City of Bothell
2015 Periodic Plan and Code Update

City Council Adopted Document
July 7, 2015

Imagine Bothell… Comprehensive Plan

City of Bothell™

Bothell Vision Statement

WE, THE PEOPLE OF BOTHELL,

hereby set forth and pledge our commitment to achieve a common vision for the future of the Bothell community.

Our vision is drawn from scores of hopes and dreams offered by interested citizens responding to an open invitation from the City of Bothell to imagine our community in the future. From these hopes and dreams, rooted in a deep appreciation for Bothell's rich history and for its growth over time into a vibrant, diverse, multi-faceted city, emerge the central values which we as a community hold in common:

- We believe that the essence of a prosperous and vibrant city is found not in its structures but in the collective spirit of those who live and who work within the community. We hold that the built aspects of a community—its transportation network, utilities system, buildings and other facilities—should not be considered as ends in themselves, but as means for enhancing the quality of life and enriching the human spirit.
- We believe that certain controls on the choices of individual action are appropriate to ensure that the community's best interests are realized.
- We believe that human activities should be considered as one component of a complex system of relationships among living things and their environment and that we have an obligation to ourselves and to future generations to seek a mutually supportive balance within this system via responsible development and adherence to an ethos of sustainability that encourages economic growth and the delivery of city services.

OUR VISION FOR BOTHELL,

based on the above values, is of a community which:

1. Celebrates and respects its picturesque setting by achieving harmony between the built and natural environments;
2. Fosters the fulfillment of human potential through an assortment of employment, educational, recreational and cultural opportunities available to individuals and families of all ages, incomes and ethnic backgrounds;
3. Demonstrates a commitment to sustainability through the actions of residents, businesses and public institutions, by living and working in ways that meet the needs of the present without compromising the ability of future generations to meet their own needs;
4. Ensures the safety and security of community residents, employees and visitors through responsive police, fire and emergency medical aid services;
5. Demonstrates a commitment to the conservation of scarce natural resources through the actions of residents, businesses and public institutions;
6. Develops and maintains a transportation system which serves land use and conservation goals and offers a variety of motorized and non-motorized modes of travel, placing emphasis on each, so as to maximize individual choice;

7. Maintains strong residential neighborhoods through public investments in physical improvements intended to enhance neighborhood identity and through public policy decisions intended to protect neighborhoods from intrusion by incompatible uses;

8. Conveys an overall single family residential character while offering a range of housing types and prices to ensure an adequate choice of attractive living accommodations to persons desiring to reside in Bothell;

9. Provides commercial areas which offer multiple transportation modes including walking, bicycling and a variety of transit choices; are vibrant and inviting by design; and are located and sized so as to ensure adequate selection and availability of goods and services for all Bothell residents;

10. Provides an appealing business environment and thriving employment "hub" for residents of North King County and South Snohomish County, offering job opportunities which are generated by diverse, sustainable and environmentally sound economic activities; sufficient in number and concentrations to support employee-oriented transit, recreation and human services; and located in settings characterized by high quality design; thereby placing Bothell at a competitive advantage with its peer cities for attracting and retaining businesses, and generating economic value for the community;

11. Honors its past and provides a perspective for the future by preserving significant historic buildings and other links to the early years of the City;

12. Protects, preserves and enhances those features of the natural environment which are most sensitive to human activities;

13. Promotes protection of native wildlife habitats, recognizing that the human species is but one of many within the Bothell area;

14. Provides a diversity of active and passive recreation opportunities through recreation programs and a system of parks, open spaces and interlinking trails;

15. Possesses a range of affordable and physically accessible human services to assist individuals and families in need;

16. Ensures necessary utility services via public or private providers including clean water supply, electricity, telecommunications and data transmission, natural gas, storm water management, and disposal of wastewater and solid waste in a manner which is fiscally and environmentally responsible;

17. Continually strives to improve the quality and cost-effectiveness of municipal services, and extends those services through annexation at the request of residents of adjacent unincorporated areas;

18. Recognizes that each community's decisions affect other communities and that certain issues are most effectively addressed on a regional level, and therefore works closely with other public agencies at the city, county, state and federal levels to ensure that local and regional goals are achieved; and

19. Through realization of the preceding components of this vision statement, fosters a sense of belonging and pride in Bothell's unique and distinctive community; a feeling of well-being; and a commitment towards an ever-improving City in the future.

Land Use Element

Purpose and Relationship to GMA

In accordance with the Growth Management Act, the purposes of the Land Use element are as follows:

1. To designate a Bothell Planning Area, comprising land within the present City limits plus adjacent unincorporated land deemed appropriate for annexation at some point in the future (termed Potential Annexation Areas, or PAAs, within King County, and Municipal Urban Growth Areas, or MUGAs, within Snohomish County);

2. To inventory existing land uses and analyze forecasted growth against land capacity;

3. To identify types of land uses suitable for the Bothell Planning Area, define for each land use densities and intensities appropriate to the community, and allocate land within the Planning Area for each land use in a manner which ensures sufficient capacity to accommodate forecasted growth;

4. To provide for greenbelts and open space areas within and on the perimeter of the Planning Area; and;

5. To provide for the control of storm water runoff to mitigate or cleanse those discharges that pollute area streams, rivers, ponds, lakes and Puget Sound (this state requirement is addressed in the Capital Facilities element).

The Land Use element is a required element under the Growth Management Act.

VISION 2040 Regional Planning Statement

The *Imagine Bothell…* Comprehensive Plan provides a vision for how the City will grow and develop over the next 20 years. The Plan guides decision making to ensure that future goals can be met in a sustainable manner.

The Plan has been updated based on residential and employment targets that align with VISION 2040. In particular, the City's Regional Growth Center (RGC), located in Canyon Park, sees the addition of an R-AC (Residential - Activity Center) Plan designation that will permit mixed use development in the center and accommodate future population growth. Further planning for the RGC will occur in the near future, ensuring that the population growth is accommodated in a way that encourages pedestrian activity and includes open space, parks and other desirable features to ensure a vibrant, quality urban experience.
The Plan has been updated to align with changes in regional policies and state planning requirements since 2004. The Plan maintains the community's established vision and is based on updated information, including data and analysis from the East King County Housing Needs Assessment.

VISION 2040 policies are addressed throughout all elements of the Plan. The Natural Environment Element includes policies addressing regarding climate change, as well protection of the City's critical areas, air and water quality, and fish and wildlife habitat. The policies encourage low impact development techniques, as well as other innovative land use tools. The Housing and Human Services Element re-affirms the City's protection of existing mobile home parks as a valuable source of affordable housing and

implementing regulations allow for detached accessory dwelling units, as well as enhanced regulations for attached units.

The Plan continues the City's commitment to sustainability: policies address water quality and water conservation, greenhouse gas emissions and climate change. In addition, goals, policies and actions emphasize the City's role in enabling and supporting high quality transit services to meet the needs of future growth, along with policies to support transit-oriented development. An emphasis is placed on intergovernmental coordination in transportation planning.

Urban Growth Areas

The Growth Management Act requires counties planning under the Act to designate an urban growth area or areas "within which urban growth shall be encouraged and outside of which growth can only occur if is not urban in nature."

The Act provides, "Each city that is located in such a county shall be included within an urban growth area. An urban growth area may include more than a single city. An urban growth area may include territory that is located outside of a city only if such territory already is characterized by urban growth or is adjacent to territory already characterized by urban growth."

Urban growth areas, according to the Act, are to "include areas and densities sufficient to permit the urban growth that is projected to occur in the county for the succeeding 20-year period," based on population forecasts made for the county by the state Office of Financial Management (OFM).

In Snohomish County, Bothell is contained within the Southwest Snohomish County Urban Growth Area (SWUGA). The SWUGA contains eight cities (Bothell, Mill Creek, Lynnwood, Brier, Everett, Mukilteo, Edmonds, and Mountlake Terrace) and one town (Woodway), and the unincorporated area between and around those municipalities. Bothell's corporate boundaries are coterminous with those of the SWUGA at the King / Snohomish County line and along a small portion of the eastern boundary of the SWUGA. Most of the City's eastern boundary in Snohomish County is between 600 and 3,200 feet west of the eastern boundary of the SWUGA.

In King County, Bothell is part of a very large Urban Growth Area which contains all but five King County municipalities (Duvall, Carnation, Snoqualmie, North Bend and Enumclaw). Bothell's boundaries are coterminous with those of this large UGA at the King / Snohomish County line. The eastern boundary of the King County UGA follows the City of Woodinville's eastern boundary, and thus is much farther removed from Bothell than is the eastern boundary of the SWUGA. See **Figure LU-1.**

Bothell Planning Area

The Bothell Planning Area comprises land within the city limits plus adjacent unincorporated land logically served by Bothell at some point in the future via the process of annexation. Different terms for such land are utilized in King County and Snohomish County. In King County, land identified as appropriate for annexation is termed a Potential Annexation Area, or PAA. In Snohomish County, such land is termed a Municipal Urban Growth Area, or MUGA.

The original 1994 *Imagine Bothell…* Comprehensive Plan included a PAA which consisted of unincorporated King County territory to the west, southeast and east of the Bothell city limits. The Plan assigned land use designations throughout the PAA. In 1999 the PAA was reduced in size after the westernmost portion, between 80th and 84th Avenues NE, was included in the incorporation of Kenmore. Additional small annexations occurred between then and 2014, when all of the remaining land within the

PAA was annexed via nine separate annexations. These were accomplished through the city / county / fire district inter-local agreement method, in accordance with RCW 35A.14.480. Under that statute, the annexing city enters into an agreement with the affected county and fire district or districts to clearly spell out each jurisdiction's responsibilities concerning the transfer of services which occurs with annexation. Bothell has now annexed out to its Planning Area boundaries in King County.

In Snohomish County, a MUGA for Bothell was not established until 2003, and as of the 2004 update, the MUGA boundary between Bothell and Brier remained unresolved. The 2004 update expanded the Canyon Creek and Fitzgerald subarea plans to include that portion of the MUGA south of Maltby Road, between the existing city limits and the eastern SWUGA boundary. However, no other portions of the MUGA were incorporated in the 2004 update. One of the two areas comprising the MUGA in Snohomish County was annexed effective December, 2012. The remaining potential annexation area comprises 3,608 acres of unincorporated Snohomish County territory, wrapping around the Bothell city limits to the west, north and east. Two citizen efforts to annex this area in its entirety failed, in 2011 and 2012. It is likely that this area will annex incrementally, neighborhood by neighborhood, over the coming years, as property owners seek access to City services.

The City does not anticipate designating any additional potential annexation areas prior to the next Periodic Update, which would occur in 2023. The only circumstances under which this might be warranted would be if Snohomish County were to expand the Southwest County Urban Growth Area to the east, or if Brier, Lynnwood or Mill Creek were to desire to abandon portions of their designated potential annexation areas adjacent to Bothell's planning area. Additional information about the MUGA and potential future annexations can be found in the Annexation Element.

Acreages of the various areas described above are as follows:

Table LU-1: Planning Area acreage

County	Incorporated Bothell	Unincorporated			Total
		PAA	MUGA, in 2004 update	MUGA, in future update	
King	4669.1	NA	NA	NA	4669.1
Snohomish	4099.7	NA	722.9	2107.4	6930.0
Totals:	**8768.8**	**NA**	**722.9**	**2107.4**	**11,599.1**

The Bothell Planning Area is depicted in **Figure LU-2**.

Historical and Current Land Uses

Within the Bothell Planning Area, land form and features have historically dictated the geographic distribution of land uses (see also Natural Environment Element).

The Sammamish River provided the earliest, most convenient and most efficient transportation corridor to and through the area. The original land use in the area established by humans consisted of Indian encampments along the river. Similarly, when white settlement of the area began, most homesteads were built along the Sammamish, or its tributaries, Horse and North Creeks.

The first substantial industries to evolve in the area were logging and the milling of lumber. The Sammamish provided the only means to transport logs, shakes and other products to larger markets for sale. As population increased, so grew the need for locally-provided goods and services, and the Town of Bothell came into being along the shores of the river.

The Sammamish remained the primary transportation "facility" between Bothell and other communities until 1914, when a brick road connecting Bothell with Seattle was completed. This road generally followed the Sammamish River valley and the Lake Washington shoreline. Other roads were constructed soon after, again primarily following waterways. The most notable of these in Bothell were the Bothell-Everett Highway, generally following Horse Creek and North Creek, and Waynita Way, generally following the unnamed creek separating Norway and Finn Hills.

Houses and businesses sprang up along these routes, concentrating in downtown Bothell and at major intersections. Other roads were extended up the surrounding hills, and additional residential development ensued.

This general pattern of development continued until the 1960's, when Interstate 405 was constructed. The route selected for I-405 was not as topography-driven as were the routes of the historical arterials through the area. As a consequence, the locations of the freeway interchanges, combined with the ability of the freeway to transport many people long distances in a short time, created demand for commercial and industrial land uses where none had existed before. Moreover, two of the freeway interchanges within the Planning Area were immediately adjacent to large expanses of virtually flat, easily developable land in the North Creek Valley.

Due to the availability of reasonably-priced land closer to Seattle and to Bothell's relative isolation at the time, development of the land around the interchanges did not ensue immediately. By the early 1970's, however, development proposals were taking shape. In 1974, a proposal to develop a regional shopping center in the North Creek Valley in Bothell was approved by the City Council, but the Council's action was later overturned by the state Supreme Court.

In the late 1970's and early 1980's Bothell and Snohomish County updated their comprehensive plans to provide for the development of business parks in the North Creek Valley. The last two decades have seen residential, commercial and industrial development activity at a pace and magnitude unprecedented in Bothell's history. Most notable has been the development within the North Creek Valley, consisting of business parks, retail and services centers, and single and multi-family residential development in a variety of configurations.

Since approximately 1980, Bothell has evolved from a bedroom community, sending its workers to Seattle, Everett and Bellevue, to a regional employment center, while still maintaining a family-oriented residential character.

Following are descriptions of the various land uses within the Planning Area.

Vacant land

Vacant or undeveloped land is scattered throughout the Planning Area, and is commonly found where environmental constraints have prevented earlier development. With nearly all unconstrained land in the Planning Area developed or committed to development, however, land with wetlands, streams, slopes or other critical areas are rising in value to the point where development, even at lower yields, has become profitable. Another source of buildable land is under-developed land, typically consisting of a larger parcels of an acre or more containing one house.

Agriculture

Agriculture, once a prominent land use and source of employment in Bothell, has virtually disappeared from the area. There are a few “hobby farms” within the Planning Area, but nothing on a commercial scale.

Magnolia Dairy on Westhill has not functioned as a dairy for many years, but retains its appearance as a farm because King County purchased the development rights to the property in 1987. That contract did not require that agricultural uses be continued, but severely restricted development potential so as to ensure that the property remain almost entirely in open space.

Single family residential

Single-family residential development is by far the predominant land use within the Planning Area, comprising over one-fourth of total developed land. Within the Planning Area, single-family development (including mobile homes) is the primary use on the sides and tops of the seven hills which comprise Bothell (West Hill, Beckstrom Hill, Norway Hill, East Norway Hill, Finn Hill, Bloomberg Hill, and Nike Hill).

Multiple family residential

Multi-family development is found primarily in and around the Downtown and Canyon Park community activity centers as well as the North Creek and Canyon Park regional activity centers. However, individual multi-family projects may be found throughout the Planning Area. Multi-family development has occurred both on land designated solely for multiple family residences and on land where a mix of residential and commercial uses is desired: the total area in which multi-family is allowed comprises about one-tenth of the Planning Area. Multi-family densities range from eight to about 100 dwelling units per acre. Plan and Code amendments in 2002 eliminated residential density limits from the Downtown and Canyon Park community activity centers and the North Creek and Canyon Park regional activity centers, allowing up to an estimated ~~40~~ 100 units per acre when site and building design regulations are taken into account and are able to be maximized. Lower densities (due to lower building height limits) can be realized within the R-AC designated area around the I-405 / NE 160th St interchange. In addition, senior housing developments within multi-family zones and within the Specialized Senior Housing Overlay near the Northshore Senior Center are not subject to a density cap: the number of units attainable in such developments is controlled by site and building design regulations.

Retail and services

See also **Economic Development Element**. There are four types of retail and commercial services businesses in Bothell:

- Regional-serving businesses, providing goods and services to a geographic area larger than the Planning Area. These tend to consist of "big-box" retail outlets and businesses which sell high-cost items, such as automobiles, which have a market beyond the boundaries of the Planning Area. Regional-serving businesses in Bothell are located at high-visibility, high-traffic locations on SR 522 and SR 527 and near I-405.

- Community-serving businesses, providing shopping, dining, entertainment and personal and professional services for the entire Planning Area or large segments thereof. Most of these types of businesses in Bothell are co-located in multi-tenant developments, at the Thrasher's Corner (SR 527 and Filbert / Maltby Roads), Canyon Park (SR 527 and 228th Street SE) and Downtown (SR 527, SR 522, Beardslee Boulevard and Main Street) community activity centers and at the Safeway Center the intersection of SR 527 and 240th Street SE.

- Neighborhood-serving businesses, comprising small-scale retail and services businesses which meet the convenience shopping and services needs of the immediate surrounding residential area.

The Planning Area currently contains three neighborhood retail / services clusters of varying sizes. These are located at 228th Street and Meridian, NE 160th and I-405, and NE 145th Street and Juanita-Woodinville Way.

- Specialty themed retail and services, catering to a particular market by a combination of synergy among several like businesses and ambiance of the setting. Country Village, on SR 527 north of 240th Street SE, is such a specialty themed center, drawing shoppers from as far away as Canada.

Business parks / office / technology / light industrial

See also **Economic Development Element**. These uses comprise a wide variety of businesses, from small software developers to mid-size insurance firms to large international biotechnology companies. These organizations are located in the Canyon Park and North Creek regional activity centers, in four business parks plus a few stand-alone corporate campuses. The Downtown community activity center also is expected to attract some of these types of businesses in the coming years as redevelopment occurs.

Utilities, transit and government property

See also **Utilities and Capital Facilities elements.** Utilities, transit facilities and government property take up a small but significant portion of the Planning Area. Such uses include utility corridors or facilities (oil, natural gas and water pipelines and electrical transmission lines and substations), transit park-and-ride lots and service centers, federal facilities such as the FEMA center on Nike Hill and FDA office in the Canyon Park Business Park, state- and county-owned property, and City-owned property such as City Hall, the police station, the three fire stations, the Dawson Building property, and the City's Operations Center (OC).

Schools

See also **Capital Facilities Element.** The Bothell Planning Area contains public and private primary and secondary schools, a community college and a university. The Northshore School District provides public K-12 education: within the Planning Area, Northshore schools include eight elementary schools, three junior high schools, one high school, a special education center and an alternative high school. Private schools are operated by St. Brendan Parish, First Baptist Church (Heritage Christian School) and Cedar Park Assembly of God. Cascadia College and the University of Washington, Bothell share a campus at the south end of the North Creek Valley.

Parks

See also **Parks and Recreation and Capital Facilities elements.** Parks include areas designated for active play (whether fully developed or not) and areas of passive open space associated with the active areas. The City of Bothell is responsible for 18 parks, located around the City and ranging in size from less than 0.1 acre (Triangle Park) to 54 acres (Thrasher's Corner Park).

Quasi-public meeting places

Meeting places such as churches and fraternal lodges which are privately owned but serve a wide range of residents are considered quasi-public. These are geographically distributed throughout the City, in both residential and commercial areas.

Private open space

A number of residential and non-residential developments provide open space which remains privately owned and may or may not be publicly accessible. These may be in the form of open space tracts held in common ownership by a homeowner's association or trail areas such as those through the North Creek business parks which are privately maintained but open to the public.

Right of way

Right of way consists of land dedicated to modes of travel, inclusive of motor vehicle, bicycle and pedestrian travel. Right of way typically accommodates utilities as well. Right of way is often overlooked as a use by itself, but in Bothell – as in most jurisdictions - it comprises around a fifth of all land.

Land Use Plan Development

The proposed distribution of land use types, densities, and intensities resulted from a process which emphasized public involvement.

At the outset of the original comprehensive planning process in 1990, the Bothell City Council directed that the land use element be constructed "from the neighborhood up." In order to accomplish this, the Planning Area was divided into 13 subareas, each averaging about one square mile in area and containing an average population of about 2,150 (see **Figure LU-3**). Each subarea is the subject of its own plan, coordinated with the plans of adjacent subareas and consistent with overall city goals and policies, countywide planning policies, multi-county policies and the goals of the GMA.

The subarea planning process began in June, 1992, with a series of eight open houses held throughout the Planning Area designed to gather public opinion to provide initial direction for the development of draft subarea plans. These draft plans were presented at Planning Commission "Town Meetings" structured as informally as possible to encourage public comment. In some cases, the Planning Commission reached consensus on subarea land use issues in one evening. Other subareas required two or three separate Town Meetings to resolve land use issues.

From the subarea plan meetings emerged certain values and directions which are common to all subareas. These have been incorporated within this Land Use element as "framework" goals and policies to ensure Planning Area-wide consistency among subarea plans. This element also contains a land use allocation map integrating the individual land use allocation maps from each of the subarea plans.

The 2004 Plan Update followed the precepts of the original Plan development in encouraging public involvement at both the Planning Area-wide and neighborhood levels. Open houses and public hearings were held for the updates of the Planning Area-wide elements and subarea plans. An added feature in the 2004 Update, not available for the original Plan development, was the extensive use of the City's website to disseminate draft documents for public review.

The 2015 Periodic Plan and Code Amendment continued the 2004 Plan update's emphasis on utilizing the City's on-line resources to provide information and solicit input from the public.

Growth targets v. capacities

One of the key principles of the Growth Management Act is that jurisdictions must accommodate their fair share of the region's growth. The state Office of Financial Management (OFM) is responsible for projecting

each county's population growth over a 20-year period. Based upon these projections, the Act states, "the county and each city within the county shall include areas and densities sufficient to permit the urban growth that is projected to occur in the county or city for the succeeding twenty-year period, except for those urban growth areas contained totally within a national historical reserve."

King and Snohomish counties each sub-allocate the county-wide population projections they receive from OFM to their cities, unincorporated areas within UGAs, and unincorporated areas outside of UGAs (rural areas). Additionally, the counties generate and sub-allocate employment projections which are based on forecasts generated by the Puget Sound Regional Council (PSRC).

Each county's sub-allocation process incorporates input from its cities, in King County through the Growth Management Planning Council, and in Snohomish County through Snohomish County Tomorrow. The processes result in jurisdiction-specific population and employment targets: each jurisdiction is required to accommodate its targets in its comprehensive plan. In other words, each jurisdiction must designate adequate amounts of land at sufficient ranges of densities and intensities to ensure that the population and employment targets are realistically attainable. The total amount of population or employment a jurisdiction could conceivably accommodate, independent of time, is its capacity: capacity should not be less than the target, but it may be greater, to accommodate growth beyond the target year.

It should be noted that the Snohomish County countywide planning policies provide for a "reconciliation process" in the event new plans or plan amendments do not accommodate assigned population and/or employment targets. The King County countywide planning policies do not contain such a process.

The Growth Management Act (GMA) requires adjacent counties with populations of 450,000 or more to adopt multi-county planning policies (MPPs) in order to provide a common planning framework for urban areas throughout those counties. In 1995 the Puget Sound Regional Council (PSRC) adopted Vision 2020, which incorporated the four counties' initial MPPs under the GMA. In 2008 the PSRC adopted Vision 2040, an updated and detailed refinement of the earlier framework policies.

Vision 2040 presents a Regional Growth Strategy (RGS) which outlines how growth within the four-county region is to be distributed among seven "regional geographies": Metropolitan Cities, Core Cities, Larger Cities, Small Cities, Unincorporated Urban Growth Areas, Rural Areas, and Natural Resource Lands.

The RGS, states Vision 2040, "focuses the majority of the region's housing and employment growth into the Metropolitan Cities and Core Cities, which together comprise more than two dozen designated regional growth centers. The centers in these cities are intended to attract residents and businesses because of their proximity to services and jobs, a variety of housing types, access to regional amenities, high quality transit service, and other advantages."

Under the RGS, Bothell is a Core City. Bothell was assigned this regional geography in Vision 2040 by virtue of the fact that the Canyon Park area has been designated an Urban Center since Vision 2020 was adopted in 1995. One of the reasons the City Council sought this designation at the time is that, according to Vision 2020, Urban Centers were to receive higher priority than other urban areas in infrastructure funding. In return, Urban Centers were to be planned to accommodate more population and employment than other areas. Please note that Vision 2040 changed the term "Urban Center" to "Regional Growth Center".

For each of the counties, Vision 2040 assigns total population and employment targets by each of the regional geographies. In almost all cases, there are multiple cities having the same regional geography designation within a county. In other words, while a county may only have one or two Metropolitan Cities, it is likely to have several Core Cities, Larger Cities and Small Cities.

The possible consequences should a jurisdiction not meet its assigned growth targets include loss of eligibility for various state funding sources and potential appeal to the Growth Management Hearings Board.

Bothell's land use capacity for both population and employment is calculated as part of King and Snohomish County's Buildable Land Reports. The conclusion of those reports is shown in the table below, while the reports themselves are included as part of this element as Appendix LU-A-3 and LU-A-4 respectively.

Bothell's 2035 growth targets, and its population and employment capacity under 2014 Plan designations, break down as follows:

Population Targets versus Capacity

County (portion)	2014 OFM* Pop. Est.	2035 Pop. Target in additional persons	Current (2014) plus target population	Pop. Capacity (2014 Pop. + additional capacity)	Population Capacity Surplus (+) or Deficit (-)
King	24,610	6,495	31,105	35,263	+4,158
Snohomish	17,020	6,940	23,960	20,406	-3,544
Totals	41,630	13,435	55,065	55,669	See footnote

*Washington State Office of Financial Management

Footnote: A total population capacity is not given for both combined counties, since surplus in one county cannot be used to offset a deficit in another county. All numbers in the above table are stated in terms of population (persons).

Employment Targets Versus Capacity

County (portion)	Employment Target (2035) (additional jobs)	2035 Employment Capacity (surplus jobs [+] or deficit [-])
King	3,097	6,344 (+3,247)
Snohomish	4,960	5,500 (+540)

Footnote: Current employment figures are not shown due to the constantly changing nature of employment numbers.

The King County Buildable Lands Report for 2014 assumes a 2031 capacity target. In order to accommodate a 20 year planning period out to 2035, as required under VISION 2040, the City extrapolated predicted growth from 2006 through 2031 out to 2035. Doing so shows that the City still has adequate housing (population) and employment capacity in the King County portion of the City through 2035. The additional forecasted housing growth for the 2031 – 2035 period is 610 housing units, while the City has a housing capacity of 2,860 housing units. The additional forecasted employment growth for the 2031 - 2035 period is 771 employees, while the City has an employment capacity of 6,344 employees."

While the targets are shown in terms of population and employment, the King County Buildable Lands report also shows the targets in terms of housing units (3,000 net new units for the City and 810 within the PAA). Those targets were converted to population using a persons per households (PPH) factor, as determined by the State Office of Financial Management (OFM) and are shown in the report. The Snohomish County Buildable Lands Report utilizes population only, although initial housing targets are being developed.

In summary, under 2014 Plan designations, Bothell has a surplus capacity for both population and employment in the King County portion of the city and a surplus capacity for employment (jobs) in the Snohomish County portion of the city, but a deficit (shortfall) in population capacity of **3,554** persons within the Snohomish County portion of the city. The reason for the population capacity shortfall in the Snohomish

County portion of the City is relatively simple: because Bothell is a Core City in Snohomish County, its growth targets there are higher than in the King County portion, where it does not have the Core City designation. Thus, as part of the state-mandated 2015 Periodic Plan and Code Update, the City must provide adequate population capacity to accommodate at least the full amount of that deficit.

Accommodating the Population Capacity Shortfall in the Snohomish County Portion of Bothell

There are essentially only two ways that additional population capacity can be provided in any given area: providing for residential development in areas where none is currently planned for, or allowing higher residential densities in areas currently designated for residential development. The latter approach can be problematic, both from a practical as well as a political standpoint. Little vacant land exists within the city (at least not in amounts sufficient to accommodate the identified population capacity shortfall) and increasing permitted densities in areas already developed (say, from single to multi-family housing densities) is usually controversial, as it fundamentally changes the established character of the area.

Providing for residential development in areas where none is currently planned, however, is more practical and likely to better accepted within those areas, since the existing development is already at a greater intensity than typical residential uses. Fortunately, within the Snohomish County portion of Bothell, two opportunities exist where a residential land use designation could be added where none currently exists. These are the Canyon Park Business Center area and Country Village. The Canyon Park Business Center, which comprises the City's designated Regional Growth Center (RGC), contains 2014 Plan designations for commercial, business, retail and light industrial uses. The Country Village development is designated CB (Commercial Business) exclusively. Both of these areas then, could accommodate additional population through the application of a residential Plan designation. The Country Village designation would likely be implemented as part of an expanded Red Barn Village, in order to create a unified activity center in that area (Note: a third potential location, the FEMA property on Nike Hill, was considered but ruled out due to the fact that it is less likely to redevelop during the lifetime of 2035 growth targets allocations).

Because of existing surrounding land uses, and their locations on arterials, multi-family residential land use designations are appropriate in both locations. The potential population capacity of each location was therefore analyzed at various multi-family residential densities, as follows:

			Capacity differences compared with original capacity estimates based on current (2014) Plan designations	
	Additional population capacity	Additional employment capacity	Additional population capacity	Additional employment capacity
Canyon Park				
Current zoning (i.e. 2013 BLR results)	0	0		
1st set of 2035 re-developable parcels under R-AC designation	1,447	488		
2nd set of 2035 re-developable parcels under R-AC designation	3,051	265		
All 2035 re-developable parcels under R-AC	4,498	753	4,498	753
Expanded Red Barn Village				
Current zoning (i.e. 2013 BLR results)	25	509		
R4,000	333	411	308	-98
R2,800	534	411	509	-98
R-AC	1,173	807	1,148	298

The above table shows that the population capacity shortfall of 3,544 persons can be accommodated at Canyon Park (with all 2035 re-developable parcels designated R-AC). Implementing the two scenarios shown in the highlighted cells in the above table would also provide for a surplus of approximately 2,127 persons overall (4,498 + 1,173 = 5,671 persons additional capacity, or 2,127 over the growth target of 3,544 persons).

Implementation of the above scenarios would be accomplished within the Canyon Park and Country Village / Lake Pleasant / 527 Corridor Subarea Plans, since the actual Plan designations for land use reside within the Subarea Plans.

Transfer of Development Rights (TDR)

The following description of what TDR is and how it works is taken from the Cascade Land Conservancy's *A Resource Guide to Designing Transfer of Development Rights Programs for Washington State*, which was produced for the Washington State Department of Community, Trade, and Economic Development in 2009:

"TDR is a market-based land use tool for helping implement a jurisdiction's growth policies. A transfer of development rights program contains several elements. A community identifies areas that it wants to conserve, known as "sending areas." For conservation purposes, these can be privately owned farms, forestland, open space, or other types of property. Landowners in these sending areas may request certificates representing the land's development potential be issued from their county or city, which they can choose to sell. These certificates are purchased by developers who wish to increase the development potential of projects in "receiving areas." These areas are identified by the community as being better suited for locating additional growth, and are often located in urban cores or suburban cities. Receiving areas have the infrastructure capacity and services to meet the needs of increased growth.

By purchasing the development potential from a sending area, developers gain access to incentives for projects in receiving areas. In return for compensation from the sale of development potential, a sending site landowner places a conservation easement on the property that permanently prohibits development of the land. The landowner retains ownership of the land and may continue to use it for other purposes, such as forestry or agriculture.

A TDR program does not limit growth; rather, it allows communities to plan more effectively by directing that growth into areas most appropriate for it. In comprehensive plans and development regulations, communities can identify which areas are suitable to grow at higher intensities and how much additional development is desired.

From a policy point of view there are three key features of a TDR program:

• ***It is voluntary.*** In a TDR program transactions take place between willing buyers and sellers. If landowners in sending areas choose not to participate, they are entitled to develop as permitted by current zoning and development regulations. Likewise, in receiving areas, developers not participating in TDR are allowed to build to current zoning. To receive development incentives such as additional density or height, developers must purchase TDR credits.

• ***It is market-based.*** TDR programs create a marketplace that allows property owners to buy and sell development rights to one another. Individual property owners, developers, or other parties may freely negotiate prices for the purchase and sale of these rights.

• ***It is flexible.*** TDR programs can be designed to accommodate the needs of each community. Jurisdictions can customize the elements of the program to reflect their conservation and development objectives.

TDR in Washington State is permitted and codified through RCW 36.70A.090.

The incentive to the City for accepting increased development would be revenue from county Tax Increment Financing (TIF) payments (essentially the City would receive a portion of County taxes) as part of the Landscape Conservation and Local Infrastructure Program (LCLIP: adopted via Washington State ESSB 5253). The goal of LCLIP is to preserve rural farm and forest lands by transferring future development from rural areas into growth areas. The City would be required to use these funds to make investments in public infrastructure in the City's designated Revenue Development Areas (RDA). RDAs can be set to include up to 25 percent of the city limits.

Development rights would be transferred via TDR "credits". A TDR credit can be thought of as a tradable commodity representing one certified development right (for example, one single-family dwelling unit, or one multi-family dwelling unit). The number of TDR credits is limited: within the three LCLIP eligible counties (King, Pierce, and Snohomish counties) there are a total of 18,576. Of these, the City of Bothell has a total allocated share of 365 TDR credits as determined by the Puget Sound Regional Council growth targets.

Bothell can choose to accept between 20 and 100 percent (73 to 365) of its PSRC allocation. The more credits the City accepts, the more tax revenue it would receive. Additionally, thresholds are set by agreement with the County. These thresholds are milestones towards the accepted number of credits and must be reached in order to receive TIF funds. TIF funds are provided to the City for 25 years.

Consistency with Countywide Planning Policies

The Land Use Element has been reviewed against and is consistent with relevant King County and Snohomish County countywide planning policies. See Appendix LU-A-1 and LU-A-2 respectively.

Land Use
Goals, Policies and Actions

Goals

LU-G1 To delineate through collaborative inter-jurisdictional processes in King and Snohomish Counties, Urban Growth Areas sufficient to permit the urban growth projected to occur in the two counties.

LU-G2 To define a Bothell Planning Area, within the King and Snohomish County Urban Growth Areas, which comprises the land within the existing city limits plus unincorporated land within identified Potential Annexation Areas (in King County) and Municipal Urban Growth Areas (in Snohomish County) to which Bothell may feasibly provide future urban services, either directly or by contract, over the term of the Plan.

LU-G3 To create a vibrant, sustainable, family-oriented community through the balanced allocation of land for housing, commerce, industry, recreation, transportation, open space, cultural resources and other uses.

LU-G4 To provide for development first in areas already characterized by urban growth that have existing public facility and service capacities to serve such development, and second in areas already characterized by urban growth that will be served by a combination of both existing public facilities and services and any additional needed public facilities and services that are provided by either public or private sources.

LU-G5 To ensure consistency among land use designations near jurisdictional planning boundaries.

LU-G6 To accommodate the amount of population and employment growth forecasted by the state Office of Financial Management, King County and Snohomish County for the City of Bothell over the term of the Plan.

LU-G7 To preserve open space corridors within and at or near the boundaries of the Bothell Planning Area in order to provide for the aesthetic needs of the citizens of Bothell, to protect critical areas including flood prone lands, and to conserve fish and wildlife habitat.

LU-G8 To preserve the 'feathered edge' visual transition from treed hillsides to sky which is an important part of Bothell's aesthetic character.

LU-G9 To control storm water runoff in a manner which utilizes natural detention, retention and recharge techniques to the maximum extent possible.

LU-G10 To protect the property rights of landowners from arbitrary and discriminatory actions.

LU-G11 To promote Growth Management Act goals of preventing sprawl and preserving rural resource lands by considering Transfer of Development Rights (TDR) as a land use development tool and potential source of Tax Increment Financing (TIF) for the City.

Policies

LU-P1 The Bothell Comprehensive Plan shall apply to that area depicted on **Figure LU-2** and termed the Bothell Planning Area. The Bothell Planning Area lies within designated Urban Growth Areas in both King and Snohomish Counties and comprises the land within the present city limits plus adjacent unincorporated land in Snohomish County, termed Municipal Urban Growth Areas (MUGAs, to which the City is the logical long-term provider of urban-level services, via the process of annexation.

The Planning Area boundaries reflect a variety of considerations, including topography; existing land uses, including open space corridors; school district boundaries; boundaries of nearby municipalities; special district boundaries; postal service area boundaries; existing and planned infrastructure improvements; and community and neighborhood identification.

Land within identified Municipal Urban Growth Areas shall be planned in a coordinated manner by the City and the applicable county. Following this planning effort but prior to annexation of such land, the City and the applicable county shall develop an inter-local agreement addressing matters including but not limited to assignment of Plan designations, implementation of development regulations in accordance with the Plan, transition of infrastructure responsibilities, reciprocal mitigation of impacts, and transfer of revenues.

In 2010, the City undertook a planning effort within the MUGAs to establish pre-annexation Plan land use designations. Those Plan designations were adopted by the Bothell City Council in 2011.

LU-P2 The City shall not accept annexations outside the Urban Growth Area boundary, as delineated in accordance with King and Snohomish County countywide planning policies.

LU-P3 Collaborate with other jurisdictions within the UGA at least once every five years to evaluate the effectiveness of adopted UGA boundaries.

LU-P4 The City shall maintain a Comprehensive Plan Map (see **Figure LU-4** in map pocket) for the purpose of illustrating the proposed allocation of land uses throughout the Bothell Planning Area. Land uses shall be categorized by the following designations. It is intended that these designations be utilized separately where only one type of land use is determined to be appropriate, and in combination where more than one type of land use is determined to be appropriate. The development potential of any individual property under the land use designations of this Comprehensive Plan shall be based on the net buildable area of that property, and shall be further subject to clustering, planned unit development and low impact development provisions, availability of necessary utilities, critical area regulations, impact mitigation, and other applicable development policies, regulations and standards. Net buildable area, for the purposes of this Comprehensive Plan, shall mean the gross land area, measured in acres, minus land area in roads and other rights of way, critical areas, critical area buffers, and land dedicated to the City.

Comprehensive Plan Map designations shall be implemented through zoning classifications on the City's official Zoning Map.

1. **Residential, 40,000 square foot minimum lot size (R 40,000).**
   This designation shall provide for detached residential development at a minimum lot size of 40,000 square feet, plus compatible uses such as schools and churches.

This designation is appropriate for land encumbered by critical areas determined to be large in scope, complex in structure and function, and high in rank order value; land found to be a particularly important source of cool groundwater benefiting the health of anadromous fisheries in North Creek and its tributaries, and the Sammamish River; and/or land constrained in some other way so as to preclude the full range of public facilities and services necessary to support urban development.

The R 40,000 Plan designation shall be implemented by the R 40,000 zoning classification.

2. **Residential, 9,600 square foot minimum lot size (R 9,600);**
Residential, 8,400 square foot minimum lot size (R 8,400);
Residential, 7,200 square foot minimum lot size (R 7,200);
Residential, 5,400 square foot minimum lot size, detached (R 5,400d).
These designations shall provide for detached residential development at minimum lot sizes of 9,600, 8,400, 7,200 and 5,400 square feet, or as amended by clustering, planned unit development and other applicable development policies regulations and standards, and compatible uses such as schools and churches.

In the R 9,600 designation, limited lot size averaging shall be allowed. Under this approach, the total area of all lots within a proposed R 9,600 subdivision divided by the number of lots shall amount to an average lot area of at least 9,600 square feet: 20 percent of lots in such a subdivision may be smaller than 9,600 square feet, but no smaller than 8,400 square feet nor larger than 14,400 square feet.

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

These Plan designations shall be implemented by identically named zoning classifications. That is, the R 9,600 Plan designation shall be implemented by the R 9,600 zoning classification; the R 8,400 Plan designation shall be implemented by the R 8,400 zoning classification; and so forth.

3. **Residential, one dwelling unit per 5,400 square feet of net buildable area, attached or detached (R 5,400a);**
Residential, one dwelling unit per 4,000 square feet of net buildable area (R 4,000);
Residential, one dwelling unit per 2,800 square feet of net buildable area (R 2,800).
These designations shall provide for attached or detached residential development at one dwelling unit per 5,400, 4,000 and 2,800 square feet of net buildable area, or as amended by clustering, planned unit development and other applicable development policies regulations and standards, and compatible uses such as schools, churches and day care centers.

Generally, these designations are appropriate for land which is located convenient to arterials and to business and commercial activity centers.

These Plan designations shall be implemented by identically named zoning classifications. That is, the R 5,400a Plan designation shall be implemented by the R 5,400a zoning classification; the R 4,000 Plan designation shall be implemented by the R

4,000 zoning classification; and the R 2,800 Plan designation shall be implemented by the R 2,800 zoning classification.

4. Residential – Activity Center (R-AC).
This designation shall provide for multi-family residential development in designated activity centers, and is intended to promote a variety of housing types in sufficient numbers to support a range of shopping, dining and entertainment opportunities within those centers. No specific density is prescribed: the number of units which may be constructed on an individual property or within the center shall be controlled by site and building regulations concerning height, parking, landscaping, setbacks and other aspects of development.

5. Specialized Senior Housing Overlay (SSHO).
This overlay designation shall allow specialized senior housing development (for persons 62 years of age and over and their spouses and/or live-in caregivers) at densities higher than normally permitted within R 40,000, R 9,600, R 8,400, R 7,200 and R 5,400d residential designations in specified locations where such development has been determined to be appropriate due to proximity to facilities and services which especially benefit the elderly. The particular density for a Specialized Senior Housing Overlay, as well as policies concerning the design and/or operation of specialized senior housing, shall be set forth in the Subarea Plan in which the SSHO is located. The Specialized Senior Housing Overlay provides for an additional use within, but does not replace, the underlying plan designation.

6. Mobile Home Park (MHP).
This designation shall be assigned to mobile home parks, and is intended to promote retention of such uses as a source of affordable detached single-family housing.

7. Office-Professional (OP).
This designation shall include personal and professional service businesses which commonly locate in office buildings, such as banks, medical and dental clinics, accounting, law, real estate, insurance, travel agencies and similar businesses.

8. Neighborhood Business (NB).
This designation shall comprise retail and service businesses which serve the limited item convenience shopping and personal service needs of the immediate surrounding neighborhood.

9. Community Business (CB).
This designation comprises most retail, dining, entertainment and similar businesses which are conducted primarily indoors. Such uses include but are not limited to grocery stores, drug stores, furniture stores, clothing stores, book stores, music stores, restaurants, movie theaters, and bowling alleys.

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

11. Motor Vehicle Sales Overlay (MVSO).

This overlay designation shall allow motor vehicles sales on properties designated Community Business (CB) in specified locations where such development has been determined to be appropriate due to meeting three or more of the following criteria:

a. Abut an arterial street;
b. Adjacent to an intersection of two State Routes;
c. The presence of intense retail activities in the vicinity including proximity to properties currently conducting motor vehicle sales; and
d. The presence of an existing screening type landscape buffer or the ability to create such a buffer between any property designated MVSO and residential properties.

Policies concerning the design and/or operation of motor vehicles sales shall be set forth in the Subarea Plan in which a MVSO is located. The Motor Vehicle Sales Overlay provides for an additional use within, but does not replace, the underlying plan designation.

12. Light Industrial (LI).
This designation comprises non-polluting manufacturing and processing, wholesaling, warehousing and distribution and other similar activities. Such uses tend to require large buildings and to generate more large truck traffic than do other types of land uses.

13. Mixed Use (MU).
This designation does not indicate a land use by itself, but is intended to be utilized where integrated development of more than one type of land use within a property or area is desired. Such integrated development may include but not be limited to coordinated building design, signage, landscaping and access.

14. Civic Educational (CE).
This designation shall include but not be limited to such public facilities as schools, libraries, community centers, police stations, fire stations, and municipal or school district administration buildings. Potential sites for civic-educational facilities shall be denoted on the plan map by the letters CE in brackets to indicate that a facility is appropriate in an area but that the exact location may not yet be determined. Depiction of an existing or potential site for a civic-educational facility shall not supersede the underlying plan designation.

15. Park (P).
This designation shall include public neighborhood, community and regional parks and recreation facilities. Potential sites for parks and recreation facilities shall be denoted on the plan map by the letter P in brackets to indicate that a facility is appropriate in an area but that the exact location may not yet be determined. Depiction of an existing or potential park site shall not supersede the underlying Comprehensive Plan designation.

16. Open Space (OS).
This designation shall be assigned to land which has been preserved as undisturbed natural open space, through purchase by the City or other public entity, acquisition of development rights, or other mechanism. Potential dedicated open space is denoted on the land use allocation map by the letters OS in brackets to indicate that preservation of land as open space is appropriate, but that the exact location and amount of land to be reserved may not yet be determined. It is intended that a corridor with a minimum width of 50 feet to enhance wildlife movement shall be preserved within these areas. Depiction of existing or potential open space shall not supersede the underlying Comprehensive Plan designation. The basis for establishment of an open space system shall be the

existing network of heavily treed steep slopes, wetlands and waterway corridors depicted in **Figure LU-~~5~~**4.

A second component of open space is the aesthetic concept termed the 'feathered edge'. The feathered edge comprises the silhouette of hillside or hilltop coniferous trees against the sky, and is an important part of Bothell's visual character. Such treed areas also provide habitat and retard erosion and runoff. Trees which constitute the feathered edge typically are those located along ridgelines and for a distance of 50 to 75 feet or more downhill from the ridgelines. The City shall strive to preserve the feathered edge through the imposition of clearing restrictions on development proposals located on or near ridgelines and hilltops. The feathered edge is mapped on **Figure LU-~~6~~**5.

17. **Transit facility (T).**
This designation shall include transit facilities including but not limited to park and ride lots, transit centers and stations, and dedicated transit rights of way. Potential transit facilities shall be denoted on the plan map by the letter T in brackets to indicate that a transit facility is appropriate in an area but that the exact location may not yet be determined. Depiction of an existing or potential transit facility shall not supersede the underlying Comprehensive Plan designation.

18. **Utility facility (U).**
This designation shall include utility facilities including but not limited to water tanks, electrical distribution substations, microwave and other transmission towers, and high-voltage electrical transmission corridors. Potential utility facilities shall be denoted on the plan map by the letter U in brackets to indicate that a utility facility is appropriate in an area but that the exact location may not yet be determined. Depiction of an existing or potential utility facility shall not supersede the underlying Comprehensive Plan designation.

19. **Critical Area (depicted on critical areas maps).**
Critical areas include wetlands, areas with a critical recharging effect on aquifers used for potable water, fish and wildlife habitat conservation areas, frequently flooded areas, and geologically hazardous areas. Within these areas City policies and regulations may restrict development to a lesser density or intensity than that allowed by the underlying plan designation. Critical areas are depicted on critical areas maps separate from the Land Use map. The critical areas maps are intended to alert users to the likely existence of critical areas, and should not be construed as providing an exact depiction of the location or extent of those areas, or their exact character.

Critical areas regulations are intended to protect environmentally sensitive portions of properties without unduly limiting development on environmentally unconstrained portions. The City recognizes that in order to be effective, this approach relies heavily on enforcement of critical areas regulations. The City shall monitor developments containing critical areas for any degradation to those critical areas resulting from violations of regulations. Should it be found that the level of protection mandated by the regulations is not being achieved, the City shall consider additional or alternative approaches including but not limited to reducing permitted densities and intensities of development allowed near critical areas.

20. **Downtown Subarea Districts**
The Downtown Subarea Plan utilizes district designations unique to this subarea. These districts are described in summary below, and in detail in the Downtown Subarea Plan and Regulations.

a. Downtown Core (DC)

The Downtown Core District forms a "T" shaped area centered on connected segments of Main Street and Bothell Way NE. It is where a lively and synergistic mix of ground floor shops, restaurants, cafes, entertainment venues, and personal services are clustered, continuously lining and activating the key streets. It is also a pedestrian haven with comfortable, well-lit sidewalks along small blocks that combine to create a compact and walkable core area. Above the ground floor are offices and residences to support the pedestrian-oriented businesses and enliven the area.

b. Downtown Neighborhood (DN)

The Downtown Neighborhood District completes the part of the subarea that most people will primarily identify as "Downtown." Overall, Downtown is distinguished from its surroundings by its urban character: this is visible in the form of Downtown buildings built significantly closer together, closer to the sidewalk, and with a greater mixture of uses. The Downtown Neighborhood shares all of these distinguishing physical characteristics with the Downtown Core, with two key differences. First, buildings in the Downtown Neighborhood will more typically (but not exclusively) be single-use and second, the Urban Neighborhood provides a transition between the Downtown Core and the characteristically less urban and more residential uses beyond in Downtown Transition districts.

c. Downtown Transition (DT)

Downtown Transition Districts define areas of transitional development character between the denser Downtown Core and Downtown Neighborhood Districts and adjacent lower density existing residential neighborhoods outside of the Plan Area.

d. SR 522 Corridor (522)

The corridor districts – the SR-522 Corridor, and the General Downtown Corridor – are structured to strengthen the place distinction between the urbanized town center and the surrounding forested suburban districts, while continuing to accommodate important business functions on routes to and from the Downtown Core. With their commercial access and visibility, corridor properties are envisioned to continue to provide opportunities for existing and future businesses along with sites for corridor-configured lodging, workplace and residential buildings. The SR 522 Corridor consists of two contiguous segments of SR 522, divided by Bothell Way NE.

e. General Downtown Corridor (GDC)

The General Downtown Corridor District includes two separate corridor segments. One is the Beardslee Boulevard corridor extending from 104th Avenue NE to the NE 195th Street/I-405 interchange, and the other is Bothell Way NE, extending northward beyond the downtown core's multiway boulevard segment.

