Waynita / Simonds / Norway Hill Subarea Plan

Summary

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

- Preservation of critical areas within the Subarea;
- Provision of neighborhood parks to serve the Subarea;
- Retention of the single-family residential character of most of the Subarea;
- Development of bicycle lanes/trails that link this Subarea to a regional network of bicycle facilities;
- Provision of higher density residential development along the east side of and within 250 feet of 112th Avenue NE. The density designated is one dwelling unit per 5,400 square feet as described in Land Use Element LU-P4;
- Recognition of the Subarea as the southern gateway to the city, with the potential for specialized gateway design treatments;
- Protection of existing affordable housing opportunities including the mobile home parks within the Subarea;
- Continued acquisition of land along the Sammamish River to enhance this "greenway" corridor;
- Renovation of river and stream riparian areas, to improve water quality, protect wetlands and improve fisheries and wildlife resources; and
- Protection of wetland systems and steep, heavily treed slopes in the Subarea.
Subarea Profile

Location

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

The Waynita / Simonds / Norway Hill Subarea comprises approximately 1,085 acres (1.7 square miles).

Physical Geography

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

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

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

Built Environment

Residential Development

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

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

**Other Development**

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

**Schools**

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

**Parks, Open Space, and Trails**

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

**Historic Properties**

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

The Subarea also contains remnants of the historic Red Brick Road at Red Brick Road Park. Red Brick Road, constructed in 1914, was the first hard surface road between Seattle and Bothell, and a portion still exists near the southwest corner of SR-522 and Waynita Way. This site is on both the State and Local Historic Registers and is incorporated into Red Brick Road Park. Just across Waynita Way is a bridge, built in 1917, which was part of the old Lake Washington Boulevard system. The remnants of the Bridge are on the local Historic Register.
Sanitary Sewer

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

Water

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

Storm / Surface Water

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

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

Utilities

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

Transportation

Streets

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

Bicycle Routes

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

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

Transit Service

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

Land Use

Policies

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

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

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

3. The land along the north slope of Norway Hill is appropriate for detached residential development at a minimum lot size of 9,600 square feet as described in Land Use Element Policy LU-P4, (R 9,600 in north portion of map). This designation reflects the existing pattern of development in this area. Within this area, a Specialized Senior Housing Overlay (SSHO on map) is appropriate for land within approximately one-quarter mile walking distance of the Northshore Senior Center, as depicted on the Subarea land use map, in order to provide opportunities for development of specialized senior housing in close proximity to the variety of services offered by the Senior Center and to Downtown Bothell shopping, dining and entertainment opportunities.

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

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

   b. For the purposes of this policy, "specialized senior housing dwelling unit" shall mean a room or rooms located within a structure and designed, arranged, occupied or intended to be occupied by not more than one senior family or household (which may be one person) as living accommodations separate from other households, except that specialized senior housing dwelling units need not contain a food preparation area within the room or rooms.

   c. Design of specialized senior housing developments shall comply with Comprehensive Plan Urban Design Policies UD-P37, UD-P38, UD-P39 and UD-P40 and should incorporate architectural features reflective of the historical buildings within and near the SSHO.
All specialized senior housing buildings within the SSHO shall have pitched roofs with a minimum pitch of 4/12. Multiple-building developments and developments adjacent to other developments should vary design elements to distinguish one building from another and/or one development from another, so as to avoid a monotonous appearance.

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

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

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

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

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

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

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

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

ii. The area from the exterior property lines which describe the perimeter boundary of the development inward a minimum distance of 25 feet shall be a building, parking and a driveway setback, except for driveways which provide access directly from a public street. In order to preserve the character of the Eason Avenue neighborhood, access from Eason Avenue shall not be allowed.

The setback may be relaxed for parking and driveways only if it is determined, through the conditional use permit process, that equal protection from motor vehicle noise, light and glare can be achieved by other measures. In no case shall the setback for parking and driveways be relaxed to less than 15 feet.
Within the area between the buffer landscaping and the 25 foot setback, common walkways and decks and patios associated with individual units shall be permitted: the remainder of the setback shall be landscaped with lawn, shrubs and/or trees. Sports courts and other communal recreation facilities shall not be located within this area.

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

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

(b). Maximum building height of two stories;

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

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

(a). Maximum building coverage of 50 percent;

(b). Maximum building height of three stories.

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

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

(a). Buffer landscaping would not be required;

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

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

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

h. Sports courts and other communal recreation facilities shall be oriented away from single family residential development.
4. The land located at the southwest and southeast quadrants of the intersection of East Riverside Drive and Eason Avenue is appropriate for detached residential development at a minimum lot size of 5,400 square feet as described in Land Use Element Policy LU-P4, (R 5,400d, SSO in north portion of map). This designation reflects the desire to protect the identified historic structures and further complements the goals and policies of the Historic Preservation Element. Adaptive re-use may include uses not ordinarily allowed within an R 5,400d designation, such as but not limited to, bed and breakfast inns and small meeting rooms. Implementing regulations should provide for preservation of the detached residential development appearance of Eason Avenue when adaptive re-use is proposed.

Within this area, a Specialized Senior Housing Overlay (SSHO on map) is appropriate pursuant to all of the special policies and stipulations identified for the SSHO in Policy 3.

