AGENDA

BOTHELL PLANNING COMMISSION
Bothell Municipal Court Building, 10116 NE 183rd Street
Wednesday, March 4, 2015, 7:00 PM

1. CALL TO ORDER

2. NON-AGENDA PUBLIC COMMENTS

3. APPROVAL OF MINUTES

4. NEW BUSINESS

5. PUBLIC HEARING
   Continued Public Hearing on the 2015 Periodic Plan and Code Update:
   A. Fourth Review of the Brickyard Road Subarea Plan
   B. Third Review of the Westhill 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 27, 2014

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

For planning purposes only: schedule subject to change without notice

**March 2015**

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<td>Public Hearing Regarding the 2015 Docket of Plan and Code Amendments and Status Update on the 2015 Periodic Plan and Code Update</td>
<td>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)</td>
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MEMORANDUM
Community Development Department

DATE: February 26, 2015
TO: Planning Commission
FROM: Bruce Blackburn, Senior Planner
SUBJECT: 2015 Periodic Plan and Code Update: Fourth Review of Hallett property owner request (Brickyard Road / Queensgate) and the First review of the Hearst Request (Westhill)

Purpose and Background

Attached for your review are Staff Analysis’ of the Hallett Property owner request, located in the Brickyard Road / Queensgate Subarea and the Robert Hearst Property Owner Request located within the Westhill Subarea. This will be the fourth review for the Hallett Request and the first Review of the Hearst Request. The Requests are recapped below:

Brickyard Road / Queensgate Subarea:
- Hallett Request which proposes to change a GC designation to an R 9,600 designation
  - Staff Recommendation - Retain current GC designation
  - Planning Commission Preliminary Recommendation - Change to an R 9,600 designation provided that protections can be incorporated into the Brickyard Road / Queensgate Special District regulations of BMC 12.60 that would exempt existing businesses on adjacent GC properties from the special setback, buffering and other provisions of BMC Chapter 12.14 and 12.18.

Proposed Motion: Move to recommend APPROVAL of the Hallett Plan amendment Request, adopt the Draft Planning Commission Findings, Analysis, and Conclusions, and recommend the City Council APPROVE the amended Brickyard Road / Queensgate Subarea Plan and the Implementing Regulations of BMC 12.60.

Westhill Subarea
- Hearst Request which proposes to change an R 9,600 designation to an R 7,200 designation
  - Staff Recommendation: Retain the current R 9,600 designation
  - See complete staff findings, analysis and recommendation at the end of the Westhill Subarea Plan

Proposed Motion: Move to adopt the Staff Findings, Analysis, Conclusions and Recommendation as Planning Commission Findings, Analysis and Conclusions and Recommendation and RETAIN the existing R 9,600 Plan Designation of the Hearst Property.

Alternative Motion: Move to adopt the Staff Findings, Analysis, Conclusions and Recommendation, as revised, as Planning Commission Findings, Analysis and Conclusions and Recommendation and assign an R 8,400 Plan Designation for the Hearst Property
As is customary, proposed new language is shown as red underlined text and language proposed to be deleted is shown as red strikethrough text. In addition, note boxes provide background information.

Attachments - New exhibits marked by a red 'NEW'

- Brickyard Road / Queensgate Subarea
  - Fourth Review Draft Brickyard Road / Queensgate Subarea - NEW
  - Draft Figure 1
  - Draft Figure 2
  - Draft Figure 3
  - Draft Planning Commission Findings, Conclusions and Recommendation for the Hallett Request - NEW
  - Exhibit BQ-1 - Not included - pertains to the Spatacean, Nielsen and O' Day Request - Not included;
  - Exhibit BQ-2 - Hallett email request dated October 20, 2014
  - Exhibit BQ-3 - E-mail from Mr. Jie Zhang - Not included
  - Exhibit BQ 4 - Letter from Ms. Colleen Hallett
  - Exhibit BQ 5 - Findings of Alan Bennett City of Bothell Zoning Administrator dated October 4, 1978 submitted by Colleen Hallett
  - Exhibit BQ 6 - Letter from Alan Bennett City of Bothell Zoning Administrator dated October 12, 1978 submitted by Colleen Hallett
  - Exhibit BQ 7 - Ordinance 908 (1978) submitted by Colleen Hallett
  - Exhibit BQ 8 - Map of adjacent zoning submitted by Colleen Hallett
  - Exhibit BQ 9 - Map Figure NE-1 Landslide prone deposits submitted by Colleen Hallett
  - Exhibit BQ 10 - Letter from Mr. Terry West, President, Wine Valley siding - NEW

- Westhill Subarea
  - Third Review Draft Westhill Subarea - NEW
  - Draft Figure 1
  - Draft Figure 2
  - Draft Figure 3
  - Staff Analysis of Hearst Request - NEW;
  - Exhibit WH 3 - Hearst Request dated January 15, 2015 - NEW
  - Exhibit WH 4 - Letter from Mr. Loechelt-Yoshioka dated February 20, 2015 - NEW
  - Exhibit WH-5 - Email from Mr. Gordon Ellis dated February 11, 2015 - NEW
2015 Periodic Plan and Code Update:
Brickyard Road Subarea Plan
Proposed new language is underlined. Language proposed to be deleted is lined through. Iterations of proposed amendments are accompanied by the source and date of the change from the original proposal (e.g., Staff, May 14, 2014).

Proposed amendments to the Imagine Bothell... Comprehensive Plan for the 2015 Periodic Plan and Code Update are presented in the format of the existing Plan, which was conceived primarily as a paper document. Insofar as the public has indicated a preference for online access to the Plan, staff contemplates some reformatting once the Update is completed, including added images and links, to optimize the usefulness of the Plan as an electronic document. No substantive changes to text or illustrations would be made in such a reformatting. The Plan will remain available as a paper document as well.

**Staff 10/01/14** - 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) and retain Figure 2 (Physical Geography) and Figure 3 (Aerial Photo). 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.

Attached are Figures 1 through 3.

**Staff 11/19/14** - Staff provided draft Findings, Analysis and Recommendation for the Hallett and Spatacean, Nielsen, and O’Day property owner requests.

**PC 12/10/14** - Recommend approval of an amended Spatacean, Nielsen, and O’Day Request by adopting the Staff Findings, Analysis and Recommendation as Planning Commission Findings, Analysis and Recommendation (Change the Plan designation from R 5,400d to R 5,400a)

**PC 12/10/14** - Recommend approval of the Hallett Request (change the Plan designation of three properties from the current GC to an R 9,600 designation), but only if Plan and Code language can be crafted which relieves the adjacent existing businesses and uses from having to comply with the special setback provisions of BMC 12.14.070 and special landscape buffering provisions of BMC 12.18.110.

Staff has investigated the Planning Commission’s desired outcome and, while this approach is cumbersome, it has determined that the special subarea regulations can indeed over-ride the City-Wide regulations of BMC 12.14 and 12.18 (See BMC 12.60.010). In furtherance of the PC Recommendation for the Hallett Request, staff has crafted a special land use policy (No XX Below) which provided a policy basis for this approach. Staff has also provided draft subarea plan language (BMC 12.60.030) which would exempt, for example, Wine Valley Siding, from having to comply with the 50-foot setback and 15-foot landscape buffer of BMC 12.14 and 12.18, respectively.

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**Brickyard Road / Queensgate Subarea Plan**

**Summary**
The Plan for the Brickyard Road / Queensgate Subarea provides for preservation of the single and multi-family residential neighborhoods and eventual redevelopment of the existing neighborhood business center near the I-405 interchange into a pedestrian-, bicycle- and transit-oriented mixed use neighborhood. The land use measures and capital facility improvements proposed in this plan are intended to enhance the Subarea and promote city-wide goals and objectives. Highlights of the plan include the following:

- Provision of sidewalks/walkways in the vicinity of schools, neighborhood businesses and recreational facilities;
- Recognition and continuation of the multiple family, commercial, and industrial uses along East Riverside Drive;
- Development of eastern gateways to the City;
- Provision of mixed multi-family, office-professional and neighborhood business uses around the intersection of NE 160th Street and Brickyard Road / Juanita-Woodinville Way NE.

Subarea Profile

Location

The Brickyard Road / Queensgate Subarea is located in the southeastern corner of Bothell's Planning Area.

This Subarea is bordered to the north by State Route 522 (SR-522); to the east by 124th Avenue NE, which is also the City of Woodinville's corporate limits; to the south by the Tolt River Pipe Line; and to the west by Interstate 405 (I-405).

The Brickyard Road / Queensgate Subarea adjoins three other Subareas: the North Creek / 195th Subarea is adjacent to the north; the Downtown Subarea is adjacent to the northwest; and the Waynita / Simonds / Norway Hill Subarea is adjacent to the west (see Figure 1).

The Brickyard Road / Queensgate Subarea amounts to approximately 370 acres or .58 square mile.

Physical Geography

The Subarea is divided between two drainage basins with the basin boundary located south of NE 160th Street intersecting the western and eastern boundaries of the Subarea at approximately NE 157th Street. Prominent features of the Subarea's physical geography are shown on Figures 12 and 3.

1. The Juanita Creek sub-basin extends south of the basin boundary;
2. The Sammamish River basin extends to the north of the sub-basin boundary.

A one percent chance flood plain (the A 100-year floodplain) surrounds the Sammamish River between SR-522 and East Riverside Drive / Woodinville Drive.

