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 12/10/14 -** This Subarea is one of the subareas proposed for a potential increase in population capacity to meet Bothell’s portion of the population targets promulgated by the Vision 2040 Plan as issued by the Puget Sound Regional Council (PSRC).

The area proposed to be revised covers and is adjacent to the County Village Shopping Center which is currently designated exclusively Community Business (CB). Staff is proposing to add a residential and office component to these lands by expanding the Red Barn Village Special District to include the entirety of the Country Village Shopping Center. However, instead of assigning the R 4,000 residential designation to the area, staff is proposing to apply an R-AC (Residential- Activity Center) because of its greater flexibility and ability to accommodate population capacity (residential dwelling unit count is based upon the size and housing product and not upon a maximum number of units per acre). Accompanying the R-AC designation would be a number of site and building design requirements and a maximum building height of 35 feet and a 30 foot buffer to ensure future development is consistent and compatible with surrounding properties.

Further, good planning practices would suggest that it is appropriate to ‘square-off’ this boundary by including five properties north of 240th Street SE and south of the Country Village shopping center that are currently designated R 9,600. Please see the proposed amended Figure 2 attached to this Subarea Plan.

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**Country Village / Lake Pleasant / Bothell-Everett Highway SR-527 Corridor Subarea Plan**

**Summary**

The plan for the Country Village / Lake Pleasant / 527 Corridor Subarea provides for a mix of commercial, office-professional, low-density multi-family and single family uses along the Bothell-Everett Highway, while protecting and preserving the extensive steep slopes and wetlands which exist in this area. The plan incorporates a number of proposed capital facility improvements and land-use measures which are intended to enhance the Subarea, provide needed services, and promote city-wide goals and objectives.
Planning Commission Recommendation

The plan envisions a pattern of high-quality development interspersed with substantial amounts of preserved open space along SR-527, providing a functional and aesthetic linkage between the Downtown and Canyon Park community activity centers of the City. Highlights of the plan include the following:

Staff 12/10/14 - A minor change to make the description of the type of residential uses planned for the Red Barn mixed-use village more general in nature because many different forms of residential development is permitted within this area.

- Development of a mixed-use village at the intersection of SR-527 and 240th Street SE having an integrated design and containing retail and services, townhouses and other residential development/or duplexes, public spaces, and landscaped medians near the intersection;
- Construction of sidewalks/walkways along SR-527 and 240th;
- Improvements to SR-527 to facilitate traffic flow, particularly in front of the Country Village retail center;
- Acquisition of land and development of a park site to serve the area;
- Preservation of a high quality wetland system and adjacent steep slopes;
- Provision for commercial development, office-professional uses, and residential development at a density of 6 to 10 units per acre in identified areas along SR-527 on land free of environmental constraints;

Staff 01/14/15 - This descriptor should be modified to match the actual dwelling unit per acre designations assigned to this area and to address the potential Jorgensen Property owner Comprehensive Plan request which proposes an R 5,400d designation along portions of 232nd Street SE.

- Provision for single family development at four to eight two to five dwelling units per acre along 232nd Street SE where inadequate access to SR-527 precludes higher densities;
- Provision for retail, services and/or multi-family at a density of 15 units per acre near the SR-527 / 228th Street intersection.

Staff 12/10/14 - The provision below was modified during a previous Plan amendment process in 2007 when the Red Barn Village was expanded. Staff speculates that this descriptor was simply missed.

- Provision for a transition in intensity of use on the Country Village and neighboring properties to ensure compatibility with the adjacent low-density single family neighborhood.
- Provision for general commercial uses east of SR-527, with design criteria applied to ensure that future development is attractive and minimizes potential for increasing congestion on SR-527.

Subarea Profile

Location

The Country Village / Lake Pleasant / 527 Corridor Subarea is located in both the King and Snohomish County portions of the Bothell Planning Area and connects the Downtown and Canyon Park.
Planning Commission Recommendation

retail/service/employment centers. The Subarea boundaries generally follow topographic features: on the north, the grade change south and west of the Canyon Park Place shopping center; on the east, the ridge and steep hillside which parallel SR-527; on the south, the narrow valley restriction north of the American Legion Hall; and on the west, another ridge and hillside north to about 240th, and then approximately 7th Avenue to 228th.

