, or highway. However, wetlands do include those artificial wetlands intentionally created from nonwetland sites as mitigation for the conversion of wetlands.

**Zoning:** The demarcation of an area by ordinance (text and map) into zones and the establishment of regulations to govern the uses within those zones and the location, bulk, height, shape, and coverage of structures within each zone.