There is an unclassified stream that flows from a small wetland area near NE 164th Place and 122nd Avenue NE. The stream flows northwest to the Sammamish River and is piped under roads and developed areas. Another unclassified stream flows north along the eastern city boundary intersecting...
the city boundary at approximately NE 167th Street flowing north to the Sammamish River. The part of the stream that runs through developed land is piped, including that area to the north of East Riverside Drive / Woodinville Drive.

In the southern region of the Subarea is a large wetland that extends from NE 160th Street to the City of Seattle Tolt River Pipe Line right-of-way and ranges from 75 feet to 500 feet in width. An unclassified stream feeds this wetland, entering the Subarea at approximately NE 145th Street and the I-405 highway and meandering northeast to the tip of the wetland. Portions of the stream that run under roadways are piped. A small tributary joins this stream from the south at approximately NE 149th Street between 122nd and 123rd Avenue NE.

Steep slopes, or slopes that exceed 15 percent, occupy the majority of the northern portion of the Subarea, sloping downward from the central and western points north to the Sammamish River. The remaining southeastern land is an almost flat plateau. Most of the steep slope areas have been designated as open space tracts within Planned Unit Developments (PUDs). The highest elevation in this Subarea is 340 feet at the southeastern boundary approximately at the intersection of NE 157th Street. The lowest elevation is on the Sammamish River at approximately 1842 feet. The steep slope areas are also classified a potential high landslide hazard.

A seismic hazard exists in the wetland areas described above. Areas described as having a landslide hazard are at an increased risk during a seismic event. The area surrounding the Sammamish River, including the land north of East Riverside Drive / Woodinville Drive, is a potential seismic hazard area.

**Built Environment**

**Residential Development**

The majority of this Subarea is characterized by varying densities of single family residential uses with pockets of multi-family residential, general commercial, and neighborhood business uses. The existing residential developments within this Subarea vary from single family site built and mobile home subdivisions at a minimum lot size of 9,600 square feet to multi-family developments at one dwelling unit per 900 square feet of site area. The residential areas are interspersed with tracts of designated open space within PUD developments, vacant properties, and underdeveloped land.

**Commercial Development**

Neighborhood-serving retail and service businesses are found at the intersection of NE 160th Street, Brickyard Road / Juanita-Woodinville Way and I-405, while general commercial and light industrial uses exist around the intersection of Brickyard Road and East Riverside Drive / Woodinville Drive.

**Schools**

The Subarea contains two public schools. Woodmoor Elementary School is located on the southwest corner of NE 160th Street and 124th Avenue NE. Northshore Junior High School is adjacent to and west of the elementary school.

In addition, a private school, the Evergreen Academy, is located at 16017 118th Place NE. The Evergreen Academy teaches pre-schoolers through sixth graders.
Parks and Open Space

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

Sanitary Sewer and Water

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

Storm / Surface Water

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

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

Utilities

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

Transportation

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

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

**Sidewalks / Walkways**

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

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

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

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

**Bicycle Routes**

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

**Transit Service**

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

Land Use

Policies

Note: Many of the Land Use policies are depicted on Figure 24, Land Use Designations.

1. Maintain the overall single family character of the Subarea.

2. The Sammamish River Trail and Park is the most appropriate long term use for the land located north of the Sammamish River and south of SR-522 (P at north end of map).

3. Land located north of East Riverside Drive / Woodinville Drive and south of the Sammamish River is appropriate for Office Professional and Light Industrial uses, subject to availability of necessary utilities, critical area regulations, and impact mitigation (OP, LI at north end of map). This designation reflects current use. Future development should occur in such a manner that view corridors to and from the Sammamish River are preserved. Building and site design should be in harmony with the riverfront setting, and public access to the river should be provided for and coordinated among all developments.

4. The land located south of East Riverside Drive / Woodinville Drive, east of I-405, and west of the alignment of 121st Avenue NE excepting three parcels that are located 530 feet west of the intersection of Woodinville Drive and Brickyard Road and east of the I-405 Right-of-way, is appropriate for General Commercial uses, subject to availability of necessary utilities, critical area regulations, and impact mitigation (GC at north end of map). This designation reflects current and proposed uses.

Staff 11/19/14 - The Land Use Policy below is where a change to accommodate the Hallett Request would occur. Staff is recommending the Plan designation and Zoning classification remain GC. Accordingly, no changes are shown below.

PC 12/10/14 - The Planning Commission is supportive of the Hallett Request and is recommending approval. The revisions below implement an R 9,600 designation for the Hallett properties. Further, the Planning Commission believes that adjacent properties that will remain designated GC, should not be negatively impacted as a result of the Hallett Request. Accordingly, the Planning Commission identified that the Hallett Request should only be approved if the special setbacks and landscape buffering provisions of the City-wide regulations could be waived for Wine Valley Siding, and other adjacent GC lands. Staff is proposing a special policy that would exempt adjacent GC zoned lands from having to comply with any special setback and landscape buffering provisions.

The lands designated GC above contain existing businesses and uses that have been in place for many years. Lands immediately adjacent to these lands have been designated detached residential development at a minimum lot area of R 9,600 square feet. In most locations, special setbacks and buffers would be necessary to separate detached residential development from the potentially
incompatible land uses permitted within GC designated properties. To preserve and protect the existing businesses located within the GC zoned area described herein it is necessary to ensure that these existing business operations and facilities continue as they exist today and that future expansion or improvements to these buildings be encouraged. Accordingly, GC lands subject to this policy should be exempted from any City-wide regulations that require special setbacks, building heights or buffering.

5. The land located south 130 feet to 200 feet of Woodinville Drive and 530 feet west of the intersection of Woodinville Drive and Brickyard Road 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 the upper portion of map). This designation corresponds with the current uses of these properties.

As identified above, adjacent properties designated GC should not be required to provide any special setbacks, landscape buffering from these R 9,600 lands or to require any special building height limitations when located adjacent to these R 9,600 lands.

5-6. Land located east of approximately 120th Avenue NE, 500 feet south of East Riverside Drive / Woodinville Drive, north of the alignment of NE 175th Street, and west of approximately 122 Avenue NE, is appropriate for a Mobile Home Park designation (MHP in north central portion of map). The purpose of the designation is to protect existing affordable housing. If in the future, the owner of the mobile home park desires to redevelop, the plan designation for the property in question should be revisited to determine the appropriate land use in the context of the overall character of the Brickyard / Queensgate Subarea. Any proposal to redevelop this mobile home park should provide for relocation assistance to mobile home residents living in the park at the time.

Staff 10/01/14 - the reference to buffers is no longer necessary since the areas referenced have developed and city-wide regulations mandate certain setbacks (BMC 12.14.070). Specific buffer language in this policy is no longer necessary.

6. Land located south of East Riverside Drive / Woodinville Drive, east of approximately 121st Avenue NE, and north of approximately NE 172nd Street; and the parcel located southwest of the intersection of 120th Avenue NE and NE 176th Lane are appropriate for attached or detached residential development at densities ranging from one dwelling unit per 4,000 square feet as described in Land Use Element Policy LU-P4 south of Woodcrest Drive to one dwelling unit per 2,800 square feet as described in Land Use Element Policy LU-P4 north of Woodcrest Drive, (R 2,800 and R 4,000 in the northeast portion of map). Buffers shall be provided to minimize any adverse visual impacts of multiple family development on adjacent single family development. This designation corresponds with current zoning and approved plans submitted for the area.

7-8. Land south of that described above and north of approximately NE 165th Street on the west half of the Subarea and NE 164th Street on the east half 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 the middle portion of map). This designation corresponds with the current uses and approved plans submitted for the area.

8-9. Land east of and bordering Juanita-Woodinville Way between the approximate alignments of NE 162nd Street and NE 165th Street; and land in the southwest corner of the subarea bordered by 116th Avenue NE, the Tolt Pipeline and the west boundary of Queensgate Nos. 3 and 5; are appropriate for 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 in west central portion of map).
9.10. Land north and south of NE 160th Street comprising the plats of Totem Estates and Queensgate Nos. 3 and 5; Woodmoor Elementary School and Northshore Junior High School; East Norway Hill Park; and the Woodinville Water District property at the southwest corner of NE 160th Street and 124th Avenue NE; is appropriately designated for detached residential development at a minimum lot size of 7,200 square feet as described in Land Use Element Policy LU-P4, reflecting historic zoning under King County jurisdiction (R 7,200 in east central portion of map). The public uses described above are recognized with overlay designations assigned in policies 13, 14 and 15 below.

Staff 11/19/14 - The Land Use Policy below has been modified to reflect the Staff Recommendation regarding the Spatacean, Nielson, O’Day Request. Staff’s analysis indicates the properties are most appropriately designated with an R 5,400 (attached) Plan designation and Zoning classification. The proposed language change below reflects the Staff Recommendation.

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

11.12. The land between the approximate alignments of 119th Avenue NE and 120th Avenue NE, and NE 160th Street and NE 162nd Street, 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, and Office Professional uses (R 5,400a, OP in south central portion of map).

12. 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 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 pursuit 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.

13. Northshore Junior High and Woodmoor Elementary schools are designated Civic-Educational to recognize existing uses (CE in southeast portion of map).

14. The East Norway Hill Park is the most appropriate long term use for the land east of approximately 120th Avenue NE and south of NE 155th Street (P in southeast corner of map).