The Country Village / Lake Pleasant / Bothell-Everett Highway 527 Corridor Subarea adjoins five other Subareas, including the Canyon Park, Maywood / Beckstrom Hill, Downtown / 190th / Riverfront, Westhill, and Shelton View / Meridian / 3rd SE Subareas (see Figures 1 and 2).

The Subarea comprises almost 294 about 301 acres, or 0.465-47 square miles. The Subarea is entirely within the Bothell city limits.

Physical Geography

The Country Village / Lake Pleasant / Bothell-Everett Highway 527 Corridor Subarea comprises a valley and a portion of the eastern shoulder of the long, generally north-south oriented hill which extends from the vicinity of the Swamp Creek interchange of I-5 and I-405 south to the Sammamish River (see Figure 23).

The Subarea lies in three drainage basins. The northernmost portion drains to North Creek. The west side of the central portion contains the headwaters of Little Swamp Creek, which drains to Swamp Creek. The remainder of the Subarea contains the headwaters of and drains to Horse Creek. These creeks all eventually drain into the Sammamish River. The Subarea contains a small lake, Lake Pleasant, created by the excavation of a peat bog, and numerous wetlands.

The topography of the Subarea is varied. A steep-sided valley with extensive slopes of 35 percent or greater runs the length of the Subarea. Bothell-Everett Highway and Bothell Way NE SR-527 follows the valley floor north from the southern boundary of the Subarea (approximately 100 feet elevation) to about the King-Snohomish County line, where the road then climbs the hillside to a high point on the west side of the valley at Country Village (approximately 220 feet elevation). Bothell-Everett Highway SR-527 then descends the hill, meeting the northern outlet of the valley near 228th Street SE. The highest point in the entire Subarea is along the east side of the valley at about 236th Street, extended (about 280 feet elevation). The southern boundary of the Subarea, mentioned above, is the low point of the Subarea.

Built Environment

Residential Development

The Subarea contains a limited amount of residential development, including single family residences multi-family residential complexes, a recreational vehicle park, and the Friends of Youth group living facility.

Commercial Development

A number of commercial uses, varying greatly in type and intensity, occupy the Subarea. The commercial uses range from small retail shops, to service businesses to a large grocery store center.

Schools

There are no schools within the Subarea.
Parks and Open Space

There is one public park located within the Subarea. The park, acquired in 2004, covers approximately 4.7 acres and is located in the 20300 block of the Bothell-Everett Highway. The Park also contains wetlands, a portion of the headwaters of Horse Creek, and sloped areas. The presence of these critical areas may limit the type of activities which may be planned for this park. Critical areas, which exist in numerous locations within the Subarea, would be preserved as open space in accordance with the City's Critical Area Ordinance.

Sanitary Sewer and Water

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

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

Utilities

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

Transportation

Streets

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

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

The City has identified the following improvements in this Subarea:

- Interconnect the traffic signals on SR-527 between 240th Street SE and SR-524 with Intelligent Transportation System (ITS) technologies, including loop detectors, and video cameras.
Planning Commission Recommendation

- Widen SR-527 between 240th Street SE and 228th Street SE up to five lanes with possible landscaped medians, sidewalks and channelization improvements at Country Village [Note: In some locations where topographical and environmental constraints exist, roadway widening may be limited to four lanes.]; and
- Widen SR-527 between NE 191st Street/NE 190th Street and 240th Street SE up to five lanes with possible access or frontage improvements to adjacent properties [Note: In some locations where topographical and environmental constraints exist, roadway widening may be limited to four lanes].

Sidewalks/Walkways

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

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

Bicycle Routes

There are designated bicycle lanes on both sides of Bothell-Everett Highway and Bothell Way NE SR-527 just south of 228th Street SE.

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

Transit Service

Community Transit provides transit service to the Subarea along the Bothell-Everett highway SR-527 and 240th Street SE.
Accomplishments since initial Plan adoption

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

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

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

- The City developed sign regulations to protect the Subarea and City’s community character.

- Economic Development activity included the construction of new retail facilities in the northern portion of the Subarea.

- Acquired approximately 4.7 acres of open space in cooperation with the Haynes Family in the 203rd block of SR-527.

