AGENDA

BOTHELL PLANNING COMMISSION
Bothell Municipal Court Building, 10116 NE 183rd Street
Wednesday, February 25, 2015, 7:00 PM

1. CALL TO ORDER

2. NON-AGENDA PUBLIC COMMENTS

3. APPROVAL OF MINUTES
   October 29, 2014
   November 5, 2014
   November 12, 2014
   November 19, 2014

4. NEW BUSINESS

5. PUBLIC HEARING
   Continued Public Hearing on the 2015 Periodic Plan and Code Update:
   A. Third Review of the Waynita / Simonds / Norway Hill Subarea Plan

6. STUDY SESSION

7. OLD BUSINESS

8. REPORTS FROM STAFF

9. REPORTS FROM MEMBERS

10. ADJOURNMENT

Official tapes of meetings are available through the Community Planning Division.
SPECIAL ACCOMMODATIONS: The City of Bothell strives to provide accessible meetings for people with disabilities. If special accommodations are required, please contact the ADA Coordinator at 486-3256 at least three days prior to the meeting.
Projected Schedule of Land Use Items as of February 20, 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

**February 2015**

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<td>2015 Periodic Plan and Code Update: 1) Canyon Park Subarea Plan (second review); 2) Land Use Element (fifth review); 3) Staff recommendation to defer certain requests.</td>
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<td>2015 Periodic Plan and Code Update: 1) Shelton View / Meridian Subarea Plan (second review); 2) Queensborough / Brentwood / Crystal Springs Subarea Plan (second review); 3) Downtown Subarea Plan (second review)</td>
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<td><strong>Public Hearing Regarding the 2015 Docket of Plan and Code Amendments and Status Update on the 2015 Periodic Plan and Code Update</strong></td>
<td><strong>2015 Periodic Plan and Code Update: 1) Brickyard Road Subarea Plan (fourth review); 2) Westhill Subarea Plan (third review); 3) Country Village / Lake Pleasant / Bothell-Everett Highway Subarea Plan (third review)</strong></td>
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2015 Periodic Plan and Code Update: Waynita / Simonds / Norway Hill Subarea Plan
MEMORANDUM
Community Development Department

DATE: February 19, 2015
TO: Planning Commission
FROM: Dave Boyd, Senior Planner

Purpose and Background

This third review of the Waynita / Simonds / Norway Hill Subarea Plan will focus on the proposed rezones that the Commission did not defer at its February 4 public hearing. Further consideration of the Wayne Golf Course Clubhouse Area rezone request was deferred at that time until after the June 30 deadline for the 2015 Periodic Plan and Code Update. Minor changes have been made to reflect the recommended rezones, so the revised version is attached.

Proposed Land Use Designation and Code Amendments

Planning Commission agreed to further consider one staff proposal and three private property owner requests for land use designation and Code amendments. All of these proposals were posted and a courtesy mailing was done to addresses within 300 feet of the areas. As outlined in the December 3 staff report to the Commission, staff proposes that these be considered separately to focus the discussion, starting with the private party requests.

Eason Avenue Request
At the November 19 hearing, Planning Commission received a request from Patrick and Jennifer Gastineau to rezone the parcels flanking Eason Avenue from R 5,400d, SSHO and R 9,600, SSHO to R 5,400a. Staff initially recommended a rezone to R 5,400d, but when the proponent was asked about voluntarily deferring their request, they opted to reduce it to simply extending the R 5,400d, SSHO zoning to cover the whole split-zone parcel on which they reside.

South Riverside Drive Request
At the November 19 hearing, Planning Commission received a request from Rob Fuhriman to rezone his two parcels at 11203 and 11217 East Riverside Drive from R 9,600 to R 7,200. Staff initially recommended extending this rezone to the entire R 9,600 area between the SSHO Overlay and I-405, then later recommended deferring further consideration until after the 2015 Periodic Plan and Code Update in order to do a more thorough review of traffic and environmental issues for the larger area. Planning Commission voted to proceed with this request at this time. Transportation staff has provided an analysis of the traffic impacts of this and the other rezones, so we continue to support expanding the rezone to the whole area, as explained in the attached analysis.

North Riverside Drive Request
At the November 19 hearing, staff proposed to add a Neighborhood Business (NB) designation to the R 2,800, OP zone along the north side of the 10100-10700 blocks of West and East Riverside
Drive, as the result of inquiries from micro-brewery operators looking for suitable locations in Bothell, and specifically a couple of locations in that area. At the December 17 hearing, we modified the proposal to add a Light Industrial designation instead, along with related Code amendments, as described in the attached revised staff analysis.

**Process**

Staff recommends addressing each of these proposals separately, with a presentation from the proponents, followed by public testimony and deliberations on each proposal, before moving on to the next proposal.

**Attachments**

There are 11 attachments, listed below. Several of the exhibits were provided to Planning Commission at the December 17 public hearing or via email, but are included here so that the online record is complete for the items being considered at this time. There have been many exhibits submitted regarding the Wayne Golf Course Clubhouse Area rezone, but those are being held until Planning Commission takes up that issue again after June 30. Since the exhibits are numbered in the order received, there are some gaps in the numbering. The issue that the exhibits relate to are included in parentheses.

Also included as attachments are the Traffic Impact Analysis of the three recommended rezones along East Riverside Drive noted above, and revised staff analyses of the three rezone proposals.

1. Exhibit WS-13: Johnston Email (South Riverside)
2. Exhibit WS-15: Livingstone Email (South Riverside)
3. Exhibit WS-18: Use Tables (North Riverside)
4. Exhibit WS-19: Norton Email (South Riverside)
5. Exhibit WS-20: Pistole Email (South Riverside)
7. Exhibit WS-28: South Riverside Parcel Info (South Riverside)
8. Exhibit WS-29: Millet Packer Letter (Eason)
10. Modified Eason Avenue Request - Revised Staff Analysis
11. South Riverside Request - Revised Staff Analysis
12. North Riverside Proposal - Revised Staff Analysis
Waynita / Simonds / Norway Hill Subarea Plan

Summary

The plan for the Waynita / Simonds / Norway Hill Subarea provides for the preservation of the predominantly single-family residential character of the area, with opportunities for multi-family, neighborhood business, and office-professional uses at select locations within the Subarea. The plan recognizes the unique physical features present on Norway Hill and strives to preserve those landforms through the use of low density single-family residential designations. The 160th Street / I-405 interchange (on the boundary with the adjacent Brickyard Road / Queensgate Subarea) is seen as being an area of opportunity for mixed uses, including multi-family designations. The land use measures and capital facilities improvements proposed in this plan are intended to enhance the Subarea and promote city-wide goals and objectives. Other highlights of the plan include the following:

- Preservation of critical areas within the Subarea;

- Provision of neighborhood parks to serve the Subarea, consistent with the goals, policies and actions of the Bothell Parks, Recreation and Open Space Action Program;

- Retention of the single-family residential character of most of the Subarea;

- Development of bicycle lanes/trails that link this Subarea to a regional network of bicycle facilities;

- Provision of higher density residential development along the east side of and within 250 feet of 112th Avenue NE. The density designated is one dwelling unit per 5,400 square feet as described in Land Use Element LU-P4;

- Recognition of the Subarea as the southern gateway to the city, with the potential for specialized gateway design treatments;

- Protection of existing affordable housing opportunities including the mobile home parks within the Subarea;

- Continued acquisition of land along the Sammamish River to enhance this “greenway” corridor;

- Renovation of river and stream riparian areas, to improve water quality, protect wetlands and improve fisheries and wildlife resources; and

- Protection of wetland systems and steep, heavily treed slopes in the Subarea.

Subarea Profile

Location

The Waynita / Simonds / Norway Hill Subarea is located on the south side of the Bothell Planning Area. The Subarea is located entirely within King County. The boundaries of the Subarea are as follows: on the north, the north toe of Norway Hill and the Sammamish River, approximately; on the east, Interstate 405; on the south, NE 145th Street; and on the west, the City of Bothell boundary with Kenmore. The Subarea adjoins three other Subareas, including Westhill, Downtown, and Brickyard Road / Queensgate (see Figure 1).

The Waynita / Simonds / Norway Hill Subarea comprises approximately 1,499 acres (2.34 square miles).

Physical Geography

Staff 11/19/14 - Staff is proposing to change the Figures that are attached to each Subarea to both save GIS staff time and to create a more efficient and useful Comprehensive Plan. The proposal is to remove Figure 1 (Vicinity Map). It was decided a vicinity map for each Subarea is unnecessary. Figure 4 (Land Use designations) will become Figure 3 and will be updated as needed to reflect any land use designation amendments.

The dominant topographic features within the Subarea are the hills that give the area much of its character. These include Norway Hill, which runs north-south through the center of the Subarea, and a portion of Finn Hill, which occupies the southwest portion of the Subarea. The predominantly north-south trend of the topography within the Subarea has dictated the course that transportation routes take, with 104th Avenue NE and Simonds Road following the high ground of Norway Hill and Finn Hill respectively. Other streets follow the lower lying land between the hills. For example, Waynita Way follows the valley that separates Norway and Finn Hills. Further to the east, Juanita-Woodinville Way and Interstate 405 make use of the low land that divides Norway Hill from East Norway Hill east of the Subarea. Due to the constraints of topography, east-west through routes traversing the Subarea are minimal, being confined primarily to East and West Riverside Drive on the northern boundary and NE 145th Street on the southern boundary of the Subarea.

The Sammamish River is another prominent physical feature, winding through the northern portion of the Subarea generally from east to west. Extensive wetlands are found on both sides of the river (see Figures 2 and 3).