15. The Tolt River Pipe Line Right-of-Way and adjacent park land shall act as an urban separator. The land containing the Tolt River Pipe Line utility corridor and the Woodinville Water District water tank site at the southwest corner of NE 160th Street and 124th Avenue NE is designated Utility to reflect the existing uses (U along south border and east edge of map).
16. Consistent with adopted Park level of service guidelines, one or more additional parks are appropriate to serve the Subarea (on map). The park(s) may or may not be located within the Subarea.

**Actions**

1. Adopt design regulations to ensure coordinated development of the area around the intersection of NE 160th Street, Brickyard Road / Juanita-Woodinville Way and I-405 in a manner which enhances the area and is compatible with nearby single family residential development.

**Natural Environment**

**Policies**

1. Protect and preserve the potentially hazardous slope critical areas in accordance with the City's Critical Area Ordinance. Protect and preserve non-hazardous slopes in the subarea consistent with the Urban Design and Natural Environment Planning area-wide Policies. These natural areas provide valuable erosion control, wildlife habitat, and visual relief from the built environment, and contribute to the character and identity of the Subarea.

2. Protect and preserve wetlands within the Subarea.

3. Protect the quantity and quality of cool groundwater inputs from Norway Hill 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.

4. 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.

5. Protect the potential critical aquifer recharge area and the possible large aquifer located below Norway Hill. 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.

**Actions**

1. Monitor the above described areas for any environmental degradation and take remedial action where appropriate.
2. Preserve and enhance the existing neighborhood business center around NE 160th Street and Brickyard Road / Juanita-Woodinville Way in accordance with Land Use Policy 12 to provide for the local convenience needs of residents. Pollution can be reduced by decreasing vehicle trips to and from the neighborhood and within the neighborhood through the opportunity for residents to walk to goods and services.

Housing

Policies

1. Provide for a range of housing alternatives within the Subarea for persons of varying incomes and lifestyles. Reference is made to the Land Use policies above, which provide for housing types ranging from detached residential at minimum lot sizes of 9,600 square feet to attached residential at densities controlled by site and building design envelope regulations within the Subarea.

2. Coordinate the provision of high density housing with the provision of public transit service.

Actions

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

Economic Development

Policies

1. Provide development opportunities for business and services through implementation of the NB, LI, CG, and OP designations in targeted locations within the Subarea.

Actions

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

Staff 10/01/14 - The Parks and Recreation Element is proposed to be re-named the Parks, Recreation, and Open Space Action Plan Element to match the Council-approved parks planning document. Revising the name of this Element is necessary.
Policies

1. Pursue acquisition and development of park sites and trail connections to serve the Subarea based on the City's overall adopted level of service guidelines as contained in the Parks, Recreation and Open Space Action Program (PROSAP) and the policies as contained in the Parks and Recreation Element of the Comprehensive Plan. It is recognized that such parks, while serving the needs of the residents of the Subarea, may or may not be located within the Subarea.

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 a park or parks to serve the Subarea.

Community Services

Policies

1. Provide services within the neighborhood to support local needs, such as before and after school child day care, and the neighborhood use of schools as drop in centers for various age and interest groups.

Actions

1. Continue discussions with the Northshore School District to promote the preceding policy.

Historic Preservation

Policies

Staff 10/01/14 - Because the Historic Preservation Policy below is within the City-wide Historic Preservation Element, it is not necessary to duplicate the same policy within this subarea. As a means of reducing superfluous policies, staff recommends removing this policy.
No specific Historic Preservation Policies have been identified for this subarea. Refer the Planning Area-Wide Historic Preservation Element.

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.

Actions

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

Urban Design

Policies

1. Additional development or redevelopment in the neighborhood business center shall incorporate design features that provide a focus for neighborhood activity. Examples of such features include enhanced pedestrian access, public plazas and neighborhood news kiosks.

2. Improvements to 124th Avenue NE shall be so designed as to provide a pleasing gateway to the City of Bothell and will be coordinated with the City of Woodinville.

3. Ensure that commercial and multiple family development along NE 160th Street and Juanita-Woodinville Way is transit oriented (reference Transit Policies).

Actions

Staff 10/01/14 - Creation of special design documents for the area referenced below does not appear to be warranted given the improvements to the City-wide design requirements as contained within BMC 12.14. Staff recommends deleting this policy which would allow the city-wide building design standards to control.

1. Develop conceptual drawings for improvements and new development within the neighborhood business center. Develop design guidelines to assist potential developers of neighborhood business properties. 

2. Include in the Capital Facilities Plan funding for the design and development of City entrance signs and improvements along 124th Avenue NE.

Staff 10/01/14 - With the annexation of the King County Potential Annexation Areas, any specific Annexation Policies and Actions are no longer necessary.

Annexation
**Policies**

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

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

2. Ensure that annexation boundaries promote efficient service delivery.

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

**Actions**

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

**Utilities and Conservation**

**Policies**

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

**Actions**

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

**Transportation**

**Policies**

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

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

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

   - Principal Arterial
     - None
Minor Arterial
124th Avenue NE
NE 160th Street NE
Juanita-Woodinville Way (west of 116th Avenue NE)

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

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

Separated Route (Shared Use Path)
Sammamish River Trail
(including potential bridge connecting to Brickyard Road and Woodinville Drive)

Striped and/or Signed Route (Bicycle Lane or Shared Roadway)
Juanita-Woodinville Way / Brickyard Road
124th Avenue NE
NE 160th Street
East Riverside Drive / Woodinville Drive

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

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

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

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

It is recognized that the NE 160th / I-405 interchange is congested during peak usage, and that any additional development, even though pedestrian oriented, would likely exacerbate congestion. Consequently, any proponent of development in this area, in addition to meeting City traffic concurrency and impact mitigation requirements, shall coordinate with the City, the Washington State Department of Transportation, Sound Transit, King County Metro Transit and other applicable agencies to identify and implement strategies for reducing congestion.

Staff 10/01/14 - The policies below are planning area-wide policies that should be and are sufficiently articulated located within the Planning Area-Wide Transportation and Urban Design Elements. Staff is recommending these policies related to topography and a connected network of streets are more
appropriately located within the Transportation and Urban Design Elements. There is no need to place these city-wide policies within each individual subarea plan.

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

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

10. Promote traffic and pedestrian safety.

Actions

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

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

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

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

4. Pursue traffic calming measures to promote safety including speed reduction along the NE 163rd Street and NE 169th Street corridors; along 119th Avenue NE south of NE 160th Street; and along 121st Avenue NE.

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

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

6. Work with King County to improve pedestrian safety in and around transit areas including the intersection of Brickyard Road and East Riverside Drive/Woodinville Drive NE and the intersection of NE 160th Street, Brickyard Road/116th Avenue NE.
7-6.  Coordinate Work with the City of Woodinville and King County to improve NE 160th Street between 119th Avenue NE and 124th Avenue NE to include to up to 5 lanes with signed bike lanes, street trees, and median landscaping, if practical.

Capital Facilities

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

Brickyard Road / Queensgate Subarea
Figure 1
Physical Geography
Imagine Bothell...Comprehensive Plan
2015 Periodic Update

Brickyard Road / Queensgate Subarea
Figure 2
Aerial Photo - April 2012

The City of Bothell delivers this data (map) in as-is condition. GIS data (maps) are produced by the City of Bothell for internal purposes. No representation or guarantee is made concerning the accuracy, currency, or completeness of the information provided.
2015 Periodic Update to the Imagine Bothell... Comprehensive Plan Property Owner Request

Draft Planning Commission Findings, Analysis and Recommendation

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

Planning Commission Recommendation: Change the Plan Designation and Zoning Classification to R 9,600

Vicinity Map

Current Designation: GC - General Commercial

Slope Gradients: North facing slope - average gradient of west parcel is 26 percent and the average slope for the east parcel is 17 percent,
Landslides: No known landslides are documented for these properties, but the City’s geological hazards mapping indicates the potential of a landslide hazard due to the type of soils and the gradient of the slope which exceeds 15 percent.

Requested Designation: “Single family residential” as a means of achieving the applicant’s objective of reducing tax assessor values. Staff would suggest the most logical plan designation would be R 9,600 - Detached single family residential minimum lot area of 9,600 sq. ft.

Zoning Map Preliminary Planning Commission Recommendation shown in white text

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

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

Assessor values:
- Parcel 092605-9156: Land - $365,000; Improvements - $1,000
- Parcel 092605-9100: Land $ 389,000; Improvements - none (vacant)
- Parcel 092605-9023: Land - $507,000; Improvements - $66,000

Capacity Analysis:
- Current designation of GC: 3-20 Employees - 0 population
- Proposed designation of R 9,600: 0 employees - 7 lots or 20 population

**Comprehensive Plan analysis**

**Land Use Element**

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

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

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

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

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

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

Land Use Policy LU-P6 identifies:

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

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

Brickyard Road / Queensgate Subarea Land Use Policies

LU 4 Subarea Policy

4. The land located south of East Riverside Drive / Woodinville Drive, east of I-405, and west of the alignment of 121st Avenue NE, is appropriate for General Commercial uses, subject to availability of necessary utilities, critical area regulations, and impact mitigation (GC at north end of map). This designation reflects current and proposed uses.