The intent for General Downtown Corridors is similar to that for SR 522 Corridors, with a few important differences: General Downtown Corridor arterials are presently narrower in numbers of lanes than those within the SR 522 Corridor; they are less intense in terms of the impact of the road facility; they contain more sensitive uses; surface parking will be restricted at both fronts and sides of buildings; and more types of smaller-scale residential building entrances will be permitted.

f. Sunrise / Valley View (SVV)

The Sunrise / Valley View District consists of two primarily single family residential neighborhood areas flanked by both Downtown Corridors. It will be protected and renovated over time as the revitalized downtown increases the attraction of properties close to it. The pattern of quiet streets and the mixture of housing types and styles of these Downtown neighborhood areas will remain the foundation of their character and identity.

g. Campus (C)
The co-located University of Washington Bothell and Cascadia College (UWB/CC) provide a landmark eastern presence for Downtown Bothell. The Downtown Plan recognizes the potential for mutual benefit in strengthening safe and attractive pedestrian and bicycle connectivity between the downtown core and the campus and strengthening the downtown to better serve as a convenient and attractive "campus town" and residential district for students, faculty and staff.

h. Parks and Public Open Space (PPOS)
Downtown Bothell is gifted with the strong visual and physical proximity of natural forest and river environment that form the Subarea's southern and eastern edges, by means of the Sammamish River and North Creek corridors. The UWB/CC Campus and Beardslee Boulevard connect to the North Creek Trail, which in turn joins with the Sammamish River Trail to the south. South of the downtown core, the Park at Bothell Landing is the City's focal gathering space, beloved by the community and site of many festivals and performances as well as a place for weekend picnics and everyday relaxation. It connects over the Sammamish River via the Park's pedestrian bridge to the Sammamish River Trail which follows the river's edge both east and west, connecting to the Burke-Gilman Trail and areas beyond Bothell.

LU-P5 Promote integration of housing and commercial development in locations where combining such uses would be mutually beneficial.

LU-P6 Preserve the character of established neighborhoods and protect such neighborhoods from intrusion by incompatible uses. Infill development in established neighborhoods should be sensitive to and incorporate to the maximum extent possible those features which impart to each neighborhood a unique identity and sense of coherence. Examples of such features include a particular scale or style of housing, commonality in building materials (e.g. brick vs. wood siding), a predominant street pattern, a prevailing lot size and width, and similarities in landscaping from property to property.

LU-P7 Ensure that private property is not taken for public use without just compensation having been made.

LU-P8 Allow adult entertainment businesses within the City subject to locational, signage, landscaping and operational controls designed to reduce and mitigate the deleterious secondary impacts of such businesses while preserving constitutionally protected forms for expression.

Properties within the General Commercial zoning of the Downtown Subarea which are located south of a point approximately 300 feet south of the intersection of SR 522 and Hall Road, and which have frontage on SR 522, have been determined to be appropriate locations for adult entertainment businesses. The adverse secondary impacts of adult entertainment businesses can be minimized and mitigated by restricting their location to this area because it is separated from residential areas and other sensitive uses vertically by topography and/or horizontally by the width and amount of traffic on SR-522. No more than three adult entertainment

establishments shall be allowed within this area at one time. Signage for adult entertainment businesses in this area shall not contain language, drawings, pictures or other depictions representing or suggestive of sexual acts.

In order to promote city urban design and transportation goals and policies, future development should incorporate the following features, to the degree allowed by the severe topography in the area:

a. Driveways should 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 should be provided from property to property in such a manner as to allow a smooth flow of traffic across consecutive adjoining properties;

c. Plantings and other techniques such as berming shall be utilized along the street frontage to mitigate the visual impacts of development along SR-522, provided that a clear view of the building entrances and parking lot of any adult entertainment business is preserved for law enforcement purposes.

LU-P9 The City should consider options, when presented, to preserve passive or active open space.

LU-P10 Pursue the establishment of a network of open space corridors (urban separators) within and on the boundaries of the Planning Area and especially along the Sammamish River and North Creek corridors through acquisition of property, reservation of easements, or other means subject to criteria as contained in the City's Parks, Recreation and Open Space Action Program Element and elsewhere in this Element. See **Figure LU-5**.

LU-P11 Protect and preserve tree-covered hillsides and hilltops – particularly the feathered edge ridgeline image so valued by the community – for their visual and aesthetic benefits to Bothell, as well as for their functions as habitat, erosion control, and runoff retardation. See also Land Use Policy LU-P4, designation 16, Open Space. See **Figure LU-6**.

LU-P12 Prohibit any development within the floodplain which would tend to worsen upstream or downstream flooding and pursue the discontinuation of such uses which now exist in the floodplain as these uses lose their economic life. Manage flood prone areas and storm and flood waters of the City in accordance with the Critical Areas Ordinance, the City Shorelines Master Program, the City of Bothell Comprehensive Stormwater Master Plan, which is adopted by reference as a part of this Comprehensive Plan (see Capital Facilities Element) and standards as promulgated by the Federal Emergency Management Agency (FEMA).

LU-P13 Monitor development to determine whether assumptions made in the Plan regarding the rate, nature and distribution of development remain valid.

LU-P14 Ensure that essential public facilities are sited in an equitable manner which balances local and regional objectives.

Essential public facilities are those facilities owned and/or operated by a unit of local or state government, a public utility or transportation company, or any other entity providing a public service as its primary mission, which facilities have the following characteristics:

1. They are necessary components of a system or network which provides a public service or good;

2. They serve a population base extending beyond the limits of the host community;

3. They have perceived or real adverse environmental impacts on the surrounding area which commonly result in local opposition to such facilities.

Essential public facilities include, but are not limited to, sewage treatment plants, reservoirs, electrical substations and transmission lines, local airport and port facilities, landfills and solid waste transfer stations, senior high schools, community colleges, four-year colleges and universities, correctional institutions, special population diagnostic or treatment facilities, stormwater retention or detention facilities serving large drainage basins, and major transit facilities.

The City supports the use of a common site review process for essential public facilities, and has incorporated such a process in the development regulations.

LU-P15 Update the Plan on a regular basis to ensure that it continues to reflect community values and desires as they may change over time. The scope of a Plan update may vary:

- It may concern the entire Plan (although such major updates are anticipated no more often than every eight years).
- It may concern individual or multiple elements or subareas of the Plan. For example, the capital facilities element needs to be revised regularly to reflect completed projects, new planned projects, and changing city priorities.
- It may concern specific property designations or policies, in response to amendment requests from citizens or appointed or elected City officials.

The scope and timing of each Plan update will be determined by the City Council.

In accordance with the Growth Management Act (GMA), the Comprehensive Plan may be updated only once each year, except that amendments may be adopted more frequently for the initial adoption of a subarea plan, the adoption of a Shoreline Master Program, to resolve an appeal of an adopted comprehensive plan filed with a Growth Management Hearing Board or with the Court, or in cases where an emergency exists (cumulatively referred to herein as emergency amendments). The GMA requires that the Council, the Planning Commission and other advisory bodies participating in a Plan update consider the cumulative effects of <u>all</u> proposed amendments included in that update. In other words, although the Planning Commission, other advisory boards and Council may consider a number of element and subarea plan amendments separately over the course of an update they may act on any proposed amendments to the Plan as a unit only (excluding emergency amendments), and then only after assessing the cumulative effect of the amendments and confirming that the amendments are internally consistent with other portions of the Plan.

In the event that a proposed amendment is denied, the amendment shall not be considered again for a period of at least five years, unless the Council determines that the amendment should be considered again in a shorter time period. This waiting period is to ensure that the same amendment request is not repeatedly considered, which would be an inefficient use of city resources and would unfairly burden citizens in the area affected by the proposed amendment.

LU-P16 If capital facilities and operational levels of service fall below adopted standards or guidelines, reassess this land use element to determine whether changes in designations or other aspects of this element are warranted.

LU-P17 If, as a result of the periodic review and evaluation required by RCW 36.70A.215 (also known as the Buildable Lands review), it is demonstrated that this Plan and implementing development regulations are not achieving the goals of the Growth Management Act, identify and implement measures that are reasonably likely to promote consistency with the Act through the Comprehensive Plan update process.

LU-P18 Withhold development approvals in the event that levels of service for which standards have been adopted in this Plan fall below the adopted standards.

LU-P19 Incorporate consideration of physical health and well-being into local decision making by locating, designing and operating public facilities and services in a manner that uses sustainable building and development practices and that encourages walking and bicycling access to public facilities.

LU-P20 Support Community activities which promote physical and mental health.

LU-P21 Actively promote the adoption and maintenance of healthy lifestyles among the City's own employees.

LU-P22 Support state growth management principles by exploring the potential benefits to Bothell property owners and the City at large of a transfer of development rights program.

Actions

LU-A1 Take action as necessary to implement the above policies, in accordance with the Growth Management Act. Such actions shall include but not be limited to the following:

1. Rezoning of properties and revision of the official Zoning Map as warranted to implement comprehensive plan designations;

2. Review and adoption of regulations addressing siting of essential public facilities;

3. Adoption of regulations addressing preservation of the feathered edge in development proposals on and near hilltops and ridgelines;

4. Negotiation of interlocal agreements with Snohomish County regarding the identification of Municipal Urban Growth Areas and the annexation of land and consistency of zoning and development regulations within those areas.

LU-A2 Establish a process by which development activity is monitored and assessed against projected population, dwelling unit and employment growth as quantified in the land use capacity analysis. On a periodic basis, report to the Council the results of this monitoring. Identify a threshold at which departures from projected population, dwelling unit and employment growth warrant consideration of amendments to land use designations.

LU-A3 Develop strategies and allocate resources to ensure aggressive enforcement of environmental and development regulations. The City shall monitor developments for compliance with such regulations. Should it be found that the level of environmental protection or quality of development mandated by the regulations is not being achieved, the City shall consider

additional or alternative regulations or, in the case of critical areas, reassessment of land use designations, to ensure the desired objectives.

LU-A4 Lend support to community activities such as running events, family bicycling programs, and other events by providing parking, traffic control and other services as warranted.

LU-A5 Through the City of Bothell Safety and Wellness Committees, provide exercise, nutrition, and other program opportunities to City employees to foster good health.

LU-A6 Explore adoption of a Transfer of Development Rights (TDR) program as part of an urban design study for the Canyon Park Regional Growth Center. Such a program should not be limited to just the RGC however, but should consider other areas of the City as part of a potential Local Infrastructure Project Area (LIPA). Should an urban design study for the RGC not be funded as anticipated for 2016 – 2017, consideration of adoption of a TDR program should occur separately.

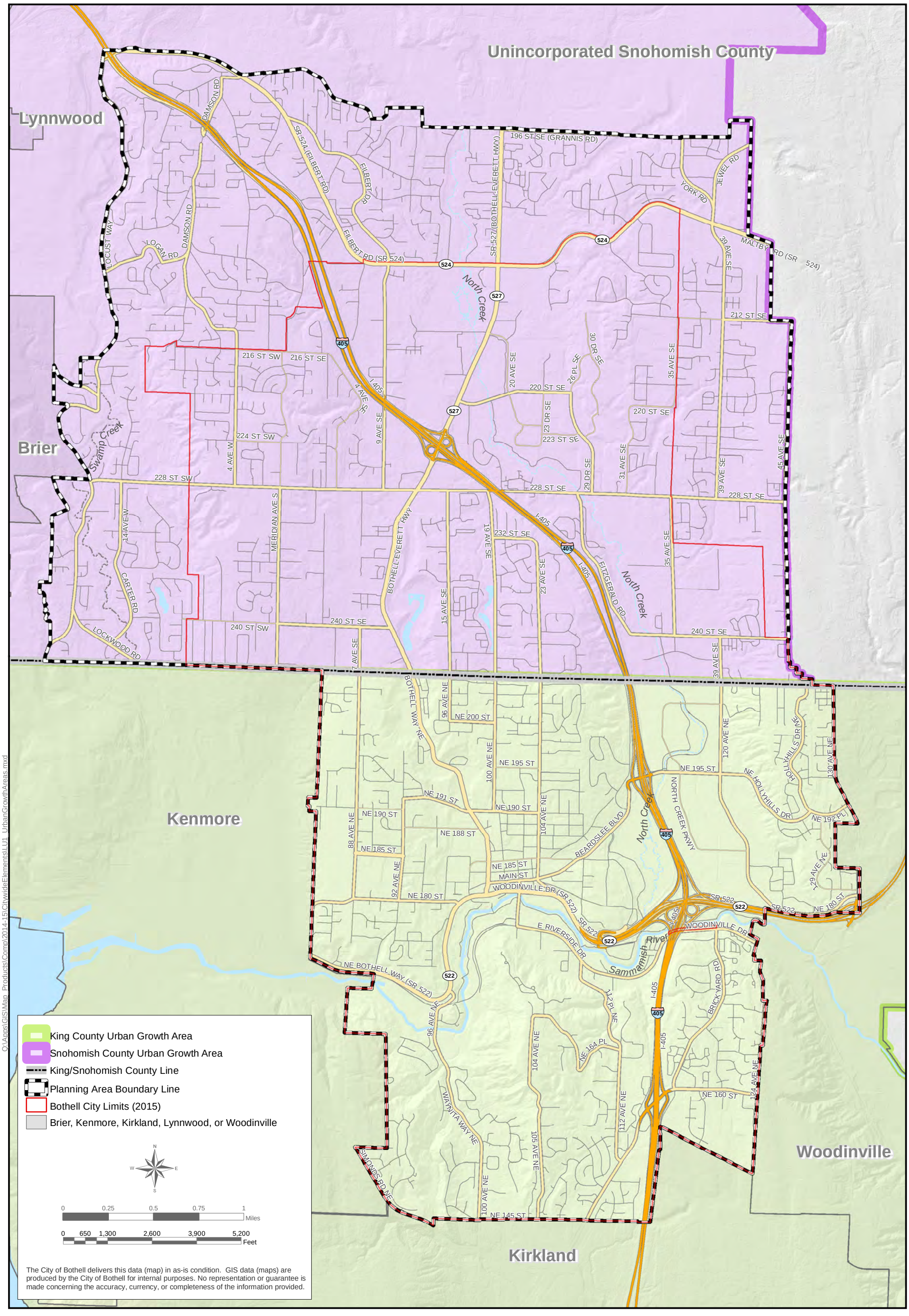

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Figure LU-1
Urban Growth Areas

City of Bothell

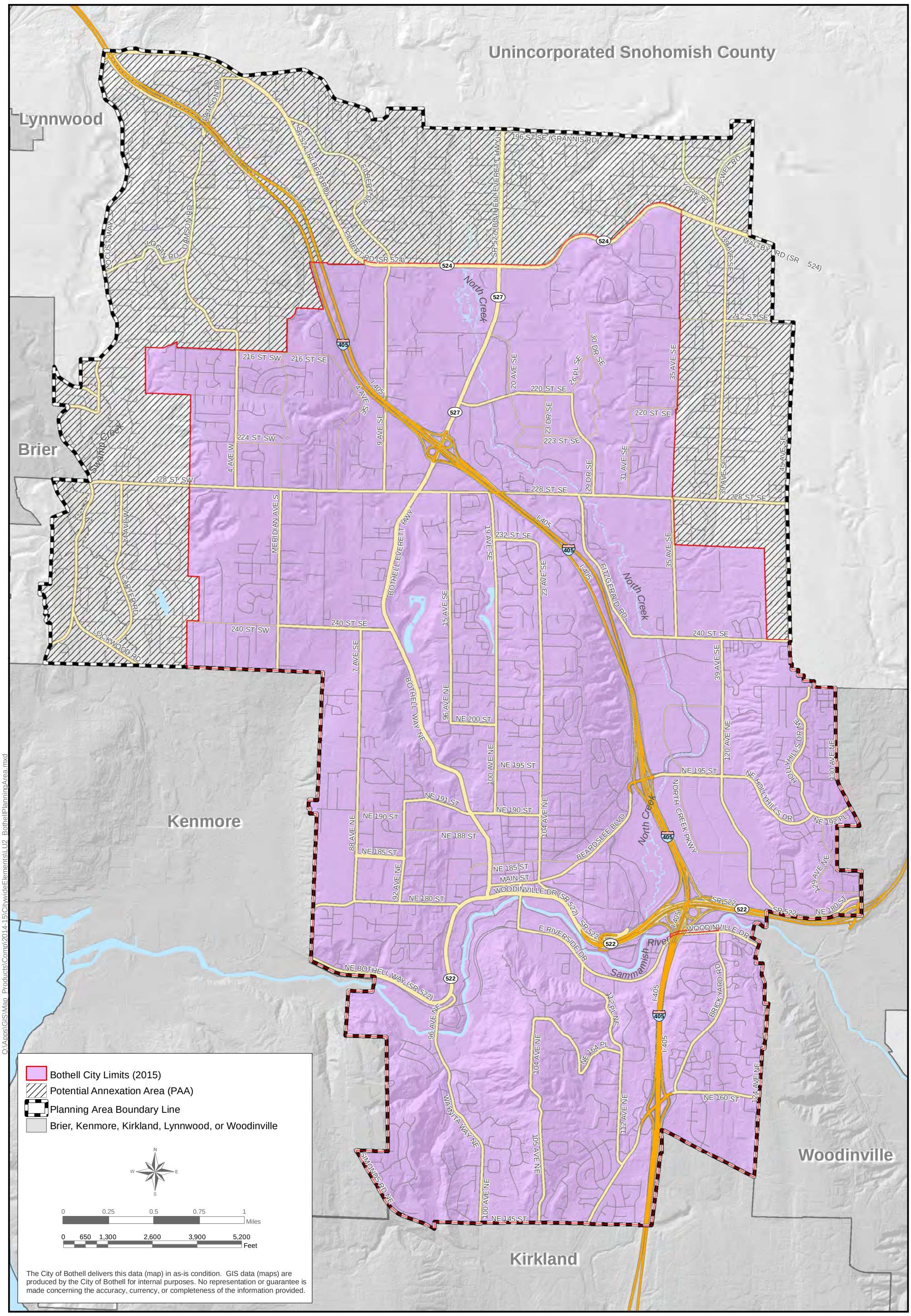

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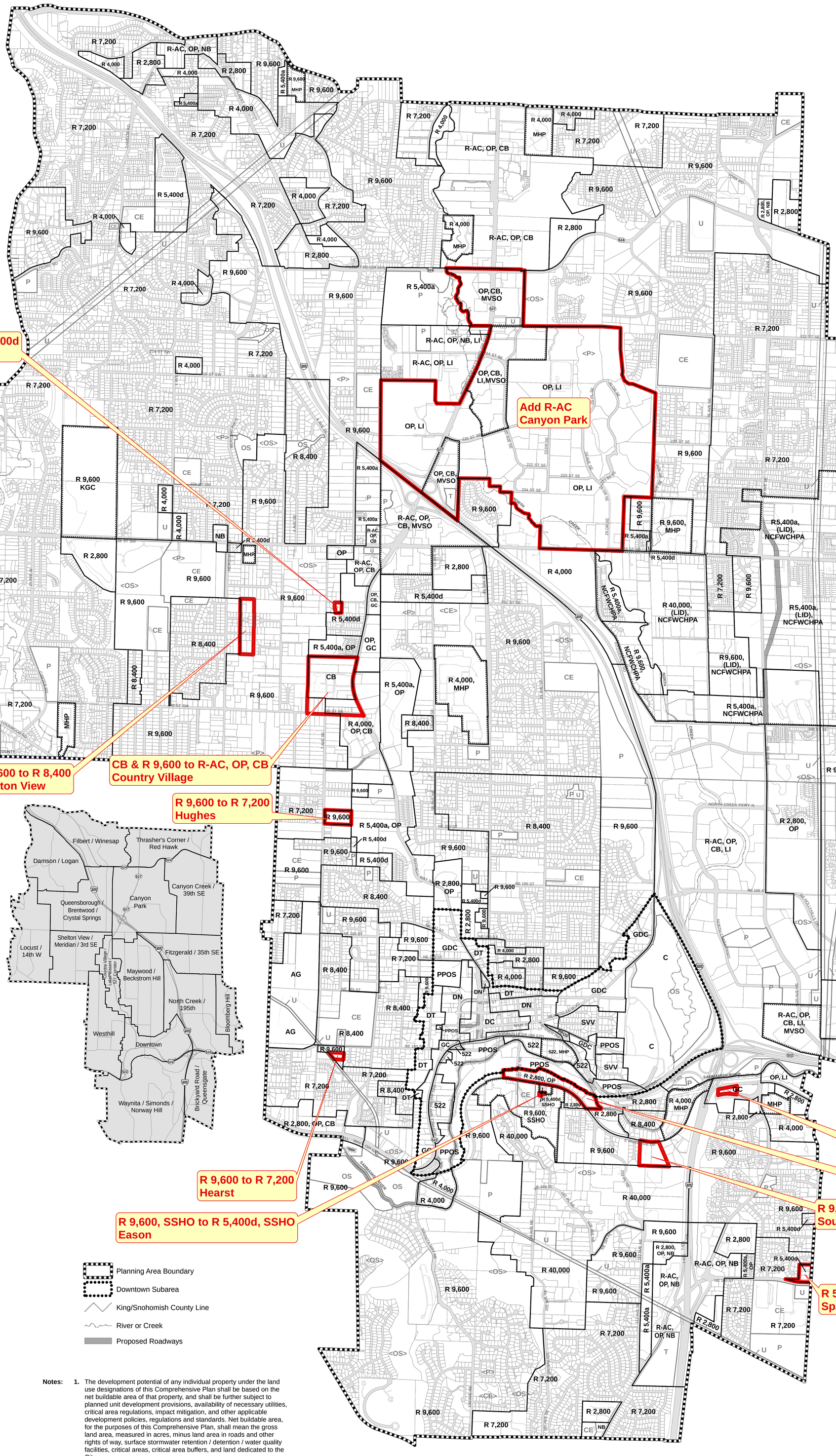
Figure LU-2
Bothell Planning Area

City of Bothell



Legend

Land Use Designations (Outside of Downtown)

AG	Agriculture
R 40,000	Residential 40,000 sq. ft. minimum lot size
R 9,600	Residential 9,600 sq. ft. minimum lot size
R 8,400	Residential 8,400 sq. ft. minimum lot size
R 7,200	Residential 7,200 sq. ft. minimum lot size
R 5,400d	Residential 5,400 sq. ft. minimum lot size (only detached units permitted)
R 5,400a	Residential 1 dwelling unit per 5,400 sq. ft. of net buildable area (attached or detached units permitted)
R 4,000	Residential 1 dwelling unit per 4,000 sq. ft. of net buildable area
R 2,800	Residential 1 dwelling unit per 2,800 sq. ft. of net buildable area
R-AC	Residential-Activity Center (no specific density: number of units controlled by site and building envelope regulations)
OP	Office-Professional
NB	Neighborhood Business
CB	Community Business
GC	General Commercial
LI	Light Industrial
MHP	Mobile Home Park
KGC	Kenmore Gun Club
MVSO	Motor Vehicle Sales Overlay
SSHO	Specialized Senior Housing Overlay
NCFWCHPA	North Creek Fish & Wildlife Critical Habitat Protection Area
(LID)	Low Impact Development

Downtown Designations

DC	Downtown Core
DN	Downtown Neighborhood
DT	Downtown Transition
522	SR 522 Corridor
GDC	General Downtown Corridor
SVV	Sunrise/Valley View
C	Campus
PPOS	Park and Public Open Space

Public Facilities, Utilities, and Open Sp

CE	Civic-Educational
<CE>	Potential Civic-Educational (location
P	Park
<P>	Park (location not determined)
T	Transit Facility
<T>	Potential Transit Facility (location not determined)
OS	Dedicated Open Space
<OS>	Potential Dedicated Open Space (location not determined)
U	Utility

Planning Area Boundary
Downtown Subarea
King/Snohomish County Line
River or Creek
Proposed Roadways

Notes:

1. The development potential of any individual property under the land use designations of this Comprehensive Plan shall be based on the net buildable area of that property, and shall be further subject to planned unit development provisions, availability of necessary utilities, critical area regulations, impact mitigation, and other applicable development policies, regulations and standards. Net buildable area, for the purposes of this Comprehensive Plan, shall mean the gross land area, measured in acres, minus land area in roads and other rights of way, surface stormwater retention / detention / water quality facilities, critical areas, critical area buffers, and land dedicated to the City.
2. The Planning Area is divided into 17 subareas, each of which is the subject of a Subarea Plan. Subarea Plans contain policies which expand on the land use designations depicted in this map. Please refer to the Subareas Map and to the appropriate Subarea Plan.
3. Buffers are required between uses of different intensities or densities. Subarea plans may specify buffer widths.
4. The Downtown Subarea includes plan designations that are not found elsewhere in the City, as indicated in the legend. Please refer to the Downtown Subarea Plan and Regulations for detailed, downtown-specific plan designations.

N W E S

0 0.25 0.5 1 Miles

0 1,250 2,500 5,000 Feet

REVISIONS

Ordinance No. 1948
Effective November 16, 2005

Ordinance No. 1973
Effective December 23, 2006

Ordinance No. 2007
Effective December 27, 2008

Resolution No. 1235
Effective June 16, 2009

Ordinance No. 2025
Effective July 25, 2009

Ordinance No. 2053
Effective December 18, 2010

Ordinance No. 2136
Effective December 14, 2013

Ordinance No. 2137
Effective December 14, 2013

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Figure LU-3
Land Use Designations

City of Bothell

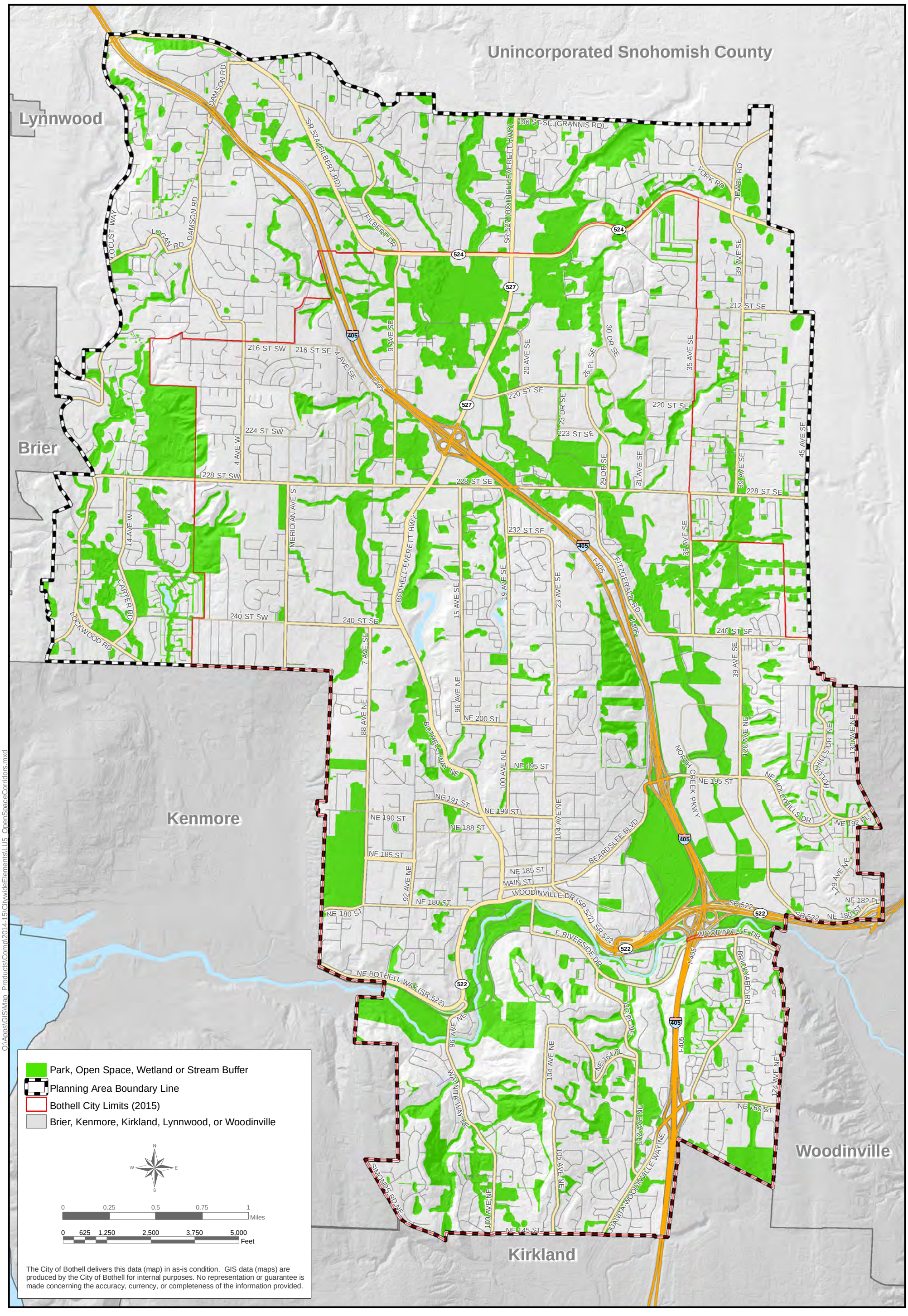

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Figure LU-4
Open Space Corridors

City of Bothell

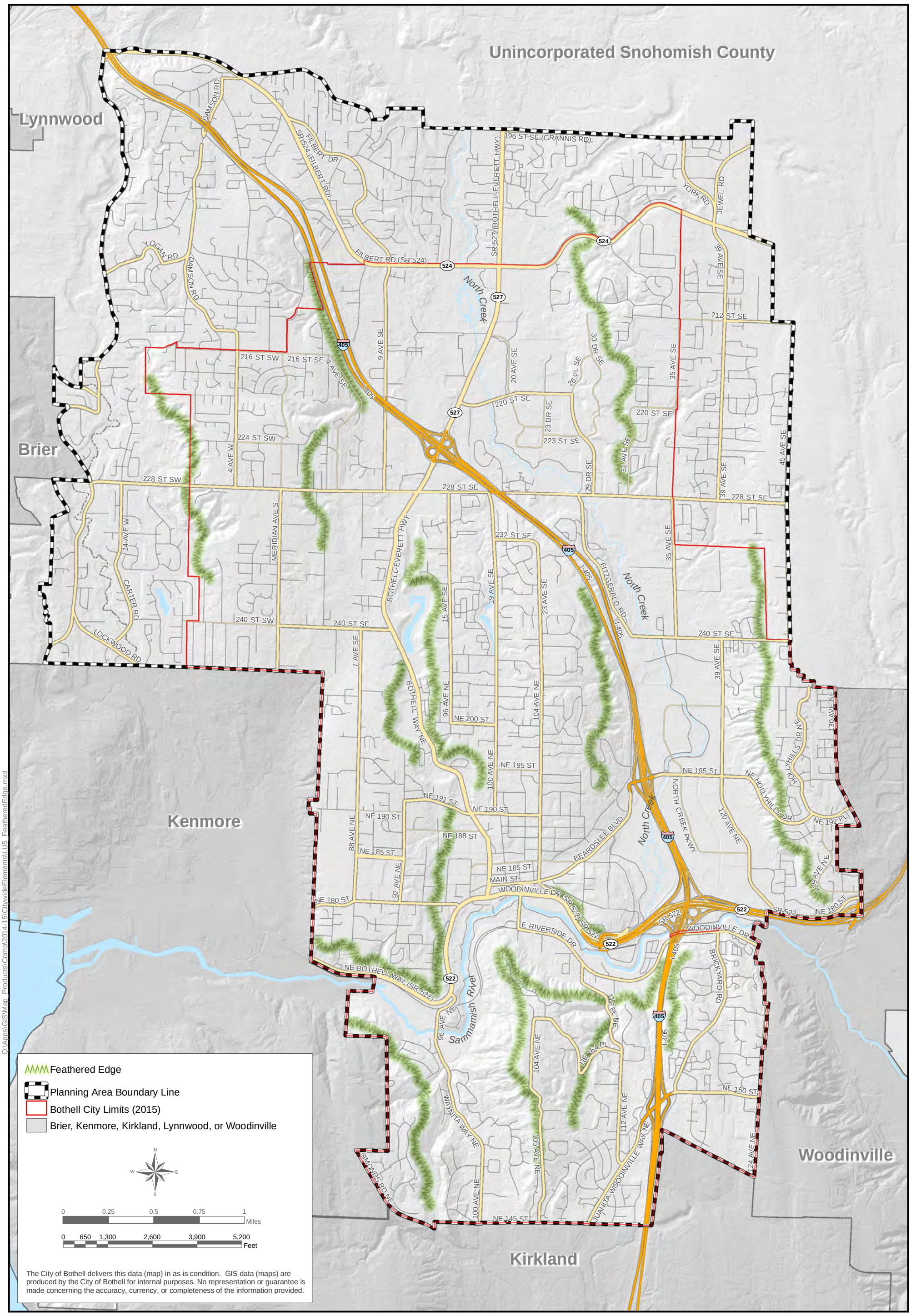

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Figure LU-5
Feathered Edge

City of Bothell

Natural Environment Element

Purpose and Relationship to GMA

The purpose of the Natural environment element is to expand upon the community's commitment to stewardship of natural resources, as expressed in the Vision Statement, and to provide a policy basis for City decisions which affect the natural environment.

The Natural Environment Element is not a required element under the Growth Management Act, but the GMA contains the following goal concerning the environment:

> *"Protect the environment and enhance the state's high quality of life, including air and water quality, and the availability of water."*

Moreover, the Act contains specific requirements for the designation and protection of "critical areas," defined by the Act as wetlands, areas with a critical recharging effect on aquifers used for potable water, fish and wildlife habitat conservation areas, frequently flooded areas and geologically hazardous areas. The Act requires jurisdictions to adopt policies and implementing regulations to ensure the protection of critical areas. Three inter-related requirements implement the GMA mandate: 1) the requirement to "include the best available science" when designating and protecting critical areas; 2) the requirement to give special consideration to the preservation or enhancement of anadromous fisheries; and 3) the requirement to adopt development regulations that protect the functions and values of critical areas.

In compliance with the Act, the Bothell City Council has adopted Critical Areas_Regulations that include consideration of best available science and give special consideration to the preservation or enhancement of anadromous fisheries.

In March of 1999, the United States National Oceanic and Atmospheric Administration, Fisheries Service listed the Chinook, or King, Salmon as a threatened species under the Federal Endangered Species Act (ESA) due to declining populations and diminishing returns of spawning adult fish. In December of 1999, the United States Department of Fish and Wildlife Service listed the Bull Trout as a threatened species under the Federal Endangered Species Act (ESA) due to declining populations. Chinook Salmon habitat within the Planning Area includes the Sammamish River and North Creek. Bull Trout typically prefer habitat conditions that are not currently present within the planning area and it is unlikely that Bull Trout inhabit the planning area.

In February of 2000, the City entered into an inter-local agreement with King County and 25 other jurisdictions within the Greater Lake Washington Watershed to conduct Watershed Resource Inventory Area (WRIA 8) planning. The WRIA 8 Salmon Recovery Plan was adopted by the City Council in September 2005 and is being implemented as a watershed-wide effort.

In January 2013, the Department of Ecology approved a comprehensive update of the Bothell Shoreline Master Program (SMP). The SMP contains a number of goals, policies and regulations which govern land use, development, activities, and other conditions of the Sammamish River, North Creek and Swamp Creek and all lands within the 100 year flood plain (one percent chance of flood), associated wetlands, and all lands within 200 feet of the ordinary high water mark of those water bodies. The City of Bothell has chosen to incorporate the goals and policies of the Bothell Shorelines Master Program into an element of the *Imagine Bothell…* Comprehensive Plan titled the "Shorelines Element". Implementing regulations of the Shoreline Element goals and policies are incorporated into the Bothell Municipal Code within Title 13.

Planning Area Profile

The natural environment of any community is a system of related components - air, water, soil, plants and animals. Each natural component impacts the others in some way and all are affected by human activities. A primary intent of environmental and land use regulations is to ensure that the relationship between human activities and the natural environment is a mutually supportive one that balances competing objectives to the maximum extent possible.

Like the Puget Sound region in general, the land form of the planning area was created by repeated glacial created advance and retreat and subsequent erosion and sedimentary accretion. The Planning Area today consists of portions of five steep-sided north-south trending hills–Norway Hill, Finn Hill, West Hill, Beckstrom Hill and Bloomberg Hill.

Substantial portions of Norway and Finn hills are susceptible to landslides, due to the underlying geology, soil type, slope gradient and pervasive springs.

Rainfall typically collects in numerous small wetlands prior to draining off the hills through small streams. These streams may be intermittent or permanent, and commonly have carved ravines in the hillsides.

Drainage from the hills tends to collect in larger wetlands in the valleys before releasing to the Planning Area's primary watercourses. These include Juanita Creek, Swamp Creek, Horse Creek, North Creek and the Sammamish River.

The steep hillsides and waterways comprise a potential network of open space corridors which allow wildlife to move relatively freely among nesting and foraging areas, and provide humans with visual relief from the built environment. The Land Use Element contains policies which promote preservation of these open space corridors and urban separators.

The following pages consist of maps depicting the general location and extent of the various types of critical areas within the Planning Area. These maps include;

Figure NE-1	Landslide Prone Deposits
Figure NE-2	Erosive Soils
Figure NE-3	Liquefaction Prone Deposits
Figure NE-4	Wetlands, Streams and Drainage Basin Boundaries
Figure NE-5	Frequently Flooded Areas

Critical areas are present throughout the Planning Area. Approximately 20 per cent of the Planning Area constitutes critical areas and their buffers as defined by the Critical Areas Ordinance.

Development of Goals, Policies, and Actions

The following Goals, policies and actions were collaboratively developed by the City Council, Planning Commission, Shorelines Board and interested citizens. These were originally adopted in 1994 as part of the overall Comprehensive Plan, and amended in 1996 and 2004. Please reference the Land Use Element, Shorelines Element, and the Parks and Recreation Element for goals, policies and actions affecting open space within the natural environment.

These goals and policies also incorporate language to conserve plants and animals listed as threatened or endangered under the Endangered Species Act and to implement greenhouse gas emission reduction and climate change strategies.

Natural Environment
Goals, Policies and Actions

Goals

NE-G1 To achieve a harmonious relationship between the built and natural environments.

NE-G2 To promote community-wide stewardship of the natural environment for future generations through identification, protection, preservation/conservation, and enhancement of those natural environment features which are most sensitive to human activities and which are critical to fish and wildlife survival and proliferation.

NE-G3 To preserve open space corridors to provide lands that are useful for recreation, wildlife habitat, trails and connections of critical areas.

NE-G4 To reduce energy resource consumption, greenhouse gas emissions and contribute to improved air quality.

Policies

Applicable to multiple features of the Natural Environment

NE-P1 Encourage the concentration of urban land uses in areas with minimal environmental constraints in order to reduce the amount and/or rate of urban intrusion into natural areas.

NE-P2 Consider the natural carrying capacity of lands in the review of any proposal involving an intensification of land use.

NE-P3 Adopt and maintain critical areas regulations which include best available science to protect natural topographic, geologic, vegetation, fish and wildlife habitat, and hydrologic features, with special consideration given to conservation or protection measures necessary to preserve or enhance anadromous fisheries.

NE-P4 When an alteration to a critical area is proposed, such alteration shall be avoided, minimized or compensated for in the following sequential order of preference:

- Avoiding the impact altogether;
- Minimizing the impact;
- Rectifying the impact;
- Minimizing or eliminating the hazard, where the critical area poses a hazard (such as a landslide area);
- Reducing or eliminating the impact over time;
- Compensating for the impact;
- Monitoring the mitigation and taking remedial action where necessary.

NE-P5 Prohibit the introduction of invasive plant and animal species in natural areas which would tend to degrade the natural systems present and require the use of indigenous plant species whenever restoration or enhancement occurs.

NE-P6 The City should consider all reasonably viable options, when presented, to preserve passive and active open space.

Fish and wildlife

NE-P8 Preserve, protect, restore and enhance the Sammamish River, Swamp Creek and North Creek and their tributaries as fish and wildlife habitat by implementing the goals and policies as contained in this Element, the Parks and Recreation Element, the Shorelines Master Program Element, the Land Use Element, and best available science.

NE-P9 The City of Bothell recognizes the listing of Chinook Salmon and Bull Trout as threatened species under the Endangered Species Act and acknowledges the possibility that other plant and animal species may be listed in the future. Bothell should continue to participate in regional efforts to recover listed species including watershed planning, restoration, implementation efforts, the WRIA 8 Salmon Recovery Council, and other recovery actions.

NE-P10 Stream and wetland buffer requirements may be increased to protect species identified as threatened or endangered by the state or federal government or to provide the buffers established under any special rules promulgated to protect a listed species or by including best available science.

NE-P11 Preserve and protect critical areas and buffers in as natural a state as possible, emphasizing avoidance of alterations to these areas. Identify and create a system of fish and wildlife habitat, including habitat for any species listed as threatened or endangered by the state or federal government, with connections between large habitat blocks and open spaces. Minimize habitat fragmentation by linking wildlife habitats via corridors. Connect wildlife habitats with each other within the City and the region to achieve a continuous network. Development proposals shall identify critical areas and unique and significant wildlife habitat areas and habitat areas associated with any species listed as threatened or endangered by the state or federal government and ensure that buildings, roads, and other improvements are located on less sensitive portions of the property.

NE-P12 Work with other cities, King and Snohomish Counties, and state agencies to deal effectively with regional natural environment issues such as surface and ground water quality and quantity, the maintenance and enhancement of the Sammamish River, North Creek, and Swamp Creek as fish habitat, and the identification of fish and wildlife conservation areas that cross jurisdictional boundaries.

NE-P13 Implement site design, construction and maintenance practices throughout the city that incorporate best management practices (BMPs) for fish and wildlife habitat preservation.

NE-P14 Protect, preserve and improve where possible water quality in the Sammamish River, North Creek, and Swamp Creek, and take actions to ensure no net increase in pollutant loads and water quality degradation as these water bodies pass through the City of Bothell. Ensure development complies with stormwater regulations such as those implemented to meet National Pollutant Discharge Elimination System (NPDES) Phase II Permit requirements

NE-P15 Participate in local and regional efforts, including the WRIA 8 Salmon Recovery Council, to enhance restore and improve the Sammamish River, North Creek, and Swamp Creek ecosystems to improve habitat conditions for fish and wildlife.

NE-P16 Encourage improvements to the fisheries habitat of watercourses when properties are developed.

NE-P17 Create special development incentives for development proposals which daylight and restore a previously culverted (piped) stream.

NE-P18 Strive to improve water quality, fisheries habitat and wildlife resources consistent with adopted state and federal standards.

NE-P19 Establish and protect appropriately sized buffers around streams, wetlands, and rivers based on best available science. Preserve stream corridors wide enough to maintain natural biologic and hydrologic function as determined by best available science in all development proposals by use of native growth protection tracts or other appropriate mechanisms.

NE-P20 Give special consideration to conservation and protection measures to preserve and enhance anadromous fisheries.

NE-P21 Public improvements and private developments shall implement surface water runoff best management practices and best available science to reduce the impact of development activities on natural drainage systems.

NE-P22 Participate with other cities and King and Snohomish Counties in adaptive management, monitoring, and evaluation of the effectiveness of restoration, enhancement, and recovery strategies for plants and animals listed as threatened or endangered.

NE-P23 Protect groundwater recharge areas that benefit anadromous fisheries through the critical areas regulations.

NE-P24 Use bridges, bottomless or fish passage culverts and other techniques which preserve, restore or enhance fish passage as the preferred method of crossing watercourses that have habitat suitable for fish use or may be rehabilitated to accommodate fish habitat in the future. Prohibit culvert designs or other types of watercourse crossings which would create or perpetuate fish barriers. Use culvert systems or bridges that provide or restore streambeds to a function similar to natural channels.

NE-P25 Encourage low impact development approaches for managing stormwater, protecting and improving water quality, minimizing flooding and erosion, retaining native vegetation, reducing impervious surfaces, and protecting habitat. Low Impact development approaches should include clustering or Planned Unit Developments (PUD) that allow a reduction in the overall footprint of a development as a means of preserving native vegetation, reducing impervious surfaces, and accommodating more extensive surface water facilities, while attaining the number of lots or dwelling units established by the Plan designation.

NE-P26 Support public education to protect and improve surface and ground water resources.

NE-P27 Protect the quantity and quality of cool groundwater supplying the Sammamish River, North Creek, Swamp Creek and their tributaries. Require development potentially affecting natural groundwater flows to follow existing topography; minimize changes in grade, cleared area and

volume of cuts and fills; and minimize potential for blockages from foundations, retaining walls and rockeries.

Wetlands

NE-P28 Due to the environmental value of wetlands as well as their economic value in reducing the need for storm water facilities, ensure that development results in no net loss of wetland functions and values, and no net loss of wetland area except in limited circumstances where the lost wetland area provides minimal functions and the mitigation action results in equal or greater wetland hydrological and biological functions, including wetland habitat functions which provide equal or greater benefits to the functioning of the sub-basin, such as riparian wetland habitat restoration and enhancement, all as determined by a site-specific function assessment. Promote the long term increase and enhancement of wetlands.

NE-P29 Consider effective ways of wetland mitigation such as mitigation banking or fee-in-lieu mitigation for public capital improvement projects that are linear in configuration, such as road and utility projects.

NE-P30 Wetlands, streams, or other sensitive areas important for control of surface water runoff which have been adversely affected by human activity should not be further degraded.

Native vegetation

NE-P31 Work with adjoining county and city jurisdictions to create and maintain natural and developed greenbelts and open space areas as "urban separators" in keeping with the Growth Management Act and as a physical way to delineate and define Bothell's community boundaries.

NE-P32 Encourage restoration of degraded riparian buffers and deforested areas and removal of impervious surfaces.

NE-P33 Preserve trees within streams, wetlands and their associated buffers.

NE-P34 Encourage the planting of suitable native trees and native vegetation within degraded streams, wetlands and buffers. Encourage the planting of suitable native trees and native vegetation on steep slopes and on lands not anticipated to be developed.

Soils, slopes and geologically hazardous areas

NE-P35 Encourage environmentally sensitive site design that respects existing topography, sensitive lands and critical areas, provides for retention of native vegetation, provides active and passive recreational open space and minimizes impervious surface coverage. The City should create special design and building standards based upon best management practices to protect hillsides from impacts associated with development on slopes.

NE-P36 Update City building and development codes on an on-going basis to incorporate the best and latest standards for minimizing damage caused by seismic activities and take into account such hazards when locating land uses and intensities.

NE-P37 Promote soils stability by the use of natural drainage systems and retention of existing native vegetation.

NE-P38 Establish buffers around the perimeter of undevelopable landslide hazard areas to avoid the potential to undermine such areas and minimize the risk to human life and safety.

NE-P39 Preserve the special ecological functions of hillsides by developing design and construction standards that help protect hillside ecological functions such as groundwater recharge, natural

Air quality

NE-P40 Promote improved air quality through land use decisions and public facility sitings which create a compact and efficient community design, insofar as such a design reduces the quantity and length of single-occupancy vehicle trips. To further promote improved air quality, participate with Puget Sound Clean Air Agency programs and advisories.

NE-P41 Use transportation planning and transportation management as one mechanism to address air quality impacts.

Climate Change and Greenhouse Gas Emissions

NE-P42 Climate change is a phenomenon that atmospheric and climate experts theorize could lead to significant adverse impacts upon features of the natural environment such as air, water, plants, wildlife, and people. Whether climate change is caused by human activity or is a natural weather cycle, the prudent approach is to establish policies and actions that reduce the potential for human-caused actions to contribute to climate change. Accordingly, the City of Bothell should participate in climate change and greenhouse gas emission reduction efforts.