- Capital Improvements completed in the Subarea include:
  - Installed new traffic safety equipment on SR-527 including signage, guard rails, striping, etc.
  - Overlay of SR-527 with new pavement.
Land Use

Policies

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

1. Overall, appropriate land uses within the Subarea comprise a mix of single family, townhouse, multi-family, office-professional, community business and general commercial uses of moderate intensity, balancing the nature of SR-527 as a primary arterial against topographic limitations to future additional east-west access roads.

2. Land within this Subarea which is located near the intersection of Bothell-Everett Highway SR-527 and 228th Street SE within the Canyon Park community activity center is appropriate for community business, office-professional and/or residential dwellings at densities controlled by site and building envelope regulations subject to availability of necessary utilities and compliance with critical area regulations and other development standards and mitigation requirements (R-AC, OP, CB at north end of map). A detailed description of the desired character of development may be found in the Canyon Park Subarea Plan Policies. Buffering, to include but not be limited to such techniques as fences, walls and dense, fast-growing landscaping, should be installed to mitigate noise and visual impacts of these uses on the residential development to the west.

Staff 12/10/14 - The area which is the subject of this policy has been developed and the access limitations to SR-527 have been permanently addressed through the Bothell-Everett Highway capital improvement project which has made significant changes to the SR-527 channelization including changes that address the access issue described below.

Staff 01/14/15 - The Jorgensen Property Owner Request is located within the general area described below. Because the request is a map amendment no revision to the policy language is necessary. Another part of this amendment includes expanding the Country Village Subarea plan boundary to the west to include the entire Jorgensen parcel.

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

4. Land located east of the Bothell-Everett Highway SR-527 from Canyon Park Place shopping center south to approximately the 233rd Street, alignment, is appropriate for office professional, community business, and general commercial uses, subject to availability of necessary utilities and compliance
Planning Commission Recommendation

with critical areas regulations and other development standards and mitigation requirements (OP, CB, GC near north end of map). This designation reflects current zoning and the uses already constructed in this area, and would allow the types of uses which have been proposed for the portions of the property currently undeveloped.

6. The land located west of the Bothell-Everett Highway SR-527, comprising the Canyon Heights subdivision is appropriate for detached single family residential development at a minimum lot size of 5,400 square feet as described in Land Use Element LU-P4 (R 5,400d near north end of map). This designation reflects the density of the existing development.

Staff 12/10/14 - The need for special buffers and setbacks has proven to be difficult to administer and confusing for developers and residents. Applying what is essentially an overlay designation of four dwelling units per to the acre (the City has no Plan designation or zoning classification that is based on units per acre) over lands that are designated R 5,400a plus applying a 100-foot setback to areas located west of an imaginary extension of 7th Avenue SE may have been appropriate 20 years ago, but these requirements are simply too cumbersome and do not comply with the City’s more urban nature to be retained. Further, it should be recognized that this area hosts one of the City’s major arterials (SR-527) and has significant potential of providing mass transit services to residents within this area. What is appropriate is to continue to include a vegetated buffer that creates a dense screen to provide for significant visual and physical separation from the detached residential areas to the west. Staff is proposing to utilize what is becoming the City’s standard separation buffer which is 30 feet of dense vegetation (it has been placed between incompatible developments such as the dense senior housing within the SSHO and abutting single family residential areas).

PC 2/4/15 - The Planning Commission Concurs and further adds that the 30 foot wide vegetation screen along the west property line of the Safeway development should be the model for the implementing regulations.

7. The land located west of the Bothell-Everett Highway SR-527 between the Canyon Heights subdivision and approximately 700 feet south is appropriate for attached or detached residential development at one dwelling unit per 5,400 square feet as described in Land Use Element Policy LU-P4, and/or office-professional development, (R 5,400a, OP in central portion of map).

The portion of this area west of the alignment of 7th Avenue shall provide a transition to the low-density single family area to the west in accordance with the following:

a. A 30-100-foot wide buffer of undisturbed or planted native vegetation shall be maintained along the westernmost property line.

b. Between the eastern edge of the buffer and the alignment of 7th Avenue SE, residential development may occur at a density not to exceed four dwelling units per acre, subject to compliance with critical areas regulations and other requirements cited above.