Portions of the Subarea, namely along the north slopes of Norway and Finn Hills, have been identified as containing potentially important critical aquifer recharge areas for potable water as well as being an important source of cool groundwater input to the Sammamish River. This cool groundwater input is an important factor in the viability of the Sammamish River as a migration corridor for anadromous fish.
Built Environment

Figure 2 is an aerial photo depicting development in the Subarea.

Residential Development

The Subarea contains primarily residential development at varying densities. Much of the Subarea's residential development consists of single-family subdivisions, senior housing facilities, and some multi-family developments. The remainder of the Subarea consists primarily of single family structures on unconsolidated lots of varying sizes.

Commercial

The Waynita / Simonds / Norway Hill Subarea is predominantly residential in nature, with very little commercial development. Existing commercial development is located at the northwest corner of the Juanita-Woodinville Way / NE 145th Street intersection; along 100th Avenue NE, where a nursery has been in operation since the 1950’s; and along the north side of East Riverside Drive from 102nd Avenue NE east to about 108th Avenue NE where there is a scattering of offices and general commercial and industrial-type uses.

Other Development

There are two large churches in the subarea - Cedar Park Assembly of God, at 16300 112th Avenue NE, and Eastside Foursquare Church, at 14520 100th Avenue NE. The Northshore Senior Center, located at 10201 East Riverside Drive, offers a variety of services and activities for seniors and the Health and Wellness Center, located north of East Riverside Drive across from the Senior Center, provides for adult day care, treatment, and assistance for seniors in need of specific therapy or physical treatments.

Schools

There are no public schools within the Waynita / Simonds / Norway Hill Subarea. The Subarea does contain a private school, Cedar Park Christian School, for grades K-12.

Parks, Open Space, and Trails

The Tolt River Pipeline runs through the Subarea and provides walking and bicycling opportunities. The Wayne Golf Course is a privately owned facility that is open to the public year-round. A portion of the 57-acre Sammamish River Park is located within the Waynita / Simonds / Norway Hill Subarea. The park contains the Sammamish River Trail and extensive wetlands. Some residential subdivisions contain dedicated open space.

Historic Properties

Most properties listed on the Historic Resources Inventory are primarily single family dwellings. Eason Avenue is remarkable because of the concentration of historic buildings on both sides of this short street. The Skirling House, at 10425 E. Riverside Dr., is on the State Register of Historic Places. The Sorenson House, at 10011 W. Riverside Dr., is on the National and State Register of Historic Places. The Harris House (built in 1928) and Harries water tower, located on the Freed property at 14704 100th Avenue NE, are also listed in the Historic Resources Inventory.
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 96th Avenue NE. This site is on both 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.
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.
Waynita / Simonds / Norway Hill Subarea Plan Elements

Land Use

Policies

Note: Many of the Land Use policies are depicted on Figure 43, Land Use Designations.

1. Maintain the predominantly single-family residential character of the Subarea, while providing opportunities for commercial and multi-family residential uses along portions of Juanita-Woodinville Road.

2. Land throughout most of the Subarea is appropriate for detached residential development at minimum lot sizes of 7,200, 9,600 or 40,000 square feet as described in Land Use Element Policy LU-P4 (R 7,200, R 9,600 and R 40,000 throughout most of map).

3. The land along the north slope of Norway Hill is appropriate for detached residential development at minimum lot sizes of ranging from 7,200 to 9,600 square feet as described in Land Use Element Policy LU-P4, (R 7,200 and 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.

Staff 2/25/15 - The language below is revised to reflect the recommended South Riverside rezone.

Staff 11/19/14 - The detailed "policies" below and referenced in Policy 4 have been incorporated into the development regulations and are no longer needed or appropriate here.

Development of specialized senior housing within the SSHO designation in this Subarea shall be in accordance with the following policies intended to maintain the single-family character of the area and protect existing and future single-family residences from the adverse impacts of large buildings and parking areas and other aspects of development typical to specialized senior housing:

a. Development shall comply with city-wide development regulations concerning senior housing except as may be provided otherwise by these policies and subsequent implementing development regulations.

b. For the purposes of this policy, "specialized senior housing dwelling unit" shall mean a room or rooms located within a structure and designed, arranged, occupied or intended to be occupied by not more than one senior family or household (which may be one person) as living accommodations separate from other households, except that specialized senior housing dwelling units need not contain a food preparation area within the room or rooms.
e. Design of specialized senior housing developments shall comply with Comprehensive Plan Urban Design Policies UD-P37, UD-P38, UD-P39 and UD-P40 and should incorporate architectural features reflective of the historical buildings within and near the SSHO.

All specialized senior housing buildings within the SSHO shall have pitched roofs with a minimum pitch of 4/12. Multiple building developments and developments adjacent to other developments should vary design elements to distinguish one building from another and/or one development from another, so as to avoid a monotonous appearance.

d. Development shall conform to the existing topographic contours to the maximum extent practical. Stepping buildings up the hillside to accommodate significant changes in elevation shall be preferred to locating buildings on an artificially-created grade. Extensive grading and use of retaining walls is discouraged except where it can be demonstrated that such practices would result in lesser visual impacts of development on surrounding existing and future single family residences than what would occur if development were to conform to existing contours. Where the use of retaining walls is determined to be appropriate, exposure of such walls as viewed from surrounding existing and future residences shall be screened by landscaping and/or hidden by buildings.

e. There shall be no maximum density within the SSHO. The number of units attainable in a specialized senior housing development shall be dictated by the dimensional and other standards prescribed in these Subarea policies and subsequent implementing regulations.

f. Except as otherwise provided for below, each specialized senior housing development within the SSHO shall incorporate a transition in intensity of development as follows:

i. The area from the exterior property lines which describe the perimeter boundary of the development inward a minimum distance of 15 feet shall be planted in buffer landscaping. This area shall be planted to Type I standards when along a public street, and to Type II standards (specifying Western Red Cedar and/or Leland Cypress trees) when abutting another property, except as follows:

(a). Adjacent to the Northwest Promontory Open Space tract, no buffer landscaping shall be required;

(b). Within areas having a slope of 35 percent or greater, existing vegetation shall be retained and no additional buffer landscaping shall be required;

(c). In all other areas in which buffer landscaping would be required, existing vegetation may suffice if it meets the purpose of the applicable planting type as set forth in Section 12.18.040 of the Zoning Code, or such vegetation may be augmented to achieve said purpose.

Berming and/or fencing may be required in addition to the required landscaping if, through the conditional use permit process, it is determined to be necessary to achieve the desired screening effect.

ii. The area from the exterior property lines which describe the perimeter boundary of the development inward a minimum distance of 25 feet shall be a building, parking and a driveway setback, except for driveways which provide access directly from a public street. In order to preserve the character of the Eason Avenue neighborhood, access from Eason Avenue shall not be allowed.
The setback may be relaxed for parking and driveways only if it is determined, through the conditional use permit process, that equal protection from motor vehicle noise, light and glare can be achieved by other measures. In no case shall the setback for parking and driveways be relaxed to less than 15 feet.

Within the area between the buffer landscaping and the 25 foot setback, common walkways and decks and patios associated with individual units shall be permitted; the remainder of the setback shall be landscaped with lawn, shrubs and/or trees. Sports courts and other communal recreation facilities shall not be located within this area.

iii. The area from the 25 foot setback inward a distance of 50 feet for portions of property abutting East and West Riverside Drive and 75 feet for all other portions of property shall be a transitional building zone in which the following shall apply, in addition to citywide policies and implementing regulations concerning multiple-family development adjacent to single-family development, or, where a conflict exists, in lieu of such policies and regulations:

(a). Maximum building coverage of 35 percent, calculated on the basis of the total land area between the perimeter property line and the inside boundary of the transitional building zone (which boundary would be 75 feet from East and West Riverside Drive and 100 feet from all other property lines);

(b). Maximum building height of two stories;

(c). Horizontal and vertical massing, articulation and modulation of buildings so as to approximate or complement the patterns and rhythms of adjacent single family residences.

iv. The area inward of the inside boundary of the transitional building zone shall be the core building zone in which the following shall apply:

(a). Maximum building coverage of 50 percent;

(b). Maximum building height of three stories;

(c). Wings may extend from buildings located in the core building zone into the transitional building zone, subject to the restrictions under iii above.

v. Where a specialized senior housing development would abut other senior housing or the Northshore Senior Center or other use more intensive than single family residences along a property line, the above policies shall be modified with respect only to those portions of the property line abutting the abovementioned uses, as follows:

(a). Buffer landscaping would not be required;

(b). The minimum setback would be five feet;

(c). The policies of the core building zone would apply.

g. Outdoor lighting fixtures within specialized senior housing developments shall be directed away from single-family residences and kept as low in elevation as is consistent with providing adequate light levels for safety and security while minimizing the impact on single-family residences.
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.

5. The land north of West and East Riverside Drive between the alignment of 101st and 108th Avenues is appropriate for office-professional development, light industrial 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, LI in north-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.

6. The existing multi-family area along East Riverside Drive is recognized as containing appropriate uses. Attached or detached residential development should continue in these areas at one dwelling unit per 2,800 square feet as described in Land Use Element Policy LU-P4 (R 2,800 in southnorth-central portion of map).

7. Land on the upper slopes of Norway Hill, extending east to I-405, is appropriate for detached residential development at a minimum lot size of 40,000 square feet as described in Land Use Element Policy LU-P4 (R 40,000 in northeast-central-east portion of map). This low density designation is appropriate on Norway Hill primarily due to the limited access for emergency services and long response times, presence of potentially important aquifer recharge areas and important groundwater recharge areas which contribute cool water to the Sammamish River, and the inability to serve the area with sanitary sewer due to the steep slopes and erosive soils present within this area.

