



TABLE OF CONTENTS

Cover Letter	
Fact Sheet.....	FS-1
Executive Summary.....	ES -1
Table of Contents.....	i
Acronyms and Abbreviations	ix
Glossary	xiii
Chapter 1: Project History and Alternatives	1-1
1.1 Project Background and History.....	1-1
1.2 Objective	1-3
1.3 SEPA Process	1-3
1.3.1 Scoping	1-3
1.4 Alternative Development.....	1-4
1.4.1 Screening.....	1-4
1.5 No Build Alternative	1-5
1.6 Build Alternatives	1-6
1.6.1 Shilshole South Alternative	1-6
1.6.2 Shilshole North Alternative	1-6
1.6.3 Ballard Avenue Alternative	1-6
1.6.4 Leary Alternative	1-7
1.6.5 Connector Segments	1-7
1.7 Features Common to All Build Alternatives	1-19
1.7.1 Roadway Design Considerations	1-19
1.7.2 Stormwater Management.....	1-26
1.7.3 Construction Methods	1-26
1.8 Alternatives Considered but Not Included.....	1-28
1.8.1 Facility Types	1-28
1.9 Next Steps	1-29
1.9.1 Comments	1-29
Chapter 2: Geology, Soils, and Hazardous Materials.....	2-1
2.1 Introduction.....	2-1
2.2 Affected Environment	2-1
2.2.1 Regional Setting	2-1
2.2.2 Geology	2-1
2.2.3 Geologic Hazards.....	2-3
2.2.4 Hazardous Materials Sites.....	2-4
2.3 Potential Impacts	2-6
2.3.1 No Build Alternative	2-6
2.3.2 Shilshole South Alternative	2-6
2.3.3 Shilshole North, Ballard Avenue, and Leary Alternatives	2-7
2.3.4 Connector Segments	2-8
2.4 Avoidance, Minimization, and Mitigation Measures	2-8

2.4.1	Mitigation Common to All Alternatives	2-8
2.4.2	Specific Mitigation.....	2-8
Chapter 3: Fish, Wildlife, and Vegetation	3-1	
3.1	Introduction.....	3-1
3.2	Affected Environment	3-1
3.2.1	Fish and Wildlife.....	3-1
3.2.2	Street Trees	3-4
3.3	Potential Impacts	3-8
3.3.1	No Build Alternative	3-8
3.3.2	Impacts Common to All Build Alternatives	3-8
3.4	Avoidance, Minimization, and Mitigation Measures	3-9
3.4.1	Measures Common to All Alternatives	3-9
Chapter 4: Land Use.....	4-1	
4.1	Introduction.....	4-1
4.2	Affected Environment	4-1
4.2.1	Study Area	4-1
4.2.2	Land Uses	4-1
4.2.3	Regulatory Context.....	4-6
4.2.4	Zoning.....	4-8
4.2.5	Urban Villages	4-8
4.2.6	Shorelines.....	4-8
4.2.7	Environmental Protection and Historic Preservation	4-11
4.3	Potential Impacts	4-12
4.3.1	No Build Alternative	4-12
4.3.2	Impacts Common to All Build Alternatives	4-13
4.3.3	Shilshole South Alternative	4-17
4.3.4	Shilshole North Alternative	4-20
4.3.5	Ballard Avenue Alternative	4-23
4.3.6	Leary Alternative	4-26
4.3.7	Connector Segments	4-28
4.4	Avoidance, Minimization, and Mitigation Measures	4-29
4.4.1	Construction.....	4-29
4.4.2	Operation	4-29
Chapter 5: Recreation.....	5-1	
5.1	Introduction.....	5-1
5.2	Affected Environment	5-1
5.2.1	Regional and National Recreation Use and Trends.....	5-1
5.2.2	Bicycling, Jogging, and Walking in the Study Area	5-4
5.2.3	Existing Parks and Recreational Areas in the Project Vicinity.....	5-5
5.2.4	Recreational Events in the Project Vicinity	5-8
5.2.5	Relevant Recreation Plans.....	5-9
5.3	Potential Impacts	5-13
5.3.1	No Build Alternative	5-13
5.3.2	Impacts Common to All Build Alternatives	5-14
5.3.3	Shilshole South Alternative	5-15
5.3.4	Shilshole North Alternative	5-17
5.3.5	Ballard Avenue Alternative	5-17