8. The land located east of the Bothell-Everett Highway SR-527 from the 233rd Street SE block to about the 237th Street SE block is appropriate for office professional and/or general commercial development, subject to availability of necessary utilities and compliance with critical area regulations and other development standards and mitigation requirements (OP, GC in central portion of map). Special design measures are warranted to ensure that development of such uses occurs in a manner which promotes city urban design and transportation goals and policies. These measures include the following:
Planning Commission Recommendation

a. Driveways shall be a minimum of 300 feet apart, in order to minimize congestion caused by vehicles entering or leaving 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 without the need to access public or private rights-of-way.

c. Parking shall be located alongside buildings or behind buildings, but not between buildings and the Bothell-Everett Highway SR-527.

d. Dense plantings and other techniques such as berming shall be utilized along the street frontage to mitigate the visual impacts of general commercial development.

Staff 12/10/14 - The policy below describes the Country Village shopping center. Staff is proposing to incorporate the Country Village shopping area and five adjacent residential parcels into the Red Barn Special District but to assign an R-AC, OP, CB designation instead of the Red Barn District’s R 4,000, OP, CB. The intent is to increase the City’s population capacity to remove the current deficit of approximately 3,500 people (population) that resulted from the latest distribution from Snohomish County Tomorrow and the PRSC 2040 Vision Plan.

This location also is consistent with the City’s efforts to provide dwelling units in close proximity to shopping and transit service. To accomplish this action, it is necessary to delete Policy 9 below and modify Policy 10 which will become Policy 9.

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

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

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

Staff 12/10/14 - The approach that is being proposed by staff is to expand the Red Barn Village Special District to include the Country Village shopping center and five adjacent residential parcels into the Red Barn Special District. The difference is that Staff is proposing the City assign an R-AC, OP, CB designation instead of the Red Barn District’s R 4,000, OP, CB. The R-AC designation over this 32.5 gross acres which contains approximately 22.65 net acres will result in an increase of the Plan’s population capacity.

Snohomish County will be the agency which prepares the capacity analysis for this potential plan designation amendment, but at the minimum staff estimates that applying the R-AC Plan Designation to
this area would increase population capacity from 500 to 750 persons or more depending upon the reduction factors that are applied, such as critical areas, market factors, and the physical ability of the property to accommodate residential development.

It is important to note that the City needs in increase its residential capacity of the Imagine Bothell... Comprehensive Plan by approximately 3500 people to remove the Plan’s current population deficit that resulted from the latest population capacity figures from the Snohomish County Tomorrow process and the PRSC 2040 Vision Plan.

Further, the property owners of the County Village Shopping Center have identified that the current retail model for this site is not economically sustainable from a long-term (5 to 10 year) outlook, and that, absent some type of residential component to inject some needed population and capital into the property, the Country Village Shopping Center will have to make some as yet unknown changes.

Finally, this type of population capacity increase is consistent with the City’s efforts to provide residential dwelling units in close proximity to shopping and transit service.

To accomplish the above objectives, it is appropriate to delete Policy 9 above and modify Policy 10 below which will become Policy 9.

**Staff 12/10/14** - The concept proposed by staff is to split the Red Barn Village into two distinct areas: A ‘north’ area where the R-AC, OP, CB designation would be applied and a ‘South’ area where the existing R 4,000, OP, CB designation is currently applied.

To reflect the different landscape of this area staff is proposing to apply the Red Barn Village standards in a way that would include general standards that would apply to the entire area and special standards that would be applied exclusively to each area; North and South. The Standards Staff is proposing are taken primarily from the Red Barn Village Special District but also include standards from other R-AC areas and special areas.

**PC 1/14/15** - The Planning Commission concur.

910. The land around the intersection of the Bothell-Everett Highway SR-527 and 240th Street SE including lands that are north and south of the intersection area is appropriate for coordinated development as a mixed-use neighborhood village, named the Red Barn Village special district for the purposes of these policies and associated implementing regulations. Lands in the portion of the Red Barn Village Special District located north of 240th Street SE and west of SR-527 are designated R-AC, OP, CB, and all other lands within the special district are designated R 4,000, OP, CB and R-AC, CB subject to contain the following uses, densities and minimum design features (MU: R-AC, OP, CB and R 4,000, OP, CB in central portion of map) (see Figure 34):