NE-P43 Minimize climate change impacts by:

- Encouraging employment and population growth within the City's activity centers and mixed use areas that support mass transit, encourage non-motorized modes of travel and reduce commute trip lengths;
- Using natural systems to reduce carbon in the atmosphere by establishing regulations that retain existing forests and promote the creation of forests on lands not anticipated to develop;
- Encouraging and incentivizing energy efficiency, conservation methods and sustainable energy sources in public and private development;
- Working toward developing a common framework with other jurisdictions to analyze climate change impacts when conducting environmental review under SEPA; and
- Participating in regional efforts to_anticipate, prepare for, and adapt as necessary to the impacts of climate to public health and safety, the economy, public and private infrastructure, water resources, and wildlife habitat.

NE-P44 Minimize greenhouse gas emissions by:

- Encouraging or incentivizing new development to use low emission construction practices, low or zero net lifetime energy requirements and "green" building techniques;
- Participating in regional programs or initiatives to reduce greenhouse gas emissions;
- Encouraging mass transit, non-motorized, and other forms of transportation that does not rely upon single occupant vehicle trips;
- Focusing on those initiatives which produce the most effective and cost efficient reductions; and
- Increasing and encouraging the use of low emission vehicles, such as efficient electric-powered vehicles.

NE-P45 Minimize the potential to export greenhouse gases, jobs, population, and economic opportunities and reduce greenhouse gas emissions at the lowest cost to Bothell's economy, residents, consumers and businesses.

Conservation of Resources

NE-P46 Encourage water conservation by:

- Retaining regulations encouraging water conservation;
- Providing water conservation assistance to customers;
- Promoting public education, awareness and involvement in water conservation programs; and
- Practicing efficient water use in municipal buildings, parks, city-maintained facilities and the Bothell Cemetery.

NE-P47 Continue to promote the City recycling and composting programs in single family and multi-family residential areas and extend the program to all businesses and municipal facilities.

NE-P48 Encourage the transition to a sustainable energy future by reducing demand through planning for efficiency and conservation and by meeting reduced needs from sustainable sources.

Monitoring, updating and enforcement

NE-P49 Apply adaptive management to critical area regulations to monitor and evaluate their effectiveness and update regulations that do not achieve the level of protection prescribed in the regulations.

NE-P50 Provide sufficient resources to enforce critical area and other natural resource regulations, including enforcement of both civil and criminal penalties.

NE-P51 Promote or incentivize energy efficiency, conservation methods and sustainable energy sources in support of achieving a reduction of greenhouse gas emissions and climate change.

NE-P52 Formulate and implement climate change adaptation strategies that address the impacts of climate change to public health and safety, the economy, public and private infrastructure, water resources, and habitat.

NE-P53 Where activities or land uses may lead to lead contamination, ensure implementation of best management practices as promulgated by state and federal agencies.

Actions

Applicable to multiple features of the Natural Environment

NE-A1 Periodically update critical areas regulations to incorporate best available science, correct deficiencies identified through adaptive management or provide protection for plant or animal species listed as threatened or endangered by the state or federal government. The critical areas regulations shall embody the intent of the goals and policies contained in this Element and elsewhere in the Plan.

NE-A2 Aggressively enforce the city's regulations and ordinances, particularly with regard to natural foliage retention, land clearing, landscaping and critical area protection.

NE-A3 Maintain and update maps and inventories of aspects of the natural environment including, but not limited to, critical areas as defined by the Growth Management Act (See **Figures NE 1-6**).

NE-A4 Participate in interjurisdictional efforts which may be implemented from time to time concerning the natural environment.

NE-A5 Work with the public, King and Snohomish Counties, the State of Washington and any other interested parties or agencies, to investigate and identify for City consideration environmentally sensitive areas, fish and wildlife habitat areas, fish and wildlife corridors, aquifer recharge lands, critical forestlands, unique or important open space areas, and other lands worthy of preservation within the Bothell Planning Area which are deserving of public reclamation, restoration, acquisition, preservation and inclusion within the City's open space system. Reference the Land Use Element and the Parks, Recreation and Open Space Element.

NE-A6 Prioritize those properties identified in NE-A5 according to their value to the community and their vulnerability to degradation or loss. Emphasis should be given to those areas which facilitate the development of uninterrupted natural passageways for wildlife, provide for continuous urban separators between jurisdictions and within the community, or enhance public access to the waterfront.

NE A7 Work with King and Snohomish Counties, the State of Washington and other agencies to fund the activities identified in NE A5.

NE-A8 Provide printed materials and information workshops regarding stewardship of environmentally sensitive areas.

NE-A9 Update the City's surface water comprehensive plan and implementing regulations so as to incorporate those surface water management approaches and technologies which best reflect the goals and policies of this element.

Fish and wildlife

NE-A10 Continue participation in regional watershed and salmon recovery planning activities.

Soils, slopes and geologically hazardous areas

NE-A11 Protect cleared and graded areas from erosion at all times, pursuant to best management practices.

NE-A12 Maintain and update clearing and grading regulations to minimize the overall impact of the activity on the environment.

NE-A13 Retain and update, where necessary, hillside design and construction standards for development on geologically hazardous slopes.

Greenhouse gas emissions

NE-A14 Participate in State and regional greenhouse gas emissions inventory and measurement frameworks to efficiently and effectively measure progress toward achieving greenhouse gas emission reductions.

NE-A15 Consider providing incentives to encourage private development to improve energy efficiency, use green building and site development methods, and to implement other greenhouse gas emission actions.

NE-A16 Continue the Bothell CO_2OL Greenhouse Gas Reduction and Climate Change Program and expand the program where feasible.

Conservation of Resources

NE-A17 Continue to participate in and develop information programs for homeowners, apartment dwellers and business that provide advice on how to reduce water consumption. This information may be disseminated through the City newsletter, with monthly utility bills, or by other means that should be readily accessible to the public.

NE-A18 In the review of proposed developments, encourage the use of indigenous, low water demand landscaping (also referred to as xeriscaping) and water-efficient irrigation systems, temporary irrigation systems or no irrigation system if the landscaping can establish itself and is sustainable without an irrigation system.

NE-A19 Develop and implement new and innovative programs to support water conservation.

NE-A20 Explore and when feasible, include water consumption history in customer water bills.

NE-A20 Provide to building permit applicants information on energy-efficient appliances and building materials and techniques.

NE-A21 Encourage use of green building techniques and use of green building programs and strategies. Consider the use of incentives to encourage green building programs.

NE-A22 Give priority in City procurement procedures to recycled materials, if equal in cost or less expensive than other materials.

NE-A23 Investigate the feasibility of using reclaimed water for irrigation and other purposes and pursue if found to be cost-effective.

Monitoring, updating and enforcement

NE-A24 Apply adaptive management to monitor and improve the effectiveness of critical area and other development regulations to establish whether they have achieved the intended purpose of protecting environmentally sensitive lands from degradation in keeping with the policies of this element and best available science.

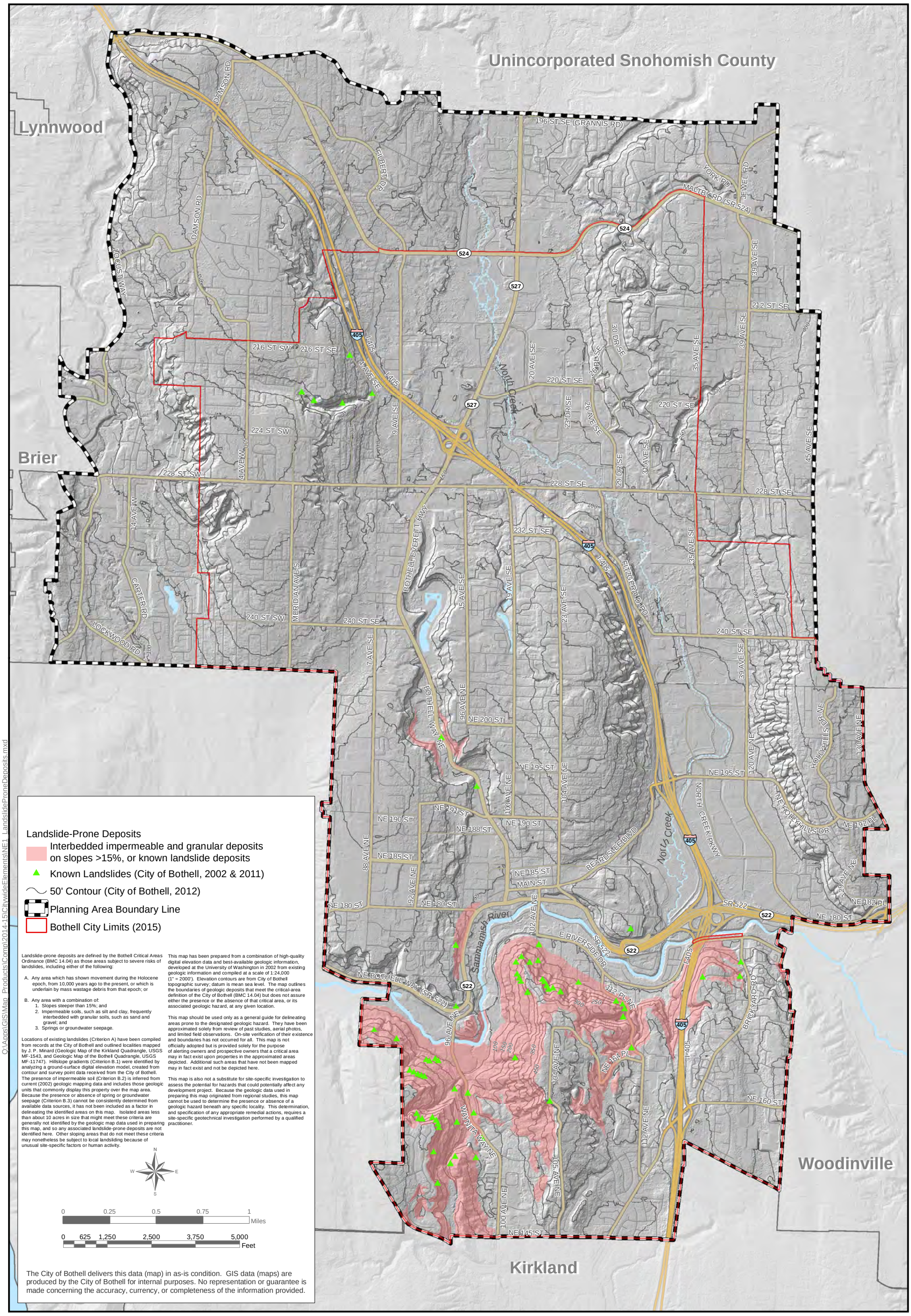

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Figure NE-1
Natural Environment
Landslide Prone Deposits

City of Bothell

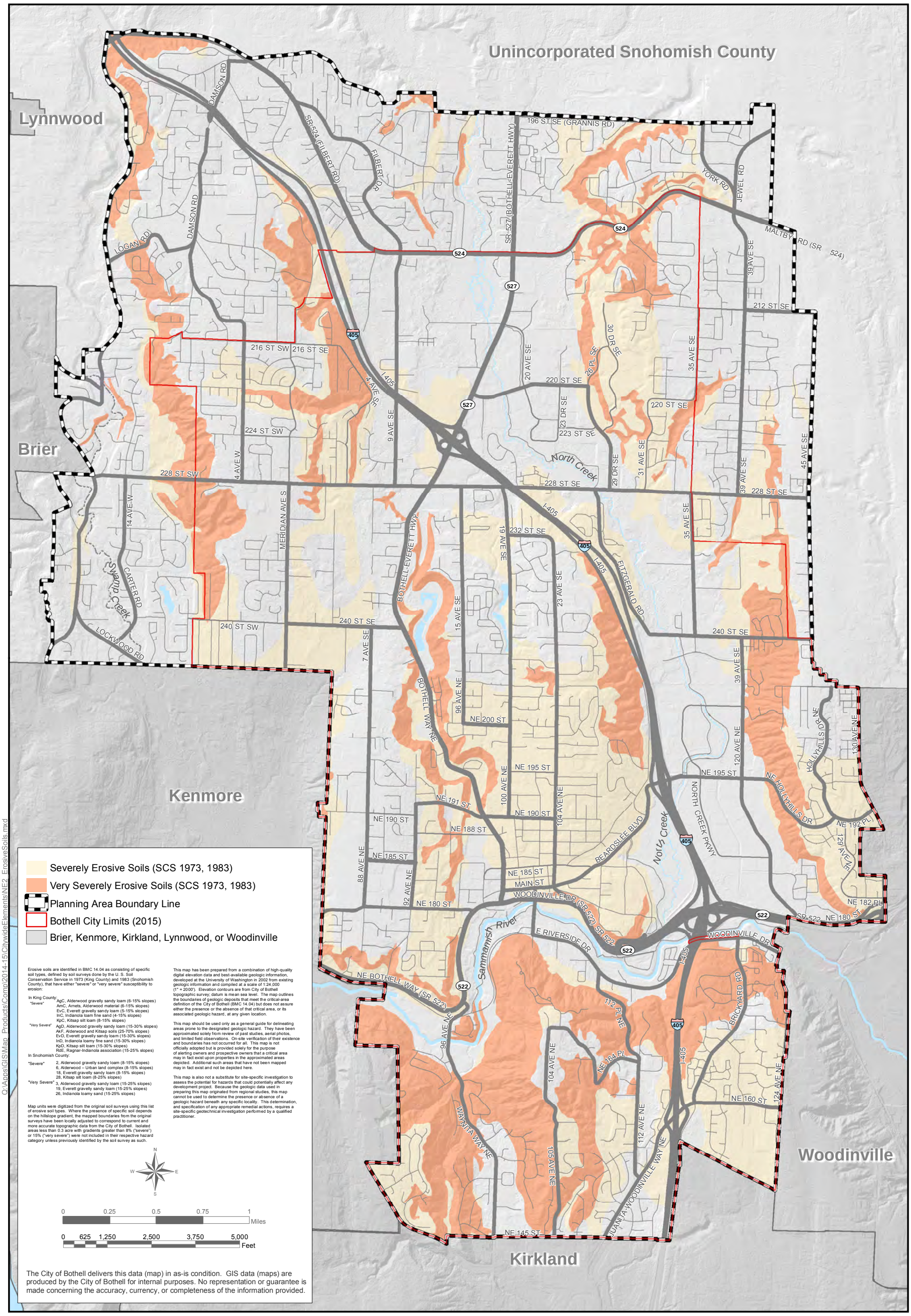

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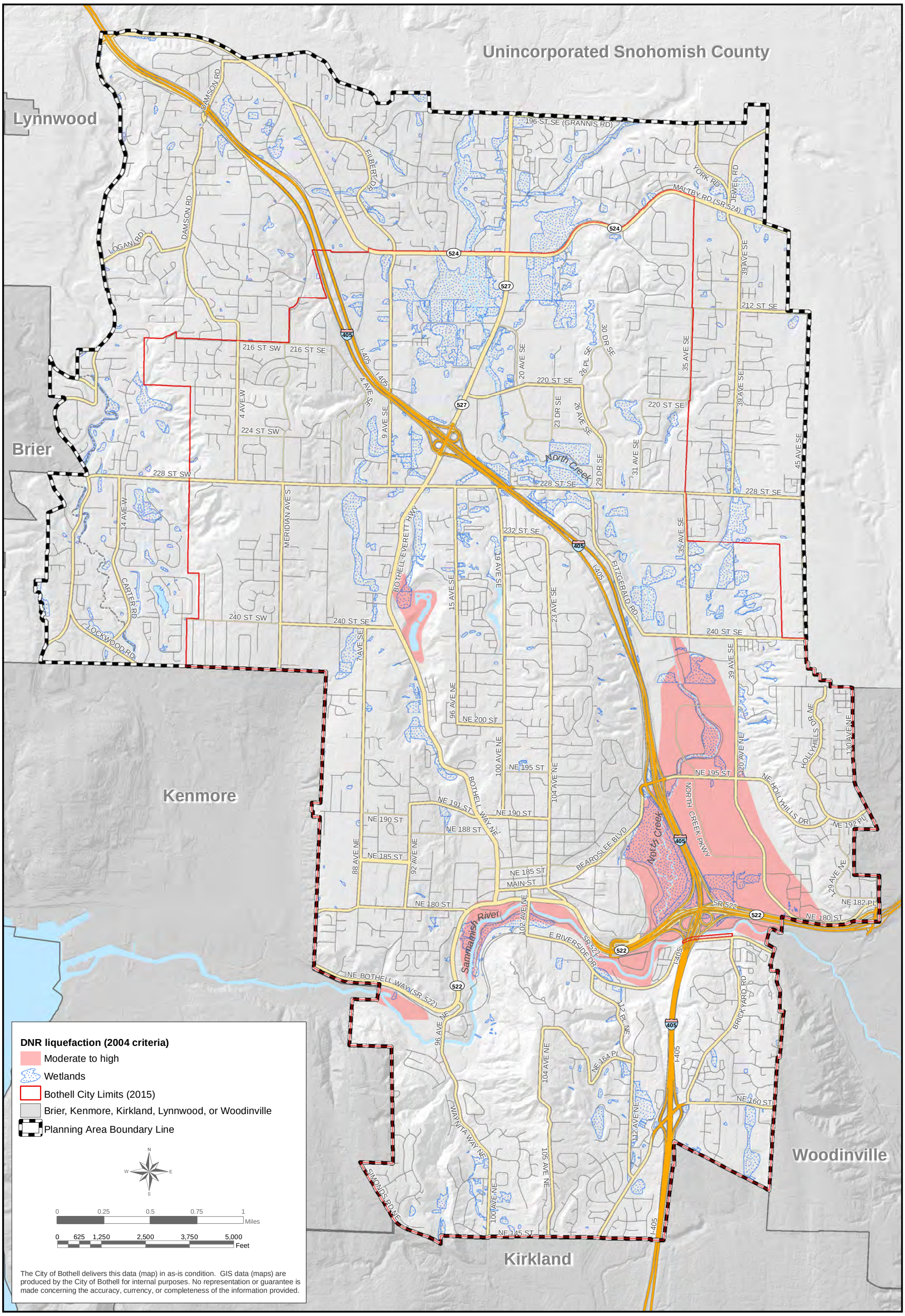
Figure NE-2
Natural Environment
Erosive Soils

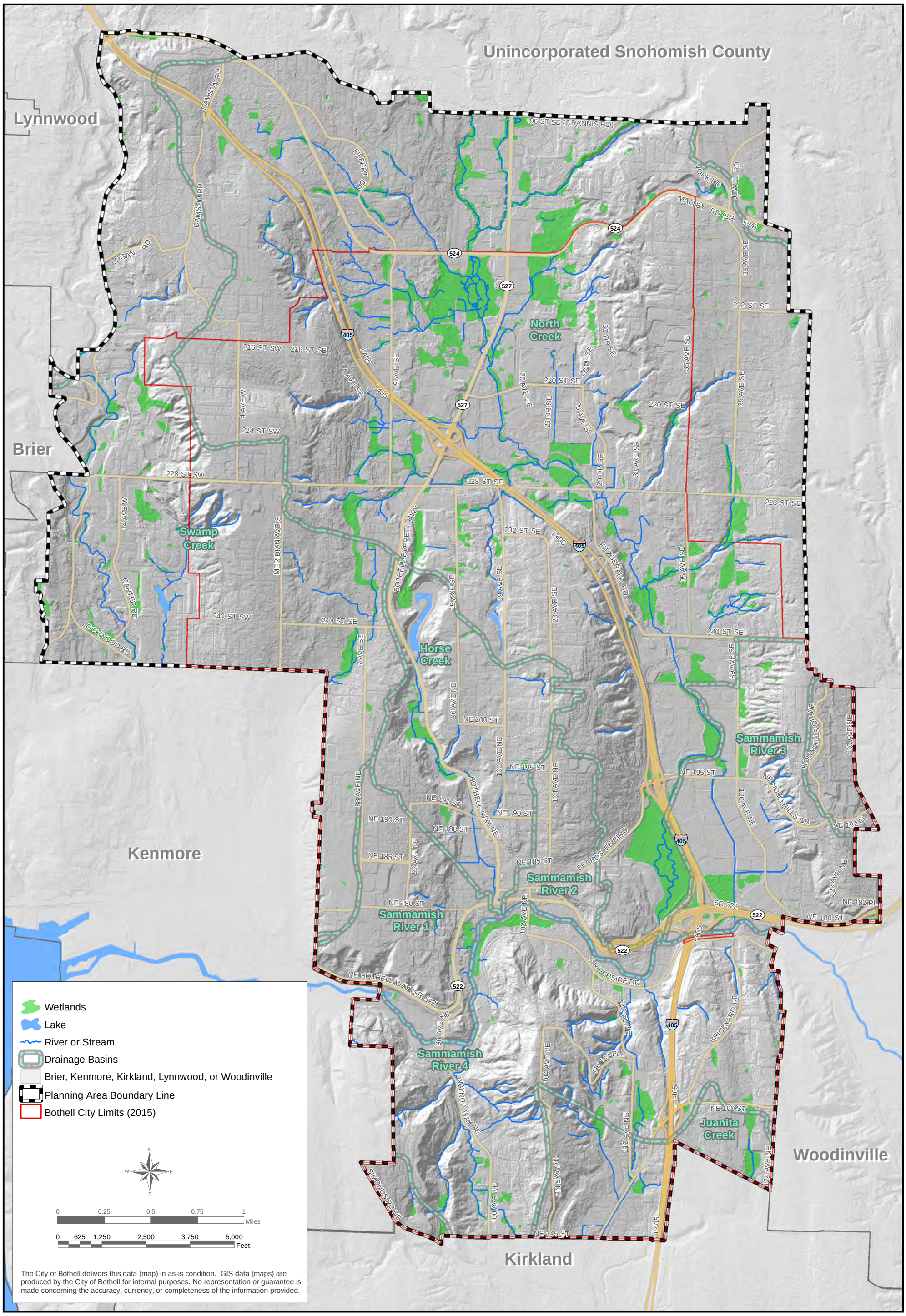
City of Bothell



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

Figure NE-3
Natural Environment
Liquefaction Prone Deposits

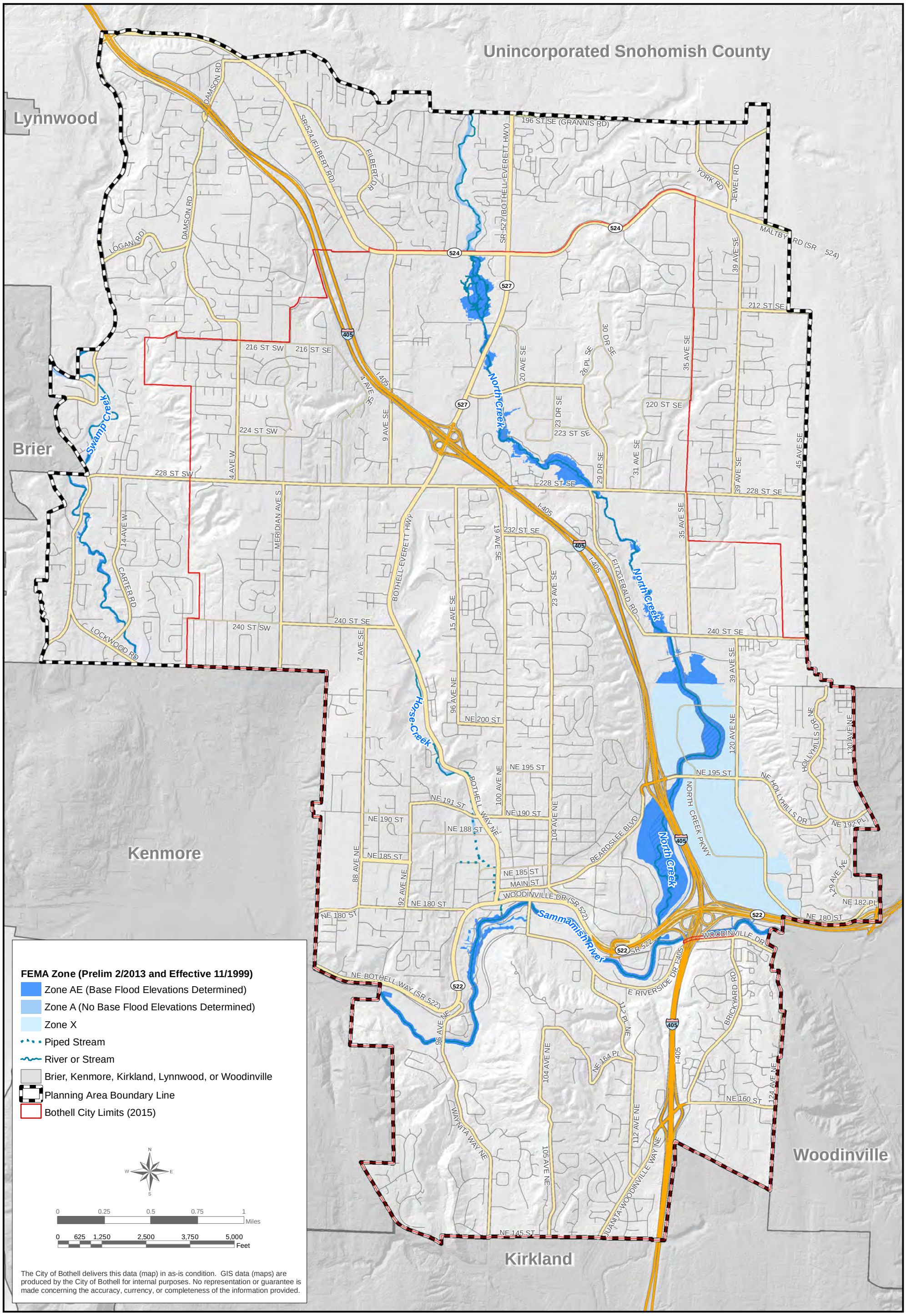
City of Bothell



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

Figure NE-4
Natural Environment
Wetlands, Streams, Drainage Basins

City of Bothell



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2015 Periodic Plan and Code Update

Figure NE-5
Natural Environment
Fequently Flooded Areas

City of Bothell

Shoreline Master Program Element

Introduction

Purpose and Relationship to GMA and SMA

The Growth Management Act (GMA) was amended in 1995 to add the goals and policies of the state Shoreline Management Act (SMA) as one of the goals of the GMA. The purpose of the SMA is stated in RCW 90.58.020 as follows:

> "The legislature finds that the shorelines of the state are among the most valuable and fragile of its natural resources and that there is great concern throughout the state relating to their utilization, protection, restoration, and preservation. In addition it finds that ever increasing pressures of additional uses are being placed on the shorelines necessitating increased coordination in the management and development of the shorelines of the state. The legislature further finds that much of the shorelines of the state and the uplands adjacent thereto are in private ownership; that unrestricted construction on the privately owned or publicly owned shorelines of the state is not in the best public interest; and therefore, coordinated planning is necessary in order to protect the public interest associated with the shorelines of the state while, at the same time, recognizing and protecting private property rights consistent with the public interest. There is, therefore, a clear and urgent demand for a planned, rational, and concerted effort, jointly performed by federal, state, and local governments, to prevent the inherent harm in an uncoordinated and piecemeal development of the state's shorelines.
>
>
>
> It is the policy of the state to provide for the management of the shorelines of the state by planning for and fostering all reasonable and appropriate uses. This policy is designed to insure the development of these shorelines in a manner which, while allowing for limited reduction of rights of the public in the navigable waters, will promote and enhance the public interest. This policy contemplates protecting against adverse effects to the public health, the land and its vegetation and wildlife, and the waters of the state and their aquatic life, while protecting generally public rights of navigation and corollary rights incidental thereto.
>
> In the implementation of this policy the public's opportunity to enjoy the physical and aesthetic qualities of natural shorelines of the state shall be preserved to the greatest extent feasible consistent with the overall best interest of the state and the people generally. To this end uses shall be preferred which are consistent with control of pollution and prevention of damage to the natural environment, or are unique to or dependent upon use of the state's shoreline. Alterations of the natural condition of the shorelines of the state, in those limited instances when authorized, shall be given priority for single-family residences and their appurtenant structures, ports, shoreline recreational uses including but not limited to parks, marinas, piers, and other improvements facilitating public access to shorelines of the state, industrial and commercial developments which are particularly dependent on their location on or

use of the shorelines of the state and other development that will provide an opportunity for substantial numbers of the people to enjoy the shorelines of the state. Alterations of the natural condition of the shorelines and shorelands of the state shall be recognized by the department. Shorelines and shorelands of the state shall be appropriately classified and these classifications shall be revised when circumstances warrant regardless of whether the change in circumstances occurs through man-made causes or natural causes. Any areas resulting from alterations of the natural condition of the shorelines and shorelands of the state no longer meeting the definition of "shorelines of the state" shall not be subject to the provisions of chapter 90.58 RCW.

Permitted uses in the shorelines of the state shall be designed and conducted in a manner to minimize, insofar as practical, any resultant damage to the ecology and environment of the shoreline area and any interference with the public's use of the water."

The SMA policy has been refined to include provisions for uses along the shoreline, public access to shorelines, preservation and restoration of the shoreline resources and ecology, promotion of long term over short term benefit, and other actions to promote the state-wide interest of appropriate use of shoreline over local interest.

In addition to incorporating the state SMA goals and policies, the Growth Management Act also provides that "the goals and policies of a shoreline master program for a county or city…shall be considered an element of the county or city's comprehensive plan". The City of Bothell's Shorelines Master Program (SMP) was originally approved by the Washington State Department of Ecology in February, 1975 and was amended in July, 1986, March, 1990, and most recently in July, 1998. The City's shoreline goals and policies were incorporated in the Natural Environment Element of the *Imagine Bothell… Comprehensive Plan* in June, 1996. In the 2004 Plan Update, the goals and policies of Bothell's Shoreline Master Program were made a stand-alone element. In 2012, the SMP was updated consistent with Washington Administrative Code (WAC) Chapter 173-26, State master program approval/amendment procedures and master program guidelines (Guidelines). The Guidelines are administered by the Washington State Department of Ecology (Ecology). The SMP becomes effective after conclusion of both the City's SMP development and adoption process followed by Ecology's review and approval process.

Profile of the Shoreline Jurisdiction in Bothell's Planning Area

The entire shoreline jurisdiction within the city limits and Bothell Planning Area, including unincorporated territory and excluding aquatic areas, amounts to 782.8 acres, and is depicted in Figure SMP-1. The City of Bothell has three streams identified as "shorelines of the state": the Sammamish River, which runs for approximately 3.34 lineal miles through the City and is classified as a navigable water; North Creek, which runs for approximately 6.76 lineal miles through the City and Planning Area; and Swamp Creek, which runs for approximately 3.36 lineal miles through the Planning Area.

In accordance with state law, the jurisdiction of Bothell's Shoreline Master Program (SMP) encompasses the Sammamish River, North Creek, and Swamp Creek; land within 200 feet of the ordinary high water mark of these waterways; and their floodways, 100-year floodplains and associated wetlands.

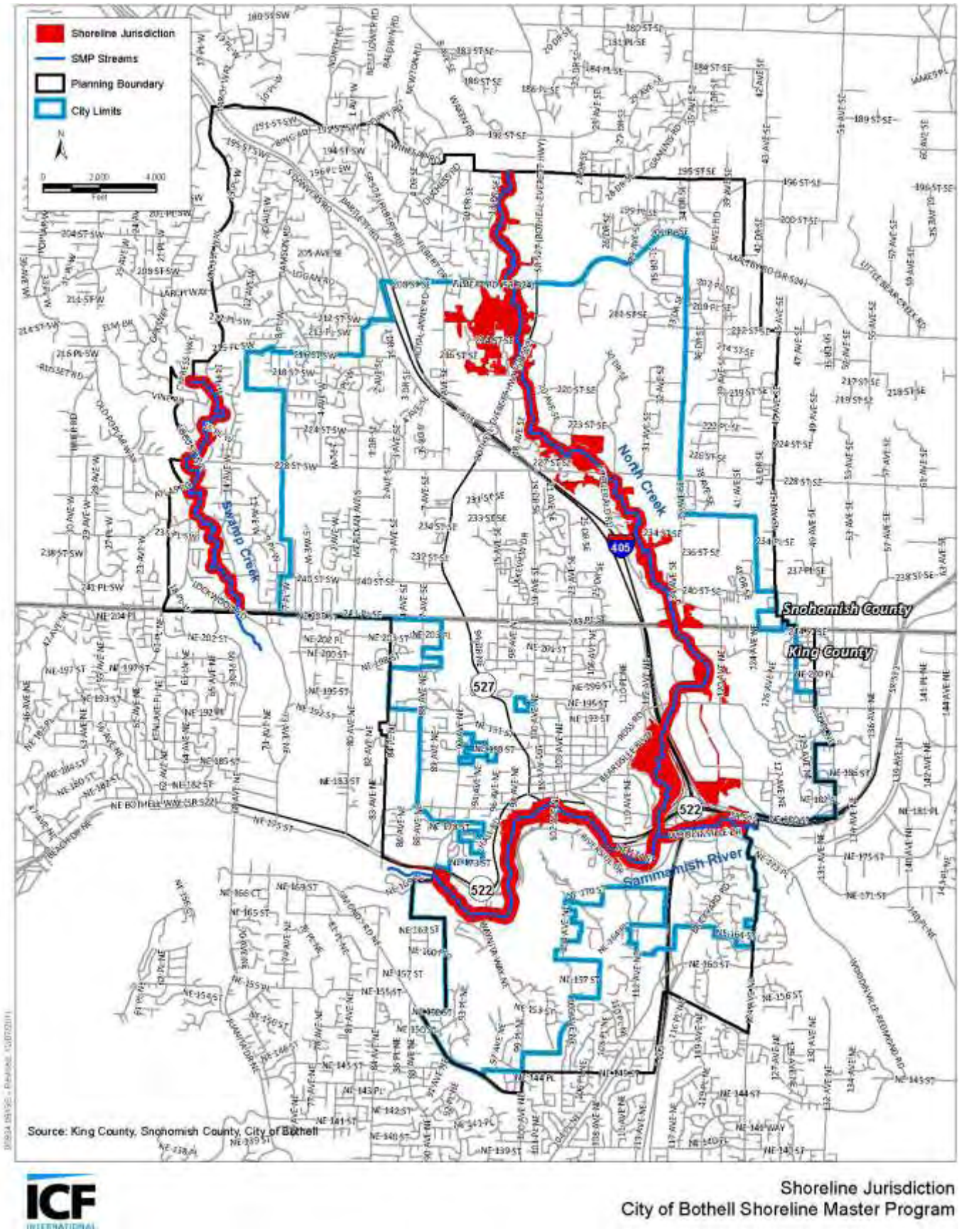


Figure SMP-1. Shoreline Jurisdiction

A. How to Use This Document

1. **The Shoreline Master Program (SMP) is divided into five sections (see Figure SMP-2):**

- Goals and Policies

  Goals and Polices define the community's vision for the City's shorelines and provide guidance to the City when evaluating shoreline variances, conditional use permits, interpretations, and future amendments to the SMP.

- Environment Designations -Chapter 13.07

  Are analogous to zoning districts and divide the City's shorelines into 6 different environments: Aquatic, Natural, Urban Conservancy, Shoreline Residential, High Intensity, and Marina. Each environment designation contains specific use, development and operating requirements.

> Water-oriented uses generally include:
>
> - Water-Dependent: A water-dependent use is a use that is dependent on the water by reason of the intrinsic nature of its operations, and cannot exist in any other location.
> - Water-Related: A water-related use is not intrinsically dependent on a waterfront location, but its economic viability is dependent upon a waterfront location.
> - Water-Enjoyment: A water-enjoyment use is a use that facilitates public access to the shoreline, or draws substantial numbers of people to the shoreline and provides opportunities for the public to enjoy the shoreline.
> - Non-water oriented uses are those uses that do not rely upon a shoreline location and can exist equally well in non-shoreline areas.

- General Development Regulations - Chapter 13.09

  Are those regulations and standards applicable to all shoreline developments, uses, and activities. The General Development Regulations are organized by shoreline environments and specific land use and activity regulations

- Use-Specific and Shoreline Modification Regulations and Performance Standards - Chapter 13.11

  Are the use-specific regulations applicable to categories of uses such as residential, commercial, boating, recreational and other uses or activities? For example, development of residential uses is addressed under Section 13.11.130. This section contains requirements that are applied to residential developments.

- Administrative Procedures - Chapter 13.17

  Are the regulations used in the City's administration and enforcement of the Shoreline Management Program, implementation of the SMP Regulations within Title 13, and the permit application administration and processing procedures for shoreline developments.

2. **How to determine the applicable regulations and standards that apply to an individual property**

   A. Locate the property on the environment designations maps in Chapter 13.07.

   B. Turn to the use matrix (Section 13.07.080) to determine whether the proposed use or activity is Permitted (P), Conditional (C) or Prohibited (X). If prohibited, an alternative location for the use or activity is necessary;

   C. Review the general regulations and performance standards within Chapter 13.09. These requirements, such as environmental protection, vegetation retention, public access, and

stormwater requirements, are applied to all shoreline uses, activities and developments. For example, all uses and activities are required to protect the ecological functions of shoreline areas.

D. Review the requirements for the specific proposed use or activity within Chapter 13.11. Uses and activities have been divided into general categories. For example, development of residential uses is addressed under Section 13.11.130. This section contains standards and requirements applied to residential development, and makes reference to other relevant provisions.

E. Determine what affect, if any, the critical areas requirements under Chapter 13.13 will have upon the proposed use or activity. For example, buffers are required from critical areas like wetlands, streams, and habitat areas. These buffers vary in dimension and vary upon the specific characteristics of the property such as the size and type of critical area and the environmental designation assigned to the property.

3. How to determine the type of shoreline permit that will be required for the activity

A. Review the use matrix table (BMC Table 13.07.080-1) and determine whether the use in the specific environment designation is Permitted (P), Conditional (C) or Prohibited (X).

B. Review 13.15 Administrative requirements to obtain details on the specified review process. There are three types of permit actions:

i. Exempt activities. These are activities that are not required to obtain a Shoreline Substantial Development Permit or Shoreline Conditional Use Permit, but must be consistent with the requirements and standards of the Bothell SMP.

ii. Shoreline Substantial Development Permit. If the activity is not exempt per BMC 13.17.040 and is identified as “Permitted” (P) within the use matrix, the activity must obtain a Shoreline Substantial Development Permit as outlined with BMC 13.17.100.

iii. Shoreline Conditional Use Permit. If the activity is identified as “Conditional” (C) within the use matrix, or the use is not listed within the use matrix, the activity must obtain a Shoreline Conditional Use Permit (SCUP). A SCUP requires approval by the Bothell Hearing Examiner after a public hearing, and approval by the Washington State Department of Ecology.

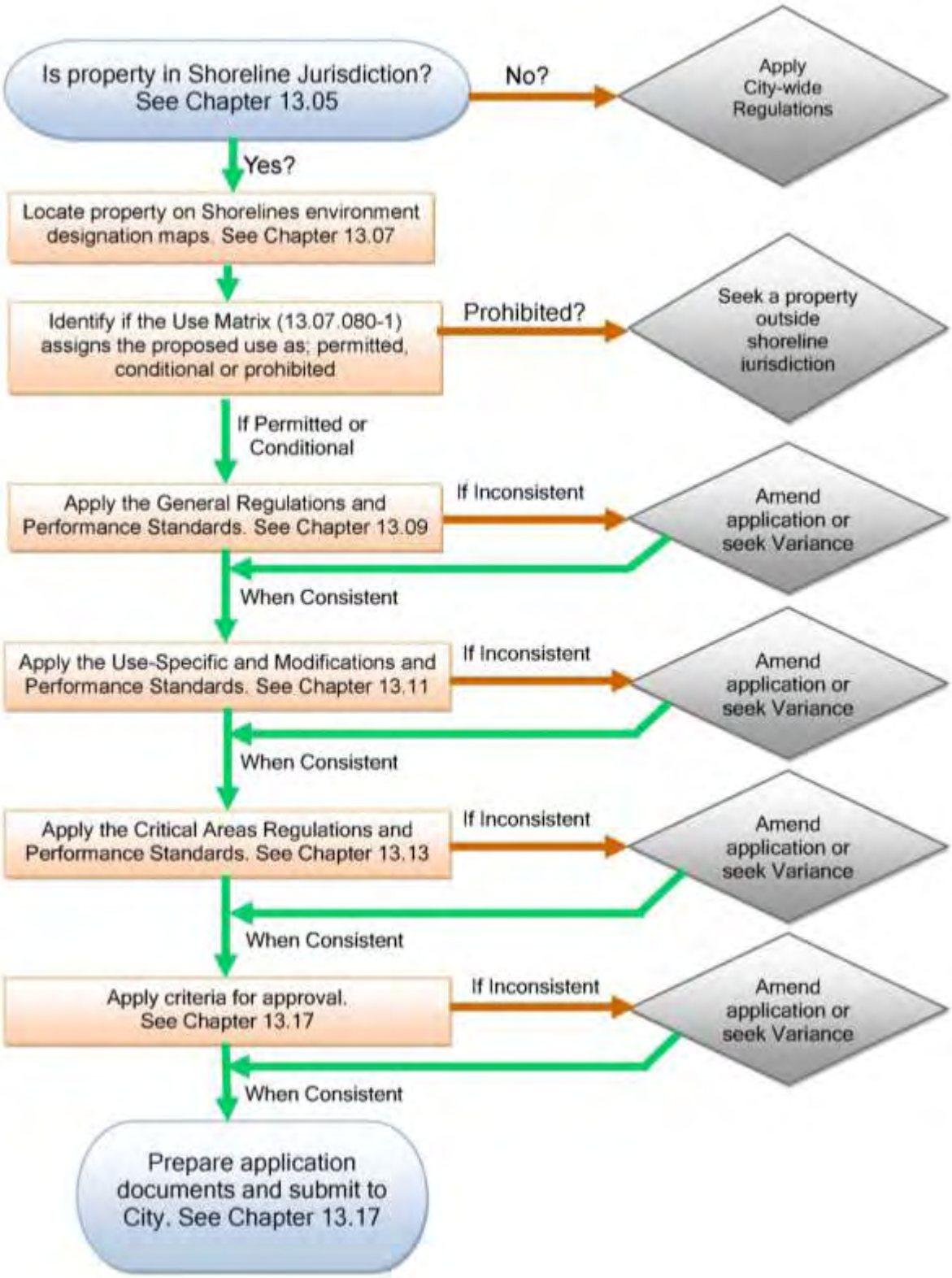


Figure SMP-2. Flow Chart

B. Goals and Policies

The goals and policies presented here are categorized according to Master Program elements as mandated by the SMA. The first eight elements are identified in the SMA as generic classes of activities for which goals and policies shall be developed and systematically applied to different shoreline uses in these classes, when deemed appropriate by the local jurisdiction. The other elements are encouraged or allowed by the SMA when also identified as appropriate by the local jurisdiction.

The general goal and policy statements found within each element of the Master Program are intended to provide the policy basis for administration of the City of Bothell SMP. All elements are equal in their importance and no element has a greater standing or relevance than any other element. The SMP Elements are as follows.

1. **Shoreline use element** for considering:
   A. The proposed general distribution and general location and extent of the use on shorelines and adjacent land areas, including, but not limited to, housing, business, industry, transportation, agriculture, natural resources, recreation, education, public buildings and grounds, and other categories of public and private uses of the land;
   B. The pattern of distribution and location requirements of water uses including, but not limited to, aquaculture, recreation, and transportation; and
   C. Establishing the importance of locating water-oriented uses, particularly those that are water-dependent, within the shoreline jurisdiction area.
2. **Economic development element** for the location and design of industries, transportation facilities, port facilities, tourist facilities, commerce and other developments that are particularly dependent on their location on or use of the shorelines of the state;
3. **Public access element** for provision for public access to shorelines, particularly publicly owned areas;
4. **Recreational element** for preserving and enlarging recreational opportunities including but not limited to parks, beaches, and recreational areas;
5. **Circulation element** consisting of the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other public utilities and facilities, all correlated with the shoreline use element;
6. **Conservation element** for the preservation of natural resources, including but not limited to scenic vistas, aesthetics, and critical areas' functions and values, fisheries and wildlife protection, and shoreline ecological functions;
7. **Historical/cultural/scientific/and educational element** for protecting and restoring buildings, sites and areas having historic, archaeological, cultural, scientific, or educational values;
8. **Flood control element** for giving consideration to the state-wide interest in the prevention and minimization of flood damages, and construction, modification, and restoration of flood-damaged structures consistent with FEMA Standards;
9. **Restoration element** for providing for restoring natural resources and ecological functions of the shoreline which have been degraded by human or natural actions; and
10. **Process element** for maintaining the Master Program and administration of the permit process.

C. Overarching Shoreline Goal for City of Bothell

SMP-G1 To provide a high quality shoreline environment where:

A. Recreational opportunities are abundant.

B. The public enjoys access to and views of shoreline areas.

C. Natural systems are preserved, restored or enhanced.

D. Ecological functions of the shoreline are maintained and improved over time.

E. Water-oriented uses are promoted consistent with the shoreline character and environmental functions.

D. Shoreline Uses and Modifications Element

Land use allocations within the different environmental designations along the shorelines of the state within Bothell's jurisdiction should be applied in the order of priority listed below in SMP-P1 and considering existing development and the *Imagine Bothell... Comprehensive Plan* land use designation. There are four important types of uses discussed within the SMP which are briefly described below and defined in more detail later in SMP-P1:

- Water-Dependent: A water-dependent use is a use that is dependent on the water by reason of the intrinsic nature of its operations, and cannot exist in any other location.
- Water-Related: A water-related use is not intrinsically dependent on a waterfront location, but its economic viability is dependent upon a waterfront location.
- Water-Enjoyment: A water-enjoyment use is a use that facilitates public access to the shoreline, or draws substantial numbers of people to the shoreline and provides opportunities for the public to enjoy the shoreline.
- Non-Water-Oriented: A non-water-oriented use is a use that does not rely upon a shoreline location and can exist equally well in non-shoreline areas.

SMP-G2 To provide a land use management system which will plan for and foster reasonable and appropriate shoreline uses and provide guidance to shoreline property owners and the community.

SMP-G3 To give priority to water-dependent, water-related, and water-enjoyment uses, particularly shoreline recreation. Commercial development, multifamily residential, and other development that provides opportunity for substantial numbers of people to enjoy the shorelines of the state are preferred over nonwater-oriented uses.

SMP-G4 To establish open space corridors along the Sammamish River, North Creek, and Swamp Creek through application of critical area buffers, reservation of easements, acquisition of property by the City or other entity, transfer of development rights, location within otherwise established buffer areas, or other mechanisms.

SMP-G5 To manage shoreline uses to prevent adverse impacts upon water quality, fish and wildlife habitats, and encourage restoration of ecological functions.

SMP-P1 When assigning environment designations, determining permitted uses within the different designations and use categories, and reviewing individual applications, prefer uses which are consistent with preserving and enhancing the natural and aesthetic quality of important shoreline areas while allowing for reasonable development to meet the needs of the City and its residents. Give priority to shoreline uses as follows:

A. Water-oriented uses, which are sub-prioritized as follows:

   1. Water-dependent uses. A water-dependent use is dependent on the water by reason of the intrinsic nature of its operations, and cannot exist in any other location. Examples include swimming beaches, boat launches, docks, and marinas.

   2. Water-related uses. A water-related use is one that is not intrinsically dependent on a waterfront location but whose economic viability is dependent upon a waterfront location. Examples of water-related uses may include dry boat storage with onsite launching mechanisms, boat repair and maintenance, warehousing of goods transported by water, hydroelectric generating plants, and agriculturally related water transportation systems.

   3. Water-enjoyment uses. A water-enjoyment use is a recreational use or other use that facilitates public access to the shoreline, or draws substantial numbers of people to the shoreline and provides opportunities for the public to enjoy the physical and aesthetic benefits of the shoreline. Examples include parks and trails, museums, restaurants, aquariums, and golf courses.

B. Single family residences and their accessory structures,

C. Shoreline recreational uses facilitating public access to the shorelines of the state,

D. Other development that will provide an opportunity for substantial numbers of the people to enjoy the shorelines of the state.

SMP-P2 Maintain existing and foster new uses that are dependent upon, or have a more direct relationship with shoreline areas.

SMP-P3 Allow for a diversity of appropriate uses within shoreline jurisdiction consistent with the varied character of the shorelines within the City and Planning Area.

SMP-P4 Ensure that all uses on the shoreline will protect and improve water quality by proper design of drainage, sewer connections, and other measures as promulgated by this SMP, the National Pollutant Discharge Elimination (NPDES) Phase II Permit, the Bothell Surface Water Design Manual, and other City plans, programs and regulations.