8. Land northwest of the Juanita-Woodinville Way / NE 160th Street / I-405 interchange has been proposed for a mixed use development by Cedar Park Church. This development would include worship buildings, attached or detached residential development at one dwelling unit per 2,800 square feet as described in Land Use Element Policy LU-P4, and associated accessory offices, such as medical/dental clinics, and retail space for selling religious books and handicrafts made by church members. Such uses, developed under a coordinated overall site design, are appropriate for this area, (MU: R 2,800, OP, NB at east edge of map).

Staff 11/19/14 - The detailed language below has been incorporated into the development regulations and is no longer appropriate here.

This designation would extend to a line running parallel to and 250 feet east of 112th Avenue NE.

Development within this area shall incorporate the following features:

a. Coordination of design of all buildings;

b. Integration of office/retail/services businesses and residential units in the same building(s), if feasible;

e. Placement and design of residential and office/retail/service buildings in such a manner as to promote pedestrian travel from one building to another;

d. Location of parking behind or alongside buildings, but not between buildings and the street, if feasible;

e. Use of special paving treatment at pedestrian crossings on internal streets and adjacent public streets to provide a unique identity and enhanced pedestrian safety;

f. Use of pedestrian-scale lighting;

g. Plazas or other open spaces to encourage interaction;

h. Planter areas separating the street from the sidewalk/walkway;

i. Consolidation of driveways to minimize the number of access points, and provision of internal access from property to property in such a manner as to allow a smooth flow of traffic across consecutive adjoining properties;

j. Development should provide for a transition in building mass from the greatest mass near the interchange to the least mass adjacent to abutting single-family development, and should incorporate noise absorbing and sight-obscuring landscaping screening and/or fencing adjacent to single-family development.

In the event that the proposed mixed use development does not occur, this land use designation should be revisited.

9. Land around the Juanita-Woodinville Way / NE 160th Street / I-405 interchange is appropriate for residential dwellings at densities controlled by site and building envelope design regulations; and office-professional and neighborhood business uses (R-AC, OP, NB at west-east edge of map). Locating such a mix of uses at a freeway interchange promotes efficient utilization of land and the transportation network by incentivizing usage of public transit for travel to and from work while also facilitating walking and bicycling for convenience goods and services at a neighborhood scale. Development in this area shall promote such alternatives to driving via interconnected pathways from property to property; attractive site and building design incorporating plazas and courtyards; and inclusion of neighborhood-serving businesses that activate their settings and thus contribute to creating a compelling identity for the subarea’s activity center.

It is recognized that the 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.

10. Land immediately east of 112th Avenue NE, north and south of the Tolt Pipeline, is appropriate for detached or attached residential development at one dwelling unit per 5,400 square feet as described in Land Use Element Policy LU-P4 (R 5,400a in east portion of map). Development within this area should be coordinated to complement development of land adjacent to the NE 160th interchange. Pedestrian and bicycle linkages should be provided between the two areas.
11. The existing condominiums on Juanita-Woodinville Way just north of NE 145th Street are designated detached or attached Residential, one dwelling unit per 2,800 square feet as described in Land Use Element Policy LU-P4 to recognize and provide for continuation of the existing use (R 2,800 in southeast portion of map).

12. The properties at the northwest corner of Juanita-Woodinville Way and NE 145th Street are collectively designated Neighborhood Business to recognize and provide for continuation of the existing uses (NB in southeast portion of map).

13. A condominium development at the north end of Waynita Way NE east of 96th Avenue NE just south of SR 522 is designated Residential, one dwelling unit per 4,000 square feet as described in Land Use Element Policy LU-P4, to recognize and provide for continuation of the existing use (R 4,000 in northwest portion of map).

14. The Tolst Pipeline, water tanks on the top of Norway Hill, and the electric substation on Waynita Way NE are designated Utility to recognize and provide for continuation of these existing uses (U across middle of map). The King County Public Health Center on NE 145th Street, west of Juanita-Woodinville Drive is designated Civic-Educational to recognize and provide for continuation of the existing use (CE in southeast portion of map). The Metro Transit Park and Ride lot, including additional land acquired by Metro to the south for expansion, is designated Transit to recognize the existing and proposed uses (T on east edge of map).

15. Consistent with adopted fire protection level of service guidelines, construction of a fire station is appropriate to serve the Subarea (<CE> on map). The fire station may or may not be within the Subarea.

16. Consistent with adopted parks level of service guidelines, one or more parks may be appropriate to serve the Subarea (<P> on map). The park(s) may or may not be located within the Subarea.

17. Natural open space within the Subarea should be preserved where possible (<OS> on map).

18. Blyth Park and the Sammamish River Park are designated Park to recognize the existing uses (P in various locations on map).

Actions

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

Natural Environment

Policies

1. Protect and preserve hazardous slopes in accordance with the City’s Critical Area Regulations. Protect non-hazardous steep slopes around Norway Hill and Finn Hill in accordance with the Planning Area-wide Natural Environment and Urban Design Element policies and actions as well as the special policies and actions for this subarea. These natural open spaces provide valuable erosion control, wildlife habitat, storm water mitigation, contribute cool ground water to the Sammamish River and provide visual relief from the built environment.

2. Promote the extension of sanitary sewers to unserved portions of the Subarea to better protect ground and surface water quality, except where environmental constraints would prohibit the extension of sanitary sewers.

3. Unique and/or significant wildlife habitat corridors connecting important habitat areas within the Subarea should be identified and protected.

4. Preserve in open space the wetlands systems in the Subarea through regulation, acquisition and/or education when and where opportunities arise.

5. Protect the quantity and quality of cool groundwater inputs from Norway and Finn Hills into the Sammamish River. Implementing regulations should include provisions requiring all development activities which may affect groundwater to follow the existing topographic contours, minimize changes to pre-existing ground elevations, minimize cut and fill earthwork volumes and preserve natural foliage and vegetation. Excavation shall be prohibited from intruding into that part of the groundwater table which experiences saturated soil conditions, as measured during the dry season.

6. Construction occurring on the non-hazardous slopes within this subarea should be subject to special provisions to reduce the disturbance of natural topography, preserve existing vegetation, implement special building practices suitable for sloped conditions, and minimize the amount of alteration to natural soils.

7. Protect the potential critical aquifer recharge area and the possible large aquifer located below Norway and Finn Hills. Preserve the existing flow of both shallow and deep groundwater towards the Sammamish River. This groundwater contributes cool water to the Sammamish River which addresses one of the limiting factors in the recovery of anadromous fish; the high temperatures present in the Sammamish River migratory corridor.

8. Protect and preserve wetlands within the Subarea. Ensure that any further development of parkland along the Sammamish River for active recreation purposes takes place in a manner which provides for the rehabilitation of buffers and is consistent with the critical areas regulations.

Actions

1. Monitor the above-described areas for any environmental degradation and take remedial action where appropriate.

2. Provide printed materials and information workshops for owners of property containing wetland areas regarding their stewardship of these environmentally critical areas.

3. Work with the Northshore Utility District and the owners of unsewered property within the Subarea to encourage the extension of sewers, where environmental factors warrant.

4. Implement development regulations consistent with the subarea policies.

5. Re-establish riparian vegetation along the Sammamish River and feeder streams through bank rehabilitation, bioengineering techniques, and aquatic habitat enhancement projects. All projects with impacts on sensitive areas such as steep slopes, or on wetlands or streams should require monitoring for several years to determine long term impacts, and establish a record of proper mitigation techniques.
6. Maintain existing public access points to the Sammamish River and provide additional access points to ensure the use of this river as a trail corridor. Methods to establish scenic vistas to and from the river should be developed.

7. Construction occurring on the non-hazardous slopes within this subarea should be subject to special provisions to reduce the disturbance of natural topography, preserve existing vegetation, implement special building practices suitable for sloped conditions, and minimize the amount of alteration to natural soils.

8. Protect the potential critical aquifer recharge area and the possible large aquifer located below Norway and Finn Hills. Preserve the existing flow of both shallow and deep groundwater towards the Sammamish River. This groundwater contributes cool water to the Sammamish River which addresses one of the limiting factors in the recovery of anadromous fish; the high temperatures present in the Sammamish River migratory corridor.

Staff 11/19/14 - Community Services has been combined with Housing in the new Planning Area-wide Housing and Human Services Element, so the Community Services section is eliminated and combined with the Housing section below.

Housing and Human Services

Policies

1. Provide for a range of housing alternatives within the Subarea for persons of varying income and lifestyles. Reference is made to the land use policies above, which provide for a range of housing types ranging from detached residential at minimum lot sizes of 40,000 square feet to attached residential at densities controlled by site and building design envelope within the Subarea.

Actions

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

Economic Development

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

Staff 11/19/14 - The heading below is revised to reflect the scope of PROSAP.

Parks, and Recreation and Open Space

Policies

1. Pursue the acquisition and development of park sites to serve the Subarea based on the City's overall adopted level of service guidelines. It is recognized that such parks, while serving the Subarea, may or may not be located in the Subarea.

2. Continue to pursue acquisition of land along the Sammamish River, where and when available, in order to enhance the "greenway" along the river within the City.

3. In concert with Policy 1 above, coordinate with King County and the cities of Kenmore, Woodinville and Redmond to promote preservation and enhancement of the Sammamish River corridor through land purchases as a multi-jurisdictional open space corridor extending from Lake Sammamish to Lake Washington.

4. Preserve in open space the wetlands systems along the Sammamish River, through regulation, acquisition and/or education when and where opportunities arise.

5. Continue improvements and expansion of the community oriented trail and park system. The trail and park system shall include routes which connect to recreational areas and residential areas; provide access to public shoreline areas; incorporate views and other special features of scenic, historic or architectural interest; and provide access to and connect schools and activity centers.

Actions

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. Include in the Capital Facilities Plan funding for acquisition and development of neighborhood parks to serve the Subarea.

