AGENDA

BOTHELL PLANNING COMMISSION
Bothell Municipal Court Building, 10116 NE 183rd Street
Wednesday, April 1, 2015, 7:00 PM

1. CALL TO ORDER

2. NON-AGENDA PUBLIC COMMENTS

3. APPROVAL OF MINUTES
   December 3, 2014
   December 10, 2014
   December 17, 2014
   January 7, 2015

4. NEW BUSINESS

5. PUBLIC HEARING
   Continued Public Hearing on the 2015 Periodic Plan and Code Update:
   A. Third Integrated Review: Subarea Plans: Transportation Section
   B. Third Integrated Review: Draft Planning Commission Findings, Conclusions and Recommendation
   C. Third Integrated Review: Revisions Made to Planning Area-Wide Elements and Subarea Plans at Direction of Planning Commission as part of the First and Second Integrated Reviews

6. STUDY SESSION

7. OLD BUSINESS

8. REPORTS FROM STAFF

9. REPORTS FROM MEMBERS

10. ADJOURNMENT
Projected Schedule of Land Use Items as of March 27, 2014

City Council (CC) meetings, shown in **bold**, start at 6 p.m. unless otherwise noted.
*Planning Commission (PC) meetings, shown in *italics*, start at 7 p.m. unless otherwise noted.*
Shorelines Hearings Board and other meetings shown in normal text, start at 7 p.m. unless otherwise noted.
Meetings are held in the Municipal Court Building at 10116 NE 183rd St unless otherwise noted.

*For planning purposes only: schedule subject to change without notice*

## April 2015

<table>
<thead>
<tr>
<th>Monday</th>
<th>Tuesday</th>
<th>Wednesday</th>
<th>Thursday</th>
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<td><em>2015 Periodic Plan and Code Update: review of</em></td>
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<td><em>A) Subarea Plans: Transportation Section,</em></td>
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<td><em>and 2) Draft Planning Commission Findings,</em></td>
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<td><em>Conclusions and Recommendation,</em></td>
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<td><em>3) Revisions Made to Planning Area-Wide Elements at PC’s Direction</em></td>
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Minutes
BOTHELL PLANNING COMMISSION

REGULAR MEETING - December 3, 2014

COMMISSIONERS PRESENT: Chair Steve Booth, Mike Stall, Blake Stedman, Patrick Gastineau and David Vliet

COMMISSIONERS ABSENT AND EXCUSED: Eric Clarke and Patrick Cabe

STAFF PRESENT: Senior Planner David Boyd

CALL TO ORDER: The Regular Meeting of the Bothell Planning Commission was called to order by Chair Steve Booth, on December 3, 2014, at 7:00 p.m. in the Municipal Court / Council Chambers at the Bothell Municipal Court, 10116 NE 183rd Street.

APPROVAL OF MINUTES: None

NEW BUSINESS: None

PUBLIC HEARING:

Boyd shared a brief Power Point presentation regarding the Locust Way / 14th Ave W SE, Damson / Logan Subarea Plan, Filbert / Winesap, and Thrasher's Corner / Redhawk Subarea Plans.

Discussion ensued.

PUBLIC TESTIMONY: None

A MOTION WAS MADE TO PRELIMINARILY APPROVE THE LOCUST WAY / 14TH AVE W SE, DAMSON / LOGAN SUBAREA PLAN, FILBERT / WINESAP, AND THRASHER'S CORNER / REDHAWK SUBAREA PLANS. THE MOTION WAS SECONDED AND PASSED WITH ALL PRESENT IN FAVOR.

REPORTS FROM STAFF:
Boyd shared a memorandum regarding the planning process for the 2015 Periodic Plan and Code Update, with a staff recommendation that the Commission formally establish a policy for private party requests for amendments that require public notice, requiring them to be submitted by the initial hearing for the subarea.

REPORTS FROM MEMBERS: None
ADJOURNMENT:

A MOTION WAS MADE TO ADJOURN. THE MOTION WAS SECONDED AND PASSED WITH ALL PRESENT IN FAVOR.

The meeting was adjourned at 8:10 p.m.

Blake Stedman, Secretary
BOTHELL PLANNING COMMISSION

REGULAR MEETING - December 10, 2014

COMMISSIONERS PRESENT: Chair Steve Booth, Mike Stall, Blake Stedman, Patrick Cabe, Eric Clarke and David Vliet

COMMISSIONERS ABSENT AND EXCUSED: Patrick Gastineau

STAFF PRESENT: Senior Planner Bruce Blackburn

CALL TO ORDER: The Regular Meeting of the Bothell Planning Commission was called to order by Chair Steve Booth, on December 10, 2014, at 7:00 p.m. in the Municipal Court / Council Chambers at the Bothell Municipal Court, 10116 NE 183rd Street.

APPROVAL OF MINUTES: None

NEW BUSINESS: None

PUBLIC HEARING:
Chair Booth opened the continued public hearing concerning the 2015 Periodic Plan and Code Update: third review of the Brickyard Road/Queensgate Subarea Plan. Booth introduced Bruce Blackburn.

Blackburn shared a brief Power Point presentation regarding the third review of the Brickyard Road/Queensgate Subarea Plan and rezone requests for the Hallett Residence and the Spatacean, Nielson, and O'Day properties.

Discussion ensued.

A MOTION WAS MADE TO AMEND PLAN DESIGNATION AND ZONING CLASSIFICATION OF THE SPATAEAN, NIELSON AND O'DAY REQUEST FROM R5400D TO R5400A. THE MOTION WAS SECONDED AND PASSED WITH ALL PRESENT IN FAVOR.

PUBLIC HEARING:

Blackburn shared a brief Power Point presentation regarding Initial review of the Country Village/Lake Pleasant/Bothell-Everett Hwy Subarea Plan.

Discussion ensued.

A MOTION WAS MADE TO CONTINUE THE PUBLIC HEARING REGARDING THE COUNTRY VILLAGE/LAKE PLEASANT/SR 527 CORRIDOR SUBAREA PLAN TO JANUARY 14, 2015. THE MOTION WAS SECONDED AND PASSED WITH ALL PRESENT IN FAVOR.
PUBLIC TESTIMONY:

Colleen Hallett, 11807 Woodinville Dr. spoke to the Hallett property rezone. She questioned how her residence was allowed to be built on a general commercial zoned property. The rezone has caused her financial burden. Hallett has tried to appeal to King County on assessment and was denied reassessment.

Ken Straub, 16106 122nd St NE. spoke to the Spatacean, Nielson, and O'Day rezone request. He doesn't want to change the character of the neighborhood. He is concerned about the density allowed for a rezone and how drainage from the future developing will handle the overflow of groundwater. Surrounding properties are all zoned as 7200 and feels that keeping the zoning as 7200 would maintain the character of the neighborhood.

Elizabeth Straub, 16106 122nd St NE. spoke to the Spatacean, Nielson, and O'Day rezone request. Stated that the property was rezoned from 7200 to 5400D a year ago which allows for 50% more development already. Also shared concern for the trees being cleared on the property that help to soak up groundwater. Is concerned that current owners of the properties are rezoning to their best interest and not the communities.

Steve Nielson, 16025 124th Ave NE, spoke to the Spatacean, Nielson, and O'Day rezone request. Believes the R4000 will provide the design options that will provide reasonable density and appropriate transition from arterials on 160th and 124th.

Mr. Spatacean 16015 & 16017 124th Ave NE, spoke on behalf of his parents to the Spatacean, Nielson, and O'Day rezone request. They are looking to provide affordable housing in the Bothell area.

Jeff O'Day 16429 Balder Ln. spoke to the Spatacean, Nielson, and O'Day rezone request. He purchased the property in 2008 as an investment property. The rezone was financially devastating to him. He understands the need in Bothell for affordable housing.

Wendy Frye, Project Manager representing Jim and Wendy Jorgenson residing at 724 232nd St SE. She submitted an exhibit to staff and wanted to be on record.

Bryan Loveless, 23718 Bothell Everett Hwy SE. Suite H., He is an Owner of Country Village and spoke to the proposed rezone. They are in support of the RAC designation. They haven’t review the proposal yet but plan to before the next review. Their only concern is having too many restrictions to what can be done with the property.

Sandy Guinn, 19010 88th Pl NE spoke to the Country Village rezone request. Is concerned about the wetlands on the property, character of future development and traffic mitigation.
REPORTS FROM STAFF: None

REPORTS FROM MEMBERS: None

ADJOURNMENT:

A MOTION WAS MADE TO ADJOURN. THE MOTION WAS SECONDED AND PASSED WITH ALL PRESENT IN FAVOR.

The meeting was adjourned at 9:14 p.m.

Blake Stedman, Secretary
BOTHELL PLANNING COMMISSION

REGULAR MEETING - December 17, 2014

COMMISSIONERS PRESENT: Vice-Chair Mike Stall, Blake Stedman, Patrick Cabe, Patrick Gastineau, Eric Clarke and David Vliet

COMMISSIONERS ABSENT AND EXCUSED: Steve Booth

STAFF PRESENT: Senior Planner David Boyd

CALL TO ORDER: The Regular Meeting of the Bothell Planning Commission was called to order by Vice-Chair Mike Stall, on December 17, 2014, at 7:00 p.m. in the Municipal Court / Council Chambers at the Bothell Municipal Court, 10116 NE 183rd Street.

APPROVAL OF MINUTES: None

NEW BUSINESS: None

PUBLIC HEARING:

Vice-Chair Mike Stall opened the continued public hearing concerning the 2015 Periodic Plan and Code Update: second review of the Waynita / Simonds / Norway Hill Subarea Plan including rezone requests for Eason, North Riverside, South Riverside and Wayne Golf Course Clubhouse Area. Stall introduced David Boyd.

Boyd shared a brief Power Point presentation regarding second review of the Waynita / Simonds / Norway Hill Subarea Plan including and rezone requests for Eason, North Riverside, South Riverside and Wayne Golf Course Clubhouse Area.

Discussion and public testimony ensued, with each rezone request handled separately.

PUBLIC TESTIMONY: (See video recording on City of Bothell website for detailed testimony).

Wayne Golf Course

Tim Tobin, 9430 Hoeder Lane

Dennis Skofstad, 16606 98th Ct NE

Dr. Robert Tadlock, 16602 98th Ct NE

Sara Glerum, 9835 Riverbend Dr. #E103

Jesse Sears, 16220 Vahalla Dr

Carl Frair, 16271 Vahalla Dr.
BOTHELL PLANNING COMMISSION

December 17, 2014

Jeff Hughes, 16412 Balder Lane
Trevor Albertson, 9803 Riverbend Dr. #A103
Tom Cobb, 9623 Riverbend Dr.
Tamara Cobb, 9623 Riverbend Dr.
James McNeal, 16413 Vahalla Dr.
Val & John Kelly, 9221 Odin Way
Bruce Richards, 13741 34th Ave NW Seattle
Ken Bellamy, 5508 Lakeview Dr. Kirkland
Cindy Fuller, 9717 Riverbend Dr.

Bill Lear, Resident in Valhalla neighborhood

A MOTION WAS MADE TO CONTINUE THE PUBLIC HEARING FOR THE WAYNE GOLF COURSE CLUBHOUSE AREA REZONE TO FEBRUARY 25, 2015. THE MOTION WAS SECONDED AND PASSED WITH ALL PRESENT IN FAVOR.

Eason Rezone

Pat Gastineau excused himself from the Eason rezone request presentation and discussion.

Jennifer Gastineau, 17611 Eason Avenue
Ann Aagaard, 16524 104th Ave NE
Mike Challenger, Thrasher Corner Area

A MOTION WAS MADE TO CONTINUE THE PUBLIC HEARING FOR THE EASON REZONE TO FEBRUARY 25, 2015. THE MOTION WAS SECONDED AND PASSED WITH ALL PRESENT IN FAVOR.

South Riverside Rezone

Apollo Fuhriman, 11203 E. Riverside Dr.
Bill Parsell, 11321 E. Riverside Dr.
Mike Challenger, Thrasher Corner Area
Claudia Elsemore, 17320 Riverside Dr.
BOTHELL PLANNING COMMISSION  December 17, 2014

Ann Aagaard, 16524 104th Ave NE

Jeff Cook, Kenmore resident, formally Bothell resident.

Jennifer Gastineau, 17611 Eason Avenue

Glen Conley, 17316 Riverside Place

Bill Moritz, Lives on Norway Hill.

Rob Fuhriman, 11217 East Riverside Dr.

A MOTION WAS MADE TO EXTEND MEETING TO 10:10PM. THE MOTION WAS SECONDED AND PASSED WITH ALL PRESENT IN FAVOR.

North Riverside Rezone

Paul Strisower, 10408 E. Riverside Dr.

Jim Jamison, 22329 53rd Avenue SE

A MOTION WAS MADE TO CONTINUE THE OVERALL REVIEW OF 2015 PERIODIC PLAN AND CODE UPDATE TO JANUARY 7, 2015. THE MOTION WAS SECONDED AND PASSED WITH ALL PRESENT IN FAVOR.

REPORTS FROM STAFF: None

REPORTS FROM MEMBERS: None

ADJOURNMENT:

A MOTION WAS MADE TO ADJOURN. THE MOTION WAS SECONDED AND PASSED WITH ALL PRESENT IN FAVOR.

The meeting was adjourned at 10:01 p.m.

Blake Stedman, Secretary
BOTHELL PLANNING COMMISSION

REGULAR MEETING - January 7, 2015

COMMISSIONERS PRESENT: Chair Steve Booth, Blake Stedman, Patrick Cabe, Patrick Gastineau, Eric Clarke and David Vliet

COMMISSIONERS ABSENT AND EXCUSED: Mike Stall

STAFF PRESENT: Senior Planner David Boyd

CALL TO ORDER: The Regular Meeting of the Bothell Planning Commission was called to order by Chair Steve Booth, on January 7, 2015, at 7:00 p.m. in the Municipal Court / Council Chambers at the Bothell Municipal Court, 10116 NE 183rd Street.

APPROVAL OF MINUTES: None

NEW BUSINESS: None

PUBLIC HEARING:


Boyd shared a brief Power Point presentation regarding initial review of the Downtown Subarea Plan.

Discussion ensued.

PUBLIC TESTIMONY: (See video recording on City of Bothell website for detailed testimony).

Ana Karaman, UW Bothell - Vice Chancellor, 18115 Campus Way NE

Kelly Snyder, UW Bothell - Assistant Vice Chancellor, 18115 Campus Way NE

A MOTION WAS MADE TO CONTINUE THE OVERALL REVIEW OF 2015 PERIODIC PLAN AND CODE UPDATE TO JANUARY 14, 2015. THE MOTION WAS SECONDED AND PASSED WITH ALL PRESENT IN FAVOR.

REPORTS FROM STAFF: Rezones can be deferred to the 2015-2016 Planning Commission docket to have the time needed to review requests.

REPORTS FROM MEMBERS: None
ADJOURNMENT:

A MOTION WAS MADE TO ADJOURN. THE MOTION WAS SECONDED AND PASSED WITH ALL PRESENT IN FAVOR.

The meeting was adjourned at 8:58 p.m.

Blake Stedman, Secretary
2015 Periodic Plan and Code Update:
Third Integrated Review:
Findings and Latest Revisions
MEMORANDUM
Community Development Department

DATE: April 1, 2014

TO: Planning Commission

FROM: Gary Hasseler, Planning Manager


This memorandum serves as the staff report for the Planning Commission’s third integrated review of the 2015 Periodic Plan and Code Update.

To date the Planning Commission has held 43 public hearings (including April 1, 2015) and completed its review of the Vision Statement, all 13 major Plan Elements, and all 17 Subarea Plans. The purpose of the integrated review is to give the Planning Commission the opportunity to see the “complete package”, and revisit any areas of concern and any items that might have been deferred to this part of the process.

The Planning Commission’s integrated review has consisted of the following:

March 11, 2015 Major Plan Elements (including Vision Statement);
March 18, 2015 Subarea Plans (with the exception of the Transportation section of each);
April 1, 2015 Transportation section of each Subarea Plan; Draft Planning Commission Findings, Conclusions and Recommendation; and revisions made as a result of direction from the Planning Commission on March 11 and March 18, 2015.

The City Council is scheduled to begin its deliberations on the Planning Commission’s recommendation on April 21, 2015. As such, staff is requesting that -- if possible -- the Planning Commission authorize that any revisions to the April 1 packet be made by staff and not be brought back to the Planning Commission for further review (staff will be actively preparing the agenda bill packet for the April 21 Council meeting even before the Commission completes its integrated review. Holding an additional Planning Commission meeting on April 8 could be done, but would create some logistical difficulties).

For the April 1, 2015, meeting, staff requests that the Planning Commission review the Transportation section of each of the Subarea Plans, as well as the Draft Planning Commission Findings, Conclusions and Recommendation for any potential issues or further revisions. Because of the scale and scope of this task it is anticipated that this review will be fairly broad (as with the previous integrated reviews). It is anticipated that this task will be made somewhat simpler by the fact that:

- The Transportation sections of the Subarea Plans refine the overall Transportation Element. There are therefore no new transportation policy issues in the Subarea Plans.
Staff amendments to these sections were completed primarily to ensure consistency between the Transportation Element (which the Planning Commission has already reviewed) and the Subarea Plans. Note that the Downtown Plan and the four “new” subareas within the Snohomish County Municipal Urban Growth Area (MUGA) are not included, since these subareas do not currently contain separate Transportation sections.

- The Planning Commission Findings and Conclusions are based on everything the Commission has already seen and recommended. Most of the individual Findings have been gleaned from previously seen language. Findings for property-specific Plan amendment requests are of necessity more detailed than are the more general Findings.

- Also attached for the Planning Commission’s information is an Exhibit List and a List of Appendices to the Plan. The documents themselves are not being provided (combined they total thousands of pages).
# 2015 Periodic Plan and Code Update

## List of Exhibits

<table>
<thead>
<tr>
<th>Plan Element</th>
<th>Exhibit Number</th>
<th>Submitted By</th>
<th>Description</th>
<th>Date Received</th>
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<tbody>
<tr>
<td>Vision Statement</td>
<td>None</td>
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<td>Planning Area-Wide Elements</td>
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<td><strong>Land Use</strong></td>
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<tr>
<td>LU-E1</td>
<td>JoAnne Harkonnen</td>
<td></td>
<td>Letter and photo regarding the number of unrelated persons living in a single family dwelling.</td>
<td>September 3, 2014</td>
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<tr>
<td>LU-E2</td>
<td>Mike Harmon</td>
<td></td>
<td>Request to amend the Plan designation for property located on Nike Hill (request became part of the Shelton View Subarea Plan).</td>
<td>October 15, 2014</td>
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<tr>
<td><strong>Natural Environment</strong></td>
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<tr>
<td>NE-E1</td>
<td>Staff</td>
<td></td>
<td>Letter from Federal Emergency Management Agency (FEMA) regarding Flood Area Provisions</td>
<td>February 26, 2014</td>
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<tr>
<td>NE-E2</td>
<td>Mr. McNeal</td>
<td></td>
<td>Letter from Mr. McNeal regarding his comments on his suggested changes to the Natural Environment Element</td>
<td>March 4, 2015</td>
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<tr>
<td><strong>Economic Development</strong></td>
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<tr>
<td>ED-E1</td>
<td>Kelly Snyder</td>
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<td>Letter suggesting changes to the Economic Development Element</td>
<td>April 30, 2014</td>
</tr>
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</table>
# Subarea Exhibits

<table>
<thead>
<tr>
<th>Subarea Plan</th>
<th>Exhibit Number</th>
<th>Submitted By</th>
<th>Description</th>
<th>Date Received</th>
</tr>
</thead>
<tbody>
<tr>
<td>Queensborough / Brentwood / Crystal Springs Subarea</td>
<td>QB-E1</td>
<td>Bashir Malik</td>
<td>Email requesting Comprehensive Plan Amendment to allow 4-plex on his lot</td>
<td>November 3, 2014</td>
</tr>
<tr>
<td>Shelton View / Meridian / 3rd Avenue SE Subarea</td>
<td>SV-E1</td>
<td>Mike Harmon</td>
<td>Request to amend the Plan designation for property located on Nike Hill</td>
<td>October 15, 2014</td>
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<tr>
<td></td>
<td>SV-E2</td>
<td>Patrick Crosby</td>
<td>Email in support of staff proposal to extend the R 8,400 zone to eliminate several split zoned parcels.</td>
<td>November 12, 2014</td>
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<tr>
<td>Country Village / Lake Pleasant / Bothell-Everett Highway Subarea</td>
<td>CV-E1</td>
<td>Leeann Tesorieri</td>
<td>Letter requesting Comprehensive Plan amendment Request</td>
<td>December 9, 2014</td>
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<tr>
<td></td>
<td>CV-E2</td>
<td>James Jorgensen</td>
<td>Letter requesting Comprehensive Plan amendment Request</td>
<td>December 9, 2014</td>
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<td></td>
<td>CV-E3</td>
<td>James Jorgensen</td>
<td>Letter verifying the Jorgensen Request</td>
<td>January 14, 2015</td>
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<td></td>
<td>CV-E4</td>
<td>Leeann Tesorieri</td>
<td>Letter detailing the Plan amendment Request and offering additional background information</td>
<td>January 14, 2015</td>
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<td></td>
<td>CV-E5</td>
<td>Jeff Staley</td>
<td>E-mail expressing concerns and asking for improved surface water runoff controls</td>
<td>January 14, 2015</td>
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<td>Brickyard Road / Queensgate Subarea</td>
<td>BQ-E1</td>
<td>Fivi Spatacean</td>
<td>Letter requesting the Spatacean, Nielson, and O'Day Comprehensive Plan Amendment Request</td>
<td>October 8, 2014</td>
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<td>BQ-E2</td>
<td>Colleen Hallett</td>
<td>E-mail requesting Comprehensive Plan amendment Request</td>
<td>October 8, 2014</td>
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<td>BQ-E3</td>
<td>Jie Zhang</td>
<td>E-mail objecting to Spatacean. Nielson, and O'Day Request</td>
<td>December 10, 2014</td>
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<td>BQ-E4</td>
<td>Colleen Hallett</td>
<td>Letter discussing the history of their property and other justifications for their request</td>
<td>December 10, 2014</td>
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<td>BQ-E5</td>
<td>Colleen Hallett</td>
<td>Staff Report from City of Bothell Zoning Administrator dated October 4, 1978</td>
<td>December 10, 2014</td>
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<td>Subarea Plan</td>
<td>Exhibit Number</td>
<td>Submitted By</td>
<td>Description</td>
<td>Date Received</td>
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<td>BQ-E6</td>
<td>Colleen Hallett</td>
<td>Letter from City of Bothell Zoning Administrator dated October 12, 1978</td>
<td>December 10, 2014</td>
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<td>BQ-E7</td>
<td>Colleen Hallett</td>
<td>Ordinance 908 dated November 13, 1978</td>
<td>December 10, 2014</td>
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<td></td>
<td>BQ-E8</td>
<td>Colleen Hallett</td>
<td>Portion of the Zoning Map</td>
<td>December 10, 2014</td>
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<tr>
<td></td>
<td>BQ-E9</td>
<td>Colleen Hallett</td>
<td>Figure NR-1 Natural Environment Landslide Prone Deposits</td>
<td>December 10, 2014</td>
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<td></td>
<td>BQ-E10a</td>
<td>Ms. Straub</td>
<td>E-mail expressing concerns and objecting to the Spatacean. Nielson, and O'Day Request</td>
<td>December 10, 2014</td>
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<td></td>
<td>BQ-E10b</td>
<td>Ms. Straub</td>
<td>Photo depicting surface water concerns</td>
<td>December 10, 2014</td>
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<td>BQ-E10c</td>
<td>Ms. Straub</td>
<td>Photo depicting surface water concerns</td>
<td>December 10, 2014</td>
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<td>Ms. Straub</td>
<td>Photo depicting surface water concerns</td>
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<td>BQ-E10e</td>
<td>Ms. Straub</td>
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<td>BQ-E10f</td>
<td>Ms. Straub</td>
<td>Photo depicting surface water concerns</td>
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<td>BQ-E10g</td>
<td>Ms. Straub</td>
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<td>BQ-E11</td>
<td>Ms. Straub</td>
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<td>BQ-E12</td>
<td>Mark and Lynn Retallick</td>
<td>E-mail expressing concerns and objecting to the Spatacean. Nielson, and O'Day Request</td>
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<td>BQ-E13</td>
<td>Colleen Hallett</td>
<td>Letter discussing Comp Plan amendment points to consider</td>
<td>March 4, 2015</td>
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<td></td>
<td>BQ-E14</td>
<td>Terry West</td>
<td>Letter expressing concerns and objecting to the Hallett Request</td>
<td>March 4, 2015</td>
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<td>Subarea Plan</td>
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<td><strong>Westhill Subarea</strong></td>
<td></td>
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<tr>
<td>WH-E1</td>
<td>Michael Hughes</td>
<td>Letter requesting Comprehensive Plan amendment Request</td>
<td>November 12, 2014</td>
<td></td>
</tr>
<tr>
<td>WH-E2</td>
<td>Ms. Duenow</td>
<td>E-mail objecting to zoning changes</td>
<td>November 12, 2014</td>
<td></td>
</tr>
<tr>
<td>WH-E4</td>
<td>Mr. Loeschelt-Yoshioka</td>
<td>Letter expressing concerns and objecting to the Hearst Request</td>
<td>March 4, 2015</td>
<td></td>
</tr>
<tr>
<td>WH-E5</td>
<td>Robert Gordon</td>
<td>E-mail expressing concerns and objecting to the Hearst Request</td>
<td>March 4, 2015</td>
<td></td>
</tr>
<tr>
<td><strong>Downtown Subarea</strong></td>
<td></td>
<td></td>
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<tr>
<td>DN-E1</td>
<td>Kelly Snyder</td>
<td>Copy of UW Bothell “Inside” magazine, Autumn 2014</td>
<td>January 7, 2015</td>
<td></td>
</tr>
<tr>
<td><strong>Waynita / Simonds / Norway Hill Subarea</strong> - Note:</td>
<td></td>
<td></td>
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<tr>
<td>WS-E1</td>
<td>Steve Richards</td>
<td>Wayne Golf Course request for a Comprehensive Plan amendment</td>
<td>September 10, 2014</td>
<td></td>
</tr>
<tr>
<td>WS-E3</td>
<td>Gert Drapers</td>
<td>Email opposing the Bentler request</td>
<td>November 10, 2014</td>
<td></td>
</tr>
<tr>
<td>WS-E4</td>
<td>Sondra and Marcelo Truffat</td>
<td>Email opposing the Bentler, Wayne Golf Course and “North Riverside” requests</td>
<td>November 10, 2014</td>
<td></td>
</tr>
<tr>
<td>WS-E5</td>
<td>Glen and Jody Conley</td>
<td>Email opposing any rezone requests for the subarea</td>
<td>November 12, 2014</td>
<td></td>
</tr>
<tr>
<td>WS-E6</td>
<td>Ann Aagaard</td>
<td>Email opposing the Bentler request</td>
<td>November 12, 2014</td>
<td></td>
</tr>
<tr>
<td>WS-E7</td>
<td>Gil Hasselberger</td>
<td>Email opposing the Bentler request</td>
<td>November 12, 2014</td>
<td></td>
</tr>
<tr>
<td>WS-E8</td>
<td>Patrick and Jennifer Gastineau</td>
<td>Letter requesting Comprehensive Plan amendment for Eason Avenue</td>
<td>November 19, 2014</td>
<td></td>
</tr>
<tr>
<td>WS-E9</td>
<td>Rob Fuhriman</td>
<td>Letter requesting Comprehensive Plan amendment (South Riverside)</td>
<td>November 19, 2014</td>
<td></td>
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<tr>
<td>Exhibit Number</td>
<td>Submitter</td>
<td>Description</td>
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<tr>
<td>WS-E10</td>
<td>Jack Beniter</td>
<td>Email regarding the Bentler request</td>
<td></td>
<td></td>
</tr>
<tr>
<td>WS-E11</td>
<td>Ken Bellamy, staff</td>
<td>Wayne Golf Course Conservation Easement (annotated by staff)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>WS-E12</td>
<td>Dr. Robert Tadlock</td>
<td>Email opposing Wayne Golf Course Clubhouse Area request</td>
<td></td>
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<tr>
<td>WS-E13</td>
<td>Paul Johnston</td>
<td>Email opposing South Riverside request</td>
<td></td>
<td></td>
</tr>
<tr>
<td>WS-E14</td>
<td>Judy Carpenter</td>
<td>Letter opposing Wayne Golf Course Clubhouse Area request</td>
<td></td>
<td></td>
</tr>
<tr>
<td>WS-E15</td>
<td>Eve and Scott Livingstone</td>
<td>Email opposing South Riverside request</td>
<td></td>
<td></td>
</tr>
<tr>
<td>WS-E16</td>
<td>Tim Tobin</td>
<td>Comments opposing Wayne Golf Course Clubhouse Area request</td>
<td></td>
<td></td>
</tr>
<tr>
<td>WS-E17</td>
<td>Anthony Tran and Deanna Daum</td>
<td>Email regarding South Riverside request</td>
<td></td>
<td></td>
</tr>
<tr>
<td>WS-E18</td>
<td>Staff</td>
<td>Uses allowed in NB or LI, but not OP</td>
<td></td>
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</tr>
<tr>
<td>WS-E19</td>
<td>Mary Norton</td>
<td>Email supporting South Riverside request</td>
<td></td>
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<tr>
<td>WS-E20</td>
<td>Stacey Pisle</td>
<td>Comments opposing Wayne Golf Course Clubhouse Area request</td>
<td></td>
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<tr>
<td>WS-E21</td>
<td>Jesse Sears</td>
<td>Comments opposing Wayne Golf Course Clubhouse Area request</td>
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<tr>
<td>WS-E22</td>
<td>Jesse Sears</td>
<td>Excerpt of BMC 12-06:30</td>
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<tr>
<td>WS-E23</td>
<td>Jesse Sears</td>
<td>Copy of Open Space Taxation Agreement</td>
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<tr>
<td>WS-E24</td>
<td>Jesse Sears</td>
<td>Letter regarding Wayne Golf Course Clubhouse Area request</td>
<td></td>
<td></td>
</tr>
<tr>
<td>WS-E25</td>
<td>Carl and Lynn Fraid</td>
<td>Email regarding the Bentler request</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Exhibit Number</td>
<td>Subarea Plan</td>
<td>Date Received</td>
<td>Description</td>
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<tr>
<td>WS-E26</td>
<td>Clubhouse Area request</td>
<td>December 17, 2014</td>
<td>Comments opposing Wayne Golf Course</td>
<td></td>
</tr>
<tr>
<td>WS-E27</td>
<td>Clubhouse Area request</td>
<td>December 17, 2014</td>
<td>Comments regarding the Eason Avenue request</td>
<td></td>
</tr>
<tr>
<td>WS-E28</td>
<td>Clubhouse Area request</td>
<td>December 17, 2014, later refined</td>
<td>Examples of recent development in the South Riverside area</td>
<td></td>
</tr>
<tr>
<td>WS-E29</td>
<td>Taron Millet &amp; Andrya Packer</td>
<td>December 18, 2014</td>
<td>Letter opposing the Eason Avenue request</td>
<td></td>
</tr>
<tr>
<td>WS-E30</td>
<td>Paul Johnston</td>
<td>February 23, 2015</td>
<td>Email opposing South Riverside request</td>
<td></td>
</tr>
<tr>
<td>WS-E31</td>
<td>Ann Aagaard</td>
<td>February 24, 2015</td>
<td>Email opposing South Riverside request</td>
<td></td>
</tr>
<tr>
<td>WS-E32</td>
<td>Apollo Fuhriman</td>
<td>February 25, 2015</td>
<td>Comments supporting South Riverside request</td>
<td></td>
</tr>
<tr>
<td>WS-E33</td>
<td>Claudia Elsemore</td>
<td>February 25, 2015</td>
<td>Photos and Map of South Riverside area</td>
<td></td>
</tr>
<tr>
<td>WS-E34</td>
<td>Ann Aagaard</td>
<td>March 10, 2015</td>
<td>Email supporting deferral of larger South Riverside request and opposing smaller Fuhriman request approval, and linked article regarding landslides</td>
<td></td>
</tr>
<tr>
<td>WS-E35</td>
<td>Peter Mikolajczyk</td>
<td>March 18, 2015</td>
<td>Email and photo regarding the South Riverside request</td>
<td></td>
</tr>
<tr>
<td>WS-E36</td>
<td>Apollo Fuhriman</td>
<td>March 18, 2015</td>
<td>Comments supporting South Riverside request</td>
<td></td>
</tr>
</tbody>
</table>
List of Appendices to
2015 Periodic Plan and Code Update

Land Use Element

LU-A-1  King County County-Wide Planning Policies
LU-A-2  Snohomish County County-Wide Planning Policies
LU-A-3  King County 2014 Buildable Land Report
LU-A-4  Snohomish County 2012 Buildable Land Report
LU-A-5  Technical Memorandum from Community Attributes Incorporated (CAI) dated May 2013 Regarding the Transfer of Development Rights (TDR), and Addendum dated October 23, 2014

Utilities Element

UT-A-1  Snohomish County PUD “Inputs to the City of Bothell’s Comprehensive Plan”
UT-A-2  King County Solid Waste Management Plan

Transportation Element


Capital Facilities Element

CF-A-1  Bothell Fire / EMS Department Facility Demand Response Study
CF-A-2  City of Bothell Water System Comprehensive Plan
CF-A-3  Alderwood Water and Wastewater District Water Comprehensive Plan
CF-A-4  Northshore Utility District Water System Comprehensive Plan
CF-A-5  Woodinville Water District Comprehensive Water System Plan
CF-A-6  City of Bothell Wastewater System Comprehensive Plan
CF-A-7  Alderwood Water and Wastewater District Comprehensive Sewer Plan
CF-A-8  Northshore Utility District Wastewater System Plan
CF-A-9  Woodinville Water District General Sewer Plan
CF-A-10  City of Bothell Comprehensive Stormwater Master Plan
CF-A-11  Northshore School District Capital Facilities Plan
CF-A-12  Edmonds School District Capital Facilities Plan
CF-A-13  University of Washington Bothell and Cascadia College Master Plan
CF-A-14  King County Library System Capital Improvement Plan
CF-A-15  Bothell Capital Facilities Plan
2015 Periodic Plan and Code Update:
Integrated Review:
Subarea Plans:
Transportation Sections
2015 Periodic Plan and Code Update: Queensborough / Brentwood / Crystal Springs
Commercial Development

The Subarea contains a very limited amount of commercial development. A small neighborhood business cluster is located at 228th and Meridian and includes various retail businesses.