SMP-P5 Ensure that development regulations adequately protect the aesthetic and natural characteristics of the water and shoreline and promote no net loss of shoreline ecological function.

SMP-P6 Promote coordination of the City's SMP, *Imagine Bothell... Comprehensive Plan*, and Parks, Recreation and Open Space Action Program to ensure consistency between land uses, recreation, and public access.

1. Shoreline Environment Designations

SMP-P7 Provide a comprehensive shoreline environment designation system to categorize Bothell shorelines into environments based upon the primary characteristics of shoreline areas to guide the use and management of these areas.

SMP-P8 Designate properties as Natural in order to protect and restore those shoreline areas that are relatively free of human influence or that include intact or minimally degraded shoreline functions that are sensitive to potential impacts from human use.

A. Any use or development activity that would degrade the ecological functions or adversely alter the natural character of the shoreline area should be severely limited or prohibited.

B. Development activity in the natural environment should only be permitted when no suitable alternative site is available on the subject property outside of shoreline jurisdiction.

C. Development, when feasible, should be designed and located to preclude the need for shoreline stabilization, flood control measures, native vegetation removal, or other shoreline modifications.

D. Development activity or land surface modification that would reduce the capability of vegetation to perform normal ecological functions should be prohibited.

E. Restrictive access may be permitted for scientific, historical, cultural, educational and low-intensity water-oriented recreational purposes, provided there are no significant adverse ecological impacts.

SMP-P9 Designate properties as Urban Conservancy to protect and restore ecological functions of open space, parks, flood plains and floodways, and lands containing critical areas, while allowing a variety of compatible uses. This designation is appropriate for lands, such as waterfront parks, low density single-family, and open space, provided specific management policies to guide development and use of these areas is created, including but not limited to:

A. Allowed uses should be those that preserve the natural character of the area and/or promote restoration within critical areas and public open spaces either directly or over the long term.

B. Restoration of shoreline ecological functions should be a priority.

C. Development, when feasible, should be designed to ensure that any necessary shoreline stabilization, flood control measures, native vegetation removal, or other shoreline modifications do not result in a net loss of shoreline ecological function or further degrade other shoreline values.

D. Public access and public recreation objectives should be implemented whenever feasible and significant ecological impacts can be mitigated.

E. Water-oriented uses should be given priority over non-water-oriented uses. For shoreline areas adjacent to navigable waters, water-dependent uses should be given highest priority.

F. Commercial and industrial uses, other than small scale commercial activities conducted accessory to a public park, should be prohibited.

SMP-P10 Designate properties as Shoreline Residential to accommodate residential development and recognize existing land uses. This designation is appropriate for residential uses on lands with zoning classifications for detached and attached residential, excepting residential lands within established activity centers. The following management policies should guide development within these areas:

A. Standards for buffers, lot coverage limitations, shoreline stabilization, vegetation conservation, critical area protection, and water quality should mitigate adverse impacts to maintain shoreline ecological functions.

B. Access, utilities, and public services should be available and adequate to serve existing needs and/or planned future development.

C. Visual and physical access should be implemented whenever feasible and adverse ecological impacts can be avoided. Within attached residential developments, continuous public access along the shoreline should be provided, preserved or enhanced.

D. Water-dependent recreational uses should be permitted.

E. Limited water-oriented commercial uses which depend on or benefit from a shoreline location should also be permitted provided the underlying zoning classifications permit such uses.

SMP-P11 Designate properties as High Intensity to accommodate intensive land uses, such as residential - activity centers, commercial, office, retail, transportation, warehouse, manufacturing, and mixed-used developments. Designate a portion of the Park at Bothell Landing as High Intensity – Park to accommodate the unique features and shoreline public access of this waterfront park that links the downtown area with the Sammamish River. The following management policies should guide development within these areas:

A. Manage development so that it enhances and maintains the shorelines for a variety of urban uses, with priority given in the following hierarchical order water-dependent, water-related and water-enjoyment uses. Non-water-oriented uses should not be allowed except as part of an existing development as of the effective date of this SMP February 6, 2013, or when associated with public access or ecological restoration, but such uses should not conflict with or limit opportunities for water-oriented uses or limit direct access to the shoreline.

B. Visual and physical access should be implemented whenever feasible and adverse ecological impacts can be avoided. Continuous public access along the shoreline should be provided, preserved or enhanced.

C. Aesthetic objectives should be implemented by means such as sign control regulations, appropriate development siting, screening and architectural standards, and maintenance of natural vegetative buffers.

D. For the High Intensity – Park designation ensure that park uses, activities, and development maintain high levels of public access and activities near the Sammamish River, in a manner that is consistent with any City-adopted Park Master Plan and this SMP.

SMP-P12 Designate the Blue Heron Landing property and boat basin as Marina to accommodate an ongoing water-dependent and water-related business that provides services related to boat moorage, boat repair, and upland boat storage. The following management policies should guide development within this area:

A. Provisions for the operation and management of the Marina environment should be directed towards maintaining and enhancing water-dependent and water-related services, while ensuring that existing and future activity does not degrade ecological functions.

B. Dimensional standards for new or modified over-water structures should allow for safe and efficient use of the marina, while contributing to the maintenance or improvement of current ecological conditions.

C. Allow application of the Marina designation to other properties when a SMP amendment is accomplished.

D. Aesthetic objectives should be implemented by means such as sign control regulations, screening and architectural standards, and maintenance of natural vegetative buffers where such buffers do not interfere with the marina use and operation.

SMP-P13 Designate properties as Aquatic to protect, restore, and manage the unique characteristics and resources of the areas waterward of the ordinary high water mark. The following management policies should guide development within these areas:

A. Provisions for the management of the Aquatic environment should be directed towards maintaining and restoring shoreline ecological functions.

B. Shoreline uses and modifications should be designed and managed to prevent degradation of water quality and alteration of natural hydrographic conditions.

C. All developments and uses on navigable waters or their beds should be located and designed to minimize interference with surface navigation, to minimize adverse visual impacts, and to allow for the safe, unobstructed passage of fish and wildlife, particularly those species dependent on migration.

D. New overwater structures for water-dependent uses and public access are permitted, provided they will not preclude attainment of ecological restoration.

E. Public recreational uses of the water should be protected against competing uses that would interfere with these activities.

F. Underwater pipelines and cables should be allowed when demonstrated that there is no feasible alternative location based on an analysis of technology and system efficiency, and that the adverse environmental impacts are not significant or can be shown to be less than the impact of upland alternatives.

2. Agriculture

SMP-P14 In support of existing agricultural activities, locate and design agricultural development, clearing, and grading to avoid significant ecological impacts.

SMP-P15 Encourage Integrated Pest Management and best management practices in the application of pesticides and herbicides.

SMP-P16 Ensure new agricultural activities are consistent with shoreline resources and values, consistent with the use environment, and located and designed to assure no net loss of ecological functions and avoid adverse impacts on other shoreline resources and values.

SMP-P17 Separate tilled areas from shoreline waterbodies by a suitable buffer strip of indigenous non-invasive vegetation in order to reduce harmful bank erosion and resulting sedimentation, enhance water quality by slowing and filtering runoff, and thereby maintaining habitat for fish and wildlife.

3. Aquaculture

SMP-P18 Due to the potential for introduction of additional contaminants into Bothell waters, only permit non-commercial aquacultural activities and uses, such as state-approved fish hatcheries and fish-rearing operations.

SMP-P19 Give preference to non-commercial aquaculture operations that minimize environmental impacts through use of fewer visible structures or less extensive substrate and vegetation modifications.

SMP-P20 Do not allow aquaculture in areas where it would degrade water quality, result in a loss of shoreline ecological function, impair navigation, or conflict with other water-dependent uses.

SMP-P21 Design aquaculture facilities to minimize nuisance odors and noise, as well as visual impacts.

4. Boating Facilities (marinas/community docks/boat launches)

SMP-P22 Locate new boating facilities and allow expansion of existing facilities at sites with suitable environmental conditions, shoreline configuration, access, and neighboring upland and aquatic uses.

SMP-P23 Require mitigation for any adverse impacts to ecological functions that may result from new, expanded or modified boating facilities.

SMP-P24 Boating facilities that minimize the amount of shoreline modification, in-water structure, and overwater cover are preferred.

SMP-P25 Promote use of best management practices to control pollutants from boat maintenance, repair and use, including proper sewage disposal for boats.

SMP-P26 Prohibit live-aboard boats, barges, houseboats, and other floating vessels in marinas and along private and public docks.

SMP-P27 Encourage joint use boating facilities for developments containing five or more dwelling units.

5. Breakwaters, Jetties, Groins and Weirs

SMP-P28 To the extent feasible, limit the use of breakwaters, jetties, groins, weirs and other similar structures to those projects providing ecological restoration or other public benefits.

6. Dredging and Dredge Material Disposal

SMP-P29 Design and locate new shoreline development to avoid the need for dredging.

SMP-P30 Limit dredging and dredge material disposal to the minimum necessary to allow for shoreline restoration, flood hazard reduction, and maintenance of existing legal moorage and retention of the Sammamish River as a navigable waterbody.

SMP-P31 Recognize the status of the Sammamish River as a navigable waterbody as established by the U.S. Army Corps of Engineers, and the need to maintain the Sammamish River flood flow improvements constructed by the agency.

7. Fill

SMP-P32 Limit fill waterward of the ordinary high water mark to support ecological restoration or to facilitate water-dependent or public access uses.

SMP-P33 Fill upland of the ordinary high water mark should be allowed provided it is located, designed and constructed to protect shoreline ecological functions and ecosystem-wide processes, including channel migration, and is the minimum necessary to implement an approved project.

8. Forest Practices

SMP-P34 Ensure compliance with the City's and State's Forest Practices Act for all forest management.

SMP-P35 Conduct forest practices within shoreline areas in a manner that ensures water quality, and maintain vegetative buffer strips to protect fish populations and to avoid erosion of stream banks.

SMP-P36 Ensure forest practices are conducted in a manner that assures no net loss of shoreline ecological functions or significant adverse impacts to other shoreline uses, resources and values such as navigation, recreation and public access.

9. In-Stream Structures

SMP-P37 Locate, plan and permit in-stream structures only when consistent with the full range of public interests, ecological functions and processes, and environmental concerns, with special emphasis on protecting and restoring priority habitats and species.

10. Mining

SMP-P38 Prohibit mining facilities within shoreline jurisdiction within the City and Planning Area.

11. Private Residential Docks

SMP-P39 Design and locate private residential docks so that they do not interfere with shoreline recreational uses, navigation, or the public's safe use of the Sammamish River. Private residential docks should be prohibited on North and Swamp Creeks.

SMP-P40 Design and construct new or expanded residential docks and their accessory components, such as boatlifts and canopies, to minimize impacts on native fish and wildlife and their habitat.

SMP-P41 Encourage sharing of new private residential docks within new development and through consolidation and multiple use of existing residential docks.

SMP-P42 Minimize adverse aesthetic impacts of private residential docks and their accessory components.

12. Residential Development

SMP-P43 Recognize single family uses as a preferred use when developed without adverse impacts to ecological functions.

SMP-P44 Design residential development to preserve existing shoreline vegetation and minimize the need for shoreline stabilization and flood control measures.

SMP-P45 Prohibit over-water residential structures and floating residences.

SMP-P46 Ensure new multifamily and single family residential development in shoreline jurisdiction, comprising 5 or more dwelling units, provides for public access to the shoreline consistent with this SMP. When such development is capable of providing public access improvements consistent with the Parks and Recreation Open Space Action Plan (PROSAP) Trails and Walking Routes, such access comprises the development's public access.

13. Shoreline Habitat and Natural Systems Enhancement Projects

SMP-P47 Include provisions for shoreline vegetation restoration, fish and wildlife habitat enhancement, and Low Impact Development techniques in projects located within the shoreline, where feasible.

SMP-P48 Encourage and facilitate implementation of projects and programs included in the SMP Shoreline Restoration Plan.

14. Shoreline Stabilization

SMP-P49 Limit use of hard structural stabilization measures to reduce shoreline damage.

SMP-P50 Design, locate, size and construct new or replacement structural shoreline protection structures to minimize and mitigate the impact of these modifications on the City's shorelines.

SMP-P51 Locate and design new development to eliminate the need for new shoreline modification or stabilization.

SMP-P52 Encourage salmon-friendly shoreline design during new construction and redevelopment by offering incentives and regulatory flexibility.

15. Utilities

SMP-P53 Whenever feasible, locate new non-water-oriented domestic water, electrical, communication, natural gas and other utilities outside shoreline jurisdiction. Utilities that must be located within shoreline jurisdiction should be located within existing rights-of-way or corridors whenever feasible.

SMP-P54 Locate and design utility facilities and corridors to protect scenic views and minimize aesthetic impacts.

SMP-P55 Locate utility facilities and corridors to prevent loss of ecological function and preserve the natural landscape, including avoiding impacts to critical areas and minimizing clearing of vegetation.

SMP-P56 Ensure utilities in shoreline jurisdiction do not adversely affect water quality or prevent public use of the shoreline area.

16. Existing Development

SMP-P57 Allow legal pre-existing uses and structures to continue in accordance with this SMP.

SMP-P58 Allow alterations of legal pre-existing structures, uses, and lots in consideration of: a) historic development patterns, or b) occupation by preferred uses pursuant to Policy SMP-P1, or c) provision of ecological restoration, or d) public safety or other public purposes.

SMP-P59 Encourage transitions from non-water-oriented uses to water-oriented uses.

SMP-P60 Allow for legal pre-existing structures to expand when they do not increase inconsistencies with the SMP requirements.

SMP-P61 Consider the no-net-loss of ecological function objective to guide review of proposed expansions or other changes to legal pre-existing uses and new development on legal vacant lots. This objective may be addressed in an areawide manner consistent with the SMP cumulative impacts analysis.

E. Economic Development Element

SMP-G6 To encourage appropriate economic activity and provide both public access to the shoreline and continued maintenance of the tax base while respecting the natural environment and preserving or enhancing public access to the shoreline.

SMP-G7 To provide for and encourage economic activity and development of water-dependent uses and/or water-related uses in appropriate shoreline locations, which take into consideration the capacities of the area's natural resources, public services, and public facilities.

SMP-G8 To concentrate economic development activities that are water-oriented or water-dependent on shoreline locations containing suitable infrastructure and similar economic pursuits.

1. General Economic Policies

SMP-P62 Implement the multiple use concept consistent with the *Imagine Bothell... Comprehensive Plan's* land use designations and urban design criteria so that public purposes can be served in a way that is compatible with securing a return on private investment.

SMP-P63 Ensure upland uses designated by the *Imagine Bothell... Comprehensive Plan* on adjacent lands outside of immediate shoreline jurisdiction (in accordance with RCW 90.58.340) are consistent with the purpose and intent of the SMP as they affect the shoreline.

SMP-P64 Explore ways in which economic activity areas might benefit and link to Bothell shorelines.

SMP-P65 Develop a priority system which gives preference to economic activities which either leave natural shoreline features such as indigenous trees, shrubs, grasses and wildlife habitat unmodified, or which modify them in a way which enhances ecological functions and human awareness and appreciation of the river's or stream's beauty and relation to other natural and non-natural surroundings.

SMP-P66 Give preference to water-oriented economic activities in areas where limited commercial development space along shorelines is in demand for a number of competing uses.

SMP-P67 Develop a program and regulations to encourage the location of water-oriented economic activity uses within Bothell shorelines.

2. Commercial Development

SMP-P68 Assure that commercial structures and site developments comply with design criteria and policies contained in the City's *Imagine Bothell... Comprehensive Plan* and adopted development regulations.

SMP-P69 When considering use environment amendments, determine whether commercial development is feasible within or contiguous to existing commercial areas before locating in undeveloped areas.

SMP-P70 New commercial development that is not water-oriented should be discouraged in shoreline jurisdiction unless such development provides a significant public benefit, such as public access or ecological restoration, or if the site is physically separated from the shoreline by another property or public right-of-way.

SMP-P71 Commercial use of the shoreline should be designed to avoid environmental impacts and prevent loss of shoreline ecological function.

3. Industry

SMP-P72 Assure that industrial structures and site developments comply with design criteria and policies contained in the City's *Imagine Bothell... Comprehensive Plan* and adopted development regulations.

SMP-P73 New industrial development should be located within or contiguous to existing industrial areas before locating in undeveloped areas.

SMP-P74 New industrial development that is not water-oriented should be discouraged in shoreline jurisdiction unless such development provides a significant public benefit, such as public access or ecological restoration, or if the site is physically separated from the shoreline by another property or public right-of-way.

SMP-P75 Design industrial use of the shoreline to avoid environmental impacts and prevent loss of shoreline ecological function.

SMP-P76 Ensure industrial development provides public access to the shoreline where it can be done safely and without interfering with operation of the use.

F. Public Access Element

SMP-G9 To provide public access, both physical and visual, to the shorelines as part of a total system, consistent with the *Imagine Bothell... Comprehensive Plan*, the Parks, Recreation and Open Space Action Program, the needs of other shoreline uses, and to preserve ecological functions.

SMP-G10 To ensure that the creation of public access will not endanger natural features or contribute to a loss of ecological functions.

SMP-G11 To provide a comprehensive system of physical, visual and cultural access to Bothell's shorelines.

SMP-P77 Provide public access, physical and visual, in the shoreline jurisdiction in association with the following uses: developments with 5 or more dwelling units; commercial development; industrial development; and public agency development. Ensure public access is consistent with the *Imagine Bothell… Comprehensive Plan* and Bothell's Parks, Recreation and Open Space Action Program.

SMP-P78 Ensure that development occurring on properties which front both the Sammamish River and lands frequented by the public (for example, street, pedestrian path, recreation or park area or lands containing large numbers of residents) provide visual access in the form of view corridors, wherein buildings are excluded to provide visual access to and from the River in line with the reasonable needs for privacy, property rights, and security.

SMP-P79 Continue acquisition of land for the public along the Sammamish River in concert with the City's Parks, Recreation, and Open Space Action Program to preserve a visual corridor, increase parklands, enhance shoreline ecological functions, and expand trail linkages.

SMP-P80 Encourage footbridges in areas where opposite banks of the Sammamish River; North Creek, or Swamp Creek have compatible uses and/or related economic activities or recreational uses, or any combination of the two subject to the permission of all properties and agencies (including, but not limited to, the U.S. Army Corp of Engineers; the State Department of Natural Resources, Department of Ecology, Department of Fish and Wildlife; and King or Snohomish County).

SMP-P81 Expand the number of safe pedestrian linkages between the Downtown/Main Street retail activity area and the riverfront activity area.

SMP-P82 Utilize as many existing public rights-of-way and easements as possible to expand the network of public access to shoreline amenities. Efforts to vacate these types of rights-of-way, should be discouraged unless equivalent or improved public access is provided in

exchange and should only be allowed in strict compliance with applicable Bothell Municipal Code provisions for vacation of public rights-of-way.

SMP-P83 Discourage public access that damages the shoreline's natural features on either private or public property.

SMP-P84 Public Access can be provided in many forms including physical or visual access.

G. Recreation Element

SMP-G12 To provide substantial recreational opportunities for the public in the shoreline area.

SMP-P85 Give priority to shoreline recreational development in order to provide access, use, and enjoyment of Bothell's shorelines.

SMP-P86 In providing space for public recreation along Bothell's shorelines, give primary emphasis to providing for the local recreation needs of Bothell citizens for boating, kayaking, canoeing, swimming, bicycling, fishing, picnicking, and other activities benefiting from shoreline access as well as retaining and expanding regional trail systems.

SMP-P87 Continue to work with neighboring jurisdictions and other governments to support local and regional opportunities for public recreation, shoreline access and use.

SMP-P88 Develop recreational activity areas in a manner which complements commercial and residential uses and/or natural habitats.

SMP-P89 Ensure provision of recreational space and uses is coordinated and consistent with the City's *Imagine Bothell... Comprehensive Plan* and the Parks, Recreation and Open Space Action Program (PROSAP).

SMP-P90 Identify unique shoreline features (views, topography, vegetation, wildlife, etc.) and assign acquisition and preservation priorities for each feature. Assure recreational facilities are developed in a manner consistent with the use environment and shoreline ecological functions.

SMP-P91 Utilize the physical characteristics of Bothell's shorelines to guide the type of plant materials and landscaping of public recreation land. Use indigenous trees, shrubs and grasses, which thrive in that environment, require minimum maintenance, and provide cover, shading, and habitat along the shoreline.

SMP-P92 Encourage the continued operation of the Wayne Golf Course as a shoreline recreation use. This facility was originally constructed in c.1939 and has been operated by the same family since 1950. The City of Bothell acquired the development rights to the "front nine" of the Golf

Course in 1998 with the objective of continuing the front nine as a public golf course. Expansion and/or alteration of the existing golf course should be allowed consistent with the following:

A. Any expansion and/or alteration results in no net loss of ecological functions;

B. The special features of a waterfront golf course are recognized and accommodated; and

C. Maintenance procedures consistent with this SMP are developed.

SMP-P93 Utilize shoreline characteristics to guide the design of new recreation facilities installed within shoreline areas including:

A. Install groves of indigenous trees appropriate to the soil and moisture characteristics of the former floodplain;

B. Consider kayak or canoe launching facilities that take into account currents and stream-bank characteristics to maximum advantage;

C. Develop public access to habitat areas without excessive intrusion into those habitats; and

D. Assure that recreation areas are located where they make optimum use of water for recreation purposes.

H. Circulation Element

SMP-G13 To plan and develop a circulation network which is compatible with the shoreline environment.

SMP-G14 To design circulation facilities to meet the following criteria:

A. Minimal disruption of public access to shoreline areas and retention of current public access;

B. Provide for no net loss of existing ecological systems and the physical characteristics of shorelines;

C. Complementary to the economic and recreational usage of shorelines as set forth in the SMP and the Imagine Bothell... Comprehensive Plan.

SMP-G15 To encourage relocation or improvement of those circulation elements that is functionally or aesthetically disruptive to the shoreline, public waterfront access, and ecological functions.

SMP-P94 Discourage impervious areas such as parking lots within the 100-year floodplain or floodway, and promote designs to enhance the shoreline's aesthetic potential, and to minimize degradation of water quality.

SMP-P95 Allow parking facilities within shoreline jurisdiction only to support an authorized use.

SMP-P96 Where possible, locate land circulation systems as far from the shoreline as feasible to reduce interference with natural shoreline resources or appropriate shoreline uses.

SMP-P97 Ensure access to shoreline areas is consistent with widely adopted street, sidewalk and pathway engineering standards, and is an integral feature of all circulation improvements within shoreline jurisdiction. When consistent and compatible with the City's *Imagine Bothell… Comprehensive Plan* Transportation Element and Parks and Recreation Element, encourage multiple-transportation mode corridors.

I. Conservation Element

SMP-G16 To preserve, enhance, and/or restore natural resources which make Bothell shorelines uniquely attractive and valuable to a large, regional ecosystem.

SMP-G17 To protect the scenic and aesthetic qualities of shorelines to the fullest extent practicable and implement restoration to achieve no net loss of ecological functions.

1. Environmental Protection

SMP-P98 Protect shoreline processes and ecological functions through regulatory and non-regulatory means that may include acquisition of key properties, conservation easements, regulation of development within shoreline jurisdiction, and incentives to private property owners to encourage ecologically sound design.

SMP-P99 Work with other jurisdictional agencies in the region and with the private sector to deal effectively with regional and watershed-wide natural environment issues and the protection, preservation, and enhancement of all shorelines as fish and wildlife habitat.

SMP-P100 Enhance and restore areas which are biologically and aesthetically degraded to the greatest extent feasible while maintaining designated uses of the shoreline.

2. Critical Areas

SMP-P101 Conserve and protect critical areas within shoreline jurisdiction from loss or degradation.

SMP-P102 Locate and design public access within and adjacent to critical areas to ensure that ecological functions are not adversely impacted.

Wetlands

SMP-P103 Protect and manage shoreline-associated wetlands, including maintenance of sufficient volumes of surface and subsurface drainage into wetlands, to sustain existing vegetation and wildlife habitat.

Fish and Wildlife Habitat Conservation Areas

SMP-P104 Protect and restore critical freshwater habitat and other areas that provide habitat for endangered, threatened or sensitive fish and wildlife species.

Geologically Hazardous Areas

SMP-P105 Manage development to avoid erosion and adverse water quality impacts to shoreline waterbodies, as well as to avoid risk and damage to property and loss of life from hazardous geological conditions.

Frequently Flooded Areas

SMP-P106 Limit new development in floodplains.

SMP-P107 Regulate development within the 100-year floodplain to avoid adverse impacts to shoreline ecological functions and to avoid risk and damage to property and loss of life.

Channel Migration Zones

SMP-P108 Recognize that geologic conditions, topography, existing development, constructed levees, and some areas of armoring will limit channel migration in most reaches of Bothell's shorelines. In reaches where channel migration is possible, such as along North Creek at Centennial Park and the University of Washington Bothell campus, limit development and shoreline modifications that would result in interference with the process of channel migration that may cause significant adverse impacts to property or public improvements or result in a net loss of ecological functions associated with the shoreline waterbody.

3. Shoreline Vegetation Conservation

SMP-P109 As appropriate, ensure new and existing shoreline development and restoration activities protect, preserve, and/or restore large portions of a site's vegetative cover within Bothell shoreline jurisdiction for its habitat, aesthetic and recreational values. Select and encourage retention of plant material which provides food and cover for birds, fish, and other wildlife. The introduction of invasive plant species in shoreline jurisdiction is prohibited.

SMP-P110 Minimize tree clearing and thinning activities in shoreline jurisdiction and require mitigation for trees that are removed.

4. Water Quality, Stormwater, and Nonpoint Pollution

SMP-P111 Protect and preserve water quality in the Sammamish River, North Creek, and Swamp Creek, and take actions to ensure no net increase in pollutant loads and water quality degradation as these water bodies pass through the City of Bothell. Ensure shoreline development complies with stormwater regulations such as those implemented to meet NPDES Phase II requirements.

SMP-P112 Stormwater outfalls to shorelines or other waterbodies must be designed so that they are not aesthetically detrimental to their surroundings. Installation or retention of native vegetation and restoration of all disturbed areas is necessary.

SMP-P113 Stormwater outfalls must be set back from the water's edge and discharged onto appropriate materials such as rocks, logs, and other materials to mimic the appearance of a natural-looking creek flowing into the waterbody.

SMP-P114 Manage stormwater quantity to ensure protection of natural hydrology patterns and avoid or minimize impacts to streams and shoreline waterbodies.

SMP-P115 Promote public education efforts to protect and improve water quality such as through the City's stormwater education program.

J. Historic / Cultural / Scientific / Educational Element

SMP-G18 To protect, preserve, or restore those buildings, sites, and areas of shoreline having historic, cultural, scientific, or educational values or significance.

SMP-P116 Identify, within the City's Inventory of Historic Resources and in accordance with federal, state, and local designation criteria, and the goals and policies of the *Imagine Bothell... Comprehensive Plan*, all sites and areas of shoreline having unique historical, cultural, scientific, or educational value or significance, especially archaeological resources such as Native American sites in river and stream corridors.

SMP-P117 Ensure the use regulations of the SMP contains development regulations as necessary to encourage a compatible surrounding environment for resources identified in accordance with the Policy above, and to ensure planning for the preservation of significant archaeological resources, especially Native American sites in river and stream corridors.

SMP-P118 Due to the limited and irreplaceable nature of the resource(s), prevent the destruction of or damage to any site having historic, cultural, scientific, or educational value as identified by the appropriate authorities, including affected Indian tribes, and the Washington State Department of Archaeology and Historic Preservation or that have been inadvertently uncovered.

SMP-P119 Plan and carry out any proposed site development and/or associated site demolition work to avoid impacts to the cultural resource or to provide appropriate mitigation. Impacts to neighboring properties and other shoreline uses should be limited to temporary or reasonable levels. If development or demolition is proposed adjacent to an identified historic, cultural or archaeological site, then the proposed development should be designed and operated so as to be compatible with continued protection of the historic, cultural or archaeological site.

K. Flood Hazard Management Element

Flood hazard management projects are those actions taken with the primary purpose of preventing or mitigating damage due to flooding. Flood hazard management projects or programs may employ any or several physical or regulatory controls including dams, lakes, engineered floodways, bioengineering, planning, and zoning (i.e. land use management). These provisions also apply to repair and maintenance of flood hazard management systems if the systems are enlarged or otherwise modified.

SMP-G19 To manage new and existing development in floodplains consistent with Federal Emergency Management Agency (FEMA) standards.

SMP-P120 Manage development proposed within floodplains and floodways through the City's frequently flooded area regulations consistent with the SMA, the Critical Areas Regulations contained within this SMP, the FEMA standards, and the remaining sections of the City's SMP.

SMP-P121 Work with other cities, King and Snohomish Counties, and state and federal agencies to deal effectively with regional flooding issues.

SMP-P122 Control stormwater runoff in a manner consistent with Low Impact Development practices which utilize natural detention, retention and recharge techniques to the maximum extent possible.

SMP-P123 Prohibit any development within the floodplain which would individually or cumulatively cause any increase in the base flood elevation beyond FEMA standards.

SMP-P124 Encourage acquisition of properties that have experienced repetitive loss or that are valuable to acquire due to the potential for ecological restoration.

L. Restoration Element

SMP-G20 To protect and restore the natural resources and ecological functions of the shoreline, including wildlife habitat, fisheries and other aquatic life, natural hydrologic processes, and shoreline vegetation consistent with the planned uses of the shorelines. Ensure no net loss of shoreline ecological functions.

SMP-G21 To upgrade shoreline ecological functions and aesthetics to a level commensurate with their importance to the community and to achievement of regional goals for species and habitat recovery.

SMP-G22 To implement the projects, programs and plans established within the SMP Shoreline Restoration Plan as funding and staffing resources permit.

SMP-G23 To protect, conserve and establish indigenous vegetation along shoreline areas.

SMP-P125 Develop zoning and other incentives which will make it economically attractive for private capital investment to enhance ecological functions as part of shoreline development. Examples of incentives include provisions which permit development to locate closer to shoreline waterbodies in exchange for specific enhancements that improve ecological functions to buffers or wetlands, and allowing clustering of development away from shoreline areas in exchange for reduced lot sizes, or other economic incentives that encourage improvements to existing ecological conditions.

SMP-P126 Develop and implement a Shoreline Restoration Plan that contains goals, policies and prioritized actions for restoration of impaired shoreline ecological functions.

SMP-P127 Use all available techniques, including utilization of the City's capital improvement program, pursuit of grant funding, and mobilization of community volunteers, to implement the SMP's Shoreline Restoration Plan.

SMP-P128 Work with the public and any other interested parties to investigate and identify any environmentally sensitive areas within shoreline jurisdiction which are deserving of public reclamation, restoration, or preservation and inclusion within the City's open space system.

M. Shoreline Process and Administration Element

SMP-G24 To provide a process to update the SMP consistent with the update schedule of the SMA.

SMP-P129 Within shoreline jurisdiction, in cases where a conflict occurs between the provisions contained within the SMP and other titles of the Bothell Municipal Code, including but not limited to, zoning regulations, subdivision regulations, surface water requirements, design and construction standards, and building codes, the provisions of the SMP should prevail.

SMP-P130 When assigning environment designations and determining permitted uses within the different designations and use categories, the City shall consider the ability of the landscape to accommodate planned uses.

SMP-P131 Encourage citizen participation in the implementation of this SMP.

SMP-P132 Protect property rights of landowners from arbitrary and discriminatory actions.

SMP-P133 Develop administrative procedures which will help the applicant, the City, and other interested parties reach a quick and accurate assessment of a proposed development.

SMP-P134 Review of referred related permits (e.g., U.S. Army Corps of Engineers permits) shall be considered using the criteria set forth herein.

SMP-P135 Reconcile conflicting public policy goals by considering the overall needs of the community including public access, infrastructure requirements, utility corridor alignments and facilities, and natural resource protection.

SMP-P136 Implement shoreline improvements annually through the City's Capital Facilities Element and Capital Investment Program processes.

Housing and Human Services Element

Purpose and Relationship to State & County Requirements

The Housing Element is a required element of the State Growth Management Act (RCW 36.70A.070) (the GMA).

The GMA contains the following planning goal regarding housing:

> Encourage the availability of affordable housing to all economic segments of the population of this state, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock.

In addition, the Act calls for the Housing Element to ensure "the vitality and character of established residential neighborhoods," and requires that the element:

(a) Includes an inventory and analysis of existing and projected housing needs that identifies the number of housing units necessary to manage projected growth;

(b) includes a statement of goals, policies, objectives and mandatory provisions for the preservation, improvement and development of housing, including single-family residences;

(c) identifies sufficient land for housing, including, but not limited to, government-assisted housing, housing for low-income families, manufactured housing, multi-family housing, and group homes and foster care facilities; and

(d) makes adequate provisions for existing and projected needs of all economic segments of the community."

The GMA also requires counties to adopt county-wide policies "that consider the need for affordable housing, such as housing for all economic segments of the population and parameters for its distribution." Both King and Snohomish Counties have adopted such policies, and the City goals, policies and actions are consistent with the county-wide policies.

In addition to addressing housing, this element contains human services goals, policies and actions. The purpose of these is to provide direction for decisions concerning the "human infrastructure" of the city.

Taken as a whole, the range, number, accessibility and effectiveness of human services within a community provide one indication of the degree to which the community cares about its residents and is committed to enabling each member of the community to fulfill his or her potential.

The following profile information is provided in order to describe fully, in keeping with GMA requirements, the existing and forecasted conditions on which the goals, policies and actions are based. A full discussion of the present and future availability of affordable housing is included.

Updates of this element were prepared with assistance from A Regional Coalition for Housing (ARCH), a consortium of cities (including Bothell) who have agreed to pool resources to promote the preservation and construction of affordable housing.

Background and Housing Needs Analysis

In fulfillment of the GMA's requirement for a housing needs analysis (mentioned above in item (a)), the *East King County Housing Analysis* is attached as Appendix X to this Comprehensive Plan.

For reference, the following definitions describe terms used in the Housing and Human Services Goals and Policies:

Housing affordability standards establish the greatest out-of-pocket expense that households at given income levels should pay for housing (including utilities). The generally accepted standard, especially for lower-income households, is 30% of gross income. The affordability standards used by the city of Bothell (and all members of A Regional Coalition for Housing (ARCH)), for purposes of planning and housing programs are as follows:

Very Low-Income: 30% of Area Median Income (AMI) or less, for a family of 4 in 2014:
Maximum Income = $26,460 per year.
Maximum Housing Cost = $662 per month.
Countywide Need = 12% of total housing supply.

Low-Income: 31%-50% of AMI:
Maximum Income = $44,100 per year.
Maximum Housing Cost = $1,103 per month.
Countywide Need = 12% of total housing supply.

Moderate-Income: 51%-80% of AMI:
Maximum Income = $70,560 per year.
Maximum Housing Cost = $1,764 per month.
Countywide Need = 16% of total housing supply.

Each of these standards is adjusted for different family sizes.

Fair housing is the ability for all people to choose where they live without discrimination based on race, color, national origin, sex, family status, or disability—these are the "protected classes" under state and federal law. (Some places also protect age, sexual orientation, or having a Section 8 voucher.) Cities may not make zoning or land use decisions or implement policies that exclude or otherwise discriminate against protected persons, including individuals with disabilities. Bothell's fair housing practices are evaluated periodically by King County as part of a countywide report to the federal government.

Special needs housing is affordable housing for persons that require special assistance or supportive care to subsist or achieve independent living, including but not limited to persons that are frail, elderly, developmentally disabled, chronically mentally ill, physically handicapped, homeless, persons participating substance abuse programs, persons with AIDS, and youth at-risk.

Universal Design refers to a broad spectrum of ideas meant to produce products, buildings, or other built environments that are usable to the greatest extent possible by everyone, regardless of their age, abilities, or status in life. Wheelchair ramps, beneficial to others as well and people in wheelchairs, are a common example. There are also cabinets with pull-out shelves, kitchen counters at several heights to accommodate different tasks and postures, and low-floor buses that "kneel" to the pavement level.

Community services are defined as activities which assist all citizens in the achievement, improvement, or restoration of physical, intellectual, cultural, or emotional welfare. The City of Bothell provides direct community services through programs offered by the Bothell Parks and Recreation, Police and Fire Departments. The City of Bothell provides indirect services by funding private, not-for-profit human service agencies that provide basic needs, emotional support, physical well-being and other services to Bothell residents.

Accessory Dwelling Units (ADUs) are essentially small apartments within a single-family home that can either be used by a relative or rented. City regulations require the homeowner to live on the property if they have an ADU.

Housing and Human Services Goals, Policies and Actions

Development of Goals, Policies, and Actions

The Housing goals, policies and actions were originally developed from direction provided by the Bothell Planning Commission and interested citizens in response to an issue paper presented in early 1992 and further reviews after public comments at public meetings in mid-1993. Subsequent updates to available housing data and Plan amendments have resulted in revisions to the original housing goals, policies and actions that reflect current information as of 2014. Additionally, as part of the 2015 Periodic Plan Update, a goal, policies and actions addressing human services were relocated to this element from the Community Services Element, which was eliminated as a stand-alone element.

The goals, policies, and actions were reviewed for consistency with King and Snohomish countywide planning policies and expanded or revised where necessary to achieve consistency.

Neighborhood Vitality Goals

HHS-G1 To ensure the vitality and character of established residential neighborhoods.

Neighborhood Vitality Policies

HHS-P1 Strive to maintain no less than 60 percent owner-occupied residences.

HHS-P2 Promote single family and multiple family housing design, including subdivision, site and building design, which enhances the community image, ensures compatibility with surrounding development, and promotes other city goals and policies.

HHS-P3 Schedule regular infrastructure maintenance in residential areas.

HHS-P4 Consult with neighborhoods regarding desired improvements through the subarea planning process.

HHS-P5 Ensure that infill development is compatible and in scale with surrounding existing development.

HHS-P6 Encourage the preservation of existing housing stock.

HHS-P7 Promote the protection, preservation and rehabilitation of historically significant housing, and assist owners of such housing in applying for appropriate assistance programs.

HHS-P8 Encourage the use of environmentally sensitive housing development practices.

Neighborhood Vitality Actions

HHS-A1 Ensure compliance with residential subdivision, siting and building design regulations, consistent with HO-P2.

HHS-A2 Develop brochures to hand out to interested citizens promoting home upkeep, renovation and rehabilitation.

HHS-A3 Program regular infrastructure maintenance for the City's residential neighborhoods.

Housing Choice Goals

HHS-G2 To ensure an adequate choice of attractive living accommodations to persons desiring to reside in Bothell.

Housing Choice Policies

HHS-P9 Promote residential development in downtown and other commercial areas where combining such uses would promote the vitality and economic viability of the area.

HHS-P10 Permit manufactured housing which meets the Uniform Building Code in any zoning district in the City where single-family dwellings are allowed.

HHS-P11 Promote the retention of existing mobile/manufactured home parks throughout the City as a source of affordable detached single-family housing, both for rental and ownership, through the Mobile Home Park Overlay zone and other strategies.

HHS-P12 Encourage development of Accessory Dwelling Units (ADUs) compatible with surrounding single-family development by such means as streamlined permitting, education programs, and regular review of the effectiveness of ADU regulations.

HHS-P13 Promote an appropriate supply and mix of densities and housing types to meet the needs of people who work and desire to live in Bothell, especially near existing and planned transportation and employment centers.

Housing Choice Actions

HHS-A4 Through the subarea planning process, evaluate the current mix of residential zoning classifications for consistency with the proposed residential plan designations, and propose deletions, additions or modifications of residential zones where warranted, in compliance with the goals of the Growth Management Act. Develop standards for mixed-use zoning (combining residential and commercial uses) where appropriate in the City.

HHS-A5 Work with non-profit and/or other organizations to encourage the retention and preservation of existing mobile home parks.

HHS-A6 Review small lot single family zoned areas to determine if sufficient land is available to meet a variety of household types.

HHS-A7 Develop land use regulations and/or housing demonstration projects to encourage innovative housing types and development patterns, which may include a variety of forms of housing.

Housing Affordability Goals

HHS-G3 To ensure opportunities exist throughout the community for housing affordable to all economic segments of the population.

Housing Affordability Policies

HHS-P14 Support development and preservation of affordable housing, including housing for very low-, low-, and moderate-income households, by public assistance and other means. Support non-profit housing organizations during all stages of siting and project planning and when applying for county, state, and federal funding.

HHS-P15 Strive to make affordable and special needs housing available throughout the city, and especially urban centers and other places having good pedestrian access to transit, employment, and shopping.

HHS-P16 Consider an ordinance requiring property owners or developers who displace low-income tenants due to demolition, substantial rehabilitation, change of use, or other reasons to provide re-location assistance to such tenants.

HHS-P17 Consider market incentives to encourage and/or require affordable housing to meet the needs of people who work and desire to live in Bothell.

HHS-P18 Strive to meet the city's proportionate share of the countywide needs for very low-, low-, and moderate-income housing.

HHS-P19 Ensure that affordable housing achieved through public incentives or assistance to developers remains affordable for the longest possible term.

Housing Affordability Actions

HHS-A8 Coordinate with the King and Snohomish County Housing Authorities, King and Snohomish County planning departments, human service agencies and other appropriate agencies regarding affordable housing and housing for special populations.

HHS-A9 Pursue adoption of regulations requiring property owners to provide relocation assistance to displaced low-income tenants.

Special Needs and Senior Housing Goals

HHS-G4 To ensure fair and equal access to housing for all persons.

HHS-G5 To foster the highest possible quality of life for the senior population of Bothell.

Special Needs and Senior Housing Policies

HHS-P20 Participate in local and regional efforts achieve an equitable distribution of special needs housing throughout the region.

HHS-P21 Support the efforts of public and private non-profit agencies which develop assisted housing and/or housing-related human services, such as services which enable residents to remain in their homes.

HHS-P22 Regulate group homes, foster care facilities and other residential care facilities the same as similar residential structures occupied by a family or other unrelated individuals, with reasonable accommodations as needed.

HHS-P23 Work with other jurisdictions and health and social service organizations to develop a coordinated, regional approach to homelessness.

HHS-P24 Support a range of affordable housing options and other assistance to move homeless persons and families to long-term financial independence.

HHS-P25 Promote a balance of senior housing types; i.e., a range of different housing types from non-specialized units to specialized senior housing (including assisted living units) to nursing homes affordable at a variety of incomes.

HHS-P26 In designated non-single family areas or specially designated Specialized Senior Housing Overlay (SSHO), a higher density or intensity of development may be allowed based on other standards such as dimensional requirements (e.g., setbacks, lot coverage, building height, parking, landscaping, open space) of the zoning classification in which the development would be located.

HHS-P27 Senior housing developments, including nursing homes, shall exhibit a residential rather than institutional character. Where adjacent to a single-family zone, achieve compatibility through a combination of measures such as landscape buffering and utilizing building materials and architectural styles similar to those of nearby single family development.

HHS-P28 Encourage the development of housing for low-income seniors. The City shall work with private developers, public agencies, and private non-profit organizations to identify and facilitate opportunities to locate such housing in Bothell.

HHS-P29 Support housing options, programs, and services that allow seniors to stay in their homes or neighborhoods. Promote awareness of Universal Design improvements that increase housing accessibility.

Regional Coordination Goals

HHS-G6 To ensure coordination with regional agencies to address regional and City housing needs.

Regional Coordination Policies

HHS-P30 Work with regional agencies to address the City's housing needs, be it planning or leveraging regional and national housing resources.

HHS-P31 Work with other jurisdictions or entities to develop a coordinated, regional approach to meeting housing needs.

Regional Coordination Actions

HHS-A10 In cooperation with other jurisdictions in the region, implement a coordinated monitoring program for the purpose of evaluating progress towards achieving local, countywide and multi-county housing goals. The City shall prepare data detailing the total number of new units constructed, the types of units, the densities at which the units were developed, the remaining capacity for residential growth, and any other information which may be useful in evaluating housing availability, particularly for moderate income households and below, and special needs populations. The data will be submitted to King and Snohomish Counties for preparation of annual growth monitoring reports.

HHS-A11 Participate in regional efforts, such as ARCH, that assist in the provision of Eastside affordable and assisted housing.

Human Services Goals

HHS-G6 To ensure a healthy, stable, and productive community in which each citizen has access to opportunities for achieving his or her full potential.

Human Services Policies

HHS-P32 It is the duty of the City to assist its most vulnerable citizens, and accordingly to provide funding for a range of human service organizations. The City will administer general fund allocations to those human services-agencies which demonstrate the ability to meet Bothell residents' human services needs with the greatest degree of effectiveness, efficiency, and preservation of dignity.

HHS-P33 Bothell's community values compel its city government to be a part of the support solution for its most vulnerable citizens and accordingly provide some funding as well as a communications strategy for a range of human service organizations funded by both private and public resources that serve the city's planning area. As part of this solution, the city will have communication tactics and training in place for city employees, in particular public safety personnel, to be able to provide some assistance and advice on community services that can assist in a time of crisis or significant need with the greatest degree of effectiveness, efficiency and preservation of dignity.

HHS-P34 Adjust the annual per capita budget allocations for human services as the City Council deems appropriate, but maintain a minimum threshold funding level consistent with Policy HS-P31. In allocating funding to human services agencies, promote service delivery models and other operational and organizational options that might advance such agencies towards self-sustainability. Focus available funding strategically within the Bothell community.

HHS-P35 Support efforts to increase community awareness of community-based human services, and promote volunteerism as a way to involve citizens in meeting the needs of their neighbors and "stretch" city funding resources.

HHS-P36 Seek opportunities in public and private educational institutions to increase awareness of civic issues, including but not limited to growth management, recycling, historic preservation, urban design, economic development, and environmental protection.

HHS-P37 Provide financial support to community activities which benefit the community.

Human Services Actions

HHS-A12 Allocate funding for Human Services in accordance with the above policies.

HHS-A13 Distribute information on human service agencies to City employees and customers, through brochure racks in City offices, enclosures with City mailings, or other means.

HHS-A14 Provide training to City employees who interact frequently with the public, including but not limited to police, fire, public works operations, development services, and parks staff, to detect potential human services needs and offer contact information, while respecting citizens' rights to privacy.

HHS-A15 Explore the feasibility of establishing City information centers at local schools, including Cascadia Community College and the University of Washington, Bothell, at which interested citizens might obtain copies of hearing notices, informational brochures or other materials.

HHS-A16 Continue to provide financial support to existing community activities such as Music in the Park, Sustainamania, Riverfest and the Fourth of July Celebration, and evaluate new proposals for their anticipated contribution to community spirit and identity.

Implementation and Monitoring Goals

HHS-G7 To achieve the Goals and Policies of this element through actions which are realistic, meaningful and, where possible, measurable.

Implementation and Monitoring Policies

HHS-P38 Regularly monitor:

a. The number of housing units produced in each zone.
b. The location and rate of development of specialized senior housing and nursing homes.

HHS-P39 Evaluate and report the effectiveness of policies and regulations in meeting the housing needs of City residents and update policies as warranted.

HHS-P40 Adopt and update at least every five years a Housing Strategy Plan that identifies specific housing strategies that will be considered in order to address the City's housing needs and goals.

HHS-P41 Strive to limit the housing cost impacts of new building and land use regulations to what is necessary for the intended public benefit.

HHS-P42 Consider infrastructure funding methods that help reduce consumers' housing costs.

Implementation and Monitoring Actions

HHS-A17 Endeavor to process complete development applications within 120 days, in accordance with Chapter 36.70B of the Revised Code of Washington. The expeditious processing of development applications shall not result in the lowering of environmental and land use standards.

Economic Development Element

Purpose and Relationship to GMA

Economic Development is vital to preserving Bothell's quality of life and the ability of the City of Bothell to provide quality services and an enjoyable community. The purpose of the Economic Development Element is to provide guidelines for maintaining, enhancing and creating economic activity in appropriate locations within the Planning Area. Through the City's actions to partner with economic development interests, the citizens of Bothell will have greater employment opportunities, more diversity in the goods, service and entertainment provided by a robust economy and a higher level of public services.

The Growth Management Act contains the following goal promoting economic development:

> "Economic Development. Encourage economic development throughout the state that is consistent with adopted comprehensive plans, promote economic opportunity for all citizens of this state, especially for unemployed and for disadvantaged persons, promote the retention and expansion of existing businesses and recruitment of new businesses, recognize regional differences impacting economic development opportunities, and encourage growth in areas experiencing insufficient economic growth, all within the capacities of the state's natural resources, public services, and public facilities."

Moreover, the Act requires countywide planning policies to address economic development and employment. Accordingly, the King and Snohomish County countywide planning policies contain policies addressing this topic (see **Appendices LU-A-1 and LU-A-2**).