2. Include in the Capital Facilities Plan funding for acquisition and development of parks or trail connections to serve the Subarea.

3. Include in the Capital Facilities Plan funding for acquisition/preservation of the wetlands systems located in this Subarea as open space.

4. As a condition of development, require park, open space and trail mitigation. Adequate park, open space and trails facilities should be identified and provided concurrent with development.

Staff 11/19/14 - Community Services has been combined with Housing in the new Planning Area-wide Housing and Human Services Element, so the Community Services section is eliminated and combined with the Housing section above.

Community Services

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

Policies

1. Whenever a structure or property listed on the City's historic inventory or register is proposed to be modified or removed, the City shall review, investigate and implement appropriate mitigation measures consistent with the policies and actions of the Historic Preservation Element and any implementing regulations.

2. Explore the feasibility of establishing one or more Historic Districts within the Subarea such as Eason Avenue.

3. Promote preservation and restoration of historic structures within the Subarea.

Actions

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.

2. Develop design-related guidelines and regulations as warranted to implement the above policies.

Urban Design

Policies

1. Ensure that improvements to Juanita-Woodinville Way and the NE 160th Street interchange preserve and enhance residential character within the Subarea. Reference also Transportation Policies.

2. Ensure that any proposed expansion of the Park-and-Ride lot on the Juanita-Woodinville Road is sensitive to the adjacent single-family residential neighborhoods and to existing critical areas. Reference also Transportation policies.

3. Ensure that new development within the Subarea is designed with a sensitivity to the steep slopes, streams, springs, ground water flows, and wetland areas throughout the Subarea. Reference also Natural Environment policies.

4. Promote continuation of the existing interesting variety of housing styles on Norway Hill.

5. Preserve existing view corridors on Norway Hill, Finn Hill and through the Waynita Valley, and promote the development of view access points.

6. Preserve the heavily treed character of the Subarea. Ensure that new development within the Subarea maintains the "feathered edge" appearance on hillsides when viewed from below.

7. Ensure that development along the north edges of the Subarea is designed with a sensitivity to the steep slopes, wetlands, and Sammamish River which pervade and give character to the Subarea.
Actions

1. The City shall produce an urban design map of the planning area that identifies urban design opportunities such as view corridors, gateways, and other significant features within the Subarea to aid in planning for these features.

2. In reviewing development proposals for Norway Hill and Finn Hill, the City will identify viewpoints that can be preserved. Where possible, these viewpoints should be made accessible to the public through the use of pedestrian linkages, bicycle trails, or car pull-off points.

3. The review process for proposed development within the Subarea shall include consideration of the "feathered edge" concept. Trees key to maintaining the feathered edge appearance shall be retained within a development.

Annexation

Staff 11/19/14 - With the completion of the annexation of all King County PAA areas in this Subarea, the policies and action below may be deleted.

There are no remaining potential annexation areas in this Subarea, so no specific Annexation Policies or Actions are needed. Refer to the Planning Area-wide Annexation Element.

Policies

1. The annexation policies in the King County Comprehensive Plan are reinforced here.

2. In accordance with policies stated in the Planning Area-wide Annexation element, the City shall pursue the annexation of the remaining portion of unincorporated King County territory in the south Norway Hill area, including the NE 160th Street interchange. Any annexation comprising over 10 acres shall address the issue of improving fire protection and emergency aid service levels, through construction of a fire station, contracting with other service providers, or other measures. Land Use Policies of this Subarea Plan indicates the need for a fire station to serve this area.

Actions

1. In accordance with Policy 2 above, evaluate alternative approaches to improving fire protection and emergency medical aid service for the potential annexation area at the south end of Norway Hill.

Utilities and Conservation

Policies

1. Future replacement towers for the transmission lines along the Tolt River Pipeline easement and expansion of the existing substation adjacent to Wayne Curve should be designed to minimize aesthetic impacts on the neighborhood.
**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
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 convenient and direct pedestrian connection to employment, stores, schools, bus stops, parks, and community centers.

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

9. The City shall work with 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 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 Transit 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 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.

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.

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 4 above, the City shall work with King County 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 shall develop design standards and guidelines to ensure that any future development is transit-oriented.

2. Pursue and implement traffic calming and other measures 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 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.
Email from Paul Johnston, received 12/12/2014

South Riverside Drive Comprehensive Plan amendment and Rezone Request

Dear David,

I am writing you to voice my objection on this proposal as I will not be able to attend the December 17, 2014 proposal meeting.

After reading the proposal I am puzzled as to the logic of it. Not puzzled by Mr. Fuhriman’s desire to capitalize on his investment by asking to be able to build more housing per square foot. Rather puzzled by the "Staff recommendation" and the approval of said recommendation.

After reading the paragraph pertaining to the preliminary analysis and knowing the traffic conditions on both East River Road and 108th ave, my New York cynicism has to ask the questions.

Who on the council will benefit from this? The other question would be, and by how much? There are some other parcels of land already up for sale in the chosen area. I wonder what county records would reveal about ownership?

Through the council's own analysis and the area's past history there is a reason why the zoning was required at 9,600sq ft, per house. That added to the old infrastructure of the roadway does not take a civil engineer to understand it will be too much housing for the area and roads to handle.

So, I am hereby on record as voicing my opinion and objection to the rezoning of this entire area to R 7,200.

Thank you and sincerely,

Paul Johnston

10515 NE 170th St.
Bothell, WA 98011
646-425-3073
December 13, 2014

City of Bothell
Community Development Department
9654 NE 182 Street
Bothell, WA 98011

Dear Mr. Doug Boyd, Senior Planner
and the Planning Commission:

Re: South Riverside Drive Comprehensive Plan Amendment and Re Zoning request

We reject this proposal to change the Plan designation and Zoning classification of the parcels which are within the Waynita / Simonds / Norway Subarea from the current designation of R 9,600 to R 7,200 as noted on the letter November 26, 2014, for the 71 acres noted in dashed red area and 7.4 acres, noted in the dashed yellow area, adding 75 parcels to the area.

We reject this proposal for the follow reasons:

Item 1: The primary analysis for this proposed area indicates that there are significant steep slopes, streams and wetlands that will impact the developments will remain vacant or undeveloped parcels, but this is not detailed or address the King County Department of Development and Environmental, Chapter 21A-38 Rules and Regulations for streams corridors P-Suffix (BCP-P2) exemption procedures for Native Growth Protection Easement Requirements dated March 21, 1997.

Item 2: The city of Bothell Zoning code chapter 12.66.070 the protection of ground water resources, for which this proposal could be in violation of this code and need to be defined and reviewed in detail to the local residence.

Item 3: This proposal will allow greater yield of density of housing by increasing the residential capacity by approximately 50%. This will increase the traffic on Riverside Drive and all adjoining streets. This will increase the emergency responses time and increase the amount of emergency services. A current review for the impact of the traffic and emergency service must be available prior to planning commission review.

Item 4: This proposal allows the greater area of 71 acres will impact a wide variety of residential and commercial properties. This will affect existing residence which is now enjoyed by all, including the senior living community residences which enjoy the slower and less congested streets and while enjoying the nature and local parks. This increased population of residential density will impact the protection of human and domestic animals such as deer, rabbits, and all birds within the area noted.

Item 5: This proposal does not include traffic studies which will impact private cars, Metro Bus, private school transportation, bicycle lanes that are shared in our road ways, sidewalks, residential lighting and street lighting, schools, medical, street stop signs, access to the Burke Gillman trail, and to access to 405 and highway 522.

Item 6: This proposal has not address the existing bald eagles and nest protection, RCW 77.12.655, which requires buffer zones for nest and roost sites.
We will continue our discussions with our neighbors and the zoning committee, but feel that several unanswered questions and has the owner/developer best interest and increase of property taxes for the additional housing units that will benefit the city in additional tax revenue needed for the gross spending and over budget for the new City Hall building.

We look forward to the meeting on December 17, 2014.

Sincerely,

Eve and Scott Livingston
Uses that would be allowed in NB or LI, but not (or are Conditional) in OP

This excerpt of the use tables in BMC 12.06 is provided to help understand the uses that would be allowed by adding a Neighborhood Business (NB) or Light Industrial (LI) designation to the R 2,800, OP zone along the north side of West and East Riverside Drive.

<table>
<thead>
<tr>
<th>Automotive, Marine, and Heavy Equipment Services</th>
<th>Zoning Classification</th>
</tr>
</thead>
<tbody>
<tr>
<td>Automotive or marine repair (1)</td>
<td>P</td>
</tr>
<tr>
<td>Car wash (1)</td>
<td>P P</td>
</tr>
<tr>
<td>Electric vehicle battery changing station</td>
<td>P P</td>
</tr>
<tr>
<td>Gasoline or diesel fuel dispensing (gas stations) (2)</td>
<td>P P</td>
</tr>
<tr>
<td>Heavy equipment repair (1)</td>
<td>P</td>
</tr>
</tbody>
</table>

1. a. Service and car wash bay openings shall be oriented away from adjacent streets and R-zoned properties, or landscaping shall be installed between the bay opening and adjacent streets and R-zoned properties so as to soften adverse visual impacts. In addition, where a service or car wash bay opening would be oriented towards an abutting R-zoned property, noise shall be reduced by means of an intervening building or buildings, freestanding walls, doors or other devices for enclosing the car wash, or other methods determined by the community development director to be effective for reducing noise.

   b. Storage of inoperable vehicles awaiting repair shall be screened from adjacent streets or properties through a combination of fencing and landscaping.

2. a. Gas stations shall be located only on arterials, unless incorporated as an integral part of a shopping center or business complex.

   b. Gas station driveways shall be located at least 50 feet from the nearest point of intersection of public rights-of-way. There shall be not more than four curb cuts with a maximum combined length of 120 feet.