Schools

Two elementary schools are located within the Subarea. Frank Love Elementary is located at 303 224th Street SW, while Crystal Springs Elementary is located at 21615 9th Avenue SE.

Parks and Open Space

Cedar Grove Park (13.75 acres) is located at 22421 SE 9th Avenue and Thrasher's Corner Centennial Regional Park (54 acres) is located adjacent to the Subarea’s northeastern boundary in the Canyon Park Subarea. In addition, portions of a number of plats have been dedicated as permanent open space, primarily to protect natural drainage ways. The largest of these is a 7-acre tract at the east end of the Queensborough subdivision which protects Queensborough Creek.

Sanitary Sewer and Water

Alderwood Water and Sewer District provides sanitary sewer and water service to the Subarea. Virtually all of the Subarea is served by public water supply, and Alderwood maintains two water tanks at 228th and 4th W. Sanitary sewers extend throughout the Subarea as well, with the exception of portions of 9th Avenue north of 213th Street and between I-405 and 228th Street. However, there are no topographic constraints to extending sewer lines to these areas to serve future proposed developments.

Utilities

The Subarea is served by natural gas, telephone, wireless telephone, electricity and cable television.

Transportation

Streets

The major roads bordering or extending through the Subarea include I-405, Filbert Road (SR-524), 228th Street SW and SE, 9th Avenue SE, Meridian Avenue, 224th Street SW and SE and 4th Avenue W.

The City has identified the following improvements in this Subarea:

- Widening of Filbert Road/208th Street SE (SR-524) between SR-527 and the western city limits to five lanes, including sidewalks and bicycle lanes on both sides of the roadway.
- Minor widening on 9th Avenue SE between 228th Street SE and SR-524 to provide a center turn lane, sidewalks on both sides of the roadway, and a possible bicycle lane; and
- Westerly extension of 214th Street SE to 9th Avenue SE as an exclusively emergency vehicle access route [Note: This improvement will be evaluated as part of future development along 214th Street SE.]
Sidewalks/Walkways

Sidewalks and walkways are relatively scarce within the Subarea. Most subdivisions have no pedestrian facilities, while newer subdivisions tend to have sidewalks on one side of the street. On 9th Avenue SE, there are some sidewalks on the west side and the walkway on the east side has a paved shoulder separated from the road by "rumble bars" extending virtually the full length of the road. In addition, there is a combination of concrete sidewalks and asphalt walkways along portions of 4th Avenue W, Meridian Avenue, and 224th Street SW.

As noted above, sidewalks are proposed as part of the SR-524 and 9th Avenue SE widening projects. The City identified the need for continuous sidewalks on at least one side of the roadway along 224th Street SW, 219th Street SW, 216th Street SW, and Meridian Avenue.

Bicycle Routes

There are bicycle lanes on both sides of 228th Street SE between 9th Avenue SE and SR-527. There is also a wide shoulder on the south side of 228th Street SE between Meridian Avenue and 9th Avenue SE, although it is not signed or striped for bicycle use. There are striped shoulders that can accommodate bicyclists along portions of 4th Avenue W north of 228th Street SW and north of 217th Place SW.

As noted above, bicycle lanes are proposed as part of the SR-524 and 9th Avenue SE widening projects.

Transit Service

Transit service within the Subarea is provided by Sound Transit and Community Transit, which both operate bus service along I-405 that uses the Canyon Park Park & Ride just east of the southeast corner of the Subarea. Community Transit provides local transit service along 228th Street SW and 4th Avenue W within this Subarea.

Staff 12/11/15 - Subarea Transportation policies and actions will be updated for consistency with the Planning Area-wide Transportation Element and incorporated with the integrated Plan Update. A number of policies may be deleted if they don't address issues specific to the Subarea.

Transportation

Policies

Note: Certain Transportation Policies are graphically depicted on the Land Use Designations map (see Figure 4); Street Cross-sections; and other figures included in the Planning Area-wide Transportation Element.

1. Filbert Road/208th Street SE (SR-524) and 228th Street SE/SW are part of the proposed Bothell Boulevard system. Any future improvements to these streets should include median landscaping islands, landscaping between the street and sidewalks/walkways, a coordinated street tree program and meandering of sidewalks/walkways, if practical.

Staff 3/18/15 - The policies below are planning area-wide policies that should be located and are already sufficiently articulated within the Planning Area-Wide Transportation and Urban Design Elements. There is no need to duplicate these city-wide policies within each individual Subarea plan.

2. Due to the difficult topography within Bothell's neighborhoods and the reality that a grid system within Bothell's residential neighborhoods encourages cut-through traffic, it is the policy of the City of Bothell that the residential street pattern shall not emphasize a grid or connected network of streets that would promote neighborhood cut-through traffic, but should accommodate non-motorized connections and emergency and life-safety access.

3. It is the policy of the City of Bothell to support a connected network of streets within Bothell's community activity centers and other commercial areas so long as these connections do not encourage or promote residential-neighborhood cut-through traffic.

4. Promote traffic and pedestrian safety improvements including speed reduction in along the 4th Avenue/216th Street SE corridor.

5. The following roads within the Subarea are classified as arterials:

   Freeway / Limited Access Highway  I-405
   Principal Arterial                 Filbert Road (SR-524)
   Minor Arterial                   228th ST SE/SE
   Collectors                        9th Avenue SE
                                      4th Avenue W

Filbert and 228th are part of the proposed Bothell Boulevard system. Any future improvements to these streets should include median landscaping—islands, landscaping between the street and sidewalks/walkways, a coordinated street tree program and meandering of sidewalks/walkways, if practical. Filbert Road shall be improved to three to five lanes and should contain bicycle facilities. A landscaped median should be installed on 9th Avenue at its intersection with Filbert Road to provide...

an entrance to Bothell and to establish the residential character of the corridor served by 9th. Other neighborhood traffic control devices may be warranted to reinforce the residential nature of the road.

6. The following bicycle routes should be designated for the Subarea

<table>
<thead>
<tr>
<th>Shared Use Path</th>
<th>Filbert/Maltby Road</th>
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<tr>
<td></td>
<td>228th-ST-SW and SE</td>
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</table>

| Shared signed roadway | 4th Avenue SE             |
|                       | 9th Avenue SE             |
|                       | 4th Avenue W              |
|                       | 228th Street SE and SW    |
|                       | 216th Street SE and SW    |

7. Except in limited circumstances all new development will be required to install sidewalks. Sidewalks should be constructed of concrete for durability and to reduce long-term maintenance costs, and should be separated from the street by landscaping wherever possible.

8. Bicycle routes should be signed as soon as possible to meet Shared Roadway standards until construction to Bicycle Lane standards are completed.

9. Coordinate with neighboring jurisdictions, the Washington State Department of Transportation (WSDOT), and the transit agencies on the planning, funding, and implementation of transportation improvements to address shared transportation needs and concerns.

**Actions**

1. Incorporate projects which implement the above policies into the City’s Transportation Improvement Program (TIP) and into the Capital Improvement Program (CIP).

2. Erect signage to designate 228th Street SE/SE, 9th Avenue SE, and 4th Avenue W, as bicycle routes.

3. **Pursue investigate and, if feasible, construction of provide** continuous bicycle lanes on 228th Street SE/SW and 4th Avenue W.

4. **Pursue construction of investigate and, if feasible, provide** continuous sidewalks/walkways on 9th Avenue SE, 4th Avenue W, and on at least one side of the roadway along 224th Street SW, 219th Street SW, 216th Street SW, and Meridian Avenue to fill in gaps in the pedestrian system.

5. Pursue traffic calming **and other measures in accordance with the City Traffic Calming Program** to promote safety along the 4th Avenue/216th Street SE corridor.

6. Investigate improving or implementing neighborhood pedestrian connections throughout the Subarea.

**Capital Facilities**

Capital facilities projects within the Subarea are incorporated in the Planning Area-wide Capital Facilities Element of the Plan.
2015 Periodic Plan and Code Update: Shelton View / Meridian / 3rd SE
Preliminary Planning Commission Recommendation February 11, 2015

on how the adjacent parcels develop. This area is crossed by two ravines and is fairly steep in parts, making it unsuitable for an active park.

Staff 11/5/14 - The area cited below is currently being developed.

Area residents have also proposed purchase of land at the northeast corner of 240th Street SE and 3rd Avenue SE for a park.

Other Development

The Federal Emergency Management Agency (FEMA) maintains a regional emergency preparedness and disaster response facility on about 40 acres at the southwest corner of 228th Street SE and Meridian Avenue. This property also contains an U.S. Army Reserve Center.

Sanitary Sewer and Water

The Subarea is in the Alderwood Water and Sewer District. Water mains have been installed on all platted streets and throughout all subdivisions. Water service has not been extended up streets connecting to 3rd Avenue SE and 2nd Avenue SE between 238th and 240th Streets SE. A 2.5 million gallon water tank is located in the vicinity of the 228th Street SW/4th Avenue W intersection on the north side of 228th SW.

Sanitary sewer service is provided to most of the Subarea located north of 236th Street SE. A sewer trunk line is routed through the Northwood subdivision to provide sewer service to the Wandering Creek subdivision which abuts the Subarea boundary on the west. This trunk provides sanitary sewer service to the Northwood subdivision but not to other residences along the route. The area south of 240th to the County Line, between Meridian and 8th Avenue W is not presently served by sewers. This and other unserved areas represent approximately 35 percent of the area.

Utilities

The Subarea is served by natural gas, telephone, wireless telephone, electricity and cable television.

Transportation

Streets

This Subarea is primarily served by two east-west roadways (240th Street SE and 228th Street SE) and Meridian Avenue, which runs in a north-south direction throughout the Subarea. The area east of Meridian Avenue, developed with generally large-lot single family homes, is mostly served with private drives. Although 3rd Avenue divides this area, it is very narrow north of 240th Street SE and dead ends at a ravine before reaching 228th Street SE.

Staff 11/5/14 - The intersection cited below was rebuilt in conjunction with recent development.

- The City has identified the need for a westbound right turn lane at the intersection of 240th Street SE and Meridian Avenue.

Sidewalks/Walkways
Preliminary Planning Commission Recommendation February 11, 2015

When originally constructed, most of the Subarea's older subdivisions had no pedestrian facilities since they were developed under rural standards. The residential subdivision on the west side of Meridian Avenue between 236th and 240th Streets has sidewalks on both sides of the main loop through the subdivision, but no walkways or sidewalks are provided into small cul-de-sacs which branch off from the main loop. There are also asphalt walkways (without curbs and gutters) on the west side of Meridian Avenue between 240th Street SE and 228th Street SE and on the north side of 244th Street SE west of Meridian Avenue.

The City has identified the need for sidewalks (with curb and gutters) along 240th Street SE, 244th Street SW, and Meridian Avenue.

Bicycle Routes

The only bicycle facilities in this Subarea are located on 228th Street SE, which forms the northern boundary of this Subarea. There are bicycle lanes on both sides of 228th Street SE between 9th Avenue SE and Bothell Everett Highway SR-527. There is also a wide shoulder on the south side of 228th Street SE Meridian Avenue and 9th Avenue SE, although it is not signed or striped for bicycle use.

Staff 11/5/14 - The changes below reflect current transit service in and around the Subarea.

Transit Service

Community Transit provides transit service to this Subarea along 240th Street SE, Meridian Avenue, and 228th Street SE, along Bothell Everett Highway just east of the Subarea and at the Canyon Park Park & Ride, just to the northeast of the Subarea (which is also serve by Sound Transit).
Utilities and Conservation

Policies

1. Future replacement towers for the transmission lines along 228th should be designed to minimize aesthetic impacts on the neighborhood.

Actions

1. The City shall work with electricity providers to implement the preceding policy.

Transportation

Policies

Note: Certain Transportation Policies are graphically depicted on the Arterials, Bicycle Route and Pedestrian Facilities maps; Street Cross-sections; and other figures included in the Planning Area-wide Transportation Element.

1. The following roads within the Subarea are classified as arterials:

   Freeway / Limited Access Highway  None
   Principal Arterial               None
   Minor Arterial                  228th Street SE
                                   Meridian Avenue
   Collectors                      240th Street SE

2. Meridian Avenue and 228th Street SE are part of the proposed Bothell Boulevard system. Any future improvements to these streets should include median landscaping islands, landscaping between the street and sidewalks, a coordinated street tree program and meandering of sidewalks/walkways, if practical.

3. Meridian Avenue shall be improved to three lanes as necessary to maintain or achieve the City's adopted traffic level of service standard.

4. The following bicycle routes should be designated for the Subarea:

   Shared Use Path       228th ST SE and SW
                          Meridian Avenue
   Shared signed roadway 240th ST SE and SW
5. Bicycle routes should be signed as soon as possible to meet Shared Roadway standards until construction to Bicycle Lane standards is completed. On steep portions of 228th Street, the bicycle lanes should be separated from the roadway, if practical, in order to ensure safe travel for bicyclists.

6. Provide bicycle facilities to portions of 228th Streets SE and SW and on 240th Street SE and Meridian Avenue where gaps may exist.

7. Except in limited circumstances all new development will be required to install sidewalks. Sidewalks should be constructed of concrete for durability and to reduce long-term maintenance costs, and should be separated from the street by landscaping wherever possible.

8. Due to the difficult topography within Bothell’s neighborhoods and the reality that a grid system within Bothell’s residential neighborhoods encourages cut-through traffic, it is the policy of the City of Bothell that the residential street pattern shall not emphasize a grid or connected network of streets that would promote neighborhood cut through traffic, but should accommodate non-motorized connections and emergency and life safety access.

9. It is the policy of the City of Bothell to support a connected network of streets within Bothell’s community activity centers and other commercial areas so long as these connections do not encourage or promote residential neighborhood cut through traffic.

408. Promote traffic calming and pedestrian safety in accordance with the City Traffic Calming Program including speed-reduction in residential neighborhoods.

Actions

Transportation projects within the Subarea are incorporated in the Planning Area-wide Transportation and Capital Facilities elements.

1. Incorporate projects which implement the above policies into the City’s Transportation Improvement Program (TIP) and into the Capital Improvement Program (CIP).

2. Erect signage to designate 228th Street SE through this Subarea as a bicycle route.

3. Pursue construction of Investigate and, if feasible, provide continuous sidewalks/walkways on 240th Street SE, west of Meridian, 244th Street SE, NE 205th Street, and Meridian Avenue.

4. Pursue construction of Investigate and, if feasible, provide continuous bicycle lanes on the remaining portions of 228th Streets SE and SW and on 240th Street SE.
2015 Periodic Plan and Code Update: Country Village / Lake Pleasant / Bothell-Everett Highway
There is one public parks located within the Subarea. The park, acquired in 2004, covers approximately 4.7 acres and is located in the 20300 block of the Bothell-Everett Highway. The Park also contains wetlands, a portion of the headwaters of Horse Creek, and sloped areas. The presence of these critical areas may limit the type of activities which may be planned for this park. Critical areas, which exist in numerous locations within the Subarea, would be preserved as open space in accordance with the City’s Critical Area Ordinance.

**Sanitary Sewer and Water**

The northern portion of the Subarea has water service through the Alderwood Water and Sewer District. Much of the southern portion, below the county line, is served by private wells. The exceptions are the multi-family developments at the south end of the Subarea, which receive water from the City of Bothell.

Sanitary sewer service is available to three portions of the Subarea. The City of Bothell serves the two multi-family complexes at the southern end of the Subarea. Alderwood serves the area from Canyon Heights to the north and the middle portion of the Subarea including Country Village and Lake Pleasant RV Park.

**Utilities**

The Subarea is served by telephone, wireless phone service, cable TV, natural gas, and electricity. A 115-kilovolt transmission line corridor is located along the 195th Street alignment in the south end of the Subarea.

**Transportation**

**Streets**

The roadway system in the Subarea consists of SR-527, and 232nd, 234th, and 240th Streets SE. SR-527 extending south from 228th is a five lane section with two travel lanes and a center turn lane then narrows to two lanes with a center turn lane from five lanes (two lanes each way plus a center turn lane) to four lanes (one lane south, two lanes north, plus a turn lane) and then to two lanes at about 234th Street SE. The remainder of SR-527 is two lanes except for three lane sections (one lane each way plus a center turn lane) just north of 240th Street SE and to approximately 300 feet south of the intersection at 242nd Street SE where it narrows to two lanes. In the southern portion of the Subarea, 240th Street is a three lane section from SR-527 to 7th Avenue SE. The two three other streets—232nd and, 234th and 240th Streets SE—are two lane facilities.

*Staff 12/10/14 - The following section will be revised to be consistent with the Transportation Improvement Program (TIP) for the next public hearing.*

The City has identified the following improvements in this Subarea:

- Interconnect the traffic signals on SR-527 between 240th Street SE and SR-524 with Intelligent Transportation System (ITS) technologies, including loop detectors, and video cameras.
- Widen SR-527 between 240th Street SE and 228th Street SE up to five lanes with possible landscaped medians, sidewalks and channelization improvements at Country Village. [Note: In some locations
where topographical and environmental constraints exist, roadway widening may be limited to four lanes; and
• Widen SR-527 between NE 191st Street/NE 190th Street and 240th Street SE up to five lanes with possible access or frontage improvements to adjacent properties [Note: In some locations where topographical and environmental constraints exist, roadway widening may be limited to four lanes].

Sidewalks/Walkways

Sidewalks are found in various locations. These include along SR-527 between the north end of the subarea to 242nd Street SE and then in front of individual the multi-family developments toward the at the south end of the Subarea—and just north of the 240th intersection. Sidewalks are located on both sides of SR-527 in front of the commercial developments at the north end of the Subarea. There are also sidewalks along both sides of 234th Street SE.

Sidewalks are proposed along the remaining length of SR-527 within this Subarea as part of the SR-527 widening projects. The City has identified the need for sidewalks along the north side of 240th Street SE west of SR-527.

Bicycle Routes

There are designated bicycle lanes on both sides of SR 527 just south of 228th Street SE.

Bicycle lanes are proposed along the remaining length of SR-527 within this Subarea as part of the SR-527 widening projects.

Transit Service

Community Transit provides transit service to the Subarea along SR-527 and 240th Street SE.
4. Develop a landscaping theme for frontage improvements along SR-527 utilizing measures including but not limited to street trees, clustered plantings, berming, wide planting areas and meandering sidewalks/walkways in order to soften the visual impact of buildings and parking lots.

**Actions**

1. Develop a landscaping theme to implement Policy 4 above.

**Annexation**

No specific Annexation Policies or Actions have been identified for this Subarea. Refer to the Planning Area-wide Annexation Element.

**Utilities and Conservation**

**Policies**

1. Future replacement towers for the transmission lines along 228th should be designed to minimize aesthetic impacts on the neighborhood.

**Actions**

1. The City shall work with electricity providers to implement the preceding policy.

**Transportation**

**Policies**

Note: Certain Transportation Policies are graphically depicted on the Arterials, Bicycle Route and Pedestrian Facilities maps; Street Cross-sections; and other figures included in the Planning Area-wide Transportation Element

1. The following roads within the Subarea are classified as arterials:

   Freeway / Limited Access Highway: None
   Principal Arterial: Bothell-Everett Highway (SR-527)
   Minor Arterial: None
   Collector: 240th Street SE
2. The Bothell-Everett Highway (SR-527) should be improved in a manner which facilitates automobile, transit, bicycle and pedestrian travel while supporting the planned mix of residential, office-professional and commercial uses in the Subarea.

Future improvements to Bothell-Everett Highway SR-527 should include median landscaping islands, landscaping between the street and sidewalks/walkways, a coordinated street tree program and meandering of sidewalks/walkways, if practical.

3. The following bicycle routes should be designated for the Subarea:

   **Shared Use Path**
   - Bothell-Everett Highway (SR-527)
   - Lake Pleasant Valley, between 228th and 242nd (possible bypass of SR-527)

   **Shared signed roadway**
   - 240th Street SE
   - Bothell-Everett Highway

   The proposed Lake Pleasant Valley bike path would follow the valley extending north from Lake Pleasant and would allow bicyclists to bypass the hill on Bothell-Everett Highway SR-527 between 228th Street and about 242nd Street (extended). The feasibility of constructing this bike path should be explored.

4. Bicycle routes should be signed as soon as possible to meet Shared Roadway standards until construction to Bicycle Lane standards is completed.

5. Provide for bicycle facilities along the following corridors:
   - Bothell-Everett Highway (SR-527)
   - 240th Street SE.

6. Except in limited circumstances all new development will be required to install sidewalks. Sidewalks should be constructed of concrete for durability and to reduce long-term maintenance costs, and should be separated from the street by landscaping wherever possible. The presence of environmentally sensitive areas adjacent to Bothell-Everett Highway SR-527 may require alternate walkway surfaces to minimize impacts to these resources.

**Staff 1/14/15 - The policies below have been re-located to the City-wide Transportation and Urban Design Elements and are no longer needed within each individual Subarea Plan.**

7. Due to the difficult topography within Bothell's neighborhoods and the reality that a grid system within Bothell's residential neighborhoods encourages cut-through traffic, it is the policy of the City of Bothell that the residential street pattern shall not emphasize a grid or connected network of streets that would promote neighborhood cut-through traffic, but should accommodate non-motorized connections and emergency and life safety access.

8. It is the policy of the City of Bothell to support a connected network of streets within Bothell's community activity centers and other commercial areas so long as these connections do not encourage or promote residential-neighborhood cut-through traffic.

9. A future street located in the NE 204 ST / 244 ST SE block, (known as the NE 203 ST Connector) as illustrated in Figure TR-12, has been identified as an important transportation connector to link the Bothell-Everett Highway (SR-527) with 88 AVE NE / 7 Ave SE. This NE 204 ST/244 ST SE connector
street will provide for east-west travel between the Westhill and Country Village / Lake Pleasant / Bothell-Everett Highway SR-527 Corridor Subareas. As such, this connector is not considered to promote neighborhood cut-through traffic as it specifically links adjacent neighborhoods. Efforts should be made to delay, for as long as practical, the removal or diminishment of the landscape and auditory buffer required under Land Use Element Policy 10.

**Actions**

Transportation projects within the Subarea are incorporated in the Planning Area-wide Transportation and Capital Facilities elements.

1. Incorporate projects which implement the above policies into the City’s Transportation Improvement Program (TIP) and into the Capital Improvement Program (CIP).

2. Coordinate with the Washington State Department of Transportation (WSDOT) in improving funding opportunities to improve the Bothell-Everett Highway (SR-527) to complete a 4 to up to 5 lanes section with bicycle lanes and sidewalks/walkways on both sides, transit pullouts and boulevard landscaping between 240th Street SE and Downtown Bothell.

3. Coordinate with WSDOT to construct a center turn lane in front of Country Village prior to or concurrent with the SR-527 widening project.

4. Pursue construction of bicycle lanes on SR-527 and 240th Street SE.

5. Pursue measures to enhance traffic and pedestrian safety.

**Capital Facilities**

Capital facilities projects within the Subarea are incorporated in the Planning Area-wide Capital Facilities element of the Plan.

2015 Periodic Update
Country Village / Lake Pleasant / SR-527 Corridor Subarea Plan
2015 Periodic Plan and Code Update: Canyon Park
Water and Sanitary Sewer

The entire Subarea is in the Alderwood Water and Waste Water Sewer District. Water mains have been installed on all existing streets except 214th Street SE west of SR-527. Water service is not provided to a portion of 214th Street SE.

Sanitary sewer service is provided to most of the Subarea and can be extended to areas not currently served. Existing lines are located to provide convenient connection points to future subdivisions, commercial and business park developments when they occur.

Utilities

The Subarea is served by natural gas, telephone, wireless phone service, electricity, and cable TV.

Three electricity substations are located in the Subarea. One is located at the northeast corner of the Subarea. The other two substations are located in the vicinity of 211th Street SE/22nd Avenue SE and 228th Street SE/SR-527. One Snohomish County PUD 115 KV power line transverses the Subarea from east to west along the Subarea north boundary.

Other Development

Bothell’s Canyon Park Fire Station is located at the corner of 217th Street SE and the Bothell-Everett Highway.

Transportation

The Subarea’s transportation system is composed of streets, sidewalks/walkways and shoulders, bicycle routes, transit service (public transportation), and trails. Each component is described in more detail below. The Transportation Element of this Plan discusses the details of the City’s transportation system.

Streets

The Subarea is entirely in Snohomish County. Bothell-Everett Highway (SR-527) serves as the main north-south oriented roadway through the Subarea. SR-527 connects the Subarea with SR-522 to the south and Mill Creek, Everett and I-5 to the north. Filbert and Matlby Roads (SR-524) is also a major east-west connecting route between I-5 to the west and SR-9 and SR-522 to the east.

The other main east-west roadway in this Subarea is 228th Street SE.

I-405 traverses the area in a northwest-southeast orientation through the southwest portion of the Subarea. One of two I-405 access points between SR-522 and I-5 is located in the Subarea at the SR-527/I-405 interchange.

The City has identified the following improvements in this Subarea:

- Interconnect the traffic signals on SR-527 between 240th Street SE and SR-524 with Intelligent Transportation System (ITS) technologies, including loop detectors, and video cameras;
• Add a third southbound through lane on SR-527 between SR-524 and 220th Street SE;
• Widen SR-524 between SR-527 and the western city limits to five lanes, including sidewalks and bicycle lanes on both sides of the roadway;
• Provide safety and access improvements, including turn pockets and a sidewalk on one side of the roadway on SR-524 and on the east side of SR-527;
• Add turn lanes at the intersections of SR-527/228th Street SE and SR-527/220th Street SE; and
• Add traffic signals on 228th Street SE at 29th Drive SE and 31st Avenue SE.

Sidewalks / Walkways

Sidewalks are located within the developed portion of the Canyon Park business park and throughout the residential subdivision on both sides of 20th Avenue SE. Other residential subdivisions in the Subarea only have some sidewalks on one side of the roadway only.

Sidewalks are located on both sides of SR-527 and 228th Street SE through the Subarea and on both sides of SR-524 west of SR-527. On SR-524 east of SR-527 sidewalks are located on both sides for approximately 750 feet. The only sidewalks on SR-524 in this Subarea are located on both sides of the roadway just west and east of the intersection with SR-527.

As noted above, sidewalks are proposed as part of the SR-524 widening project. The City has identified the need for continuous sidewalks on at least one side of the roadway along 31st Avenue SE.

A commuter and recreation path for pedestrians and bicyclists will be located along North Creek through the Subarea in the future. The Cities of Bothell and Mill Creek and Snohomish County are working together to provide a path generally along or parallel to North Creek from the Sammamish River Trail to the Interurban Trail at McCollum Park in Snohomish County.

Bicycle Routes

Bicycle lanes are provided on the entire length of SR-527 (with the exception of the bridge over I-405), in this Subarea. In some locations, 20th Street SE is still a two lane rural road. There are bicycle lanes on both sides of 228th Street SE between SR-527 and the I-405 overcrossing. In addition, there are striped shoulders on 228th Street SE east of I-405 overcrossing, although they are not signed for bicycle use.

As noted above, bicycle lanes are proposed as part of the SR-524 widening project.

In addition, the future North Creek trail would serve as a shared use path for both bicyclists and pedestrians.

Transit Service

Transit service within the Subarea is provided by Sound Transit and Community Transit, which both operate bus service along I-405. Both transit agencies have bus stops at the Canyon Park park-and-ride lot located off 17th Avenue SE at the northeasterly corner of the I-405/SR-527 interchange. Community Transit provides local transit service within this Subarea along SR-527, 228th Street SE, and throughout the Canyon Park business center.
The City's TIP includes a proposal by Sound Transit to construct a pedestrian bridge over I-405 from the Canyon Park park-and-ride lot to a new bus stop (freeway station) on the southbound I-405 on-ramp from northbound SR-527.

Accomplishments since initial Plan adoption

Since adoption of the Imagine Bothell...Comprehensive Plan in 1994, the City and its citizens have achieved a number of accomplishments within the Subarea. These accomplishments include:

- The Comprehensive Plan land-use designations were implemented through zoning classifications and development regulations.

- Properties were rezoned to implement land-use and housing policies.

- In June 2003, the City Council adopted Municipal Urban Growth Area (MUGA) boundaries beyond the Canyon Park Subarea. The MUGA will create four new Subareas and expand three existing Subarea boundaries. Since all the land in the Subarea is already in the City, the Canyon Park Subarea boundaries will not change.

- A number of economic development activities occurred in the Subarea including the development of Fred Meyer, Walgreens, Highland Campus, Phillips/ATL, Gateway, Crystal Creek, Providence MF, Salmon Run, and Pepperwood Grove.

- The City enhanced critical areas such as Perry Creek and North Creek.

- The City worked with developers to restore wetlands behind Fred Meyer and Thrasher's West.

- The City acquired property and prepared a Master Plan for Thrasher's Corner Regional Park located in the northwest corner of the Subarea.

- The City partnered with private property owners to construct a portion of the North Creek Trail system.

- The City adopted sign regulations to protect the Subarea and the City's community character.

- To promote economic development opportunities, the City expanded retail zoning and also adopted Motor Vehicle Sales Overlay (MVSO) regulations.

- A number of capital improvements were completed in the Subarea. Such projects include:
  - Transportation improvements to SR-524
  - Transportation improvements to SR-527, and
  - Transportation improvements to 228th Street SE/SW.

- The City adopted code amendments for building height and residential density to increase development potential within the Subarea.

- The City of Bothell is currently working with Snohomish County on the plan and design of the North Creek Trail Corridor. This is a potential capital improvement that would be jointly developed by both the City and Snohomish County.
Transportation

Policies

Note: Certain Transportation Policies are graphically depicted on the Arterials, Bicycle Route and Pedestrian Facilities maps; street cross-sections; and other figures included in the Planning Area-wide Transportation Element.

1. **Bothell-Everett Highway** (SR-527), **Filbert and Maltby Roads** (SR-524), and 228th Street SE are part of the proposed Bothell Boulevard system. Any future improvements to these streets should include median landscaping islands, landscaping between the street and sidewalks/walkways, a coordinated street tree program and meandering of sidewalks/walkways, if practical. **In addition, the intersection of Bothell-Everett Hwy (SR 527) and Filbert and Maltby Roads (SR-524) should be considered for special gateway treatment** (see Urban Design).

2. Coordinate with neighboring jurisdictions, the Washington State Department of Transportation (WSDOT), and the transit agencies on the planning, funding, and implementation of transportation improvements to address shared transportation needs and concerns.

Staff 1/21/15 - The policies below are planning area-wide policies that should be located and are already sufficiently articulated within the Planning Area-Wide Transportation and Urban Design Elements. There is no need to duplicate these city-wide policies within each individual subarea plan.

3. Due to the difficult topography within Bothell’s neighborhoods and the reality that a grid system within Bothell’s residential neighborhoods encourages cut-through traffic, it is the policy of the City of Bothell that the residential street pattern shall not emphasize a grid or connected network of streets that would promote neighborhood cut-through traffic, but should accommodate non-motorized connections and emergency and life safety access.