For all lands within the Red Barn Village Special District:

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

ab. A minimum of 1200 square feet of leasable space for retail or service uses at each quadrant of the intersection of 240th Street SE and SR-527, which may or may not be constructed within buildings which also contain dwelling units;

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

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

de. Location of parking behind or alongside buildings, but not between buildings and the street, is strongly encouraged;

ef. Coordination of design of residential and commercial buildings within the village and between properties;

fg. Use of pedestrian-scale street, parking lot, and sidewalk lighting;

gh. Landscaped street medians and planter areas separating the sidewalk from the street;

hi. Driveways shall be consolidated to minimize the number of access points, and internal vehicle access shall be provided from property to property in such a manner as to allow a smooth flow of traffic across consecutive adjoining properties; and

The following design features shall apply to lands within the Red Barn Village designated as R 4,000, OP, CB:

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

bj. Installation of a minimum 100-foot building setback with a minimum 30-foot wide landscape buffer adjacent to detached residential areas utilizing, walls, berms, dense, fast growing landscaping, and noise-absorbing and sight-obscuring techniques to isolate adjacent detached residential areas from auditory and visual impacts (exact composition of the buffer to be determined in conjunction with development plan review). The area between the 30 foot landscape buffer and the 100-foot building setback may be used for parking lots, access drives, storm water facilities, and other improvements not involving above ground structures. Light fixtures installed within 100 feet of adjacent detached residential areas, the area between the 30-foot landscape buffer and the 100-foot building setback, including fixtures attached to any building, shall be of a pedestrian scale and shall be shielded to prevent glare into adjacent detached residential areas;

k. A transition of building mass and density from the greatest mass and density near the intersection to the least mass and density adjacent to the abutting single family development. Abutting the setback, buildings containing office professional or community business uses should be limited to one story in height. However, a second story may be added to buildings abutting the setback provided the second story is devoted exclusively to residential uses. Lands toward the southern portion of the mixed-use village shall orient buildings and structures containing retail uses toward SR-527 and away from adjacent detached residential areas;

l. Driveways shall be consolidated to minimize the number of access points, and internal vehicle access shall be provided from property to property in such a manner as to allow a smooth flow of traffic across consecutive adjoining properties; and

cm. A street connection known as the 243 Street SE (NE 203 Street) Connector identified within Country Village / Lake Pleasant / Bothell-Everett HighwaySR 527 Corridor Subarea Plan Transportation Policy 9 would traverse properties located within the southerly portion of the Red
Planning Commission Recommendation

Barn Village special district. It is intended that the 243 Street SE Connector be constructed by the private sector in conjunction with development of the properties through which the road would extend.

Staff 12/10/14 - the following special provisions would apply to the ‘northern’ portion (R-AC, OP, CB) of the Red Barn Village Special District and proposes to implement specific provisions that incorporate specific features.

Staff 1/14/15 - The Planning Commission briefly discussed a desire to somehow preserve the unique appearance of the Country Village Shopping Center which is best described as being an ‘eclectic’ collection of buildings. The primary issue with this type of approach is that many of the structures within the County Village Shopping Center were never intended to be long-duration buildings, they are not historic, they do not represent any particular architectural styles, and their shape, construction, and configuration make future re-use problematic. Staff would recommend that the City rely upon the special architectural provisions of the Red Barn Special District as outlined above with the proposed amendments (see “e” above) to ensure coordination within and between existing and new developments or as part of any re-development within this district.

PC 1/14/15 - The Planning Commission concurs.

The following design features shall apply to lands within the Red Barn Village special district designated as R-AC, CB:

a. Residential dwellings at densities controlled by site and building envelope regulations;
b. Buildings shall not exceed a maximum height of 35 feet;
c. The site design shall promote alternatives to driving via interconnected pathways from property to property;
d. Site development or re-development shall provide focuses for neighborhood activity. Examples of such features include enhanced pedestrian access, public plazas and courtyards, and neighborhood news kiosks;
e. Installation of a minimum 30-foot wide landscape buffer adjacent to detached residential areas utilizing, walls, berms, dense, fast growing landscaping, and noise-absorbing and sight-obscuring techniques to isolate adjacent detached residential areas from auditory and visual impacts (exact composition of the buffer to be determined in conjunction with development plan review). Light fixtures installed within 100 feet of adjacent detached residential areas shall be shielded to prevent glare into adjacent detached residential areas;