<table>
<thead>
<tr>
<th>Business and Personal Services</th>
<th>Zoning Classification</th>
</tr>
</thead>
<tbody>
<tr>
<td>Churches, temples, mosques and other religious facilities</td>
<td>C C P</td>
</tr>
<tr>
<td>Dry cleaning establishments</td>
<td>P P</td>
</tr>
<tr>
<td>Fraternal organizations and other private clubs</td>
<td>C C P</td>
</tr>
<tr>
<td>Kennels, catteries and animal obedience schools (1)</td>
<td>P</td>
</tr>
<tr>
<td>Self-service laundromats</td>
<td>P</td>
</tr>
</tbody>
</table>

1. The portion of the building or structure in which animals are treated, trained, or kept shall be soundproofed. All run areas shall be surrounded by an eight-foot-high solid wall and surfaced with concrete or other permanent impervious material. The wall shall be placed consistent with the setback requirements of the underlying zone. The outside of the wall shall be screened with evergreen plantings which shall be six feet tall upon planting and shall attain a height of eight feet within five years. Kennels, catteries, animal obedience schools, animal shelters, and veterinary clinics shall be operated in accordance with BMC Title 9, Animals.

2. Transmitting and receiving equipment shall be subject to the use-specific requirements in BMC 12.06.180.
### Eating and Drinking Establishments

<table>
<thead>
<tr>
<th></th>
<th>Zoning Classification</th>
</tr>
</thead>
<tbody>
<tr>
<td>Restaurants, take-out order</td>
<td>OP: P  NB: P  LI: P</td>
</tr>
<tr>
<td>Restaurants, on-site dining (indoor and outdoor) (1)</td>
<td>OP: P  NB: P  LI: P</td>
</tr>
<tr>
<td>Taverns (2)</td>
<td>OP: P  NB: P  LI: P</td>
</tr>
</tbody>
</table>

1. Outdoor seating, tables, umbrellas and other appurtenances of outdoor dining may be placed on public sidewalks; provided a minimum sidewalk width of five feet measured to the street side of the sidewalk shall be kept clear for pedestrians.

2. Taverns may include brewing equipment; provided the space devoted to such use does not exceed 50 percent of the total floor area of the tavern.

### Education Services

<table>
<thead>
<tr>
<th>Education Services</th>
<th>Zoning Classification</th>
</tr>
</thead>
<tbody>
<tr>
<td>Community colleges, colleges and universities, less than 10 acres in land area (1)</td>
<td>OP: C  NB: P  LI: P</td>
</tr>
<tr>
<td>Maintenance shops and vehicle and equipment parking and storage areas for education services (2)</td>
<td>OP:  NB: P  LI: P</td>
</tr>
<tr>
<td>Primary and secondary schools (elementary, junior high, and high schools), with associated athletic and other facilities</td>
<td>OP: C  NB: C  LI: P</td>
</tr>
<tr>
<td>Vocational-technical institutions, less than 10 acres in land area</td>
<td>OP: C  NB: C  LI: P</td>
</tr>
</tbody>
</table>

1. Community colleges, colleges and universities 10 acres in land area or more are essential public facilities, which are subject to the requirements of BMC 12.06.080.

2. a. Service and car wash bay openings shall be oriented away from residential uses or screened from such uses by a combination of fencing and landscaping; where a service or car wash bay opening would be oriented towards an abutting R-zoned property, noise shall be reduced by means of an intervening building or buildings, freestanding walls, doors or other devices for enclosing the car wash, or other methods determined by the community development director to be effective for reducing noise. In any case, noise shall be controlled so as to comply with BMC 8.26.040.

   b. Storage of vehicles and equipment shall be located behind buildings or screened from adjacent streets and properties by a combination of fencing and landscaping.

### Essential Public Facilities

<table>
<thead>
<tr>
<th>Essential Public Facilities</th>
<th>Zoning Classification</th>
</tr>
</thead>
<tbody>
<tr>
<td>Correctional facilities (1)(2)</td>
<td>OP: C  NB: P  LI: P</td>
</tr>
<tr>
<td>Professional sports team stadiums or arenas (1)(2)</td>
<td>OP: C  NB: P  LI: P</td>
</tr>
<tr>
<td>Secure community transition facilities (SCTFs) (1)(2)(3)</td>
<td>OP: C  NB: P  LI: P</td>
</tr>
<tr>
<td>Solid waste landfills (1)(2)</td>
<td>OP: C  NB: P  LI: P</td>
</tr>
<tr>
<td>Solid waste transfer stations (1)(2)</td>
<td>OP: C  NB: P  LI: P</td>
</tr>
<tr>
<td>Transit bus, train, or other high capacity vehicle bases (1)(2)</td>
<td>OP: C  NB: P  LI: P</td>
</tr>
<tr>
<td>Waste water treatment facilities (1)(2)</td>
<td>OP: C  NB: P  LI: P</td>
</tr>
</tbody>
</table>
1. RCW 36.70A.200, the Growth Management Act, requires cities to include in their comprehensive plans a process for identifying and siting essential public facilities (EPFs). Essential public facilities are described in the Act as those facilities which are typically difficult to site, but are needed to support orderly growth and delivery of services. The Act states that no local comprehensive plan or development regulation may preclude the siting of essential public facilities.

2. Essential public facilities shall require a conditional use permit. In addition to the regular conditional use permit review criteria, the following shall apply:
   a. Documentation of Need. Project sponsors must demonstrate the need for their proposed EPFs. Included in the analysis of need should be the projected service population, an inventory of existing and planned comparable facilities and projected demand for this type of essential public facility.
   b. Consistency with Sponsor’s Plans. The proposed project should be consistent with the sponsor’s own long-range plans for facilities and operations.
   c. Consistency with Other Plans. The proposal must demonstrate the relationship of the project to local, regional and state plans. The proposal should be consistent with the comprehensive plan and other adopted plans of the prospective host community. In evaluating this consistency, consideration shall be given to urban growth area designations and critical area designations, population and employment holding capacities and targets, and the land use, capital facilities and utilities elements of these adopted plans.
   d. Relationship of Service Area to Population. The facility’s service area population should include a significant share of the host community’s population, and the proposed site should be able to reasonably serve its overall service area population. However, linear transmission facilities are exempt from this criterion. Equitable distribution would preclude siting of SCTFs for both counties in Bothell.
   e. Minimum Site Requirements. Sponsors shall submit documentation showing the minimum siting requirements for the proposed facility. Site requirements may be determined by the following factors: minimum size of the facility, access, support facilities, topography, geology, and mitigation needs. The sponsor shall also identify future expansion needs of the facility.
   f. Alternative Site Selection. The project sponsor shall search for and investigate alternative sites before submitting a proposal for siting review. The proposal shall indicate whether any alternative sites have been identified that meet the minimum site requirements of the facility. The sponsor’s site selection methodology will also be reviewed. Where a proposal involves expansion of an existing facility, the documentation shall indicate why relocation of the facility to another site would be infeasible.
   g. Distribution of Essential Public Facilities. In considering a proposal, the city shall examine the overall distribution of essential public facilities within King and Snohomish Counties to avoid placing an undue burden on any one community. Equitable distribution would preclude siting of SCTFs for both counties in Bothell.
   h. Public Participation. Sponsors shall encourage local public participation in the development of the proposal, including mitigation measures. Sponsors shall conduct local outreach efforts with early notification to prospective neighbors to inform them about the project and to engage local residents in site planning and mitigation design prior to the initiation of formal hearings. The sponsor’s efforts in this regard shall be evaluated.
   i. Consistency with Local Land Use Regulations. The proposed facility shall conform to local land use and zoning regulations that are consistent with the applicable county-wide planning policies. Compliance with other applicable local regulations shall also be required.
   j. Compatibility with Surrounding Land Uses. The sponsor’s documentation shall demonstrate that the site, as developed for the proposed project, will be compatible with surrounding land uses.
   k. Proposed Impact Mitigation. The proposal must include adequate and appropriate mitigation measures for the impacted area(s) and community(ies). Mitigation measures may include, but are not limited to, natural features that will be preserved or created to serve as buffers, other site design elements used in the development plan, and/or operational or other programmatic
measures contained in the proposal. The proposed measures shall be adequate to substantially reduce or compensate for anticipated adverse impacts on the local environment.

3. Additional Siting Criteria for SCTFs.

a. In no case shall a secure community transition facility (SCTF) be sited adjacent to, immediately across a street or parking lot from, or within the line-of-sight of risk potential activities or facilities in existence at the time a site is listed for consideration. Line-of-sight has been estimated to be 600 feet from a risk potential activity or facility, which distance has been determined to be the maximum distance at which it is possible to reasonably visually distinguish and recognize individuals. Through the conditional use process, line-of-sight may be considered to be less than 600 feet if the applicant can demonstrate that visual barriers exist or can be created which would reduce the line-of-sight to less than 600 feet.

b. The site or building shall meet all of the security requirements of RCW 71.09.285.

c. No SCTF may be located within 600 feet of any residentially zoned property.

d. In mixed use zones, SCTFs may be located only in mixed use zones which do not have an R designation in the zone.

<table>
<thead>
<tr>
<th>Government Services, General</th>
<th>Zoning Classification</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maintenance shops and vehicle and equipment parking and storage areas for general government services (1)</td>
<td>OP</td>
</tr>
</tbody>
</table>

1. a. Service and car wash bay openings shall be oriented away from residential uses or screened from such uses by a combination of fencing and landscaping; where a service or car wash bay opening would be oriented towards an abutting R-zoned property, noise shall be reduced by means of an intervening building or buildings, freestanding walls, doors or other devices for enclosing the car wash, or other methods determined by the community development director to be effective for reducing noise. In any case, noise shall be controlled so as to comply with BMC 8.26.040.

b. Storage of vehicles and equipment shall be located behind buildings or screened from adjacent streets and properties by a combination of fencing and landscaping.