4. It is the policy of the City of Bothell to support a connected network of streets within Bothell’s community activity centers and other commercial areas so long as these connections do not encourage or promote residential neighborhood cut-through traffic.

35. Promote traffic and pedestrian safety.

46. The following roads within the Subarea are classified as arterials:

- **Freeway / Limited Access Highway**
  - I-405

- **Principal Arterial**
  - Filbert / Maltby Roads (SR 524)
  - Bothell-Everett Highway (SR 527)

- **Minor Arterial**
  - 228th Avenue SE

- **Collectors**
  - 220th Street SE
  - 29th Drive SE Ave. connection to 228th
  - 15th Avenue SE

*Imagine Bothell... Comprehensive Plan
Canyon Park Subarea Plan*
7. Filbert / Maltby Roads, the Bothell-Everett Highway and 228th Street are part of the proposed Bothell Boulevard system. Any future improvements to these streets should include median landscaping islands, landscaping between the street and sidewalks, a coordinated street tree program and meandering of sidewalks/walkways, if practical. In addition, the intersection of SR 527 and Filbert and Maltby Roads should be considered for special gateway treatment (see Urban Design).

58. The following bicycle paths should be designated for the Subarea:

<table>
<thead>
<tr>
<th>Shared Use Path</th>
<th>North Creek</th>
</tr>
</thead>
<tbody>
<tr>
<td>Filbert / Maltby Roads (SR 524)</td>
<td>228th Street SE</td>
</tr>
<tr>
<td>Bothell-Everett Highway (SR 527)</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Shared Signed Roadway</th>
<th>15th Avenue SE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Filbert/Maltby Roads (SR 524)</td>
<td>19th Avenue SE</td>
</tr>
<tr>
<td>Bothell-Everett Highway (SR 527)</td>
<td>228th Street SE</td>
</tr>
</tbody>
</table>

69. Bicycle routes should be signed as soon as possible to meet Shared Roadway standards until construction to Bicycle Lane standards are completed. Shared signed roadway paths shall be designed and constructed in accordance with AASHTO standards.

710. Except in limited circumstances all new development will be required to install sidewalks. Sidewalks should be constructed of concrete for durability and to reduce long term costs, and should be separated from the street by landscaping wherever possible.

811. Pedestrian path easements should be required of developers of subdivisions to provide a convenient and direct pedestrian connection to stores, schools, bus stops, parks and community service centers and businesses.

12. Bicycle routes should be signed as soon as possible to meet Shared Roadway standards until construction to Bicycle Lane standards are completed.

913. The Canyon Park Subarea should support the Community Transit SWIFT 2 as a candidate location for a future transit stations/center given the concentration of employment and residential uses.

1014. Properties with a Community Business (CB) or Motor Vehicle Sales Overlay (MVSO) designation should be prohibited from making roadway connections to residential areas.

Actions

Transportation projects within the Subarea are incorporated in the Planning Area-wide Transportation and Capital Facilities elements.
1. Incorporate projects which implement the above policies into the City's Transportation Improvement Program (TIP) and into the Capital Improvement Program (CIP).

2. Coordinate with WSDOT and Snohomish County in improving SR 524 to include 3 to 5 lanes with continuous sidewalks and bicycle lanes on both sides, and boulevard landscaping, if practical.

3. Consider traffic safety calming and other measures to promote safety along the 31st Avenue SE corridor.

4. Maintain regulations which prohibit properties with a Community Business (CB) or Motor Vehicle Sales Overlay (MVS0) designation from making roadway connections to residential areas.

5. Pursue construction of continuous sidewalks/walkways on SR-527, SR-524, and 228th Street SE to fill in gaps in the pedestrian system.

6. Erect signage to designate 228th Street SE throughout this Subarea as a bicycle route.

7. Pursue construction of continuous bicycle lanes on SR-524 and throughout the Canyon Park business center.

8. Pursue the feasibility of a transit center/station at the existing park-and-ride lot in the Canyon Park business center.

Capital Facilities

Capital facilities projects within the Subarea are incorporated in the Planning Area-wide Capital Facilities element of the Plan.
2015 Periodic Plan and Code Update: Canyon Creek / 39th SE
Transportation

Streets

The Canyon Creek / 39th Avenue SE Subarea is primarily served by east-west arterials such as 228th Street SE, 212th Street SE, and Maltby Road (SR-524) and north-south arterials such as 39th Avenue SE and 45th Avenue SE.

Bicycle Routes

There are existing bicycle lanes in the Subarea along 39th Avenue SE and 212th Street SE west of 39th Avenue SE. Although not striped or signed as a bicycle lane, there are wide shoulders located on 228th Street SE which accommodate bicyclists. There are no designated shared use paths in this Subarea.

Sidewalks/Walkways and Shoulders

There are existing sidewalks in the Subarea within the newer residential subdivisions along 31st Avenue SE, 35th Avenue SE, 39th Avenue SE, and 212th Street SE. An asphalt walkway is provided along 35th Avenue SE in front of the elementary and junior high schools and there is an asphalt walkway along 45th Avenue SE. The City has identified the need for sidewalks/walkways along 31st Avenue SE, 220th Street SE, 35th Avenue SE and missing sidewalk linkages along these streets.

Transit Service

At present, transit service in this Subarea is provided by Community Transit along 228th Street SE west of 35th Avenue SE.
No specific Annexation Policies or Actions have been identified for this Subarea. Refer to the Planning Area-wide Annexation Element

Utilities and Conservation

Policies

1. Future replacement towers for the transmission lines along 228th Street SE and expansion of existing substations or construction of new substations should be designed to minimize aesthetic impacts on the neighborhood.

2. Identify solutions to potential noise and aesthetic impacts associated with the Bothell Substation operated by the Bonneville Power Administration and Snohomish County Public Utility District.

Actions

1. The City shall work with electricity providers to implement the preceding policies.

Transportation

Policies

Note: Certain Transportation Policies are graphically depicted on the Arterials, Bicycle Route and Pedestrian Facilities maps; Street Cross-sections; and other figures included in the Planning Area-wide Transportation Element

1. The following roads within the Subarea are classified as arterials:

   Freeway / Limited Access Highway   None
   Principal Arterial                Maltby Road (SR-524)
   Minor Arterial                   228th Street SE
                                      39th Avenue SE
   Collectors                       45th Ave SE
                                      212th Street SE (Between 39th Avenue SE and 45th Avenue SE)

2. Maltby Road (SR-524) and 228th Street SE are part of the proposed Bothell Boulevard system. Any future improvements to these streets should include median landscaping islands, landscaping between the street and sidewalks/walkways, a coordinated street tree program and meandering of sidewalks/walkways.

3. The following bicycle routes are designated for the Subarea;
Separated Route (Shared Use Path)  Maltby Road (SR-524)
228th Street SE

Striped and/or Signed Route (Bicycle Lane or Shared Roadway)  39th Avenue SE
228th Street SE
Maltby Road (SR-524)
29th–32nd Avenues SE and
33rd Drive SE, Through Canyon

4. Bicycle routes should be signed as soon as possible. Bicycle routes should be signed to meet Shared Roadway standards until construction to Bicycle Lane standards is completed.

5. Except in limited circumstances all new development will be required to install sidewalks. Sidewalks should be constructed of concrete for durability and to reduce long-term maintenance costs, and should be separated from the street by landscaping wherever possible.

Staff 1/14/15 - The policies below have been re-located to the City-wide Transportation and Urban Design Elements and are no longer needed within each individual Subarea Plan.

PC 1/14/15 - Planning Commission concurs

6. Due to the difficult topography within Bothell's neighborhoods and the reality that a grid system within Bothell's residential neighborhoods encourages cut-through traffic, it is the policy of the City of Bothell that the residential street pattern shall not emphasize a grid or connected network of streets that would promote neighborhood cut-through traffic, but should accommodate non-motorized connections and emergency and life safety access.

7. It is the policy of the City of Bothell to support a connected network of streets within Bothell's community activity centers and other commercial areas so long as these connections do not encourage or promote residential neighborhood cut-through traffic.

68. Promote traffic and pedestrian safety.

Actions

Transportation projects to implement subarea and city-wide policies are identified and generally described in the Bothell Transportation Improvement Plan (TIP): from the TIP and other sources, the City Council selects projects for inclusion in the Bothell Capital Facilities Plan (CFP), which establishes types and amounts of funding and schedules projects for design and construction.

1. Coordinate with the Washington State Department of Transportation (WSDOT) in improving Maltby Road (SR-524) to Principal Arterial standards, to include bicycle facilities, sidewalks/walkways on at least one side, and boulevard landscaping.

2. Coordinate with Snohomish County in improving 228th Street SE to Minor Arterial standards, to include bicycle facilities, sidewalks/walkways on at least one side, and boulevard landscaping.
3. Erect signage to designate 228th Street SE and 39th Avenue SE as Striped and/or Signed Routes (Bicycle Lane or Shared Roadway) bicycle routes.

4. Pursue construction of sidewalks/walkways on 31st Avenue SE, 220th Street SE, and 35th Avenue SE to ensure safe pedestrian access to and from Canyon Creek Elementary School and Skyview Junior High School.

5. Incorporate projects which implement the above policies into the Transportation element in the Comprehensive Plan.

6. Pursue consideration of traffic calming and other measures in accordance with the City Traffic Calming Program to promote safety, including speed reduction, along the 212th Street SE, 228th Street SE, 39th Avenue SE, and 45th Avenue SE corridors and other corridors as warranted.

7. Investigate neighborhood bicycle and pedestrian connections throughout the Subarea to improve neighborhood access and safety, particularly along the 212th Street SE, 228th Street SE, 39th Avenue SE, and 45th Avenue SE corridors.

8. Pursue application of Snohomish County traffic mitigation fees to improvements located within the Subarea.

**Capital Facilities**

Specific capital facilities projects (other than parks and recreation and transportation projects, discussed separately above) are selected by the City Council for inclusion in the Bothell Capital Facilities Plan (CFP), which is updated regularly and which identifies types and amounts of funding and schedules projects for implementation.

**Actions**

1. Include in the Stormwater Capital Improvement Plan the following potential projects/actions:
   a. Acquisition of conservation easements, tracts, or sites for preservation;
   b. Construction of regional (sub-basin) detention facilities;
   c. Sub-basin restoration projects, including re-vegetation of cleared sites, restoration of streams and wetlands, and retro-fitting existing storm water facilities to current standards; or,
   d. Removal of fish barriers.

2. Provide funding for the integrated NCFWCHPA storm water management program.
2015 Periodic Plan and Code Update:
Fitzgerald / 35th SE
Commercial Development

Nominal commercial development is present within the Subarea.

Other Development

Two churches are located in the southern portion of the Subarea along 240th ST SE.

Historic Properties

Two structures in the Subarea are listed on the National Register of Historic Places: The Bates-Tanner Farmhouse is a fine representation of an early 1900's (1919) farmhouse and has been preserved as part of the development of a church. The Winningham Farm, is a 1915 log home with round stone chimneys.

Schools

No schools are located within the Subarea.

Parks and Open Space

There are no public parks located within the Subarea. Short segments of public trails are located in the subarea and the City's North Creek Trail runs north-south through the western portion (adjacent to Fitzgerald Road) of the subarea. The utility corridors which run north and south through the eastern portion of the Subarea provide some opportunity for future trails.

Sanitary Sewer and Water

The Subarea is served by the Alderwood Water and Sewer District. The entire Subarea has water service available to the residents. Sanitary Sewer service is available at the southern and western portions of the Subarea.

Utilities

The Subarea is served by electricity, natural gas, telephone, wireless telephone and cable television. A 230 kilovolt transmission line corridor is located along the eastern boundary of the Subarea (extending north to south parallel to and west of 45th Avenue SE). A small substation is located just south of 228th Street. A telephone switching facility is located on the south side of 228th Street between I-405 and 27th Avenue SE and an Alderwood District water tank is located on the south side of 228th Street SE west of 39th Avenue SE.

Transportation

Streets

The Fitzgerald / 35th Avenue SE Subarea is served by: the minor arterials of 228th Street SE, 240th Avenue SE, and 39th Avenue SE; the collector streets of, Fitzgerald Road and 35th Avenue SE and 45th Avenue SE; and a number of local access streets serving individual developments. In 2006, the County
and City established that the location of the Bothell Connector would comprise an extension of 39th Avenue SE from its present southern terminus at 228th Street SE through the Subarea to the south where it would reconnect with 39th Avenue SE at 240th Street SE. 39th Avenue SE becomes 120th Avenue NE when it crosses the County Line and enters the North Creek / 195th Street NE Subarea in King County. Because of the prohibitively high construction costs of the selected 39th Avenue SE alignment it was necessary to re-assess the Connector location. The most effective and cost efficient alignment, was determined to be the use of the existing rights-of-way of 240th Street SE, 35th Avenue SE and 228th Street SE.

**Sidewalks/Walkways**

Some sidewalks have been installed within the Subarea as a result of development activity or as part of the improvements of the 228th ST SE corridor. A widened shoulder with rumble strips exists along the majority of 35th Ave SE.

**Transit Service**

Community Transit serves the Subarea.
Actions

1. In accordance with policy 1 incorporate in the above-referenced project design features which convey a residential character.

2. Create implementing regulations consistent with the above policies.

Annexation

No specific Annexation Policies or Actions have been identified for this Subarea. Refer to the Planning Area-wide Annexation Element

Utilities and Conservation

Policies

1. Future replacement towers for the transmission lines within or adjacent to the Subarea should be designed so as to minimize aesthetic impacts on the neighborhoods

Actions

1. The City shall work with electricity providers to implement the preceding policy.

Transportation

Policies

Note: Certain Transportation Policies are graphically depicted on the Arterials, Bicycle Route and Pedestrian Facilities maps; Street Cross-sections; and other figures included in the Planning Area-wide Transportation Element

1. The following roads within the Subarea are classified as arterials:

   Freeway/ Limited Access Highway       I - 405

   Principal Arterial                   None

   Minor Arterial                       228th Street SE
                                          240th Street SE
                                          35th Avenue SE

   Collectors                           Fitzgerald Road (27th Avenue SE)
2. The proposed Minor Arterial generally following the 35th Avenue SE alignment, also known as the Bothell Connector which will connect 240th Street with 228th Street within a 35th Avenue SE alignment, should be designed and constructed to be consistent with the policies of the North Creek Fish and Wildlife Critical Habitat Protection Area and with the 2012 Department of Ecology Stormwater Manual or the most current adopted update thereof. Accordingly, design features to be considered should include but not be limited to use of infiltration rather than traditional storm water retention / detention facilities; reduced lane widths; reduction or elimination of landscaping between curbs and sidewalks to minimize the total width of improvements adjacent to wetlands; use of elevated boardwalks in or near wetland areas as an alternative to paved sidewalks on fill in those areas; fish-passable culverts; wildlife travel corridors under roadways; and facilities to ensure uninterrupted flow of groundwater.

3. The following bicycle routes should be designated for the Subarea:

   - Separated Route (Shared Use Path) 27th Avenue / Fitzgerald Road
     (part of North Creek Trail system)
     240th Street SE west of 39th Avenue SE

   - Striped and/or Signed Route 228th Street SE
     (Bicycle Lane or Shared Roadway)
     27th Avenue SE / Fitzgerald Road
     240th Street SE eastwest of 39th Avenue SE
     35th Avenue SE

4. Bicycle routes should be signed as soon as possible.

5. Except in limited circumstances all new development will be required to install sidewalks. Sidewalks should be constructed of concrete for durability and to reduce long-term maintenance costs, and should be separated from the street by landscaping wherever possible.

6. Pedestrian and/or bicycle amenities shall be included as components of all new or renovated arterials or collectors in the Subarea.

7. Pedestrian path easements shall be required of developers of subdivisions to provide a convenient and direct pedestrian connection to employment, stores, schools, bus stops, parks and community service centers.

8. Due to the difficult topography within Bothell's neighborhoods and the reality that a grid system within Bothell's residential neighborhoods encourages cut-through traffic, it is the policy of the City of Bothell that the residential street pattern shall not emphasize a grid or connected network of streets that would promote neighborhood cut-through traffic, but should accommodate non-motorized connections and emergency and life safety access.

Staff 3/18/15 - The policies below are planning area-wide policies that should be and are sufficiently articulated located within the Planning Area-Wide Transportation and Urban Design Elements. Staff is recommending these policies related to topography and a connected network of streets are more appropriately located within the Transportation and Urban Design Elements. There is no need to place these city-wide policies within each individual subarea plan.

2015 Periodic Plan and Code amendments
Fitzgerald / 35th Avenue SE Subarea Plan
It is the policy of the City of Bothell to support a connected network of streets within Bothell's community activity centers and other commercial areas so long as these connections do not encourage or promote residential neighborhood cut-through traffic.

Actions

Transportation projects to implement subarea and city-wide policies are identified and generally described in the Bothell Transportation Improvement Plan (TIP): from the TIP and other sources, the City Council selects projects for inclusion in the Bothell Capital Facilities Plan (CFP), which establishes types and amounts of funding and schedules projects for design and construction.

1. Continue the cooperative venture with Snohomish County to construct street improvements along 228th Street SE from 39th Avenue SE to 35th Avenue SE, 35th Avenue SE from 228th Street SE to 240th Street SE, and to connect 240th Street SE from 35th Avenue SE to 39th Avenue SE/120th Avenue SE. This project has been termed the Bothell Connector.

Capital Facilities

Specific capital facilities projects (other than parks and recreation and transportation projects, discussed separately above) are selected by the City Council for inclusion in the Bothell Capital Facilities Plan (CFP), which is updated regularly and which identifies types and amounts of funding and schedules projects for implementation.

Actions

1. Include in the Stormwater Capital Improvement Plan the following potential projects/actions:
   a. Acquisition of conservation easements, tracts, or sites for preservation;
   b. Construction of regional (sub-basin) detention facilities;
   c. Sub-basin restoration projects, including re-vegetation of cleared sites, restoration of streams and wetlands, and retro-fitting existing storm water facilities to current standards; or,
   d. Removal of fish barriers.

2. Provide funding for the integrated NCFWCHPA storm water management program.
2015 Periodic Plan and Code Update: Maywood / Beckstrom Hill
Storm / Surface Water

The City of Bothell is within the Greater Lake Washington / Sammamish / Cedar Watershed with is called the Water Resource Inventory Area (WRIA) 8.

All precipitation that falls within the Planning Area not absorbed into the soil or evaporated into the air becomes storm water runoff which eventually flows into the Sammamish River, Lake Washington, and eventually Puget Sound. Storm water runoff is conveyed to receiving waters (such as the Sammamish River) via a series of catch-basins, sub-surface pipes and drainage ditches. The City of Bothell has a storm water utility which maintains city-owned storm water runoff facilities, inspects privately-owned storm water facilities, and monitors surface water streams, creeks, and the Sammamish River for water quality and flow issues.

Utilities

Utility services, telephone, wireless phone service, natural gas, and cable television are present and available in the service area. Relay towers for cellular telephone signals are located on 23rd Avenue SE north and south of 242nd Street SE.

Transportation

The Subarea’s transportation system is composed of streets, sidewalks/walkways, bicycle routes, and transit service. Each component is described in more detail below.

Streets

**Staff 11/19/14 - The following changes are made for clarity, to reference important local access streets and cite traffic calming projects completed in the Subarea.**

The road system reflects the topography of the Maywood / Beckstrom Hill Subarea. The major roads are three north-south streets – are 104th Avenue NE / 23rd Avenue SE, 100th Avenue NE / 19th Avenue SE, and 96th Avenue NE / 15th Avenue SE. —and one The primary east-west streets include — NE 190th Street, 242nd Street SE, and 232nd Street SE. Although not identified as an arterial within the Transportation Element, NE 200th Street and NE 195th Street are critical local access routes that serve as major routes to schools within the subarea. The steep slopes which define the east and west edges of the hill historically have precluded other east-west connections. Traffic calming projects including speed cushions and a partial closure were developed on 242nd Street SE and NE 200th Street, respectively, as some of the City’s initial Traffic Calming Program projects.

Sidewalks / Walkways

The Maywood / Beckstrom Hill Subarea has an extensive network of sidewalks. Even so, there are substantial areas without sidewalks or walkways. In addition, there are streets which have sidewalks for part but not all of their length, or have asphalt walkways delineated by extruded curbs or "rumble bars" rather than raised concrete sidewalks.
Bicycle Routes

Staff 11/5/14 - The following changes are made to reflect current status of bike routes and transit service.

There are striped and signed bicycle lanes on 104th Avenue NE from NE 185th Street to approximately 243rd Street-Place SE. Elsewhere on major roads in the Subarea, there are striped paved shoulders of varying widths which could be used by cyclists, but none of these are signed for bicycle use.

There is also a shared use path along a portion of the west side of 19th Avenue SE from SE 242nd Street to approximately the line of SE 237th Street for pedestrian and bicycle use.

Transit Service

Community Transit (CT) in Snohomish County provides cut transit service to the Subarea along NE 190th Street, 100th Avenue NE / 19th Avenue SE, NE 195th Street, 104th Avenue NE / 23rd Avenue SE and 232nd Street SE. It provides service near the Subarea on Bothell Way NE to the west, of SE 228th Street to the north and on NE 185th and Beardslee Boulevard to the south.
Preliminary Planning Commission Recommendation November 19, 2014

1. Future replacement towers for the transmission lines along 195th Street NE or expansion of the substation west of 100th Avenue NE should be designed to minimize aesthetic impacts on the neighborhood.

Actions

1. The City shall work with electricity providers to implement the preceding policy.

Staff 11/19/14 - Subarea Transportation policies and actions have been updated by Transportation staff and may be revised as the Planning Area-wide Transportation Element is developed.

Transportation

Policies

Note: Certain Transportation Policies are graphically depicted on the Arterials, Bicycle Route and Pedestrian Facilities maps; Street Cross-sections; and other figures included in the Planning Area-wide Transportation Element.

1. The following roads within the Subarea are classified as arterials:

Staff 11/19/14 - I-405 is not managed or maintained by the City and is not classified as an arterial.

<table>
<thead>
<tr>
<th>Freeway / Limited Access Highway</th>
<th>I-405</th>
</tr>
</thead>
<tbody>
<tr>
<td>Principal Arterial</td>
<td>None</td>
</tr>
<tr>
<td>Minor Arterial</td>
<td>None</td>
</tr>
<tr>
<td>Collectors</td>
<td>15th Avenue SE</td>
</tr>
<tr>
<td></td>
<td>100th Avenue NE / 19th Avenue SE</td>
</tr>
<tr>
<td></td>
<td>104th Avenue NE / 23rd Avenue SE</td>
</tr>
<tr>
<td></td>
<td>232nd Street SE</td>
</tr>
<tr>
<td></td>
<td>242nd Street SE between 15th and 19th Avenues SE</td>
</tr>
<tr>
<td></td>
<td>NE 190th Street</td>
</tr>
</tbody>
</table>

2. The following bicycle routes should be designated for the Subarea:

<table>
<thead>
<tr>
<th>Separated Route (Shared Use Path)</th>
<th>Lake Pleasant Valley trail</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>(proposed bypass of Bothell- Everett HighwaySR-527)</td>
</tr>
<tr>
<td></td>
<td>15th Avenue SE</td>
</tr>
<tr>
<td></td>
<td>242nd Street SE</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Striped and/or Signed Route (Bicycle Lane or Shared Roadway)</th>
<th>100th Avenue NE / 19th Avenue SE</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>104th Avenue NE / 23rd Avenue SE</td>
</tr>
</tbody>
</table>
3. Bicycle routes should be signed as soon as possible.

4. The City should explore the feasibility of constructing a shared use path as a bypass of Bothell-Everett Highway SR-527 from the entrance to the Lake Pleasant RV Park north to the Canyon Park Place shopping center adjacent to the wetlands which extend north from Lake Pleasant.

**Staff 11/19/14 - The policies for Pedestrian and Bicycle network facilities are being proposed within the Transportation Element to address the development of a comprehensive inventory of both non-motorized uses and extended to define level of service criteria and ultimately a priority list of improvement projects.**

5. In accordance with adopted City-wide level of service for pedestrian facilities, complete the system inventory of sidewalks/walkways which is that are partially in place in the Subarea to identify service levels and prioritize projects that will ensure safe pedestrian access within the Subarea and between the Subarea and activity centers in downtown Bothell and Canyon Park.

6. Except in limited circumstances all new development will be required to install sidewalks. Sidewalks should be constructed of concrete for durability and to reduce long-term maintenance costs, and should be separated from the street wherever possible.

**Staff 11/19/14 - The following changes are made to reflect current status of transit service, and that bus pull-outs are not necessarily recommended.**

7. Work with Metro and Community Transit to promote and develop transit usage through construction of bus pullouts and coordination of routes and scheduling of routes to serve the Subarea.

**Staff 11/5/14 - The policies below are planning area-wide policies that should be and are sufficiently articulated located within the Planning Area-Wide Transportation and Urban Design Elements, as changed in the current recommendation. Staff is recommending these policies related to topography and a connected network of streets are more appropriately located within the Transportation and Urban Design Elements. There is no need to place these city-wide policies within each individual subarea plan.**

8. Due to the difficult topography within Bothell’s neighborhoods and the reality that a grid system within Bothell’s residential neighborhoods encourages cut-through traffic, it is the policy of the City of Bothell that the residential street pattern shall not emphasize a grid or connected network of streets that would promote neighborhood cut-through traffic, but should accommodate non-motorized connections and emergency and life safety access.

9. It is the policy of the City of Bothell to support a connected network of streets within Bothell’s community activity centers and other commercial areas so long as these connections do not encourage or promote residential neighborhood cut-through traffic.

10. Consider traffic calming measures in accordance with the City Traffic Calming Program and other measures to promote traffic and pedestrian safety.

11. In the design of subdivisions, provide for pedestrian connections to the sidewalk/walkway system along collector arterials.
Preliminary Planning Commission Recommendation November 19, 2014

Actions

Transportation projects to implement subarea and city-wide policies are identified and generally described in the Bothell Transportation Improvement Plan (TIP): from the TIP and other sources, the City Council selects projects for inclusion in the Bothell Capital Facilities Plan (CFP), which establishes types and amounts of funding and schedules projects for design and construction.

1. Incorporate projects which implement the above policies into the City’s Transportation Improvement Program (TIP) and into the Capital Facilities Plan (CFP).

2. Erect signage to designate 15th Avenue SE, 242nd Street SE, 100th Avenue NE/19th Avenue SE, and 23rd Avenue SE as bicycle routes.

3. Explore the feasibility of constructing a pedestrian path in the Lake Pleasant Valley (see discussion under Policy 2 above).

4. Coordinate on a regular basis with the transit agencies on improving and reinstating transit routes and bus stops between the Subarea and downtown Bothell and Canyon Park.

Capital Facilities

Capital facilities projects to implement subarea and city-wide policies (other than parks and recreation and transportation projects, discussed separately above) are selected by the City Council for inclusion in the Bothell Capital Facilities Plan (CFP), which establishes types and amounts of funding and schedules projects for design and construction.
2015 Periodic Plan and Code Update:
North Creek / NE 195th
Utilities

The Subarea is served by electricity, natural gas, telephone, wireless phone service, and cable television. A 115 kilovolt transmission line and the Olympic petroleum pipeline are located along the eastern border and within the southeastern portion of the Subarea.

Transportation

Streets

The North Creek / NE 195th Street Subarea is served by collector and arterial streets within the business parks. However, the Subarea's street system is constrained by topography, wetlands, North Creek, and the freeways. The City has identified the following improvements for this area:

1. The Bothell Connector (extension of 39th Avenue SE) between 228th to 240th Streets SE would provide better access to the business parks and the North Creek/NE 195 Street Subarea.

2. Proposed improvements to 120th Ave NE to include widening to accommodate an additional northbound through lane, and adding a second left turn lane at the 120th Ave NE/NE 195th ST intersection.

3. Widening of NE 195th ST to include a third westbound through lane between North Creek Parkway and the I-405 interchange.

4. Ross Road is proposed to be dead-ended with a cul-de-sac at its northern end near the existing intersection of Ross Road, Beardslee Blvd, 112th Avenue NE and NE 195th Street. A new road would be constructed, extending 112th south and east through property at the confluence of Ross and Beardslee to intersect with Beardslee at a point approximately equidistant between I-405 and the signalized entrance to the UWB / CCG. The existing intersection of Ross, Beardslee, 112th NE and NE 195th may be eliminated or its function reduced to a right-in, right-out operation.

Sidewalks/Walkways

Sidewalks are present in the business parks and within the residential developments. Further, this Subarea includes the North Creek Regional Trail which serves as a shared use path for bicyclists and pedestrians.

Bicycle Routes

There are existing bicycle lanes within this Subarea along NE 195 Street, 120 Avenue NE, and North Creek Parkway South. This Subarea also includes the North Creek Trail, which serves as a shared use path for bicyclists and pedestrians.

Transit

King County Metro, Community Transit, and Sound Transit serve the Subarea. In addition, the UWB / CCG campus within the Downtown Subarea contains a transfer station with bus stops that serve all three transit agencies.
Transportation

Policies

Note: Certain Transportation Policies are graphically depicted on the Arterials, Bicycle Route and Pedestrian Facilities maps; street cross-sections; and other figures included in the Planning Area-wide Transportation Element.

1. The following roads within the Subarea are classified as arterials:

   Freeway / Limited Access Highway
   - I-405
   - SR-522

   Principal Arterial
   - None

   Minor Arterial
   - NE 180th Street
   - NE 195th Street
   - 39th Avenue SE/120th Avenue NE
   - 240th Street SE (west of 39th Avenue SE)

   Collectors
   - 112th Avenue NE
   - North Creek Parkway
   - 240th Street SE (east of 39th Avenue SE)

2. NE 195th Street and 120th Avenue NE/39th Avenue SE are part of the proposed Bothell Boulevard system. Any future improvements to these streets should include median landscaping islands, landscaping between the street and sidewalks/walkways, a coordinated street tree program and meandering sidewalks/walkways if practical.

3. Street coverage for vehicular traffic to and within the hillside areas shall be minimized. Streets shall be meandered to follow natural topography whenever possible in order to minimize cutting, filling and grading and to reduce the visual impact of streets on the rest of the Subarea.

4. The following bicycle paths should be designated for the Subarea:

   Shared Use Paths
   - North Creek Trail
     - 240th Street SE (west of 39th Avenue SE)

   Shared signed roadway
   - 240th Street SE (east of 39th Avenue SE)
   - NE-195th Street
   - North Creek Parkway South (south of NE-195th Street)
   - 39th Avenue SE/120th Avenue NE
   - Hollyhills Drive

3. Bicycle routes should be signed as soon as possible. Shared use paths shall be designed and constructed in accordance with AASHTO.
Preliminary Planning Commission Recommendation November 12, 2014

4. Except in limited circumstances all new development will be required to install sidewalks. Sidewalks should be constructed of concrete for durability and to reduce long term costs, and should be separated from the street by landscaping wherever possible.

5. I-405 and SR-522 should be visually screened from the surrounding area.

6. Encourage a location for a future transit station/center given the concentration of employment and multifamily uses in this subarea.

**Staff 10/15/14 - The policies below are planning area-wide policies that should be and are sufficiently articulated located within the Planning Area-Wide Transportation and Urban Design Elements. Staff is recommending these policies related to topography and a connected network of streets are more appropriately located within the Transportation and Urban Design Elements. There is no need to place these city-wide policies within each individual subarea plan.**

7. Due to the difficult topography within Bothell’s neighborhoods and the reality that a grid system within Bothell’s residential neighborhoods encourages cut-through traffic, it is the policy of the City of Bothell that the residential street pattern shall not emphasize a grid or connected network of streets that would promote neighborhood cut-through traffic, but should accommodate non-motorized connections and emergency and life safety access.

8. It is the policy of the City of Bothell to support a connected network of streets within Bothell’s community activity centers and other commercial areas so long as these connections do not encourage or promote residential neighborhood cut-through traffic.

79. Consider traffic and pedestrian safety improvements including speed reduction along 120th Ave NE/39th Ave SE and 112th Ave/Ross Road.

840. The City shall prohibit vehicle connection of 112 Avenue NE to the Maywood/Beckstrom Subarea, excepting only emergency vehicle access.

**Staff 10/15/14 - The improvements to Ross Road have generally been completed with the closure of Ross Road and its conversion to a single access point from 108th Avenue NE. The Following policies can be removed.**

11. The City shall pursue and implement interim safety measures along Ross Road as soon as possible.

12. Only detached residential development shall be permitted to access Ross Road. Uses allowed under the Office Professional, Neighborhood Business, or attached residential development shall be prohibited from utilizing Ross Road for primary or secondary means of permanent access.