5. The land north of East Riverside Drive between the alignment of 101st and 108th Avenues is appropriate for office-professional development and/or attached or detached residential development at one dwelling unit per 2,800 square feet as described in Land Use Element Policy LU-P4 (R 2,800, OP in central portion of map). Development should reflect the scale and style of the historic housing south of Riverside Drive, to the maximum extent possible. View corridors towards and across the river should be preserved.

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

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

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

This designation would extend to a line running parallel to and 250 feet east of 112th Avenue NE. Development within this area shall incorporate the following features:

a. Coordination of design of all buildings;

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

c. Placement and design of residential and office/retail/service buildings in such a manner as to promote pedestrian travel from one building to another;
d. Location of parking behind or alongside buildings, but not between buildings and the street, if feasible;

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

f. Use of pedestrian-scale lighting;

g. Plazas or other open spaces to encourage interaction;

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

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

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

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

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

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

10. Land immediately east of 112th Avenue NE, north and south of the Tolt Pipeline, is appropriate for detached or attached residential development at one dwelling unit per 5,400 square feet as described in Land Use Element Policy LU-P4 (R 5,400a in east portion of map). Development within this area should be coordinated to complement development of land adjacent to the NE 160th interchange. Pedestrian and bicycle linkages should be provided between the two areas.

11. The existing condominiums on Juanita-Woodinville Way just north of NE 145th Street are designated detached or attached Residential, one dwelling unit per 2,800 square feet as described in Land Use Element Policy LU-P4 to recognize and provide for continuation of the existing use (R 2,800 in southeast portion of map).
12. The properties at the northwest corner of Juanita-Woodinville Way and NE 145th Street are collectively designated Neighborhood Business to recognize and provide for continuation of the existing uses (NB in southeast portion of map).

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

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

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

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

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

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

**Actions**

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

**Natural Environment**

**Policies**

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

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

3. Unique and/or significant wildlife habitat corridors connecting important habitat areas within the Subarea should be identified and protected.
4. Preserve in open space the wetlands systems in the Subarea through regulation, acquisition and/or education when and where opportunities arise.

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

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

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

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

**Actions**

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

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

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

4. Implement development regulations consistent with the subarea policies.

5. Re-establish riparian vegetation along the Sammamish River and feeder streams through bank rehabilitation, bioengineering techniques, and aquatic habitat enhancement projects. All projects with impacts on sensitive areas such as steep slopes, or on wetlands or streams should require monitoring for several years to determine long term impacts, and establish a record of proper mitigation techniques.

6. Maintain existing public access points to the Sammamish River and provide additional access points to ensure the use of this river as a trail corridor. Methods to establish scenic vistas to and from the river should be developed.

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

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

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 a range of housing types ranging from detached residential at minimum lot sizes of 40,000 square feet to attached residential at densities controlled by site and building design envelope within the Subarea.

Actions

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

Economic Development

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

Parks and Recreation

Policies

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

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

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

4. Preserve in open space the wetlands systems along the Sammamish River, through regulation, acquisition and/or education when and where opportunities arise.
5. Continue improvements and expansion of the community oriented trail and park system. The trail and park system shall include routes which connect to recreational areas and residential areas; provide access to public shoreline areas; incorporate views and other special features of scenic, historic or architectural interest; and provide access to and connect schools and activity centers.

Actions

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

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

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

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

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

Community Services

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

Historic Preservation

Policies

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

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

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

Actions
1. Provide information on historic preservation to owners of historic properties along Eason Avenue/Riverside Drive. Offer to hold meetings within these areas to discuss the historic register nomination process for individual properties and historic districts.

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

**Urban Design**

**Policies**

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

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

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

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

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

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

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

**Actions**

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

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

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

Policies

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

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

Actions

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

Utilities and Conservation

Policies

1. Future replacement towers for the transmission lines along the Tolt River Pipeline easement and expansion of the existing substation adjacent to Wayne Curve should be designed to minimize aesthetic impacts on the neighborhood.

Actions

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

Transportation

Policies

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

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

   Freeway / Limited Access    I-405
   Freeway / Limited Access    Highway
   Principal Arterial          None

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

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

<table>
<thead>
<tr>
<th>Separated Route (Shared Use Path)</th>
<th>Sammamish River Trail</th>
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<tbody>
<tr>
<td>Striped and/or Signed Route (Bicycle</td>
<td>East Riverside Drive</td>
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<tr>
<td>Lane or Shared Roadway</td>
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4. Bicycle routes should be signed to meet Shared Roadway standards until construction of Bicycle Lane standards are completed. The bicycle routes along Waynita Way NE and 100th Avenue NE and Simonds Road NE should connect with the Sammamish River Trail (via 68th Avenue NE for Simonds Road).

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

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

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

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

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

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

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

11. Promote traffic and pedestrian safety.

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

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

**Actions**

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

1. In order to implement Policy number 4 above, the City shall work with King County to ensure that commercial and multi-family development along the Juanita-Woodinville Way NE shall be designed to be transit-oriented. If the area annexes to Bothell, the City shall develop design standards and guidelines to ensure that any future development is transit-oriented.

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

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

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

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