Maywood / Beckstrom Hill Subarea Plan

Summary

The plan for the Maywood / Beckstrom Hill Subarea reinforces the established single-family character of the Subarea while providing for higher residential densities close to the downtown Bothell and Canyon Park activity centers; emphasizes protection of the Subarea’s environmentally sensitive areas; and promotes capital facility improvements to enhance the Subarea. 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 the wetland system and adjacent steep slopes in the northwest corner of the Subarea, and development of a trail skirting this area which would link Lake Pleasant and the Canyon Park retail/services area;
- Protection of the steep, heavily-treed slopes in the northeast corner of the Subarea;
- Continued development of the majority of the unconstrained property within the Subarea at detached residential at minimum lot sizes of 8,400 square feet and 9,600 square feet; and
- Promotion of transit, pedestrian and bicycle travel throughout the Subarea.

Subarea Profile

Location

The Maywood / Beckstrom Hill Subarea is located in both the King and Snohomish County portions of the Bothell Planning Area and comprises the majority of the north-south oriented hill between the North Creek and Horse Creek valleys.

The Maywood / Beckstrom Hill Subarea adjoins five other Subareas, including Canyon Park, Fitzgerald / 35th SE, North Creek / 195th, Downtown, and Country Village / Lake Pleasant / 527 Corridor Subareas (see Figure 1). The Subarea comprises 898 acres, or 1.421 square miles.

Physical Geography
The Maywood / Beckstrom Hill Subarea (see Figures 2 and 3) comprises primarily the upland portions of a hill which extends from the Sammamish River in downtown Bothell north to North Creek near the I-405 / SR 527 interchange. The Horse Creek Valley defines the west side of the hill, draining south out of Lake Pleasant. From the lake, it outfalls into a predominantly open channel for approximately one mile before making its last leg of the journey in a 36-inch pipe and discharging into the Sammamish River. The North Creek Valley defines the east side of the hill. The Subarea drains into either Horse Creek or North Creek, which flows south directly into the Sammamish River. There is one significant drainage basin within the Subarea itself, originating in wetlands along 19th Avenue SE north of the county line. Stormwater runoff collects in three lakes (glacial drumlins), located east of and maintained by the Green Acres Mobile Home Park. The lakes are the source of the south fork of Perry Creek, which flows north, crossing under 19th Avenue and I-405 at 228th Street and eventually outfalling into North Creek. All streams/drainage courses within the Subarea are not known to be salmon bearing.

Overall the topography of the Subarea is steep along the east and west boundaries and moderate in the interior, except for a few small ravines. The highest point in the Subarea is at about 370 feet elevation, and is located near 104th Avenue NE and the county line. The lowest point is at about 80 feet elevation, and is located near 100th Avenue NE and NE 186th Street.

**Built Environment**

*Residential Development*

*Figure 3* is an aerial photo depicting land uses in the Subarea.

Some of Bothell's oldest homes, dating back to the early 1900's, may be found in the Subarea. The majority of the single family dwellings are found in subdivisions constructed since the late 1950's and early 1960's. Some large-lot single family development exists in the northwest portion of the Subarea along 15th Avenue SE. This area is sewered, and there are no topographic constraints against extensions of nearby sewers to completely serve this area.

*Commercial Development*

Other than numerous home occupations, the Subarea does not contain commercial development.

*Schools*

The Maywood / Beckstrom Hill Subarea contains two public schools and two private schools. Public schools include Maywood Hills Elementary School, at 19510 104th Avenue NE, and Canyon Park Junior High School, at 23723 23rd Avenue SE. Private schools include Heritage Christian School, at 19527 104th Avenue NE, and St. Brendan's School, at 10049 NE 195th Street. The Subarea also contains a number of pre-schools and day care facilities.

*Parks and Open Space*

There are three developed City parks in the area: Royal Oaks park, located at 106th Avenue NE and 204th Street NE, William Penn Park, located at 19901 100th Avenue NE, and Stipek Park located at 242 Street SE and 19th Avenue SE. Royal Oaks, classified as a neighborhood park, is 2.25 acres and has a small play area and a hard surface play court. Stipek Park, also a neighborhood park, is 3.6 acres and
has a playground and a hard surface play court. William Penn Park, another neighborhood park, is 2.70 acres and has play equipment, a grass sports field and a hard surface sports court.

Two significant open space corridors exist within the Subarea. These include the wetlands extending north from Lake Pleasant to the Canyon Park Place shopping center, and the drainage system (comprising ponds, a stream and wetlands) which extends north from about 242nd Street SE along the west side of 19th Avenue SE.

