Planning Commission Recommendation

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 reformating 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 reformating. The Plan will remain available as a paper document as well.

Staff 11/19/14 - Staff is proposing to change the Figures that are attached to each Subarea to both save GIS staff time and to create a more efficient and useful Comprehensive Plan. The proposal is to remove Figure 1 (Vicinity Map) and retain Figure 2 (Physical Geography) and Figure 3 (Aerial Photo). It was decided a vicinity map for each Subarea is unnecessary. Figure 4 (Land Use designations) will become Figure 3 and will be updated as needed to reflect any land use designation amendments.

Attached are revised Figures 1 through 3.

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

Westhill Subarea Plan

Summary

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

- Construction of sidewalks/walkways to fill gaps in the pedestrian system;

- Pursuit of parks and recreation opportunities within the Subarea consistent with the goals, policies and actions of the Bothell Parks, Recreation and Open Space Action Program;

- Preservation of critical areas throughout the Subarea;

- Provision for single family residential development at a density of four to six dwelling units per acre throughout much of the Subarea;
Planning Commission Recommendation

- Provision for commercial, office-professional, and multi-family residential development along SR-522 at densities of approximately 15 dwelling units per acre, on land free of environmental constraints;
- Support for the continued designation of the Magnolia Dairy Farm area for agricultural activities; and
- Provision of a bicycle route through the Subarea, along 88th Avenue NE and NE 180th Street, with access to the Burke-Gilman Trail / Sammamish River Trail.

Subarea Profile

Location

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

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

Physical Geography

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

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

Built Environment

Residential Development

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

Commercial Development
Planning Commission Recommendation

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

Schools

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

Parks and Open Space

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

Historic Properties

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

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

Sanitary Sewer and Water

Snohomish County

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

King County

Water

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

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

Storm / Surface Water

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

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

Utilities

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

Transportation

Streets

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

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

Sidewalks/Walkways

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

*Bicycle Routes*

There is a signed bike lane on the north side of NE 180th Street in the vicinity of the SR-522 intersection but not further west and adjacent to adjoining Bothell High School. Elsewhere on major roads in the Subarea, there are striped paved shoulders of varying widths which could be used by cyclists, but none are signed for bicycle use.

*Transit Service*

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

Land Use

Policies

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

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

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

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

Staff 10/15/14 - Staff is proposing removal of the requirement for 'dense planting' along the SR-522 street frontage. This area is being re-constructed consistent with the SR-522 Phase 2 roadway improvements (City limits to Hall Road) and Stage 2A has been completed. The approved roadway reflects more of an 'urban' appearance rather than the 'rural' appearance described below and includes bike lanes, curb, gutter, planter strip with street trees and landscaping and pedestrian sidewalks.
Another reason to remove the style of landscaping described below is the very shallow depth of available land immediately adjacent to the SR-522 ROW. The toe of the slope of Westhill and a number of existing buildings are located quite close to the ROW line. The type of landscaping described below is similar to a Type II landscape screen which is a minimum of 10 feet in width which may result in space impacts to these existing properties because there is simply insufficient space for a planting of this type.

PC 10/15/14 - The Planning Commission concurs.

4. Land along SR-522 is appropriate for Community Business, Office-Professional, and Multi-Family residential development at one dwelling unit per 2,800 square feet as described in Land Use Element LU-P4 (R 2,800, OP, CB in southern portion of map). Additional measures are warranted to ensure that any further development along SR-522 occurs in a manner which promotes city urban design and transportation goals and policies. These measures include the following, if practical:

a. Driveways shall be a minimum of 300 feet apart and/or shared between adjacent properties in order to minimize congestion caused by vehicles entering or exiting traffic.

b. Internal vehicle access shall be provided from property to property in such a manner as to allow a smooth flow of traffic across consecutive adjoining properties.

c. Where possible, parking shall be located alongside or behind buildings, but not between buildings and SR-522.

d. Dense plantings and other techniques such as berming shall be utilized along the street frontage to mitigate the visual impacts of development along SR-522.