The Brickyard Road / Queensgate Subarea also describes the land uses surrounding the intersection of Brickyard Road / 120th Avenue as:

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

Planning Commission Findings:

Community Development Staff recommended retention of the current General Commercial (GC) designation as the best means of retaining compatibility with the existing uses (Interstate-405 right-of Way, Wine Valley Siding and some City Maintenance shops) and potential future uses appropriate for this area.

However, the Planning Commission is sympathetic to the plight of Mr. and Mrs. Hallett who have seen progressively larger tax assessments for their properties under its current zoning classification of GC. The Hallett’s have stated to the Planning Commission that it is their firm desire to retain these properties as detached single family residential uses which is both the existing and, in Ms. Hallett’s opinion, most likely future land uses for these properties. Further, the Hallett’s offered the following points for Planning Commission consideration:

1. The Hallett properties are within a potentially hazardous landslide hazard area making future development of their properties impractical.

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

3. The Passage of Ordinance 908 (1978) that re-zoned the Hallett property from a GC zone to an R 20,000 zone established the correct zoning for this property. It was the Hallett’s, in 1978, who successfully petitioned the City Council at that time to re-zone the properties to a single family residential zone. The Hallett’s stated they never received any official notice that the zoning classification of their land had been changed from the previously approved R 20,000 zoning classification to a GC zoning classification. The Hallett’s believe the reasons stated in 1978 for keeping the zoning residential are still applicable.
4. The Hallett’s also state that assigning a zoning classification of R 9,600 would make retention of the potentially historic structures on the property more feasible than if the property remained GC. The structure at 11807 Woodinville Drive was constructed in 1906 and is listed on the City’s historic inventory though the structure is not listed on any local, state or national register of historic places. Retaining a GC zone makes removal of this potentially historic structure a much greater possibility.

5. Finally, the Hallett’s believe their properties, are surrounded by residential zoning classifications and their property is more appropriate as a residential zone.

The Planning Commission finds these arguments to be persuasive and finds that a zoning classification of R 9,600 is appropriate for the Hallett properties. The Planning Commission is recommending the City Council assign an R 9,600 Plan designation and zoning classification to the Hallett properties as describe above.

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

To reduce potential impacts upon the existing GC zoned properties by inserting an R 9,600 designation among a number of existing GC-zoned lands, the Planning Commission finds it appropriate to create specific relief from these special setback and landscaping regulations within the Brickyard Road / Queensgate Subarea implementing regulations of BMC Chapter 12.60.

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

Other Plan designations do not achieve the property owner’s interest in having a lower tax assessment because these zones are assigned an equivalent or higher per square footage assessments by the Assessor’s office.
Planning Commission Conclusion
Due to their unique circumstances, the Hallett properties should be assigned an R 9,600 designation to allow an existing single family residential use to continue and expand as appropriate.

Planning Commission Recommendation
Assign an R 9,600 Plan designation and zoning classification to the Hallett properties identified above with special regulations that do not adversely impact the existing businesses located adjacent to the Hallett properties.
Bruce Blackburn - Brickyard Road Div. Request for Rezone

From: colleen Hallett <colleen@mobileelec.com>
To: "bruce.blackburn@ci.bothell.wa.us" <bruce.blackburn@ci.bothell.wa.us>
Date: 10/20/2014 2:08 PM
Subject: Brickyard Road Div. Request for Rezone
CC: "david.boyd@ci.bothell.wa.us" <david.boyd@ci.bothell.wa.us>

Bruce,
I have talked with Dave Boyd regarding a request to have our property at 11807 & 11715 (and lot in between) Woodinville Drive in Bothell rezoned as Residential property. (Parcel Numbers: 092605-9023, 092605-9100 and 092605-9156) Our property was zoned residential from 1979 until approximately 1992 when there was evidently a city-wide rezoning plan enacted and the zoning was changed to commercial. We were never informed that a zoning change had been made.

This only came to our attention because our property values have tripled since 2011 and our property taxes have gone up from $5m to over $15M per year. We are being taxed out of our home. I contacted the Bothell City Zoning office in 2013 and was told about the zoning change at that time. The person I talked to suggested I contest the property assessment. I was unsuccessful and the appraiser’s office suggested that I should get my property re-zoned back to residential.

We are a single residential property, in a hazardous slope zone. We are surrounded by residential property zoning. The only exception would be the Lumber yard next door which was built after our house. (House built prior to 1905)

I would appreciate your consideration of having our property rezoned to residential. Please let me know if there is anything further you would like me to do to help facilitate this happening.

Regards,
Colleen Hallett
11807 Woodinville Drive
Bothell, WA 98011

ExchangeDefender Message Security: Check Authenticity
My name is Colleen Hallett, and my husband John & I have been Bothell residents living at 11807 Woodinville Drive since 1972. We have lived there for 42 years. We are here tonight to request that our property on Woodinville Drive be rezoned as residential property. Our property was zoned residential from 1978 until approximately 1992 when there was evidently a city-wide rezoning plan enacted and the zoning was changed to commercial. We were never informed that a zoning change had been made.

This only came to our attention because our property values have tripled since 2011 and our property taxes have gone up from $5M to over $15M per year. They will be increasing again next year based on the 2014-2015 property value notice we recently received. We are being taxed out of our home. When we looked into why this was happening, we discovered the zoning change.

When we purchased our property in 1972, it was zoned as a commercial piece of property. We approached the Bothell Planning Commission in 1978 to have it rezoned as residential. The arguments made for that rezoning and the conclusions reached by the Planning Commission and Bothell City Council in 1978 granting the rezoning have not changed in the ensuing years.

The arguments are:

1. In obtaining residential zoning it would assure the citizens in the greater Bothell-Woodinville area of the retaining of one of Bothell’s historical old homes which is listed in the Bothell Museum and mentioned in the article about Bothell’s History located on the City of Bothell’s website. The home was constructed sometime in the late 1800’s.
2. The property involved is extremely hilly, and to be used commercially would need to be excavated. To level this property for commercial use would leave a retaining wall 60’ to 80’ high. This would cause severe problems in erosion and changing of surface run-off because of the large amount of water in the hill. Woodcrest Planners and the City of Bothell ran into major difficulties in engineering because of their excavations. This is a designated Hazardous Slope Area. I have a copy of the City of Bothell’s Landslide Prone Deposits Map.

3. The commercial zoning of the property is an isolated zoning as it stands now with residential zoning surrounding it.

The Conclusions of the 1978 Planning Commission:

1. The staff found no reason why the property owner’s desire to have residential zoning should not prevail. The area was originally zoned commercial in anticipation of the SR522 by-pass which has now been officially terminated.

2. The property owner’s desires should prevail where there is no reasonable basis for the established city policies for this piece of property. The comprehensive plan is not precise in this area and the property is equally split between commercial and residential development.

3. This area is in an environmentally sensitive area with poor soil conditions and 6 lots of ground water. The less amount of disturbance of this hazardous slope area, the better opportunity for general stability in the area.

Action by the Bothell City Council on November 6, 1978:
1. Passed Ordinance #908. Which said: The City Council, pursuant to the recommendation of the planning commission called a public meeting and at said public meeting having determined that the property described hereinafter should be reclassified to single family residential 20,000 (RS20) and that such classification would be in conformance with the comprehensive plan, surrounding land uses, most consistent and advantageous for the development and appropriate use of said property in light of the character and condition of said property and the surrounding neighborhood, and that said change in zoning classification will not be materially detrimental to the public health, safety and general welfare or to the surrounding properties.

I have copies of the Bothell Planning Commission’s recommendations and the Bothell City Council’s ordinance with me should you like to see them.

At the beginning of my comments I mentioned that the arguments made for that rezoning and the conclusions reached by the Planning Commission and Bothell City Council in 1978 granting the rezoning have not changed in the ensuing years. The only changes to East Riverside have occurred in the first 3/10’s of a mile from 102nd Street. The balance of East Riverside Drive to Woodinville Drive was, is and remains a residential neighborhood and residential street with a speed limit of 25 MPH. Woodinville Drive also continues to be mainly residential as well.

It has been suggested that rezoning our property back to residential would be spot zoning. I suggest that the GC zoning is more spot zoning than is the residential. I have a current zoning map that has the GC
designation colored blue. As you can see it is surrounded by mostly residential zoning which is colored orange.

The home and property have been residential since the beginning of the previous century, long before the existence of any of the commercial entities which have caused the residential zoning to be changed. I would suggest that Land Use policy LU-P4 was not used when GC zoning was granted to the lumber yard. It was also not used when the City of Bothell decided to construct their Maintenace Yard on the abandoned Old Brickyard Rd, That entire area was residential and the spot zoning was GC.

This is not a situation where there is an established commercial area and we are trying to build a residence in the middle of it. This is an undoing of a zoning plan that should not have taken place. I understand that City of Bothell is interested in promoting land use that create tax dollars for the City. However, zoning changes also need to be based on reality. This property has always been residential and will continue to be so for the foreseeable future.

I found the comments of the previous Planning Commission of 1978 to be particularly commended. They said and I quote: “The property owner’s desires should prevail where there is no reasonable basis for the established City policies for this property.”

We have lived on Woodinville Drive for 42 years. We intend to continue to live there for at least another couple of decades. Our property has never been, nor will it be, in the foreseeable future a commercial property that will be employing employees and generating income. We
humbly request that you emulate your predecessors and grant our request for residential zoning.