**Actions**

Transportation projects within the Subarea are incorporated in the Planning Area-wide Transportation and Capital Facilities elements.

1. Investigate the feasibility of a public- or privately-owned feeder transit service linking the business parks with downtown, park-and-ride lots and major shopping and residential areas.
2015 Periodic Plan and Code Update:
Bloomberg Hill
The Subarea is served by natural gas, telephone, cellular phone service, cable TV and electricity. A liquefied petroleum pipeline conveying diesel, jet and other fuels is buried below ground within the Puget Sound Energy transmission tower (230 kV) Easement.

Transportation

The Subarea’s transportation system comprises streets, sidewalks/walkways, bicycle routes, and transit service. Each component is described in more detail below.

Streets

This Subarea is primarily served by two north-south streets - 132nd Avenue NE / 130th Avenue NE and Hollyhills Drive NE - and six east-west roadways - NE 180th Street, NE 182nd Place, NE 192nd Place, NE 195th Street, NE 205th Street and 240th Street SE.

Sidewalks / Walkways

There are no sidewalks/walkways in the Hollyhills Mobile Home Park area, but paved shoulders exist along Hollyhills Drive NE and join NE 192nd Place. The portion of NE 195th Street that runs along the school property has a sidewalk on the south side of the street and a sidewalk along the west side of 132nd Avenue NE.

The Morningside and Pioneer Hills housing subdivisions, located in the north and south portions of the Subarea, have sidewalks on both sides of the streets throughout their neighborhoods. The newer subdivisions along 130th Avenue NE, including Woodlark Green, Stonebrook Meadows, Andalusia and others, have internal sidewalks and sidewalks on 130th.

In the Snohomish County portion of the Subarea, the Olympic Ridge subdivision has internal sidewalks and a sidewalk on 240th Street SE.

A paved and separated pathway is located on the east side of 132nd Avenue NE for pedestrian and bicycle use up to NE 195th Street: there are intermittent sidewalks on the west side of 132nd. North of 195th on 130th Avenue NE, there are sidewalks on both sides of the street where subdivisions have been constructed, but the sidewalk system is not complete.

There is a sidewalk on the north side of NE 180th Street west of 132nd Avenue NE.

Bicycle Routes

As related above, there is one shared use path within this Subarea located along the east side of 132nd Avenue NE north to NE 195th Street. Bike lanes exist intermittently along the west side of 130th / 132nd Avenues NE. There is a continuous striped bike lane along the east side of 130th Avenue NE, although it is not signed.

Transit Service

Current transit service to the Subarea is provided by King County Metro along NE 180th Street, Hollyhills Drive, NE 192nd Street, 132nd Avenue NE and NE 195th Street. In addition, there is a bus stop on the westbound SR-522 on-ramp.
Actions

No specific Annexation Actions have been identified for this Subarea. Refer to the Planning Area-wide Housing Element.

1. Upon annexation, affirm the above policy with the Bothell and Woodinville Post Offices.

Utilities and Conservation

Policies

1. The City shall promote the use of utility rights-of-way for recreational use.

2. The City should work cooperatively with other jurisdictions to establish and monitor safety procedures for the Liquefied Petroleum pipelines to the maximum extent possible under federal regulations.

3. Future replacement towers for transmission lines and expansion of existing substations or construction of new substations should be designed to minimize aesthetic impacts on the neighborhood.

Actions

1. The City shall work with electricity and other utility providers to develop utility line rights-of-way into pedestrian/equestrian/bike trails.

2. Participate regionally in establishing petroleum pipeline safety procedures whenever a pipeline crosses a public right of way or when construction occurs within the pipeline easement.

3. The City shall work with electricity providers to implement policy 3 above.

Transportation

Policies

Note: Certain Transportation Policies are graphically depicted on the Arterials, Bicycle Route and Pedestrian Facilities maps; Street Cross-sections; and other figures included in the Planning Area-wide Transportation Element.

1. The following roads within the Subarea are classified as arterials:

   Freeway / Limited Access Highway  SR-522
   Principal Arterial               None
<table>
<thead>
<tr>
<th>Minor Arterial</th>
<th>NE 180th ST</th>
</tr>
</thead>
<tbody>
<tr>
<td>Collectors</td>
<td></td>
</tr>
<tr>
<td>130th/132nd Avenue NE</td>
<td></td>
</tr>
<tr>
<td>NE 205th ST</td>
<td></td>
</tr>
<tr>
<td>240th Street SE</td>
<td></td>
</tr>
<tr>
<td>47th Avenue SE</td>
<td></td>
</tr>
</tbody>
</table>

2. The following bicycle routes should be designated for the Subarea:

<table>
<thead>
<tr>
<th>Separated Route (Shared Use Path)</th>
<th>NE Hollyhills Drive</th>
</tr>
</thead>
<tbody>
<tr>
<td>132nd Avenue NE Pathway</td>
<td></td>
</tr>
<tr>
<td>Striped and/or Signed Route (Bicycle lane or Shared Roadway)</td>
<td>NE 180th Street</td>
</tr>
<tr>
<td></td>
<td>NE 205th ST</td>
</tr>
<tr>
<td></td>
<td>47th Avenue SE</td>
</tr>
<tr>
<td></td>
<td>240th Street SE</td>
</tr>
</tbody>
</table>

3. Bicycle routes should be signed as soon as possible.

4. NE 180th Street is part of the proposed Bothell Boulevard system. Any future improvements to this street should include median landscaping islands, landscaping between the street and sidewalks, a coordinated street tree program, and meandering sidewalks/walkways, if practical.

5. Except in limited circumstances all new development will be required to install sidewalks. Sidewalks should be constructed of concrete for durability and to reduce long-term maintenance costs, and should be separated from the street by landscaping wherever possible.

6. Sidewalks/walkways within the Hollyhills Mobile Home Park may not be desired by Hollyhills residents if the construction of sidewalks/walkways would intrude into residents' yards and decrease privacy. In lieu of these improvements, the City should place funding emphasis on neighborhood traffic calming measures control, including speed limit enforcement and painting of speed humps to enhance visibility.

7. Bicycle routes should be signed as soon as possible to meet Shared Roadway standards until construction to Bicycle Lane standards are completed.

8. Coordinate with neighboring jurisdictions on the planning, funding, and implementation of transportation improvements to address shared transportation needs and concerns.

**Staff 10/15/14** - The policies below are planning area-wide policies that should be and are sufficiently articulated located within the Planning Area-Wide Transportation and Urban Design Elements. Staff is recommending these policies related to topography and a connected network of streets are more appropriately located within the Transportation and Urban Design Elements. There is no need to place these city-wide policies within each individual subarea plan.

**PC 10/01/14** - The Planning Commission concurs.

9. Due to the difficult topography within Bothell's neighborhoods and the reality that a grid system within Bothell's residential neighborhoods encourages cut-through traffic, it is the policy of the City of Bothell that the residential street pattern shall not emphasize a grid or connected network of
streets that would promote neighborhood cut-through traffic, but should accommodate non-motorized connections and emergency and life safety access.

10. It is the policy of the City of Bothell to support a connected network of streets within Bothell’s community activity centers and other commercial areas so long as these connections do not encourage or promote residential neighborhood cut-through traffic.

940. Land under the transmission lines bordering the west of this Subarea should be used for pedestrian/equestrian/bike trail use.

102. Promote coordinate traffic calming and other measures and pedestrian safety improvements with subarea residents in accordance with the City’s Traffic Calming Program including speed reduction in the subarea including along Hollyhills Drive and 130th/132nd Avenues NE and transportation improvements at the NE 205th ST/130th Avenue NE intersection.

Actions

Transportation projects to implement subarea and city-wide policies are identified and generally described in the Bothell Transportation Improvement Plan (TIP): from the TIP and other sources, the City Council selects projects for inclusion in the Bothell Capital Facilities Plan (CFP), which establishes types and amounts of funding and schedules projects for design and construction.

1. Incorporate projects which implement the above policies into the City’s Transportation Improvement Program (TIP) and into the Capital Facilities Plan (CFP).

2. Work with the City of Woodinville and King County to coordinate future improvements of 130th and 132nd Avenues NE.

3. Work with the City of Woodinville and the Washington State Highway Department of Transportation to coordinate future improvements at the SR-522/SR-202 interchange area. These improvements should enhance safety for bicyclists and pedestrians on the 132nd Avenue NE bridge over SR 522.

4. Erect signage to designate 130th/132nd Avenues NE as bicycle routes.

5. Investigate and, if feasible, provide continuous sidewalks/walkways on 195th Street/Hollyhills Drive.

6. Investigate and, if feasible, provide the following bike lanes along 205th Street SE from:
   - 130th Avenue NE to 47th Avenue SE in Snohomish County;
   - NE 195th Street/Hollyhills Drive east from 120th Avenue NE; and
   - NE 180th Street west of 132nd Avenue NE.

7. Work with easement benefactors and individual property owners to allow land under the transmission lines bordering the west of this Subarea to be used for pedestrian/equestrian/bike trail use.

8. Pursue Consider traffic calming measures to promote safety including speed reduction along Hollyhills Drive in accordance with the City’s Traffic Calming Program and 130th/132nd Avenues NE and transportation improvements at the NE 205th ST/130th Avenue NE intersection.

9. Encourage bicycle facilities along the following corridors:
   - 130th/132nd Avenue NE connected from 47th Avenue SE in Snohomish County to SR-522;
2015 Periodic Plan and Code Update: Brickyard Road / Queensgate
Parks and Open Space

The Brickyard Road / Queensgate Subarea contains regional and neighborhood parks, designated passive open space, and other public recreational areas. Brickyard Road Neighborhood Park, located at 16800 Brickyard Road NE, is 3.6 acres in size and includes a sports court, playground, picnic facilities, and open space. East Norway Hill Neighborhood Park consists of 24.3 acres and is located south of Northshore Junior High School, west of 124th Avenue NE, and north and south of the Tolt River Pipeline. The regional King County park land includes the Sammamish River Trail with 3.3 acres of passive open space within this subarea. Other public recreational areas are located at Northshore Junior High School and Woodmoor Elementary School which total approximately six acres for use during non-school hours or events.

Sanitary Sewer and Water

Depending on location within the Subarea, sanitary sewer and potable water service is provided by the City of Bothell, Northshore Utility District or Woodinville Water District. Generally, Bothell serves the north portion of the Subarea; Northshore serves the southwest portion; and Woodinville serves the southeast portion.

Storm / Surface Water

The City of Bothell is within the Greater Lake Washington / Sammamish / Cedar Watershed which is called the Water Resource Inventory Area (WRIA) 8.

All precipitation that falls within the Planning Area not absorbed into the soil or evaporated into the air becomes storm water runoff which eventually flows into the Sammamish River, Lake Washington, and eventually Puget Sound. Storm water runoff is conveyed to receiving waters (such as the Sammamish River) via a series of catch-basins, sub-surface pipes, and open water channels/drainage ditches and streams. The City of Bothell has a storm water utility which maintains city-owned storm water runoff facilities, inspects privately-owned storm water facilities, and monitors surface water streams, creeks, and the Sammamish River for water quality and flow issues.

Utilities

The Subarea is served by natural gas, telephone, wireless telephone service, electricity, and cable television.

Transportation

The Subarea’s transportation system is composed of streets, sidewalks / walkways, bicycle routes, and transit service. Each component is described in more detail below. The Transportation Element of this Plan discusses the details of the City’s transportation system.
Streets

This Subarea is primarily served by two east-west roadways (NE 160th Street and East Riverside Drive / Woodinville Drive) and two north-south roadways (Brickyard Road / Juanita-Woodinville Way and 124th Avenue NE).

Sidewalks / Walkways

There are sidewalks on at least one side of the street and usually both sides in all of the developed housing subdivisions. Sidewalks are also in place on both sides of Brickyard Road and 160th Street NE. There are intermittent sidewalks along the south side of East Riverside Drive / Woodinville Drive and on both sides of 124th Avenue NE.

This Subarea also includes the Sammamish River Trail, which serves as a shared use path for pedestrians and bicyclists.

Staff 10/01/14 - Recent Capital projects have completed sidewalks along the south side of East Riverside Drive from 102nd Avenue NE to 111th Avenue NE. These capital improvements should be recognized and the location of the needed sidewalks should be updated.

The City has identified the need for sidewalks on East Riverside Drive from Brickyard Road to 111th Avenue NE.

Bicycle Routes

As noted above, the Sammamish River Trail runs along the northern boundary of this Subarea. Brickyard Road has striped and signed bicycle lanes. NE 160th Street and 124th Avenue NE are striped but not signed for bike lanes, and the width available for cyclists on 124th varies. East Riverside Drive / Woodinville Drive is not signed, and only intermittently striped.

Transit Service

King County Metro transit service to this area runs along NE 160th Street, 119th Avenue NE (south of 160th), 124th Avenue NE (south of 160th), Woodinville Drive, and Brickyard Road / Juanita-Woodinville Way. In addition, there is a bus stop (transit freeway station) for King County Metro and Sound Transit on the northbound I-405 on-ramp, and a park and ride lot across the freeway in the Waynita / Simonds / Norway Hill Subarea.
Policies

No specific Annexation Element Policies or actions have been identified for this Subarea. Refer to the Planning Area-Wide Annexation Element.

1. Accept annexation requests for unincorporated areas which the City is able to serve at adopted levels of service.

2. Ensure that annexation boundaries promote efficient service delivery.

3. The distinct identity and sense of community of the Brickyard Road / Queensgate area should be considered in any proposed annexation in this area. Annexations should not divide the community.

Actions

1. Keep potential annexation areas informed as to process and obstacles.

Utilities and Conservation

Policies

1. Future replacement towers for the transmission lines along 124th Avenue NE and expansion of existing substations or construction of new substations should be designed to minimize aesthetic impacts on the Subarea.

Actions

1. The City shall work with electricity providers to implement the preceding policy.

Transportation

Policies

Note: Certain Transportation Policies are graphically depicted on the Arterials, Bicycle Route and Pedestrian Facilities maps; Street Cross-sections; and other figures included in the Planning Area-wide Transportation Element

1. The following roads within the Subarea are classified as arterials:

   Freeway / Limited Access Highway
   I-405
   SR-522

   Principal Arterial
   None
Minor Arterial

124th Avenue NE
NE 160th Street NE
Juanita-Woodinville Way (west of 116th Avenue NE)

Collectors

East Riverside Drive / Woodinville Drive
Brickyard Road / Juanita-Woodinville Way (north of NE 160th Street)

3. The following bicycle routes should be designated for the Subarea:

Separated Route (Shared Use Path)

Sammamish River Trail (including potential bridge connecting to Brickyard Road and Woodinville Drive)

Striped and/or Signed Route (Bicycle Lane or Shared Roadway)

Juanita-Woodinville Way / Brickyard Road
124th Avenue NE
NE 160th Street
East Riverside Drive / Woodinville Drive (East of 111th Avenue NE)

4. NE 160th Street is part of the proposed Bothell Boulevard system. Any future improvements to this street should include median landscaping islands, landscaping between the street and sidewalks, a coordinated street tree program, and meandering sidewalks/walkways, if practical.

5. Bicycle routes should be signed as soon as possible to meet Shared Roadway standards until construction to Bicycle Lane standards are completed.

6. Except in limited circumstances all new development will be required to install sidewalks. Sidewalks should be constructed of concrete for durability and to reduce long-term maintenance costs, and should be separated from the street by landscaping wherever possible.

7. Coordinate with neighboring jurisdictions on the planning, funding, and implementation of transportation improvements to address shared transportation needs and concerns.

It is recognized that the NE 160th / I-405 interchange is congested during peak usage, and that any additional development, even though pedestrian oriented, would likely exacerbate congestion. Consequently, any proponent of development in this area, in addition to meeting City traffic concurrency and impact mitigation requirements, shall coordinate with the City, the Washington State Department of Transportation, Sound Transit, King County Metro Transit and other applicable agencies to identify and implement strategies for reducing congestion.
8. Due to the difficult topography within Bothell's neighborhoods and the reality that a grid system within Bothell's residential neighborhoods encourages cut-through traffic, it is the policy of the City of Bothell that the residential street pattern shall not emphasize a grid or connected network of streets that would promote neighborhood cut-through traffic, but should accommodate non-motorized connections and emergency and life safety access.

9. It is the policy of the City of Bothell to support a connected network of streets within Bothell's community activity centers and other commercial areas so long as these connections do not encourage or promote residential neighborhood cut-through traffic.

10. Promote traffic and pedestrian safety.

Actions

Transportation projects to implement subarea and city-wide policies are identified and generally described in the Bothell Transportation Improvement Plan (TIP): from the TIP and other sources, the City Council selects projects for inclusion in the Bothell Capital Facilities Plan (CFP), which establishes types and amounts of funding and schedules projects for design and construction.

1. Incorporate projects which implement the above policies into the City's Transportation Improvement Program (TIP) and into the Capital Facilities Plan (CFP).

2. Erect signage to designate NE 160th Street, 124th Avenue NE, and Woodinville Drive NE as bicycle routes.

3. Work with the City of Woodinville and City of Kirkland/King County to improve 124th Avenue NE to Minor Arterial standards, to include bicycle lanes and sidewalks in each direction including the use of the utility corridor, if practical.

4. Consider traffic calming measures in accordance with City Traffic Calming Program to promote safety including speed reduction along the NE 163rd Street and NE 169th Street corridors; along 119th Avenue NE south of NE 160th Street; and along 121st Avenue NE.

5. Investigate neighborhood pedestrian connections throughout the Subarea to improve neighborhood access to city parks and trails systems, including a pedestrian bridge across the Sammamish River from the north end of Brickyard Road.

Staff 10/01/14 - The intersections identified in Actions 6 and 7 below are now completely within the jurisdiction of the City of Bothell and coordination with King County is no longer necessary. Conversely, even though NE 160th between 119th Avenue NE and 124th Avenue NE is totally within the corporate limits of the City of Bothell, NE 160th Street is a major access point into the City of Woodinville and coordination with Woodinville continues to be appropriate.
2015 Periodic Plan and Code Update: Westhill
Sanitary Sewer

The City of Bothell serves those portions of the Subarea within the City boundary with sanitary sewer services. The southern portion of the Subarea in unincorporated King County is served with sanitary sewer by the Northshore Utility District. This area is located generally between NE 178th Street and SR-522. Throughout the Subarea there are still some undeveloped or partially developed properties that are served by septic systems.

Storm / Surface Water

The City of Bothell is within the Greater Lake Washington / Sammamish / Cedar Watershed with is called the Water Resource Inventory Area (WRIA) 8.

All precipitation that falls within the Planning Area not absorbed into the soil or evaporated into the air becomes storm water runoff which eventually flows into the Sammamish River, Lake Washington, and eventually Puget Sound. Storm water runoff is conveyed to receiving waters (such as the Sammamish River) via a series of catch-basins, sub-surface pipes and drainage ditches. The City of Bothell has a storm water utility which maintains city-owned storm water runoff facilities, inspects privately-owned storm water facilities, and monitors surface water streams, creeks, and the Sammamish River for water quality and flow issues.

Utilities

The Subarea is served by telephone, cell phone, electricity, natural gas, and cable television. Electricity providers maintain 115 kv electricity lines through the Subarea, along 80th Avenue NE, north of NE 195th Street, and along the Tolt River Pipe Line.

Transportation

Streets

The Westhill Subarea is served by roadways that interconnect and link to SR-527 to the east and SR-522 to the south. The main east-west roadways in this Subarea include SR-522, NE 180th Street, NE 188th Street, NE 191 Street and 240th Street SE. The main north-south roadways in this Subarea are 88th Avenue NE and 91st/92nd Avenue NE.

Bothell High School, Sorenson Early Childhood Center, and Westhill Elementary present challenges for traffic flow and pedestrian safety, especially during peak morning and afternoon hours. SR-522, located at the southern end of the Subarea, also presents traffic issues as it is a major east-west transportation route.

Sidewalks/Walkways

Sidewalks/walkways are found, for the most part, within the residential subdivisions. There are sidewalks/walkways that exist on the south side of 240th Street SE and along portions of 88th Avenue NE, 91st/92nd Avenue NE, NE 180th Street, NE 190th Street, NE 191st Street and SR 522.
Bicycle Routes

There is a signed bike lane on the north side of NE 180th Street adjoining Bothell High School. Elsewhere on major roads in the Subarea, there are striped paved shoulders of varying widths which could be used by cyclists, but none are signed for bicycle use.

Transit Service

Sound Transit and King County METRO provide bus service along SR 522. Community Transit provides transit service along 240th Street SE within the Snohomish County portion of the Subarea.
No specific Utilities and Conservations Policies or Actions have been identified for this Subarea. Refer to the Planning Area-wide Utilities Element.

Transportation Policies

Note: Certain Transportation Policies are graphically depicted on the Arterials, Bicycle Route and Pedestrian Facilities maps; Street Cross-sections; and other figures included in the Planning Area-wide Transportation Element

1. NE Bothell Way (SR-522) is part of the proposed Bothell Boulevard system. Any future improvements to these streets should include median landscaping islands, landscaping between the street and sidewalks, and a coordinated street tree program, and meandering of sidewalks/walkways, if practical.

2. The following roads within the Subarea are classified as arterials:

   Freeway / Limited Access
   Highway
   None

   Principal Arterial
   SR-522

   Collectors
   NE 180th Street
   88th Avenue NE and 7th Avenue SE
   NE 191st Street
   92nd Avenue NE
   240th Street SE
   Proposed NE 203rd Street connecting 88th Avenue NE and SR 527

3. The following bicycle routes should be designated for the Subarea:

   Separated Route (Shared Use Path)
   Burke - Gilman Trail

   Striped and/or Signed Route (Bicycle Lane or Shared Roadway)
   88th Avenue NE/7th Avenue SE
   NE 180th Street
   91st / 92nd Avenue NE
   NE 191st Street
   240th Street SE

4. Except in limited circumstances all new development will be required to install sidewalks. Sidewalks should be constructed of concrete for durability and to reduce long-term maintenance costs, and should be separated from the street by landscaping wherever possible.
5. Pedestrian and/or bicycle amenities that are safe and accessible shall be included as components of all new or renovated arterials or collectors within the Subarea.

6. Pedestrian path easements shall be required of developers of subdivisions to provide a convenient and direct pedestrian connection to employment, stores, schools, bus stops, parks, and community service centers.

7. Bicycle routes should be signed as soon as possible to meet Shared Roadway standards until construction to Bicycle Lane standards are completed.

8. Coordinate with neighboring jurisdictions, the Washington State Department of Transportation, and the transit agencies on the planning, funding, and implementation of transportation improvements to address shared transportation needs and concerns.

9. New development along SR-522 should be designed and built to be transit oriented.

Staff 10/15/14 - As previously identified, policies 10 and 11 below is most appropriately established as a City-wide policy and has been so reflected within the revised Transportation Element of the 2015 Periodic Update.

10. Due to the difficult topography within Bothell’s neighborhoods and the reality that a grid system within Bothell’s residential neighborhoods encourages cut-through traffic, it is the policy of the City of Bothell that the residential street pattern shall not emphasize a grid or connected network of streets that would promote neighborhood cut-through traffic, but should accommodate non-motorized connections and emergency and life safety access.

11. It is the policy of the City of Bothell to support a connected network of streets within Bothell’s community activity centers and other commercial areas so long as these connections do not encourage or promote residential neighborhood cut-through traffic.

12. Promote traffic and pedestrian safety.

13. Prohibit connection of NE 190th Street to properties further than the western Westhill subarea boundary.

Actions

Transportation projects to implement subarea and city-wide policies are identified and generally described in the Bothell Transportation Improvement Plan (TIP): from the TIP and other sources, the City Council selects projects for inclusion in the Bothell Capital Facilities Plan (CFP), which establishes types and amounts of funding and schedules projects for design and construction.

1. Incorporate projects which implement the above policies into the City’s Transportation Improvement Program (TIP) and into the Capital Facilities Plan (CFP).

Staff 10/15/14 - Staff recommends this obsolete Policy be deleted because referencing a traffic study that was completed in 1993 (21 years ago) and acknowledging implementation of one of the recommendations within that 21 year-old study should be considered either complete or obsolete.
2. Continue to update and implement the recommendations of the Westhill Traffic Study completed in 1993, and incorporated in this plan as an Appendix to the Transportation Element which address the Transportation Policies and Actions listed in this Subarea Plan. One concern expressed in the Westhill Traffic study regarded the preservation of mature coniferous trees on the south side of NE 190th Street. This issue has been implemented with the construction of sidewalks along the north side of NE 190th Street.

3.2. Investigate and, if feasible, provide continuous sidewalks on 88th Avenue NE/7th Avenue SE.

4.3. Erect signage to designate the portion of NE 180th Street with bicycle lanes as a bicycle route.

5.4. Investigate and, if feasible, provide continuous bicycle lanes on 88th Avenue NE/7th Avenue SE, 91st Avenue SE/92nd Avenue, and NE 191st Street.

**The SR 522 improvements at 83rd Place NE and 80th Avenue NE are completed.**

6. Work with the City of Kenmore and WSDOT to explore the feasibility of developing an access point for bicycles from 83rd Place NE at SR-522 to the Burke-Gilman/Sammamish River Trail.

7. Work with the City of Kenmore and WSDOT to ensure that any improvements to 80th Avenue NE and 83rd Place NE (Kenmore portions) and SR-522 respectively include appropriate pedestrian and bicycle facilities.

**Staff 10/15/14 - King County METRO has dropped Route 307 and King County METRO does not use smaller 'feeder buses' and uses instead the Dial-a-Ride Transit program.**

8. Work with King County METRO to address the problem of buses using residential areas within the Subarea as a turning point on Route 307. In addition, the City will work with King County METRO to implement smaller, feeder buses in residential areas.

79. Work with the City of Kenmore, King County, to pursue traffic and pedestrian safety improvements along key arterials and roadways, calming measures to promote safety including speed reduction.

840. Pursue crosswalks or street lighting to promote pedestrian safety at intersections.

**Staff 10/15/14 - The action below has been fully implemented and is now a standard operating procedure. Removal of this Action is now appropriate.**

11. Work with the Bothell Police Department to enforce restricted parking zones on neighborhood streets around Bothell High School.

942. Work with the City of Kenmore and WSDOT to minimize the channeling of traffic through the Westhill Subarea resulting from the signalized intersection of 83rd Place NE and SR-522.

**Capital Facilities**

Capital facilities projects to implement subarea and city-wide policies (other than parks and recreation and transportation projects, discussed separately above) are selected by the City Council for inclusion in the Bothell Capital Facilities Plan (CFP), which establishes types and amounts of funding and schedules projects for design and construction.
2015 Periodic Plan and Code Update: Waynita / Simonds / Norway Hill
The Subarea also contains remnants of the historic Red Brick Road at Red Brick Road Park. Red Brick Road, constructed in 1914, was the first hard surface road between Seattle and Bothell, and a portion still exists near the southwest corner of SR-522 and Waynita Way. This site is on the State and Local Historic Registers and is incorporated into Red Brick Road Park. Just across Waynita Way, 96th Avenue NE is a bare the remnants of Wayne Bridge, built in 1917, which was part of the old Lake Washington Boulevard system. The remnants of the Wayne Bridge are on the local Historic Register.

**Sanitary Sewer**

Sanitary sewer services where available are supplied by either the City of Bothell or the Northshore Utility District (NUD), depending on location within the subarea. Some portions of the upper portion of Norway Hill are not served by sanitary sewer.

**Water**

The Northshore Utility District serves most of the Subarea with potable water. Those areas outside the NUD boundaries are serviced by the City of Bothell. In general, NUD provides water services in those portions northeast of 104th Ave. and the entire southern portion of the Subarea, while the City provides water services to the north-central and northwest portions of the Subarea. In addition, the City of Seattle Tolt River Pipeline runs through the northeastern portion and serves as part of the northwestern boundary of the Subarea. There are two water storage tanks in the 16300 block of 104th Avenue NE; one maintained by the City of Bothell and the other by the Northshore Utility District.

**Storm / Surface Water**

The City of Bothell is within the Greater Lake Washington / Sammamish / Cedar Watershed with is called the Water Resource Inventory Area (WRIA) 8.

All precipitation that falls within the Planning Area not absorbed into the soil or evaporated into the air becomes storm water runoff which eventually flows into the Sammamish River, Lake Washington, and eventually Puget Sound. Storm water runoff is conveyed to receiving waters (such as the Sammamish River) via a series of catch-basins, sub-surface pipes and drainage ditches. The City of Bothell has a storm water utility which maintains city-owned storm water runoff facilities, inspects privately-owned storm water facilities, and monitors surface water streams, creeks, and the Sammamish River for water quality and flow issues.

**Utilities**

The Subarea is served by electricity, telephone, wireless telephone, natural gas, and cable television. The Tolt River Pipeline passes through the middle of the Subarea from southeast to northwest, as shown on Figure 3.

**Transportation**

**Streets**

The Subarea is served by arterials and collectors. Juanita-Woodinville Way is classified a Minor Arterial, while East Riverside Drive, NE 145th Street and Waynita Way / 100th Avenue NE are classified as Collectors. No new through streets are planned for the Subarea.
Preliminary Planning Commission Recommendation February 25, 2015

Bicycle Routes

Bicycle routes exist in the Subarea along some portions of Simonds Road and Waynita Way / 100th Avenue NE. The Sammamish River Trail serves as a shared use path for bicyclists and pedestrians.

Sidewalks/Walkways

Sidewalks or walkways are found, for the most part, within developed subdivisions. In addition to subdivisions, sidewalks / walkways exist along Waynita Way NE, and portions of NE 145th Street, Juanita-Woodinville Way, 112th Avenue NE and East Riverside Drive.

Transit Service

There is local King County Metro transit service along East Riverside Drive and Juanita-Woodinville Way, and regional Sound Transit service along I-405, stopping at a park-and-ride lot at the southwest quadrant of the Juanita-Woodinville Way / I-405 interchange.
Actions

1. The City shall work with electricity providers to implement policy 1.

Staff 11/19/14 - Subarea Transportation policies and actions will be updated as the Planning Area-wide Transportation Element is developed. A number of policies may be deleted if they don’t address issues specific to the Subarea.

Transportation

Policies

Note: Certain Transportation Policies are graphically depicted on the Arterials, Bicycle Route and Pedestrian Facilities maps; Street Cross-sections; and other figures included in the Planning Area-wide Transportation Element.

1. The following roads within the Subarea are classified as arterials:

   Freeway / Limited Access I-405 Highway

   Principal Arterial                None

   Minor Arterial                   Juanita-Woodinville Way

   Collector                       East Riverside Drive
                                   Waynita Way NE / 100th Avenue NE
                                   NE 145th Street

2. Waynita Way NE/100th Ave. NE and Juanita-Woodinville Way are designated as part of the Bothell Boulevard system and should be developed to those standards, including median landscaping islands, landscaping between the street and sidewalks/walkways, a coordinated street tree program, and meandering sidewalks/walkways, if practical.

3. The following bicycle routes should be designated for the Subarea:

   Separated Route (Shared Use Path) Sammamish River Trail

   Striped and/or Signed Route (Bicycle Lane or Shared Roadway) East Riverside Drive
   Waynita Way NE / 100th Avenue NE
   NE 145th Street
   Juanita-Woodinville Way
   104th / 105th Avenue NE
   NE 168th Street / 107th Place
   NE / 108th Avenue NE / NE
   164th Place
   108th / 112th Avenue NE
Preliminary Planning Commission Recommendation February 25, 2015

4. Bicycle routes should be signed to meet Shared Roadway standards until construction of Bicycle Lane standards are completed. The bicycle routes along Waynita Way NE and 100th Avenue NE and Simonds Road NE should connect with the Sammamish River Trail (via 68th Avenue NE for Simonds Road).

5. Except in limited circumstances all new development will be required to install concrete sidewalks. Sidewalks should be constructed of concrete for durability and to reduce long-term maintenance costs, and should be separated from the street by landscaping wherever possible.

6. Pedestrian and/or bicycle amenities shall be included as components of all new or renovated arterials or collectors within the Subarea.

7. Pedestrian path easements shall be required of developers of subdivisions to provide a safe, convenient, and direct pedestrian connection for all users to employment, stores, schools, bus stops, parks, and community centers.

8. New development along transit routes within the Subarea should be designed and built so as to be transit oriented.

9. The City shall coordinate work with agency partnerships including the City of Kirkland and King County to ensure that any improvements to Juanita-Woodinville Way, the NE 160th Street interchange, and the Park-and-Ride lot are sensitive to the existing residential neighborhoods and any critical areas within the corridor. The City should work with King County METRO and King County to ensure that bus service is provided along Juanita-Woodinville Way between the NE 160th Street interchange and the Juanita/Kirkland area to attempt to decrease the number of single occupant vehicle trips along this route.