5.3.6	Leary Alternative	5-19
5.3.7	Connector Segments	5-20
5.4	Avoidance, Minimization, and Mitigation Measures	5-20
5.4.1	Mitigation Common to All Alternatives	5-20
5.4.2	Specific Mitigation.....	5-20
Chapter 6:	Utilities	6-1
6.1	Introduction.....	6-1
6.2	Affected Environment	6-1
6.3	Potential Impacts	6-1
6.3.1	No Build Alternative	6-1
6.3.2	Impacts Common to all Build Alternatives.....	6-2
6.3.3	Shilshole South Alternative	6-2
6.3.4	Shilshole North Alternative	6-3
6.3.5	Ballard Avenue Alternative	6-3
6.3.6	Leary Alternative	6-4
6.3.7	Connector Segments	6-4
6.4	Avoidance, Minimization, and Mitigation Measures	6-4
6.4.1	Measures Common to All Alternatives	6-4
Chapter 7:	Transportation	7-1
7.1	Introduction.....	7-1
7.2	Affected Environment	7-1
7.2.1	Study Area	7-1
7.2.2	Roadway Network.....	7-3
7.2.3	Intersection Operations and Driveway Delay	7-5
7.2.4	Freight	7-8
7.2.5	Nonmotorized Users	7-8
7.2.6	Public Transportation.....	7-13
7.2.7	Freight Rail	7-15
7.2.8	Safety.....	7-16
7.3	Potential Impacts	7-21
7.3.1	No Build Alternative	7-21
7.3.2	Impacts Common to All Build Alternatives	7-24
7.3.3	Shilshole South Alternative	7-26
7.3.4	Shilshole North Alternative	7-32
7.3.5	Ballard Avenue Alternative	7-37
7.3.6	Leary Alternative	7-41
7.3.7	Connector Segments	7-47
7.4	Avoidance, Minimization, and Mitigation Measures	7-47
7.4.1	Measures Common to All Alternatives	7-47
7.4.2	Measures Specific to Each Alternative	7-48
Chapter 8:	Parking.....	8-1
8.1	Introduction.....	8-1
8.2	Affected Environment	8-1
8.2.1	Parking Supply	8-3
8.2.2	Parking Occupancy and Utilization.....	8-6
8.3	Potential Impacts	8-11
8.3.1	No Build Alternative	8-12

8.3.2	Impacts Common to all Build Alternatives.....	8-13
8.3.3	Shilshole South Alternative	8-13
8.3.4	Shilshole North Alternative	8-15
8.3.5	Ballard Avenue Alternative	8-17
8.3.6	Leary Alternative	8-18
8.3.7	Connector Segments	8-20
8.4	Avoidance, Minimization, and Mitigation Measures	8-22
8.4.1	Measures Common to All Build Alternatives	8-22
Chapter 9: Air Quality and GreenHouse Gas Emissions.....		9-1
9.1	Introduction.....	9-1
9.2	Affected Environment	9-1
9.2.1	Regulatory Agencies, Policies, and Requirements	9-1
9.2.2	Air Quality and Pollutants of Concern.....	9-4
9.2.3	Greenhouse Gases	9-5
9.2.4	Existing Emissions from Idling Vehicles.....	9-5
9.3	Potential Impacts	9-6
9.3.1	Analysis Methods	9-6
9.3.2	No Build Alternative	9-7
9.3.3	Impacts Common to All Build Alternatives	9-8
9.3.4	Connector Segments	9-10
9.4	Avoidance, Minimization, and Mitigation Measures	9-10
Chapter 10: Cultural Resources		10-1
10.1	Introduction.....	10-1
10.2	Affected Environment	10-1
10.2.1	Setting	10-3
10.2.2	Previously Identified Cultural and Historic Resources	10-3
10.2.3	Potential for Encountering Additional Archaeological Resources	10-8
10.3	Potential Impacts	10-9
10.3.1	No Build Alternative	10-9
10.3.2	Impacts Common to all Build Alternatives.....	10-9
10.3.3	Shilshole South Alternative	10-10
10.3.4	Shilshole North Alternative	10-10
10.3.5	Ballard Avenue Alternative	10-10
10.3.6	Leary Alternative	10-11
10.3.7	Connector Segments	10-11
10.4	Avoidance, Minimization, and Mitigation Measures	10-12
10.4.1	Measures Common to All Build Alternatives	10-12
10.4.2	Measures Specific to Each Alternative	10-12
Chapter 11: Cumulative Impacts.....		11-1
11.1	Introduction.....	11-1
11.2	Known or Anticipated Projects.....	11-1
11.2.1	West Ship Canal Water Quality Project.....	11-1
11.2.2	C.D. Stimson Development	11-1
11.2.3	Sound Transit 3 Draft Priority Projects List	11-1
11.2.4	SDOT Move Seattle Transportation Strategy	11-2
11.2.5	Seattle Bicycle Master Plan Projects	11-2
11.2.6	Private Development	11-2