In 2002 the Growth Management Act was amended to require jurisdictions to include an economic development element in their comprehensive plans. The amendment prescribed the components of an economic development element. However, the amendment also included language rendering this requirement "null and void until funds sufficient to cover applicable local government costs are appropriated and distributed by the state at least two years before local government must update comprehensive plans ..."

While sufficient funds have not yet been appropriated by the state to complete all of the components of an economic development element, Bothell has elected to include an economic development element since the inception of the *Imagine Bothell…* plan process in 1990. The element has provided valuable economic development direction since 1994 and continues to provide a framework for economic development in the future.

This element describes the existing economic activity centers in Bothell and establishes goals, policies and actions to promote a financially sustainable community and economic opportunity for Bothell citizens.

Economic activity within the Planning Area occurs in six areas:

1. Regional Activity Centers;
2. Community Activity Centers;

3. Neighborhood Activity Centers;
4. Specialty Activity Center;
5. Activity outside of centers;
6. Home occupations.

These areas and the types of economic activities they support are discussed in detail below and depicted on **Figure ED-1.** Economic activities range from research, office and manufacturing in the business parks to major retail and specialty shops and services in the various activity centers to home offices and businesses.

The University of Washington Bothell / Cascadia College campus is another significant economic engine for the community and surrounding areas. It not only provides significant employment, but also helps train a highly capable workforce for community businesses. Staff and students provide customers for local businesses and services. Partnerships with local businesses and industries provide mutual benefits and strengthen the overall economic vitality of the community.

Regional Activity Centers

Regional Activity Centers provide employment and shopping opportunities over a multi-county area. There are two such centers within the Planning Area (see **Figure ED-1**):

The **North Creek Regional Activity Center,** comprising approximately 754 acres located east of I-405, straddling the King-Snohomish County line, and containing the Schnitzer North Creek, Monte Villa Center and Bothell business parks, and retail development in the south portion of the activity center.

The **Canyon Park Regional Activity Center**, comprising approximately 637 acres located north of I-405 on both sides of the Bothell-Everett Highway, and containing the 300-acre Canyon Park Business Center and several large light manufacturing businesses. The Canyon Park Regional and Community Activity centers also comprise Bothell's designated Regional Growth Center in the Puget Sound Regional Council Vision 2040 Plan, with 8.566 jobs as of 2008. Together with the Thrasher's Corner Community Activity Center, these areas should be considered as an integrated whole as part of a future planning process to better capitalize on the unrealized potential of these areas for both residential and commercial growth.

Employment capacity in the two regional activity centers, assuming a continuation of the current pattern of development and business types, is estimated to be about 45,000.

Community Activity Centers

Community Activity Centers provide shopping, personal and professional services, dining, and entertainment opportunities on a city-wide scale. There are three such centers within the Planning Area (see **Figure ED-1**):

The **Downtown Bothell Community Activity Center,** comprising approximately 255 acres in Bothell's historic central business district, located along SR 522 and SR 527 from the Wayne Curve north to about NE 190th Street, and east of SR 527 along Main Street and Beardslee Boulevard to I-405, including the University of Washington Bothell / Cascadia College co-located campus. Regardless of what activity center it is in, the UWB/CC campus is growing rapidly with the completion of the South Access project which allows attendance to increase from 3,000 to 10,000 full time equivalent students, making it a major force in Bothell's economic development.

The **Canyon Park Community Activity Center,** comprising approximately 98 acres and located around the intersection of SR 527 and 228th Street SE. The two main developments in this area are the Canyon Park and Canyon Park Place shopping centers.

The **Thrasher's Corner Community Activity Center,** comprising approximately 48 acres within the city limits and about 252 acres in unincorporated Snohomish County (of which the majority is within Bothell's potential annexation area), located around the intersection of SR 527 and SR 524 (Filbert and Maltby Roads).

Both the Canyon Park and Thrasher's Corner Community Activity Centers should be planned in conjunction with the Canyon Park Regional Activity Center (see above).

Neighborhood Activity Centers

Neighborhood Activity Centers provide convenience shopping and services opportunities for the immediate surrounding residential area. There are four such centers designated within the Planning Area (see **Figure ED-1**):

The **Meridian / 228th Neighborhood Activity Center,** located at the northwest and southwest corners of Meridian Avenue and 228th Street SE, and comprising approximately 3 acres. Redevelopment of the adjacent federal property to the southwest could increase the area and/or add significant housing within walking distance.

The **Bothell-Everett Highway / 240th Neighborhood Activity Center,** located at the intersection of the Bothell-Everett Highway and 240th Street SE, and comprising approximately 3 acres. This area is also known as the Red Barn Village special district and should be planned in conjunction with the adjacent Country Village Specialty Activity Center.

The **Juanita-Woodinville / 160th Neighborhood Activity Center,** located at the intersection of Juanita-Woodinville Way and NE 160th Street, adjacent to I-405, and comprising approximately 4 acres

The **Juanita-Woodinville / 145th Neighborhood Activity Center,** located at the intersection of Juanita-Woodinville Way and NE 145th Street, and comprising approximately 4 acres.

The **Filbert / Winesap Neighborhood Activity Center,** located at the intersection of Filbert Road and W Winesap Road, and comprising approximately 7 acres.

The **Maltby / Jewell Neighborhood Activity Center,** located at the northeast corner of the Maltby Road and Jewell Road intersection, and comprising approximately 4 acres.

Other neighborhood activity centers may be appropriate when population is sufficient to support such centers. One potential neighborhood center at 228th and 45th is depicted on **Figure ED-1**.

Specialty Activity Centers

Specialty Activity Centers comprise a concentration of businesses providing a particular type of product or shopping experience, typically for a regional market. The Planning Area contains one such center, Country Village, located on the Bothell-Everett Highway north of 240th Street SE. Country Village is a collection of retail shops and restaurants arranged in a country setting. The development is extremely popular, drawing tourists and shoppers from throughout the region (see **Figure ED-1**). Planning for this area should be done in conjunction with the adjacent Red Barn Village Neighborhood Activity Center (see above).

Activity outside of centers

Activity outside of centers comprises businesses which are not part of a concentration of economic activity but are often single businesses located within residential neighborhoods.

Home occupations

Home occupations comprise businesses which are carried on in a dwelling unit by a member of the family living in the unit, and which are secondary to the use of the premises as a dwelling. In downtown, we are beginning to see some ground level apartments that are designed to convert to commercial use as demand evolves and might become live-work spaces in the meantime.

Development of Goals, Policies and Actions

Bothell has evolved into a major regional employment hub. This growth was initiated by the availability of developable land in the North Creek Valley, but has been sustained by the City's geographically advantageous position within the Puget Sound region and a high quality of life which attracts employers and employees alike. Moreover, sufficient capacity exists within the North Creek and Canyon Park office / light industrial activity centers to accommodate employment growth well beyond the 2035 growth target.

With respect to Bothell's role as a regional employment center, the emphasis of this element is on how to maintain and, where possible, enhance the favorable business climate which currently exists, while protecting the City's residential areas from intrusion of incompatible uses. Concerning Bothell's retail and services areas, the direction of the following goals, policies and actions is to enhance the long-term viability of these areas by making them more attractive to customers through design and access improvements. This would reduce retail "leakage", enhance business recruitment and retention, and provide more high quality retail, commercial and entertainment options for Bothell residents, students and employees.

The Economic Development goals, policies and actions were developed, in part, from community forums and plans dating back to the early 1990s. An Economic Development Action Program adopted by the City Council in 2003 was also the source of several actions included in the 2004 update of this element.

More recently, the City has worked with emerging industries to form the Bothell Biomedical Manufacturing Innovation Zone to promote the development of the biomedical device cluster through programs centered on improving industry branding, funding, networking, education/development, and secondary industry support.

Economic Development Goals, Policies and Actions

Goals

ED-G1 To develop and maintain a strong, diversified and sustainable economy, while respecting the natural and cultural environment and preserving or enhancing the quality of life for Bothell citizens.

ED-G2 To encourage economic development activities which take into consideration the capacities of the area's natural and cultural resources, public services, and public facilities.

ED-G3 To promote a full spectrum of job growth.

ED-G4 To promote local citizen support of businesses located in Bothell.

ED-G5 To promote economic opportunity for all citizens of Bothell, inclusive of unemployed and disadvantaged persons.

ED-G6 To provide successful business recruitment and retention programs that increase the number of local jobs and offer broader employment opportunities, while also offering diverse retail, commercial and entertainment options for Bothell citizens.

ED-G7 To cultivate local businesses supported by the City that foster increased tourism and shopping in Bothell.

ED-G8 To promote a locally educated work force program that attracts new talent to jobs and businesses in Bothell.

Policies

ED-P1 Partner with local businesses, educational institutions and business groups to improve Bothell's position as a regional force in job creation and business growth.

ED-P2 Designate land of sufficient acreage to attract retail development and maintain and enhance retail and entertainment opportunities at the neighborhood, community and regional levels.

ED-P3 Partner with private interests to implement development projects with a high likelihood of market success and the potential to stimulate additional development. Target catalyst projects include:

- Potential redevelopment of properties, including former Northshore School District land, along the west side of Bothell Way, north of SR 522;
- Connecting the above properties to the historic downtown core through the redevelopment of Bothell Way as a mulitway boulevard and the extension of Main Street to the west of Bothell Way;

- Realigning SR 522 to ease traffic flow, provide more and better pedestrian connections to an expanded Park at Bothell Landing, allow for extending Main Street to the west and the development of anchor retail directly adjacent to Main Street;
- Development of a new City Hall and complimentary private development on the existing City Hall block; and
- Potential development of a pedestrian bridge over SR 522 which could successfully link Main Street businesses and the Sammamish River.
- Potential transit-oriented development on the existing King County Metro Park and Ride lot between 102nd, SR 522 and Kaysner Way.

ED-P4 Designate a commercial and scenic transportation route through Bothell which would serve the purposes of establishing a commercial identity for Bothell and linking the retail, office, educational institution, commercial and industrial activity centers within the City. Along the route, business areas would alternate with natural open space for a pleasing driving, bicycling, walking or transit riding experience. See **Figure ED-2**.

ED-P5 Proactively plan and communicate with economic development interests as soon as possible in the permit application process the appropriate level of service and infrastructure capacities giving consideration to economic development opportunities.

ED-P6 Ensure that new commercial development incorporates site and building design features to promote commuting by foot, bicycle, carpool and/or transit. Such features may include but are not limited to shower facilities, bicycle lockers, close-in carpool parking, and shelters at transit stops.

ED-P7 Proactively seek opportunities for public-private partnerships that promote a community that is more desirable for residents and more attractive for business to locate and create jobs.

ED-P8 Provide for the development of small-scale mixed use neighborhood villages as a means of promoting a sense of community, encouraging pedestrian and bicycle mobility, and reducing the number and length of motorized convenience shopping trips. See **Figure ED-1** for locations of existing neighborhood activity centers that could be enhanced and a potential new one.

ED-P9 Monitor, support, and participate in State, County and regional economic development efforts to the benefit of Bothell residents and businesses.

ED-P10 As a means of promoting vibrant retail areas, encourage the combination of residential dwelling units and businesses on the same property or within an identified district, where deemed to be appropriate.

ED-P11 Strongly promote pedestrian oriented commercial development which incorporates a focus of activity, and is architecturally distinctive.

ED-P12 Promote structured parking where appropriate as a means of creating compact, pedestrian oriented retail areas.

ED-P13 Develop guidelines for and encourage and offer incentives for the provision of day care by businesses for their employees' children.

ED-P14 Identify sectors of the economy within Bothell where opportunity might exist to create additional jobs and identify potential strategies for attracting employment. Enhance business retention strategies to encourage and allow existing businesses to expand.

ED-P15 Identify, encourage and promote commercial development which generates a high annual revenue return while respecting the natural and cultural environments and preserving or enhancing the quality of life in the community. Enhance business recruitment strategies to target and lure desired new businesses.

ED-P16 Encourage active cooperation between the City, campus and local businesses concerning economic development issues, including the support of those businesses and campus activities which have specialized infrastructure, building design and transportation needs.

ED-P17 Pursue transportation system improvements to ensure efficient transport of goods and convenient access for employees, students and customers to and from places of business. Such system improvements should include transit facilities and services.

ED-P18 Explore ways in which the downtown retail shopping area might be further enhanced and better linked to the Sammamish River.

ED-P19 Explore ways in which the UW Bothell / Cascadia College campus might be better linked to the downtown activity center to promote economic opportunity for downtown businesses and both a greater sense of community and better access to services for UWB/CC students, faculty and staff.

ED-P20 Where appropriate, participate or otherwise assist in business- and educational institution-sponsored activities to increase local awareness of goods and services available in Bothell, such as the Biomedical Manufacturing Innovation Partnership Zone.

ED-P21 Promote recreational and cultural activities as an economic stimulus.

ED-P22 Ensure that City licensing and permitting practices and procedures are consistent and expeditious. Where specialized industry requirements call for inspections by other government agencies, coordinate with those agencies to strive for consistency and minimize duplication of efforts.

ED-P23 Link the area's natural and built features in order to reinforce community identity and support Bothell businesses.

ED-P24 Encourage public and private investment in public infrastructure and catalyst projects to spur other development, improve the economic base and accommodate growth.

ED-P25 Transform the Canyon Park Regional Activity Center, along with the adjacent Canyon Park and Thrasher's Corner Community Activity Centers, into a more vital and sustainable mixed-use urban center.

ED-P26 Consider rezones and potential urban growth boundary adjustments necessary to establish a new neighborhood activity center at the intersection of SE 228th St. and 45th Ave SE to serve that area of the city with convenience retail and services.

Actions

ED-A1 Monitor the amount and rate of land consumption for business, commercial and industrial uses to ensure that the amount of land zoned for such uses is adequate to meet employment forecasts.

ED-A2 Complete analyses (e.g., socioeconomic base analysis, shift-share analysis, retail gravity analysis) to provide a technical foundation upon which economic strategies and decision making can be based.

ED-A3 Continue discussions with local businesses, educational institutions and associations to determine how the City might assist with local economic development concerns.

ED-A4 Task the appropriate boards and commissions to identify and promote recreational and cultural activities which might serve as an economic stimulus.

ED-A5 Identify tax incentives, grants, potential changes in state legislation, or other mechanisms to encourage development and redevelopment.

ED-A6 Explore opportunities for retail development that generate sales tax revenue, which is a source of substantial funding for maintaining, enhancing, and adding new City services.

ED-A7 Work with regional economic development groups to enhance Bothell's economic opportunities.

ED-A8 Explore the appropriateness of identifying incentives for providing on-site day care in businesses.

ED-A9 Support and establish programs, events and attractions which reinforce the community's identity and support Bothell businesses.

ED-A10 Explore options for implementing a Bothell Circulator, including possible private sector involvement. If viable, identify a specific route and develop uniform right of way_design standards incorporating such features as landscaping islands, a street tree theme, special Circulator signage and street lighting, and street furniture.

ED-A11 Continue to review and update the city's licensing and permitting procedures for equity and efficiency.

ED-A12 Serve as a knowledgeable and reliable source for local business creation, assistance and development programs.

ED-A13 Continue to obtain staff training and in turn educate the business community concerning the economic benefits of promoting historic preservation.

ED-A14 Continue and expand efforts to improve coordination on economic development matters among elected officials, appointed boards and commissions, City senior management staff and departments, local businesses, educational institutions, citizens and other parties with an interest in economic development.

ED-A15 Expand efforts to share information regarding the City's economic development programs and activities with community constituencies in order to develop a stronger community partnership in the City's economic development program.

ED-A16 Leverage marketing and development opportunities through partnerships with State, regional and local economic development partners.

ED-A17 Build on partnerships with the University of Washington Bothell and Cascadia Community College to maximize the educational benefit aspects to economic development in Bothell.

ED-A18 Work with site selection consultants, real estate developers, state and local economic development agencies and other partners to attract new business and industry to Bothell properties.

ED-A19 Develop an inventory of available "tools" to aid in business attraction, including, where feasible, financial as well as non-financial incentives.

ED-A20 Maintain an active business retention program that annually measures and reports to Council on business and job retention in the community.

ED-A21 Develop and update marketing materials, including signs, brochures, information sheets or other collateral materials which support the marketing of Bothell as a place to do business.

ED-A22 Explore the potential for "testimonial" marketing of Bothell by existing businesses in the city.

ED-A23 Participate in a full range of King County and Snohomish County Economic Development Council activities, including industrial marketing and promotion, research, committee meetings and other efforts to attract new business and industry to Bothell.

ED-A24 Work with the local Chambers of Commerce to establish a formal "Business Retention and Support" program.

ED-A25 Participate with King County and Snohomish County Economic Development Councils and other state and regional efforts to assist and retain existing businesses.

ED-A26 Continue to work with City departments to maximize opportunities to contract for locally provided goods and services.

ED-A27 Wherever possible, showcase local business and educational institution success and expansion through City participation in ribbon cuttings and other business recognition programs.

ED-A28 Explore the potential for creating an annual "City of Bothell Business Achievement Award" that would honor significant contributions by business to the quality of life in Bothell.

ED-A29 Continue to support efforts to promote tourism through hotel/motel tax revenues, community festivals and events, and other means.

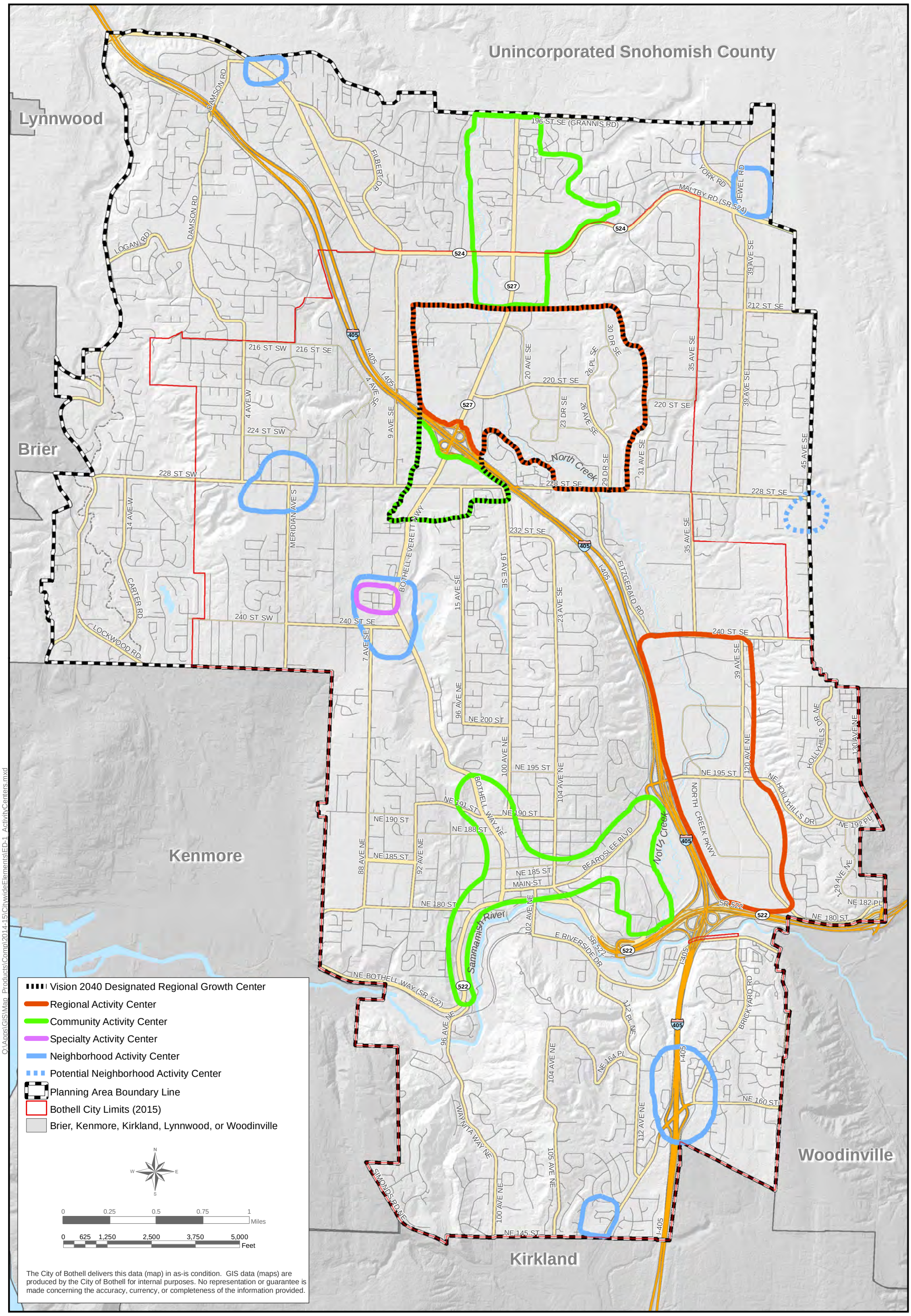
ED-A30 Consider programs to help preserve and enhance Bothell's historic core as a key element in the Downtown Revitalization Plan.

ED-A31 Continue efforts to monitor and improve on-street, public and potential public/private parking in support of a vital and accessible business community.

ED-A32 Measures to be explored may include but not be limited to reinforcing existing connections with amenities and extensions of pedestrian oriented retail. If retail development expands to support upper level retail, consider the construction of pedestrian overpasses or a deck over SR 522 (see also UD-12, 13 and 14).

ED-A33 Develop a subarea plan incorporating the Canyon Park Regional Activity Center, along with the adjacent Canyon Park and Thrasher's Corner Community Activity Centers with elements including, but not limited to:

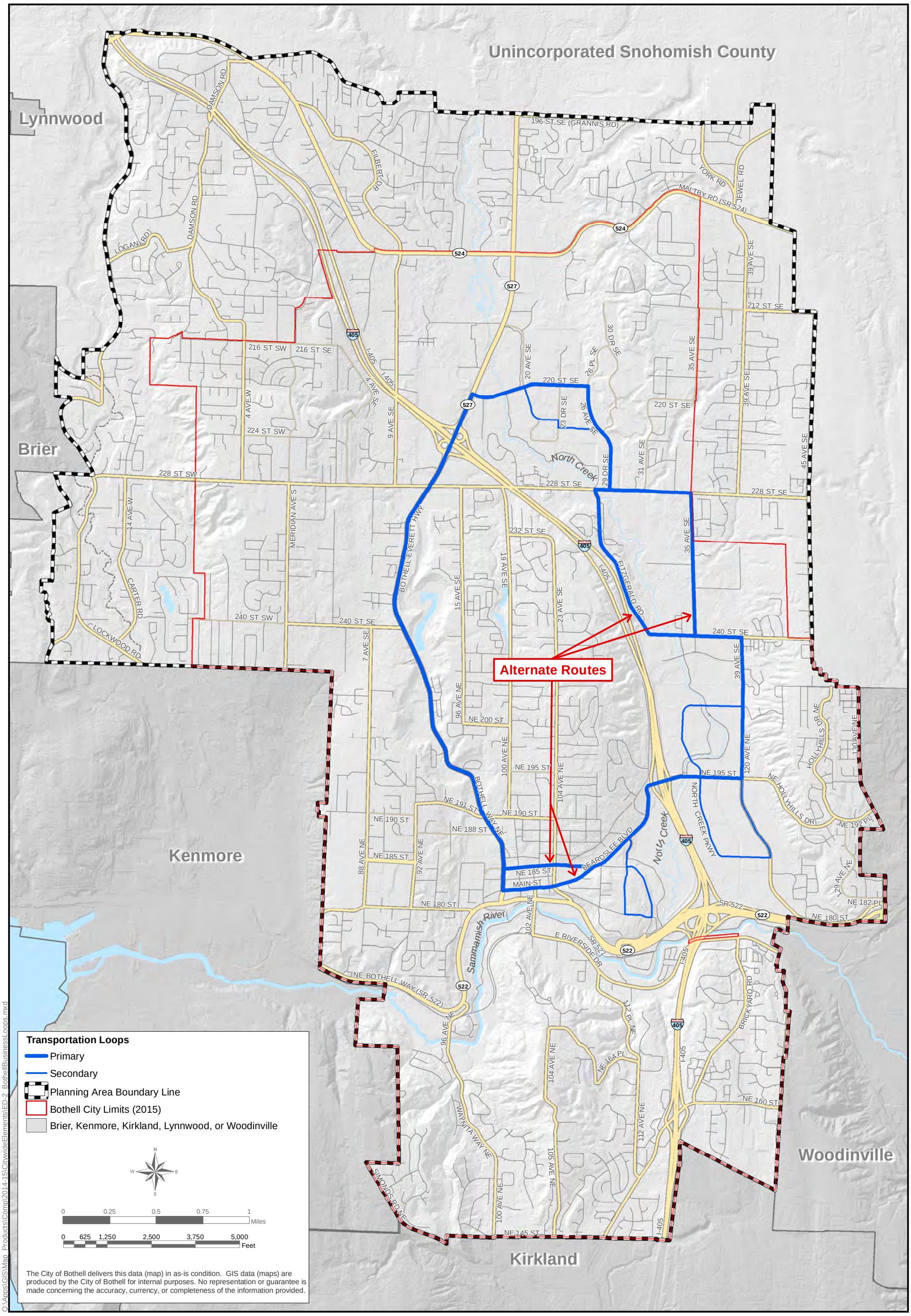
- Adding housing and retail utilizing cutting edge strategies for retrofitting business and industrial parks.
- Exploring public-private partnerships for business recruitment and retention, catalyst projects and other strategies for development.
- Improving pedestrian connections within and between the activity centers, especially those crossing I-405 and SR 527, using the overpass for the park and ride and enhancing other existing links.



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

Figure ED-1
Economic Development
Activity Centers

City of Bothell



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

Figure ED-2
Economic Development
Commericial and Scenic Transportation Loop

City of Bothell

Parks, Recreation and Open Space Element

Purpose and relationship to GMA

At initial adoption of the Imagine Bothell Comprehensive Plan in 1994, the Parks and Recreation Element was an optional element under the Growth Management Act. In 2002, the Act was amended to require a park and recreation element within a community's comprehensive plan. The Act provides that a park and recreation element contain:

a) Estimates of park and recreation demand for at least a ten-year period;
b) An evaluation of facilities and service needs; and
c) An evaluation of intergovernmental coordination opportunities to provide regional approaches for meeting park and recreation demand.

However, the 2002 amendment to the Act provides that inclusion of a park and recreation element is not required unless funds sufficient to cover applicable local government costs area appropriated and distributed by the state at least two years before the local government update deadline in RCW 36.70A.130. Such funds were not distributed two years prior to the deadline for the 2015 update: therefore, the park and recreation element continues to be optional. Nevertheless, the *Imagine Bothell…* Comprehensive Plan continues to maintain - and to update - this Parks, Recreation and Open Space Action Plan Element by adopting the Bothell Parks, Recreation and Open Space and Action Plan (PROSAP)..

The Growth Management Act contains a goal concerning open space and recreation which reads as follows:

> "Retain open space, enhance recreational opportunities, conserve fish and wildlife habitat, increase access to natural resource lands and water, and develop parks and recreation facilities."

In addition, the Act requires the Land Use element to designate the proposed general distribution, location and extent of the uses of land, including "recreation (and) open spaces."

This Parks, Recreation and Open Space Element deals with parks, recreation and open space and contains goals, policies, and actions that guide the City's parks and recreation programs and the City's open space strategies. The Parks, Recreation and Open Space Element also includes an inventory of existing parks, trails, recreation programs and open space within the Planning Area and assigns prioritizes for developing and acquiring parks and open space as well as creating or continuing recreation programs..

City of Bothell
Parks, Recreation & Open Space Action Program - Update

Adopted by the City Council on January 24, 2014 through Resolution 1306 (2014)

Chapter 1
Executive Summary

1.1 Introduction

The City of Bothell has experienced a population growth from 30,609 in 2006 to 40,500 in 2014, an increase of approximately 25% (this includes the annexation of the King County annexation areas that was effective February 28, 2014). According to the State Office of Financial Management, by 2025, the population is expected to reach 44,500 in the city's current boundaries. The remaining growth area will include a population of 22,247 that Bothell currently provides parks and recreation services to. To plan for this growth and meet current Growth Management Act requirements, the City began the process of updating its *Parks, Recreation & Open Space Action Program (PROSAP)* in March, 2013. This document is a planning tool that will guide decisions involving the acquisition, development, operations and programming of parks, recreation and open space through the year 2025 with an update every six years or sooner. The planning area for this document includes the current Bothell city limits and the recommended urban growth boundary (Figure 1).

People who live, work, or visit the City of Bothell find that availability of parks and time used for recreation activities are important to health, economic stability and quality of life. However, interests and participation in recreation vary, and are personal, individual choices. A fundamental definition of recreation, or the use of leisure time, might be:

> *". . . any portion of an individual's time not occupied by employment or life's essential activities is leisure time, which is pursued for its own sake, to recreate, to experience the opposite of toil and enrich the body, mind and human spirit. . ."*

As a result, planning for parks, recreation and open space in Bothell should consider not just the physical elements of traditional parks, but the quality human experiences within the overall realm of recreation activities. For the purposes of this study, ***parks*** refer to those facilities that are used for active and passive, formal and informal activities such as organized sports or picnicking. Park facilities include picnic areas, playgrounds, fields, trails and other outdoor recreation facilities. ***Recreation*** refers to both organized programs and individual leisure activities. ***Open space*** refers to the natural systems (wetlands, steep slopes, streams and river corridors) that define the City's sensitive areas, as well as the urban forests and vegetative buffers that surround the community. They are the areas considered "green" throughout Bothell, with no distinction given to ownership, public access, or use. Often, though not always, they are preserved through City development regulations or other restrictions such as purchasing development rights. Open space may be undeveloped or minimally developed to preserve the natural character of the system. While open space is important to the community, it does not necessarily provide access but can provide visual relief.

The recreation needs of the community are met through a combination of public and private resources. The City provides public parks and offers recreation programs. Other non-public facilities (e.g.: golf courses and gun ranges) and programs (e.g.: youth sports, Northshore Senior Center and YMCA classes) are also available to the residents. Since not all of these are equally accessible, they have not been included in the system. While school district playgrounds and sportsfields are available on a more limited basis, after school hours and during the summer, there are no formal agreements that insure these facilities will remain available to the public during non-school hours. Therefore, while it has been recognized that school play areas provide recreation value within the community, schools have not been included in determining the level of service.

The City's overall objective, through the PROSAP planning process, is to develop a well-designed and maintained system of parks, recreation and open space facilities and programs – a parks and recreation system – that encourages optimum use of recreation resources available to Bothell residents and improves their quality of life. To accomplish this, the *PROSAP Update* will:

- *Establish goals and objectives for parks, recreation and open space.*
- *Inventory and evaluate existing public and private parks, recreation, and open space facilities and programs.*
- *Recommend a foundation level of service.*
- *Forecast demand and needs for future parks, recreation and open space facilities and programs.*
- *Estimate the dollar value of existing and proposed park, recreation and open space facilities.*
- *Recommend park, recreation and open space improvements to meet the projected needs identified and*
- *Propose an implementation program concurrent with the City's adopted Capital Facilities Plan including funding opportunities that could be considered to implement the plan through the year 2025.*

1.2 The Process

Community participation is a key component to the success in implementing PROSAP. Four community meetings were held providing an opportunity for community members to share their thoughts on the current condition as well as their ideas for improvements to the parks, recreation and open space system. The Parks and Recreation Board also held study sessions that incorporated a 15 minute period at the end of each meeting for further citizen comment. A survey was also developed and sent to recreation participants and park facility users and made available on line. Community feedback is integral to developing a successful parks, recreation and open space system. Feedback received from the community has been incorporated into this document. The overall public process for updating PROSAP is outlined below and described in detail in the Appendix.

Table 1 - Public Process.

DATE	MEETING	DISCUSSION/TOPICS
March 14, 2013	Parks & Recreation Board	2013 Intro to PROSAP Process & Schedule Review Existing Conditions & FLOS
May 2, 2013	Community Meeting	Emphasis on Parks
May 16, 2013	Community Meeting	Emphasis on Parks
June 6, 2013	Community Meeting	Emphasis on Open Space
June 20, 2013	Community Meeting	Emphasis on Open Space
July 11, 2013	Parks & Recreation Board	Study Session on Existing Conditions & FLOS
September 12, 2013	Parks & Recreation Board	FLOS, Establishing the Needs & Meeting the Needs
October 10, 2013	Parks & Recreation Board	Meeting the Needs

DATE	MEETING	DISCUSSION/TOPICS
November 14, 2013	Parks & Recreation Board	Board Meeting the Needs & Executive Summary
December 10, 2013	City Council	Study Session
January 21, 2013	City Council	Public Hearing

1.3 Summary of Findings

As a result of the citizen involvement process and review by the City of Bothell Parks and Recreation Board and City Council, a comprehensive plan has been developed that will provide parks, recreation and open space facilities and recreation programs that begins to meet the needs of the community through 2025. The community is defined as the existing city limits as well as the urban growth area.

The 2008 plan recommended that the city acquire 59.8 acres within the current city limits and an additional 59.18 acres within the municipal urban growth area (MUGA) over the next 12 years. Cost for acquisition in 2008 was $52.4 million for park lands within the city limits and $51.8 million for those within the MUGA boundaries. Development and improvements to existing parks as well as future parks within the city limits is estimated to be $13 million and $14.6 million to develop those parks proposed for the MUGA. The current plan shows the need to acquire 40.11 additional acres within the current city limits and 46.17 within the MUGA by 2025.

In addition, PROSAP identifies a need to provide for indoor recreation opportunities and recommends the city support the Northshore Parks and Recreation Service Area in locating and developing a regional aquatics center and acquire land and develop a community center for Bothell's residents.

This plan, when implemented, provides significant gains towards our community's long term objectives.

1.4 Goals, Policies & Actions

The PROSAP vision provides a variety of parks and recreation opportunities throughout Bothell that reflects the character and core values of the community. This vision is accomplished through a series of goals, policies and actions listed below and referenced in the *Imagine Bothell . . . Comprehensive Plan (2004*) which will be updated 2014-2015. A goal is a result or product that one strives to attain. A policy is the means by which one will accomplish the goal. An action is a specific direction given to implement a policy. The goals, policies and actions listed here may be different than those stated in the Comprehensive Plan until such time as the two documents can be updated for consistency.

Goals

PR-G1 To provide a parks and recreation system that will meet the needs and improve the quality of life for the citizens of Bothell.

PR-G2 To promote a range of recreational opportunities and provide local recreation programming which complements services offered by other agencies in the City.

PR-G3 To maintain and operate a park system to a level and quality that will enhance and promote Bothell's unique character.

PR-G4 To conserve, enhance and acquire open space, natural areas and wildlife habitat.

PR-G5 To acquire and develop land for active park and recreation facilities, with a focus in the Snohomish County portion of the city.

Policies

PR-P1 "Parks and recreation system" is defined as the facilities and programs for parks, recreation and open space in the City of Bothell.

PR-P2 The parks system shall be provided based on the foundation level of service (FLOS) as defined in the *Parks, Recreation and Open Space Action Program (PROSAP) Update*.

PR-P3 The park system shall include areas for passive and active, formal and informal recreation opportunities. The park system shall also include activities to appeal to various age groups, ethnic backgrounds and those with special needs.

PR-P4 Particular attention will be paid to providing park facilities in areas of the City currently lacking such facilities and programs.

PR-P5 Acquisition of future park sites and development of new and existing parks should be balanced.

PR-P6 The City's park mitigation program should be fully utilized to generate funds for future park acquisition and development.

PR-P7 Coordinate and pursue park system acquisition, development and surplus property dispositions, easements, rights of way, etc. with King and Snohomish Counties, Northshore School District, University of Washington Bothell Campus and other public or private providers.

PR-P8 When possible, joint use agreements should be developed with neighboring jurisdictions to support the acquisition, development, maintenance and/or use of the park system.

PR-P9 Prioritize joint-use efforts to provide trail connections throughout the City of Bothell and adjoining jurisdictions and to provide access and recreation opportunities along the Sammamish River and North Creek corridors.

PR-P10 The City's Parks, Recreation and Open Space Action Program should be coordinated with the Natural Environment Element of the Comprehensive Plan and other related elements and plans in order to consistently take advantage of opportunities to improve or enhance parks, recreation and open space throughout the city.

PR-P11 The City's Transportation Improvement Plan; Parks, Recreation and Open Space Action Program; Natural Environment and the other elements of the Comprehensive Plan shall be coordinated in order to consistently take advantage of opportunities to complete proposed bicycle, pedestrian and off-road trail systems and walking routes in Bothell.

PR-P12 Balance the need for parks and recreation systems with natural systems and open space to insure a proper future for the urban forests, wildlife and the preservation of ecological systems in the City of Bothell.

PR-P13 Coordinate with City planning and regulatory divisions to provide monitoring and enforcement mechanisms to ensure open space and recreation facilities provided through existing regulatory requirements are maintained and accessible to the public. Document these facilities

as part of the overall parks system and encourage private development to connect these facilities to the larger network of parks in the City.

PR-P14 Recreation programs created by the City should complement services already provided by other agencies so that unfulfilled needs are met in as self-sustaining a way as possible.

PR-P15 The City of Bothell should partner with other agencies who provide recreation programs not provided by the City of Bothell to encourage availability of these programs to a variety of users (i.e., multi-generational, socio-economic, etc.).

PR-P16 Establish maintenance service programs that protect public property, preserve its value, ensure its intended function or use, life expectancy, safety, security and appearance.

PR-P17 Promote pedestrian links between park systems, schools, civic centers, neighborhoods and commercial centers throughout Bothell.

PR-P18 Promote looped pedestrian trails and walkways within each quadrant of the City.

PR-P19 Pursue development of a community center to provide recreation programs for the citizens of Bothell.

PR-P20 Expand, enhance, restore, and preserve natural systems for open space and provide trails, interpretive areas, educational programs, overlooks and other passive recreation uses within open space areas to promote and encourage an understanding of our natural environments.

PR-P21 Support and promote the stewardship of open space by community groups and educational institutions.

PR-P22 Improve regulations for new residential and commercial development which require either the dedication of park lands, provision and maintenance of recreation facilities or payment of fees in-lieu of land to a parks and recreation fund to ensure that facilities provided meet the same standards as those provided by the City in a public environment.

PR-P23 When developing or upgrading playground facilities consideration should be given to creating spaces that are safe for children with special needs. As an example, consider quiet space for play or space that limits access by children to one specific area.

PR-P24 The City of Bothell should partner with other agencies and organizations to provide stewardship, research and environmental education programs not provided by the City and to encourage understanding, maintenance, enhancement and restoration of natural areas and open space.

PR-P25 When developing or upgrading park facilities and infrastructure, consideration should be given to alternatives that lessen the impact on the environment consistent with low impact development techniques.

Actions

The following actions are in support of and in addition to the specific development plan elements and project proposals included in Chapter 4 of this document. These actions are not listed in priority. For a listing of prioritized projects see Section 4.3.

General

PR-A1 Establish a separate Department of Parks and Recreation comparable to other departments within the City to expand existing services and develop and operate new facilities.

PR-A2 Encourage and support development of local neighborhood, volunteer and community-based programs for park improvements, including participation of civic clubs, non-profit organizations, and organized groups with a vested interest in parks, recreation and open space.

PR-A3 Where appropriate, provide dual use of lands associated with public utilities, water supply reservoirs or other drainage or storm water facilities to meet recreation needs.

PR-A4 Update fees and charges for park facilities and recreation programs regularly.

PR-A5 Improve existing facilities to provide state-of-the-art parks and recreation elements, multi-generational activities, and meet the needs of the community as identified in the FLOS.

PR-A6 Update or create master plans for all City parks.

Mini Parks

PR-A7 Develop downtown open space south of Pop Keeney incorporating interpretative signage regarding Horse Creek.

PR-A8 Coordinate with private sector to develop a gateway plaza at Beardslee Blvd. and I-405.

Neighborhood Parks

PR-A9 Actively pursue acquisition of new park land for new neighborhood parks in Bothell including but not limited to the following subareas:

- Waynita/Simonds/Norway Hill, Fitzgerald Road/35th Ave. SE, and
- Thrasher's Corner/Red Hawk.

PR-A10 Develop and maintain inter-local agreements with the Northshore School District for joint development, access and/or "right-of-use" of school sites for the general public during non-school hours.

PR-A11 Establish standards for park improvement and maintenance thereof for private recreation facilities within developments.

PR-A12 Develop the downtown park site in coordination with the downtown revitalization plan.

PR-A13 Develop a master plan for William Penn Park after existing water tank is replaced.

Community Parks

PR-A14 Implement the adopted 2008 master plan for the Park at Bothell Landing and develop in phases as funding is available.

PR-A15 Secure and develop a centrally located site for a permanent skate park.

PR-A16 Implement the 2012 adopted master plan for Blyth Park and develop in phases as funding is available.

PR-A17 Encourage citizen volunteers to recommend a location for an off-leash dog area and to achieve development through fundraising.

PR-A18 Implement the 2013 adopted master plan for 1st Lt. Nicholas Madrazo Memorial Park.

PR-A19 Determine location and develop a hand boat launch along the Sammamish River.

Athletic Fields

PR-A20 Athletic fields may be upgraded to provide extended year-round use with improvements such as, but not limited to, drainage, lighting, support facilities and/or synthetic surfacing through a master plan process.

PR-A21 Acquire and develop new sites for athletic facilities as identified in the FLOS and where feasible. Fields should be designed to accommodate a wide variety of sports, including lacrosse, rugby and cricket.

PR-A22 Improve North Creek Sportsfield #3 with installation of synthetic surfacing and other related improvements.

Regional Facilities

PR-A23 Develop and enhance existing regional facilities jointly with other public or private organizations, agencies or special interest groups and as market conditions allow.

PR-A24 Complete development of Centennial Park in accordance with the 2002 Master Plan.

PR-A25 Support development of an aquatics facility to replace the Northshore Pool. The aquatics facility should be developed jointly with other regional providers and/or neighboring jurisdictions and as a part of the NPRSA. If a regional aquatics facility is not developed by the NPRSA, a community pool in conjunction with a community center should be developed by the City.

Trails & Walking Routes

PR-A26 Provide urban trails and walking routes to maximize pedestrian and bicycle access to existing and new park system sites, commercial centers, schools, and other community facilities as an alternative to automobile access. Where feasible, walking routes should include lighting and benches.

PR-A27 Encourage development of a comprehensive trail and walking route system in the Transportation Element of the City's *Comprehensive Plan*.

PR-A28 Establish public awareness programs for the use, safety and maintenance of trails.

PR-A29 Improve trailheads along major trail and walking routes, including wayfinding signage and directional signage to Bothell commercial, civic or recreational centers.

PR-A30 Develop trails and walking routes in looped patterns to enable users to easily return to their point of origin within individual park sites or larger neighborhood areas.

PR-A31 Complete the Park at Bothell Landing Loop Trail to connect to the Sammamish River /Burke Gilman Trails.

PR-A32 Construct the "East Riverside Trail" to connect the West Riverside Trail with the Sammamish River Trail. This trail should be developed jointly with King County but after other internal city trail links have been completed.

PR-A33 Develop joint use agreements with other entities to provide trail links throughout the City with particular emphasis on the Sammamish and North Creek corridors.

PR-A34 Complete the missing links of North Creek Trail including working with Snohomish County to link to North Creek Park and McCollum Park in Mill Creek.

PR-A35 Work with private developer to create a trail link between Tall Tree Park and Conifer View Park.

Open Space

PR-A36 Connect open space areas to each other, where feasible, to create corridors for wildlife migration routes and greenways throughout the City.

PR-A37 Enhance open space areas with educational and interpretive design elements.

PR-A38 Acquire property commonly known as the DNR parcel adjacent to Shelton View Elementary School.

PR-A39 Acquire the land and/or obtain development rights to Wayne Golf Course.

PR-A40 Complete Sammamish River Park by acquiring privately held parcels along the banks of the Sammamish River.

PR-A41 Improve the Haynes Property to provide passive recreation use including picnic areas, benches and trails.

PR-A42 Improve the Kaysner Property to provide passive recreation uses including picnic areas, benches and trails.

PR-A43 Complete acquisition of North Creek Forest through fundraising efforts of citizen groups and individuals.

PR-A44 Engage the latest and best science to optimize habitat for wildlife in passive use open space.

PR-A45 Engage community groups to foster environmental and sustainability education in collaboration with other City departments for the City's open space.

Program Facilities

PR-A46 Build a community center to provide recreation programs for the citizens of Bothell.

PR-A47 Renovate the North Creek Schoolhouse for use as an interpretive and programming facility.

Recreation Programs & Services

PR-A48 Provide recreation programs responsive to population demographics and growth needs. Provide programs and services which are affordable, and are non-fee and user fee based, as appropriate to achieve a balance of value within a variety of recreational programs and services offered to the community.

PR-A49 Promote and/or sponsor community events, family programs, educational activities, and other social events that serve general and special populations of the community. Special populations may include age group, ethnicity, cultural heritage, youth, and children at risk.

PR-A50 Coordinate recreation programs with other service providers and participate in joint recreation services with school districts, law enforcement, social agencies and other community groups and associations, as well as surrounding jurisdictions to avoid overlapping services within Bothell.

PR-A51 Encourage use of local parks and recreation facilities for a wider range of human service information (i.e., health, personal consumer protection, nutrition, seniors, childcare, play groups, etc.).

PR-A52 Conduct a demographics analysis and citizen/user groups' participation and recreation preference surveys to coincide with regular PROSAP updates to determine parks and recreation service needs.

PR-A53 Encourage ongoing community input into the development and management of park facilities, programs and services through community and user group forums and electronic communication facilitated by the City.

PR-A54 Collaborate with the City of Bothell Landmark Preservation Board and Bothell Historical Society to promote historical and cultural education through special event programs and the preservation of historical sites within park system facilities.

PR-P55 Participate in organizing a centralized list of recreation programs offered to Bothell residents by both City and other agency or organization providers.

PR-A56 Promote pageants, festivals and events that extol the cultural and historical heritage of the City of Bothell.

Park Operations & Maintenance (O&M)

PR-A57 Develop and maintain a maintenance management system which schedules and identifies preventative maintenance, remedial maintenance and deferred maintenance work programs for park, recreation and open space facilities including structures, site improvements and tool or equipment resources.

PR-A58 Provide separate funding sources to implement the maintenance management system for both asset replacement projects, and smaller regular O&M activities throughout the park system.

PR-A59 Maintain parks, recreation and open space facilities in a manner that promotes community pride, exhibits cleanliness and security and reduces vandalism and public liability.

PR-A60 Develop and maintain appropriate park use rules and regulations that address the continuing need to ensure access, safety, law enforcement, personal and environmental protection, and protection of recreational resources as public assets.

PR-A61 Engage community groups to provide support and stewardship of parks and open spaces.

PR-A62 Use sustainable and green materials and practices for park development, improvements, and maintenance whenever feasible.

PR-A63 When adding or replacing vegetation in parks, native species should be used when determined to be practical.

Economic Performance & Finance

PR-A64 Identify and participate in growth impact related public service fees and organize assessment methods such as benefit assessments in order to finance projects that are identified by the public as needed.

PR-A65 Identify and secure alternative funding programs administered by state and federal agencies, in the form of grants and loans.

PR-A66 Collect user fees to offset operation and maintenance of park system facilities and the operational cost of providing recreational programs, while maintaining a competitive, reasonable cost to the public.

PR-A67 Where appropriate seek public/private agreements to help offset operations and maintenance of park system facilities or the operational cost of providing recreational programs.

PR-A68 When appropriate, develop public/private partnerships with commercial businesses to operate within city parks. Examples would be food concessionaires, bicycle or kayak rentals.

Chapter 2
Existing Conditions

2.1 Community Context

(Excerpt from Imagine Bothell . . . Comprehensive Plan, 2004)

In a little over a century, Bothell has evolved from an isolated logging village housing a handful of hardy pioneers to a multi-faceted, full service city.

Bothell is situated northeast of Lake Washington within the Seattle metropolitan area, and comprises about 12 square miles. Approximately half of the City lies in King County and half in Snohomish County. Only four other cities in Washington State straddle a county line.

The City is nestled around six moderately steep hills and is drained by two main waterways. The Sammamish River and North Creek are major natural resources in the community and, along with the topography, contribute to Bothell's image as a community of green spaces.

Bothell is experiencing sub stantial growth with the rebound of the housing market and the redevelopment of downtown. The downtown redevelopment is anticipated to significantly increase downtown residential density. Parks and recreation facilities will be included as part of the downtown redevelopment. A new park will be added in addition to improvements planned for the Park at Bothell Landing. Public use of private facilities similar to public improvements planned for McMenamins should be encouraged. The City has proven to be particularly appealing as a location for high technology firms and is the home of a relatively rare higher-education partnership between the co-located Cascadia Community College and the University of Washington – Bothell.