It is recognized that the interchange is congested during peak usage, and that any additional development, even though pedestrian oriented, would likely exacerbate congestion. Consequently, any proponent of development in this area, in addition to meeting City traffic concurrency and impact mitigation requirements, shall coordinate with the City, the Washington State Department of Transportation, Sound Transit, King County METRO and other applicable agencies to identify and implement strategies for reducing congestion.

10. Improvements to Juanita-Woodinville Way shall include the minimum number of lanes necessary between NE 145th Street and 112th Avenue NE, the minimum number of lanes necessary to phase into the freeway interchange, and appropriate pedestrian and bicycle facilities.

11. Promote traffic and pedestrian safety.

Staff 11/19/14 - The policies below are planning area-wide policies that should be and are sufficiently articulated located within the Planning Area-Wide Transportation and Urban Design Elements, as changed in the current recommendation. Staff is recommending these policies related to topology and a connected network of streets are more appropriately located within the Transportation and Urban Design Elements. There is no need to place these city-wide policies within each individual subarea plan.

12. Due to the difficult topography within Bothell’s neighborhoods and the reality that a grid system within Bothell’s residential neighborhoods encourages cut through traffic, it is the policy of the City of Bothell that the residential street pattern shall not emphasize a grid or connected network of streets that would promote neighborhood cut through traffic, but should accommodate non-motorized connections and emergency and life safety access.
Preliminary Planning Commission Recommendation February 25, 2015

13. It is the policy of the City of Bothell to support a connected network of streets within Bothell's community activity centers and other commercial areas so long as these connections do not encourage or promote residential neighborhood cut-through traffic.

Actions

Transportation projects to implement subarea and city-wide policies are identified and generally described in the Bothell Transportation Improvement Plan (TIP): from the TIP and other sources, the City Council selects projects for inclusion in the Bothell Capital Facilities Plan (CFP), which establishes types and amounts of funding and schedules projects for design and construction.

1. In order to implement Policy #Number 84 above, the City shall work with the City of Kirkland and King County Metro to ensure that commercial and multi-family development along the Juanita-Woodinville Way NE shall be designed to be transit-oriented. If the area annexes to Bothell, the City should consider all the development of design standards and guidelines to ensure that any future development along the corridor is transit-oriented.

2. Pursue and implement traffic calming and other measures in accordance with the City Traffic Calming Program to promote safety including speed reduction along the 104th/105th Avenue NE and 168th Street NE/107th Place NE/108th Avenue NE corridors.

3. Investigate neighborhood bicycle and pedestrian connections throughout the Subarea to improve neighborhood access and safety, particularly along the 108th Avenue NE/164th Place NE to 112th Avenue NE and the 104th/105th Avenue NE corridors.

4. To increase bicycle and pedestrian safety, erect signage to designate Simonds Road and East Riverside Drive as a Shared Roadway routes.

Capital Facilities

Specific capital facilities projects (other than parks and recreation and transportation projects, discussed separately above) are selected by the City Council for inclusion in the Bothell Capital Facilities Plan (CFP), which is updated regularly and which identifies types and amounts of funding and schedules projects for implementation.
Proposed Planning Commission Findings, Conclusions and Recommendation

City of Bothell 2015 Periodic Plan and Code Update

Findings

1. Statutory basis.

The Washington State Growth Management Act (GMA), codified as Revised Code of Washington (RCW) 36.70A, requires that counties and cities subject to the Act adopt comprehensive plans and implementing development regulations consistent with the Act.

The GMA mandates that “each comprehensive land use plan and development regulations shall be subject to continuing review and evaluation by the county or city that adopted them”, and further “...cities shall take action to review and, if needed, revise their comprehensive plans and development regulations to ensure the plan and regulations comply with the requirements of this chapter as follows:

(a) On or before June 30, 2015, and every eight years thereafter, for King, Pierce, and Snohomish counties and the cities within those counties” (RCW 36.70A.130)

The GMA requires that, at a minimum, communities review, and update as necessary, local plans and regulations to:

- Ensure that any amendments made to the GMA since the previous periodic update (i.e. 2004) have been included in the community’s plan;
- Ensure that projected population and employment growth can be accommodated within the community’s adopted Urban Growth Area;
- Ensure that the community’s Critical Areas Ordinance is up to date;
- Ensure that the community’s Plan and regulations are up to date regarding designated “mineral resource lands” (this requirement does not apply to Bothell).

The Washington State Department of Commerce recommends that, in addition to the above GMA requirements, communities also review the following;

- Land Use Element;
- Capital Facilities and Transportation Elements;
- Internal and external consistency of the Plan;
- Inventories. Specifically, inventories of housing (existing and projected housing needs), capital facilities, and transportation facilities and service.

Under the GMA, development regulations must be consistent with the Comprehensive Plan. Given that, these Planning Commission Findings, Conclusions and
Recommendation include any Code amendments required to implement amendments to the Plan itself.


3. Geographic Location.

The 2015 Periodic Plan and Code Update applies to the entire Bothell planning area, including those portions of unincorporated Snohomish County within the City’s adopted Municipal Urban Growth Area (MUGA).

4. Public Hearings.

The Planning Commission held public hearings on the 2015 Periodic Plan and Code Update as follows:

- February 12, 2014
- February 19, 2014
- February 26, 2014
- March 5, 2014
- March 12, 2014
- March 19, 2014
- March 26, 2014
- April 9, 2014
- April 16, 2014
- April 30, 2014
- May 7, 2014 (with Landmark Preservation Board)
- May 14, 2014
- May 21, 2014
- June 4, 2014
- June 18, 2014
- June 25, 2014
- July 2, 2014
- July 9, 2014
- July 23, 2014
- September 3, 2014
- September 10, 2014
- September 17, 2014
- September 24, 2014
- October 1, 2014
- October 8, 2014
- October 15, 2014
October 29, 2014
November 5, 2014
November 19, 2014
December 3, 2014
December 10, 2014
December 17, 2014
January 7, 2015
January 14, 2015
January 21, 2015
January 28, 2015
February 4, 2015
February 11, 2015
February 25, 2015
March 4, 2015
March 11, 2015
March 18, 2015
April 1, 2015

5. Public Notice. Public notice for the proposed code amendments was provided through the following methods:

- Imagine Bothell... notice. The City of Bothell provides a monthly notice to citizens, interested parties and news media which, in general, describes upcoming hearings and the topics of those hearings, and explains potential ramifications of decisions which may occur from actions of the City. This notice is provided at the end of the month for the subsequent month's hearing schedule. The Imagine Bothell... notice also contains information which directs inquiries to city staff, the City web page, and telephone contact numbers.

  o Notice of the public hearing dates for the proposed code amendment was published in the February, March, April, May, June, July, September, October, November and December, 2014, and the January, February and March, 2015, editions of the Imagine Bothell... notice.

  o b. The Imagine Bothell... notice is sent via e-mail and/or regular U.S. Postal Service mail to all parties who have signed up for the service (approximately 200 persons).

  o c. The Imagine Bothell... notice is published in The Seattle Times, the City's Newspaper of Record, once a month on either the first, second or third day of the month.

  o d. The Imagine Bothell... notice is also regularly posted on the City's web page at www.ci.bothell.wa.us.

- The City maintains a number of public notice boards which are placed throughout the City at certain accessible and visible locations. Each of these notice boards contains a plastic box where extra copies of the Imagine Bothell... notice are stored and are...
available for retrieval by any interested citizen. These boxes are filled with paper copies of the notice each month.

- The Imagine Bothell... notice is also publicly posted at City Hall, the Dawson Building, Municipal Court Building, and the Bothell Post Office.

- The City mailed individual postcards to property owners and residents who own or live within the vicinity of any property-specific Plan amendment requests received as part of the 2015 Periodic Plan and Code Update. This included the following property-specific Plan amendment requests:
  - Hallett - Brickyard Road / Queensgate Subarea
  - Spatacean, Nielson, O’Day - Brickyard Road / Queensgate Subarea
  - Hughes - Weshill Subarea
  - Hearst - Westhill Subarea
  - Country Village and surrounding properties - Country Village / Lake Pleasant / Bothell-Everett Highway Subarea
  - Jorgenson - Country Village / Lake Pleasant / Bothell-Everett Highway Subarea

6. Planning Area-Wide Elements

Vision Statement

- The Planning Commission recommendation amends the preamble to the Vision Statement to reflect the community’s appreciation of Bothell’s past, and to incorporate a reference to responsible development.

- Language regarding choices in transportation was added.

- Language promoting economic development was added.

- A statement regarding public safety was moved up in the order, relative to other statements.

Land Use Element

- Accommodation of a population capacity shortfall of 3,544 persons in the Snohomish County portion of the city, based on Vision 2040 Growth targets (predicted demand) and the 2013 Snohomish County Buildable Lands Report (predicted supply). In order to accommodate the City’s growth targets, the Planning Commission recommendation would add an R-AC (Residential - Activity Center) Plan designation to the Canyon Park Regional Growth Center (RGC) area, as well as Country Village.

- Integration of Transfer of Development Rights (TDR) and the Landscape Conservation and Local Infrastructure Program (LCLIP) into the Comprehensive Plan. The Planning Commission considered the adoption of a Transfer of Development Rights (TDR) program as a land use strategy and potential source of Tax Increment Financing (TIF) revenues for the City at several public hearings. However, due to the complexity of the
issue and comments received from business owners in the Canyon Park Business Center (a likely TDR "receiving site", the Planning Commission recommendation would defer this issue until 2016 - 2017, when it is anticipated that the Canyon Park Subarea Plan will be the subject of a much more in-depth urban design study. In order to provide a basis for the future implementation of a TDR program, and to state the City's intent regarding TDR, it is appropriate to include a new Goal, Policy and Action in the Land Use Element. These are included in the Land Use Element as LU-G11, LU-P22 and LU-A6 respectively.

- Proposed amendments to LU-P4 to exclude from the calculations for net buildable area surface storm water retention / detention / water quality facilities. As Low Impact Development (LID) techniques for handling stormwater runoff become the required norm, as opposed to an alternative methodology, the amount of land area taken up by stormwater facilities has increased. Many jurisdictions allow credit for such facilities in land use density calculations (and some give credit for other items, such as critical areas buffers). Because LID uses up more land area than more conventional techniques, staff believes it is reasonable to allow density credit for stormwater facilities in proposed developments.

In addition to the proposed Plan language deletion on page LU-32, two Code amendments to the BMC are required to implement this change: to BMC 12.14.030(B)(2)(d) and BMC 12.14.030(B) (3)(c).

Related to this item, the Planning Commission recommendation also proposes revising the table in BMC 12.14.030(A) in order to separate the information pertaining to the R5,400a and R5,400d zones. No material changes are proposed (i.e. no information is proposed to be altered or deleted), the separation simply makes it easier to read the information.

- Update material to recognize annexation of the King County Potential Annexation Areas (PAAs) in February, 2014.

- Review of the Land Use Element in consideration of a new GMA requirement to "consider utilizing urban planning approaches that promote physical activity" (RCW 36.70A.070(1)). The Planning Commission recommendation includes a new Policy addressing this item. This is included in the Land Use Element as LU-P19.

- Related to the above new requirement, inclusion of two Policies and two Actions from the Community Services Element, which is proposed to be deleted from the Plan. These are included in the Land Use Element as LU-P20 and LU-P21.

- RCW 36.70A.130(5)(a) stipulates that “counties and cities shall take action to review and, if needed, revise their comprehensive plans and development regulations to ensure the plan and regulations comply with the requirements of this chapter as follows:

(a) On or before June 30, 2015, and every eight years thereafter, for King, Pierce, and Snohomish counties and the cities within those counties;”
Accordingly, it is appropriate to amend LU-P15 and LU-A1 to reflect this requirement.

- Review of Bothell Municipal Code (BMC) 12.06.140(B)(9), which permits up to eight unrelated persons to occupy a single family dwelling. The City received a request from two citizens to amend this Code provision as part of the 2014 Docket of Plan and Code amendments. The City Council initiated “review” of the regulation as part of the 2015 Periodic Plan and Code Update.

The Planning Commission took public testimony and deliberated this issue and made a recommendation to amend (BMC) 12.06.140(B)(9) to permit up to six unrelated persons to occupy a single family dwelling.

- Amendments to LUP12 to ensure that applicable regulatory agencies and documents relating to floodplains are referenced.

- Update the background material for the Element and delete outdated or unnecessary material.

- Update Figures LU-1 through LU-6. The Planning Commission recommendation eliminates the existing Figure LU-3, which is now outdated and no longer germane to the Plan. The remaining Figures have been re-numbered to reflect this deletion. The Figures have been updated as follows:

  o LU-1 Urban Growth Areas: Replaced previous Figure template (i.e. the “background” of the map) with a new template; amended Urban Growth Area boundary to reflect annexations and boundary changes since the 2004 Periodic Plan and Code Update;

  o LU-2 Bothell Planning Area: Replaced previous Figure template (i.e. the “background” of the map) with a new template; amended Planning Area boundary to reflect annexations and boundary changes since the 2004 Periodic Plan and Code Update;

  o LU-3 Index Map of 2004 Plan Update Land Use Designation Changes: Figure deleted.

  o LU-4 Land Use Designations: (to be completed for City Council packet): Changed Figure number to LU-3; replaced previous Figure template (i.e. the “background” of the map) with a new template; amended land use designations to reflect Planning Commission recommendation regarding property-specific Plan designation requests

  o LU-5 Open Space Corridors: Changed Figure number to LU-4; replaced previous Figure template (i.e. the “background” of the map) with a new template; revised depiction of Open Space Corridors feature to reflect improved data collection since the 2004 Periodic Plan and Code Update;
o LU-6 Feathered Edge: Changed Figure number to LU-5; replaced previous Figure template (i.e. the “background” of the map) with a new template; revised depiction of Feathered Edge feature to reflect improved data collection since the 2004 Periodic Plan and Code Update.

Natural Environment Element

- It is appropriate to continue to include five figures within the Natural Environment Element but to remove one existing Figure, NE-6 Composite Critical Areas, because Figure NE-6 is confusing and misleading. NE-6 depicts that the majority of the City (80%) is either one type of Critical Area or another. This is not the situation because the majority of land within the City is not a critical area and GIS analysis indicates that critical areas and their associated buffers comprise approximately 20% of the City’s land area. Figure NE-6 misrepresents the actual on-the-ground conditions, causes confusion and should be removed.

- A number of new goals, policies, and actions should be added to the Natural Environment Element regarding the City’s desire to reduce the consumption of natural resources, greenhouse gas emissions and to participate in climate change initiatives. A new Goal NE-G4; New policies NE-P40, NE-P41, NE-P42, NE-P43, NE-P44, NR-P45, NE P 52 and NE-P53; and new Actions NE-A14, NE-A15, NE-A20, NE-A21, NE-A22, and, NE-A23.

There may be some unintended consequences of committing irrevocably committing to climate change and greenhouse gas (GHG) reduction policies if those policies cannot be met, go far beyond the authority of the City of Bothell to implement, or which may have detrimental effects upon the City’s economic vitality. The scenario of most concern is the possibility of forcing some types of economic activities (industry or manufacturing) to close or re-locate if, in the future, the City were to find itself emitting more greenhouse gases (GHG) than is allowed under the City’s adopted GHG emission target.

The following points are particularly important:

- ‘De-politicize’ climate change. There are many people who question climate change and the scientific studies that identify human activity as the cause or a contributor to the accelerating pace of climate change. The majority of climate scientists do theorize that the human activity of releasing greenhouse gases does have an influence on climate change;

- Greenhouse gas emissions are a pollutant released into the atmosphere which everyone breathes. It makes sense from many viewpoints to reduce the release of these pollutants;

- The City should adopt a GHG reduction target provided it is clear that the City of Bothell has limited authority and influence over a global phenomenon;

- Craft policies and actions that achieve the most cost effective GHG reductions;

- Consider policies that encourage telecommuting, and locating population near employment centers (land use element);

- Do not export businesses or manufacturing processes outside the City as a means of achieving a GHG emission target; and
Recognize other city obligations under other law requirements regarding employment and population growth and economic activity.

New Natural Environment Goals, Policies and Actions regarding climate change and greenhouse gas emissions are entirely appropriate with the focus upon on those activities the City has the authority to influence. For example, the City can implement land use policies to encourage compact urban development, transportation policies that promote non-motorized forms of transportation, encourage transit use, and urban design policies that incentivize green building construction and allow wind and solar energy production.

- A minor clarification to Policy NE P6 is appropriate to add a qualifier that uses the term ‘all reasonable options’ instead of alternative language such as ‘all options’ or ‘all potential options’ simply because any option to preserve open space needs to be reasonable for all parties.

- Policies NE-P8, NE-P13, NE, P14, and NE-P24; and Actions NE-A5, and NE-A7, regarding the Sammamish River, North Creek and Swamp Creek can be either removed or substantially revised because the Washington State Department of Ecology recently (February of 2013) approved an update of the City’s Shorelines Master Program (SMP) which meets Ecology’s higher requirement that no net loss of ecological functions occur within shoreline jurisdiction. However, retain a number of protection policies because many “upland” activities can indeed have a substantial impact upon the quality and health of these water bodies.

- Amend policy NE-9 (threatened species) to specifically identify Chinook salmon and Bull trout because: 1) they are a listed species under the ESA; and 2) that listing carries a substantial legal and regulatory responsibility and the inclusion of this policy helps the City meet those responsibilities. Further, ensure the policy adequately acknowledges that other plant and animal species may be listed in the future but avoid identifying specific species to allow flexibility.

- Identify all of the major water bodies within the Planning Area including the Sammamish River, North Creek and Swamp Creek which is within the City’s MUGA area within Policy NE-P12.

- Amend policy NE-P13 regarding the term “fish sensitive” because as currently written it is vague and does not provide sufficient guidance. The term “Best Management Practices” or BMPs best describes the type of techniques and practices that should be implemented for all construction activities associated with fish habitat because BMPs have been and continue to evolve as new science is implemented.

- The Growth Management Act (GMA) within RCW 36.70A.480 provides, “...the goals and policies of the shoreline management act as set forth in RCW 90.58.020 are added as one of the goals of this chapter as set forth in RCW 36.70A.020 without creating an order of priority among the fourteen goals”.

The Natural Environment Element should not interfere or attempt to duplicate the goals, policies and actions within the SMP which was prepared in conjunction with the

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2015 Periodic Plan and Code Update
Draft Planning Commission Findings, Conclusions and Recommendation
Washington State Department of Ecology and demonstrates, ‘no net loss of ecological function’. Accordingly, the Planning Commission proposes removal of former Policy NE-P7 and amending policies NE-P8, NE-P13, and NE-P14 to avoid inconsistencies with the Shorelines Element.

- The planting of trees as a means of removing carbon dioxide is of tremendous benefit because trees and other plants capture carbon and other pollutants and retain the CO₂ molecules within the body of the plant. Some revisions to NE Policies is appropriate to implement a greenhouse gas emission strategy that encourages the planting of trees in areas not expected to develop.

- Certain Policies from the removed Conservation and Utilities Element need to be located within the Natural Environment Element because of their connection to preservation of natural resources and reduction of greenhouse gas emissions. Those policies include NE-P47, NE-P48, and NE-P49.

**Shorelines Element**

- Because the Shorelines Element is based upon the City's recently adopted Shorelines Master Program (January 2013), the Planning Commission did not propose any changes to the Shorelines Element.

**Economic Development Element**

- Amendments to the introductory section reinforcing the importance of economic development and quality of life.

- Updates to descriptions and maps of Activity Centers to reflect changed conditions and annexations, a reference to future planning for the Canyon Park Regional Activity Center and a potential future Neighborhood Activity Center at SE 228th St. and 45th Ave SE.

- Deletion of obsolete references and addition of references to "retail leakage" identified in the Downtown Plan and to the Bothell Biomedical Manufacturing Innovation Zone.

- Amendments to and streamlining of Goals to reflect current priorities and eliminate redundancies.

- Amendments to Policies to reflect current priorities and reflect ideas developed through the Downtown Plan.

- Amendments to the Policy, Action and map regarding the "Bothell Circulator" concept of a transit loop connecting the business parks, campus and downtown.

- Amendments and addition of Policy emphasizing public-private partnerships and consideration of economic development in the permitting process.
• Removal of a Policy that is redundant with Urban Design policies.

• Addition of references to business retention in Goals, Policies and Actions.

• Addition of Policies regarding transforming the Canyon Park Regional Activity Center

• Addition of Actions regarding tourism, downtown revitalization and enhancing the greater Canyon Park area.

**Housing Element**

• Amendments to the Introduction to bring material up to date.

• Replacing the existing housing needs analysis text with a summary from the East King County Housing Analysis, which includes a focused section on Bothell, and with adoption of that analysis by reference.

• Amendments to the Goals, Policies and Actions to bring them up to date, to delete obsolete material, or items that have been completed since the 2006 Plan update, or to clarify material.

• Reformatting of portion of the Goals, Policies and Actions relating to special needs and senior housing, to create better organization of the material.

• Inclusion of several Goals, Policies and Actions regarding Human Services. These were carried over from the previous Community Services Element, which the Planning Commission recommends deleting.

• Code amendments regarding Accessory Dwelling Units (ADUs), as contained within BMC 12.06.140.

**Parks, Recreation, and Open Space Action Plan Element**

• Because the Parks, Recreation, and Open Space Action Plan Element was recently updated by the City Council, no changes are proposed as part of the Planning Commission’s recommendation for the 2015 Periodic Plan and Code Update.

**Community Services Element**

• The Planning Commission recommendation proposes deletion of the Community Services Element. One of the major goals of the 2015 Periodic Plan and Code Update is to simplify the Plan, in part due to diminished staff resources and difficulty with keeping such a large document updated. The Community Services Element is not a required GMA element (nor is it even listed as an optional element). However, several Community Services Policies and Actions were considered worthy of retention and
inclusion in the Housing Element, the name of which has been expanded to Housing and Human Services to reflect this.

**Historic Preservation Element**

In addition to the joint public hearing with the Landmark Preservation Board (LPB) on May 7, 2014, the LPB also held a study of its own on February 25, 2014 and a public hearings of its own on March 25, 2014. At the conclusion of its public hearing on the Historic Preservation Element, the LPB produced Findings, Conclusions and Recommendations (FCRs), which were passed on to the Planning Commission. Those FCRs are incorporated into these Findings by reference. The following summarizes the recommended amendments to the Historic Preservation Element:

- A general update of the Element’s background information and data, which includes removing references to the actual number of Historic Resources Inventory (HRI) structures. Because the Element only gets updated every eight years (per the GMA) and structures become eligible for the HRI every year (as they hit 50 years of age), it is somewhat meaningless to try and provide such a number.

- Updating certain Policies to be more compliant with Revised Code of Washington (RCW) provisions, including the regulatory reform act (RCW 36.70B); and

- Updating some Policies and Actions to reflect amendments made to the City’s historic preservation regulations in 2011.

- Amendments to reflect that some of the initiatives identified within the Element have been implemented since 2004, including adaptive re-use of historic structures, downtown historic preservation guidelines, etc.

- Strengthening the language regarding the Historic Resources Inventory (HRI) under the section titled Planning Area Profile.

- Improving overall readability by making minor text changes to various wording throughout the Element.

- Improving the readability of Figure HP-1.

**Urban Design Element**

- Minor amendments to the introductory section to update and clarify definitions.

- Amendments to include references to urban design work done since the last update.

- The Planning Commission finds that some of the previous figures illustrating boulevard and entry treatments are obsolete and should be removed, but others still have some validity and recommends amendments to Policies and related figures to update, clarify
and make refinements. The commission supports incorporating figures in the body of the text where appropriate for readability and ease of use.

- Elimination of references to outdated documents.
- Addition of a Policy to explore ways to partner with the private sector on urban design enhancements.
- Amendment of the Policy regarding street grid connections and cut-through traffic to promote more rational and connected development of streets.
- Amendment of the Policy and Action regarding trees to reflect changes that have been adopted in the tree retention regulations.
- Elimination of detailed language in Policies regarding building design that have been incorporated into the development regulations.
- Amendment to the Policy regarding signs to reflect changes in the sign regulations since the last update.
- Addition of an Action related to concepts for improving connections between the downtown core and the river, along with revisions to update the graphics describing the concepts.

**Annexation Element**

- Language pertaining to compliance of the Annexation Element with King and Snohomish County Countywide Planning Policies (CPPs) was removed and will be placed in an Appendix to the Plan instead.
- Amend the Planning Area Profile portion of the Annexation Element to update the material contained therein.
- Amend the Goals, Policies and Actions portion of the Annexation Element to update the material contained therein, in particular to reflect annexation of the remaining portion of the King County Potential Annexation Areas (PAAs) in 2014.
- Five Actions have been deleted because they have been completed since the 2006 Periodic Plan and Code Update.

**Utilities Element**

- Amend the originally named **Utilities and Conservation Element** to **Utilities Element** and relocates conservation related Goals, Policies and Actions to the Natural Environment Element, where they can be addressed more inclusively holistically. The notion of "conservation" has expanded substantially since the GMA was enacted. Whereas initially, under GMA, it meant the sparing and efficient use of electricity, it now is commonly applied more broadly to mean the stewardship and protection of all
of earth’s limited resources. In fact, today the term “sustainability” is used as often as, if not more often than, “conservation”. It thus makes sense to relocate those items.

- Numerous amendments are provided throughout the Utilities Element to reflect changes to the provision of utilities and utility providers since the 2006 Periodic Plan and Code Update. In particular, the telecommunications industry has changed dramatically since 2006.

- Include new language to reflect Bothell’s participation in the development, maintenance and implementation of the King County Comprehensive Solid Waste Management Plan. This language is considered warranted to clarify that the City plays an active role in promoting recycling and other waste-reduction activities, beyond merely contracting with a hauler for waste disposal.

- New Policies to address: service restoration in the event of power outages; adoption of the King County Solid Waste Management Plan by reference; avoidance of vegetation and landscaping conflicts with overhead utilities.

- Policies relating to conservation are proposed to be relocated to the Natural Environment Element, as noted above.

- The Planning Commission recommendation amends several Actions to clarify their intent.

- A new Action to address the appropriate landscaping (trees) around utilities.

- A new Action to address composting and alternatives to discarding food scraps and yard waste.

- A number of Actions are deleted from the Utilities Element because they have been completed since the 2006 Periodic Plan and Code Update.

**Transportation Element**

Regional Transportation Setting Recommendations

- The recommendation for this section of the Transportation Element include compliance with the Puget Sound Regional Council (PSRC) guidelines for Transportation 2040 goals including: 1) Active Transportation Plans to enhance non-motorized accessibility and connectivity citywide and primarily in regional growth centers and 2) State of Good Repair to maintain, preserve, and operate the existing infrastructure as the area matures and invest in regular and appropriate maintenance and preservation of an asset’s lifecycle to prevent more costly rehabilitation and reconstruction in the future.
• Include and note updates to State facility improvement references within the City of Bothell such as SR-522 and SR-527/Bothell-Everett Highway/Bothell Way Corridor Widening Improvements.

• Revise proposed language associated with changes due to the City of Bothell annexation of the remaining unincorporated King County territory within the City's Potential Annexation Areas (PAAs).

• Include updates to and support of long range transit agency plans proposed, including the City of Bothell's proposed Sound Transit 3 projects and Community Transit SWIFT 2 improvements.

Local Transportation Setting Recommendations

• Updates to street and highway traffic data and infrastructure such as traffic volumes, collisions, and the number of traffic signals.

• Include level of service and concurrency updates based on the level of service conditions of the seven identified corridors within the City and planning boundaries. The results of the LOS analyses indicate that all seven corridors currently operate at LOS D or better, although there are individual intersections within each corridor that are severely congested.

• Remove selected data specific tables to streamline this Element and the information required since obtaining the data requires significant resources that are no longer available.

• Report updates to the future year 2035 as the basis of the City of Bothell's future conditions analyses. Transportation improvements are determined based on the needs of the future corridor LOS to obtain acceptable LOS conditions. The results of the future analyses indicate that all seven corridors can achieve LOS E or better with specific intersection improvements that target the critical intersection movements.

• Recommend revisions representing the removal of the 39th Connector project and inclusion of the 228th Street, 35th Avenue, and 240th Street corridor improvements as the replacement alternative for the 39th Connector Project, to reflect City Council action taken in 2014.

• Recommend the list of projects shown in Transportation Element (Table TR-8) which are needed to achieve acceptable future LOS conditions. These are the “concurrency” projects which would be constructed concurrently as traffic growth occurs through development and background traffic growth. The City of Bothell Six-Year Transportation Improvement Program includes these projects in addition to projects related to safety, public desire, and grant funding opportunities. The City's Capital Facilities Plan lists transportation improvement projects from the Six-Year TIP that are funded or in process of becoming funded.

Public Transit, Bicycle, and Pedestrian Facilities Recommendations
• Include level of service standards developed for transit, bicycle, and pedestrian travel modes as a means of measuring availability and accessibility for these alternative travel modes. These level of service standards were established to meet Puget Sound Regional Council (PSRC) Active Transportation Plan goals calling for the enhancement of these travel modes for all users. The level of service standards will also assist the City in determining and prioritizing future improvements for these transportation options.

Transportation Financing

• The Planning Commission’s recommendation for this section of the Transportation Element address changes in project expenditures resulting from the new project needs associated with the 20-year transportation needs plan of this Element. Also, the revised improvement project costs needed to implement the identified projects, and the current available federal, state, and local funding sources potentially available to fund the improvements.

Goals, Policies and Actions

• Delete policies or actions which have been addressed and completed by the City, have resolved over time and have not been an issue for the City, or are not feasible or warranted to implement.

• Focus on the consolidation of the existing goals, and the inclusion of goals and policies that support the Puget Sound Regional Council (PSRC) in their Transportation 2040 and Vision 2040 Active Transportation Plan and State of Good Repair Plan as described under the regional setting recommendations.

• Several policies and actions were revised to address the growth and inclusion of the UW Bothell and Cascadia College as an important hub and educational center within the City of Bothell.

General Subarea Goals and Policy Recommendations

• Revisions which focus on guiding regional traffic rather than design requirements that discourage neighborhood connectivity. These revisions were also recommended collectively for Subarea plans so that each Subarea plan did not need to reiterate a City wide policy. The policy was removed consistently since it is addressed in the main Transportation Element.

• Referencing the City’s Traffic Calming Program in place of speed reduction as the means to improve vehicular and pedestrian safety.

• Recommend revisions to streets listed for Shared Paths that do not have ROW be re-listed under Signed Routes.
• References to King County coordination in the recently annexed areas within the PAA would be removed unless associated with METRO improvements.

• Removal of the requirement that medians be landscaped, due to high maintenance costs.

• Revise general transportation improvements for any area not specifically defined to be investigated, explored, etc., rather than committed to construction.

**Capital Facilities Element**

• The Planning Commission recommendation proposes deletion of the Community Services Element. One of the major goals of the 2015 Periodic Plan and Code Update is to simplify the Plan, in part due to diminished staff resources and difficulty with keeping such a large document updated. The Community Services Element is not a required GMA element (nor is it even listed as an optional element). However, several Community Services Policies and Actions were considered worthy of retention and inclusion in the Housing Element, the name of which has been expanded to Housing and Human Services to reflect this.

7. **Subarea Plans**

**Queensborough / Brentwood / Crystal Springs**

• The Planning Commission finds that it is appropriate to move the more densely zoned areas currently adjacent to the Canyon Park Subarea into that subarea to be included in future planning efforts there, and recommends adjusting the subarea boundary to shift about 3.8 acres of R-AC, OP, CB zoned area to the Canyon Park Subarea.

• The Planning Commission recommends a new Policy and Action supporting a study of rezoning the area surrounding the intersection of 228th Street and Meridian to provide denser housing and businesses for the Neighborhood Activity Center there, in conjunction with a larger study of the Nike Hill area in the Shelton View / Meridian / 3rd Avenue SE Subarea.

**Shelton View / Meridian / 3rd Avenue SE**

• The Planning Commission finds that it is appropriate to move the more densely zoned areas currently adjacent to the Canyon Park Subarea into that subarea to be included in future planning efforts there, and recommends adjusting the subarea boundary to shift about 4.6 acres of R-AC, OP, CB zoned area to the Canyon Park Subarea.

• The Planning Commission finds that it is appropriate to move several parcels adjacent to the Canyon Park Subarea into that subarea, and recommends adjusting the subarea boundary to shift about 7.35 acres to the Country Village subarea in two places: 1) About 0.75 acres of a split-zoned parcel on the south side of 232nd Street SE east of 7th Avenue SE, and; 2) About 6.6 acres on the north side of 240th Street SE west of 7th Ave SE.
The Planning Commission recommends a new Policy and Action supporting a study of rezoning the Nike Hill area to provide denser housing and businesses for the Neighborhood Activity Center surrounding the intersection of 228th and Meridian.