**Other Development**

The Maywood / Beckstrom Hill Subarea contains churches which serve a variety of religious denominations.

**Sanitary Sewer and Water**

The City of Bothell provides water to the portion of the Subarea within King County and a small portion within Snohomish County. The City maintains a one million gallon water tank in Royal Oaks Park, and a 500,000 gallon tank in William Penn Park.

The remainder of the Subarea in Snohomish County receives water from the Alderwood Water and Wastewater District.

The City of Bothell provides sanitary sewer service to the portion of the Subarea in King County plus a portion of Snohomish County. However, there are areas within the Subarea which do not have sewers.

Alderwood Water and Wastewater District provides sanitary sewer service to the subdivisions along 15th, 19th and 23rd Avenues SE.

**Storm / Surface Water**

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

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

**Utilities**

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

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

Streets

The road system reflects the topography of the Maywood / Beckstrom Hill Subarea. The major roads are three north-south streets —104th Avenue NE / 23rd Avenue SE, 100th Avenue NE / 19th Avenue SE, and 96th Avenue NE / 15th Avenue SE — and one east-west street – NE 190th Street. The steep slopes which define the east and west edges of the hill historically have precluded other east-west connections.

Sidewalks / Walkways

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

Bicycle Routes

There are striped and signed bicycle lanes on 104th Avenue NE from NE 195th Street to approximately 243rd Street SE. Elsewhere on major roads in the Subarea, there are striped paved shoulders of varying widths which could be used by cyclists, but none of these are signed for bicycle use.

There is also a shared used path along a portion of the west side of 19th Avenue SE for pedestrian and bicycle use.

Transit Service

Community Transit (CT) in Snohomish County provides transit service to the Subarea along NE 190th Street, 100th Avenue NE / 19th Avenue SE, NE 195th Street, 104th Avenue NE / 23rd Avenue SE and 232nd Street SE.
Maywood / Beckstrom Hill Subarea Plan Elements

Land Use Policies

Note: Many of the Land Use policies are depicted on Figure 4, Land Use Designations.

1. The Maywood / Beckstrom Hill Subarea should remain a predominantly single family area to preserve its present character. High density single family and/or multi-family uses are appropriate in designated areas at the north and south ends of the Subarea near the Canyon Park and downtown Bothell activity centers.

2. Land within the Subarea which is located west of 19th Avenue SE and north of the alignment of 232nd Street is appropriate for detached residential development at a minimum lot size of 5,400 square feet as described in Land Use Element Policy LU-P4 (R 5,400d in northwest corner of map). This designation would provide a transition between community business and higher density multiple family residential along 228th Street SE and lower density single family residential to the south, and promote affordable home ownership opportunities.

3. Land within the Subarea which is located west of 100th Avenue NE in approximately the 19300 – 19500 blocks is appropriate for detached residential development at a minimum lot size of 5,400 square feet as described in Land Use Element Policy LU-P4 (R 5,400d in southwest portion of map). This designation reflects existing development patterns and preserves development potential historically designated and zoned for this area under the jurisdiction of King County prior to annexation to Bothell.

4. The Green Acres Mobile Home Court is a neighborhood within a neighborhood, providing affordable housing and a variety of services to its residents. A Mobile Home Park designation is warranted to recognize and protect this land use (MHP in north central portion of map). Further development of the mobile home park within its present boundaries may be permitted in accordance with prior approvals obtained from Snohomish County and subject to availability of necessary utilities and compliance with critical area regulations and other development standards and mitigation requirements.

If in the future the owner of the property occupied by Green Acres desires to redevelop, the plan designation for this property should be revisited to determine the appropriate land use in the context of the overall single family residential character of the Maywood / Beckstrom Hill Subarea. Any proposal to redevelop the property should provide for relocation assistance to mobile home park residents living in the park at the time.

5. Attached or detached residential development is appropriate in the south end of the Subarea at one dwelling unit per 4,000 square feet as described in Land Use Element Policy LU-P4 (R 4,000 and R
2,800 in the southwest corner of the map). These designations reflect existing land uses and take into account the need for compatibility with nearby single family development.

6. The Puget Power substation on NE 195th Street is designated Utility to recognize the existing use (U in southwest portion of map). Canyon Park Junior High and Maywood Elementary schools are designated Civic-Educational to recognize these existing uses (CE in northeast and southeast portions of map). Stipek, Penn and Royal Oaks parks are designated Park to recognize these existing uses (P in central portion of map).