Despite rapid growth, Bothell has managed to retain a "home town" feeling that extends to its residential neighborhoods, its historic downtown, and its other more recently developed business and commercial areas.

2.2 Inventory

It is essential to establish a benchmark for current parks, recreation and open space facilities and programs to create an existing level of service (ELOS) as provided in the City of Bothell's planning area. During the inventory process, the City endeavored to identify non-City owned facilities and programs as well as those under the City's control. A summary inventory is provided in Tables 2 and 3 and an inventory is available in the appendix. To facilitate this process, Bothell's park system has been organized into the following categories:

- Mini Parks
- Neighborhood Parks
- Community Parks
- Athletic Fields
- Regional Facilities
- Trails & Walking Routes
- Open Space
- Program Facilities (Indoors)
- Programs

Each category is described on the following pages, along with an inventory of the existing conditions in Bothell. The ELOS for each category is shown at the end of this Chapter.

Table 2 - Inventory of City Owned Parkland

CITY OWNED PARKLAND INVENTORY – 2013					
PARK FACILITY	GROSS ACRES	DEVELOPED ACRES	UNDEVELOPED ACRES	OPEN SPACE	PARK CATEGORIES
BLYTH	40.8	19.5		21.3	COMMUNITY/OPEN SPACE
BLOOMBERG HILL*	0.7	0.7			MINI
BRACKETT'S LANDING	0.5	0.5			MINI
BRICKYARD ROAD	3.6	3.6			NEIGHBORHOOD
CEDAR GROVE	13.75	7.0		6.75	COMMUNITY/OPEN SPACE
CENTENNIAL	54.04	7.0	5.5	41.54	REGIONAL/OPEN SPACE
CONIFER VIEW	1.5	1.5			NEIGHBORHOOD
DOWNTOWN ½ ACRE OPENSPACE	0.5		0.5		MINI/OPEN SPACE
EAST NORWAY HILL	25.1	2.7	22.4		COMMUNITY
HAYNES	4.7		2.5	2.2	OPEN SPACE
1ST LT. NICHOLAS MADRAZO MEMORIAL PARK	2.6		2.6		COMMUNITY
NORTH CREEK FOREST	41.56			41.56	OPEN SPACE
NORTH CREEK SPORTSFIELDS	14.0	14.0			ATHLETIC FIELD
PARK at BOTHELL LANDING	14.0	5.87	3.55	4.58	COMMUNITY
PIONEER CEMETERY	5.3			5.3	OPEN SPACE
RED BRICK ROAD	0.5	0.5			MINI
ROYAL OAKS*	2.25	2.25			NEIGHBORHOOD
SAMMAMISH RIVER	31.6	6.43	2.95	22.22	OPEN SPACE
STIPEK	3.6	3.6			NEIGHBORHOOD
SWEDISH CEMETERY	0.6			0.6	OPEN SPACE
TALL TREE PARK	1.0	1.0			MINI
VOLUNTEER	0.22	0.22			MINI
DOUG ALLEN SPORTSFIELDS	7.6	7.6			ATHLETIC FIELD
WILLIAM PENN*	2.7	2.7			NEIGHBORHOOD
TOTAL CITY OWNED	**272.72**	**86.67**	**40.0**	**146.06**	
CITY OWNED DEVELOPMENT RIGHTS					
WAYNE GOLF COURSE	**46.0**			**46.0**	OPEN SPACE

*Water reservoir footprint not included in land calculations

Table 3 - Inventory of other Public Owned Parkland

OTHER PUBLIC OWNED PARKLAND INVENTORY – 2013*					
KING COUNTY OWNED					
PARK FACILITY	GROSS ACRES	DEVELOPED ACRES	UNDEVELOPED ACRES	OPEN SPACE	PARK CATEGORIES
SAMMAMISH RIVER	28.4			28.4	OPEN SPACE
MAGNOLIA DAIRY DEVELOPMENT RIGHTS**	79.55			79.55	OPEN SPACE
BURKE-GILMAN/SAMMAMISH RIVER TRAIL	12.1	12.1			TRAIL
TOLT RIVER PIPELINE TRAIL	11.5			11.5	OPEN SPACE
TOTAL KING COUNTY OWNED	131.55	12.1		119.45	
SNOHOMISH COUNTY OWNED (includes parks in MUGA)					
FORSGREN PARK	13.1	11.1		2.0	COMMUNITY
LOCUST WAY PARK	7.08	1.0		6.08	NEIGHBORHOOD
LOGAN PARK	5.0	5.0			NEIGHBORHOOD
MINER'S CORNER PARK	12.0	12.0			COMMUNITY
QUEENSBROUGH	7.9			7.9	OPEN SPACE
TOTAL SNOHOMISH CO. OWNED	45.08	29.1		15.98	
WASHINGTON STATE-OWNED					
DEPT. OF NATURAL RES.	26.86			26.86	OPEN SPACE
UW/CASCADIA***	58.0			58.0	OPEN SPACE
TOTAL STATE OWNED	84.8			84.8	
TOTAL OTHER PUBLIC OWNED PARKLAND	261.43	41.2		220.23	

*School District facilities not included. See appendix.
**King County owns Development Rights under the Farm Land Preservation Program
***Does not include developed recreation space that is for students only.

2.2.1 Mini Parks

Mini parks, sometimes known as pocket parks are small in size (less than 1 acre) and provide limited parks and recreation opportunities. Mini parks may include one or more elements of a neighborhood park, but are constrained due to the size of the site. Mini parks may also be "special use" parks such as a plaza or gateway.

2.2.2 Neighborhood Parks

Neighborhood parks are developed for a range of activities, including passive and informal use and are approximately 2 to 10 acres in size. Often, they are located within walking distance (approximately 1/2 mile) of residential neighborhoods and may be accessible to community facilities such as schools through a comprehensive walking route system. These parks may be used for neighborhood events, informal gatherings, or for solitary use. Neighborhood parks in Bothell may include picnic shelters and tables, open playfields, restrooms, outdoor courts, playgrounds, benches, internal trails and natural areas.

School playgrounds and playfields are not always available for use by the public, for example during the school day. Currently there are no inter-local agreements between the City and the Northshore School District specifying access to the public during non-school hours. It is recognized that school play areas provide value; however, school facilities have not been included in determining the level of service. The City would encourage discussions regarding joint development and operations with the Northshore School District in the future.

Private parks that are part of individual Home Owner Associations (HOA) are also included in the appendix for reference only. The inventory of HOA parks has not been completed for the entire City, but in general, these facilities include a small lot-sized area with a tot lot, picnic table and/or basketball court. They are not always accessible, open to the public or built to City standards for the facility provided. For these reasons, HOA facilities are not counted towards the overall inventory of parks in Bothell or toward the level of service shown later.

The existence of a school or HOA facility in a neighborhood does not necessarily preclude the need for a public park to service that neighborhood. Their inclusion in the inventory survey will simply help inform the City in future decision-making processes relating to neighborhood parks that may serve those neighborhoods.

2.2.3 Community Parks

Community parks are usually larger in size (10 acres or larger) than a neighborhood park and serve a broader service area (2 to 5 mile radius) which implies additional use by residents from throughout the community. A community park includes activities that attract a higher level of use than a neighborhood park. Community parks in Bothell may include picnic shelters and tables, playfields, restrooms, outdoor courts, playgrounds, benches and sports activities. Community parks may be connected to schools or other community facilities. These parks may be reserved and used for local events, informal gatherings, or recreation programs.

Community parks may also serve as a neighborhood park in that they often times incorporate features such as playgrounds, picnic tables and benches. Community parks are generally located on or adjoining to a collector street providing community wide vehicular access and may be connected with Class II on-street and/or off-street community trail or bike lane system.

2.2.4 Athletic Fields

Athletic fields generally provide for youth and adult league requirements for field sports. While these facilities also serve as a regional resource, an athletic facility may also include many of the same uses provided in a community or neighborhood park. Athletic fields are generally located on or near well-traveled roadways to allow greater accessibility.

2.2.5 Regional Facilities

Regional facilities generally include facilities used by Bothell area residents as well as surrounding communities for special events or interests. These may include pools and community centers, golf courses, dog parks, and amphitheaters.

2.2.6 Open Space

Open space facilities are located throughout Bothell and form the natural backdrop to the community. They include those areas considered “green” throughout Bothell, with no distinction given to ownership, public access, or use. They help define an important aspect of Bothell’s quality of life and provide visual relief.

Open space facilities include wildlife corridors, shorelines, woodland areas, streams, rivers, and other natural features. Open spaces can also include sensitive areas and their buffers such as landslide, seismic, wetland, or steep slope areas. Special or unique features, such as the historic Magnolia Dairy Farm or Wayne Golf Course can be preserved through publicly owned development rights on the property. A prominent viewpoint could also be an important open space area. Open spaces may be public or private and may not always be “protected” through regulations or other property mechanisms and may not provide for public access.

2.2.7 Trails & Walking Routes

Trails and walking routes in Bothell are a combination of off-road and on-road facilities. These routes serve both local and regional uses for pedestrians, although many also serve as shared use paths for bicyclists and other users. They provide links to natural systems, public and civic activity centers, neighborhoods, schools and commercial centers. Trails and walking routes should serve a variety of people with different abilities and may be paved or soft surfaced.

On-road routes are generally concrete or paved sidewalks, where off-road routes may be crushed rock, bark mulch, concrete, asphalt or boardwalks. These routes can be urban or rural in character and may include other natural, historical, or educational elements. Often, they include overlooks, benches and interpretive signage along the route. Trails and walking routes in Bothell do not permit the use of motorized vehicles or horses at this time.

Tables 4 and 5 identify trails and walking routes but do not include paths internal to park facilities.

Table 4 – Inventory of City Trails & Walking Routes

CITY OF BOTHELL EXISTING TRAILS & WALKING ROUTES						
Existing City of Bothell	Benches (ea)	Trails & Walking Routes (	ADA (Y/N)	Walking Route Width (ft)	Pedestrian (Y/N)	Bicycle (Y/N)
Bothell Arts Council Walking Loop	0	0.12	Y	5	Y	N
Brickyard Road Park	0	0.27	Partial	8	Y	N
Cedar Grove Park	0	0.31	Y	6-8	Y	N
Historic Walking Loop	0	1.25	Y	5	Y	N
North Creek Trail*	0	1.75	Y	10	Y	Y
Northshore Trail	2	0.25	N	6	Y	N
Park at Bothell Landing (including wetland interpretative trail)	4	0.56	N	6-8	Y	N
Town-Gown Loop	0	2.70	Y	5	Y	N
West Riverside Trail	3	1.13	Y/N	4-12	Y	Y/N

*Represents only City maintained sections of trail

Table 5 - Inventory of Other Public Trails and Walking Routes

Existing Other Public Trails and Walking Routes						
Existing City of Bothell	Benches (ea)	Trails & Walking Routes	ADA (Y/N)	Walking Route Width (ft)	Pedestrian (Y/N)	Bicycle (Y/N)
Sammamish River Park/Trail	4	2.79	Y	12	Y	Y
Burke-Gilman Trail	0	0.75	Y	12	Y	Y
Tolt River Pipeline Trail	0	1.50	N	0	Y	N
UW Bothell Campus	0	0.76	Y	10	Y	Y

2.2.8 Program Facilities

Program facilities generally include indoor activities and spaces used to support the City's recreation programs. They are intended to appeal to all ages, interests, and skills levels, at a variety of locations throughout Bothell. Indoor facilities may include multipurpose gyms, class rooms and meeting rooms to accommodate arts and crafts, performing arts or other programs. The City's recreation programs are held in a variety of facilities that are either city-owned or are rented from other entities. In 2006,

the City opened the Lytle House at the Park at Bothell Landing and it is used for recreation programs and is made available for community meetings and event rentals. The City also has two meeting rooms, one at the Police Department and the other at the Public Works Operations Center. The North Creek Schoolhouse at Centennial Park is anticipated to be available for recreational programs in 2014. While City programs may be held in school facilities such as gyms and cafeterias, use of school facilities is sporadic as the City does not have priority status when requesting school facilities.

The Northshore Senior Center and Northshore Adult Health and Wellness Center located within city limits, are facilities specifically dedicated to providing programming for senior and special needs populations. These facilities are operated by the Northshore Senior Center under the guidance of Senior Services of King County, which are non-profit organizations. The buildings are owned by the Northshore Parks and Recreation Service Area (NPRSA), a public entity. By agreement, the Northshore Senior Center provides programming and is responsible for the general maintenance and upkeep of the buildings.

The Northshore School District, in collaboration with the Northshore Performing Arts Center Foundation, has a facility that meets the performance needs of the schools and the community and is located at Bothell High School.

2.2.9 Recreation Programs

Recreation program services are essential to Bothell's quality of life. The City provides services for greater Northshore residents through the programming and sponsorship of quality classes, activities and events on a year-round basis.

Programs are administered by City staff with the support of other recreation service providers and community organizations and include the following categories:

- Community Events
- Family Programs
- Pre-school Activities
- Youth Activities
- Teen Activities
- Adult Programs
- Adult Sports
- Youth Sports Camps
- Summer Camps
- First Aid/ CPR
- Special Events
- After School Activities
- Adult Continuing Education

The complete list of recreation programs varies each year. Programs are listed on Bothell's web site and in the *Recreation Guide* published quarterly in the *Bothell Bridge*. A general list is included in the Appendix for reference.

2.3 Existing Level of Service

The broadest definition of level of service (LOS) is total acreage ratio to population counted in thousands. National level of service standards (through the National Recreation and Parks Association, or NRPA) for park land, for example, in 2008 it was 34.45 acres per 1,000 population. The state standards (from in-depth surveys conducted through the State's Recreation and Conservation Funding Board (RCFB, formerly IAC) also provides level of service standards specific to each type of recreation facility including athletic fields, trails and playgrounds, per 1,000 population.

However, not every type of recreation facility is included in these standards, and they do not necessarily consider multi-jurisdictional recreation assets, private recreation service providers or geographic limitations of access to facilities. It is also difficult to compare level of service standards with adjacent jurisdictions as each community's level of service is ultimately based on the community's specific needs. As a result, while it is helpful to compare Bothell's existing level of service to these standards, it should not be the only deciding factor driving the planning process for Bothell's park system.

In this plan, Bothell's service area for the LOS calculations includes those facilities within the current city limits. A separate calculation has also been completed that includes other public owned facilities and a combined population with urban growth boundary. The existing city population within the current city limits boundaries was 40,540 in 2014 and a projected population in 2025 of 44,500 within the existing city limits along with a combined 2012 population of 65,237 that includes the MUGA and a 2025 population of 69,197 have been used to compute existing levels of service. The following tables indicate the existing level of service relative to each type of facility.

While all facilities are included in the acreage calculations on the following page, the total value of existing *City-owned* facilities based on estimated cost per facility (see Appendix J) is approximately $850 for the land value and $425 for the facility value, per capita, for a total value of $1275.13.

The facilities listed in the Tables 6 and 7 are those facilities under city, state or county domain and located within the City's municipal urban growth area.

Table 6 - City of Bothell Level of Service

CITY OF BOTHELL PARK FACILITIES	EXISTING INVENTORY (ACRES)	EXISTING LEVEL OF SEVICE ACRES PER 1,000 POPULATION
Mini	10.42	0.26
Neighborhood	13.65	0.34
Community	53.92	1.33
Athletic Fields	24.3	0.59
Total Core Parkland	**102.29**	**2.52**
Open Space*	157.93	3.89
Regional	12.5	0.31
Total Other Park & Recreation Lands	**170.43**	**4.20**

Note: 2014 City of Bothell population = 40,540
*Does not include Wayne Golf Course as the City does not own the land. Land or development rights under King County and/or Washington State ownership are not included in LOS calculations.

Table 7 - Level of Service based on Snohomish County Park Facilities within City of Bothell's Urban Growth Areas

SNOHOMISH CO. PARK FACILITIES WITHIN BOTHELL'S URBAN GROWTH BOUNDARIES	EXISTING INVENTORY (ACRES)	EXISTING LEVEL OF SEVICE ACRES PER 1,000 POPULATION
Mini	0	0
Neighborhood	6	0.27
Community	12.5	0.56
Athletic Fields	11	0.49
Total Core Parkland	**29.5**	**1.32**
Open Space*	15.98	0.72
Regional	0	0
Total Sno. Co. Park & Recreation Lands*	**45.48**	**2.04**

Note: 2012 Snohomish County MUGA population = 22,247

Chapter 3
Establishing the Needs

3.1 Determining the Need

Establishing public needs for parks and recreation systems includes an evaluation of the existing conditions, community values, availability of funds, priorities and administrative capacity. Plans for a parks and recreation system must reflect citizens' desires to create and maintain a system that satisfies and balances their varied interests. The identification, measurement and projection of recreation demand are the key elements that establish parks and recreation development objectives and priorities. Identifying those interests was accomplished through research, analysis, and a public participation process designed to generate an understanding of the community's values, needs and priorities.

Needs and foundation level of service (FLOS) research and analysis involve a determination of what level of facilities and programs are to be provided and their geographic distribution. Principal factors applied to establishing an acceptable level of service are:

Recreation Users:	Total Population & Growth Demographic Characteristics Recreation Interests & Participation User Group Requirements
Facility Qualities:	Attractiveness Availability Carrying Capacity Climate & Seasonal Influences Physical Features Programs & Activities
User Access:	Distance/ Convenience Fees or Charges Information Services Social Image Rules & Regulations

These factors combine to form a basis for identifying needs and establishing a foundation level of service.

Concurrent with the research and analysis, a series of community meetings was held and a citizen survey was completed. The information and data gathered were used to identify parks, recreation and open space interests. The following summarizes the results of the public process used to determine park system demand and needs of the Bothell community.

3.1.1 Research and Analysis Results

With the growing number of residents and visitors in Bothell, a greater demand is placed on the parks system. Research conducted through the State's Recreation and Conservation Funding Board shows that there is a growing trend to consider seniors in recreation planning as the baby-boom generation ages. By 2030, 19.7% of Washington State's population will be over the age of 65 compared to 11% statewide in 2003 and 9.5% City-wide in 2000. At the same time, children of the baby-boom

generation will begin having children creating a stronger need for facilities geared towards younger school-aged children. It can also be expected that there will be an increase in ethnic diversity in the future, resulting in a rising demand for different or new types of recreation facilities.

Perhaps one of the most alarming trends nationwide; however, is the growing number of children and adults who are overweight or obese, leading to a variety of health concerns and an increasing demand on parks and recreation systems to provide the community with active lifestyle choices.

Locally, it has been determined there is a growing demand for more family activities. Organized activities such as athletic programs and leagues are still strong in Bothell as well but more self-directed activities, such as walking, bicycling and picnicking, are also becoming an important part of the overall parks and recreation system.

3.1.2 Public Process Results

Consistent with the community process for the 2008 update, the community continues to raise concerns for the *PROSAP Update*. The first is the desire to *include open space* in the Update. There is recognition of the importance of open space to the overall quality of life in Bothell, and an urgency to quantify open space in the plan to the extent possible. In this context, open space refers to the natural systems (wetlands, steep slopes, streams and river corridors) that define the City's sensitive areas as well as the urban forests and vegetative buffers that surround the community. They are the areas considered "green" throughout Bothell with no distinction given to ownership, public access, or use. There has also been a strong desire to provide access, education and interpretive elements within public open space areas when feasible.

There was also a desire to consider the variety of organizations and agencies that provide parks, recreation and open space facilities and programs and to *"count" all facilities*, not just those provided by the City of Bothell, in the planning process. It was also recognized; however, that not all facilities are universally accessible, open to the public or available without a fee. As a result, those schools and private parks, recreation and open space facilities and programs not under the city's control were not included in the level of service calculations.

The 2008 update included strong direction for the City to pursue a joint use of school facilities during non-school hours with the Northshore School District by securing agreements or other means of ensuring access to these facilities by the general public. This is still true today.

Concurrent with the 2008 *PROSAP Update* process, the City began a planning process to determine the *future role of downtown* Bothell. The downtown is now undergoing redevelopment resulting in high density residential housing and mixed use development in the downtown core. The redeveloped downtown area will include public and private open space and parks. The Park at Bothell Landing master plan has been updated and the park will be expanded and updated when funding becomes available. A new open space area will be developed adjacent to Pop Keeney Stadium that will serve as a community gathering space.

Throughout the 2008 public process, the community identified a desire for more trails or walking routes that would provide loop systems within the various neighborhoods – through both on-road and off-road routes. Many participants also wanted to see more benches along trails and walking routes. This was expressed to still be important to the community in 2013.

In 2013, there was recognition by participants of a disparity between the density of parks and recreation facilities through the central part of the City and the lack of facilities in the north end of Bothell.

A few participants felt that there was still a need for more athletic fields, as well as providing for year-round use through added lights and artificial surfacing of North Creek Field #3.

There was continued interest for new facilities including an aquatic center, off-leash dog area, splash pad, community center and a permanent skate park.

3.2 Foundation Level of Service

Based on the results of the research, analysis and public process, a foundation level of service can be defined. Level of service (LOS) standards for parks, recreation and open space were described in Section 2.3. A foundation level of service, or "FLOS", implies a minimum level of parks and recreation needs. Based on existing park system inventories, the City of Bothell's existing level of service is shown in Section 2.3. The proposed FLOS is shown by comparison in tables that follow.

In determining the FLOS, all parks and recreation facilities located within the City's urban growth area and owned by the City of Bothell, King and Snohomish Counties, and the State of Washington were counted. Tables 8 and 9 provide the proposed Foundation Level of Service for elements in park facilities.

Table 8 - City of Bothell Foundation Level of Service

CITY OF BOTHELL FOUNDATION LEVEL OF SERVICE				
PARK FACILITIES	RECOMMENDED STANDARD ACRES PER 1,000 POPULATION	EXISTING INVENTORY (ACRES)	DEMAND/GOAL 2014 (ACRES)	ADDITIONAL NEED 2014 (ACRES)*
Core Parkland				
Mini	0.1	10.42	4.05	-6.37
Neighborhood	1.1	13.65	44.59	30.94
Community	1.2	53.92	48.65	-5.24
Athletic Fields	0.8	24.30	32.43	8.13
Total Core Parkland	3.2	102.29	129.72	27.43
Other Park and Recreation Lands				
Open Space	1.2	157.93	48.1	-109.83
Regional	0.2	12.5	8.02	-4.48
Total Other Parks and Recreation Lands**	**1.4**	**170.43**	**56.12**	**-114.31**
Total All Park & Recreation Lands	**4.5**	**272.72**		

*Negative number indicates surplus acreage
**Does not include Wayne Golf Course as the City does not own the land.
Note: 2014 City of Bothell population = 40,540

Table 9 - Bothell Foundation Level of Service for Snohomish County MUGA

SNOHOMISH COUNTY MUGA FOUNDATION LEVEL OF SERVICE				
PARK FACILITIES	RECOMMENDED STANDARD ACRES PER 1,000 POPULATION	EXISTING INVENTORY (ACRES)	DEMAND/GOAL 2014 (ACRES)	ADDITIONAL NEED 2014 (ACRES)*
Core Parkland				
Mini	0.1	0	2.22	2.22
Neighborhood	1.6	6	24.47	18.47
Community	1.2	12.5	26.69	14.49
Athletic Fields	0.8	11	17.79	6.79
Total Core Parkland	**3.2**	**29.5**	**71.19**	**41.69**
Open Space	1.2	15.98	26.69	10.71
Regional	0.2	0	4.45	4.45
Total Other Parks and Recreation Lands**	**1.4**	**15.98**	**31.14**	**15.16**
Total All Park & Recreation Lands	**4.6**	**45.48**		

*Negative number indicates surplus acreage
Note: 2014 Snohomish County MUGA population = 22,247

Chapter 4
Meeting the Needs

4.1 Overview

The following development plan elements are the result of community meetings, parks and recreation board meetings, city council meetings, surveys, and analysis of the existing park, recreation and open space system in Bothell. These elements build on the vision outlined in Section 1.3 and include specific improvements proposed for the park system over the next 20 years.

Where proposed facilities are listed, it does not necessarily imply *who* would be responsible for providing or enhancing those facilities. In many cases, partnerships may be required with other agencies or organizations to jointly develop or enhance parks, recreation and open space facilities. In addition, all proposals listed are *contingent upon* future feasibility and as opportunities allow. Likewise, the locations shown for many of the facilities are *approximate* and may be adjusted as individual projects or proposals are further developed.

The development plan elements are organized in the same categories as in previous sections for easy reference. Existing facilities are shown on the maps in each category to provide a more complete representation of the future vision for parks, recreation and open space in Bothell.

4.2 Proposed Plan Elements

4.2.1 Mini Parks

Mini parks are the smallest park classification (less than 1 acre) and are used to meet limited or isolated recreational needs. Examples include isolated development areas, limited populations, unique recreational opportunities, urban plazas, and public use areas. Typical elements that might be found in a mini park may be:

- ✓ Picnic Areas
- ✓ Small Playgrounds
- ✓ Hard Surface Courts
- ✓ Plazas

Approach: Mini parks may be sited as stand-alone facilities or adjacent to other public facilities. Where feasible and/or appropriate, mini parks may be developed as part of a private facility but available for public use. An example would be a public plaza or fountain in a retail area. The City should consider mini parks as opportunities become available. In particular, mini parks may be a component of the proposed downtown redevelopment and may be in partnership between the city and the developer.

Proposed Mini Parks:

- Half-Acre Open Space – develop open space area adjacent to Pop Kenney Stadium to serve as a gathering point and to provide educational opportunities regarding Horse Creek.
- Gateway Plaza at Beardslee Blvd. & I-405 inter-change as part of the Villages at Beardslee Blvd. development.

4.2.2 Neighborhood Parks

Neighborhood parks are developed to provide recreational uses of interest to neighborhood residents and are typically two to ten acres in size. These local park improvements may include some or all of the following elements:

- ✓ Open Playfield

- ✓ Picnic Shelter(s)
- ✓ Picnic Table(s)
- ✓ Playground
- ✓ Trails
- ✓ Hard Surface Courts
- ✓ Bench(es)
- ✓ On or Off-street Parking
- ✓ Permanent Restrooms

Approach: Neighborhood parks may be sited as separate properties or portions of other sites that include trail corridors, community parks, regional facilities or other public facilities. Where feasible and appropriate, neighborhood parks may also be sited on lands that are owned and operated for other public purposes (school district facilities, utility district land, etc.).

Neighborhood parks should be located at sites serviced by trails, walking routes and streets that are convenient to neighborhood residents. They should be developed to provide flexible recreational uses and should appeal to the widest range of public interests and capabilities.

The City should consider acquiring sites, as they become available and subject to feasibility, that are located in underserved areas in order to achieve the desired level of service standard outlined previously and to provide an even distribution within Bothell. Ideally all neighborhood areas should be within ½ mile of a neighborhood park, recognizing and accommodating potential barriers within that ½ mile, such as a freeways, wetlands or stream corridors.

Proposed Neighborhood Parks:

- Acquire neighborhood park sites ranging in size from two to ten acres in the following underserved neighborhoods:
  - ✓ Fitzgerald Road/35th Ave. SE (Map Location C)
  - ✓ Thrasher's Corner/Red Hawk (Map Location D)
  - ✓ Waynita/Simonds/Norway Hill (Map Location F)

- Update or develop master plans for all existing neighborhood parks
- Update William Penn Park master plan after existing water reservoir is replaced.

4.2.3 Community Parks

Community parks are developed to provide recreational uses of interest to a defined service area, the entire City or a significant geographic segment of the City's population and are generally ten acres or larger.

Park improvements included in a community park may include some or all of the following elements:

- ✓ Athletic Fields
- ✓ Open Playfield
- ✓ Group Picnic Shelter(s)
- ✓ Picnic Table(s)
- ✓ Playground
- ✓ Trails
- ✓ Hard Surface Courts
- ✓ Bench(es)
- ✓ Off-street Parking
- ✓ Permanent Restrooms
- ✓ Special features (examples: skate park, spray park)

Approach: The service area for a Community Park is usually a two to five mile radius. A community park should be centrally located, if it is intended to serve a specific geographic area, and located adjoining or immediately adjacent to a collector street providing community-wide vehicular access. Elements found in a community park are compatible with the community setting and park site constraints. A community park incorporates a diverse mix of uses and experiences.

A community park may also serve as a neighborhood park for the residential areas nearby. If viable, a community park may be located adjacent to an elementary, junior or high school. In this case, agreements should be in place to allow sharing of the facility between the schools and the city.

Proposed Community Parks: Currently the locations of community parks provide coverage throughout the city however additional acreage is still needed to fully meet the needs. In review of the community needs, it has been determined that the focus should be on improvements to the community parks that already exist.

- ✓ Park at Bothell Landing –complete design and implement phased development depending on available funding.
- ✓ Blyth Park – implement master plan as funding becomes available.
- ✓ East Norway Hill Park - Work with King County to transition to a city-owned and operated facility and develop a master plan for the site.

Proposed Community Park Elements & Facilities:

- ✓ 1st Lt. Nicholas Madrazo Memorial Park – design and engineer as shown in adopted master plan. Development may be phased depending on available funding. Coordinate development with King County Department of Natural Resources.
- ✓ Doug Allen Sportsfields – develop a master plan.
- ✓ Off-leash dog area – determine an appropriate location and develop in partnership with citizen groups or other agencies.
- ✓ Spray pad- determine location and develop in partnership with other agencies or business partners. This may be developed as an element in the Park at Bothell Landing.
- ✓ Skate Park – find location and develop a permanent facility that meets the needs of skateboards, in-line skates, scooters and bicycles.
- ✓ Develop a permanent disk golf site with up to 18 holes.

4.2.4 Athletic Fields

Athletic fields draw from neighborhoods throughout the City, as well as the surrounding community, and may serve as a more regional destination. They generally suit the needs for youth and adult league requirements for field sports. Elements that may be included:

- ✓ Synthetic Turf
- ✓ Grass Fields
- ✓ Field Lights
- ✓ Restrooms
- ✓ Bleachers
- ✓ Benches
- ✓ Picnic Tables
- ✓ Scoreboards
- ✓ Concessions

Approach:
Athletic fields should be located at sites serviced by arterials or highways that provide convenient access. Existing facilities should also be upgraded and enhanced to provide extended year-round use. Upgrades and enhancements may include improved drainage, lighting or synthetic surfaces. Upgrading and/or expanding existing sites should be considered over acquiring or developing new sites.

When new fields are anticipated, the City should consider acquiring property adjacent to existing athletic fields, such as at school sites, to allow for joint use of infrastructure improvements such as parking and restrooms.

In development of new fields, consideration should be given to accommodating a wide variety of sports including lacrosse, cricket and rugby.

Proposed Athletic Field Elements & Facilities:

- ✓ North Creek Sportsfields #3 – resurface with synthetic turf.

4.2.5 Regional Facilities

Regional facilities are parks, recreation or open space sites that serve a larger community area or support specialized activities. Facilities may be indoor or outdoor and may include golf courses, skate parks, community pools, dog parks as well as amphitheaters and may also include water-related sites such as significant shoreline areas, moorage facilities, fishing piers, boat launches and other types of water access.

Approach:
Regional facilities may be stand-alone sites or, where possible, combined with other types of facilities (e.g.: athletic fields and neighborhood parks) to increase site efficiency, develop shared infrastructure and provide multigenerational settings. Because these facilities are generally oriented to a specific user and often serve an area beyond Bothell's planning boundary, they should also be developed as market conditions allow or jointly with other public or private organizations, agencies or special interest groups.

Proposed Regional Elements and Facilities:

- ✓ Centennial Park Phase II – continue development based on the adopted master plan and pursue installation of disk golf course.
- ✓ Aquatic Center/Leisure Pool – acquire location and develop regional facility in collaboration with neighboring cities, both counties and the Northshore School District using the Northshore Parks and Recreation Service Area as a funding source.

Tables 10 and 11 reflect the population growth that is anticipated by the year 2025 within the existing city limits and the Snohomish County MUGA and King County PAA.

Table 10 – Projected City Needs in 2025

CITY OF BOTHELL PROJECTED NEEDS – 2025				
PARK FACILITIES	RECOMMENDED STANDARD ACRES PER 1,000 POPULATION	EXISTING INVENTORY 2014 (ACRES)	DEMAND/GOAL 2025 (ACRES)	ADDITIONAL NEED 2025 (ACRES)
Core Parkland				
Mini	0.1	10.42	4.45	-5.97
Neighborhood	1.1	13.65	48.95	35.3
Community	1.2	53.92	53.4	-0.52
Athletic Fields	0.8	24.5	35.6	11.3
Total Core Parkland	**3.2**	**102.29**	**142.4**	**40.11**
Other Parks and recreation Lands				
Open Space**	1.2	157.93	53.4	-104.53
Regional	0.2	12.5	8.9	-3.6
Total Other Park & Recreation Lands	**1.4**	**170.43**	**62.3**	**-108.13**
Total All Park & Recreation Lands	**4.6**	**272.72**		

-*Negative number indicates surplus of acreage.
**Does not include Wayne Golf Course as the City does not own the land.
Note: Projected 2025 City of Bothell population = 44,500

Table 11 – Projected Snohomish County MUGA Needs in 2025

CITY OF BOTHELL MUGA PROJECTED NEEDS – 2025				
PARK FACILITIES	RECOMMENDED STANDARD ACRES PER 1,000 POPULATION	EXISTING INVENTORY 2014 (ACRES)	DEMAND/GOAL 2025 (ACRES)	ADDITIONAL NEED 2025 (ACRES)
Core Parkland				
Mini	0.1	0	2.46	2.46
Neighborhood	1.1	5.73	27.16	21.43
Community	1.2	12	29.63	17.63
Athletic Fields	0.8	15.4	19.75	4.35
Total Core Parkland	**3.2**	**33.13**	**79.3**	**46.17**
Other Parks and Recreation Lands				
Open Space**	1.2	209.24	29.63	-179.61
Regional	0.2	0	4.94	4.94
Total Other Park & Recreation Lands	**1.4**	**209.24**	**34.57**	**-174.67**
Total All Park & Recreation Lands	**4.5**	**242.37**		

Note: Projected 2025 MUGA population = 24,697

4.2.6 Trails & Walking Routes

Trails and walking routes as described in this plan include shared use paths, walking trails, and sidewalks. They are intended to link open space, public and civic areas, neighborhoods, schools, commercial and retail centers, and other community facilities in Bothell for a variety of users. Walking routes include both trails separated from the roadway (off-road routes) and sidewalks (on-road routes). Off-road routes may be paved or soft surface (gravel, bark mulch, etc.) and may be contained within their own corridor or through other types of facilities such as parks, regional facilities or open space areas.

Approach:
Trails and walking routes should be improved with trailhead features including seating areas, parking lots, restrooms, and drinking fountains. Where the route is located in association with another park or other public facility, the trailhead may be improved with other recreation opportunities, such as picnic areas and playgrounds.

Trails and walking routes may be developed on other publicly or privately owned lands using public use agreements or special easements; or on lands owned by the City as portions of road and highway right-of-way, stream corridor conservation or buffer zones, where feasible, to further support the overall network of pedestrian access throughout Bothell.

Trails and walking routes should generally be developed to comply with AASHTO (American Association of State Highway & Transportation Officials), United States Forest Service, and/or WSDOT (Washington State Department of Transportation) standards and guidelines for the desired trail type as applicable. Wherever possible, routes should be designed to provide for universal accessibility and should be usable by all age and skill groups. Regional trails should facilitate connections to other jurisdictions.

To the extent possible, trails and walking routes should be developed within corridors separate from vehicular or other motorized forms of transportation. For example, they may be located on utility easements or in separate property alignments, within natural drainage corridors or wooded ravines

Where possible, on-road walking routes, or sidewalks, should be planned and developed jointly with City roadway projects and should be included on both sides of major roadways throughout Bothell.

Trails and walking routes should be developed in looped patterns to enable users to return to the point of origin. Such routes may be a combination of on-road and off-road routes.

Table 12 – Proposed Trails and Walking Routes

PROPOSED TRAILS & WALKING ROUTES				
Proposed Facilities	Map Key	Walking Routes (miles)	Pedestrian (Y/N)	Bicycle (Y/N)
244th Corridor A 2.11 Y	A	2.11	Y	
Canyon Creek Loop B 3.93 Y	B	3.93	Y	
Canyon Park Loop C 2.15 Y	C	2.15	Y	
Centennial Park D 0.73 Y	D	0.73	Y	
Country Village Corridor E 1.37 Y	E	3.47	Y	
Damson/Filbert Loop F 3.47 Y	F	3.47	Y	
Downtown Park G 0.25 Y Y	G	0.25	Y	Y
East Riverside Dr. Railroad Right-of-Way H 1.58 Y	H	1.58	Y	
East Riverside Dr. Corridor I 1.43 Y Y	I	1.43	Y	Y
Filbert Corridor J 3.03 Y	J	3.03	Y	
Fitzgerald Loop K 2.35 Y	K	2.35	Y	
Magnolia Dairy Farm L 1.00 Y	L	1.00	Y	
Maywood Loop M 2.35 Y	M	2.35		
North Creek Trail O 0.23 Y	O	0.23		
Norway Hill Loop Q 3.11 Y	Q	3.11	Y	
Park at Bothell Landing Loop to Burke-Gilman R .25 Y Y	R	0.25	Y	Y
Senior Loop Trail S 0.48 Y	S	0.48	Y	
Shelton View Loop T 1.48 Y	T	1.48	Y	
Swamp Creek Trail U 2.04 Y	U	2.04	Y	
Tolt Pipeline Trail V 0.60 Y	V	0.60	Y	
Transmission Line Trail W 1.00 Y	W	1.00	Y	
Westhill Loop X 2.64 Y	X	2.64	Y	

*For general location of trails proposed in conjunction with neighborhood parks see the Neighborhood Park Map.

4.2.7 Open Space

Open space includes wildlife corridors, shorelines, woodland areas, streams and rivers, and other natural features. Open spaces can also include sensitive areas and their buffers such as landslide, seismic, wetland, or steep slope areas. Special or unique features, such as the historic Magnolia Dairy Farm or Wayne Golf Course can be preserved through public-owned development rights on the property. Open spaces may be public or private and may not always be considered "protected" through regulations or other property mechanisms.

They are loosely defined here as the areas considered "green" in Bothell with no distinction given to ownership, public access, or use. Areas with no public access provide visual relief but no public recreational benefits.

<u>Approach:</u>

Open space, including cemetery sites, should be conserved, protected and/or enhanced to the extent possible. Where feasible, open spaces should be connected to each other to create open space corridors (even though these corridors may not be publicly accessible) to create wildlife migration routes, greenways and open space networks that visually define and separate developed areas from each other.

Open space is generally passive but, to the extent practical, open spaces should be enhanced to provide multiple features such as nature and interpretive trails, signage, and other educational

facilities. These enhancements would increase public awareness and appreciation of natural features. Some supporting services may also be developed including limited viewing overlooks, trailheads, parking lots, and restrooms. Trail development in passive use areas should be low impact and soft surface. Where provided, these facilities should create a balance between the need for public access and the protection of critical areas.

Open spaces may be located on private properties and protected by easements, or include portions of other sites that provide more active recreation activities, parks, trail corridors, or other public facilities. Open spaces may also be located on other publicly-owned lands subject to use agreements or easements, or on lands acquired for other public purposes such as storm water management, provided they serve an aesthetic and/or multi-purpose function for recreation.

The City should consider purchasing land, easements, or employ other strategies as sites become available and as feasibility allows, to protect and/or provide public access to open spaces that would otherwise be developed.

Proposed Open Space: In addition to the acquisitions listed below, open space may be included when acquiring and developing trails and other park sites.

- ✓ Complete acquisition of remaining parcels for North Creek Forest and develop master plan. Implement plan as funding and other resources become available.
- ✓ Acquire Department of Natural Resources site adjacent to Shelton View Elementary School
- ✓ Acquire either the property or the development rights to the back nine holes of Wayne Golf Course.
- ✓ Complete Sammamish River Park by acquiring privately held parcels along the banks of the Sammamish River.
- ✓ Improve the Haynes Property to provide passive recreation use including picnic areas, benches and trails.
- ✓ Improve the Kaysner Property (part of Sammamish River Park) to provide passive recreation uses including picnic areas, benches and trails.

4.2.8 Program Facilities

Program facilities are intended to support Bothell's indoor recreation programming services. They provide recreation activities on a year-round basis and are accessible to Bothell residents of all ages, interests and skill levels. Program facilities may include gymnasiums, meeting rooms, classrooms, arts and crafts rooms, handball/racquetball courts, physical conditioning areas, teen centers and senior centers.

Approach:

To the extent practical, indoor facilities should utilize and/or be developed in conjunction with local school facilities. School facilities may be utilized for after school programs that provide indoor gymnasiums, class and instruction space, meeting facilities with kitchen and dining available either as rented or leased space. New buildings or additions may be built on or in conjunction with school sites as a shared resource when existing school building spaces are not available or of sufficient size to accommodate local needs.

When community and recreation centers are developed independent of school facilities, the buildings may be independent properties or portions of other sites that include trail corridors, resource activities, athletic fields or other public facilities such as a city hall or libraries.

Under some circumstances, indoor facilities that serve a larger, regional service area (aquatic center and other specialized uses) may also be developed within Bothell. These facilities should be provided jointly with other public or private agencies and organizations within the area they will be serving.

Proposed Recreation Facilities:

- ✓ Restore the interior of the North Creek Schoolhouse
- ✓ Determine location and develop a community center of at least 20,000 sq. ft. and consider locating with regional aquatics center.

Proposed Recreation Facility Elements:

- ✓ Promote Lytle House as rental venue
- ✓ Increase Lytle House usability by implementing Park at Bothell
- ✓ Landing master plan including outdoor garden space.
- ✓ Work with Northshore School District to develop facility use agreement.

4.2.9 Programs

Approach:

The City should identify and promote quality recreation programs that address public needs within the recreation categories that are either not already provided by other organizations or that augment those already provided by others.

Specifically, the City should:

- ✓ Encourage and administer the development of organized sports and user group activities.
- ✓ Develop and maintain a calendar of scheduled use and procedures that coordinates the use and demand for parks within the community.
- ✓ Collaborate with volunteer groups, schools, and other civic organizations to enhance the organization and promotion of recreation activities.
- ✓ Establish and maintain a recreation programs information system.
- ✓ Provide recreation program schedules on a regular basis via mail and web.
- ✓ Coordinate community events such as Music in the Park and Freedom Festival that enhance the quality of life for all Bothell city residents.
- ✓ Offer programs and recreation opportunities that promote health and wellness to City of Bothell residents.
- ✓ Provide programs that allow for parent-child participation.
- ✓ Provide low cost or no cost family activities such as Movies in the Park.
- ✓ Collaborate with area businesses to provide financial support of community events and other free or low cost activities.

4.2.10 Operations & Maintenance (O&M)

Approach:

The City should provide regular maintenance (O&M) for park system facilities in order to ensure that the park system continues to provide the highest recreation value and quality of life to Bothell's residents. This would include repair and/or replacement of individual elements within any given park, recreation or open space facility. Specifically, the City should:

- Develop and implement regularly scheduled routine, proactive and preventive maintenance programs.
- Develop and implement maintenance and operation support, scheduled and coordinate with recreation programs and special events.
- Develop and implement the City's Capital Facilities Program and identify maintenance implications for proposed repair and replacement or new capital projects.
- The City should continue to maintain an asset replacement account that provides for replacement of items such as restrooms, shelters or an entire trail. In addition on-going

funding should be provided for upkeep and/or replacement of small assets such as fences, benches, picnic tables, trail paving, etc.

- In order to guide and administer the asset replacement account, a maintenance management system should be developed. The maintenance management system would include scheduling and maintenance (preventative, remedial and deferred) work programs for park, recreation and open space facilities including structures, site improvements and tool or equipment resources. Develop and maintain appropriate park use rules and regulations that address the continuing need to ensure access, safety, law enforcement, personal and environmental protection, and protection of recreational resources as public assets.
- Implement green and sustainable maintenance practices whenever feasible.

4.3 Priorities

The proposed plan elements described in Section 4.2 were reviewed at four public open houses through an on-line survey and at several Parks and Recreation Board and City Council meetings. Based on the information received, the Parks and Recreation Board prioritized the list, from highest to lowest priority. Items listed at the bottom of the list were not prioritized, but still deemed by the Board as needed facilities and/or improvements.

PRIORITY PROJECTS			
PROJECT NAME	CATEGORY (MAPS)	ESTIMATED ACQUISITION COSTS	ESTIMATED DEVELOPMENT COSTS
Acquisition of Land for Neighborhood Parks	Neighborhood	$450k-$4.5 million (ea. park)	$500k-$2.2 million (ea. park)
Aquatics Center/Community Center- acquisition & development*	Regional	$7.0 million±	$18.0 million±
Blyth Park - *Implement master plan*	Community Park	NA	$3.9 million∞
Centennial Park - *implement Phase II of master plan including disk golf*	Regional	NA	$2.2 million±
Doug Allen Sportsfields - *develop master plan & implement*	Athletic Fields	NA	TBD
East Norway Hill Park - *complete transfer, develop master plan and implement*	Community Park	NA	$500,000 - 2.2 million
1st Lt. Nicholas Madrazo Memorial Park - *implement master plan*	Community Park	NA	$1.2 million∞
Half Acre Open Space - *develop (partially funded with developer fees)*	Mini Park	NA	$1.0 million∞
North Creek Forest - *complete acquisitions and master plan*	Open Space	$1.9 million◊	NA
North Creek Sportsfield #3 - *install synthetic turf*	Athletic Fields	NA	$1.0 million
Off Leash Dog Area - *determine site and develop*	Park Element	NA	$50,000
Park at Bothell Landing - *Implement master plan*	Community Park	NA	$13.7 million∞
Skate Park - *determine site and develop*	Park Element	NA	$250,000±

±Based on 2008 PROSAP figures
◊ Based on 2012 Tax Assessments
∞Based on current master plan and/or design
*The Aquatics Center is proposed to be a regional facility developed through the Northshore Parks and Recreation Area or some other regional funding program.

Chapter 5
Implementation

5.1 Costs & Funding Strategies

This section describes proposed park development costs, potential funding programs, and alternative funding sources. All cost data is based on current construction costs as provided in the 2013-2019 Capital Facilities Plan. The amounts shown are "estimates of probable costs" representing a replacement value for existing facilities and projected costs for new facilities. Actual development costs or replacement costs will vary depending on a variety of factors. The costs shown in this plan also do not take into account potential shared cost of some facilities with other City departments, such as the shared cost of walking routes and sidewalks shown in this plan with the City's Public Works Department.

5.1.1 Land Acquisition Costs

Detailed land acquisition costs are not firm numbers due to the requirement to be site specific and the confidential nature of land acquisition procedures. However, based on land acquisitions by the City, the values of larger land parcels classified as residential, non-residential and critical areas cost an average of $450,000 per acre. Higher values may occur depending on location, infrastructure and market pricing.

Total land acquisition for the full-build plan to the year 2025 is estimated to be $18.1 million for 40.11 total acres of new park system land within the 2014 city limits and $20.7 million for 46.17 acres of new park system land within the 2014 MUGA boundaries.

Specific land acquisition funding for 2013-2019 is shown in the Capital Facilities Plan in Section 5.2 of this document.

5.1.2 Facility Costs

Capital facility costs are projected on the basis of each type of recreation facility. A pro-rated portion of associated infrastructure (parking, site preparation, utilities, etc.) cost is included where practical. Detailed breakdown of these costs is included in the Appendix. All cost projections are probable and are not considered as estimates for specific project budgeting. Figures used describe magnitude of costs related to facility development, O & M and administration.

Total capital facility costs for the full build plan to the year 2025 is estimated to be $2 - 8.8 million within the 2014 city limits and $2.5 - 12.5 million within the 2014 MUGA boundaries. Total capital facility costs do not include what is considered to be Bothell's "share" of a voted bond to fund an aquatic center through the Parks and Recreation Service Area. These numbers do not include costs for building a community center.

Specific capital facility funding for 2013-2019 is shown in the Capital Facilities Plan as presented in Section 5.2 of this document.

5.1.3 Potential Funding Sources

Current maintenance and operation costs for the City's parks and recreation system is funded through the City's general fund, while acquisition, new development and major improvements to existing facilities are funded through the City's Capital Improvements Fund based on funding allocations established in the City' Capital Facilities Plan (CFP).

The following list in Section 5.1.4 provides a brief explanation of additional options, which if available may be used to augment the current parks system budget.

User Fees

The fee structure typically preferred by recreation agencies is a system of individual activity fees. This reflects the common desire to offset certain traditional activities free of any fees or charges while allowing the City to defray operating costs and expenses for intensive activities such as league sports.