11.3 Potential Cumulative Impacts	11-3
11.3.1 Geology Soils and Hazardous Materials	11-3
11.3.2 Fish, Wildlife, and Vegetation	11-3
11.3.3 Land and Shoreline Use.....	11-3
11.3.4 Recreation	11-4
11.3.5 Utilities	11-4
11.3.6 Transportation.....	11-4
11.3.7 Parking.....	11-5
11.3.8 Air Quality and Greenhouse Gas	11-5
11.3.9 Cultural Resources	11-5
Chapter 12: References.....	12-1
Chapter 13: List of Preparers	13-1
Chapter 14: Distribution List	14-1

LIST OF APPENDICES

Appendix A – Hazardous Materials Databases Reviewed

Appendix B – Emissions Estimates Tabulations

TECHNICAL APPENDICES – VOLUME 2 (BOUND SEPERATLY)

Technical Appendix A	Land Use Discipline Report
Technical Appendix B	Transportation Discipline Report
Technical Appendix C	Parking Discipline Report
Technical Appendix D	Cultural Resources Discipline Report
Technical Appendix E	Economic Considerations Report

LIST OF FIGURES

Figure 1-1. Missing Link Project History Timeline.....	1-2
Figure 1-2. Proposed Alternatives	1-9
Figure 1-3. Shilshole South Alternative.....	1-11
Figure 1-4. Shilshole North Alternative.....	1-13
Figure 1-5. Ballard Avenue Alternative	1-15
Figure 1-6. Leary Alternative.....	1-17
Figure 1-7. Intersection Design Options: Perpendicular Intersection	1-21