**Country Village / Lake Pleasant / Bothell-Everett Highway Subarea**

- The majority of the Amendments are housekeeping in nature and update items such as the Background and Built Environment sections, or make a number of minor amendments to the Goals, Policies and Actions.

- The Subarea should be re-named to remove the designation "SR-527 Corridor because the State has abandoned the former SR-527 as a state sign route.

- City-Initiated Plan amendment Request for the Country Village Shopping Center and surrounding lands

  Subarea: Country Village / Lake Pleasant / SR- 527 Corridor Subarea Plan
  Proponent: Community Development Staff
  Location: Country Village Shopping Center and surrounding lands within the 236 Street SE to the 240 Street SE blocks of the Bothell-Everett Highway
  Parcel numbers: Numerous
  Property area: 32.51 acres
  City Proposal: Change the Plan designation and zoning classification from the existing CB (Community Business) and R 4,000, OP, CB (Attached Residential one dwelling unit per 4,000 sq. ft., Office Professional, Community Business) to R-AC, CB (Residential - Activity Center, Community Business) and R-AC, OP, CB (Residential - Activity Center, Office Professional, Community Business). The reason for the re-zone is to address a shortfall in meeting the City's Population Growth Target.

**Planning Commission Recommendation**

Extend the Red Barn special district to include the Country Village Shopping Center and surrounding land as shown in Figure 1, by assigning an R-AC, CB designation with a maximum building height of 35 feet to match the maximum building heights of surround lands and to preserve the unique landscape of the Red Barn Village area as depicted in Figure 2.

Current Designation: CB (Community Business), R 4,000, OP, CB, and R 9,600

Slope Gradients: None - Average gradient less than 8 percent;
Landslides: No known landslides are documented for these properties, but the City's geological hazards mapping indicates the potential of seismic activity associated with liquefaction.

Proposed Designation: Add a Residential - Activity Center (R-AC) Designation to the lands shown in Figure 2. The R-AC designation allows attached residential dwellings but does not specify a specific density cap. Instead, densities are controlled by the dimensional standards established within the implementing regulations.

Surrounding Plan Designations / Zoning Classifications:
North: R 5,400a, OP / R 5,400a, OP
South: R 4,000, OP, CB / R 4,000, OP, CB
East: R 4,000, OP, CB / R 4,000, OP, CB
West: R 9,600 / R 9,600

Surrounding land uses:
North: Detached Residential Condominiums, Open Space Tract
South: Safeway Shopping Center, Large parcel detached residential
East: Truck Sales yard, small service businesses (Insurance, Hair Stylist), Community Hall, and RV Park
West: Detached (single family) residential

Capacity Analysis: Existing: 120 persons (12 lots and 45 units)
                   307 employees
Proposed: 703 persons (370 dwelling units)
           298 employees

Note: Snohomish County Demographers have calculated a capacity of 1,173 persons for this Plan amendment. However, that calculation was based upon a 65 foot tall building where 5 residential stories were placed over a single retail story (5/1). However, the Planning Commission is proposing a maximum building height in this area of 35 feet which would be 2 stories of residential over a single story of retail or 3 stories of residential which would be either 40% or 60% of the Snohomish County estimate, respectively. Staff proposes using a 60% figure which reflects a three level residential product. This results in a potential population increase of approximately 703 persons (1,173 X 60% = 703.8).

Comprehensive Plan analysis
Land Use Element

The Land Use Element establishes Plan designations and provides guidance regarding uses and specifics for each plan designation. In this instance, the
property owner is proposing a less intense land use for their property and are seeking a detached single family residential designation.

The R-AC Plan designation described within Land Use Policy LU-4 which provides:

“This designation shall provide for multi-family residential development in designated activity centers, and is intended to promote a variety of housing types in sufficient numbers to support a range of shopping, dining and entertainment opportunities within those centers. No specific density is prescribed: the number of units which may be constructed on an individual property or within the center shall be controlled by site and building regulations concerning height, parking, landscaping, setbacks and other aspects of development.”

The Community Business designation is described within Land Use Policy LU-P4 which provides:

“This designation comprises most retail, dining, entertainment and similar businesses which are conducted primarily indoors. Such uses include but are not limited to grocery stores, drug stores, furniture stores, clothing stores, book stores, music stores, restaurants, movie theaters, and bowling alleys.

Land Use Policy LU-P6 identifies:

“Preserve the character of established neighborhoods and protect such neighborhoods from intrusion by incompatible uses.”

Transportation Element

The Bothell-Everett Highway is classified as a ‘Major Arterial’ under the City’s Transportation Element. Please see Figure TR-2.

Country Village / Lake Pleasant / SR-527 Corridor Subarea Land Use Policies

The Country Village / Lake Pleasant / SR-527 Corridor Subarea describes the land uses of the Country Village Shopping Center within Land Use Policy 9. To implement these amendments it is necessary to delete Policy 9 (provided below) and expand the geographic area covered by Land Use Element Policy 10 (Red Barn Village) by assigning an R-AC designation instead of an R 4,000 designation to lands north of 240th Street SE.

LU 9 Subarea Policy

9. “The land west of SR-527 and south approximately 900 feet of the 237 Street SE block, are appropriate for Community Business uses, subject to availability of necessary utilities and compliance with critical
area regulations and other development standards and mitigation requirements (CB in central portion of map). Special design measures are warranted to ensure that development of such uses occurs in a manner which promotes city urban design goals and policies. These measures include the following:

a. A 30-foot wide sight-obscuring landscape screen shall be installed and maintained along all adjacent residential property lines. Existing vegetation may be used to meet some or all of the screening requirement.

b. Buildings shall be set back a minimum of 100 feet from abutting residential properties. The area between the 30 foot landscape buffer identified above and the 100 foot building setback may be used for parking lots, access drives, storm water facilities, and other improvements not involving above ground structures. Buildings abutting the setback which contain office professional or community business uses shall be limited to one story in height. However, a second story may be added to buildings abutting the setback provided the second story is devoted exclusively to residential uses.”

The Red Barn Village special district is described within Land Use Policy 10 and needs to be revised to accept an expansion of the Red Barn Village Special District and assign an R-AC residential designation. The existing policy 10 is outlined below:

“10. The land around the intersection of SR-527 and 240th Street SE is appropriate for coordinated development as a mixed-use neighborhood village, named the Red Barn Village special district for the purposes of these policies and associated implementing regulations, to contain the following uses, densities and minimum design features (MU: R 4,000, OP, CB in central portion of map) (see Figure 4):

a. Residential dwellings at one dwelling unit per 4,000 square feet as described in Land Use Element Policy LU-P4;

b. A minimum of 1200 square feet of leasable space for retail or service uses at each quadrant of the intersection, which may or may not be constructed within buildings which also contain dwelling units;

c. Placement of buildings which contain retail/services space in such a manner as to promote pedestrian travel from one building to another;

d. Use of land between buildings which contain retail/services space and streets for pedestrian-oriented activities such as outdoor cafes or public plazas is strongly encouraged;

e. Location of parking behind or alongside buildings, but not between buildings and the street, is strongly encouraged;
f. Coordination of design of residential and commercial buildings within the village;
g. Use of pedestrian-scale street, parking lot, and sidewalk lighting;
h. Landscaped street medians and planter areas separating the sidewalk from the street;
i. Special paving treatment at street crossings;
j. Installation of a minimum 100-foot building setback with a minimum 30-foot wide landscape buffer adjacent to detached residential areas utilizing, walls, berms, dense, fast growing landscaping, and noise-absorbing and sight-obscuring techniques to isolate adjacent detached residential areas from auditory and visual impacts (exact composition of the buffer to be determined in conjunction with development plan review). The area between the 30 foot landscape buffer and the 100-foot building setback may be used for parking lots, access drives, storm water facilities, and other improvements not involving above ground structures. Light fixtures installed within the area between the 30-foot landscape buffer and the 100-foot building setback, including fixtures attached to any building, shall be of a pedestrian scale and shall be shielded to prevent glare into adjacent detached residential areas;
k. A transition of building mass and density from the greatest mass and density near the intersection to the least mass and density adjacent to the abutting single family development. Abutting the setback, buildings containing office professional or community business uses should be limited to one story in height. However, a second story may be added to buildings abutting the setback provided the second story is devoted exclusively to residential uses. Lands toward the southern portion of the mixed-use village shall orient buildings and structures containing retail uses toward SR-527 and away from adjacent detached residential areas;
l. Driveways shall be consolidated to minimize the number of access points, and internal vehicle access shall be provided from property to property in such a manner as to allow a smooth flow of traffic across consecutive adjoining properties; and
m. A street connection known as the 243 Street SE (NE 203 Street) Connector identified within Country Village / Lake Pleasant / SR 527 Corridor Subarea Plan Transportation Policy 9 would traverse properties located within the southerly portion of the Red Barn Village special district. It is intended that the 243 Street SE Connector be constructed by the private sector in conjunction with development of the properties through which the road would extend."
Analysis:
This Analysis discusses the addition of an R-AC Designation to the County Village area and expanding the Red Barn Village Special District to include the County Village area as shown in the attached Figure below.

The Comprehensive Plan’s population capacity currently has a deficit of 3,544 persons in meeting the City’s 2035 Population Target as identified in the table below. Further, the City of Bothell has been named a ‘Core City’ by the Puget Sound Regional Council (PRSC) within the region’s Multi-County planning policy document known as ‘Vision 2040’. Pursuant to the Growth Management Act, the City must ensure that its Comprehensive Plan and Future Land Use Map accommodate the City’s assigned Growth Targets for both population and employment.

Bothell’s growth targets, and its population and employment capacities, break down as follows:

<table>
<thead>
<tr>
<th>County (portion)</th>
<th>2035 Population Target (in additional persons)</th>
<th>Population Capacity (surplus [+]) or deficit [-]</th>
<th>Employment Target (2035) (additional jobs)</th>
<th>2035 Employment Capacity (surplus [+] or deficit [-])</th>
</tr>
</thead>
<tbody>
<tr>
<td>King</td>
<td>2,729</td>
<td>4,476 (+1,747)</td>
<td>3,097</td>
<td>6,344 (+3,247)</td>
</tr>
<tr>
<td>Snohomish</td>
<td>6,940</td>
<td>3,386 (-3,544)</td>
<td>4,960</td>
<td>5,500 (+540)</td>
</tr>
</tbody>
</table>

The bottom line for Bothell is that the city has a surplus capacity for both population and employment in the King County portion of the city and a surplus capacity for employment (jobs) in the King County and Snohomish County portion of the city, but a deficit (shortfall) in population capacity of 3,544 persons within the Snohomish County portion of the city. Thus, the shortfall in population capacity in the Snohomish County portion of the city needs to be addressed in order for the City to meet its Vision 2040 Growth Targets.

As an interesting side note, the City of Lynnwood has a population capacity shortfall of 8,890 persons and the City of Everett, the only Vision 2040-designated Metropolitan City within Snohomish County, was calculated to have a population capacity shortfall of 32,329 persons. The City of Bothell is not alone in having to accommodate increased capacities.

On February 5, 2013, Community Development Staff presented three potential scenarios to address the shortfall as part of the 2015 Periodic Plan and Code Update to the City Council including the following:
• Adding a residential designation (R-AC) to Country Village (as part of an expanded Red Barn Village), which is currently designated CB (Commercial Business);

The City Council expressed support for exploring the above scenario.

Reasonable Alternatives:
Assign another land use designation such as an R 2,800, CB, or R 4,000, OP, CB. These alternative designations would not greatly assist the City in addressing the Plan’s population short fall because the R 2,800 and R 4,000 designations would only increase the population capacity by approximately 300 and 200 persons, respectively. The City’s shortfall is over 3,500 persons.

The capacity analysis indicates that the R-AC designation at a 35 foot maximum building height could potentially increase the City’s population capacity by approximately 703 persons.

Conclusion
Assigning the R-AC plan designation over the existing CB designation of the County Village Shopping Center and surrounding lands is the best approach for partially addressing the City’s the population growth target deficit. Further, this designation is a logical extension of the Red Barn special district, and is an area well-suited to accommodating increased population capacities because of the many transportation options (mass-transit, park and ride lots, major arterial) and convenient shopping (Country Village, Safeway).

Zoning Map - Planning Commission Recommendation shown in white text on the following page:
• Jorgensen Request

Subarea: Country Village / Lake Pleasant / Bothell-Everett Hwy Subarea Plan

Property Owner: Jorgensen Comprehensive Plan amendment Request

Location: 724 232nd Street SE, Bothell, WA 98021.

Parcel numbers: 00460300000300

Property area: 1.39 acres

Applicant’s request: Change the Plan designation and zoning classification from R 9,600 detached - single family - residential 9,600 sq. ft. minimum lot area to 5,400d (detached - single family - residential 5,400 sq. ft. minimum lot area). The stated reason for the re-zone is to assign the same zoning classification to the entire parcel. Currently, the parcel as two Zoning Classifications. Further, the R 5,400d is more similar to new development occurring east and south of the property.

Planning Commission Recommendation: Amend the Plan designation and zoning classification of the western portion of the parcel from R 9,600 to R 5,400d.

Plan Designation: R 9,600 in the western ‘half’ and R 5,400d in the eastern ‘half’.

Slope Gradients: Minimal - average gradient approximately 3 percent;

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2015 Periodic Plan and Code Update
Draft Planning Commission Findings, Conclusions and Recommendation
Landslides: No known landslides are documented within this area and no geological hazards are mapped for this area.

Requested Designation: R 5,400d which would assign a single plan designation and zoning classification to the property which currently has two designations of R 9,600 (west) and R 5,400d (east).

Surrounding Plan Designations / Zoning Classifications:
North: R 9,600 and R 5,400d / R 9,600 and R 5,400d
South: R 5,400d / R 5,400d
East: R 5,400d / R 5,400d
West: R 9,600 / R 9,600

Surrounding land uses:
North: Detached single family residential
South: Open space tract and detached single family residential
East: Large-lot detached single family residential
West: Detached single family residential

Capacity Analysis: Current designation of R 9,600 and R 5,400d: 6 lots
Proposed designation of R 5,400d: 9 lots

Comprehensive Plan analysis
Land Use Element

The Land Use Element establishes Plan designations and provides guidance regarding how each plan designation shall be used. In this instance, the property owner is proposing a more intense land use for their property and are seeking an attached (multi-family) residential designation.

The land use designations of R 5,400d, R 5,400a and R 4,000 are described within the same paragraph within Land Use Policy LU-4 which provides:

"These designations shall provide for attached or detached residential development at one dwelling unit per 5,400, 4,000 and 2,800 square feet of net buildable area, and compatible uses such as schools, churches and day care centers. Generally, these designations are appropriate for land which is located convenient to arterials and to business and commercial activity centers."

Land Use Policy LU-P6 identifies:
"Preserve the character of established neighborhoods and protect such neighborhoods from intrusion by incompatible uses."

Transportation Element
7th Avenue SE and 232nd Street SE are classified as "Local Access Roads" under the City's Transportation Element and are appropriate for detached single family residential uses. Please see Figure TR-2.

Country Village / Lake Pleasant / SR-527 Corridor Subarea Land Use Policies
LU 3 Subarea Policy:

"3. Land located north and south of 232nd Street is appropriate for detached single family residential development at a minimum lot size of 5,400 square feet as described in Land Use Element Policy LU-P4, (R 5,400d near north end of map). Although this area is in close proximity to SR-527, inherent access limitations on 232nd and 7th Avenue SE warrant against higher densities."

Analysis:
The current split Zoning Classifications make future development both complex and confusing because one lot area and dimension is applied to half of the property and another lot area and dimension is applied to the other half.

The City tries to avoid these types of split zoning situations as much as possible, but, as improved and more accurate mapping techniques are designed and implemented, split classifications are found. Because of the small size of this parcel, 1.39 acres, this split designation creates administrative issues with any future development.

Reasonable Alternatives:
Assign an R 9,600 designation to the entire parcel. The R 9,600 designation is not as desirable for these properties because this parcel is better oriented and more closely associates with the R 5,400d areas located south, east, and northeast of this property.

Conclusion
Assigning an R 5,400d (detached) designation to this property and expanding the County Village / Lake Pleasant / Bothell-Everett Hwy Subarea to the entire parcel corrects an inadvertent split zoning classification.
Canyon Park Subarea

- A number of the Amendments are housekeeping in nature and update items such as the Background and Built Environment sections, or make a number of minor amendments to the Goals, Policies and Actions.

- City-Initiated Comprehensive Plan and Code amendment to address a population capacity deficit and to make the Canyon Park Subarea consistent the Regional Center designation assigned by the Puget Sound Regional Council’s multi-county planning policy document known as Vision 2040.

This Subarea is proposed for an increase in population capacity to meet Bothell’s assigned population targets as promulgated by the Vision 2040 Plan issued by the Puget Sound Regional Council (PSRC) or the Multi-County Planning Policy document (King, Snohomish, and Pierce).

The specific areas proposed for amendment includes the Canyon Park Business Park where an R-AC (Residential- Activity Center) designation would be applied to approximately 570 acres of land currently designated as OP, LI. These lands do not currently permit a residential component, meaning any residential designation added to these lands results in an increase in the City’s Population Capacity. Accompanying the R-AC designation are a number of City-wide site and building design requirements and maximum building heights which is proposed to be customized for this Subarea. The Building heights are proposed to be four to six stories or 65 for residential
structures. Finally, in locations adjacent to a residential zones, special landscape buffers and increased setbacks may be appropriate.

Initially, Community Development Staff had proposed a requirement that lands receiving a residential designation utilize a process known as Transfer of Development Rights (TDR) as a requirement of placing residential dwellings upon these lands. Transfer of Development Rights is an incentive based, market driven approach to preserve rural resource lands and focus development into urban growth areas.

However, Staff ultimately recommended against applying a mandatory TDR Program to the Canyon Park Subarea and simplified the proposal simply assign an R-AC designation to these areas absent a requirement to implement a TDR program because:

- Property owners interviewed by staff appear hesitant to implement a TDR program and have expressed significant reservations about the viability of a TDR program for this area. Of particular concern to them is the concept of requiring that developers participate in TDR to receive any residential development at all, as opposed to allowing a base level of residential development, with TDR only required as a "bonus" requirement which is more commonly done in other jurisdictions;
- TDR is a complex issue and staff has concerns that there may be insufficient time at this point to properly implement a TDR program given the June 2015 deadline to complete this 2015 Periodic Update, particularly given the developer concerns noted above; and
- It is not possible to defer action on the implementation of an R-AC designation to the Canyon Park Subarea until such time as funding to support this effort becomes available. Assigning a R-AC designation to portions of the Canyon Park subarea is necessary in order to meet the City’s assigned Vision 2040 growth targets as part of this Plan and Code update by the state-mandated deadline of June 30, 2015.

There is value to examining a TDR Program and it is appropriate to insert a new Subarea Land Use Policy and Action which commits the City in undertaking a future Urban Design Study (UDS) in conjunction with the potential implementation of a TDR Program for this Subarea.

Snohomish County performed a capacity analysis for the Canyon Park Subarea based upon the potential of adding an R-AC designation to lands not currently allowing residential uses. The Snohomish County analysis included three 'redevelopable' phases of 'first' and 'second sets' which identified those business park properties more likely to redevelop. In other words, the first set are those properties that have a higher likelihood to be redeveloped to include a residential component and the second set are those properties with a moderate likelihood to be redeveloped within the planning horizon of this update (2035). For the 2015 Periodic Update, the number that is most important is the last capacity figure "All redevelopable parcels" which shows an actual Plan capacity of 4,498 added persons.
It is Snohomish County's capacity analysis (follows the specific capacity analysis rules) that has been accepted and verified by the state Office of Financial Management (OFM) and is the analysis the City will use during the 2015 Periodic Plan and Code Update.

Snohomish County Capacity Analysis for assigning an R-AC designation to portions of the Canyon Park Subarea currently designated as OP, LI.

Capacity Calculation Table

<table>
<thead>
<tr>
<th>Area</th>
<th>Additional Population Capacity</th>
<th>Additional Employment Capacity</th>
<th>Additional Population Capacity</th>
<th>Additional Employment Capacity</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Canyon Park</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Current Zoning</td>
<td>0</td>
<td>0</td>
<td></td>
<td></td>
</tr>
<tr>
<td>First set of 2035 redevelopable parcels under R-AC zoning</td>
<td>1,447</td>
<td>488</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2nd Set of 2035 redevelopable parcels under R-AC zoning</td>
<td>3,051</td>
<td>265</td>
<td></td>
<td></td>
</tr>
<tr>
<td>All 2035 redevelopable parcels under R-AC Zoning</td>
<td>4,498</td>
<td>753</td>
<td>4,498</td>
<td>753</td>
</tr>
</tbody>
</table>

Planning Commission Recommendation:
Assign an R-AC designation to the existing OP, and LI designations. Establish a maximum building height of 65 feet for buildings containing any residential use and retain the current building height allotment of 100 feet for buildings containing exclusively commercial uses (OP, LI), and to retain the special exception for building height of 150 feet for specific manufacturing processes which require a tall structure.
Aerial Photo of Planning Commission Recommendation - Revised lands use designation is noted in yellow text:

Add: R-AC Designation
Canyon Creek / 39th SE Subarea

- On November 18, 2014, the City Council adopted Ordinance # 2163 (2014) which implemented a number of amendments to the Canyon Creek / 39th SE Subarea Plan. Because the Council recently updated this Subarea as part of the City’s 2014 Comprehensive Plan and Code amendments, the Planning Commission is proposing only minor housekeeping amendments to this Subarea Plan.

Fitzgerald / 35th SE Subarea

- On November 18, 2014, the City Council adopted Ordinance # 2163 (2014) which implemented a number of amendments to the Fitzgerald / 35th SE Subarea Plan. Because the Council recently updated this Subarea as part of the City’s 2014 Comprehensive Plan and Code amendments, the Planning Commission is proposing only minor housekeeping amendments to this Subarea Plan.

Maywood / Beckstrom Hill Subarea

- Changes to the Transportation sections of the Subarea Profile and Goals Policies and Actions to provide greater clarity and updates.

- Updates to reflect recent annexation actions and other housekeeping amendments.

North Creek / NE 195th Subarea

- Updates to items such as the Background and Built Environment sections, and to the Goals, Policies and Actions.

Bloomberg Hill Subarea

- Updates to reflect recent annexation actions and other housekeeping amendments.

- Refinement to Land Use Policy 4 to reflect the approval of the Falcon View Plat which has 5 single family residential (R 5,400d) lots that are also designed R 2,800, OP, NB (they have dual designations). It is appropriate to assign an R 5,400d designation to these lots to reflect their actual use.

- Clarification to Land Use Policy 5 regarding the fact that Lot 16 of the Falcon View Subdivision has an R 2,800, OP, NB Plan Designation which reflects its actual use.

Brickyard Road / Queensgate Subarea

- The majority of the Amendments are housekeeping in nature and update items such as the Background and Built Environment sections, or make a number of minor amendments to the Goals, Policies and Actions.
Hallett Request Planning Commission Findings, Conclusions and Recommendation

Property Owner: Mr. and Ms. Hallett
Location: 11715 and 11807 Woodinville Drive
Parcel numbers: 092605-9100, 092605-9023, and 092605-9156
Property area: 1.65 acres
Applicant’s request: Change the Plan designation and zoning classification from GC (General Commercial) to R 9,600 (Detached Single Family residential 9,600 sq. ft. minimum lot size) to reduce property tax assessments.

Planning Commission Recommendation
Assign an R 9,600 Plan designation and zoning classification to the Hallett properties identified above with special regulations that do not adversely impact the existing businesses located adjacent to the Hallett properties.

Current Designation: GC - General Commercial

Slope Gradients: North facing slope - average gradient of west parcel is 26 percent and the average slope for the east parcel is 17 percent,

Landslides: No known landslides are documented for these properties, but the City’s geological hazards mapping indicates the potential of a landslide hazard due to the type of soils and the gradient of the slope which exceeds 15 percent.

Surrounding Plan Designations / Zoning Classifications:
  North: GC / GC
  South: GC / GC
  East: GC / GC
  West: GC / GC

Surrounding land uses:
  North: Woodinville Drive right-of-way - Open Space - Sammamish River parkland
  South: City Shops / City storage yard - Woodcrest Mobile Home Park
  East: Wine Valley Siding Company - manufacturing, warehousing, distribution, Offices - multi-family residential
  West: Interstate 405 right-of-Way - Mobile Home Park

Assessor values:
  Parcel 092605-9156: Land - $365,000; Improvements - $1,000
  Parcel 092605-9100: land $ 389,000; Improvements - none (vacant)
  Parcel 092605-9023: Land - $507,000; Improvements - $66,000
Capacity Analysis: Current designation of GC: 3-20 Employees - 0 population
Proposed designation of R 9,600: 0 employees - 7 lots or 20 population.

Comprehensive Plan analysis
Land Use Element
The detached residential designations of R 7,200, R 8,400 and R 9,600 are described within Land Use Policy LU-4 which provides:

"These designations shall provide for detached residential development at minimum lot sizes of 9,600, 8,400, 7,200 and 5,400 square feet, and compatible uses such as schools and churches....

Generally, these designations are appropriate for most land in the planning area suitable for residential use with the exception of land located convenient to principal arterials and/or business and commercial activity centers, where higher densities may be warranted."

The General Commercial designation is described within Land Use Policy LU-P4 which provides:

"This designation (GC) comprises more intensive retail and service uses than described under Community Business above. General Commercial uses typically require outdoor display and/or storage of merchandise and tend to generate noise as a part of their operations. Such uses include but are not limited to auto, boat and recreational vehicle sales lots, tire and muffler shops, equipment rental, and mini-warehouses and vehicle storage."

Land Use Policy LU-P6 identifies:

"Preserve the character of established neighborhoods and protect such neighborhoods from intrusion by incompatible uses."

Transportation Element
Woodinville Drive is classified as a "Collector" under the City's Transportation Element. Please see Figure TR-2.

Brickyard Road / Queensgate Subarea Land Use Policies
LU 4 Subarea Policy
4. The land located south of East Riverside Drive / Woodinville Drive, east of I-405, and west of the alignment of 121st Avenue NE, is appropriate for General Commercial uses, subject to availability of necessary utilities, critical area regulations, and impact mitigation (GC at north end of map). This designation reflects current and proposed uses.
The Brickyard Road / Queensgate Subarea also describes the land uses surrounding the intersection of Brickyard Road / 120th Avenue as:

"...general commercial and light industrial uses exist around the intersection of Brickyard Road and East Riverside Drive / Woodinville Drive."

Planning Commission Findings - Hallett Request:
The Planning Commission is sympathetic to the plight of Mr. and Mrs. Hallett who have seen progressively larger tax assessments for their properties under its current zoning classification of GC. The Hallett's offered the following:
1. The Hallett properties are within a potentially hazardous landslide hazard area making future development of their properties impractical.

2. It would be necessary to construct a very costly retaining wall of 40 to 50 feet in height to make use of the property for General Commercial uses. Single family residential uses would not require such extensive slope modification.

3. The Passage of Ordinance 908 (1978) that re-zoned the Hallett property from a GC zone to an R 20,000 zone established the correct zoning for this property. The Hallett's stated they never received any official notice that the zoning classification of their land had been changed from the previously approved R 20,000 zoning classification to a GC zoning classification.

4. The Hallett's also state that assigning a zoning classification of R 9,600 would make retention of the potentially historic structures more feasible (the structure at 11807 Woodinville Drive was constructed in 1906, is listed on the City's historic inventory, but is not a registered historic property).

5. The Hallett's believe their properties are surrounded by residential areas which makes their property more appropriate as a residential zone.

These arguments to be persuasive and a Plan designation and zoning classification of R 9,600 is appropriate for the Hallett properties.

The Commission does recognize that an important issue has been raised by the owners of an adjacent property containing the Wine Valley Siding Company at 11839 Woodinville Drive. Wine Valley Siding is a wood and other siding manufacturer, supplier and distributor and has been in operation for many years. The City-wide implementing regulations of Title 12, contain special requirements intended to protect R 9,600 lands from incompatible land uses such as those commonly seen within GC zoned lands. These special protections include an additional setback of 50 feet (BMC 12.14.070(D) from any residentially zoned property for all structures used for manufacturing, distribution, storage, or warehousing uses (all of these activities occur
on the Wine Valley Siding property) and an additional landscape buffering requirement within BMC 12.18.110 which requires placement of a minimum 15-foot wide Type I landscape treatment between lands zoned R 9,600 and GC. Both of those special requirements would apply to the Wine Valley Siding property should the Hallett property be zoned R 9,600.

To reduce potential impacts upon the existing GC zoned properties, the Planning Commission is recommending specific relief from any special setback and landscaping regulations be placed within the Brickyard Road / Queensgate Subarea implementing regulations of BMC Chapter 12.60.

Reasonable Alternatives:
Retain the GC Plan designation (Staff Recommendation)
Assign another land use designation appropriate for the Hallett properties such as an R 2,800, OP, CB, or even an LI designation.

Other Plan designations do not achieve the property owner’s interest in having a lower tax assessment because these zones are assigned an equivalent or higher per square footage assessments by the Assessor’s office.

Planning Commission Conclusion
Due to their unique circumstances, the Hallett properties should be assigned an R 9,600 designation to allow an existing single family residential use to continue and expand as appropriate.

Zoning Map - Planning Commission Recommendation shown in yellow text on the following page:
• Spatacean, Nielson, O'Day Request Planning Commission Findings, Conclusions and Recommendation

Property Owner: Spatacean, Nielson, and O'Day Comprehensive Plan amendment Request

Location: 16005, 16015, and 16025 124th Avenue NE, Bothell, WA 98011. One parcel has not been assigned an address

Parcel numbers: 092605-9100, 092605-9023, and

Property area: 2.46 acres

Applicant's request: Change the Plan designation and zoning classification from R 5,400d (detached - single family - residential 5,400 sq. ft. minimum lot area) to R 4,000 (attached - multi-family - residential one dwelling unit for each 4,000 sq. ft. of land area). The stated reason for the re-zone is to more closely match the number of dwelling units the applicant may have achieved under previous King County zoning laws (the parcel was annexed to the City of Bothell in February of 2014).

Planning Commission Recommendation: Amend the Plan designation and zoning classification of R 5,400d to R 5,400a.

Current Plan Designation: R 5,400d (detached - single family - residential 5,400 sq. ft. minimum lot area)
Slope Gradients: West facing slope - average gradient of north parcel is 6 percent and the average slope for the south parcel is 7 percent.

Landslides: No known landslides are documented for this area. No geological hazards are mapped for this area.

Requested Designation: R 4,000 to achieve the number of dwelling units the applicant may have been able to attain under previous King County Zoning laws.

Surrounding Plan Designations / Zoning Classifications:
- North: R 7,200 / R 7,200
- South: R 7,200 / R 7,200
- East: R 6 (City of Woodinville) / R 6
- West: R 7,200 / R 7,200

Surrounding land uses:
- North: Detached single family residential
- South: NUD water tank, Elementary School
- East: Detached single family residential
- West: Detached single family residential

Capacity Analysis:
- Current designation of R 5,400d: 15 lots
- Proposed designation of R 4,000: 21 dwelling units

Comprehensive Plan analysis
Land Use Element

The Land Use Element establishes Plan designations and provides guidance regarding how each plan designation shall be used. In this instance, the property owner is proposing a more intense land use for their property and are seeking an attached (multi-family) residential designation.

The land use designations of R 5,400d, R 5,400a and R 4,000 are described within the same paragraph within Land Use Policy LU-4 which provides:

"These designations shall provide for attached or detached residential development at one dwelling unit per 5,400, 4,000 and 2,800 square feet of net buildable area, and compatible uses such as schools, churches and day care centers."
Generally, these designations are appropriate for land which is located convenient to arterials and to business and commercial activity centers."

Land Use Policy LU-P6 identifies:

"Preserve the character of established neighborhoods and protect such neighborhoods from intrusion by incompatible uses."

Transportation Element

124th Avenue NE and NE 160th Street are both classified as "Collectors" under the City’s Transportation Element. Please see Figure TR-2.

Brickyard Road / Queensgate Subarea Land Use Policies

LU 10 Subarea Policy

10. The land at the northwest corner of 124th Avenue NE and NE 160th Street, and the plat of Hillside Estates west of 124th at NE 165th Street, are is designated for detached residential development at a minimum lot size of 5,400 square feet as described in Land Use Element Policy LU-P4 (R 5,400d in east central portion of map), reflecting historic zoning under King County jurisdiction.