Additionally, there may be entrance fees for "special use" park facilities and entrance fees, plus activity fees, at other facilities such as sports parks and recreation centers. The actual fee schedule is a function of policy and may be subject to annual review. Adoption of user fee schedules should consider "market values" for recreation services, which have a modifying effect on the amount of user fees charged. User fees typically do not offset all public costs for parks and recreation and, thus, should be considered an offset of some recreation program operations and maintenance expenses.

The City of Bothell's revenue policy document for parks programming identifies an approved fee structure for those programs and facilities that serve an individual benefit separate from those that serve a community benefit, as defined in the revenue policy.

Northshore Parks & Recreation Service Area (PRSA)

Section 36.68 Revised Code of Washington (RCW) provides for the creation of parks and recreation service areas, which can consist of all or a portion of a county. PRSAs may include cities within their boundaries, although this is not a requirement. PRSAs may be initiated by passage of a county resolution or by petition. In either case, simple majority approval by voters within the proposed service area is required. If approved by 60% of the voters, PRSAs may issue bonds or enact special levies for the construction and maintenance of recreation facilities. PRSAs are considered to be taxing authorities in their own right, and any debt incurred, following voter approval, does not count against a city or county's debt limit. The statute allows a county to assign operational responsibility for facilities developed by a PRSA to a city through an inter-local agreement. There is currently a PRSA, the Northshore Parks and Recreation Service Area that encompasses the Northshore School District boundary, including Bothell. The Northshore PRSA may be used to help fund parks, recreation and open space facilities in Bothell, but only those that will serve the entire PRSA boundary. Projects funded through the PRSA:

- Northshore Senior Center (bonds issued in 1995 and retired)
- Northshore Adult Health & Wellness Center (bonds issued in (2001 and will be retired in 2021)

Metropolitan Park District

In 2002, the state legislature authorized the establishment of metropolitan park districts as special units of government that may be wholly independent of any involvement with a city, county, or any other local public agency or jurisdiction. Like a PRSA, metropolitan park districts may provide recreational facilities that are specific to the district's boundaries in return for the district residents' agreement to pay the special development, operation and maintenance costs utilizing special financing devices. A metropolitan park district must be initiated by local government resolution or citizen petition following hearings on feasibility and cost studies of the proposed district's facility development or operation costs. The proposal must ultimately be submitted for voter approval (50%) including all provisions relating to any special financing agreements. The boundaries of the park district may coincide with city boundaries. A Board of Commissioners may be elected to oversee the park district, although an existing City Council may take the place of a separate Commission. Unlike recreation service districts, voters must also approve the establishment of a continuous levy as a junior taxing district to provide maintenance, repair, operating costs, and facility acquisition and development projects.

Levy Referendum

Proposition 747, the statutory provision limiting the growth of regular property taxes to 1% per year, can be waived by referendum approval of a simple (50%) majority of ballots cast. Voters can be asked to approve a resetting of the property tax levy rate that would adjust the amount of revenue the city can generate. The new total revenue that can be generated by resetting the rate would be subject to the same 1.0% limitation, however, and the total amount of revenue and the resulting property tax rate would start to decline in accordance with the Proposition. The adjusted rate and revenue could finance specific capital improvements, maintenance and/or operations projects.

General Obligation Bond Funds

Primarily used for development of public facilities where long-term debt financing based on a new revenue source is deemed appropriate. Typically, is funded through an increase in property tax for a specified time. This financing is subject to voter approval. Under a voted general obligation bond, voters would authorize a bond issue and simultaneously authorize the City to increase property taxes to pay debt service on the bond. To be approved, the ballot measure must receive a 60% approval and the total number of "Yes" votes must at least be equal to 40% of the number of voters who voted in the most recent general election. State law limits the amount of voted general obligations bonds that a city can issue to 2.5% of the city's assessed valuation.

Revenue Bond Funds

Revenue bonds encompass a broad category of mechanisms for financing. For the purposes of project development, revenue-bonding procedures may be used based on authorizing statues or based on leasehold values of land, facilities and operating entities that create a cash flow. Cities also have authority to issue revenue bonds for utility purposes such as water service, sewer service, refuse and storm water drainage.

The following are agreements possible through this funding method:

- Land lease/development agreements with private corporations for the development of commercial recreation.
- Land lease/development agreements with public and private entities for the development and operations of special events and entertainment facilities.
- Concession or operating agreements for promotion and administration of festivals, pageants or cultural events.
- Land lease/development or co-development agreements for development and operations of a sports complex and sports tournament center.
- Land lease/development agreements for community recreation and aquatics center, family health and fitness centers, water slide parks corporation picnic centers, and other forms of joint development projects.
- Operating and concession agreements for merchandising, food and beverage concessions and other retail sales venues linked to recreation activities.

Joint Development

Public/private or public/public partnerships designed to leverage each dollar through the added economics of joint development in areas of acquisition, O & M, infrastructure development, joint use parking/drainage, etc. Examples include commercial recreation such as miniature golf or standard golf courses, aquatic centers, amusement parks, sports centers, theater or performing arts facilities, arenas and other forms of enterprise tied to recreation services.

Joint Use

While not actually considered joint development, there may be opportunities for maximizing facility value, such as joint use parking from an adjacent public or private facility that will result in reducing

the effective cost of the new facility (parking, surface water retention, etc.) An example would be the North Creek Sportsfields parking lots, or joint use agreements with the School District.

Life Estate

A life estate provides an opportunity for a land purchase or donation that includes allowing the property owner to continue to live on the land for the remainder of his or her life.

Philanthropy

Contributions from private donors may provide an excellent source of capital and operation funding as well as potential leverage for attaining matching funding.

Federal, State and Local Funding Programs

The principal public funding sources applicable to the parks and recreation development are found in the categories of local, state and federal programs commonly referred to as "Statutory Funding". One example is that the State of Washington, Recreation and Conservation Agency administers funding programs useful for implementation of projects on a competitive basis. Also, the Federal Government has several funding agencies that provide funds for projects, which promote creation and leisure activities. The following identifies current statutory funding programs that may be considered for parks and recreation development.

Local Funding Programs:

Funding Type	Capital Projects	O & M
Property Tax	X	X
Real Estate Excise Tax (1/2 annual REET dedicated to acquisition & development)***	X	
Surface Water Management - Capital	X	
Retail Sales Tax	X	X
Impact Fees*	X	X
Conservation Futures of King & Snohomish	X	
WSDOT	X	
Sale of Land	X	X
General Obligation Bonds	X	
Levy Referendum	X	X
Interest Earnings**	X	X

*New development only

**Depending on original source of funds

***A limited amount of REET funds are legally allowed for M&O spending. Legislation allowing REET funds for M&O is scheduled to sunset December 31, 2016 unless other legislative action is taken

State Grant Funding Programs:

Funding Type	Capital Projects	O & M
Boating Facilities Program (BFP)*	X	
Washington Wildlife & Recreation Program (WWRP)	X	
Firearms & Archery Range Recreation Program (FAR)*		
National Recreation Trails Act Fund*	X	
Non-Highway & Off-Road Vehicle Activities Program (NOVA)	X	
DNR	X	
Other state programs as they are enacted	X	X

*Distributed through the Recreation & Conservation Funding Board (RCFB)

Federal Funding Programs:

Funding Type	Capital Projects	O & M
Land & Water Conservation Fund (LWCF)	X	
Surface Transportation Enhancement Activities Program (STP) or ISTEA	X	
National Recreation Trails Fund	X	
Other federal programs as they are enacted	X	X

Most or all of the public funding sources are highly competitive. Participation in the funding programs, administered by federal and state agencies, is dependent upon meeting the criteria of the individual funding program, such as time frames and participation requirements.

5.2 Capital Facilities Plan

On October 16, 2012, Bothell City Council adopted the 2013-2019 Capital Facilities Plan (CFP). The CFP is a seven-year comprehensive financial plan and needs assessment that identifies and prioritizes funding for capital improvements such as facilities, parks, transportation, and utility projects. The CFP significantly progresses the City's long-term capital vision by delivering community capital requests and promoting the vision of Bothell's downtown plan. Some of the more notable investments for parks, recreation and open space include:

- Expansion/improvement to existing systems such as improvements to undeveloped park land.
- Creation of new infrastructure including park and open space acquisition.

The CFP process takes place in even-numbered years ahead of the City's biennial budget development periods. It balances the community needs, available funding, and staff availability and expertise. The following sections are taken from the adopted 2013-2019 CFP. The CFP is available on the City's website or by request from the City Clerk's office.

5.2.1 Capital Facilities Revenue

Analyzing and projecting City revenues over a seven-year period was accomplished through a comprehensive examination of historical revenue trends, studying regional economic indicators, and having a strong understanding of the City's fiscal position and planned growth. Some revenue sources are fairly steady while others experience large fluctuations, such as those derived from permit and mitigation fees.

To account for fluctuations that might occur over the next seven years, the following strategies continue to be incorporated in the CFP:

- A minimum of 10% of projected revenues from Park Mitigation Fees are designated as Opportunity Funds.

*Projected Park Opportunity Funds Available 2013-2019 $637,000**
*Opportunity funds are not deemed "available" until actually received.

- A minimum of 10% of projected revenues from Real Estate Excise Tax (REET) and one-time revenue transfers from the General Fund (permit fees and construction sales tax revenues) are designated as Opportunity Funds. These revenue sources fluctuate from year-to-year depending on growth. Although staff projected revenues realistically, it is prudent to establish an adequate reserve as Opportunity Funds and not allocate these revenues until the funds are actually received. Once again, only at Council discretion, can these funds be allocated towards currently unidentified projects. The 2013-2019 Opportunity Fund equates to 10% of projected revenues per this policy.

  *Projected General Opportunity Funds Available 2013-2019 $297,000**
  *Opportunity funds are not deemed "available" until actually received.

- The equivalent of 50% of prior year annual REET revenue in the Capital Projects Fund should be held in reserves. These funds are reserved to address cash flow issues for REET eligible projects should they arise.
- Debt service should not exceed REET revenue estimates unless another secure revenue source is identified.

5.2.2 Capital Funding Sources

The objective of this Capital Facilities Plan process is to establish a funding plan that identifies and prioritizes the capital needs with available funding sources. The following funding sources are available for allocation to the capital projects:

- Real Estate Excise Tax (REET)
- General fund reserve transfer
- One-time revenue transfers
- Mitigation from:
  - Developers for parks
  - Brightwater - general
  - King County Wastewater Storage Facility
- Grants:
  - King County Conservation Futures Funds
  - Snohomish County Conservation Futures Funds
  - Washington State Recreation and Conservation Office
- Other sources:
  - Private donations
  - Contributions by others
  - Sale of property
  - King County Park Levy Funds

Funding sources along with the assumptions used to build potential financing scenarios are described on the following pages.

<u>Real Estate Excise Tax</u>

Real Estate Excise Tax (REET) is a tax levied on the sale of real estate as measured by the full selling price.

The City of Bothell collects REET funds at the maximum amount allowed by law - 0.5% on real estate sales in Bothell. REET receipts are subject to variations due to volatility in the local housing market.

State law restricts the first and second one-quarter percent (.25%) of REET funds to the following uses:

- Planning, acquisition, construction, re-construction, repair, replacement, rehabilitation or improvement of: streets, roads, highways, sidewalks, street and road lighting systems, traffic signals, bridges, domestic water system and storm and sanitary sewer systems.
- Planning, construction, reconstruction, repair, rehabilitation or improvement of parks and recreation facilities.

State law allows the first one-quarter percent (.25%) to also be used for:

- Acquisition of parks and recreation facilities.
- Planning, acquisition, construction, reconstruction, repair, replacement, rehabilitation or improvement of: law enforcement or fire protection facilities, trails, libraries and administrative and judicial facilities.

REET revenues can be leveraged long-term (10 to 40 years) through the issuance of bonds. Currently $2 million annually in REET revenue can service approximately $30 million in bond debt over 25 years.

General Fund Reserve Transfer

There are four categories of fund balance: restricted, committed, assigned, and unassigned.

- *Restricted* – Amounts reserved to specific purposes by their providers (such as grantors, bondholders and enabling legislation);
- *Committed* – Amounts reserved to specific purposes by a government itself, using its highest level of decision-making authority;
- *Assigned* – Amounts a government proposes to use for a specific purpose; intent can be expressed by the governing body or by an official or body to which the governing body delegates the authority; and,
- *Unassigned* – Amounts that are available for any purpose; these amounts are reported only in the general fund.

City Management strives to attain a 15% General Fund operating reserve. Adequate reserves help ensure that a municipality's immediate operating and capital obligations can be met without compromising the City's fiscal stability or impacting citizen services should unanticipated revenue shortfalls or expenditure outflow arise. Maintaining an operating reserve is vital to financial solvency because it protects against unanticipated revenue shortfalls and/or expenditure obligations. When spending down operating reserves is necessary, City Management develops and implements a well-defined plan to replenish reserves.

One-Time Revenue Transfers

One-time revenues include construction sales tax and permit fees in excess of base figures. The City's adopted financial policy utilizes one-time revenues for one-time expenditures such as capital. The City's long-term financial plan includes the transfer of all one-time General Fund revenues to the Capital Projects Fund contingent on a General Fund 15% operating reserve being achieved.

One-time revenues are dependent on private development within the City and, therefore, these funds are not allocated to projects until the funds are received.

Mitigation

- Parks: The City receives revenues from developers to mitigate impacts on park systems. Based on future development projections, the City has estimated to receive $2,089,000 in park mitigation. This funding source has restrictions on how the funds are expended.
- Brightwater – General: The City of Bothell received $2.5 million from King County to mitigate the effects of the new Brightwater wastewater treatment facility. These funds are restricted for capital projects. A preliminary project list was included in the mitigation agreement. The King County Brightwater Mitigation Agreement is located in the Appendix of the City's adopted 2007-2013 CFP.
- King County Wastewater Storage Facility: Approximately $600,000 in King County Wastewater Storage Facility Mitigation funding is available. These funds are restricted to projects at the North Creek sports complex.

Bonds

Bond revenue is available to finance capital projects through two sources: general obligation bonds and revenue bonds. General obligation bonds are backed by the value of the property within the jurisdiction and require a scheduled repayment of the debt. General obligation bonds are either non-voted (Councilmanic) or voter-approved. The CFP proposes that if a Regional Aquatic Center and Community Center were to proceed forward, a voted regional bond would be utilized to fund this project.

Grants

The City earnestly seeks federal, state and local grant opportunities to help finance City projects. Historically, the City has been very successful obtaining grants. The grant funding included in the CFP has either been approved by the grantor or has successfully and routinely been obtained by the City for similar projects in the past.

Other Sources

Other revenue sources include a variety of known or reasonably expected onetime funding sources.

- Private donations: Northshore Youth Soccer Association may contribute funds towards multi-purpose Sportsfields at two City parks.
- Contributions by others: The City often partners with other jurisdictions such as King County, Snohomish County, Sound Transit, Snohomish County Fire District 10, etc., to fund projects that benefit the citizens of Bothell.
- Sale of property: Occasionally, projects provide revenue from the sale of existing property. The revenues received from the sale of a property can be utilized to fund future projects.

The tables on the following page is an excerpt from the adopted 2013-2019 CFP and reflects the City Council actions taken during 2013-2014 biennial budget process including the acquisition of the Blarney Forest property and adjustment to the timing of the Park at Bothell Landing and 1st Lt. Nicholas Madrazo Memorial Park.

2013-2019 PARK CAPITAL PROJECTS

CFP #	Project Name	2013	2014	2015	2016	2017	2018	2019	Total $
P7	**General Park & Open Space Acquisition**	**610,000**	**0**	**0**	**0**	**0**	**0**	**0**	**610,000**
	Secured Funding	305,000							305,000
	Unsecured Funding	305,000							305,000
P9	**North Creek School House**	**30,000**	**30,000**	**61,000**	**0**	**0**	**0**	**0**	**121,000**
	Secured Funding	15,000							15,000
	Unsecured Funding	15,000	30,000	61,000					106,000
P11	**1st Lt Nicholas Madrazo Memorial Park**	**80,000**	**520,000**	**0**	**0**	**0**	**0**	**0**	**600,000**
	Secured Funding	80,000	520,000						600,000
	Unsecured Funding								0
P20	**Park at Bothell Landing**	**0**	**100,000**	**2,090,000**	**2,836,000**	**2,367,000**	**1,597,000**	**4,713,000**	**13,703,000**
	Secured Funding		100,000	400,000		480,000	12,000	153,000	1,145,000
	Unsecured Funding			1,690,000	2,836,000	1,887,000	1,585,000	4,560,000	12,558,000
P21	**Half Acre Open Space**	**0**		**815,000**					**815,000**
	Secured Funding			815,000					815,000
	Unsecured Funding								0
P22	**North Creek Forest**	**0**	**1,600,000**	**0**	**0**	**0**	**0**	**0**	**1,600,000**
	Secured Funding		697,000						697,000
	Unsecured Funding		903,000						903,000
T2e	**North Creek Trail - Sec 3**	**0**	**892,000**	**0**	**0**	**0**	**0**	**0**	**892,000**
	Secured Funding								892,000
	Unsecured Funding								0
T2f	**North Creek Trail - Canyon Park**	**0**	**193,000**	**215,000**	**0**	**0**	**0**	**0**	**408,000**
	Secured Funding		193,000	215,000					408,000
	Unsecured Funding								0
P1A	**Centennial Park Improvements: Phase 2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**715,000**
	Secured Funding								
	Unsecured Funding		Not Anticipated to take place 2013-2019 planning period						715,000
P3	**North Creek Sportsfield 3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1,246,000**
	Secured Funding								
	Unsecured Funding		Not Anticipated to take place 2013-2019 planning period						1,246,000
P6	**Cedar Grove Park: Phase 3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**409,000**
	Secured Funding								
	Unsecured Funding		Not Anticipated to take place 2013-2019 planning period						409,000
PAA1	**PAA Park Master Planning**	**0**	**75,000**	**0**	**0**	**0**	**0**	**0**	**0**
	Secured Funding								
	Unsecured Funding		75,000						
P12	**Regional Aquatic Center & Community Center**	**0**		**7,500,000**	**0**	**0**	**0**	**0**	**7,500,000**
	Secured Funding								0
	Unsecured Funding			7,500,000	Future voted regional bond				7,500,000
	Total Secured Funding	**400,000**	**2,402,000**	**1,430,000**	**0**	**480,000**	**12,000**	**153,000**	**4,877,000**
	Total Unsecured Funding	**320,000**	**1,008,000**	**9,251,000**	**2,836,000**	**1,887,000**	**1,585,000**	**4,560,000**	**23,333,000**
	Total Park	***720,000***	***3,410,000***	***10,681,000***	***2,836,000***	***2,367,000***	***1,597,000***	***4,713,000***	***28,210,000***

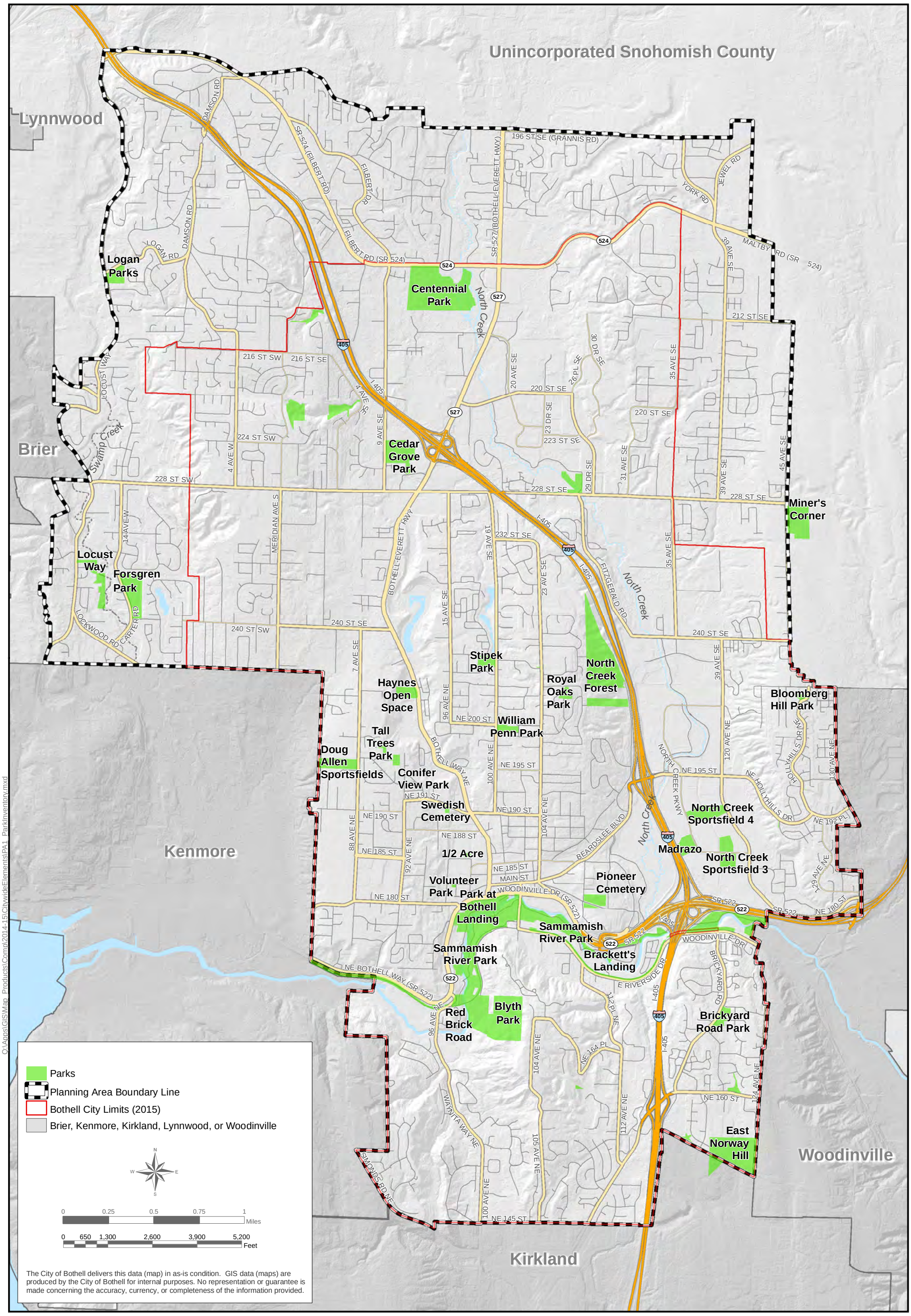


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Figure PA-1
Parks Inventory

City of Bothell

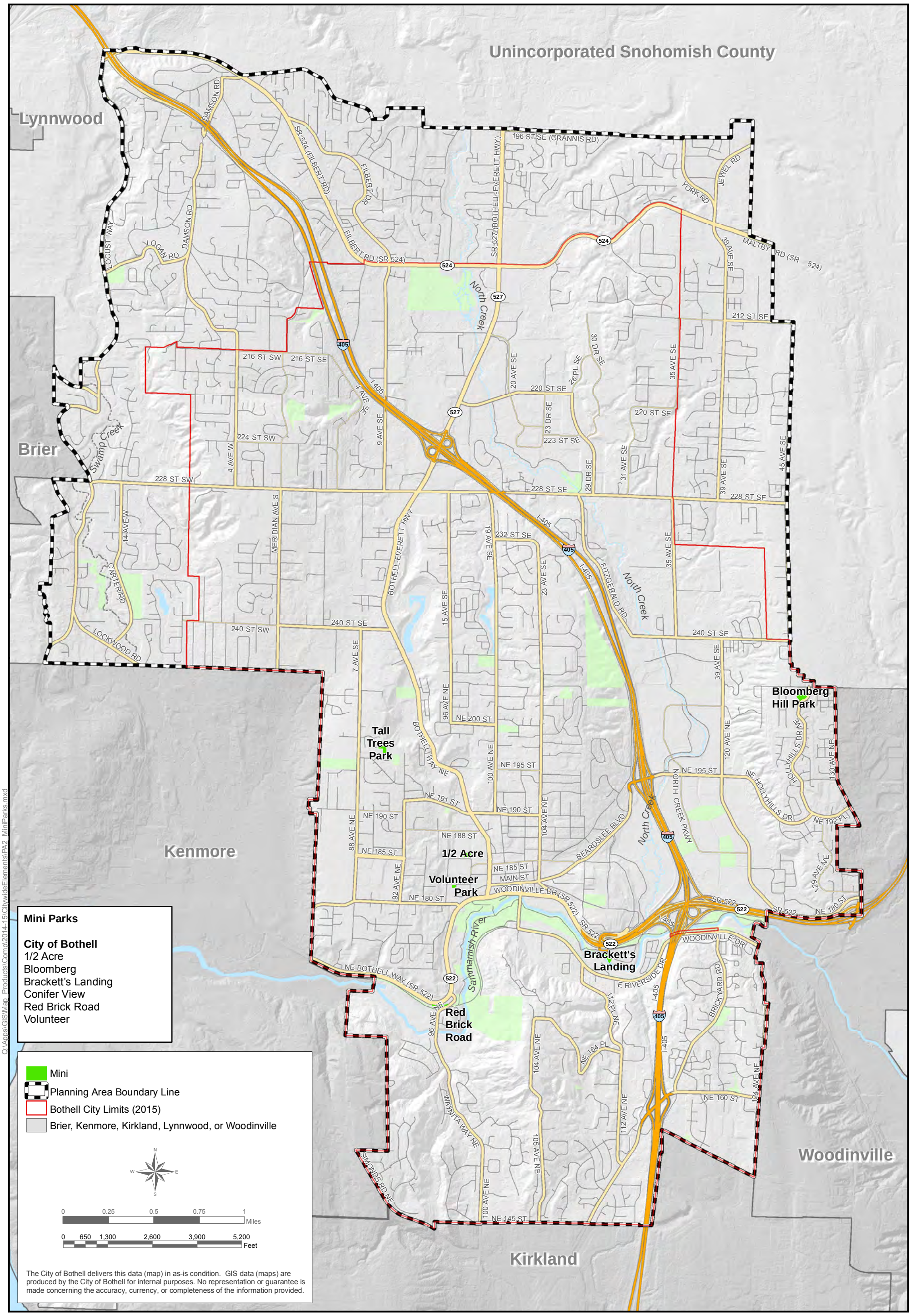

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Figure PA-2
Mini Parks

City of Bothell

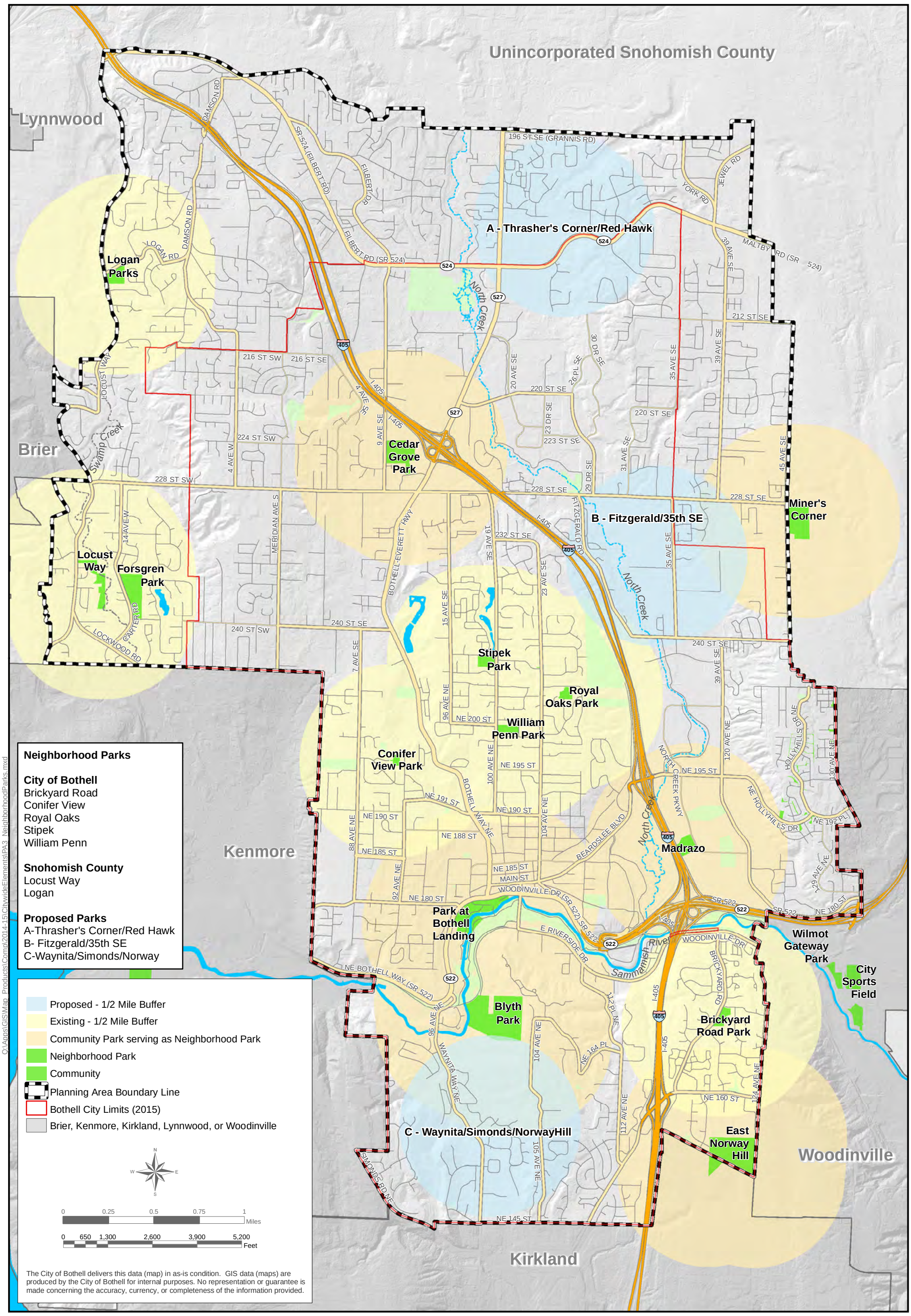

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Figure PA-3
Neighborhood Parks

City of Bothell

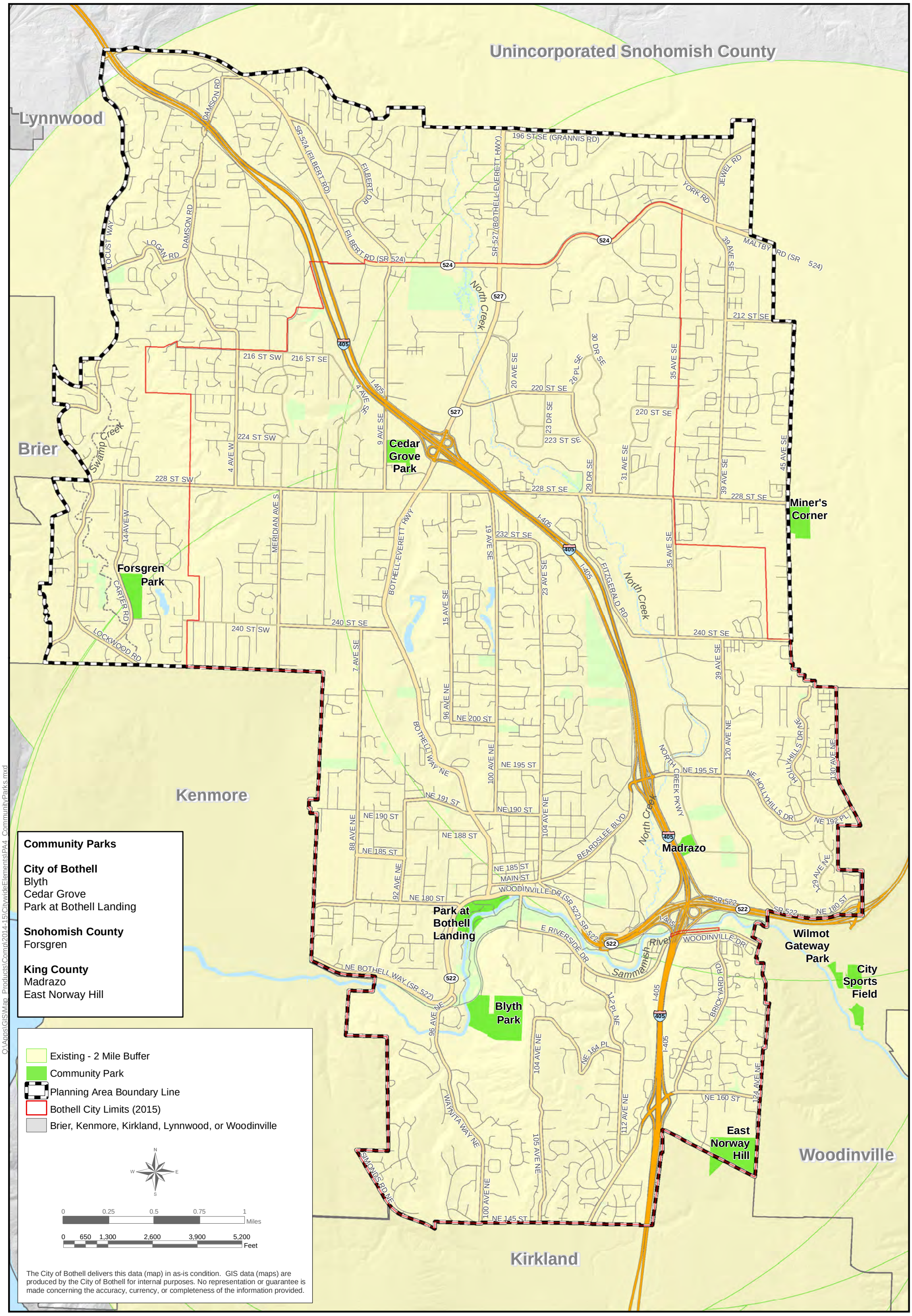

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Figure PA-4
Community Parks

City of Bothell

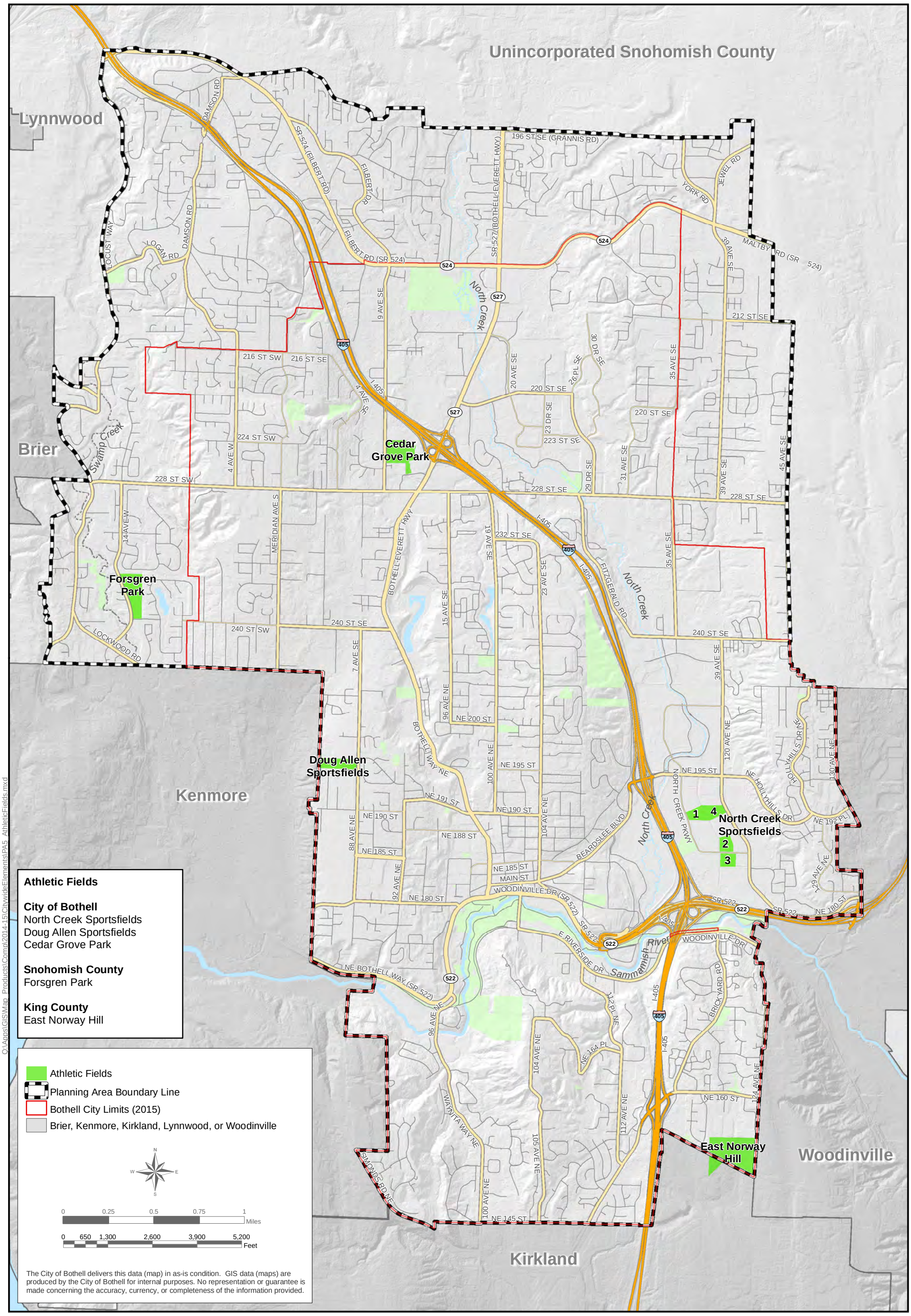

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Figure PA-5
Athletic Fields

City of Bothell

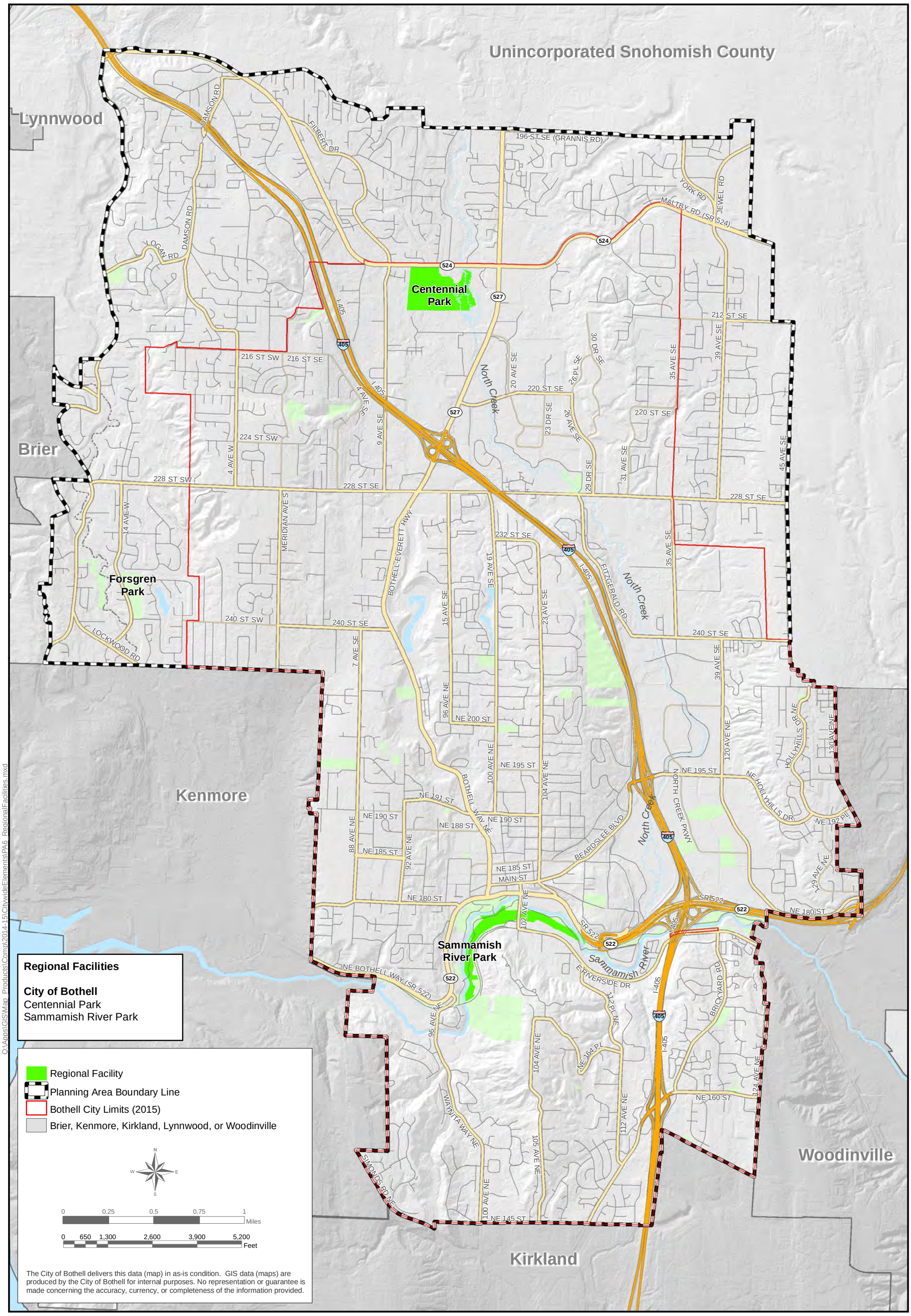

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Figure PA-6
Regional Facilities

City of Bothell

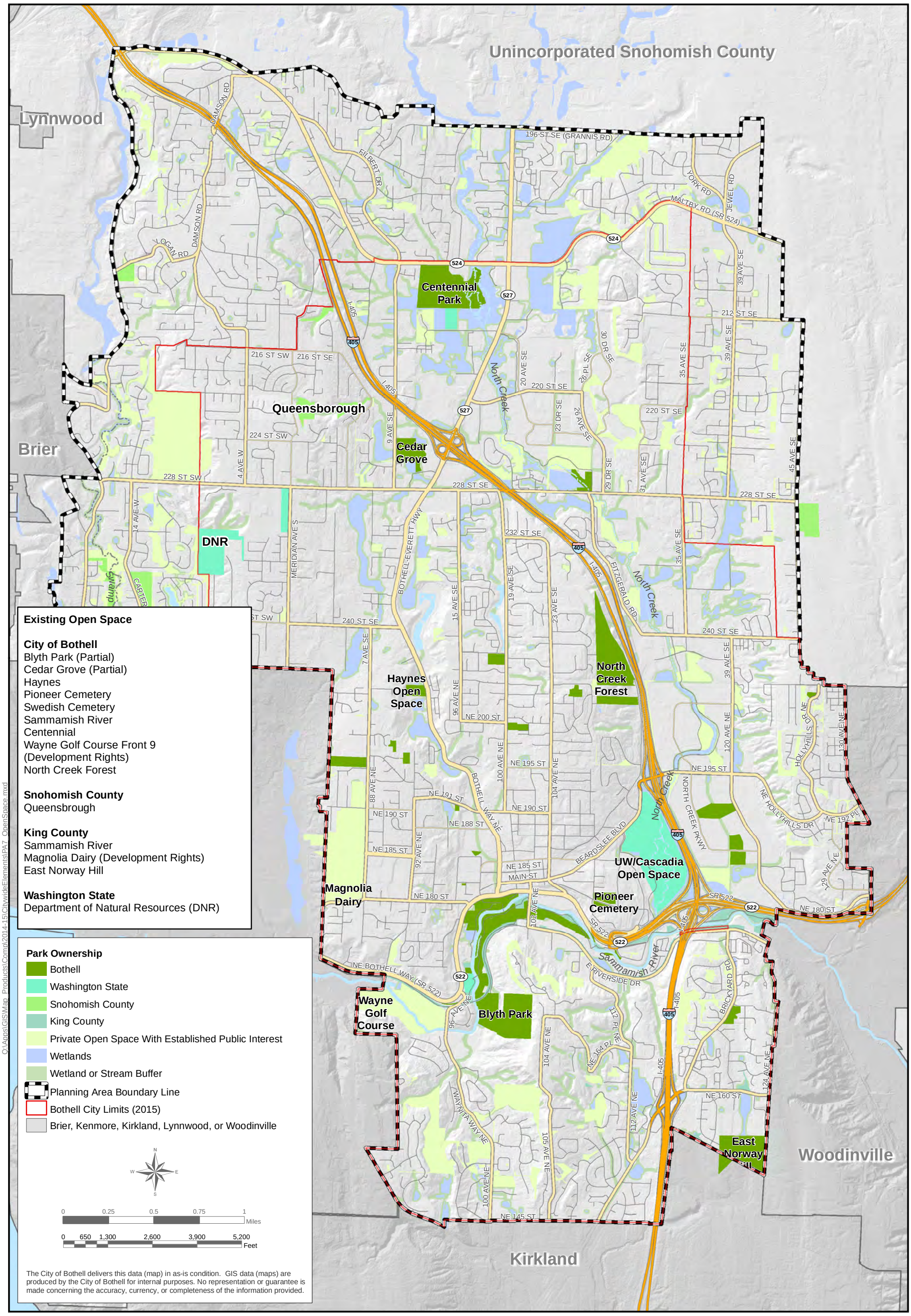

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Figure PA-7
Existing Open Space

City of Bothell

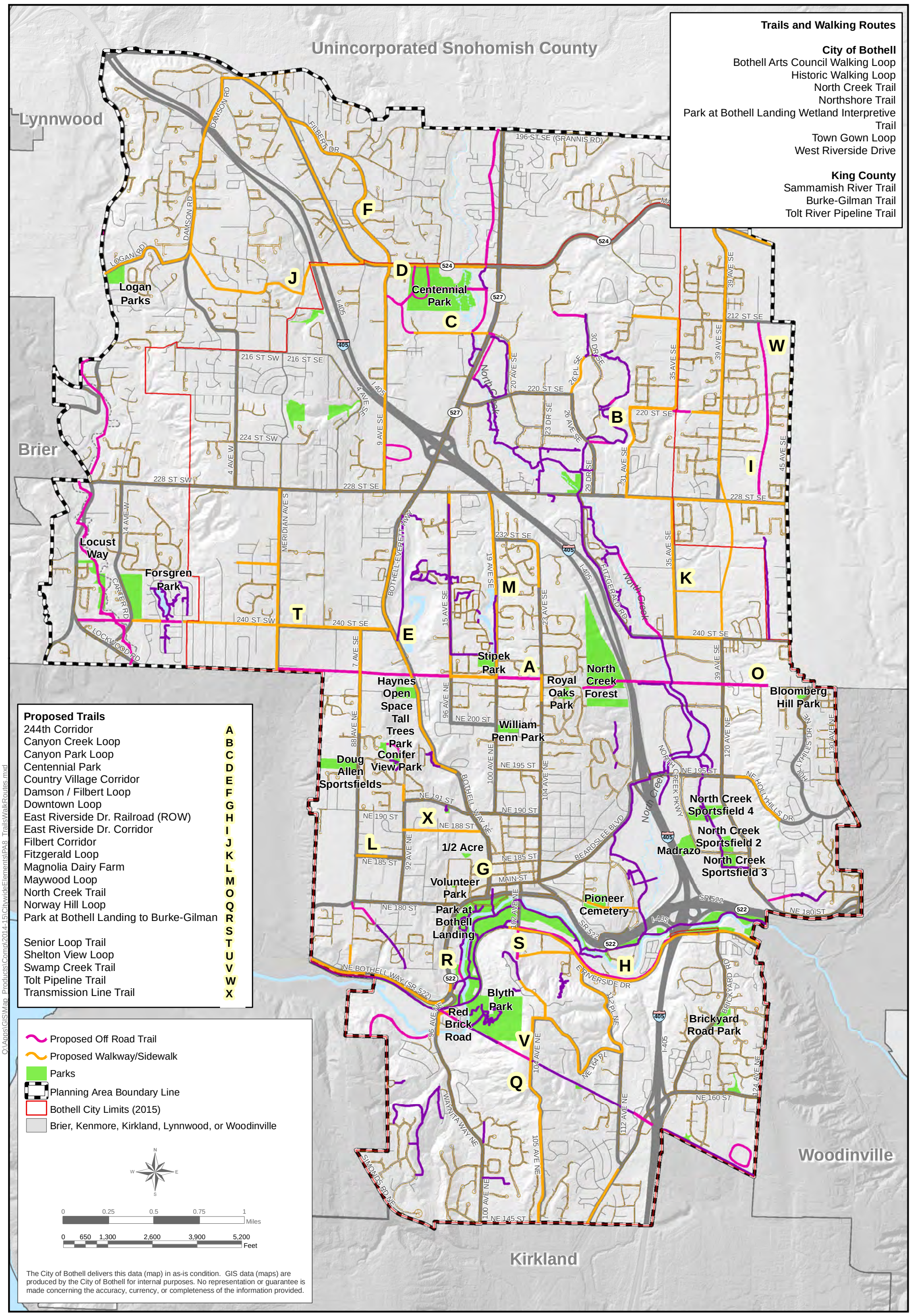

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Figure PA-8
Trails and Walking Routes

City of Bothell

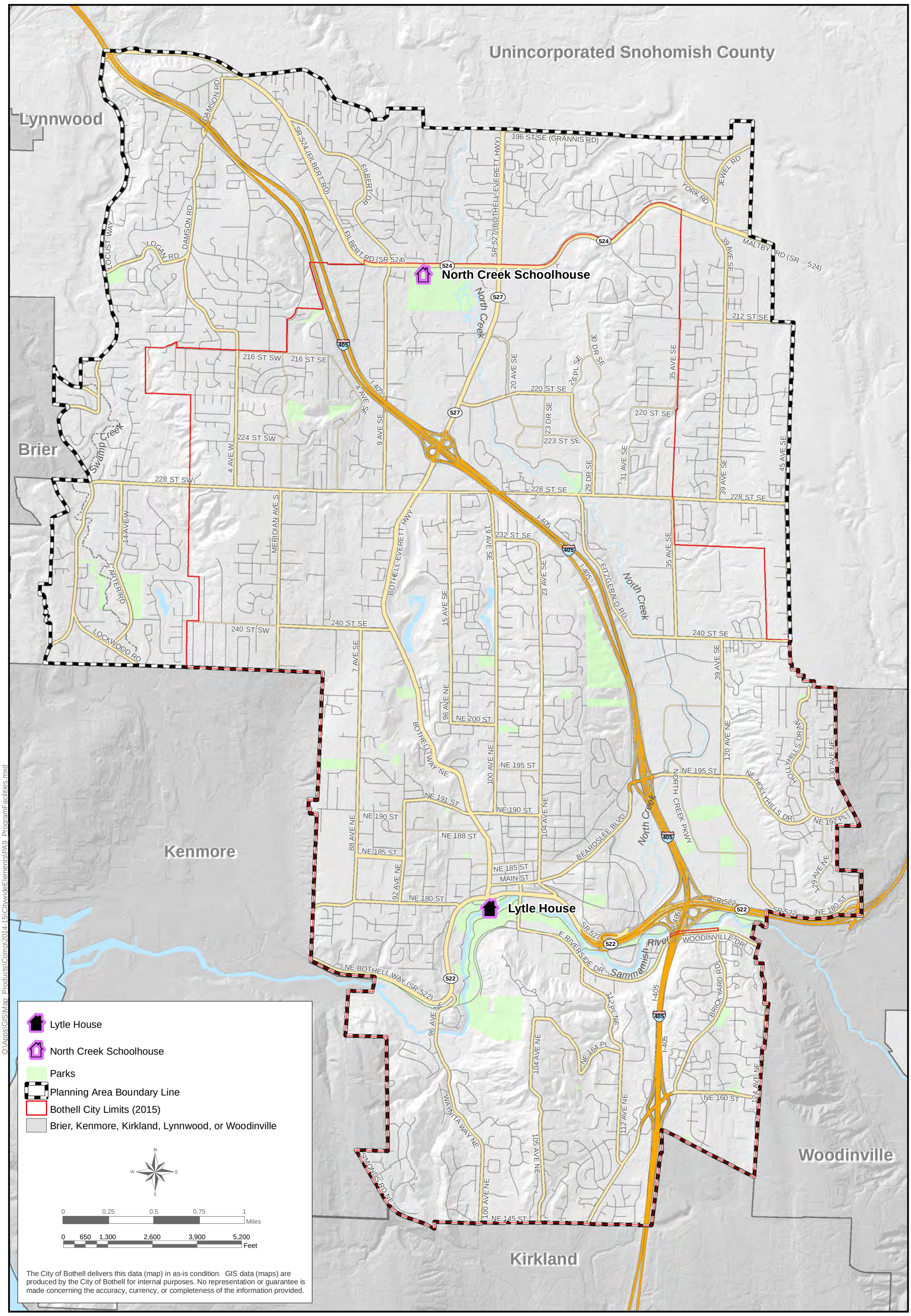

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Figure PA-9
Program Facilities

City of Bothell

Historic Preservation Element

Purpose and Relationship to GMA

The Growth Management Act does not require a Historic Preservation Element, but the Act contains a goal which calls for jurisdictions to "Identify and encourage the preservation of lands, sites, and structures that have historical or archaeological significance". However, as a Certified Local Government (CLG), historic preservation is an integral part of the City of Bothell's land use planning policy. The City's CLG status was granted by the National Park Service in 1988. The CLG Program seeks; 1) to develop and maintain local preservation programs that will influence the zoning and permitting decisions critical to preserving historic properties; and 2) to ensure the broadest possible participation of local governments in the national historic preservation program while maintaining preservation standards established by the Secretary of the Interior.