Figure 1-8. Intersection Design Options: Curb Radii Modification	1-22
Figure 1-9. Intersection Design Options: Curb Extension	1-23
Figure 1-10. Intersection Design Options: Raised Crosswalk.....	1-24
Figure 1-11. Intersection Design Options: Driveway Style Intersection	1-25
Figure 3-1. Fish, Wildlife, and Vegetation Study Area	3-2
Figure 4-1. Land Use Study Area	4-2
Figure 4-2. Land Uses within the Study Area	4-3
Figure 4-3. Shoreline Environments, Critical Areas, and Ballard Avenue Landmark District.....	4-5
Figure 4-4. Land Area Occupied by Existing Land Uses within the Study Area.....	4-6
Figure 4-5. Zoning Classification of Parcels in the Study Area.....	4-9
Figure 4-6. Ballard Hub Urban Village and the Ballard-Interbay Northend Manufacturing Industrial Center	4-10
Figure 4-7. Existing Land Uses along the Shilshole South Alternative	4-18
Figure 4-8. Existing Land Uses along the Shilshole North Alternative	4-21
Figure 4-9. Existing Land Uses along Ballard Avenue Alternative.....	4-24
Figure 4-10. Existing Land Uses along the Leary Alternative	4-26
Figure 5-1. Recreation Areas in the Study Area.....	5-2
Figure 5-2. Recreation Site Accessible from the Trail Network	5-3
Figure 7-1. Transportation Discipline Study Area and Study Intersections and Driveways.....	7-2
Figure 7-2. Transportation Discipline Study Area Roadway Hierarchy.....	7-4
Figure 7-3. 2015 PM Peak Hour Study Intersection Level of Service.....	7-6
Figure 7-4. 2015 Study Area Bicycle Facilities.....	7-10
Figure 7-5. 2015 Study Area Sidewalks.....	7-11
Figure 7-6. 2015 Transit Stops and Corridors	7-14
Figure 7-7. Study Area Corridor Collisions	7-17
Figure 7-8. Study Area Intersection Collisions	7-18
Figure 7-9. Study Area Collisions Involving Nonmotorized Users.....	7-19
Figure 7-10. Study Area Nonmotorized Incident Responses	7-20
Figure 7-11. 2040 No Build Alternative PM Peak Hour Study Intersection Level of Service	7-22
Figure 7-12. Shilshole South Alternative PM Peak Hour Study Intersection Level of Service	7-28
Figure 7-13. Shilshole North Alternative PM Peak Hour Study Intersection Level of Service	7-34
Figure 7-14. Ballard Avenue Alternative PM Peak Hour Study Intersection Level of Service.....	7-38
Figure 7-15. Leary Alternative PM Peak Hour Study Intersection Level of Service	7-44
Figure 8-1. Parking Study Area.....	8-2
Figure 8-2. On-Street Parking Supply.....	8-4
Figure 8-3. Off-Street Parking Supply	8-5
Figure 8-4. Loading Zone Spaces.....	8-7
Figure 10-1. Historic Shoreline and Historic District Boundaries.....	10-2
Figure 10-2. Historic Resources	10-6

LIST OF TABLES

Table 2-1. Estimated Fill Thickness in Feet from East to West Along Each Alternative Corridor	2-2
Table 3-1. Federally Listed Species in the Study Area.....	3-3
Table 4-1. Summary of Urban Villages and Land Uses Affected by Build Alternatives	4-16
Table 7-1. Level of Service Thresholds.....	7-5
Table 7-2. 2015 PM Peak Hour Study Intersection Level of Service	7-7
Table 7-3. 2015 PM Peak Hour Study Driveway Delay	7-7
Table 7-4. 2015 Daily Bicycle Counts and Estimated Pedestrian Volumes on the BGT	7-12
Table 7-5. 2015 PM Peak Hour Nonmotorized Counts on the BGT at 9 th Ave NW.....	7-12
Table 7-6. 2040 PM Peak Hour Nonmotorized Volumes on the BGT	7-30
Table 8-1. Parking Supply in Study Area	8-6
Table 8-2. Loading Zone Spaces in Study Area	8-6
Table 8-3. Overall On-Street Parking Utilization.....	8-8
Table 8-4. Off-Street Parking Utilization.....	8-10
Table 8-5. Available Parking Supply	8-11
Table 8-6. No Build Alternative Parking Supply	8-12
Table 8-7. Loading Zone Spaces in Study Area	8-12
Table 8-8. On-Street and Off-Street Parking Supply under the No Build Alternative and Shilshole South Alternative.....	8-14
Table 8-9. On-Street Loading Zone Spaces under the No Build Alternative and Shilshole South Alternative	8-15
Table 8-10. On-Street and Off-Street Parking Supply under the No Build Alternative and Shilshole North Alternative.....	8-16
Table 8-11. On-Street Loading Zone Spaces under the No Build Alternative and Shilshole North Alternative	8-16
Table 8-12. On-Street and Off-Street Parking Supply under the No Build Alternative and Ballard Avenue Alternative	8-17
Table 8-13. On-Street Loading Zone Spaces under the No Build Alternative and Ballard Avenue Alternative	8-18
Table 8-14. On-Street and Off-Street Parking Supply under the No Build Alternative and Leary Alternative	8-19
Table 8-15. On-Street Loading Zone Spaces under the No Build Alternative and Leary Alternative	8-19
Table 8-16. On-Street Parking and Loading Zone Spaces Under the Connector Segments	8-20
Table 9-1. National Ambient Air Quality Standards (NAAQS).....	9-2
Table 9-2. NAAQS Maintenance Areas	9-4
Table 9-3. Existing Annual Vehicle Idling Emissions Based on Vehicle Delay and Traffic Volumes	9-6
Table 9-4. Vehicle Idling Emissions for the No Build Alternative (Existing Conditions and 2040) Based on Vehicle Delay and Traffic Volumes.....	9-8
Table 9-5. Annual 2040 GHG and Air Quality Emissions for Each Alternative	9-9