<table>
<thead>
<tr>
<th>Manufacturing, Distribution, Storage, and Warehousing</th>
<th>Zoning Classification</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bakery, wholesale (1)</td>
<td>OP</td>
</tr>
<tr>
<td>Breweries and wineries (1)</td>
<td>OP</td>
</tr>
<tr>
<td>Contractors’ shops (2)</td>
<td>OP</td>
</tr>
<tr>
<td>Distribution</td>
<td>OP</td>
</tr>
<tr>
<td>Manufacturing</td>
<td>P</td>
</tr>
<tr>
<td>Outdoor storage yards (2)</td>
<td>P</td>
</tr>
<tr>
<td>Self-service warehouses (&quot;mini-warehouses&quot;)</td>
<td>P</td>
</tr>
<tr>
<td>Warehouse and wholesale trade</td>
<td>P</td>
</tr>
</tbody>
</table>

1. Wholesale bakeries and breweries and wineries may contain retail outlets as accessory uses subordinate to the principal uses.

2. Any outside storage shall be screened from view from the street and adjacent properties by fences, walls, earth berms, landscaping, or any combination of these features. In the CB zone, only inside storage shall be allowed. However, properties located within the Canyon Park, North Creek, and
Downtown 180th St/Riverfront subareas within a Motor Vehicle Sales Overlay (MVSO) designation having the required city authorization may have outdoor display and/or storage of motor vehicles subject to the provisions of the subarea.

<table>
<thead>
<tr>
<th>Recreation, Culture and Entertainment</th>
<th>Zoning Classification</th>
</tr>
</thead>
<tbody>
<tr>
<td>Amusement arcades</td>
<td>P</td>
</tr>
<tr>
<td>Bingo halls</td>
<td>P</td>
</tr>
<tr>
<td>Bowling centers and billiard parlors</td>
<td>P</td>
</tr>
<tr>
<td>Golf courses</td>
<td></td>
</tr>
<tr>
<td>Golf driving ranges (3)</td>
<td>P</td>
</tr>
<tr>
<td>Indoor recreation facilities (6)</td>
<td>P</td>
</tr>
<tr>
<td>Movie theaters</td>
<td>P</td>
</tr>
<tr>
<td>Riding arenas (5)</td>
<td>P</td>
</tr>
<tr>
<td>Riding stables (4)</td>
<td>P</td>
</tr>
<tr>
<td>Shooting or archery ranges, indoor</td>
<td>P</td>
</tr>
<tr>
<td>Skating arenas</td>
<td>P</td>
</tr>
<tr>
<td>Video rentals</td>
<td>P</td>
</tr>
</tbody>
</table>

3. Within residential zoning classifications, golf driving ranges shall be allowed only as accessory uses to golf courses.

4. Riding stables are private or public open air areas where equine boarding and equestrian riding activities occur at the same site. Sites hosting riding stables shall be limited in the number of horses to those criteria contained under BMC 12.06.030.

5. Riding arenas are private or public facilities devoted to spectator viewing of equestrian activities. Riding arenas may be indoor or outdoor with spectator seating, temporary or permanent equine boarding facilities, and accessory uses.

6. Indoor recreation areas are those recreational uses contained entirely within an enclosed building. Indoor recreational facilities shall provide parking, setbacks, landscaping, and other improvements consistent with the use that most closely resembles the specific type of recreational use placed within the building. No portion of the use may be placed outside of the building.
<table>
<thead>
<tr>
<th>Retail Uses</th>
<th>Zoning Classification</th>
</tr>
</thead>
<tbody>
<tr>
<td>Apparel and accessory stores</td>
<td>P</td>
</tr>
<tr>
<td>Appliance and electronic stores</td>
<td>P</td>
</tr>
<tr>
<td>Auto supply stores</td>
<td>P</td>
</tr>
<tr>
<td>Bakeries</td>
<td>P</td>
</tr>
<tr>
<td>Book stores</td>
<td>P</td>
</tr>
<tr>
<td>Convenience stores</td>
<td>P</td>
</tr>
<tr>
<td>Delicatessens</td>
<td>P</td>
</tr>
<tr>
<td>Drug stores</td>
<td>P</td>
</tr>
<tr>
<td>Florists</td>
<td>P</td>
</tr>
<tr>
<td>Furniture and home furnishings stores</td>
<td>P</td>
</tr>
<tr>
<td>Grocery stores</td>
<td>P</td>
</tr>
<tr>
<td>Hardware stores</td>
<td>P</td>
</tr>
<tr>
<td>Office supply stores</td>
<td>P</td>
</tr>
<tr>
<td>Open air markets</td>
<td>P</td>
</tr>
<tr>
<td>Second hand stores</td>
<td>P</td>
</tr>
<tr>
<td>Sporting goods stores</td>
<td>P</td>
</tr>
<tr>
<td>Any other retail business the primary activity of which is the sale of merchandise in an enclosed building</td>
<td>P</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Temporary Uses</th>
<th>Zoning Classification</th>
</tr>
</thead>
<tbody>
<tr>
<td>Amusement rides, carnivals or circuses</td>
<td>P</td>
</tr>
<tr>
<td>Christmas tree lots</td>
<td>P</td>
</tr>
<tr>
<td>Community festivals and street fairs</td>
<td>P</td>
</tr>
<tr>
<td>Construction sheds or trailers (1)</td>
<td>P</td>
</tr>
<tr>
<td>Fireworks stands</td>
<td>P</td>
</tr>
<tr>
<td>Parking lot and sidewalk sales</td>
<td>P</td>
</tr>
<tr>
<td>Wireless communication facilities (2)</td>
<td>P</td>
</tr>
<tr>
<td>Seasonal sales of flowers or produce</td>
<td>P</td>
</tr>
</tbody>
</table>
1. Construction sheds and trailers are permitted on the subject property or on adjacent property with permission of the owner for the duration of the construction activity; provided, that such sheds and trailers are located in conformance with all required setbacks and no residential or other use shall be made of such sheds or trailers which is unrelated to the construction activity.

2. Temporary WCFs as defined in BMC 12.11.020 are permitted for the following purposes:
   a. Evaluating the technical feasibility of locating a permanent WCF upon the subject property, not to exceed three consecutive days.
   b. Providing emergency communications services during natural disasters or other emergencies which may threaten the public health, safety and welfare.
   c. Providing signal coverage for a temporary special event, such as a news event, community activity, sporting event or other special event, for up to five consecutive days; provided, that additional days may be approved by the director.

The placement and use of temporary WCFs shall conform to required setbacks as specified in Chapter 12.11 BMC and shall be maintained in a good and safe condition, and shall comply with all federal, state and local rules and regulations. No person may extend the allowable time for a temporary WCF through trivial or minimal movements of the temporary WCF.

<table>
<thead>
<tr>
<th>Transportation</th>
<th>Zoning Classification</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>OP GB NB LI</td>
</tr>
<tr>
<td>Highways, rail lines and high occupancy vehicle lanes</td>
<td>P P P P</td>
</tr>
<tr>
<td>Parking facilities (surface or structured) (1)</td>
<td>P P P P</td>
</tr>
<tr>
<td>Streets and pedestrian and bicycle facilities</td>
<td>P P P P</td>
</tr>
<tr>
<td>Transit park and ride lots</td>
<td>C C P P</td>
</tr>
<tr>
<td>Transit shelters</td>
<td>P P P P</td>
</tr>
<tr>
<td>Transit stations (2)</td>
<td>C C P P</td>
</tr>
</tbody>
</table>

1. In the R 40,000 through NB zones, parking facilities are permitted only as accessory uses to a principal use.

2. Transit stations may incorporate accessory convenience retail and service establishments for use by transit riders.

<table>
<thead>
<tr>
<th>Utilities</th>
<th>Zoning Classification</th>
</tr>
</thead>
<tbody>
<tr>
<td>Telecommunications transmission/receiving/relay facilities (2)</td>
<td>C C P P</td>
</tr>
</tbody>
</table>

2. a. Electrical substations and telecommunications towers, antennas and switching stations shall be designed so as to be compatible with surrounding development, through placement, architectural features, landscaping, and other measures, except that WCFs shall be regulated in accordance with Chapter 12.11 BMC.

   b. Amateur radio antennas shall be allowed at heights no greater than those minimally sufficient to accommodate amateur service communications, in accordance with FCC regulations. Persons desiring to erect such antennas shall submit documentation indicating the height which meets this requirement. Such antennas shall be required to comply with the requirements of the Washington State Building Code, including the seismic and wind resistance provisions of the code, and to obtain a building permit.
<table>
<thead>
<tr>
<th>Uses Not Otherwise Categorized</th>
<th>Zoning Classification</th>
</tr>
</thead>
<tbody>
<tr>
<td>Off-site hazardous waste treatment and/or storage facility</td>
<td>OP</td>
</tr>
<tr>
<td>for the processing and handling of dangerous waste (2)</td>
<td></td>
</tr>
</tbody>
</table>

2. Subject to compliance with Department of Ecology regulations and state siting criteria as adopted in accordance with RCW 70.105.210, as it now exists or may hereafter be amended; provided, that dangerous substances are processed and handled as permitted uses in this zone; provided further, that nothing herein shall be construed to allow the processing and handling of dangerous substances or dangerous waste if otherwise prohibited by this code; and provided further, that a conditional use permit is not required for the treatment and/or storage of household hazardous waste.
Email from Mary Norton, received 12/16/2014

Dec. 16, 2014

Hi, Mr. Boyd,

I am writing regarding tomorrow’s hearing to discuss the South Riverside Drive rezone request. I am unable to attend the hearing, but hope to be kept informed on any comprehensive plan changes.