Planning Commission findings regarding the Spatacean, Nielson, O’Day Request: The current R 5,400d (detached) residential Zoning Classification as described within BMC 12.14.030(B)(2) requires the site apply rigid lot area and lot dimensional standards where each lot must contain at least 5,400 square feet of land and each lot must be able of accommodating a circle of at least 50 feet. The R 5,400a (attached) residential zoning classification as described within BMC 12.14.030(B)(3) allows either attached or detached residential dwelling units at the same basic density as the R 5,400d designation, but the R 5,400a designation does not require a minimum lot area or dimension and, instead relies upon a mathematical calculation to determine the number of dwelling units attained. Because the R 5,400a designation is technically an attached residential designation (to date, all developments within the R 5,400a have been developed as detached single family residential condominiums) the development is not automatically required to utilize public rights-of-way to access lots. This means, the development may use private access drives which can be credited toward dwelling unit yield.

The flexibility in development layout and the ability to use private access drives within lands designated R 5,400a, should allow the property owners to more closely attain the number of dwelling units permitted under the former King County designation of R 8.

An R 4,000 attached residential designation is not compatible with the surrounding and existing detached single family residential areas because the R 4,000 designation has

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2015 Periodic Plan and Code Update
Draft Planning Commission Findings, Conclusions and Recommendation
a much higher likelihood of developing as attached dwelling units such as townhouses, duplexes or fourplexes. Placing attached townhouses or multi-family residential structures into this predominantly single family residential neighborhood is not consistent with Land Use Policy LU-P6.

Finally, the applicants have submitted no evidence that demonstrates the difference in the number of dwelling units that may be allowed under City of Bothell and King County regulations. Based upon previous Staff analysis, Staff has speculated that the City's lot yield methodology does result in fewer dwelling units than comparable zoning classifications of King County. But, this number has not been quantified by the applicants.

Issues raised at the public hearing
1. It was suggested that increased runoff from the subject properties would be exasperated with any future development of the Spatacean, Neilson, and O'Day properties (subject properties). Land owners located north and west or downhill of the subject properties currently experience excessive runoff and ground water issues with flooding of basements and water runoff exceeding the capabilities of the existing system.

2. The ownership of the subject properties was called into question with claims that the current proponents had not owned their properties for substantial periods and may have known of the differences in the unit yield between Bothell and King County Regulations.

Responses to items raised during the hearings
1. Potential runoff. The City of Bothell has adopted a Surface Water Design Manual (SWM) which contains a number of requirements for the control of runoff flow and treatment of water quality. All new development must be consistent with these surface water requirements which include specific facilities be constructed that remove pollutants from surface water and captions, retains and releases surface water at specified amounts and at controlled rates. One of the more significant requirements of the Surface Water Manual is that new developments must model site runoff as though the entire site were in a forested condition and the amount of runoff must match that rate. It should be noted that forest areas have the ability to absorb significant quantities of precipitation which is then slowly released to water bodies (or the storm system in this case). This standard (which has been in place since 2009) provides for substantially lower surface water runoff rates and volumes than historic practices.

What this means is that developments must construct substantial retention/detention ponds or vaults that store the precipitation captured on the property then releases that precipitation at a controlled rate (the water must pass through a small orifice that limits the amount of water that is released) to the City's
storm system. These latest standards are substantially better at controlling off-site runoff than previous surface water standards.

Groundwater. Groundwater is a much more difficult to control phenomenon because current science and engineering practices find it difficult to quantify and control groundwater because groundwater is capable of traveling for extensive distances (in many cases for several miles) and groundwater levels vary during the year. Often, ground water goes unnoticed until it is emitted to the surface in either a spring, stream or pond. Further, grading alterations (cuts), foundations, basements and crawl spaces frequently expose or penetrate the groundwater table resulting in flooding or water issues.

Geological engineers have determined that development tends to reduce groundwater inputs from adjacent properties which tends to reduce the amount of groundwater present. However, because groundwater can travel for long distances there are times where, even with the installation of fully compliant modern surface water facilities adjacent properties may continue to experience high groundwater flows and quantities.

2. Property Ownership. Property ownership or duration of property ownership has no bearing on the assignment of appropriate zoning classifications to a property.

Reasonable Alternatives:
Assign an R 4,000 designation. The R 4,000 designation is not as desirable for these properties because of the greater potential to allow an incompatible use and building height (35 feet) into this predominantly single family residential area. Further, the R 4,000 Plan designation likely achieves and potentially exceeds the number of dwelling units the property owner may have attained under the previous King County zoning regulations.

Planning Commission Conclusion
Assigning an R 5,400a (attached) designation to these properties addresses the property owner’s concerns plus lessens the potential of introducing an incompatible land use into this existing, predominantly detached single family residential area.

Zoning Map - Planning Commission Recommendation shown in white text on the following page:
Westhill Subarea

- A number of the Amendments are housekeeping in nature and update items such as the Background and Built Environment sections, or make a number of minor amendments to the Goals, Policies and Actions.

- Hughes Comprehensive Plan Amendment Request
  Property Owner: Michael Hughes
  Location: 20016 88 Avenue NE, Bothell, WA 98011
  Parcel numbers: 0626059090
  Property area: 4.83 acres
  Applicant’s request: Change the Plan designation and zoning classification from R 9,600 (detached - single family - residential 9,600 sq. ft. minimum lot area) to R 7,200 (detached - single family - residential 7,200 sq. ft. minimum lot area). The stated reason for the re-zone is to more closely match the zoning classifications of surrounding properties which are all R 7,200.

Planning Commission Recommendation: Change the existing Plan designation and zoning classification of R 9,600 to R 7,200. Designating the property to an R 7,200 designation matches the designations of surrounding properties and is consistent with Land Use Element Policy LU-P6.
Current Designation: R 9,600 (detached - single family - residential 9,600 sq. ft. minimum lot area)

Slope Gradients: Very minimal slope - Average gradient of the parcel is 4 percent.

Landslides: No known landslides are documented within this area. No geological hazards are mapped for this area.

Requested Designation: R 7,200 to match zoning classification of surrounding properties.

Surrounding Plan Designations / Zoning Classifications:
   North: R 7,200 / R 7,200
   South: R 7,200 / R 7,200
   East: R 5,400a, OP / R 5,400a/OP
   West: R 7,200 / R 7,200

Surrounding land uses:
   North: Detached single family residential
   South: Vacant land
   East: Detached Single family residential / Vacant land
   West: Detached single family residential

Capacity Analysis: Current designation of R 9,600: 21 lots
                  Proposed designation of R 7,200: 28 lots

Comprehensive Plan analysis
Land Use Element

The Land Use Element establishes Plan designations and provides guidance regarding uses and specifics of each plan designation. In this instance, the property owner is proposing a detached residential designation at a smaller lot size. The proposed land use designation of R 7,200 is compatible with existing and proposed land uses surrounding the property (detached single family residential).

The land use designations of R 9,600, R 8,400, and R 7,200 are described within the same paragraph of Land Use Policy LU-4 which provides:

“These designations shall provide for detached residential development at minimum lot sizes of 9,600, 8,400, 7,200 and 5,400 square feet, and compatible uses such as schools and churches.

Generally, these designations are appropriate for most land in the planning area suitable for residential use with the exception of land located convenient
to principal arterials and/or business and commercial activity centers, where higher densities may be warranted."

Land Use Policy LU-P6 identifies:

"Preserve the character of established neighborhoods and protect such neighborhoods from intrusion by incompatible uses."

Transportation Element
88th Avenue NE is classified as a "Collector" under the City's Transportation Element. Please see Figure TR-2.

Westhill Subarea Land Use Policies
Subarea Land Use Policy 3

"3. Land throughout most of the Subarea is appropriate for detached residential development at minimum lot sizes of 7,200, 8,400 or 9,600 square feet as described in Land Use Element Policy LU-P4 (R 7,200, R 8,400 and R 9,600 over most of the map)."

Analysis:
Lands that were included in the February 2014 annexation of portions of King County (surrounding the Hughes property) were assigned a City of Bothell R 7,200 designation to match the King County's R 6 designation. Matching King County designations was necessary to ensure the City is capable of accommodating the growth targets formerly assigned to King County for those annexation areas. In other words, upon annexation, the County's growth targets are automatically transferred to the City of Bothell. Accordingly, the approach taken by the City was to assign those Bothell land use designations that most matched King County designations. Lands surrounding these areas were previously assigned a King County designation of R 6. The closest City of Bothell designation is R 7,200.

Reasonable Alternatives:
There are two reasonable alternatives:
- Assign an R 8,400 designation; or
- Retain the existing R 9,600 designation.

Planning Commission Conclusion
Assigning an R 7,200 designation to this property matches the plan designations of surrounding lands and provides improved compatibility through similar lot sizes and dimensions.

Zoning Map - Planning Commission Recommendation shown in white text on the following page:
Hearst Comprehensive Plan amendment Request

Property Owner: Robert Hearst Comprehensive Plan amendment Request
Location: No address - See Vicinity Map below
Parcel numbers: 0726059412
Property area: 1.1 acres
Applicant's request: Change the Plan designation and zoning classification from R 9,600 (Detached Single Family residential 9,600 sq. ft. minimum lot size) to R 7,200 (Detached Single Family residential 9,600 sq. ft. minimum lot size).

Planning Commission Recommendation: The Planning Commission recommends the City Council assign an R 7,200 plan designation and zoning classification to the Hearst Parcel.

Current Designation: R 9,600 (Detached Single Family residential 9,600 sq. ft. minimum lot size)
Slope Gradients: None - 2 to 3 percent gradient toward the east.
Landslides: No known landslides are documented for this property.
Requested Designation: “My request is to redesignate and rezone the property to R7,200. I feel that this is a reasonable request for the following reasons.

- My property is located in a small "island" of R9,600 zoning and is surrounded by R8,400 to the north and east and R7,200 to the south and west (see enclosed map). The area to the south and west of the site was annexed into the City of Bothell in February of 2013 and was assigned the R7,200 designation at that time.
- This small area contains just 9 total parcels and roughly 3.6 acres of land.
- The geometry of the property makes subdividing into 9,600 sf lots challenging and redesignating would allow for smaller lot sizes, giving more flexibility to lot layout.
- Rezoning this property (and possibly some or all of the other parcels in this R9,600 “island”) makes sense strictly to make the properties more in conformance with the surrounding designations, creating a more compatible adjacent use.
- The homes that would be built on R7,200 lots would be detached and would most likely be very similar in size to those built on the surrounding properties, eliminating the concern of adjacent incompatible uses.
- Several of the other parcels in the R9,600 "island" could be redeveloped if they were included in the redesignation, either as they are now or by combining with adjacent parcels.”

Surrounding Plan Designations / Zoning Classifications:
North: R 9,600/ R 9,600  
South: R 9,600 / R 9,600  
East:  R 8,400 / R 8,400  
West:  R 7,200 / R 7,200

Surrounding land uses:
North: Existing Single Family residential R 9,600  
South: Existing Single Family residential R 9,600  
East:  Existing Single Family residential R 8,400  
West:  Tolt River Pipeline ROW (55 feet in width) Existing Single Family residential R 7,200

Capacity Analysis:  Current designation of R 9,600: 4 lots - 12 persons  
Proposed designation of R 7,200: 5 lots - 15 persons

Comprehensive Plan analysis  
Land Use Element

The Land Use Element establishes Plan designations and provides guidance regarding uses and specifics for each plan designation. In this instance, the property owner is proposing a less intense land use for their property and are seeking a detached single family residential designation.
The detached residential designations of R 7,200, R 8,400 and R 9,600 are described within Land Use Policy LU-4 which provides:

“These designations shall provide for detached residential development at minimum lot sizes of 9,600, 8,400, 7,200 and 5,400 square feet, and compatible uses such as schools and churches....

Generally, these designations are appropriate for most land in the planning area suitable for residential use with the exception of land located convenient to principal arterials and/or business and commercial activity centers, where higher densities may be warranted.”

Land Use Policy LU-P6 identifies:

“Preserve the character of established neighborhoods and protect such neighborhoods from intrusion by incompatible uses.”

Transportation Element
NE 180th Street is classified as a “Collector” under the City’s Transportation Element, Please see Figure TR-2.

Westhill Subarea Land Use Policies
Subarea Land Use Policy 3

“3. Land throughout most of the Subarea is appropriate for detached residential development at minimum lot sizes of 7,200, 8,400 or 9,600 square feet as described in Land Use Element Policy LU-P4 (R 7,200, R 8,400 and R 9,600 over most of the map).”

Planning Commission Analysis:
The City of Bothell is experiencing a shift in housing stock. Previously, large lot single family residential dwellings were the preferred housing type. This resulted in the creation of ‘large lot’ subdivisions containing hundreds of houses and lots. The Planning Commission finds that this type of housing stock is more than adequately represented within the City of Bothell and that other forms of housing product should be encouraged. Further, it has been well-established that these large lot subdivisions have high values that are not affordable to many potential home-owners. The Planning Commission recognizes that a 7,200 lot size does not result in affordable housing, but the smaller lot does assist in reducing the market price of new homes.

Finally, in this situation, the fact that one additional home may be constructed on this 1.1 acre parcel does not represent a significant change to the character or livability of the adjacent houses nor does a total of four houses represent a significant increase in traffic impacts. The Hearst property is served by a currently dead-ended public right-of-way (89th Pl NE).
Reasonable Alternatives:
Assign an R 8,400 designation.

Planning Commission Conclusion
The R 7,200 Plan designation and zoning classification is a logical designation for this parcel. Further, these designations comply with the compatibility policies of the Imagine Bothell.. Comprehensive Plan and the implementing regulations of the Bothell Municipal Code.

Zoning Map - Planning Commission Recommendation Sown in White Text:

Downtown

- Since a major community effort went into the Downtown Plan that was adopted in 2009, incorporating both the Subarea Plan (in the Community Vision and City Actions parts plus the Starting Point appendix) and Development Regulations, no changes are warranted for the Subarea Plan portion. A number of recommended amendments to the Development Regulations are included and listed below.

- Updates to the Districts Maps to include street, open space, parcel and zoning revisions made since adoption.
• Amendments increasing the height limit in the Downtown Core (DC) and Downtown Neighborhood (DN) districts, while keeping the number of floors allowed the same, to allow the intended number of floors for modern office development, with higher ceilings for daylighting.

• An amendment adding Business and Personal Services as allowed uses in the DC and SR 522 Corridor districts.

• An amendment providing a cap of 2.2 parking spaces per unit, to avoid a disincentive for family-oriented housing in the DC, DN, Downtown Transition and General Downtown Corridor districts. The Planning Commission recommends further study of this amendment to ensure that it addresses the possibility of residential suite apartments that could include several individually-rented rooms within a suite that could be classified as a single dwelling unit.

• The Planning Commission finds that a requirement that Pedestrian Oriented Retail is allowed in the DN district only if "retail shopfronts are adjacent to or progress in a continuous line from retail shopfronts within the DC district" is problematic and unnecessary as downtown has evolved, and recommends eliminating it.

• An amendment clarifying and correcting references in regulations for parking access along Main Street and anchor developments in the DC and DN districts.

• An amendment allowing limited auto-oriented sit-down restaurants outside the central downtown districts.

• An amendment allowing conversion of Live-Work units to solely commercial uses, where permitted.

• An amendment clarifying provisions for partially submerged parking garages and increasing the height for special rooftop features in the regulations for building height.

• An amendment modifying the exceptions for third floor intrusions into the upper level setback requirement to provide more flexibility.

• An amendment increasing the Maximum Tenant Length requirement to better match existing conditions and allow for anchor retail uses.

• An amendment modifying the Maximum Building Length requirements to clarify "primary building mass" and match Director's interpretation.

• An amendment clarifying the kinds of public open space that can be used to meet the Maximum Parcel Perimeter requirement.

• An amendment revising street section graphics for clarity and consistency.

• An amendment revising public open space requirements to provide more flexibility.
• An amendment reinforcing a requirement that garbage and recycling containers must always be stored in structural enclosures, and that even temporary storage in public rights-of-way or open space.

• An amendment to reference city-wide lighting regulations adopted since Downtown Plan completion.

• An amendment revising parking access requirements to provide more flexibility.

• An amendment adding a guideline for convenience bicycle parking.

• An amendment streamlining and clarification of Building Length Massing regulations and illustrations.

• An amendment elimination of unnecessary architectural regulations for sloped roof canopies and garage doors.

**Waynita / Simonds / Norway Hill**

• Deleting detailed Specialized Senior Housing Overlay “policies” that have now been incorporated into the development regulations.

• Minor clarifying changes Land Use Policy 4, including deletion of the reference to detailed SSHO provisions removed from Policy 3.

• Deletion of detailed provisions in Land Use Policy 8, which have now been incorporated into the development regulations.

• Updates to reflect recent annexation actions.

• **Eason Avenue Request: Planning Commission Findings, Conclusions and Recommendation**

  Request by: Patrick and Jennifer Gastineau
  Location: 17611 Eason Avenue (previously included all parcels flanking Eason Avenue)
  Property area: 7699 sq. ft. (0.18 acres), including portion of Eason Avenue right-of-way. Previous request was about 4.1 acres, including rights-of-way.
  Applicant’s request: Change the Plan designation and zoning classification on part of a split-zoned parcel from R 9,600, SSHO to R 5,400d, SSHO (originally was to change entire area to R 5,400a).

  Planning Commission Recommendation:
  Assign an R 5,400d, SSHO Plan designation and zoning classification to the portion of the proponent’s parcel currently zoned R 9,600, SSHO.
Current Designation:  R 9,600, SSHO

Slope Gradients:  North facing slope - average gradient of 5 percent.

Landslides:  No known landslides are documented for these properties, but the City's geological hazards mapping indicates the potential of a landslide hazard due to the type of soils and the gradient of the slope which exceeds 15 percent in the southwest corner of the area.

Surrounding Plan Designations / Zoning Classifications:
  North:  R 5,400d, SSHO
  South: R 9,600, SSHO
  East:  R, 9,600, SSHO
  West:  R, 9,600, SSHO

Surrounding land uses:
  North:  Single family home
  South:  Adult family home
  East:  Single family home with bed and breakfast
  West:  Specialized senior housing complex

Capacity Analysis:  Current designations: 0 employees - 1 unit or 2 population
  Proposed designation: 0 employees - 2 units or 4 population
  (see analysis below)

Comprehensive Plan analysis
Land Use Element
The Land Use Element establishes Plan designations and provides guidance regarding uses and specifics for each plan designation. In this instance, the property owners are proposing a somewhat more intensive land use designation for the area, which includes 14 parcels, 5 of which they own.

The residential designations of R 9,600 and R 5,400d are described within Land Use Policy LU-4, which provides:

"These designations shall provide for detached residential development at minimum lot sizes of 9,600, 8,400, 7,200 and 5,400 square feet, and compatible uses such as schools and churches.

Generally, these designations are appropriate for most land in the planning area suitable for residential use with the exception of land located convenient to principal arterials and/or business and commercial activity centers, where higher densities may be warranted."

Imagine Bothell, Comprehensive Plan
2015 Periodic Plan and Code Update
Draft Planning Commission Findings, Conclusions and Recommendation
The Specialized Senior Housing Overlay (SSHO) designation is described within Land Use Policy LU-P4, which provides:

“This overlay designation shall allow specialized senior housing development (for persons 62 years of age and over and their spouses and/or live-in caregivers) at densities higher than normally permitted within R 40,000, R 9,600, R 8,400, R 7,200 and R 5,400d residential designations in specified locations where such development has been determined to be appropriate due to proximity to facilities and services which especially benefit the elderly. The particular density for a Specialized Senior Housing Overlay, as well as policies concerning the design and/or operation of specialized senior housing, shall be set forth in the Subarea Plan in which the SSHO is located. The Specialized Senior Housing Overlay provides for an additional use within, but does not replace, the underlying plan designation.”

Land Use Policy LU-P6 identifies:

“Preserve the character of established neighborhoods and protect such neighborhoods from intrusion by incompatible uses.”

Transportation Element
East Riverside Drive is classified as a “Collector” under the City’s Transportation Element. Please see Figure TR-2.

Waynita / Simonds / Norway Hill Subarea Policies
Subarea Land Use Policy 3
The land along the north slope of Norway Hill is appropriate for detached residential development at a minimum lot size of 9,600 square feet as described in Land Use Element Policy LU-P4, (R 9,600 in north portion of map). This designation reflects the existing pattern of development in this area. Within this area, a Specialized Senior Housing Overlay (SSHO in north central portion of map) is appropriate for land within approximately one-quarter mile walking distance of the Northshore Senior Center, as depicted on the Subarea land use map, in order to provide opportunities for development of specialized senior housing in close proximity to the variety of services offered by the Senior Center and to Downtown Bothell shopping, dining and entertainment opportunities.

The above policy also prohibits access to SSHO developments from Eason Avenue:

“In order to preserve the character and historical identity of the Eason Avenue neighborhood, access from Eason Avenue shall not be allowed.”

Subarea Land Use Policy 4
The land located at the southwest and southeast quadrants of the intersection of East Riverside Drive and Eason Avenue is appropriate for detached residential development at a minimum lot size of 5,400 square feet as described in Land Use Element Policy LU-P4, (R 5,400d, SSHO in north-central portion of map). This designation reflects the desire to protect the identified historic structures and further complements the goals and policies of the Historic Preservation Element. Adaptive re-use may include uses not ordinarily allowed within an R 5,400d designation, such as but not limited to, bed and breakfast inns and small meeting rooms. Implementing regulations should provide for preservation of the detached residential development appearance of Eason Avenue when adaptive re-use is proposed.

Subarea Historic Preservation Policy 2:
Explore the feasibility of establishing one or more Historic Districts within the Subarea such as Eason Avenue.

Subarea Historic Preservation Action 1:
Provide information on historic preservation to owners of historic properties along Eason Avenue/Riverside Drive. Offer to hold meetings within these areas to discuss the historic register nomination process for individual properties and historic districts.

Planning Commission Findings - Eason Avenue Request
The Planning Commission is sympathetic to the desire of the proponents to eliminate the split-zoned parcel where they reside.

Eason Avenue is a bit of an anomaly: a traditional, mostly small lot single family street with three historic register homes, surrounded by relatively large, high-density senior housing complexes. The character of Eason Avenue has changed fairly considerably in recent years, due largely to the developments of the proponents. It maintains a detached single family character, but may no longer have enough of the original single family homes to qualify as a historic district, in accordance with the Subarea Historic Preservation policy and action cited above, which provide the current expression of the community's desires with regard to this area.

Three of the new homes on the street were built as adult family homes, which are allowed in all residential zones. They do not require the Specialized Senior Housing Overlay and are very different than the surrounding SSHO developments.

Extending the R 5,400d zoning to the extent of the currently split-zoned parcel would have little effect on the area. It would make it slightly easier to create a separate lot, which is reflected in the capacity analysis at the beginning of this report, though it would also be possible to create a separate R 9,600 lot.
Reasonable Alternatives
Planning Commission considered removing the SSHO designation from all of the Eason Avenue parcels, as staff recommended with the original proposal to up-zone the south end of Eason. The proponents agreed to reduce the scope of their request as long as the SSHO designation was retained, however, and given the limited increase in development potential, removing the SSHO designation would amount to a down-zone.

Planning Commission Conclusion
Eason Avenue maintains some degree of its character as a traditional single family residential enclave within the broader Specialized Senior Housing Overlay south of Riverside Drive. A few opportunities for additional infill development consistent with the character of the street remain. Eliminating the split-zoned parcel creates a more logical zoning boundary. Since SSHO developments cannot take access from Eason, retaining the SSHO designation does not significantly threaten the street’s character.

Planning Commission Recommendation
Extend the R 5,400d, SSHO portion of the area to eliminate the split-zoned lot.
Zoning Map - Eason Avenue Request: The recommended land use designation amendment is shown in the red dashed outline and labelled in white, overlaid on this aerial photo map with the existing designations.

- South Riverside Request: Planning Commission Findings, Conclusions and Recommendation

  Request by: Rob Fuhriman  
  Location: 11203 and 11217 East Riverside Drive  
  Parcel numbers: 0961100040 and 0961100035  
  Property area: 7.42 acres (proponent's parcel area only)
Applicant's request: Change the Plan designation and zoning classification from R 9,600 to R 7,200.

Planning Commission Recommendation:
Assign an R 7,200 Plan designation and zoning classification to the proponent's two parcels. Consider expanding the rezone to the entire R 9,600 area on the south side of Riverside Drive from the SSHO overlay on the west to I-405 on the east to R 7,200 (approximately 71 acres) after the 2015 Periodic Plan and Code Update.

Current Designation: R 9,600

Slope Gradients: North facing slope - average gradient of 22 percent.

Landslides: No known landslides are documented for the proponent's properties, but the City's geological hazards mapping indicates the potential of a landslide hazard due to the type of soils and the gradient of the slope which exceeds 15 percent in the south portion of the area. There is documentation of a landslides in the south central edge of the larger area.

Surrounding Plan Designations / Zoning Classifications:
North: R 8,400
South: R 40,000
East: R, 9,600
West: R, 9,600

Surrounding land uses:
North: East Riverside Drive right-of-way and single family residential opposite the proponent's parcels. Also multifamily and mobile home park residential and vacant land for the larger area.
South: Large lot single family residential and vacant land.
East: Large lot single family residential and vacant land for the proponent's parcels. I-405 for the larger area.
West: Single family residential (lot sizes from 9636 to 18121 sq. ft) adjacent to proponent's parcels. Senior housing complexes and vacant land for the larger area.

Capacity Analysis: Current designation: 0 employees - 16 lots or 46 population
Proposed designation: 0 employees - 21 lots or 61 population

Comprehensive Plan analysis
Land Use Element
The Land Use Element establishes Plan designations and provides guidance regarding uses and specifics for each plan designation. In this instance, the
property owners are proposing a somewhat more intensive land use designation for their two parcels of 7.4 acres. The residential designation of R 9,600 and R 7,200 are described within Land Use Policy LU-4, which provides:

"These designations shall provide for detached residential development at minimum lot sizes of 9,600, 8,400, 7,200 and 5,400 square feet, and compatible uses such as schools and churches....

Generally, these designations are appropriate for most land in the planning area suitable for residential use with the exception of land located convenient to principal arterials and/or business and commercial activity centers, where higher densities may be warranted."

Land Use Policy LU-P6 identifies:

"Preserve the character of established neighborhoods and protect such neighborhoods from intrusion by incompatible uses."

Transportation Element
East Riverside Drive is classified as a "Collector" under the City's Transportation Element. Please see Figure TR-2.

Waynita / Simonds / Norway Hill Subarea Policies
Subarea Land Use Policy 3
The land along the north slope of Norway Hill is appropriate for detached residential development at a minimum lot size of 9,600 square feet as described in Land Use Element Policy LU-P4, (R 9,600 in north portion of map). This designation reflects the existing pattern of development in this area.

Planning Commission Findings - South Riverside Request
Planning Commission is sympathetic to the desire of the proponents to achieve the development potential reached by other relative recent redevelopments in the area, done before current regulations required removing critical areas and their buffers from the buildable area, or when Planned Unit Development (PUD) regulations allowed reductions in lot sizes in exchange for setting aside open space (often in unbuildable critical areas like steep slopes, wetlands and stream corridors. Reducing the minimum lot area, while implementing the current critical areas regulations, would be one way to achieve that.

The proponent's parcels and the area in general are significantly impacted by critical areas: stream corridors along the west edge and northeast corner and steep slopes to the south, as shown in the map below. The capacity analysis above estimated that critical areas and their buffers would reduce the buildable area by
40%. Factoring in a further 20% reduction in area for roads results in the current capacity estimate of 16 lots, or 14 additional lots.

The subdivision immediately to the west, on 111th Avenue NE, was developed before our critical areas regulations required establishing stream buffers. The lot sizes are a minimum 9,600 sq. ft., but they were able to use the entire land area for lots and roads. If that was true for the proponent’s property, they could theoretically create 26 lots.

The proposal to rezone to R 7,200 would increase the capacity of the proponent’s parcel to 21 lots, or 5 additional lots, an increase of 31%.

In analyzing this request, Planning Commission considered applying it to other underdeveloped properties in the area, expanding the rezone to the entire R 9,600 zone along the south side of East Riverside drive from the SSHO overlay on the west to I-405 on the east. This area has several large underdeveloped parcels with critical areas impacts, similar to the proponent’s. Rather than rezoning a rather isolated area, looking at the broader area seemed appropriate, but further study is needed for the larger area.

This broader area includes one other newer subdivision similar to the one immediately adjacent to the proponent’s property, on 109th Place NE. Further to the west is a slightly larger subdivision done as a PUD along 106th and 107th Place NE. At the time of development, our PUD code allowed significant reductions in lot area, and that development has lots as small at 5,932 sq. ft. The proposed rezone would require minimum lots of 7,200 sq. ft.

Interspersed between these newer developments are several large vacant or underdeveloped parcels, similar to the proponent’s property. The current capacity of these properties, subtracting estimated critical areas, buffers and roads, is estimated at 53 lots. With the rezone, the capacity is estimated at 76 lots.

A traffic impact analysis was done by transportation staff and indicated that while there is traffic congestion from the intersection of Main Street and 102nd during peak periods, it is largely caused by traffic from outside the area and would not be significantly impacted by the proposed rezone.

Reasonable Alternatives
An R 8,400 designation would provide some increase in yield, but would not approach the densities or lot sizes achieved in earlier developments in the area.

Planning Commission Conclusion - South Riverside Request
The requested rezone would provide development yields similar to those achieved in relatively recent redevelopments in the area, while protecting environmentally critical
areas through the current, more stringent regulations, and approximating the character of those newer developments.

Zoning Map: The recommended land use designation amendment is shown in the yellow dashed outline and labelled in white, overlaid on this aerial photo map with the existing designations. The area deferred for future consideration is shown in the red dashed outline.

- North Riverside Proposal: Planning Commission Findings, Conclusions and Recommendation
  
  Proposed by: Community Development Staff  
  Location: The 10100-10700 blocks of West and East Riverside Drive  
  Property area: Approximately 14.5 acres  
  Proposal: Add a Plan designation of Light Industrial (LI) and amend the Code to allow for breweries and distilleries with tasting rooms, brew pubs and related uses in LI zones.
Planning Commission Recommendation:
Assign a Plan designation and zoning classification of Light Industrial (LI) and amend the Code to allow for breweries and distilleries with tasting rooms, brew pubs and related uses in LI zones.

Current Designation: R 9,600

Slope Gradients: North facing slope - average gradient of 4 percent.

Landslides: No known landslides are documented for this area.

Surrounding Plan Designations / Zoning Classifications:
  North: Parks and Public Open Space (PPOS)
  South: R 9,600, SSHO; R 5,400d,SSHO, R 2,800
  East: R, 2,800
  West: R, 9,600 and PPOS

Surrounding land uses:
  North: Sammamish River Park
  South: West and East Riverside Drive, senior housing complexes, single family detached and multifamily housing.
  East: Sammamish River, multifamily housing.
  West: Sammamish River Park

Capacity Analysis: Current designation: 50 employees - 150 units or 300 population
Proposed designation: 60 employees - 150 units or 300 population (see analysis below)

Comprehensive Plan analysis
  Land Use Element
  The Land Use Element establishes Plan designations and provides guidance regarding uses and specifics for each plan designation. In this instance, staff is proposing adding a Light Industrial land use designation for the area, which includes 16 parcels, and amending the code to allow for microbreweries and distilleries with tasting rooms and related uses.

The residential designation of R 2,800 is described within Land Use Policy LU-4, which provides:

"These designations shall provide for attached or detached residential development at one dwelling unit per 5,400, 4,000 and 2,800 square feet of net buildable area, and compatible uses such as schools, churches and day care centers.
Generally, these designations are appropriate for land which is located convenient to arterials and to business and commercial activity centers."

The commercial designation of OP is described within Land Use Policy LU-4, which provides:

"This designation shall include personal and professional service businesses which commonly locate in office buildings, such as banks, medical and dental clinics, accounting, law, real estate, insurance, travel agencies and similar businesses."

The commercial designation of LI is described within Land Use Policy LU-4, which provides:

"This designation comprises non-polluting manufacturing and processing, wholesaling, warehousing and distribution and other similar activities. Such uses tend to require large buildings and to generate more large truck traffic than do other types of land uses."

Land Use Policy LU-P6 identifies:

"Preserve the character of established neighborhoods and protect such neighborhoods from intrusion by incompatible uses."

Transportation Element

East Riverside Drive is classified as a "Collector" under the City's Transportation Element. Please see Figure TR-2.

Waynita / Simonds / Norway Hill Subarea Policies

Subarea Land Use Policy 3

"The land north of East Riverside Drive between the alignment of 101st and 108th Avenues is appropriate for office-professional development and/or attached or detached residential development at one dwelling unit per 2,800 square feet as described in Land Use Element Policy LU-P4 (R 2,800, OP in central portion of map). Development should reflect the scale and style of the historic housing south of Riverside Drive, to the maximum extent possible. View corridors towards and across the river should be preserved."