Table 9-6. Change in Annual 2040 GHG and Air Quality Emissions for Each Alternative Compared to No Build Alternative.....	9-9
Table 10-1. Previously Recorded Archaeological Sites and Burke Museum Collections and Materials Noted in the Project Vicinity	10-4
Table 10-2. Historic Districts in or Adjacent to the Study Area	10-5
Table 10-3. Sensitivity for Encountering Cultural Resources within the Missing Link Alternatives	10-9

ACRONYMS AND ABBREVIATIONS

AASHTO	American Association of State Highway and Transportation Officials
ADA	Americans with Disabilities Act
ASTM	American Society for Testing and Materials
BGT	Burke-Gilman Trail
BINMIC	Ballard-Interbay Northend Manufacturing and Industrial Center
BMPs	best management practices
BTR	Ballard Terminal Railroad Company (formerly known as Seattle Lake Shore and Eastern Railroad Grade)
C1	Commercial
CAP	Climate Action Plan
CFR	Code of Federal Regulations
CH4	methane
City	City of Seattle
CM	Conservancy Management
CN	Conservancy Navigation
CO	carbon monoxide
CO ₂	carbon dioxide
Corps	U.S. Army Corps of Engineers
CSO	Combined Sewer Overflow
DAHP	Department of Archaeology and Historic Preservation
DEIS	Draft Environmental Impact Statement
DPS	Distinct Population Segment
Ecology	Washington State Department of Ecology
EDR	Environmental Data Resources
EIS	Environmental Impact Statement
EPA	U.S. Environmental Protection Agency
ERNS	Emergency Response Notification System
ESA	Endangered Species Act
ESU	Evolutionarily Significant Unit
fbs	feet below ground surface
FEIS	Final Environmental Impact Statement
GHG	greenhouse gas
GIS	geographic information system

GMA	Growth Management Act
IB	Industrial Buffer
IC	Industrial Commercial
IG2	General Industrial 2
LOS	Level of Service
LR3	Low-Rise 3 (Multifamily)
mph	miles per hour
N2O	Nitrogen dioxide
NAAQS	National Ambient Air Quality Standards
NACTO	National Association of City Transportation Officials
NC2	Neighborhood Commercial 2
NC3	Neighborhood Commercial 3
NMFS	National Marine Fisheries Service
NO2	nitrogen dioxide
NPL	National Priorities List
NRHP	National Register of Historic Places
P1	Pedestrian Overlay
PM	particulate matter
ppb	parts per billion
ppm	parts per million
PSCAA	Puget Sound Clean Air Agency
PSE	Puget Sound Energy
PSRC	Puget Sound Regional Council
RCO	Washington State Recreation and Conservation Office
RCRA	Resource Conservation and Recovery Act
RCW	Revised Code of Washington
SCL	Seattle City Light
SDOT	Seattle Department of Transportation
SEPA	State Environmental Policy Act
SFIA	Sports and Fitness Industry Association
Ship Canal	Lake Washington Ship Canal
SIP	State Implementation Plan
SLS&E RR	Seattle Lake Shore and Eastern Railroad Grade (currently known as Ballard Terminal Railroad)
SMC	Seattle Municipal Code
SMP	Shoreline Master Program