Thank you.
SEPA ACTION:
The responsible official for the State Environmental Policy Act of 1971 has declared this application exempt/non-action/significant/non-significant as provided for under WAC 197-10-001.

A Draft Environmental Impact Statement was distributed on ____________.
The EIS became final on ____________.

APPLICABLE REGULATIONS:
Bothell Municipal Code
Comprehensive Plan

STAFF RECOMMENDATIONS:
Fire: No objection.
Police: No objection
Public Works: No comment
Community Development: Recommend approval. No objection to this zone if that is what the owner desires. Theoretically more logical zoning however, would be RS 8.4 on one of our multiple zones.

ALTERNATIVES CONSIDERED:
1. Approval
2. Disapproval

CONCLUSIONS:
The applicant has expressed a desire to rehabilitate the existing brick home on the property and erect a Lindall Cedar home for his father to reside on one of the remaining homes. There is adequate access and public services for the residential use. The owner has indicated there would be substantial economic cost in developing the property commercially and is isolated in that it is surrounded on all sides except one by residential zones (see Attachment B).

The Comprehensive Plan divides the property diagonally between commercial and low density residential. It would be logical to have zoning for the property be consistent within lot lines. The staff finds no reason why the property owners desire to have residential zoning should not prevail. The area was originally zoned in anticipation of the SR522 by-pass which has now been officially terminated.

Such action may, in fact, assist the owner in getting financing for residential development of the property which had previously been a part of a larger area along East Riverside Drive "red-lined" for commercial development and mortgage financing.

The property owners desires should prevail where there is no reasonable basis for the established City policies for this piece of property. The comprehensive plan is not precise in this area and the property is equally split between commercial and residential development. It would be best that one zoning prevail for the entire property so as not to create a "spot zone". The RS20 will serve as a logical transition from Agricultural zoning along the river to the RS 8.4 zoning on up the hill.

This area is in an environmentally sensitive area with poor soil conditions and 6 lots of ground water. The less amount of disturbance of this hazardous slope area, the better opportunity for general stability in the area.

The owner has indicated a preference for a spacious residential life style overlooking the Sammamish River and the King County Trail System. Allowing the development of the subject property for needed residential lots in the community will be in the best interests of the public health, welfare and safety.
FINDINGS OF THE ADMINISTRATOR:

I recommend the Bothell Planning Commission at their public hearing on October 11, 1978 vote to recommend the Bothell City Council approve the rezone request of John Hallett and Genevieve Walters for a rezone of property at 11807 Woodinville Drive from General Commercial (CG) to single family residential detached dwellings on 20,000 square foot lots (RS20) legally described in Attachment A, File A-78-191.

Respectfully submitted for consideration this 4th day of October, 1978,

[Signature]
Alan Bennett
Planning Administrator

cc: John Wallace
    Donna Evans
    Ralph Klein
    James McMahon
    Betty Keeney
    Genevieve Walters
    William Stookey
October 12, 1978

John P. and Colleen Hallett
11807 Woodinville Drive
Bothell, WA  98011

Dear Mr. and Mrs Hallett:

SUBJECT: Planning Commission recommendation on file A-78-191

At its public hearing on Wednesday, October 11, 1978, the Bothell Planning Commission voted unanimously to recommend the Bothell City Council approve your petition for zone change from CG to RS 20 at 11807 Woodinville Drive, file A-78-191.

Sincerely,

[Signature]

Alan Bennett
Planning Administrator

AB/kjr

cc: Genevieve Walters
    William Stookey
AN ORDINANCE OF THE CITY OF BOTHELL, WASHINGTON, AMENDING THE OFFICIAL ZONING MAP OF THE CITY OF BOTHELL, WASHINGTON, AS ADOPTED BY ORDINANCE NO. 603, PASSED BY THE CITY COUNCIL ON FEBRUARY 1, 1971, BY CHANGING THE ZONING CLASSIFICATION OF CERTAIN PROPERTY WITHIN THE CITY FROM GENERAL COMMERCIAL (CG) TO SINGLE-FAMILY RESIDENTIAL 20,000 (RS 20).

WHEREAS, a petition for change of zoning was received by the Planning Commission of the City of Bothell, Washington, and a public hearing was held for the purpose of considering the amendment to the official zoning map proposed by said petition, and

WHEREAS, the Bothell Planning Commission at said public hearing, considered the proposed amendment to the official zoning map and made its recommendation to the City Council, and

WHEREAS, the City Council, pursuant to the recommendation of the Planning Commission called a public meeting, and at said public meeting having determined that the property described hereinafter should be reclassified to single-family residential 20,000 (RS 20) and that such classification would be in conformance with the comprehensive plan, surrounding land uses, most consistent and advantageous for the development and appropriate use of said property in light of the character and condition of said property and the surrounding neighborhood, and that said change in zoning classification will not be materially detrimental to the public health, safety and general welfare or to the surrounding properties, and

WHEREAS, the City Council having further concurred in the finding and recommendation of the responsible City official that there is no significant adverse environmental
impact as a result of the change of said zoning classification, now, therefore,

THE CITY COUNCIL OF THE CITY OF BOTHELL, WASHINGTON, DO ORDAIN AS FOLLOWS:

Section 1. The official zoning map of the City of Bothell, Washington, as adopted by Section 3.2 of Ordinance No. 603, passed by the City Council on February 1, 1971, as amended, is hereby further amended by changing the zoning classification of the real property described hereinafter which is all situate in the City of Bothell, Washington, and more particularly described in Exhibit "A", attached hereto and hereby incorporated herein as if set forth in full, from General Commercial (CG) to single-family residential 20,000 (RS 20).

Section 2. The Director of Community Development is hereby directed to effectuate the necessary amendment to the official zoning map of the City of Bothell, Washington, as authorized herein.

Section 3. This ordinance shall take effect and be in full force five (5) days after passage and publication as required by law.

ATTEST/AUTHENTICATED:

CITY CLERK, BETTY KEENEY

APPROVED AS TO FORM

OFFICE OF THE CITY ATTORNEY

FILED WITH THE CITY CLERK: November 1, 1978

PASSED BY THE CITY COUNCIL: "6/6/78"
PUBLISHED: "6/8/78"
EFFECTIVE DATE: "3/78"
LOT 1 (Shown as lot #23 on assessor's map)
That portion of the southwest quarter of the northwest quarter of section 9, township 26 north, range 5 east, W.M., in King County, Washington, lying south of Primary State Highway No. 2 (Bothell-Woodinville County Road); lying north of Secondary State Highway No. 2A as established by deed recorded under auditor's file No. 4723531 and lying east of the following described line:
Beginning at a point on the southerly margin of said Primary State Highway No. 2, distant 530 feet east (measured at right angles) from westerly line of southwest quarter of the northwest quarter of said section 9; thence along said southerly margin 150 feet to the point of beginning of said described line; thence southerly parallel to the west line of said subdivision to the north line of said Secondary State Highway No. 2A and terminus of said described line; EXCEPT the easterly 563 feet of said southwest quarter of the northwest quarter of section 9.

LOT 2 (Shown as lot #100 on assessor's map)
That portion of the southwest quarter of the northwest quarter, Section 9, Township 26 North, Range 5, E.W.M., in King County, Washington, described as follows:
Beginning at a point of intersection of the southerly margin of Primary State Highway No. 2 with a line parallel to and distant 530 feet easterly measured at right angles from the westerly line of said subdivision; thence easterly along said southerly margin 150 feet; thence southerly parallel with said westerly line of said subdivision 150 feet; thence westerly parallel with said southeasterly margin of said Highway 150 feet; thence northerly parallel to said westerly line 150 feet to the true point of beginning; EXCEPT that portion conveyed to the State of Washington for Secondary Highway 2-A, N.E. 132nd to Woodinville, by deed recorded under recording No. 4741486; TOGETHER WITH an easement for road purposes over the following described tract: Beginning at the northeast corner of property herein above described; thence easterly along the southerly margin of Primary State Highway No. 2, a distance of 25 feet; thence southerly parallel to the westerly of said subdivision 80 feet; thence westerly parallel to said southerly margin 35 feet; thence northerly along the easterly of property hereinabove described 80 feet to the point of beginning.

LOT 3
The west 530 feet of the southwest quarter of the northwest quarter of section 9, township 26 north, range 5 east, W.M., in King County, Washington, lying south of Primary State Highway No. 2 (Bothell-Woodinville County Road); lying north of Secondary State Highway No. 2A as established by deed recorded under auditor's file No. 4723531; and lying east of the east line of the west 5 acres in width of that portion of said subdivision lying south of the old county road (said county road was established across said subdivision in an easterly-westerly direction on April 8, 1904).
City Of Bothell
Bruce Blackburn
Community Development

RE: Hallett Comprehensive Plan Amendment

Mr. Blackburn,

As you know Wine Valley Siding Supply, Inc. opposes this plan amendment solely on the facts that we have been operating on our premises since about 1961, have long term plans to continue to operate in the same manner and have made large capital expenditures to ensure compliance and upgrades to city and county requirements.

If this amendment was approved we stand the chance of changes at any time down the road that could affect our continued operation or curtail it enough to render it useless, especially when you consider 50 foot setbacks and the noise ordinance.

It would also inhibit or drastically reduce a sale of the property in the future, as a potential buyer could have the buildable footprint reduced to the point of making it infeasible to improve the land.