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

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

Actions

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

Natural Environment

Policies

1. Regulate development on hazardous slopes in accordance with the critical areas ordinance. Protect and preserve non-hazardous slopes in the subarea consistent with the Urban Design and Natural Environment Planning Area-wide Policies. These natural areas provide valuable erosion control,
Planning Commission Recommendation

wildlife habitat, and visual relief from the built environment, and contribute to the character and identity of the Subarea

2. Protect and preserve the wetlands within the Subarea.

3. Support the continued restricted-use status of the Magnolia Dairy Farm for agricultural uses. Reference also Land Use Policies.

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

Actions

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

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

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

Housing and Human Services

Policies

1. Provide for a range of housing alternatives within the Subarea for persons of varying income and lifestyles. Reference is made to the land use policies above, which provide for housing types ranging from detached residential at minimum lot sizes of 9,600 square feet to attached residential at one dwelling unit per 2,800 square feet within the Subarea.

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

Actions

No specific Housing Actions have been identified for this Subarea. Refer to the Planning Area-wide Housing and Human Services 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, Recreation and Open Space Policies

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

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

Actions

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

1. Include in the Capital Facilities Plan funding for acquisition and development of park(s) and trail connections to serve the Subarea.

Community Services Policies

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

Actions

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

Historic Preservation Policies

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

Actions
Urban Design

Policies

Staff 10/15/14 - As previously identified in Land Use Element Policy 4, there was insufficient right-of-way to accommodate the type of landscaping described within this policy. It should be noted that the design plans for all improvements to SR-522 provide for extensive landscaping including street trees and other plantings and the design includes pedestrian sidewalks along both sides of the roadway - it is just that there is not sufficient public right-of-way available to accommodate the landscape treatment described below.

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

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

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

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

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

Actions

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

Annexation

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

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

Policies
Planning Commission Recommendation

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

Actions

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

Utilities and Conservation

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

Transportation

Policies

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

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

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

   Freeway / Limited Access Highway
   None

   Principal Arterial
   SR-522

   Collectors
   NE 180th Street
   88th Avenue NE and 7th Avenue SE
   NE 191st Street
   92nd Avenue NE
   240th Street SE
   Proposed NE 203rd Street
   connecting 88th Avenue NE / 7th Avenue SE and SR 527

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

   Separated Route (Shared Use Path)  Burke - Gilman Trail
4. Except in limited circumstances all new development will be required to install sidewalks. Sidewalks should be constructed of concrete for durability and to reduce long-term maintenance costs, and should be separated from the street by landscaping wherever possible.

5. Pedestrian and/or bicycle amenities that are safe and accessible shall be included as components of all new or renovated arterials or collectors within the Subarea.

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

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

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

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

**Staff 10/15/14** - As previously identified, policies 10, 11, and 12 below are most appropriately established as a City-wide policies and have been so reflected within the revised Transportation Element of the 2015 Periodic Plan and Code Update.

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

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

12. Promote traffic and pedestrian safety.

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

**Actions**

Transportation projects to implement subarea and city-wide policies are identified and generally described in the Bothell Transportation Improvement Plan (TIP): from the TIP and other sources, the
Planning Commission Recommendation

City Council selects projects for inclusion in the Bothell Capital Facilities Plan (CFP), which establishes types and amounts of funding and schedules projects for design and construction.

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

**Staff 10/15/14** - Staff recommends this obsolete Policy be deleted because referencing a traffic study that was completed in 1993 (21 years ago) and acknowledging implementation of one of the recommendations within that 21 year-old study should be considered either complete or obsolete.

**PC 10/15/14** - The Planning Commission concurs but acknowledges the contribution of the Westhill Traffic Study to resolving transportation issues within this subarea and would note that it may be time to update this Study.

2. Continue to update and implement the recommendations of the Westhill Traffic Study completed in 1993, and incorporated in this plan as an Appendix to the Transportation Element which address the Transportation Policies and Actions listed in this Subarea Plan. One concern expressed in the Westhill Traffic study regarded the preservation of mature coniferous trees on the south side of NE 190th Street. This issue has been implemented with the construction of sidewalks along the north side of NE 190th Street.

3. Investigate and, if feasible, provide continuous sidewalks on 88th Avenue NE/7th Avenue SE.

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

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

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

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

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

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

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

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

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

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

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

Capital Facilities

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

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

Westhill Subarea
Figure 2
Aerial Photo - April 2012