7. Consistent with adopted parks level of service guidelines, an additional park 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, particularly wetlands systems, should be preserved where possible (<OS> on map).

8. The remainder of the land within the Subarea is appropriate for detached residential development at minimum lot sizes of 8,400 and 9,600 square feet as described in Land Use Element Policy LU-P4 (R 8,400 and R 9,600 on majority of map). This designation reflects the existing pattern and character of development in the majority of the Maywood / Beckstrom Hill Subarea.

**Actions**

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

**Natural Environment**

**Policies**

1. Protect and preserve the steep and heavily treed hillsides which comprise the east and west edges of the Subarea. These natural open spaces provide valuable erosion control, wildlife habitat, and visual relief from the built environment, and help define the character and identity of the Subarea.

2. Protect and preserve wetlands within the Subarea, particularly the wetland in the northwest portion of the Subarea which extends north from Lake Pleasant.

3. Promote the extension of sanitary sewers to developed but unserved portions of the Subarea to better protect ground and surface water quality.

**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 Alderwood Water and Wastewater District and the owners of developed but unsewered properties within the Subarea to explore alternative means by which sanitary sewers might be extended to their properties.

### 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 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

Parks and recreation projects to implement subarea and city-wide policies are identified and generally described in the Bothell Parks, Recreation and Open Space Action Program (PROSAP): from the PROSAP and other sources, the City Council selects projects for inclusion in the Bothell Capital Facilities Plan (CFP), which establishes types and amounts of funding and schedules projects for design and construction.

1. Pursue acquisition and development of a park site to serve the north end of the Subarea in accordance with the City's overall adopted level of service standard. It is recognized that such a park, while serving the Subarea, may or may not be located within the Subarea.

2. Explore the feasibility of installing a pedestrian/bicycle path along the valley floor between Lake Pleasant and the Canyon Park Place shopping center.

#### Actions
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. Support the utilization of schools in the Subarea for before- and after-school child day care and as community drop-in centers for older youth.

### 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

1. Provide information on historic preservation to owners of historic properties in the area between NE 186th and NE 190th Streets. Offer to hold neighborhood meetings to discuss the historic register nomination process for individual properties and historic districts.

## Urban Design

### Policies

1. Ensure that any improvements to area streets retain and preserve the Subarea’s residential character. With regard to future sidewalk/walkway projects, explore the feasibility of meandering sidewalks/walkways within a landscaped area, rather than locating such facilities immediately adjacent to the street.

2. Ensure that development along the east and west edges of the Subarea is designed with a sensitivity to the steep slopes and wetlands which pervade and give character to the Subarea.
**Actions**

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

**Annexation**

**Policies**

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

**Actions**

1. Canvass property owners in the remaining unincorporated island within the Subarea to determine support for annexation. Consider initiating annexation by the interlocal agreement, petition or island resolution methods.

**Utilities and Conservation**

**Policies**

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

**Actions**

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

**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:
<table>
<thead>
<tr>
<th>Freeway / Limited Access Highway</th>
<th>I-405</th>
</tr>
</thead>
<tbody>
<tr>
<td>Principal Arterial</td>
<td>None</td>
</tr>
<tr>
<td>Minor Arterial</td>
<td>None</td>
</tr>
<tr>
<td>Collectors</td>
<td>15th Avenue SE</td>
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<tr>
<td></td>
<td>100th Avenue NE / 19th Avenue SE</td>
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<tr>
<td></td>
<td>104th Avenue NE / 23rd Avenue SE</td>
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<tr>
<td></td>
<td>232nd Street SE</td>
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<tr>
<td></td>
<td>242nd Street SE between 15th and 19th Avenues SE</td>
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<tr>
<td></td>
<td>NE 190th Street</td>
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2. The following bicycle routes should be designated for the Subarea:

- **Separated Route (Shared Use Path)**: Lake Pleasant Valley trail (proposed bypass of SR 527), 15th Avenue SE, 242nd Street SE
- **Striped and/or Signed Route (Bicycle Lane or Shared Roadway)**: 100th Avenue NE / 19th Avenue SE, 104th Avenue NE / 23rd Avenue SE, 232nd Street SE, NE 190th Street

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

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

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

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

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

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. Pursue traffic calming and other measures to promote traffic and pedestrian safety.

11. In the design of subdivisions, provide for pedestrian connections to the sidewalk/walkway system along collector arterials.

**Actions**

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

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

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

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

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

**Capital Facilities**

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