SOV	Single-Occupancy Vehicle
SPU	Seattle Public Utilities
SWPPP	Storm Water Pollution Prevention Plan
$\mu\text{g}/\text{m}^3$	Micrograms per cubic meter
USDOT	U.S. Department of Transportation
UI	Urban Industrial
USFWS	U.S. Fish and Wildlife Service
WAC	Washington Administrative Code
WDFW	Washington Department of Fish and Wildlife
WDNR	Washington Department of Natural Resources
WISAARD	Washington Information System for Architectural and Archaeological Records Data
WSDOT	Washington State Department of Transportation

GLOSSARY

<i>Term</i>	<i>Definition</i>
Best Management Practices (BMPs)	A method that can be used to minimize the amount of pollution entering surface waters. BMPs may include schedules of compliance, operation and maintenance procedures, and treatment requirements.
Bike Box	A bike box is a painted green space on the road with a white bicycle symbol inside. The bike box creates space before the intersection so that people on bicycles can cross the intersection ahead of traffic. This makes bicycles more visible and predictable to approaching drivers.
Build Alternative	An alternative to develop a multi-use trail to connect the existing segments of the Burke-Gilman Trail through the Ballard neighborhood.
Critical Habitat	Critical habitat is defined as specific geographical areas that contain physical or biological features essential to conservation of a species.
Crustal Fault	Faults formed by the deformation of the earth's crust.
Curb Radius (curb radii)	Curb radius is the radius defined by two sidewalks on perpendicular streets that come together at a corner. Curb radii directly impact vehicle turning speeds and pedestrian crossing distances.
Dissolved Oxygen	A measure of the amount of oxygen in the water that is available to be used by aquatic organisms.
Distinct Population Segment (DPS)	A distinct population segment is a vertebrate population or group of populations that is discrete from other populations of the species and significant in relation to the entire species. The federal Endangered Species Act provides for listing species, subspecies, or distinct population segments of vertebrate species.
Elevated Trail	Trail is elevated such that vehicles can pass underneath.
Endangered Species	A species that is in danger of extinction within the foreseeable future throughout all, or a significant portion, of its range.
Ethnographic	The study and systematic recording of human cultures.
Evolutionarily Significant Unit (ESU)	An evolutionarily significant unit is a Pacific salmon population or group of populations that is substantially reproductively isolated from other conspecific populations and that represents an important component of the evolutionary legacy of the species.
Fecal Coliform	A type of bacteria found in the intestinal tracts of mammals. The presence of high numbers of fecal coliform bacteria in a water body can indicate the recent release of untreated wastewater and/or the presence of animal feces. These organisms may also indicate the presence of pathogens that are harmful to humans.
Glacial Till	Unstratified material deposited by a glacier, consisting of clay, silt, sand, gravel, and boulders.