We currently employee around 20 people (many of them for 15-35 years) that work at the facility. If they were to be displaced that would have an economic impact on them and the City as they go out into the community and purchase goods and services from local businesses.

Wine Valley Siding Supply, Inc has entered into a long term lease with the owner of the property and plans to continue operating in the same manner in which we currently operate. If this amendment request is granted it could possibly lead to a requirement to reconfigure the property and the operation of our business. Worse would be the potential for code compliance issues, possible litigation and unplanned expenditures to bring the property into compliance with new standards to protect adjacent single family residential areas.

We have been good neighbors with the Hallets for many years and understand why they have requested the re-zone to seek property tax relief. However, compared to the potentially huge impact this rezone may have on a 60 year old business and all of the employees this business supports, we respectfully request retaining the existing GC designation to avoid future issues.

Sincerely,

Terry West
President – Wine Valley Siding Supply, Inc.
2015 Periodic Plan and Code Update: Westhill Subarea Plan
Proposed new language is underlined: language proposed to be deleted is lined through. Iterations of proposed amendments are accompanied by the source and date of the change from the original proposal (e.g., Staff, May 14, 2014).

Proposed amendments to the Imagine Bothell… Comprehensive Plan for the 2015 Periodic Plan and Code Update are presented in the format of the existing Plan, which was conceived primarily as a paper document. Insofar as the public has indicated a preference for online access to the Plan, staff contemplates some reformatting once the Update is completed, including added images and links, to optimize the usefulness of the Plan as an electronic document. No substantive changes to text or illustrations would be made in such a reformatting. The Plan will remain available as a paper document as well.

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) and retain Figure 2 (Physical Geography) and Figure 3 (Aerial Photo). 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.

Attached are revised Figures 1 through 3.

Staff 11/19/14 – Attached are Staff Findings, Analysis and Recommendation for the Hughes property owner request. Further within this document staff has identified where potential language changes would occur to accommodate this request.

Westhill Subarea Plan

Summary

The plan for the Westhill Subarea provides for predominantly single family residential development throughout the Subarea, with opportunities for commercial and multi-family residential development along SR-522, while protecting and preserving the steep slopes and wetlands which are associated with Westhill. The plan incorporates capital facilities policies and land use measures which are intended to enhance the Subarea, provide needed services, and promote city-wide goals and objectives. Highlights of the plan include the following:

- Construction of sidewalks/walkways to fill gaps in the pedestrian system;
- Pursuit of parks and recreation opportunities within the Subarea consistent with the goals, policies and actions of the Bothell Parks, Recreation and Open Space Action Program;
- Preservation of critical areas throughout the Subarea;
- Provision for single family residential development at a density of four to six dwelling units per acre throughout much of the Subarea;
- Provision for commercial, office-professional, and multi-family residential development along SR-522 at densities of approximately 15 dwelling units per acre, on land free of environmental constraints;

- Support for the continued designation of the Magnolia Dairy Farm area for agricultural activities; and

- Provision of a bicycle route through the Subarea, along 88th Avenue NE and NE 180th Street, with access to the Burke-Gilman Trail / Sammamish River Trail.

Subarea Profile

Location

The Westhill Subarea is located on the west side of the Bothell Planning Area. The majority of the Subarea is located in King County, with a small portion of the Subarea located in Snohomish County. The Westhill Subarea adjoins four other Subareas, including Shelton View / Meridian / 3rd SE on the north, Country Village / Lake Pleasant / SR-527 Corridor on the northeast, Downtown on the southeast and Waynita / Simonds / Norway Hill on the south (see Figure 1).

The Westhill Subarea comprises approximately 701 acres (1.096 square miles).

Physical Geography

The Subarea comprises the upland portion of the Westhill land mass, except at its southern end where it descends to meet SR-522. The highest elevation in the Subarea is approximately 268 feet, in the northwest portion of the Conifer View neighborhood. The lowest point is approximately 20 feet or less, along the Sammamish River south of SR-522.

The Subarea lies within the Sammamish River drainage basin, but includes two sub-basins to the Sammamish. The western portion of the Subarea lies within the Swamp Creek sub-basin, while the eastern portion of the Subarea lies within the Horse Creek sub-basin. Little Swamp Creek cuts across the northwest portion of the Subarea and is located within the Swamp Creek basin. Little Swamp Creek flows year-round in a southerly direction into Swamp Creek and originates at associated wetlands located east of 9th Avenue SE between 228 Street and I-405. The Subarea’s physical geography is depicted on Figures 1-2 and 3.

Built Environment

Residential Development

The Subarea contains extensive residential development at varying densities, primarily detached single family at approximately four to six dwellings per acre. Multi-family development within the Subarea is confined to a narrow area along the north side of SR-522.

Commercial Development
A mix of commercial development is located along SR-522. This commercial activity is confined by topography to the street frontage itself, since a severe slope (greater than 15 percent) that comprises the southern end of Westhill rises immediately behind the commercial properties.

**Schools**

There are three schools within the Subarea: Bothell High School, located on 92nd Avenue NE and NE 180th Street; Westhill Elementary School, located on 88th Avenue NE; and Sorenson Early Childhood Center, located immediately north of Westhill Elementary on 88th Avenue NE.

**Parks and Open Space**

Two neighborhood parks are located within the Subarea. Conifer View Park (1.5 acres) is located at the end of NE 195th Street and Tall Tree Park (1.0 acre) is located at 19630 89th Place NE. These neighborhood parks contain open areas, play structures, and a sport court. In addition, the Doug Allen Sportsfields (7.60 acres) are located at 19417 88th Avenue NE, adjacent to Westhill Elementary School. These fields are owned and operated by the City of Bothell, and consist of four junior soccer fields with one multi-purpose soccer/softball field. The Swedish Lutheran Pioneer Cemetery (0.6 acres) is located on NE 191st Street. This cemetery contains no recreational facilities, but has off-street parking and provides a quiet refuge from the surrounding urban development.

**Historic Properties**

The Magnolia Dairy Farm buildings and several single-family dwellings, and commercial structures are listed on the City's Historic Resources Inventory. In 1986 King County purchased the development rights for the historic Magnolia Dairy.

The Swedish Lutheran Pioneer Cemetery, located on the south side of NE 191st Street (south of 94th Place NE), is significant because it contains the graves of many important Bothell pioneers, some of whom came to Bothell prior to 1885.

**Sanitary Sewer and Water**

**Snohomish County**

The Snohomish County portion of the Subarea is located within the Alderwood Water and Wastewater District service area. The District provides the area with water and a portion of the area with sanitary sewer services.

**King County**

**Water**

The Northshore Utility District (NUD) serves much of the King County portion of the Subarea, including the west-central and southern portions within the City of Bothell, with water services. In general, NUD serves Bothell with water in the area on top of Westhill, while the City provides water service to the extreme east-central and southeast portions of the Subarea. In addition, the City of Seattle Tolt River Pipe Line runs through the southern portion of the Subarea. A NUD water storage tank is located in the 19000 Block of 88th Avenue NE.
Sanitary Sewer

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

Storm / Surface Water

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

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

Utilities

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

Transportation

Streets

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

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

Sidewalks/Walkways

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

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

**Transit Service**

Sound Transit and King County METRO provide bus service along SR 522. Community Transit provides transit service along 240th Street SE within the Snohomish County portion of the Subarea.
Westhill Subarea Plan
Elements

Land Use

Policies

Note: Many of the Land Use policies are depicted on Figure 34, Land Use Designations.

1. Maintain the predominantly single-family residential character of the Subarea while providing opportunities for commercial, office-professional and multi-family residential uses along SR-522.

2. The Magnolia Dairy Farm property is designated Agricultural to recognize its restricted use status under the terms of the 1986 King County purchase of development rights, consistent with the provisions of RCW 84.34 (AG in central portion of map).

Staff 11-19-14 - Staff is recommending approval of the Hughes Request where the Plan designation and Zoning classification would be changed from R 9,600 to R 7,200. In this instance it is not necessary to make any language changes because the Land Use Policy below applies to the single family residential areas of the subarea and already includes reference to the R 7,200 designation.

Essentially, this amendment is a ‘Map’ change.

PC 11/19/14 - For the Hughes Plan amendment Request, the Planning Commission adopts the Staff Findings, Analysis, Conclusions, and Recommendation as Planning Commission Findings, Conclusions and Recommendation.

Staff 03/04/15 - Regarding the Robert Hearst Plan amendment Request, Staff is recommending the retention of the current R 9,600 designation with an alternative being assigning an R 8,400 designation. Either action results in no change to the following policy because this is a map amendment similar to the Hughes Request discussed above. No Policy language amendment is necessary.

3. Land throughout most of the Subarea is appropriate for detached residential development at minimum lot sizes of 7,200, 8,400 or 9,600 square feet as described in Land Use Element Policy LU-P4 (R 7,200, R 8,400 and R 9,600 over most of the map).

Staff 10/15/14 - Staff is proposing removal of the requirement for ‘dense planting’ along the SR-522 street frontage. This area is being re-constructed consistent with the SR-522 Phase 2 roadway improvements (City limits to Hall Road) and Stage 2A has been completed. The approved roadway reflects more of an ‘urban’ appearance rather than the ‘rural’ appearance described below and includes bike lanes, curb, gutter, planter strip with street trees and landscaping and pedestrian sidewalks.