My sister and I own property at 17203 108th Ave NE, Bothell—just south of East Riverside Drive—where my daughter and husband presently live.

I am a bit confused about the density calculations in the letter sent out: granted, the area has many steep slopes, and wetlands, such that the number of allowable lots is calculated on net build-able area. If the past, different regulations has indeed resulted in lot sizes smaller than the present 9,600, and if the proposed rezone will result in “a similar overall density,” how does a rezone to R 7,200 then increase the residential capacity by 50%?

I am concerned about the tax implications to us as property owners following a rezone to a higher density. At present, I feel like our taxes are very high, considering approximately ¾ of our property is either steep slope or wetland. Given the amount of constrained land along Riverside Drive, I wish the City would consider a program of conservation easements, for example on the steep slopes, that might help mitigate the tax burden on those not interested in developing.

If the City is planning to have the entire area built out to full capacity, parcel by parcel, by small separate development proposals, then I think there should be some thought to acquiring land for a public park in the area—sort of an eastern anchor to Blythe Park and Bothell Landing (beyond a parking lot for trail access). The large number of senior citizens, apartment dwellers and residents already use the sidewalks of the area and the Sammamish River Trail extensively, and more residential development will increase this pressure, while small separate developments are unlikely to provide park mitigation. A small park on East Riverside would provide outdoor sitting, picnicking and using space for residents, encourage “loop” use of the trails (and be accessible from downtown/UW campus via the existing trail bridge).

Thank you for listening!

Mary Norton
41502 SE Reinig Rd
Snoqualmie, WA 98065
Dear City of Bothell:

This is in regards to the rezone request for the area on the south side of East Riverside Drive. I am in this area all the time and when I saw the rezone sign, I decided to stop and see what might be happening in the area.

After reading the report, I think that this is a reasonable request being made, and it makes sense to rezone this area at 7200 or less. I think that this zoning level would capture the feeling of good family-sized homes and lots. As I look at the rest of East Riverside Drive, I see condominiums, apartments, mobile home parks, small houses, office buildings, senior housing, basically a whole mix of different buildings and uses. I cannot think of a rational reason why this property should be zoned at more than 7200. If anything, the zoning should be less than that.

Overall, I agree with the staff recommendations that this area be rezoned to 7200, which is a very manageable lot size for families. I hope that this email will arrive in time for me to voice my support for this reasonable zoning request.

Thank you for all your hard work and for considering my email in support of this endeavor!

Sincerely,

Stacey Pistole
I am Cheri Miller; live at 17505 Eason Ave for 22 years. I have some issues and concerns related to this re-zone which would allow 2 homes on 1 lot—5400 square feet per unit.

Additional homes mean more people which equals a need for increased public services and utilities. Are my property taxes going to increase? Will my taxes be impacted to accommodate Emergency Medical Transportation, Fire, Police? Can the current city sewer/water lines handle the increased usage? Can Eason Ave manage an increase in vehicle traffic?

Eason Ave has long been considered “the neighborhood on the other side of the tracks”. Homes were older, properties melted into the street since no sidewalks existed and the only traffic was that of the residents or a lost driver. Since the construction of the 3 adult family facilities known as Blueberry Garden, visitors, delivery persons, couriers, staff have added to the amount of traffic coming and going to this area during a 24 hour period. In addition, the water pressure to my home has been affected despite professional plumbing consultation.

At the present, there is no longer any public parking on this city street. A “No Parking” sign begins at the Gastineau’s private residence and extends just past 17511 Eason Ave, another private residence. The parking allotment for Blueberry Garden staff is inadequate and does not accommodate the volume of people—whether staff or visitors. As a result, staff park on the street leaving permanent residents in the lurch. If an event occurs at any of the Blueberry Garden facilities, permanent residents must wait till it ends in order to park a vehicle in front of their home. Having guests or visitors to my home no longer affords any available parking nearby. With limited off-street due to “No Parking” signs on 1 side of the street and a facility driveway restricting available space, will allowing the re-zone for another home on the property make this problem increasingly worse?

With the building of the Foundation House, Eason Ave benefitted from a turnaround for large vehicles. This asset is now a moot point since staff at Blueberry Garden 4 has designated the city turnaround as his own personal parking spot. Staff also park their vehicles at the end of the street so there is no place for vehicles to turn around except in residents driveways. As a result, I have had to repair my picket fence and concrete garden wall numerous times due to vehicles knocking into either or both. Will the city street be adequate to accommodate the additional vehicles resulting from this re-zone?
The building of Blueberry Garden 4 meant the removal of a city street light which provided illumination for the homes located at the end of street. The city street light has been replaced with a rotating light atop a flagpole. This single beam of light does little to illuminate the area. It fails to not only light the street to warn drivers of a curb jutting into the middle of the road but also of the huge, dark brick house - the lights of which are turned off approximately at midnight - at the end of the road. Darkness is a recipe for criminal activity as well as a safety hazard. Eason Ave is no stranger to vehicle prowls/thefts and has provided an avenue for criminals to enter the Foundation House property unseen. Will there be adequate lighting accompanying the building of new residences?

At one time, all the homes were established detached homes on lots of 9600 square feet. Over the past 20 years, I have been a part of the growth to the Riverside Dr/ Eason Ave area. I have watched piecemeal changes such as changing lot sizes to 5400 square feet and Specialized Senior Housing Overlay not only put stress Eason Ave but create a mishmash neighborhood. The only person to benefit from these changes and now the re-zone consideration is a Planning Commission member. Whether it is an attached or detached home on a 5400 square foot lot, density is the issue. At present, Eason Ave cannot support the density that now exists. So, when considering granting the re-zone, I wonder how Eason Ave can be equipped to manage the volume and impact from new residences or will the re-zone be this neighborhood’s demise.
### Building 1

<table>
<thead>
<tr>
<th>Legal</th>
<th>Site Address</th>
</tr>
</thead>
<tbody>
<tr>
<td>RIVERSIDE GLEN TOW U&amp;D IN TRACTS A,B,C,D &amp; E</td>
<td>10603 NE 173RD PL 98011</td>
</tr>
</tbody>
</table>

| Parcel Number | 734050-0010 |

| Waterfront | No |
| Views | 5356 |
| Lot Size (sq ft) | 6600 |
| Acreage | Average |

| Condition | Grade |
| Good | B Good |

| Number of Baths | 2.50 |
| Number of Bedrooms | 3 |
| Total Square Footage | 2100 |
| Year Built | 2000 |

### Building 2

<table>
<thead>
<tr>
<th>Legal</th>
<th>Site Address</th>
</tr>
</thead>
<tbody>
<tr>
<td>RIVERSIDE GLEN TOW U&amp;D IN TRACTS A,B,C,D &amp; E</td>
<td>10608 NE 174TH PL 98011</td>
</tr>
</tbody>
</table>

| Parcel Number | 734050-0220 |

| Waterfront | No |
| Views | 5354 |
| Lot Size (sq ft) | 6600 |
| Acreage | Average |

| Condition | Grade |
| Good | B Good |

| Number of Baths | 3.00 |
| Number of Bedrooms | 4 |
| Total Square Footage | 2760 |
| Year Built | 2000 |

### Building 3

<table>
<thead>
<tr>
<th>Legal</th>
<th>Site Address</th>
</tr>
</thead>
<tbody>
<tr>
<td>RIVERSIDE GLEN TOW U&amp;D IN TRACTS A,B,C,D &amp; E</td>
<td>10603 NE 173RD PL 98011</td>
</tr>
</tbody>
</table>

| Parcel Number | 734050-0140 |

| Waterfront | No |
| Views | 5354 |
| Lot Size (sq ft) | 6600 |
| Acreage | Average |

| Condition | Grade |
| Good | B Good |

| Number of Baths | 3.00 |
| Number of Bedrooms | 4 |
| Total Square Footage | 2760 |
| Year Built | 2000 |
RE: EASON AVENUE RE-ZONE REQUEST

Dear Mr. Boyd:

Thank you for taking the time to answer our questions about the Eason Avenue Re-zone request over the phone!

Regrettably we will not be available for the public hearing on December 17th, so this letter is to provide our input on the proposal. We hope it reaches you in time for our thoughts on the matter to be considered by the Planning Commission.

First, of course we approve of the removal of the SSHO designation since, as stated in the notice, "SSHO developments are not allowed to take access from Eason Avenue anyway." We also have no particular qualms with the secondary request of having the zone boundary changed to allow the split parcel to be made entirely R 5,400d.

However, we are opposed to the change to classify the entire area as R 5,400a, and would prefer all lots with the current R 9,600 designation to remain that way.

Our issue is that the only possible benefit for a change to R 5,400a is the ability to build more units in the existing lot configuration, and that is exactly what we are against--adding more units to our street. We feel Eason Avenue is already past capacity for the number of residents and in-home workers using the street, and that the problems we have with the recent additions would be further exacerbated by the building of ANY additional units, let alone up to eight!

As each new "Adult Group Home" unit has been added to our neighborhood, we've seen a decrease in beautiful trees, historic houses, and lovely yards that the neighborhood children played in, and had them replaced with a marked increase in noisy traffic, illegally parked vehicles, disruptive light at night (making it hard to sleep when one wants to open a window in the summer to let in some cool air), and annoying sound during the day (from HVAC systems and such). Basically, an overall decline in the quality of life for the traditional families living here.
To give an example of the problems we already face: just the other day we had enough cars parked in front of our house (despite the fact that our side of the street is not supposed to allow parking at all) that we were temporarily blocked from leaving our own driveway. This last Sunday night we had to place our garbage bins in front of our driveway out in the middle of the street because the entire front of our house was taken up by vehicles, none of which were ours. Although it’s not usually quite that bad, in general there are cars all up and down the street every day now, again despite the “no parking” signs, which was not an issue before the new adult group homes were built.