Planning Commission Findings

The City has received multiple inquiries about appropriate zoning for microbreweries, distilleries and small wineries, with tasting rooms, brew pubs and
related uses, with a number focused on properties in this area. The current Office-Professional (OP) designation does not allow such uses.

Microbreweries, wineries and distilleries are increasingly popular and can be strong generators of economic development and urban vitality. Our current code allows for breweries and wineries in Light Industrial (LI) zones, with retail sales as an accessory use. It also allows taverns, with up to 50% of their floor area for brewing, in some commercial zones, including Neighborhood Business (NB). Currently, there is no provision for distilleries.

Initially, as indicated in the notice to neighbors, staff proposed to add an NB designation to this area and to modify the provisions for taverns, as necessary, to include micro-breweries and -distilleries with tasting rooms. After further analysis, it was determined that an LI designation would be more appropriate for three main reasons.

First, the potential that an NB designation and zone would attract certain retail uses to Riverside Drive rather than Downtown, where we want to focus them. Second, an NB designation would likely attract higher volume uses than LI, contributing to an already congested area on East Riverside. Third, there are existing light industrial uses in the area, which be made conforming with the addition of an LI designation.

For these reasons, Planning Commission proposes adding LI to the existing R2,800, OP designation along with the following:

1. Amend 12.06.060, Eating and Drinking Establishments, Subsection A, Use Table, to add Taverns as a permitted use in LI. Note that “restaurants, take-out order” and “restaurants, on-site dining” are already allowed in LI, so adding taverns would not be jarringly inconsistent with other allowed uses.

2. Amend 12.06.060, Eating and Drinking Establishments, Subsection B.2, to delete “; provided the space devoted to such use does not exceed 50 percent of the total floor area of the tavern.” The amended code would read simply, “Taverns may include brewing equipment.” The 50 percent limitation serves no real purpose.

3. Amend 12.06.120, Manufacturing, distribution, storage and warehousing, Subsection A, Use Table, to add “distilleries” to “Breweries and wineries”.

4. Amend 12.06.120, Manufacturing, distribution, storage and warehousing, Subsection B.1, to read “Wholesale bakeries, breweries, distilleries and wineries may contain retail outlets.” Again, if we’re allowing restaurants and
taverns as outright permitted uses in LI anyway, there’s no reason to require such a use in, say, a brewery, to be accessory to the manufacturing function.

Reasonable Alternatives

Adding an NB designation would still be a reasonable alternative, but staff feels that LI is a better approach for the reasons stated above.

Planning Commission Conclusion

The proposed rezone would allow for breweries, wineries and distilleries and related uses in the area without significantly diluting the desired development of downtown as the hub of retail activity in the area, and without adding significant traffic to East Riverside Drive.

Zoning Map: The proposed land use designation amendment area is shown in the red dashed outline and labelled in white, overlaid on this aerial photo map with the existing designations.

Locust / 14th W, Damson / Logan, Filbert / Winesap, and Thrasher’s Corner / Red Hawk Subareas

- The Planning Commission finds that no changes are warranted in these subareas entirely within our Snohomish County Municipal Urban Growth Area other than housekeeping and formatting changes to be consistent with the rest of the subarea plans.
2015 Periodic Plan and Code Update:
Integrated Review:
Revisions Made to Planning Area-Wide Elements & Subarea Plans
2015 Periodic Plan and Code Update: Vision Statement
Bothell Vision Statement

WE, THE PEOPLE OF BOTHELL,

hereby set forth and pledge our commitment to achieve a common vision for the future of the Bothell community.

PC 2/19/14 - The Commission requested that the values preamble be amended to reflect the community's appreciation of Bothell's past, and to incorporate a reference to responsible development. Staff proposed the following revisions, which included additional language considered necessary to ensure the cohesiveness of the statement.

PC 3/5/14 - The Commission requested a refinement to the last line of the third value, and otherwise concurred in the proposed amendments.

PC 3/11/15 - The Commission requested additional language in the values preamble reflecting Bothell's evolution into a successful full-services city.

Our vision is drawn from scores of hopes and dreams offered by interested citizens responding to an open invitation from the City of Bothell to imagine our community in the future. From these hopes and dreams, rooted in a deep appreciation for Bothell's rich history and for its growth over time into a vibrant, diverse, multi-faceted city, emerge the central values which we as a community hold in common:

- We believe that the essence of a prosperous and vibrant city is found not in its structures but in the collective spirit of those who live and who work within the community. We hold that the built aspects of a community—its transportation network, utilities system, buildings and other facilities—should not be considered as ends in themselves, but as means for enhancing the quality of life and enriching the human spirit.

- We believe that certain controls on the choices of individual action are appropriate to ensure that the community's best interests are realized.

- We believe that human activities should be considered as one component of a complex system of relationships among living things and their environment and that we have an obligation—a responsibility to ourselves and to future generations to seek a mutually supportive balance.
OUR VISION FOR BOTHELL,

based on the above values, is of a community which:

1. Celebrates and respects its picturesque setting by achieving harmony between the built and natural environments;

2. Fosters the fulfillment of human potential through an assortment of employment, educational, recreational and cultural opportunities available to individuals and families of all ages, incomes and ethnic backgrounds;

3. Demonstrates a commitment to sustainability through the actions of residents, businesses and public institutions, by living and working in ways that meet the needs of the present without compromising the ability of future generations to meet their own needs;

4. Ensures the safety and security of community residents, employees and visitors through responsive police, fire and emergency medical aid services;

5. Demonstrates a commitment to the conservation of scarce natural resources through the actions of residents, businesses and public institutions;

6. Develops and maintains a transportation system which serves land use and conservation goals and offers a variety of motorized and non-motorized modes of travel, placing emphasis on each, so as to maximize individual choice;

Imagine Bothell... Comprehensive Plan
Vision Statement
2015 Periodic Update
2015 Periodic Plan and Code Update: Land Use
Planning Commission Preliminary Recommendation March 11, 2015

has become profitable. Another source of buildable land is under-developed land, typically consisting of a five-or ten-acre larger parcels of an acre or more containing one house.

Agriculture

Agriculture, once a prominent land use and source of employment in Bothell, has virtually disappeared from the area. There are a few “hobby farms” within the Planning Area, but nothing on a commercial scale. Magnolia Dairy on Westhill has not functioned as a dairy for many years, but retains its appearance as a farm because King County purchased the development rights to the property in 1987. That contract did not require that agricultural uses be continued, but severely restricted development potential so as to ensure that the property remain almost entirely in open space.

Single family residential

Single-family residential development is by far the predominant land use within the Planning Area, comprising over one-fourth of total developed land. Within the Planning Area, single-family development (including mobile homes) is the primary use on the sides and tops of the seven hills which comprise Bothell (West Hill, Beckstrom Hill, Norway Hill, East Norway Hill, Finn Hill, Bloomberg Hill, and Nike Hill).

Staff 10/1/14 - Staff recommends minor revisions to the section below to reflect the actual densities achieved with some recent R-AC developments (Six Oaks has a density yield of approximately 105 dwelling units per acre, and The 104 realized a yield of approximately 86 dwelling units per acre. However, Six Oaks is likely a relatively rare development in that the site is very flat and the developer was able to maximize the available building envelope through in-building parking and other factors.

In addition, reference is made to the area of R-AC zoning around the I-405 / NE 160th St interchange, which was adopted in 2010.

PC 3/11/15 At the Planning Commission’s request, the range of multi-family densities in the section below was changed from “eight to about 30 dwelling units per acre” to “eight to about 100 dwelling units per acre” to be consistent with data in the remainder of the paragraph.

Multiple family residential

Multi-family development is found primarily in and around the Downtown and Canyon Park community activity centers as well as the North Creek and Canyon Park regional activity centers. However, individual multi-family projects may be found throughout the Planning Area. Multi-family development has occurred both on land designated solely for multiple family residences and on land where a mix of residential and commercial uses is desired: the total area in which multi-family is allowed comprises about one-tenth of the Planning Area. Multi-family densities range from eight to about 30 / 100 dwelling units per acre. Plan and Code amendments in 2002 eliminated residential density limits from the Downtown and Canyon Park community activity centers and the North Creek and Canyon Park regional activity centers, allowing up to an estimated 40 / 100 units per acre when site and building design regulations are taken into account and are able to be maximized. Lower densities (due to lower building height limits) can be realized within the R-AC designated area around the I-405 / NE 160th St interchange. In addition, senior housing developments within multi-family zones and within the Specialized Senior Housing Overlay near the Northshore Senior Center are not subject to a density cap: the number of units attainable in such developments is controlled by site and building design regulations.

Imagine Bothell... Comprehensive Plan
Land Use Element
2015 Periodic Plan and Code Update

LU-5
Schools

See also Capital Facilities Element. The Bothell Planning Area contains public and private primary and secondary schools, a community college and a university. The Northshore School District provides public K-12 education: within the Planning Area, Northshore schools include eight elementary schools, three junior high schools, one high school, a special education center and an alternative high school. Private schools are operated by St. Brendan Parish, First Baptist Church (Heritage Christian School) and Cedar Park Assembly of God. Cascadia Community College and the University of Washington, Bothell share a campus at the south end of the North Creek Valley.

Parks

See also Parks and Recreation and Capital Facilities elements. Parks include areas designated for active play (whether fully developed or not) and areas of passive open space associated with the active areas. The City of Bothell is responsible for 18 parks, located around the City and ranging in size from less than 0.1 acre (Triangle Park) to 54 acres (Thrasher’s Corner Park). Outside the City limits but within the Planning Area boundary, King County maintains East Norway Hill Park, located north of the Tolt Pipeline and west of 124th Avenue NE.

Quasi-public meeting places

Meeting places such as churches and fraternal lodges which are privately owned but serve a wide range of residents are considered quasi-public. These are geographically distributed throughout the City, in both residential and commercial areas.

Private open space

A number of residential and non-residential developments provide open space which remains privately owned and may or may not be publicly accessible. These may be in the form of open space tracts held in common ownership by a homeowner’s association or trail areas such as those through the North Creek business parks which are privately maintained but open to the public.

Right of way

Right of way consists of land dedicated to modes of travel, inclusive of motor vehicle, bicycle and pedestrian travel. Right of way typically accommodates utilities as well. Right of way is often overlooked as a use by itself, but in Bothell - as in most jurisdictions - it comprises around a fifth of all land.

Land Use Plan Development

The proposed distribution of land use types, densities, and intensities resulted from a process which emphasized public involvement.

At the outset of the original comprehensive planning process in 1990, the Bothell City Council directed that the land use element be constructed “from the neighborhood up.” In order to accomplish this, the
Staff 2/4/15 - At the November 29, 2014 meeting, the Planning Commission requested that staff revise the table below to reflect total population numbers (i.e. existing population plus target population), rather than just the target numbers that were initially shown. Staff has revised the table to reflect that approach for the City’s population capacity and targets. The employment numbers are more difficult to show using totals, since annual employment estimates are not generated as they are for population. Thus, a separate table has been produced that only shows the employment targets and capacity. Since the City has an adequate employment capacity surplus in both counties, this is less of an issue.


### County Targets

<table>
<thead>
<tr>
<th>County (portion)</th>
<th>2035 Population Target (in additional persons)</th>
<th>Population Capacity (persons) (surplus [+1] or deficit [-1])</th>
<th>Employment Target (2035) (additional jobs)</th>
<th>2035 Employment Capacity (surplus jobs [+1] or deficit [-])</th>
</tr>
</thead>
<tbody>
<tr>
<td>King</td>
<td>2,729</td>
<td>4,476 (+1,747)</td>
<td>3,097</td>
<td>6,344 (+3,247)</td>
</tr>
<tr>
<td>Snohomish</td>
<td>6,940</td>
<td>3,386 (-3,544)</td>
<td>4,960</td>
<td>5,500 (+540)</td>
</tr>
</tbody>
</table>

### Population Targets Versus Capacity

<table>
<thead>
<tr>
<th>County (portion)</th>
<th>2014 OFM* Pop. Est.</th>
<th>2035 Pop. Target in additional persons</th>
<th>Current (2014) plus target population</th>
<th>Pop. Capacity (2014 Pop. + additional capacity)</th>
<th>Population Capacity Surplus (+) or Deficit (-)</th>
</tr>
</thead>
<tbody>
<tr>
<td>King</td>
<td>24,610</td>
<td>6,495</td>
<td>31,105</td>
<td>35,263</td>
<td>+4,158</td>
</tr>
<tr>
<td>Snohomish</td>
<td>17,020</td>
<td>6,940</td>
<td>23,960</td>
<td>20,406</td>
<td>-3,544</td>
</tr>
<tr>
<td>Totals</td>
<td>41,630</td>
<td>13,435</td>
<td>55,065</td>
<td>55,699</td>
<td>See footnote</td>
</tr>
</tbody>
</table>

*Washington State Office of Financial Management

Footnote: A total population capacity is not given for both combined counties, since surplus in one county cannot be used to offset a deficit in another county. All numbers in the above table are stated in terms of population (persons).

### Employment Targets Versus Capacity

<table>
<thead>
<tr>
<th>County (portion)</th>
<th>Employment Target (2035) (additional jobs)</th>
<th>2035 Employment Capacity (surplus jobs [+1] or deficit [-1])</th>
</tr>
</thead>
<tbody>
<tr>
<td>King</td>
<td>3,097</td>
<td>6,344 (+3,247)</td>
</tr>
<tr>
<td>Snohomish</td>
<td>4,960</td>
<td>5,500 (+540)</td>
</tr>
</tbody>
</table>

In summary, under 2014 Plan designations, Bothell has a surplus capacity for both population and employment in the King County portion of the city and a surplus capacity for employment (jobs) in the Snohomish County portion of the city, but a deficit (shortfall) in population capacity of 3,554 persons within the Snohomish County portion of the city. The reason for the population capacity shortfall in the Snohomish County portion of the City is relatively simple; because Bothell is a Core City in Snohomish County, its growth targets there are higher than in the King County portion, where it does not have the Core City designation. Thus, as part of the state-mandated 2015 Periodic Plan and Code Update, the City must provide adequate population capacity to accommodate at least the full amount of that deficit.
Planning Commission Preliminary Recommendation March 11, 2015

of an existing or potential site for a civic-educational facility shall not supersede the underlying plan designation.

16. Park (P).
   This designation shall include public neighborhood, community and regional parks and recreation facilities. Potential sites for parks and recreation facilities shall be denoted on the plan map by the letter P in brackets to indicate that a facility is appropriate in an area but that the exact location may not yet be determined. Depiction of an existing or potential park site shall not supersede the underlying Comprehensive Plan designation.

   PC 3/11/15 - The referenced Figure numbers in the section below were revised to reflect the new numbering scheme for Land Use Element Figures in the 2015 Periodic Plan and Code Update.

17. Open Space (OS).
   This designation shall be assigned to land which has been preserved as undisturbed natural open space, through purchase by the City or other public entity, acquisition of development rights, or other mechanism. Potential dedicated open space is denoted on the land use allocation map by the letters OS in brackets to indicate that preservation of land as open space is appropriate, but that the exact location and amount of land to be reserved may not yet be determined. It is intended that a corridor with a minimum width of 50 feet to enhance wildlife movement shall be preserved within these areas. Depiction of existing or potential open space shall not supersede the underlying Comprehensive Plan designation. The basis for establishment of an open space system shall be the existing network of heavily treed steep slopes, wetlands and waterway corridors depicted in Figure LU-64.

   A second component of open space is the aesthetic concept termed the 'feathered edge'. The feathered edge comprises the silhouette of hillside or hilltop coniferous trees against the sky, and is an important part of Bothell's visual character. Such treed areas also provide habitat and retard erosion and runoff. Trees which constitute the feathered edge typically are those located along ridgelines and for a distance of 50 to 75 feet or more downhill from the ridgelines. The City shall strive to preserve the feathered edge through the imposition of clearing restrictions on development proposals located on or near ridgelines and hilltops. The feathered edge is mapped on Figure LU-65.

18. Transit facility (T).
   This designation shall include transit facilities including but not limited to park and ride lots, transit centers and stations, and dedicated transit rights of way. Potential transit facilities shall be denoted on the plan map by the letter T in brackets to indicate that a transit facility is appropriate in an area but that the exact location may not yet be determined. Depiction of an existing or potential transit facility shall not supersede the underlying Comprehensive Plan designation.

19. Utility facility (U).
   This designation shall include utility facilities including but not limited to water tanks, electrical distribution substations, microwave and other transmission towers, and high-voltage electrical transmission corridors. Potential utility facilities shall be denoted on
Planning Commission Preliminary Recommendation March 11, 2015

- Add infrastructure to provide an alternative fuel or fuels for City vehicles. Such fuels may include compressed natural gas (CNG), propane, electricity, and/or other alternatives. The State has mandated municipalities to utilize alternative fuels for a portion of their fleets. This need is expected to be accommodated within the facilities the City already owns.

The adopted level of service guideline for maintenance shop space is 1,460 square feet per 1,000 population. This guideline is unchanged from the original 1994 Imagine Bothell... Plan, and is based on a 1987 space needs study performed by a consultant. The guideline states that the City should defer construction of maintenance shops to the earliest date when fiscally possible, and that the level of service should be reassessed at that time.

Based on this LOS, existing and projected need for city shop maintenance uses are as follows:

<table>
<thead>
<tr>
<th>2004 City population</th>
<th>2004 City shop-space need</th>
<th>2004 surplus or deficit</th>
<th>Projected 2025 population</th>
<th>Projected 2025 City-shop-space need</th>
</tr>
</thead>
<tbody>
<tr>
<td>30,930</td>
<td>45,114 sq. ft.</td>
<td>(20,114 sq. ft.)</td>
<td>42,836</td>
<td>62,488 sq. ft.</td>
</tr>
</tbody>
</table>

The 2005-2010 capital facilities finance plan does not include any projects related to maintenance shop facilities. However, the City is exploring a number of options for consolidating and expanding maintenance shop space, among them constructing a joint maintenance facility with the Northshore School District. When an alternative is selected, it will be added to the capital facilities finance plan.

Staff 12/4/14 - The following update information was provided by the Fire Department. As of this writing, no decisions had been made as to whether the City would join with Northshore Fire District 16 and Woodinville Fire District 36 in placing on the ballot a measure to reconstitute these three fire departments as one Regional Fire Authority (RFA). The following section addresses the possibility of an RFA, but lacking specific direction, assumes the Bothell Fire Department will continue as a department of the City.

Please note that the organization of this section has been revised to match other sections in this element, leading with Inventory and then following with future needs and planned capital facilities.

PC 7/9/14 - The Commission concurred.

PC 3/11/15 - The Commission requested that the information in the following section be reduced to that necessary to satisfy Growth Management Act requirements for capital facilities elements. Some staffing and service information has been retained to the extent that it relates to capital facilities needs, but most has been eliminated.

City Fire and Emergency Medical Services Facilities and Operations

Inventory

Three firehouses are located within the city’s Planning Area: the Downtown Firehouse, the Queensborough Firehouse, and the Canyon Park Firehouse (see map, Figure CF-1). All are within the city limits. The Queensborough Firehouse is owned by Fire District 10.

2003 baseline figures:
Planning Commission Preliminary Recommendation March 11, 2015

Population served: 42,000 (City and Sno. Co.
Response area served: 15 square miles
Full Time Equivalent staff (FTEs): 59.5 total

- 45 Line personnel with 10.5 minimum staffing
- 1 each: Chief, Deputy Chief, Fire Marshal, Support Services
- Battalion Chief, Haz-mat inspector, Lieutenant, Plan reviewer, Firefighter inspector, Training Battalion Chief, Training firefighter, Civilian public educator.
- 4.5 Civilian Administrative assistants

2003 Call Volumes, total and by type:

- Total Calls: 4,507
- Fire: 187
- Rupture: 21
- Medical: 3,259
- Haz-Condition: 88
- Service Call: 154
- Good Intent: 289
- False Alarm: 502
- Severe Weather: 4
- Special: 3

Inspections / data collection, total and by firehouse:

- Total inspections/data collection: 1,725
- Downtown Firehouse: 508
- Canyon Park Firehouse: 397
- Queensborough Firehouse: 358
- Haz-Prevention Inspections: 462

Assigned hydrant maintenance per firehouse (50 percent of total of 1,964 each year):

- Downtown Firehouse: 837 total, 50% = 418
- Canyon Park Firehouse: 697 total, 50% = 348
- Queensborough Firehouse: 425 total, 50% = 212

Fire Department facilities, with floor areas and current equipment and staffing levels in each as of 2014 for 2004, are as follows (see Figure CF-1):
### Planning Commission Preliminary Recommendation March 11, 2015

**Table CF-3**

**Fire and emergency medical services facilities inventory**

<table>
<thead>
<tr>
<th>Facility, location and land area</th>
<th>Available space</th>
<th>Current use</th>
<th>Total floor area</th>
</tr>
</thead>
<tbody>
<tr>
<td>Downtown Firehouse (Station 42)</td>
<td>Emerg. Resp. Vehicles: 2 Engines 1 Aid Unit 1 Ladder Truck 1 Medic Unit 1 Command Unit 24 hr. Response Personnel: *10 assigned *7.5 minimum</td>
<td>1 Battalion Chief 2 Medics 5-4-5 minimum operational staffing - 7 maximum 2 Medics <strong>Jump crews respond with next available units.</strong></td>
<td>3,748 sq. ft. = response crew quarters 4,185 sq. ft. = Apparatus Bay 8,323 sq. ft. = Administrative Offices Total Square Footage 16,256 sq. ft.</td>
</tr>
<tr>
<td>Canyon Park Firehouse (Station 45)</td>
<td>Emerg. Resp. Vehicles: 12 Engines 2 Aid Units</td>
<td>3 minimum operational staffing - 54 maximum If minimum: Staffing, all = All respond on any call If max. staffing, = Engine and Aid are both staffed Jump crew if first call is for aid</td>
<td>4,752 sq. ft.</td>
</tr>
<tr>
<td>1608 217th Pl. SE Land area: 32,000 sq. ft.</td>
<td></td>
<td>Facility at capacity.</td>
<td></td>
</tr>
<tr>
<td>Queensborough Firehouse (Station 44)</td>
<td>Emergency Response Vehicles: 2-1 Engines 2 Aid Units 1 Utility Truck 1 Hazardous Materials Response Trailer</td>
<td>3 minimum operational staffing - 43 maximum All respond on any call</td>
<td>3,692 sq. ft.</td>
</tr>
<tr>
<td>330 228th St. SE Owned by Snohomish County Fire Protection District 10 Land area: Part of federal FEMA property - not on separate parcel</td>
<td></td>
<td>Facility at capacity.</td>
<td></td>
</tr>
<tr>
<td>Code Compliance Fire Prevention Bureau (Portable) 9654 NE 182nd Street Land area: See City offices.</td>
<td>FPB Staff: 1 Deputy Chief / Fire Marshal 1 Lt./ Plans Examiner 1 Firefighter / Inspector 1 Haz/Mat Specialist 1-5-1 Administrative Assistant</td>
<td></td>
<td>400 sq.ft.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Facility at capacity.</td>
<td></td>
</tr>
</tbody>
</table>

* Paramedic services provided through contract with Shoreline Fire Department. Two paramedics and one medic unit housed at the Downtown Firehouse 24/7, 365.

** Response to calls are dictated by the number of staff available. Jump crews will utilize the appropriate apparatus depending on call type, i.e., If staffing is at 34 personnel and an aid engine-call comes in, all 34 crew members will respond on the aid unit, engine thus leaving the fire engine all other units unavailable to respond for response. Conversely if an aid-call comes in first and staffing levels are at 4 personnel, 2 personnel will
Planning Commission Preliminary Recommendation March 11, 2015

responding 2 personnel for a second response. At Firehouses that are staffed with three, if one apparatus is called for response, the other apparatus is unavailable for response.

Future needs and planned capital facilities

Washington Administrative Code (WAC) 35.103 requires fire departments to establish a response time level of service (LOS), but does not dictate what the level of service should be. The WAC requires that the adopted standard be met 90 percent of the time. Accordingly, in 2011 the City Council adopted the following response time levels of service for the Fire and EMS Department:

- Overall system-wide response within 7 minutes and 15 seconds, 90 percent of the time.
- Other supporting LOS measures, all to be met at least 90 percent of the time:
  - First fire engine on location within 8 minutes;
  - First 15 firefighters on location of a structure fire within 13 minutes;
  - A responding apparatus on location of an emergency medical incident within 7 minutes;
  - First two hazardous material technicians on location of a hazardous materials incident within 15 minutes; and
  - First two technical rescue technicians on location of a technical rescue incident within 15 minutes.

As of the writing of the 2015 Plan Update, the Fire Department reported that it was achieving the adopted LOS for overall system-wide response.

An overall response time LOS is useful for measuring performance of a service jurisdiction-wide, but by its nature can obscure deficiencies in portions of a jurisdiction. This can particularly be the case with provision of fire and emergency medical services, where response times can vary significantly depending on where within the jurisdiction fire stations are located.

To examine the relationship between response times and station locations in Bothell, and thereby provide useful information to policy-makers for future fire and EMS facilities decisions, the City in 2009 commissioned a study (Attachment CF-1) to provide guidance on the following questions, as stated in the report:

- "Where should future fire stations be located for the City of Bothell to most efficiently serve its citizens?"
- Could the City’s coverage be improved by moving any existing stations?
- Where might mutual aid across the border of the City and its surrounding fire districts or departments provide the best level of service for the cost?"

The study examined a number of station-location scenarios, including keeping the current three locations; maintaining three stations but relocating one or more of them; and constructing a new fourth station located in the south portion of Bothell. The analysis demonstrated that under any scenario involving only the three existing stations, even if one or more were relocated, the south portion of the City experiences longer response times, equating to a lower level of service. Only those scenarios that included a new south station showed response times roughly equivalent to those elsewhere in Bothell.

Areas adjacent to the south portion of Bothell, to the east in Woodinville, to the south in Kirkland, and to the west in Kenmore, also exhibit longer response times for the fire and EMS departments that serve those
2015 Periodic Plan and Code Update: Shelton View / Meridian / 3rd SE
Preliminary Planning Commission Recommendation March 18, 2015

to the west, a buffer should be installed utilizing fences, walls, berms, dense, fast-growing landscaping, and/or other noise-absorbing and sight-obscuring techniques and materials.

6.5. The Snohomish County PUD substation south of 228th Street west of Bothell Everett Highway SR 527 is designated Utility to reflect current use (U in northeast corner of map).

Staff 11/5/14 - Planning Commission received a proposal from Mike Harmon of Coast Equity Partners to study part of the area below for higher density development at the October 15 hearing on the Land Use Element. That proposal is included in this packet as SV Exhibit 1. No specific land use designation amendments were made. Staff has not made specific recommendations for amendments because: 1) the applicant does not control all of the properties in question; 2) the area is not needed to meet the Snohomish County growth target; and 3) much of the area is environmentally constrained with steep slopes and/or streams. However, Planning Commission may consider a policy and action recommending future study of increased density in this area. Staff 2/11/15 - Following the Commission’s decision to further consider this proposal, staff has met with the proponent and done further analysis, but still recommended deferring action on this request, as the Commission decided on 2/4/15. To reinforce that decision, we propose the revised policy language and a new Action below. PC 3/18/15 - Commissioner Cabe suggested the following changes, in bold, on this page, SV-9 and SV-11.

7.6. Land located along the steep northwestern slopes part of the Subarea is current zoned R 9,600. The area around appropriate for the Neighborhood Activity Center surrounding 228th and Meridian should be studied further to determine the best use of the land with regards to future open space and development, detached residential development at a minimum lot size of 9,600 square feet as described in Land Use Element Policy LU-P4 (R 9,600 on northwestern edge of map).

8.7. The area surrounding 3rd Avenue SE, north of 240th Street SE (including the property at the northeast corner of 3rd and 240th, which fronts primarily on 3rd), is appropriate for detached single family residential development at a minimum lot size of 9,600 square feet as described in Land Use Element Policy LU-P4 (R 9,600 on central portion of map).

9.8. The land at the southeast quadrant of Meridian and 228th Street is appropriate for detached residential development at a minimum lot size of 5,400 square feet as described in Land Use Element Policy LU-P4 (R 5,400 on north edge of map).

10.9. The FEMA property, the DNR property immediately to the east, and Shelton View Elementary School are appropriately designated Civic-Educational to reflect current and anticipated future uses (CE in northwest portion of map).

11.10. A mobile home park south of 228th and east of Meridian provides affordable detached single family housing. A Mobile Home Park designation is warranted to recognize and protect this land use (MHP along north edge of map).

11.2. If in the future the owner of the mobile home park desires to redevelop, the plan designation for this property should revert to detached residential development at a minimum lot size of 9,600 square feet as described in Land Use Element Policy LU-P4 to maintain the context of the overall single family character of the Shelton View Subarea (R 9,600 along north edge of map). Any proposal to redevelop the property should provide for relocation assistance to mobile home residents living in the park at the time (per RCW 59.21 and 59.23).
Preliminary Planning Commission Recommendation March 18, 2015

Staff 11/5/14 - The area described below is part of the Country Village property. Staff recommends that this area, and possibly other parcels in the area, be shifted to the Country Village / Lake Pleasant / Bothell Way NE Corridor Subarea, with potential changes to zoning designations to be discussed as part of that Subarea Plan. Numbering of subsequent sections will be updated as the Subarea Plan is being completed.

13. The land 300 feet north of 240th ST SE and 700 feet east of 3rd Ave SE, is appropriate for Community Business uses, subject to availability of necessary utilities and compliance with critical area regulations and other development standards and mitigation requirements (CB in southeastern portion of map). Special design measures are warranted to ensure that development of such uses occurs in a manner which promotes city urban design goals and policies. These measures include the following:
   a. A 30-foot wide sight-obscuring landscape screen shall be installed and maintained alongside all adjacent residential property lines. Existing vegetation may be used to meet some or all of the screening requirement.
   b. Buildings shall be setback a minimum of 100 feet from abutting residential properties. The area between the 30-foot landscape buffer identified above and the 100-foot building setback may be used for parking lots, access drives, storm water facilities, and other improvements not involving above ground structures. Buildings abutting the setback which contain office, professional or community business uses shall be limited to one story in height.
   c. Vehicle access to this area shall be limited to SR-527 to protect the detached residential areas located to the west and south.

14. The remainder of the Subarea is appropriate for detached residential development at a minimum lot size of 8,400 square feet and 9,600 square feet as described in Land Use Element Policy LU-P4 (R 8,400 and 9,600 in central portion of map).

15. Consistent with adopted parks level of service guidelines, one or more parks are appropriate to serve the Subarea (<P> on map). The park(s) may or may not be located within the Subarea. Natural open space within the Subarea should be preserved where possible (<OS> on map).

Actions

1. No specific Land Use Actions have been identified for this Subarea. Refer to the Planning Area-wide Land Use Element Conduct to determine the appropriate zoning for the Nike Hill area in the northwest corner of the subarea and adjacent areas of the Queensborough / Brentwood / Crystal Springs subarea to support the Neighborhood Activity Center surrounding 228th and Meridian, balancing commercial and/or mixed use development at that corner and denser residential development surrounding it with opportunities for parks and open space.

Natural Environment

Policies
Actions

1. Continue discussions with the Northshore School District to promote the preceding policy. No specific Housing Actions have been identified for this Subarea. Refer to the Planning Area-wide Housing Element.

Economic Development

Policies

1. Provide opportunities for neighborhood-oriented businesses.

Actions

No specific Economic Development Actions have been identified for this Subarea. Refer to the Planning Area-wide Economic Development Element.

Staff 11/5/14 - The heading below is revised to reflect the scope of PROSAP, and the intro policy paragraph describes its relation to the Comprehensive Plan and Capital Facilities Plan. Other changes reflect current PROSAP actions, which prioritize acquisitions outside the subarea, but which could serve it.

Parks and Recreation and Open Space

Policies

Parks and recreation projects to implement subarea and city-wide policies are identified and generally described in the Bothell Parks, Recreation and Open Space Action Program (PROSAP): from the PROSAP and other sources, the City Council selects projects for inclusion in the Bothell Capital Facilities Plan (CFP), which establishes types and amounts of funding and schedules projects for design and construction.

1. Pursue acquisition and development of parks to serve portions of the the Subarea outside the service area for neighborhood parks based on the City's overall adopted level of service guideline. It is recognized that such parks, while serving the Subarea, may or may not be located within the Subarea.

Actions

1. Include funding in the future Capital Facilities Element Plans funding or from other available sources, including mitigation for future development, for acquisition and development of a park(s) to serve the Shelton View / Meridian / 3rd Avenue SE Subarea. See gaps in the Parks, Recreation and Open Space Action Plan for priority areas.

Staff 11/5/14 - The Community Services section has been incorporated into the Housing and Human Services section.