Another reason to remove the style of landscaping described below is the very shallow depth of available land immediately adjacent to the SR-522 ROW. The toe of the slope of Westhill and a number of existing buildings are located quite close to the ROW line. The type of landscaping described below
is similar to a Type II landscape screen which is a minimum of 10 feet in width which may require impacts to these existing properties. There is simply is insufficient space for a planting of this type.

4. Land along SR-522 is appropriate for Community Business, Office-Professional, and Multi-Family residential development at one dwelling unit per 2,800 square feet as described in Land Use Element LU-P4 (R 2,800, OP, CB in southern portion of map). Additional measures are warranted to ensure that any further development along SR-522 occurs in a manner which promotes city urban design and transportation goals and policies. These measures include the following, if practical:
   a. Driveways shall be a minimum of 300 feet apart and/or shared between adjacent properties in order to minimize congestion caused by vehicles entering or exiting traffic.
   b. Internal vehicle access shall be provided from property to property in such a manner as to allow a smooth flow of traffic across consecutive adjoining properties.
   c. Where possible, parking shall be located alongside or behind buildings, but not between buildings and SR-522.
   d. Dense plantings and other techniques such as berming shall be utilized along the street frontage to mitigate the visual impacts of development along SR-522.

5. Westhill Elementary School, Sorenson Early Childhood Center, and Bothell High School are designated Civic-Educational to recognize these existing uses (CE in north central and south central portions of map). The Westhill Sportsfields, Conifer View Park, and Tall Tree Park are designated Park to recognize these existing uses (P in north central portion of map).

6. Consistent with adopted Parks level of service guidelines, one or more additional parks may be appropriate to serve the Subarea (<P> on map). The park(s) may or may not be located within the Subarea. Natural open space within the Subarea should be preserved where possible (<OS> on map).

Actions

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

Natural Environment

Policies

1. Regulate development on hazardous slopes in accordance with the critical areas ordinance. Protect and preserve non-hazardous slopes in the subarea consistent with the Urban Design and Natural Environment Planning Area-wide Policies. These natural areas provide valuable erosion control, wildlife habitat, and visual relief from the built environment, and contribute to the character and identity of the Subarea

2. Protect and preserve the wetlands within the Subarea.
3. Support the continued restricted-use status of the Magnolia Dairy Farm for agricultural uses. Reference also Land Use Policies.

4. Promote the extension of sanitary sewers to unserved portions of the Subarea to better protect ground and surface water quality, particularly within the Swamp Creek Drainage Basin.

**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 Alderwood Water and Sewer District, the Northshore Utility District and the owners of unsewered property within the Subarea to encourage the extension of sewers.

**Housing**

**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 housing types ranging from detached residential at minimum lot sizes of 9,600 square feet to attached residential at one dwelling unit per 2,800 square feet 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.

**Parks and Recreation**

**Policies**

1. Pursue 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 within the Subarea.
2. Work with the Northshore School District to identify surplus property and pursue funding and/or matching grants to acquire active recreation areas or parks.

**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 park(s) and trail connections to serve the Subarea.

**Community Services**

**Policies**

1. Provide services within the neighborhood to support local needs, such as before and after school child day care, and the neighborhood use of schools as drop-in centers for various age and interest groups.

**Actions**

1. Continue discussions with the Northshore School District to promote the preceding policy.

**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.

**Actions**

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

**Urban Design**

**Policies**
Staff 10/15/14 - As previously identified in Land Use Element Policy 4, there was insufficient right-of-way to accommodate the type of landscaping described within this policy. It should be noted that the design plans do provide for extensive landscaping including street trees and plantings and the design includes pedestrian sidewalks along both sides of the roadway - it is just that there is not sufficient public right-of-way available to accommodate the landscape treatment identified below.

1. Develop a landscaping theme for frontage improvements along SR-522 utilizing measures including, but not limited to, street trees, clustered plantings, berming, wide planting areas and meandering sidewalks/walkways in order to soften the visual impact of buildings and parking lots within the commercial zoned areas.

2. Limit the height, size and intensity of signage along SR 522 to that minimally necessary to identify businesses.

3. Ensure that improvements to SR-522 enhance rather than degrade the area. Reference also Transportation Policies.

4. Ensure that commercial and multi-family development along SR-522 is transit-oriented. Reference also Transportation Policies.

5. Ensure that development is designed with a sensitivity to the steep slopes and wetlands which give character to the Subarea. Reference also Natural Environment Policies.

Actions

1. Develop regulations a landscaping theme to implement the Policies above.

Annexation

Staff 10/15/14 - With the completion of the annexation of all King County PAA areas, the following policy and actions may be deleted.

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

Policies

1. In accordance with policies stated in the Annexation Element, the City shall pursue annexation of unincorporated areas within the Subarea.

Actions

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

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

**Transportation Policies**

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

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

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

   - Freeway / Limited Access Highway
     - None
   - Principal Arterial
     - SR-522
   - Collectors
     - NE 180th Street
     - 88th Avenue NE and 7th Avenue SE
     - NE 191st Street
     - 92nd Avenue NE
     - 240th Street SE
     - Proposed NE 203rd Street connecting 88th Avenue NE and SR 527

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

   - Separated Route (Shared Use Path)
     - Burke - Gilman Trail
   - Striped and/or Signed Route (Bicycle Lane or Shared Roadway)
     - 88th Avenue NE
     - NE 180th Street
     - 91st / 92nd Avenue NE
     - NE 191st Street
     - 240th Street SE

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

5. Pedestrian and/or bicycle amenities that are safe and accessible shall be included as components of all new or renovated arterials or collectors within the Subarea.
6. Pedestrian path easements shall be required of developers of subdivisions to provide a convenient and direct pedestrian connection to employment, stores, schools, bus stops, parks, and community service centers.

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

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

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

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

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

12. Promote traffic and pedestrian safety.

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

### Actions

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

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

2. Continue to update and implement the recommendations of the Westhill Traffic Study completed in 1993, and incorporated in this plan as an Appendix to the Transportation Element which address the Transportation Policies and Actions listed in this Subarea Plan. One concern expressed in the Westhill Traffic study regarded the preservation of mature coniferous trees on the south side of NE
3.2. Investigate and, if feasible, provide continuous sidewalks on 88th Avenue NE/7th Avenue SE.

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

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

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

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

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

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

79. Work with the City of Kenmore to pursue traffic calming measures to promote safety including speed reduction.

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

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

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

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

**Capital Facilities**

Capital facilities projects to implement subarea and city-wide policies (other than parks and recreation and transportation projects, discussed separately above) are selected by the City Council for inclusion in the Bothell Capital Facilities Plan (CFP), which establishes types and amounts of funding and schedules projects for design and construction.
The City of Bothell delivers this data (map) in as-is condition. GIS data (maps) are produced by the City of Bothell for internal purposes. No representation or guarantee is made concerning its accuracy, currency, or completeness of the information provided.

Imagine Bothell...Comprehensive Plan
2015 Periodic Update

Westhill Subarea
Figure 1
Physical Geography
Imagine Bothell...Comprehensive Plan
2015 Periodic Update

Westhill Subarea
Figure 2
Aerial Photo - April 2012
Requested Designation: R 7,200
Staff Recommendation: R 9,600

Imagine Bothell Comprehensive Plan
2015 Periodic Update

Westhill Subarea Draft Requests

Figure 3
Land Use Designations
2015 Periodic Update to the Imagine Bothell... Comprehensive Plan Property Owner Request

Staff Findings, Analysis and Recommendation

Subarea: Westhill Subarea Plan
Property Owner: Hearst Comprehensive Plan amendment Request
Location: No address - See Vicinity Map below
Parcel numbers: 0726059412
Property area: 1.1 acres
Applicant’s request: Change the Plan designation and zoning classification from R 9,600 (Detached Single Family residential 9,600 sq. ft. minimum lot size) to R 7,200 (Detached Single Family residential 9,600 sq. ft. minimum lot size).

Staff Recommendation: Retain existing Plan designation of R 9,600
Current Designation:  R 9,600 (Detached Single Family residential 9,600 sq. ft. minimum lot size)

Slope Gradients:  None - 2 to 3 percent gradient toward the east.

Landslides:  No known landslides are documented for this property.

Requested Designation:

"My request is to redesignate and rezone the property to R7,200. I feel that this is a reasonable request for the following reasons.

- My property is located in a small “island” of R9,600 zoning and is surrounded by R8,400 to the north and east and R7,200 to the south and west (see enclosed map). The area to the south and west of the site was annexed into the City of Bothell in February of 2013 and was assigned the R7,200 designation at that time.
- This small area contains just 9 total parcels and roughly 3.6 acres of land.
- The geometry of the property makes subdividing into 9,600 sf lots challenging and redesignating would allow for smaller lot sizes, giving more flexibility to lot layout.
- Rezoning this property (and possibly some or all of the other parcels in this R9,600 “island”) makes sense strictly to make the properties more in conformance with the surrounding designations, creating a more compatible adjacent use.
- The homes that would be built on R7,200 lots would be detached and would most likely be very similar in size to those built on the surrounding properties, eliminating the concern of adjacent incompatible uses.
- Several of the other parcels in the R9,600 “island” could be redeveloped if they were included in the redesignation, either as they are now or by combining with adjacent parcels."
Zoning Map Hearst Property - Staff Recommendation: No change

Surrounding Plan Designations / Zoning Classifications:
- North: R 9,600 / R 9,600
- South: R 9,600 / R 9,600
- East: R 8,400 / R 8,400
- West: R 7,200 / R 7,200

Surrounding land uses:
- North: Existing Single Family residential R 9,600
- South: Existing Single Family residential R 9,600
- East: Existing Single Family residential R 8,400
- West: Tolt River Pipeline ROW (55 feet in width) Existing Single Family residential R 7,200

Capacity Analysis:
Current designation of R 9,600: 4 lots - 12 persons
Proposed designation of R 7,200: 5 lots - 15 persons
Alternative designation of R 8,400: 4 lots - 12 persons
Comprehensive Plan analysis
Land Use Element

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

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

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

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

Land Use Policy LU-P6 identifies:

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

Transportation Element
NE 180th Street is classified as a "Collector" under the City's Transportation Element. Please see Figure TR-2.