As another example, before the most recent building was constructed (in lot 17422) the city waste collection trucks were able to drive down one side of the street, turn around, and drive back down the other side, to service all residents. Now there are too many cars in the way to be able to turn around at the end, so the trucks have to drive down to the end of the street, then use reverse gear to go backwards all the way back out to Riverside Drive, turn around, drive down the other side, and then back out again. This is obviously a real pain for the drivers (and anyone else who’s trying to traverse Eason Avenue during this procedure) but also seems very dangerous with our street being occupied by several children and the elderly. We are forced to wonder if this would cause problems for emergency vehicles as well!

We believe part of the issue is that the nature of these new developments increases both adult residents and workers (caregivers) using the street, compared to the traditional family home that would not generally include as many adults (or their cars). The buildings do include large driveways and garages, but the garages are never opened for vehicles (at least that we’ve ever seen—they seem to be used just for storage) and the driveways are frequently left empty (apparently to make room for the frequent delivery trucks they receive?). This means many of the workers end up parking on the street itself instead.

We value our small community as one of the few historic neighborhoods left in this area—one with small, detached single family homes, each with their own unique appearance. Many neighborhoods now only consist of townhouses, housing projects where all the houses are required to look the same, or very large modern houses. Traditional neighborhoods like Eason Avenue add to the appeal and diversity of Bothell and should be preserved as ideal places for families to live! We believe any further units built here would damage this appeal by overloading the capacity of our street to handle the additional residents and workers. Since building more units is the only reason for the re-zone request, we ask that the Planning Commission deny the request to re-zone Eason Avenue to R 5,400a.

Sincerely,

Taron Millet & Andiya Packer
Residents of Eason Avenue
MEMORANDUM
Public Works Department

DATE: February 19, 2015
TO: David Boyd, Community Development
CC: Steven Morikawa, Public Works
    Gary Hasseler, Community Development
FROM: Sherman Goong, Public Works

SUBJECT: Traffic Impact Assessment for Rezoned Properties Along East Riverside Drive

This memo summarizes our assessment of the traffic conditions due to the subsequent property rezone along East Riverside Drive. There were three properties that were revised subsequent to the current update of the citywide traffic model analysis performed for the Transportation Element Periodic Plan revision. The rezoned properties include the following:

- Eason Rezone: 1 dwelling unit, 3 population
- North Riverside Rezone: 0 dwelling units, 10 employees
- South Riverside Rezone: 5-23 dwelling units, 15-67 population, 0 employees

Based on the above rezone threshold conditions, the expected trip generation can be summarized as shown in Table 1 below:

<table>
<thead>
<tr>
<th>Rezone Description</th>
<th>No. of DUs</th>
<th>Population or Employees</th>
<th>Average Daily Trips (ADT)</th>
<th>PM Peak Trips</th>
</tr>
</thead>
<tbody>
<tr>
<td>Eason</td>
<td>1</td>
<td>3 (negligible)</td>
<td>10</td>
<td>1</td>
</tr>
<tr>
<td>North Riverside</td>
<td>0</td>
<td>10 employees*</td>
<td>20</td>
<td>10</td>
</tr>
<tr>
<td>South Riverside</td>
<td>23 (max.)</td>
<td>67 population</td>
<td>230</td>
<td>23</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>24</strong></td>
<td><strong>N/A</strong></td>
<td><strong>260</strong></td>
<td><strong>34</strong></td>
</tr>
</tbody>
</table>

*Note: Since the type of employer or square footage of land use is not defined, this analysis assumes each employee generates 2 trips per day (1 inbound and 1 outbound per day) and 1 PM peak trip per day outbound.

The results of the trip generation analyses indicates that a potential maximum of 24 dwelling units in addition to an added 10 employees in the East Riverside Drive subarea will generate approximately 260 new average daily trips with 34 trips occurring during the PM peak hour. Given that a recent level of service analyses conducted for a
proposed development just east of Brickyard Road along East Riverside Drive that generated 23 new PM peak hour trips did not have any significant level of service impacts to adjacent key intersections with the added new trips distributed along East Riverside Drive, it can be determined that the additional 34 new PM peak trips generated by the revised rezoning in the areas described above will also have negligible traffic impacts on the adjacent street system.

Based on the projected traffic volumes shown above for the additional 24 dwelling units and 10 employees, no additional transportation improvements based on capacity operations are identified. However, depending on the actual locations of each of the proposed property rezones, traffic safety considerations such as access sight distance or driveway locations should be reviewed through the City's development review process to determine if any further analysis should be conducted and whether or not additional traffic safety measures should be identified and implemented.

Please let me know if you have any further concerns regarding the transportation system assessments related to this rezone.
2015 Periodic Update to the *Imagine Bothell...* Comprehensive Plan
Revised Property Owner Request - Eason Avenue

Revised Staff Findings, Analysis and Recommendation

Subarea: Waynita / Simonds / Norway Hill

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 (previously was to change entire area to R 5,400a).

Staff Recommendation: Rezone the R 9,600, SSHO portion of the proponent's parcel to R 5,400d, 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)

Zoning Map:

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.
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.”

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 Land Use 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.” (Note: this language is proposed to be stricken from the Subarea Plan because it has since been incorporated into the Subarea Development Regulations)

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.”
Staff Analysis
Staff is sympathetic to the desire of the proponents to eliminate the split-zoned parcel where they reside.

For this request, the primary items the City should consider are: 1) compatibility with existing and future land uses surrounding the property; 2) the community’s desire as expressed within the Comprehensive Plan; 3) the existing lot configurations and conditions; and 4) compliance with the Goals and Policies of the Imagine Bothell... Comprehensive Plan.

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 could consider 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.

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, but would be difficult to realize with the current zoning. 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.

Staff Recommendation
Extend the R 5,400d, SSHO portion of the area to eliminate the split-zoned lot.
2015 Periodic Update to the *Imagine Bothell...* Comprehensive Plan
Property Owner Request - South Riverside Drive

Revised Staff Findings, Analysis and Recommendation

Subarea: Waynita / Simonds / Norway Hill
Request by: Rob Fuhriman
Location: 11203 and 11217 East Riverside Drive
Parcel numbers: 0961100040 and 096110035
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.

Staff Recommendation: Rezone 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).

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 landslide in the south central edge of the larger area.

Surrounding Plan Designations / Zoning Classifications:
- North: R 8,400 for the proponent’s parcels. Also R 2,800, OP (staff is proposing to add an LI designation to the area across East Riverside Drive as part of a separate action), R 2,800 and R 4,000 MHP (Mobile Home Park) for the larger area.
- South: R 40,000
- East: R, 9,600 for the proponent’s parcels. Also GC for the larger area (though a request to rezone to R 9,600 is being considered).
- West: R, 9,600 for the proponent’s parcels. R, 9,600, SSHO for the larger area.

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:

Proponent’s parcels:
Current designation: 0 employees - 16 lots or 46 population
Proposed designation: 0 employees - 21 lots or 61 population

Staff recommended area:
Current designation: 0 employees - 53 lots or 154 population
Proposed designation: 0 employees - 76 lots or 220 population
(see analysis below)

The proponent’s requested 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 staff recommended rezone area is shown in the red dashed outline.
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. Staff is recommending applying the rezone to a larger area of 71 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 Land Use 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."

Staff Analysis

Staff 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.

For this request, the primary items the City should consider are: 1) compatibility with existing and future land uses surrounding the property; 2) the community’s desire as expressed within the Comprehensive Plan; 3) the existing lot configurations and conditions; and 4) compliance with the Goals and Policies of the Imagine Bothell… Comprehensive Plan.

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.

This map shows the proponent’s requested land use designation amendment is shown in the yellow dashed outline and labelled in white, overlaid on a map with two-foot contours, buildings, zoning and wetlands. The staff recommended rezone area is shown in the red dashed outline.
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 19 additional lots. This is an increase of 31% (not the 50% that was cited in the notice, which was based on an increase from 4 lots per acre to 6 without factoring in reductions for roads, which would be the same in both zones).

In analyzing this request, staff noted that the reasons for it apply to other underdeveloped properties in the area, and recommended that Planning Commission consider 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.

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 is provided in a separate memo.

**Reasonable Alternatives**
If the Planning Commission was inclined to recommend some increase in development capacity for this area, but not the requested R 7,200 zoning, R 8,400 zoning could be considered.

**Conclusion**
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.

**Staff Recommendation**
Rezone 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).
2015 Periodic Update to the Imagine Bothell... Comprehensive Plan
Staff Proposal - North Riverside Drive

Revised Staff Findings, Analysis and Recommendation

Subarea: Waynita / Simonds / Norway Hill
Proposed by: Staff
Location: The 10100-10700 blocks of West and East Riverside Drive
Property area: Approximately 14.5 acres
Staff Proposal: Add a Plan designation of Light Industrial (LI) and amend the Code to allow for microbreweries with tasting rooms 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)
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.

**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 Land Use 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."

Staff Analysis

Staff has received multiple inquiries about appropriate zoning for microbreweries and small wineries, with tasting rooms 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.

For this request, the primary items the City should consider are: 1) compatibility with existing and future land uses surrounding the property; 2) the community’s desire as expressed within the Comprehensive Plan; and 3) compliance with the Goals and Policies of the Imagine Bothell... Comprehensive Plan.

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, staff proposes adding LI to the existing R 2,800, 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.

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.

Staff Recommendation
Add a Plan designation of Light Industrial (LI) and amend the Code to allow for breweries, wineries and distilleries with tasting rooms and related uses in LI zones to the R 2,800, OP zone along the north side of West and East Riverside Drive.