Staff 1/14/15 - As discussed above, the 100 foot building setback was appropriate when the Imagine Bothell... Comprehensive Plan was initially developed in 1992-1994, but the success of the 30 foot landscape buffer and the changed character of this area (originally lands to the west were designated R 40,000) reflects a much more ‘sub-urban and urban’ appearance, suggest that this 100 foot building setback is no longer necessary or appropriate. Staff recommends removing the 100 foot setback and use a 30 foot landscape buffer which has demonstrated to be an effective visual and auditory separation device between the Safeway retail development and lands to the west.

PC 1/14/15 - The Planning Commission concurs.

1011. The land east of the Bothell-Everett HighwaySR-527 from and including Lake Pleasant RV Park south to the alignment of 96th Avenue NE and west of Bothell Way ‘NESR-527 from the alignment of 243 ST SE south to the alignment of 96th Avenue NE is appropriate for attached or detached residential development at one dwelling unit per 5,400 square feet as described in Land Use Element LU-P4 and/or office professional development, (R 5,400a, OP in central and south portions of map).
Planning Commission Recommendation

The intensity of development at the Lake Pleasant RV Park is consistent with and appropriate under the office-professional and multi-family designations. Development in this corridor shall protect and preserve the extensive steep slopes and wetlands. A landscape buffer a minimum of 30 feet in width, to include but not be limited to fences, walls, berms and dense, fast-growing landscaping, should be installed to mitigate noise and visual impacts of these uses on abutting lower-density residential development.

A minimum 100-foot building setback shall be provided from adjacent detached residential areas. Lands located between the 30 foot landscape buffer and the 100 foot building setback may be used for parking lots, access drives, storm water facilities, and other improvements not involving structures. Abutting the setback, buildings containing office professional or community business uses shall be limited to one story in height. A second story may be added to those buildings abutting the setback provided the second story is devoted exclusively to residential uses.

1112. The land east of the alignment of 96th Avenue NE, is appropriate for attached or detached residential development at one dwelling unit per 2,800 square feet as described in Land Use Element LU-P4, and office professional development, (R 2,800, OP at south end of map).

Actions

1. Initiate rezoning of properties as warranted to implement the above policies.

2. Adopt design guidelines to ensure coordinated development of the neighborhood village in a manner which enhances the area and is compatible with nearby single family residential development.

Natural Environment

Policies

1. Protect and preserve the steep and heavily treed hillsides which extend the entire length of the Subarea. These natural open spaces provide valuable erosion control, potential 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 systems and adjoining wildlife habitats which cross into the adjoining Shelton View and Queensborough Subareas.

3. Promote the extension of sanitary sewers to un-served 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. Regulate development of properties containing critical areas in accordance with the Bothell Critical Areas Ordinance. Where regulations overlap with other programs in the City, the most protective shall apply. The City shall explore alternatives to regulation for preservation of wetlands in their entirety.
3. Work with residents of the Heron Hills neighborhood and other neighborhoods to verify the presence of herons in this vicinity and map their habitat area.

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

5. Work with Alderwood Water and Sewer District and the owners of un-sewered properties within the Subarea to encourage the extension of sewers.

Housing and Human Services

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 densities of 9,600 sq. ft. per lot to densities controlled by site and building envelope regulations, 2,000 sq. ft. per dwelling unit within portions of the Subarea outside the Canyon Park community activity center, and higher densities within that center.

Actions

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

Economic Development

Policies

1. Through implementation of the neighborhood village concept at the intersection of the Bothell-Everett Highway SR 527 and 240th, and of the office professional, community business and general commercial designations elsewhere in the Subarea, provide opportunities for businesses and services.

Actions

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

Parks, and Recreation and Open Space

Policies

Imagine Bothell... Comprehensive Plan
Country Village / Lake Pleasant / Bothell-Everett Highway Subarea Plan
2015 Periodic Plan and Code Update
Planning Commission Recommendation

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

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

3. Explore the feasibility of installing a pedestrian/bicycle path along the valley floor between Lake Pleasant and the Canyon Park Place shopping center. Reference the Transportation Policies and Actions.