<i>Term</i>	<i>Definition</i>
Heritage Tree	Heritage trees are a tree or group of trees given special designation by the Heritage Tree Program, co-sponsored by Plant Amnesty and the Seattle Department of Transportation. Trees can be nominated as an individual or a collection, but must have the owner's approval and meet criteria for health in addition to being selected according to one of the following categories. Specimen: A tree of exceptional size, form, or rarity. Historic: A tree recognized by virtue of its age, its association with or contribution to a historic structure or district, or its association with a noted person or historic event. Landmark: Trees that are landmarks of a community. Collection: Trees in a notable grove, avenue, or other planting.
Holocene	An epoch of time, approximately 8,000 years ago to the present time.
Impervious Surfaces	Constructed surfaces such as pavement, driveways, roads, and rooftops that do not allow rainfall to soak into the ground. Instead, water runs off of these surfaces and can enter water bodies such as streams and wetlands either directly, or by being discharged from stormwater detention ponds or other facilities constructed to manage runoff.
Intraslab	Subduction occurring within the same geologic unit.
Level of Service (LOS)	An estimate of the quality and performance of transportation facility operations in a community. The degree of congestion and delay is rated ranging from the letter "A" for the least amount of congestion, to the letter "F" for the highest amount of congestion. LOS D or better is considered acceptable for most jurisdictions. At LOS E, intersections operate at capacity.
Liquefaction	During an earthquake, saturated cohesionless soils (e.g., sands) lose frictional forces and act more like a liquid than a solid.
Midden	Archaeological deposits consisting of refuse from human activities, usually composed of a mixture of soil, charcoal, and various food remains such as bone, shell, and carbonized plant remains; may also contain human remains.
Multi-Use Trail	A multi-use trail allows for two-way, off-street pedestrian, and bicycle use. Wheelchairs, joggers, skaters, and other nonmotorized users are also welcome.
Outwash	Sand and gravel deposited by the meltwater streams of a glacier.
Peak Hour	The hour of the day when the highest traffic volumes occur at an intersection or roadway segment. The specific peak hour varies from intersection to intersection but generally occurs for a single hour between 7 and 9 AM for the AM peak hour, and 4 and 6 PM for the PM peak hour.
pH	A measure of the acidity or alkalinity of a solution. The pH scale ranges from 0 to 14. A pH of 7 is neutral. More alkaline or basic solutions have a higher pH, while more acidic solutions have a lower pH.
Pleistocene	An epoch of time, beginning approximately two to three million years ago until the start of the Holocene (approximately 8,000 years ago).

<i>Term</i>	<i>Definition</i>
Primary Constituent Element	A physical or biological feature essential to the conservation of a species for which its designated or proposed critical habitat is based on, such as space for individual and population growth, and for normal behavior; food, water, air, light, minerals, or other nutritional or physiological requirements; cover or shelter; sites for breeding, reproduction, rearing of offspring, germination, or seed dispersal; and habitats that are protected from disturbance or are representative of the species' historic geographic and ecological distribution.
Projectile Point	Chipped stone artifacts used to tip arrows, dart points, or spears.
Protected Bicycle Lanes	A protected bicycle lane combines the user experience of a multi-use trail with a conventional bicycle lane. They have different forms, but all share common elements — they provide space that is used for bicycles and are separated from motor vehicle travel lanes, parking lanes, and sidewalks.
Salmonid	General term for salmon, trout, and steelhead.
Seiche	An oscillation of a body of water in an enclosed or semi-enclosed basin, caused by local changes in atmospheric pressure, and aided by winds, tidal changes, and sometimes earthquakes.
Sharrows	Shared lane markings or “sharrows” guide bicyclists to the best place on the street to ride and help motorists expect to see and share the lane with bicyclists.
Shoreline Management Master Program	A shoreline plan created by a local government in compliance with the Washington State Shoreline Management Act. The plan designates what types of uses may be allowed along different portions of the shorelines within the community.
Smolts	Young salmon or sea trout about 2 years old that are at the stage of development when they assume the silvery color of the adult and are ready to migrate to the sea.
State Sensitive Species	Any wildlife species native to Washington that is vulnerable or declining and is likely to become endangered or threatened throughout a significant portion of its range within the state without cooperative management or removal of threats.
State Species of Concern	Includes species listed as state endangered, state threatened, state sensitive, or state candidate, as well as species listed or proposed for listing by the United States Fish and Wildlife Service or National Oceanic and Atmospheric Administration Fisheries.
Subduction Zone	The long narrow belt where one lithospheric plate descends beneath another.
Subsidence	Sinking or downward settling of the earth's surface.
Threatened Species	A species that is likely to become endangered within the foreseeable future throughout all or a significant portion of its range.
Turbidity	A measure of the amount of particles suspended in water. Increasing the turbidity of the water reduces the amount of light that penetrates the water column. High levels of turbidity are typically harmful to aquatic organisms.
Wetlands	Those areas that are inundated or saturated by surface water or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions.

<i>Term</i>	<i>Definition</i>
Woonerf	A street where pedestrians and bicyclists have priority over motorists. Traffic volumes and speeds are low, less of the public right-of-way is dedicated to vehicles, and curbs may be eliminated.