Westhill Subarea Land Use Policies
LU 3 Subarea Policy
Subarea Land Use Policy 3

"3. Land throughout most of the Subarea is appropriate for detached residential development at minimum lot sizes of 7,200, 8,400 or 9,600 square feet as described in Land Use Element Policy LU-P4 (R 7,200, R 8,400 and R 9,600 over most of the map)."

Staff Analysis:
There are nine existing single family residential lots immediately adjacent to the Hearst property - they are located on the north, south and east (the Tolr River Pipeline ROW located to the west). The lots range in area from 8,058 to 15,487 sq. ft. with an average lot area of 10,395 sq. ft. An R 9,600 (or the alternative recommendation of an R 8,400 designation) would be compatible with...
the surrounding lot areas and dimensions. An R 7,200 is equivalent to 69 percent of the average lot size of these existing lots. Further, the R 7,200 designation permits a lot width of 60 feet which is 10 to 20 feet narrower in width that the R 8,400 and R 9,600 required lot widths, respectively. Accordingly, staff does not believe an R 7,200 designation is appropriate for the Hearst property.

Because the Hearst Request is surrounded by existing and established single family residential lots, for this request, the primary items the City should consider are:
1) Compatibility with existing and future land uses surrounding the property;
2) The location of the property; and
3) Compliance with the Goals and Policies of the Imagine Bothell... Comprehensive Plan.

The requestor has identified:
"Several of the other parcels in the R9,600 "island" could be redeveloped if they were included in the redesignation, either as they are now or by combining with adjacent parcels."

Staff’s analysis suggests that this contention is not very likely given the lot areas and relatively young age (less than 20 years) of the houses on the 8 parcels within the R 9,600 designated area. Only two properties, located at 17909 90th PL NE (15,487 sq. ft. - house constructed in 1992), and 8809 NE 180th Street (15,625 sq. ft. house constructed in 2002) have sufficient land area to subdivide even at an R 7,200 designation. Further, the location of these existing houses on their respective lots almost necessitates demolishing the house to accommodate an additional lot. This would not appear to be an economically viable option given the young age and good condition of these houses.

Finally, the requestor states:
"Rezoning this property (and possibly some or all of the other parcels in this R9,600 "island") makes sense strictly to make the properties more in conformance with the surrounding designations, creating a more compatible adjacent use."

Mr. Hearst is correct that the R 9,600 designated lands appear to be an ‘island’ amongst different land use designations. However, the Hearst parcel is more oriented to the R 9,600 designated lands to the north (this is the area through which the Hearst property obtains its access) than it is to the R 7,200 lands to the west. The Hearst property is separated from the R 7,200 lands to the west by the 55-foot wide Tolt River Pipeline right-of-way plus another 35 feet of Puget Power and Energy overhead power line easement which makes for a total separation of 90 feet. Finally, there are no access or potential access points to the lands designated R 7,200.

Accordingly, the most direct association of the Hearst property is to the north or lands currently designated R 9,600.
Reasonable Alternatives:
Assign an R 8,400 designation.

Conclusion
The R 9,600 and R 8,400 Plan designations would most closely match the adjacent existing single family residential lands to the north and east. Further, these designations comply with the compatibility policies of the Imagine Bothell... Comprehensive Plan and the implementing regulations of the Bothell Municipal Code.

Staff Recommendation
Staff recommends retaining the current R 9,600 Plan designation and zoning classification or, as an alternative, an R 8,400 Plan designation. Staff believes either of these plan designations are the most logical and appropriate designation for the Hearst property and are the most compatible designations with the adjacent single family residential lands.
Re: Comprehensive Plan Amendment Request for Parcel 07269412

Dear Bruce:

I am writing to you today to request a Comprehensive Plan Amendment and rezone for my property located at roughly 8900 NE 180th St (there is no specific street address because the property is currently undeveloped) which is Tax Parcel 0726059412. The property is 1.16 acres (50,529 square feet) in size. The current City of Bothell Comp Plan Designation and zoning is R9,600 and there is a 40’ wide public right of way connecting the property to NE 180th St to the north, creating a viable public access to the property.

My request is to redesignate and rezone the property to R7,200. I feel that this is a reasonable request for the following reasons.

- My property is located in a small “island” of R9,600 zoning and is surrounded by R8,400 to the north and east and R7,200 to the south and west (see enclosed map). The area to the south and west of the site was annexed into the City of Bothell in February of 2013 and was assigned the R7,200 designation at that time.
- This small area contains just 9 total parcels and roughly 3.6 acres of land.
- The geometry of the property makes subdividing into 9,600 sf lots challenging and redesignating would allow for smaller lot sizes, giving more flexibility to lot layout.
- Rezoning this property (and possibly some or all of the other parcels in this R9,600 “island”) makes sense strictly to make the properties more in conformance with the surrounding designations, creating a more compatible adjacent use.
- The homes that would be built on R7,200 lots would be detached and would most likely be very similar in size to those built on the surrounding properties, eliminating the concern of adjacent incompatible uses.
- Several of the other parcels in the R9,600 “island” could be redeveloped if they were included in the redesignation, either as they are now or by combining with adjacent parcels.

I would welcome the opportunity to discuss this request with you in more detail. If you would like to schedule a time to meet or if you have any questions, please give me a call at 425.486.5400. I can also be reached via E-mail at porbob52@yahoo.com.

Sincerely,

Bob Hearst
Property Owner

Enclosure: Property Location Map
Hans Loechelt-Yoshioka
8809 NE 180th St
Bothell, WA 98011

Subject: Response to the special notice of upcoming meeting to discuss a Comprehensive Plan Amendment and Re-zone from Mr. Robert Hearst

Mr. Bruce Blackburn,

I am writing in response to the recent letter we received on the re-zoning of Mr. Robert Hearst’s property. We will be out of town during the meeting, so I am responding via this letter. I fully understand that the property belongs to Mr. Hearst’s and he has the right to develop it.

Currently the lots surrounding Mr. Hearst’s property appear to be zoned for R9,600 lot size. This lot size gives enough spacing between the houses to give the area a more open feeling. Having the ball field and farm nearby with these larger lots the area has an almost rural type feeling. Compared to the lots along NE 178 St just south of Mr. Hearst’s property. These lots are sized to R7,200, (the proposed re-zone size for Mr. Hearst’s property), which gives that area a crowded feeling and the “rural feeling” is lost along that street.

If Mr. Hearst’s property is re-zoned to R7,200 it would look like a crowded island surrounded by these larger lots. It would give the area an unbalanced appearance. Something would be lost in the neighborhood. The access into the property is narrow. The area would be very crowded with 5 houses instead of four. Parking on the lot would be reduced with 5 houses, and cars would have to spill over onto 180th St for additional parking. Cars already park along 180th St, with additional cars along the street it will affect traffic flow and make the area look like a parking lot. The rural appearance would be lost.

What happens to the large trees on the property? They break up the skyline and give character to the neighborhood. Although they are only cottonwoods, they are used by numerous birds. I often have seen crows, eagles, hawks and even owls sitting in the branches. It would be very sad to see these trees removed for the development.

Please consider retaining the lot size at R9,600. Thank you.

Sincerely,

Hans Loechelt-Yoshioka, Home Owner
Dear Bruce,

This e-mail provides my comments on the proposed residential rezoning of the "Hearst Property" from R9600 to R7200.

The reduction in square from 9600 to 7200 sq. ft. is quite substantial (2,400 sq. ft.) which is the normal footprint of a standard house which we now are losing in green space with this proposal. This would detract from the current property values as the lots would be more fully covered with a house/ driveways. The loss of extra yard space could lead to water drainage problems with standing water due to limited permeable ground area.

My house at 8833 NE 180 TH Street has three small children living at that location (one with autism) such that dealing with autos via the access road (99 TH Place NE) could cause difficulties if the traffic is increased from 3 to potentially 5 lots. More lots means more daily trips to and from the access road to the lots.

As the Hearst Property is at the 1.1 acre area then this translates into 50,600 sq. ft., reducing this by 20% leaves 40,480 sq. ft. for development. This would mean that it could accommodate 4 lots at R9600 and 5.5 lots at R7200. Due to the irregular plan it would perhaps fit better 3 lots at the minimum R9600 sq. ft. level.

The property has many large cottonwood trees on the site and along the north edge of the property lines (some on the property line), these need to all be removed so they later do not fall on the newly installed properties.

I will not be able to attend the public meeting on Wednesday March 4 Th 2015, but please provide my comments to the hearing, such that I wish the "Hearst Property" to remain zoned R9600.

Thanking you.

Sincerely Gordon F Ellis