Actions

1. Include in the Capital Facilities Element funding for acquisition and development of additional parks to serve the Subarea and to develop existing parkland acquired in 2004.

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

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.

Actions

1. Explore with property owners the feasibility of and support for designation of the area around 240th and the Bothell-Everett HighwaySR-527 as a Historic District.

2. Explore opportunities for developing the neighborhood village at 240th with a historic theme.

Urban Design

Policies
1. The neighborhood village at the Bothell-Everett Highway SR-527 and 240th should incorporate design features to provide a focus of neighborhood activity for the Subarea. A historic architectural theme may be appropriate for the village. Reference the Land Use and Historic Preservation Policies.

2. Ensure that improvements to the Bothell-Everett Highway and Bothell Way NESR-527 enhance rather than degrade the area. Reference the Transportation Policies.

3. Ensure that development is designed with sensitivity to the steep slopes and wetlands which pervade and give character to the Subarea.

4. Develop a landscaping theme for frontage improvements along the Bothell-Everett Highway and Bothell Way NESR-527 utilizing measures including but not limited to street trees, clustered plantings, berming, wide planting areas and meandering sidewalks/walkways in order to soften the visual impact of buildings and parking lots.

**Actions**

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

**Annexation**

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

**Utilities and Conservation**

**Policies**

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

**Actions**

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

**Transportation**

**Policies**
Planning Commission Recommendation

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

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

   Freeway / Limited Access Highway  None
   Principal Arterial  Bothell-Everett Highway  and  Bothell-Way NE (SR-527)
   Minor Arterial  None
   Collector  240th Street SE

2. The Bothell-Everett Highway (SR-527) should be improved in a manner which facilitates automobile, transit, bicycle and pedestrian travel while supporting the planned mix of residential, office-professional and commercial uses in the Subarea.

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

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

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

   Shared signed roadway  240th Street SE  Bothell-Everett Highway

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

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

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

6. Except in limited circumstances all new development will be required to install sidewalks. Sidewalks should be constructed of concrete for durability and to reduce long-term maintenance costs, and should be separated from the street by landscaping wherever possible. The presence of environmentally sensitive areas adjacent to the Bothell-Everett Highway and Bothell Way NE SR-527 may require alternate walkway surfaces to minimize impacts to these resources.
7. Due to the difficult topography within Bothell’s neighborhoods and the reality that a grid system within Bothell’s residential neighborhoods encourages cut-through traffic, it is the policy of the City of Bothell that the residential street pattern shall not emphasize a grid or connected network of streets that would promote neighborhood cut-through traffic, but should accommodate non-motorized connections and emergency and life safety access.

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

9. A future street located in the NE 204 ST / 244 ST SE block, (known as the NE 203 ST Connector) as illustrated in Figure TR-2, has been identified as an important transportation connector to link the Bothell-Everett Highway and Bothell Way NE (SR-527) with 88 AVE NE / 7 Ave SE. This NE 204 ST/244 ST SE connector street will provide for east-west travel between the Westhill and Country Village / Lake Pleasant / Bothell-Everett Highway/SR-527 Corridor Subareas. As such, this connector is not considered to promote neighborhood cut-through traffic as it specifically links adjacent neighborhoods. Efforts should be made to delay, for as long as practical, the removal or diminishment of the landscape and auditory buffer required under Land Use Element Policy 10.

**Actions**

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

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

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

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

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

5. Pursue measures to enhance traffic and pedestrian safety.

**Capital Facilities**

Capital facilities projects within the Subarea are incorporated in the Planning Area-wide Capital Facilities element of the Plan.
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Imagine Bothell...Comprehensive Plan
2015 Periodic Plan and Code Update

Country Village / Lake Pleasant / Bothell-Everett Highway Subarea
Figure 1
Physical Geography
Imagine Bothell...Comprehensive Plan
2015 Periodic Plan and Code Update

Country Village / Lake Pleasant / Bothell-Everett Highway Subarea
Figure 2
Aerial Photo - April 2012

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Imagine Bothell... Comprehensive Plan
2015 Periodic Plan and Code Update

Country Village / Lake Pleasant / Bothell-Everett Highway Subarea
Figure 3
Land Use Designations