Historic structures contribute substantially to a city's quality of life and its residents' sense of community. In a very practical way, older housing and commercial buildings represent an investment by previous generations upon which today's generations can capitalize. Costly new construction is not required when an existing structure can be adapted to a new use, and the older structure lends a sense of stability and character to its surroundings.

Historic preservation supports other goals of the Act as well, including preservation of the existing housing stock, reduction of sprawl and achievement of GMA goals within the fiscal and natural resource capabilities of the community.

Planning Area Profile

The City performed a comprehensive historic resources inventory in 1988 which surveyed sites and structures 50 years old or older for the purpose of identifying any of potential historic significance to the community. The City utilizes this inventory to help identify potential register properties and to assist with reviewing demolition permit applications. The inventory is updated on a regular basis, as resources allow, and is linked to the State of Washington's historic resources database.

A number of structures on the Bothell historic inventory add great character to their neighborhoods, providing diversity of style and materials. Their survival provides a sense of stability and continuity to these neighborhoods as well.

Not all of the structures or sites inventoried, however, are "historically significant" according to criteria for submitting nominations to the National, State or Local Registers.

Many more historic structures and sites are locally significant due to their close association with early Bothell settlers, their uniqueness of architecture style in Bothell or their contribution to and representation of community values and history. The Landmark Preservation Board will identify and bring forward for City Council consideration those properties contained in the inventory which are felt to be historically significant for listing on the City's Local Register of Historic Landmarks. **Figure HP-1** shows historic register properties within the Planning Area.

As of the end of 2014, 14 properties have been placed on the State Register of Historic Places; nine properties have been listed on the National Register of Historic Places; and 15 properties have been placed on the local register. The total number of properties on the combined national, state and local registers is 22.

Development of Goals, Policies, and Actions

The following goals, policies and actions were developed initially by the Landmark Preservation Ordinance which established the City's historic preservation program in 1987 (Ord. 1258, 1987, later re-codified under Ord. 1635, 1996). In 1988 the City was also designated a Certified Local Government. Some additional policies and actions were added in mid-1991 and these goals, policies and actions were formally established as the City's Historic Preservation Element with adoption of the *Imagine Bothell…* Comprehensive Plan in 1994. The Element was updated in 2004 and 2015.

Historic Preservation Goals, Policies and Actions

Goals

HP-G1 To honor Bothell's past and provide~~s~~ a perspective for its future by preserving significant historic buildings and archaeological properties and other links to the City's past

HP-G2 To safeguard the heritage of the City as represented by those buildings, districts, objects, sites and structures which reflect significant elements of the City's history.

HP-G3 To foster civic and neighborhood pride in the beauty and accomplishments of the past and a sense of identity based on the City's history.

HP-G4 To stabilize or improve the aesthetic and economic vitality and values of such sites, improvements and objects.

HP-G5 To assist, encourage and provide incentives to private owners for preservation, restoration, redevelopment and use of outstanding historic buildings, districts, objects, sites and structures.

HP-G6 To promote and facilitate the early identification and resolution of conflicts between preservation of historic and archaeological resources and alternative land uses.

HP-G7 To conserve valuable material and energy resources by ongoing use and maintenance of the existing buildings.

Policies

HP-P1 Promote the preservation of buildings, sites, objects, and districts which have historic significance for the community through a combination of incentives, regulations and informational activities.

HP-P2 In promoting expansion of the federal, state and local historic registers, assign the highest priority to those buildings, sites, objects and districts which appear most threatened by development.

HP-P3 Public dollars shall not be used to cause the demolition of a property deemed to be historically significant and/or eligible for the local, state or national registers when a physically feasible alternative exists. Properties listed on the City's historic resources inventory shall be evaluated to determine their significance on a case-by-case basis at the time of a development or redevelopment proposal or demolition application.

HP-P4 Encourage exploration of alternatives to the demolition of buildings and objects found to be historically significant or otherwise deemed to be eligible for the local, state or national registers

to accommodate private or public sector proposals. Examples of such alternatives include (in descending order of preference):

1. Redesigning the project to avoid the impact if physically feasible;

2. Incorporating the structure or site into the overall design of a project;

3. Encouraging adaptive reuse of the structure or site;

4. Relocating the structure(s) on the property;

5. Relocating the structure to another property within the city of Bothell or its planning area; or

6. King and Snohomish County; or

7. Washington State;

8. Salvaging from the structure historically significant architectural features and building materials.

9. Documenting the structure as a whole and its individual architectural features in photographs, drawings, and/or text. Such documentation shall be submitted to, and archived by the city.

HP-P5 Ensure that adequate time is allowed prior to any demolition approval to pursue the above alternatives.

HP-P6 In the event that no alternative to demolition is found after a good faith effort, demolition of historic buildings and objects will not be allowed prior to issuance of a City building permit.

HP-P7 Work with residents and property owners to establish historic districts in areas where historic properties exist or where an area represents a significant connection to Bothell's past.

HP-P8 In the review process for proposed development applications which contain or are near lands which contain historic resources, address the historic context in which a property may exist, especially with regard to scale, bulk and neighborhood compatibility.

HP-P9 Work with Snohomish County to ensure consistency with the City's historic preservation efforts within the Municipal Urban Growth Area.

HP-P10 Incorporate into subdivision review the identification and planning for the preservation of archaeological resources, particularly archaeological sites in river and stream corridors.

Actions

HP-A1 As resources allow, update the historic survey and property inventory.

HP-A2 Require consideration of alternatives to demolition of historic structures when redevelopment proposals are received, in accordance with existing regulations.

HP-A3 The Landmark Preservation Board shall develop and publicize educational programs and visual aids to provide information to the public concerning Bothell's Landmark Preservation Program and historic preservation within the community.

HP-A4 Notify all owners of historic properties identified in the Bothell Historic Survey of the local, state and federal register programs.

HP-A5 Continue to implement and improve incentives to encourage the preservation or adaptive reuse of properties identified in the Bothell Historic Survey and Property Inventory. Such incentives may include, but are not limited to:

- Special use valuation for the rehabilitation of historic landmarks, pursuant to Washington State Revised Codes;
- Current use valuation for properties held in uses below their "highest and best use" for the purposes of preserving their historic character;
- Discounted user fees for City services for historic properties;
- Flexibility in building code requirements to accommodate the historic nature of structures so long as the health, safety, and welfare of the public is preserved;
- Rezoning to allow a more economically attractive adaptive reuse.

HP-A6 Continue applying different levels of review or regulation based on different classes of historic significance.

HP-A7 Pursue an interlocal agreement with Snohomish County[1] regarding historic preservation within the portions of the Planning Area which fall within Snohomish County's jurisdiction.

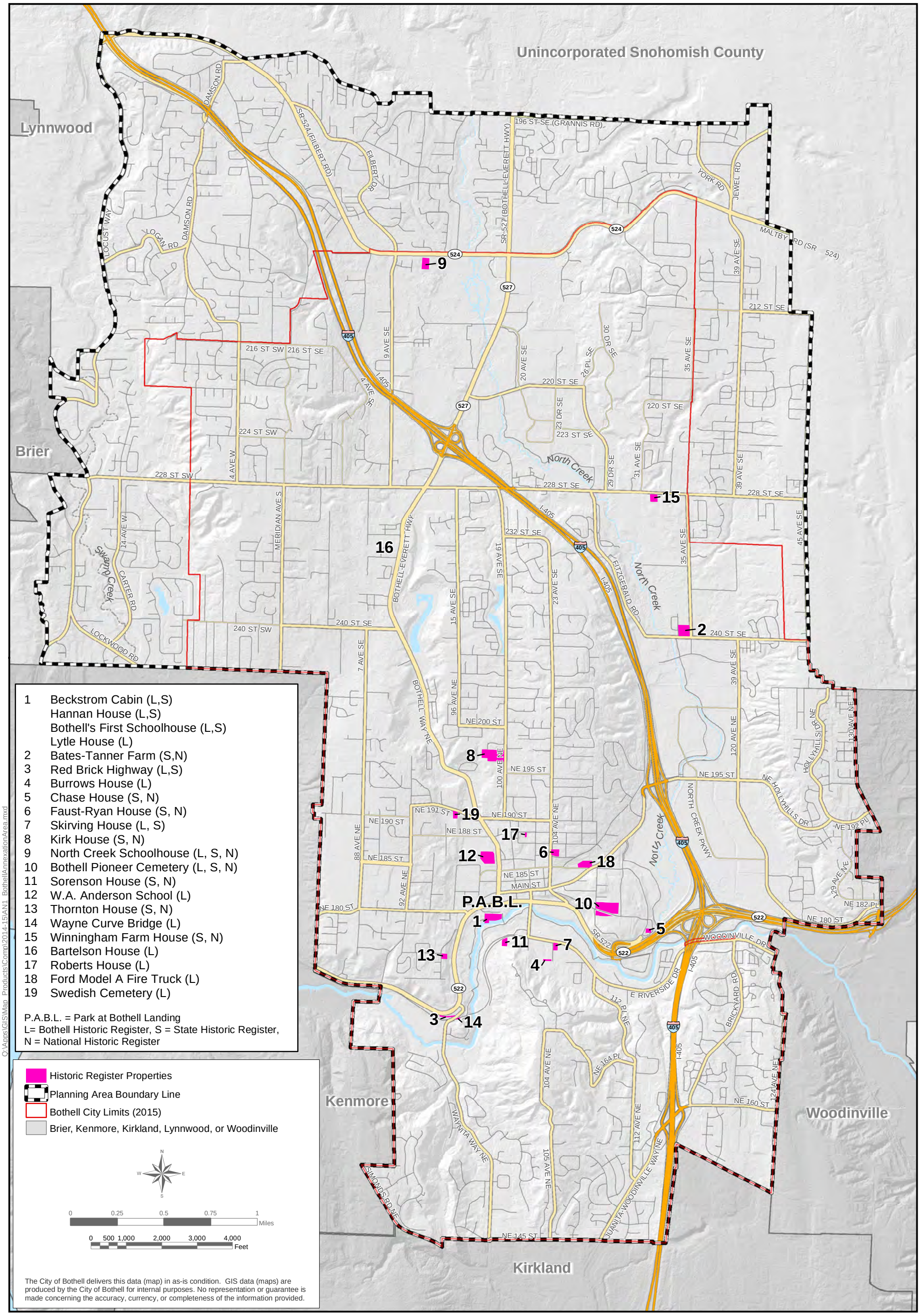
HP-A8 Investigate and bring forth for Landmark Preservation Board, Planning Commission and City Council consideration the establishment of a historic structure relocation and facade improvement fund for the purposes of providing grants, revolving loans or easement purchases to protect significant and threatened properties.

HP-A9 Investigate and bring forth for Landmark Preservation Board, Planning Commission and City Council consideration possible incentives for the preservation of archaeological resources.

HP-A10 Develop a recognition/award program for groups or individuals who contribute to the preservation of "notable" buildings, sites, objects, or districts associated with key events and individuals. Criteria for this program would need to be developed by the Landmark Preservation Board in order to complement the existing Historic Register nomination process.

HP-A11 Refine those Landmark Preservation implementing regulations which initiate consideration of a local historic register listing for any nomination to the state or national historic registers.

[1] Since the City annexed the remaining portions of its Potential Annexation Area (PAA) in King County in 2014, no such interlocal is required with King County.



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

Figure HP-1
Historic Register Properties (2015)

City of Bothell

Urban Design Element

Purpose and Relationship to GMA

Urban design can be defined as a branch of planning which is primarily concerned with the functional and visual relationships between people and their physical environment, and the ways in which those relationships can be improved. It can also be thought of as the integration of planning, architecture and landscape architecture. Urban design is not a required element under the Growth Management Act, but it is an important concept that contributes directly to the community's quality of life and the achievement of the GMA's planning goals.

Urban design has three distinct components, which vary in scale. These are described below.

Urban spatial structure

This is urban design on a large, or macro, scale. It involves the deliberate distribution, scaling, and combination or separation of land uses to create an integrated whole which defines the form of the community. For example, it involves locating, linking and defining roles for activity centers, open spaces or major transportation corridors.

Urban components

This is urban design on a medium scale. This involves the design of public and private areas of the City, including streets, parks and plazas, and defining the relationship between the physical location of different uses and the placement of buildings.

Urban details

This is urban design on a small, or micro scale. It involves projects such as the choice of street furniture or colored and textured pavers for an area such as Main Street. The design of urban components and their details for projects such as Bothell's Main Street are often thought of as urban design, but in reality they are simply the micro component of the overall urban design concept.

Although the City at present has no formal design review board which oversees and implements a formal design review process, the City conducts design review in conjunction with any application for permit review. Currently, building and site design standards are regulated within the Bothell Municipal Code. The regulations contain standards for, building design, setbacks, building placement, impervious coverage allotments, critical areas protection and preservation, and natural vegetation retention. Guidelines for the design of streets are included in the Design and Construction Standards. These regulations and standards all contribute to the design of individual projects and to the overall design of the community. The City's role in urban design is a large and important one since the public sector has traditionally had responsibility for the open space, transportation, utilities, and permitting portions of planning. By the same token, the concept of overall design control on a large (i.e. "citywide") scale is best overseen by the public sector.

It is anticipated that in the future the role played by the City in urban design will continue to gain in importance. As the City grows and strives to meet the requirements of the Growth Management Act; as the amount of land within urban areas available for development dwindles; as mixed uses and other

creative approaches to land use within urban areas become more viable; as the transportation system becomes increasingly burdened; and as environmental issues come increasingly to the forefront, urban design that strives to integrate individual developments into a coherent whole and achieve harmony between the built and natural environments will become increasingly critical to helping maintain the quality of life that the people of Bothell have come to expect.

Planning Area Profile

When drafted in 1971, Bothell's Comprehensive Plan concentrated on three specific areas with regard to urban design within the City: the Central Business District (CBD), signs, and lighting. Bothell first became heavily involved in urban design issues with the creation of the North Creek Valley Plan in 1979 which sought to define community goals and policies for the development of the North Creek Valley and the surrounding hillsides. The overall general goals for the North Creek Valley Plan recognized the role that urban design plays in shaping the form and content of the environment:

> "Recognize the North Creek Valley as a unique resource suitable for a multiplicity of uses by providing for a variety of uses which will be compatible with each other and the setting…"

Specific standards for architectural features, landscaping, signage, parking and streets were developed which defined the appearance of the valley as it developed and its overall form.

A 1985 amendment to the Comprehensive Plan implemented urban design concepts recommended for Main Street within an Urban Land Institute (ULI) study conducted in 1984; As a result of this 1985 amendment, Main Street was reconfigured and landscaped to create a more pleasing pedestrian environment.

The 1992 annexation of Canyon Park created a substantial urban design challenge: how to visually and functionally integrate North Bothell and South Bothell so as to create the perception and feeling of one community, while respecting and, where possible, enhancing the unique identities and characters of individual residential and business areas throughout the City.

The planning of the University of Washington Bothell / Cascadia Community College campus in the late 1990s applied urban design concepts to integrate this significant addition to both the broader community and its natural environment.

The development of the Downtown Subarea Plan and Regulations, adopted in 2009, drew heavily on urban design principles to develop a community vision, a strategic revitalization strategy and a form-based zoning code and development regulations to help revitalize the historic core of Bothell.

The growth the community has experienced, and is expected to continue to experience, makes the careful review of the three urban design elements discussed above increasingly important to the community. Policies and actions in the Land Use, Natural Environment, Transportation and Economic Development Elements of the Comprehensive Plan with regard to activity centers, open space corridors and the Bothell Circulator, for examples, relate directly to the goals, policies and actions incorporated in this Urban Design Element. The following goals, policies and actions address the concerns in detail and many illustrations of design concepts are provided.

Development of Goals, Policies and Actions

The following Goals, Policies, and Actions were developed from a collaborative effort of the City Council, Planning Commission, public, and a professional architectural and urban design consulting firm.

Illustrations for this Element were also taken from A Guide to Land Use and Public Transportation, published by the Snohomish County Transportation Authority, and the Residential Development Handbook for Snohomish County Communities. The policies within this element were further refined during the major update of the plan which occurred in 2001 – 2004 and again in 2014 - 2015.

Urban Design
Goals, Policies and Actions

Goals

UD-G1 To achieve a sense of harmony among the built, natural and cultural environments through the application of design principles to individual buildings, residential, commercial, and industrial districts, and the City as a whole.

UD-G2 To establish and foster a sense of community pride and identity.

UD-G3 To reduce dependence on the automobile through building, site and district design which promotes pedestrian, bicycle, and transit usage.

UD-G4 To ensure that new development is of high quality, on a human scale, and compatible with its surroundings.

UD-G5 To visually integrate the various residential, commercial and industrial areas of the City.

UD-G6 To partner with the private sector to ensure that individual developments are coordinated in a way that preserves and adds value to the whole community.

Policies

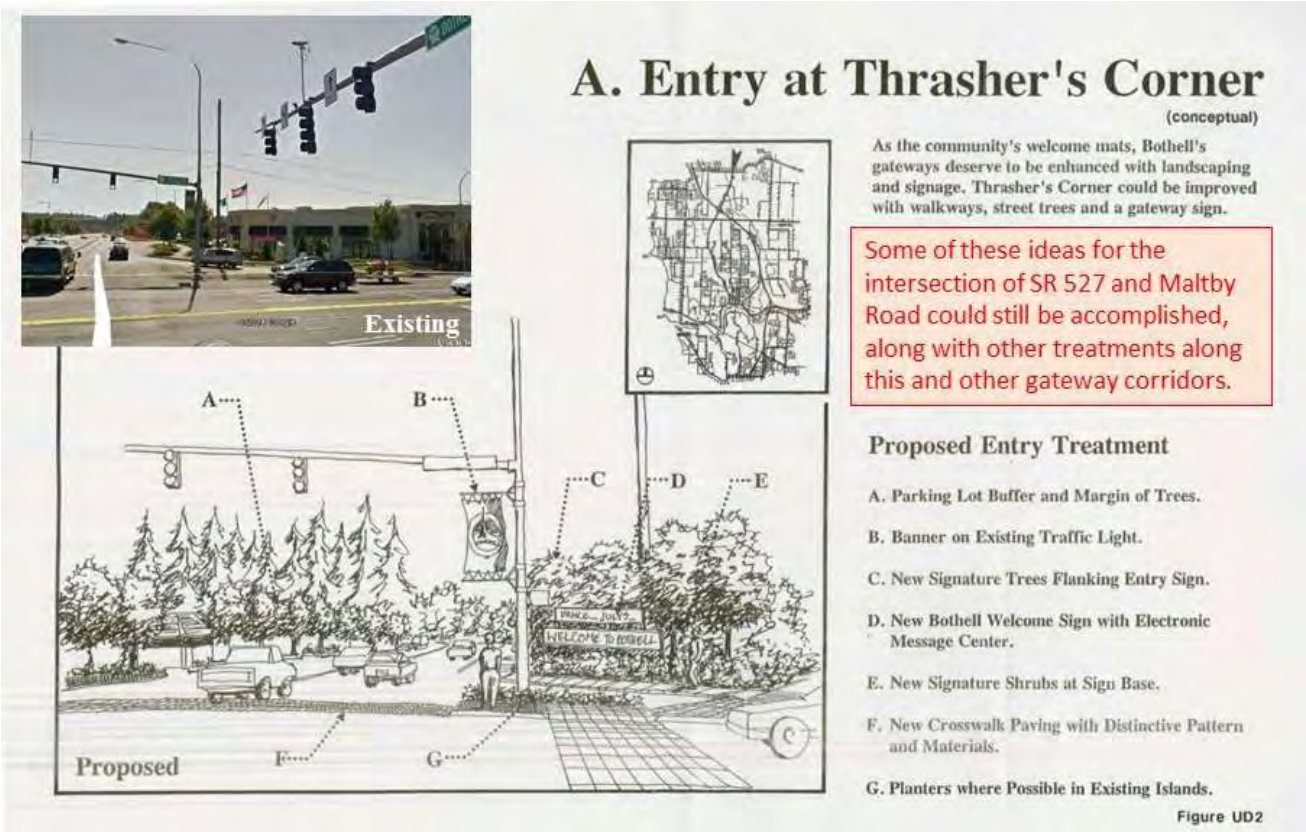
UD-P1 Improve selected arterials within the Planning Area as landscaped boulevards to visually integrate the community and provide a pleasant driving, transit-riding, bicycling and walking experience along arterials. This system of boulevards should consist of features including the following:

- Landscaped or aesthetically designed medians and a street tree planting scheme;
- Well designed transit stops and architecturally designed shelters;
- Bikeways;
- Well designed walkways and special pavement treatment at appropriate areas;
- Noise attenuation walls where appropriate;
- Special landscaping treatments at gateways to the City, including “Welcome to Bothell” signs, possibly incorporating electronic message displays to announce City activities.
- Special sidewalk, street furniture, street trees, light fixtures, and other design features should be created for boulevards within and linking activity centers.

Figure UD-1 depicts the proposed designation of arterials which would comprise the boulevard system. **Figures UD-2** through **UD-4** depict recent, in-progress and proposed entry treatments at Wayne Curve, Bothell Landing (the downtown core at SR 522 and Bothell Way NE and Thrasher’s Corner, elements of which could be applied to other entry treatments.

Imagine Bothell...Comprehensive Plan
Updated Through 2009 Plan Amendments

Figure UD-1



UD-3: New sign, median treatments, landscaping and decorative lights and railing SR 522 begin the entry sequence into the Downtown Subarea. Similar elements could be used at other gateways.

Figure UD-4: Median treatments at Wayne Curve continue the west entry sequence.

Figure UD-5: Envisioned park expansion & development along the new SR 522 signal arrival in downtown.

UD-P2 Promote site design features in Bothell's community and regional activity centers and other residential, commercial and industrial areas which encourage transit, pedestrian and bicycle mobility. Examples of such features are depicted in the following referenced figures:

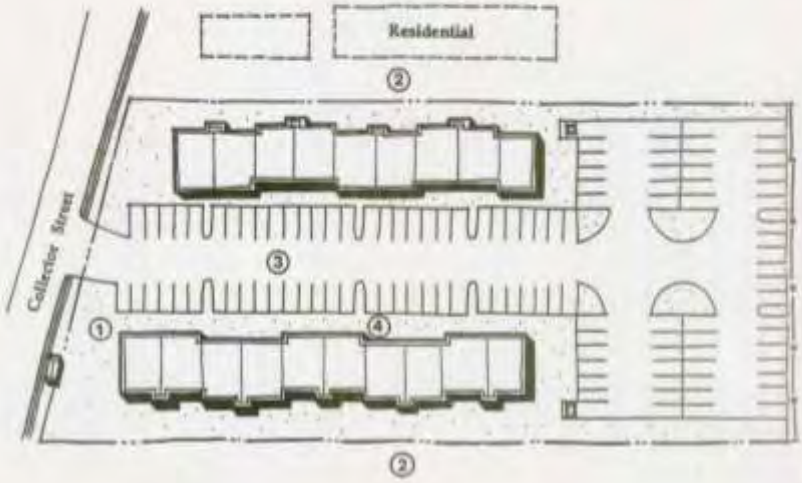
- Small apartment complexes, **Figure UD-6**;
- Large apartment complexes, **Figure UD-7**;
- Office buildings, **Figure UD-8**;
- Office / industrial parks, **Figure UD-9**;
- Shopping centers, **Figure UD-10**;
- Park and Ride lots, **Figure UD-11**.

(**Figures UD-6** through **UD-11** are from A Guide to Land Use and Public Transportation, published by SNO-TRAN, the Snohomish County Transportation Authority.)

Small Apartment Complex - Typical

Typical Problems:

1. No pedestrian entrance into the apartments.
2. No connections to neighboring activities.
3. Parking is the dominant feature.
4. No buffer zone for pedestrians between front doors and parking.



Transit-Compatible - Small Apartment Complex

Transit-Compatible Objectives:

1. Attractive entrance from the sidewalk and adjacent bus stop.
2. Walkways provide clear circulation throughout the development and connections to neighboring developments.
3. Bus stop is easily accessible.
4. Pedestrian courtyard with connections to neighboring developments.

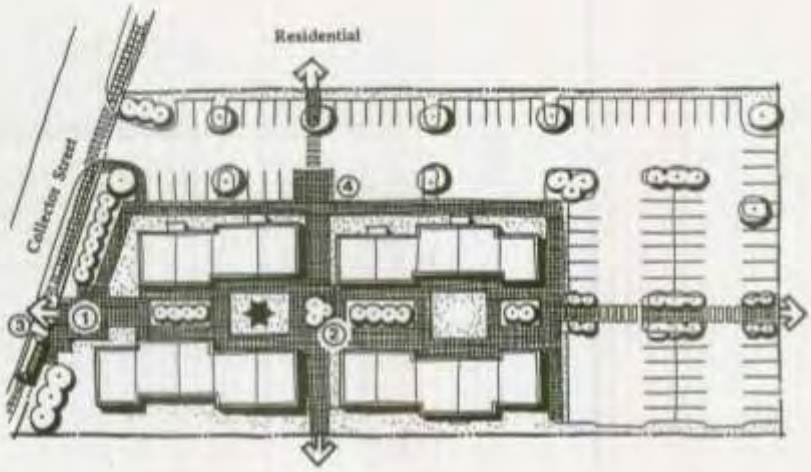


Fig. UD-6

Large Apartment Complex - Typical

Typical Problems:

1. Haphazard site design makes walkways disjointed and confusing.
2. Interior walkways do not connect to sidewalks, adjacent activities or bus stop.
3. Looped interior street prohibits bus service and limits pedestrian access to bus stops.
4. Development oriented to parking lots.

Transit-Compatible - Large Apartment Complex

Transit-Compatible Objectives:

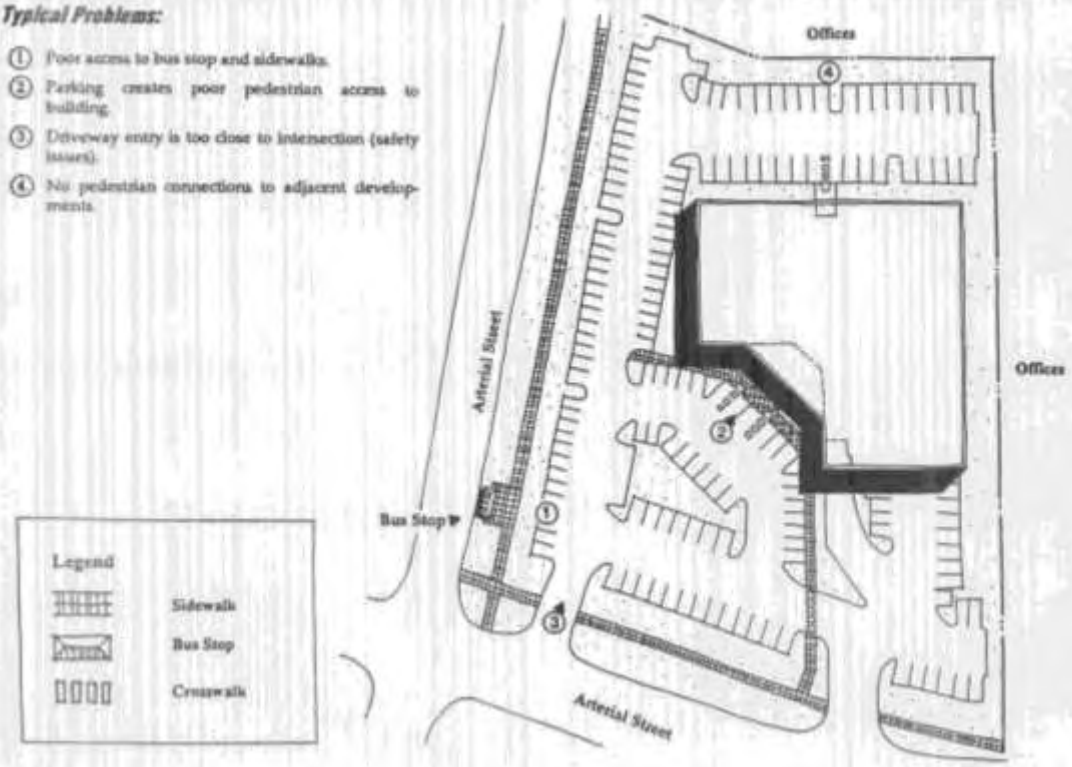
1. Local street improves access, circulation and building orientation.
2. Walkways throughout the site provide convenient access to neighboring stores, offices, and bus stops.
3. Plazas between buildings create a pedestrian-friendly environment.
4. Underground parking frees site for open space, mixed uses, and creates pedestrian-friendly environment.
5. Bus stops are accessible to entire development.

Fig. UD-7

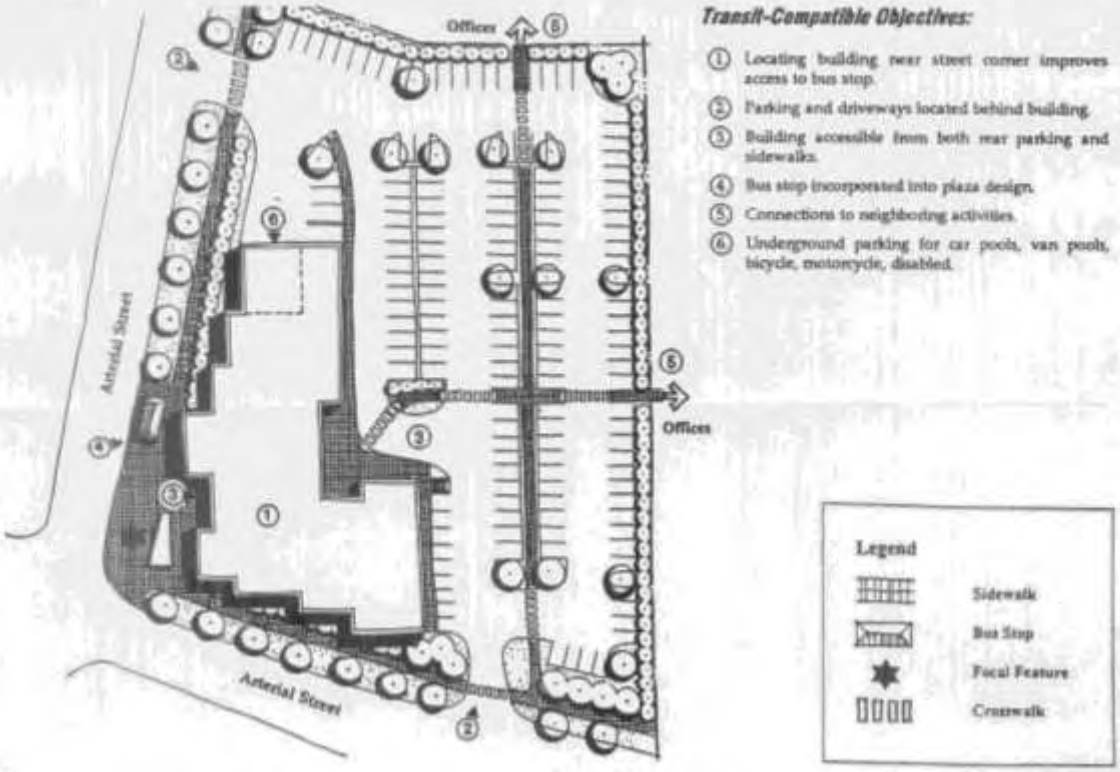
Mid-Sized Office Building - Typical

Typical Problems:

1. Poor access to bus stop and sidewalks.
2. Parking creates poor pedestrian access to building.
3. Driveway entry is too close to intersection (safety issues).
4. No pedestrian connections to adjacent developments.



Transit-Compatible - Mid-Sized Office Building



Transit-Compatible Objectives:

1. Locating building near street corner improves access to bus stop.
2. Parking and driveways located behind building.
3. Building accessible from both rear parking and sidewalks.
4. Bus stop incorporated into plaza design.
5. Connections to neighboring activities.
6. Underground parking for car pools, van pools, bicycle, motorcycle, disabled.

Fig. UD-8

Office/Industrial Park - Typical

Typical Problems:

1. No through-streets make transit service impossible and restrict auto circulation, resulting in longer trips.
2. Dispersed buildings increase walking distances.
3. Lack of continuous walkways between buildings discourages walking.
4. Buildings oriented to parking lots.

Transit-Compatible - Office/Industrial Park

Transit-Compatible Objectives:

1. Through-streets provide alternative routes for buses, cyclists, and pedestrians.
2. Clustering and orienting buildings to the street reduces walking distances which encourages walking.
3. Walkways and sidewalks provide convenient access to the bus stop and other buildings.
4. Bus stop is located at a central point within cluster of buildings.
5. Mixed uses (daycare, banks, cafeteria) reduce the need to drive.

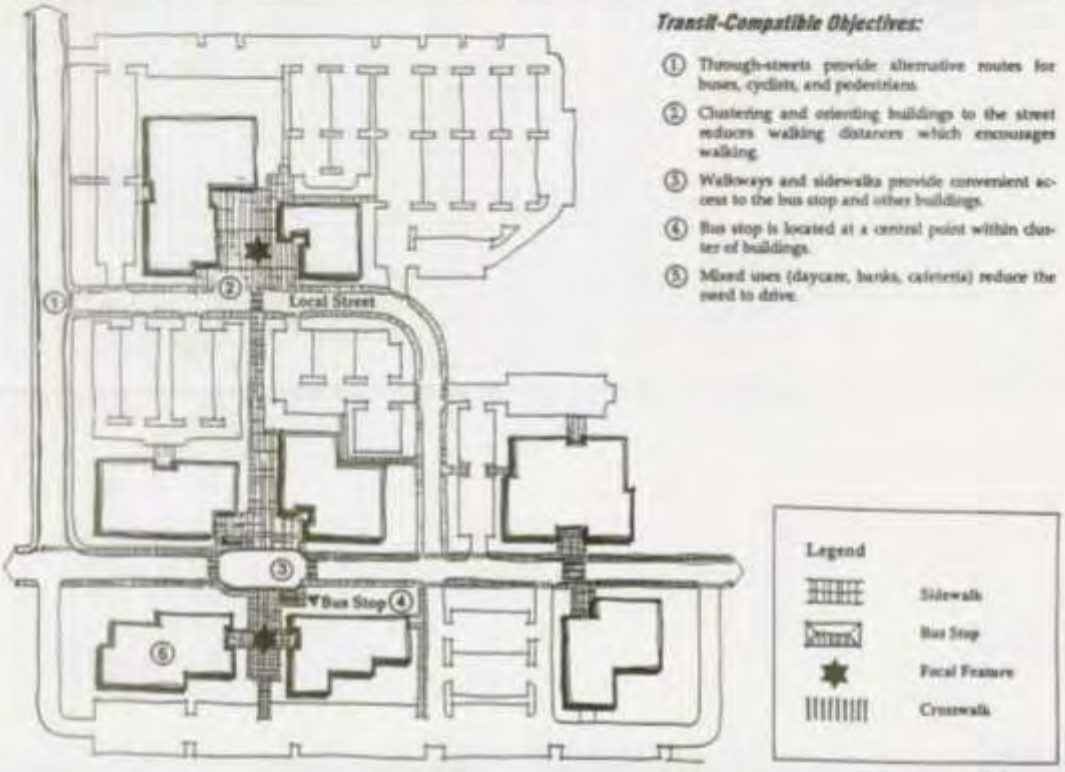
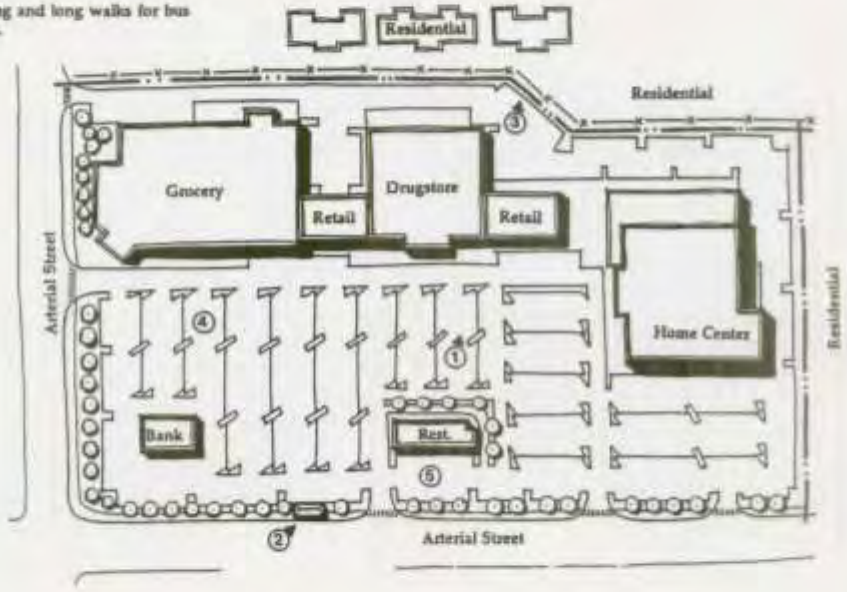


Fig. UD-9

Neighborhood Shopping Center - Typical

Typical Problems:

1. Lack of walkways into and through the site.
2. Unsafe and inconversient access to bus stop and sidewalks.
3. No access to adjacent residential areas.
4. Large setback from street reduces pedestrian access.
5. Design creates uninviting and long walks for bus patrons and pedestrians.



Transit-Compatible - Neighborhood Shopping Center

Transit-Compatible Objectives:

1. Buildings and walkways located for safer and easier pedestrian access.
2. Covered walkway links bus stop with stores.
3. Pedestrian access from neighboring residences.
4. Free standing businesses located on corner for better pedestrian access.
5. Interior walkways connected with perimeter sidewalks.

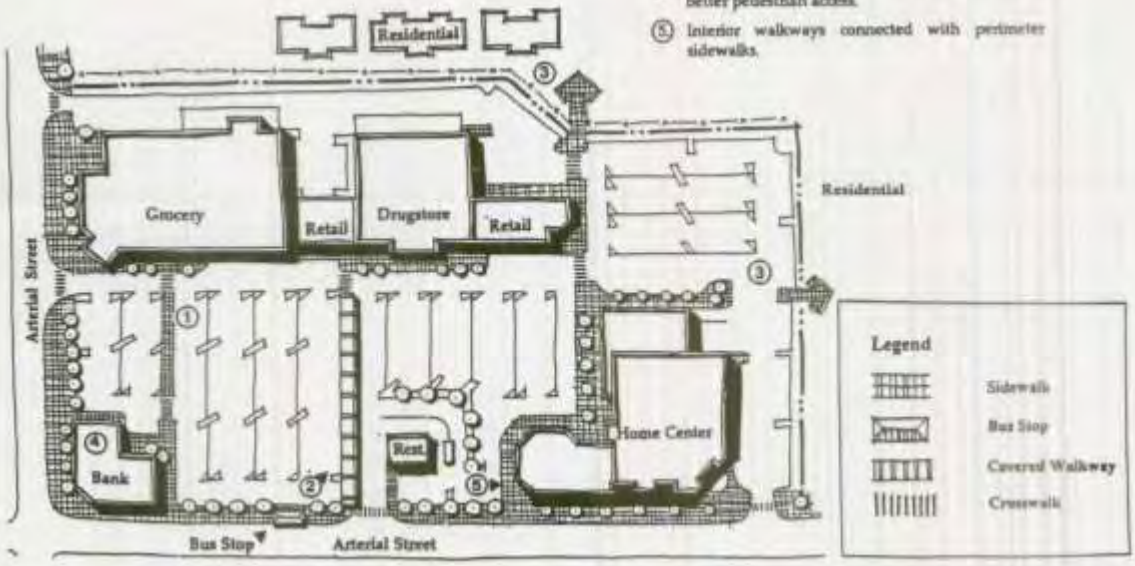
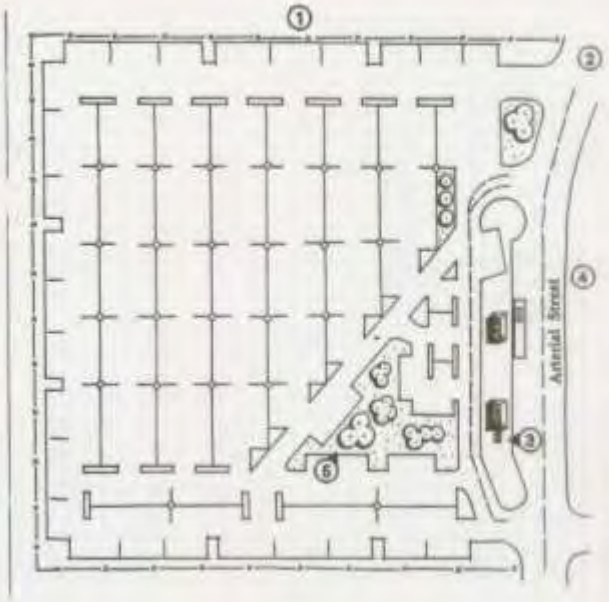


Fig. UD-10

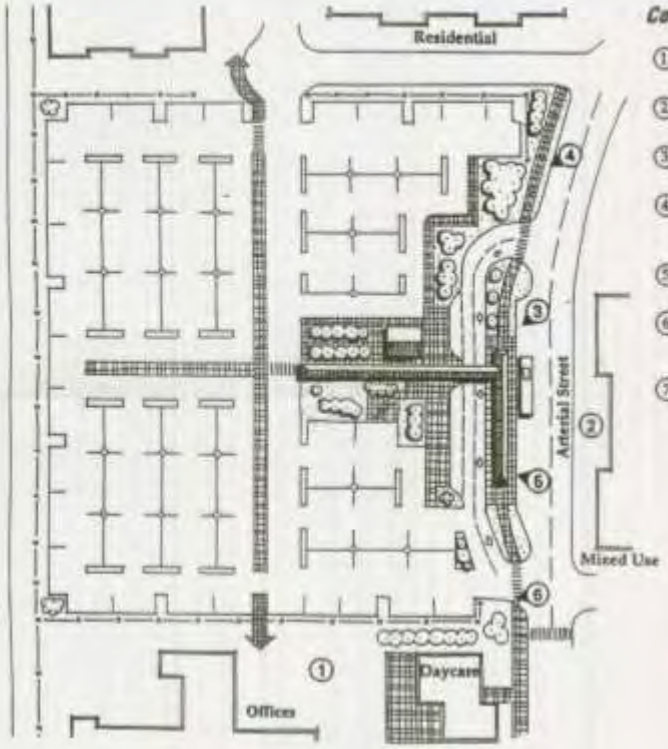
Park-and-Ride Lot - Typical

Typical Problems:

1. No compatible adjacent activities or land uses.
2. No separate bus and auto entrances/exits.
3. No secured bicycle parking. Inadequate weather protection and waiting areas for patrons.
4. Park-and-ride lot uncomplimentary to neighborhood.
5. Inconvenient pedestrian access and circulation both into and on site.



Community-Compatible - Park-and-Ride Lot



Community-Compatible Objectives:

1. Surrounding residential, service, and commercial activities provide patrons, service and security.
2. Adjacent multi-story building(s) provide security around park-and-ride lot.
3. Attractive facility has high-visibility and sense of security for patrons.
4. Use of low ground covers and deciduous trees with high canopies balance visibility, security, site design, and buffering.
5. Covered walkway and shelters protect patrons from weather.
6. Perimeter fence and landscaping provide buffering except where access is needed from adjacent activities.
7. Neighborhood is enhanced by landscaping and facility amenities.

Fig. UD-11

UD-P3 Pedestrian linkages between major activity areas should be provided across built features that act as barriers to safe and easy access. For example, safe and accessible pedestrian linkage should be provided between the downtown / Main Street retail activity area, the riverfront activity area and the University of Washington Bothell / Cascadia College campus.

Examples of alternative approaches to covering a portion of SR 522 in order to better link Downtown and the Sammamish River are provided in **Figures UD-12, UD-13** and **UD-14**.

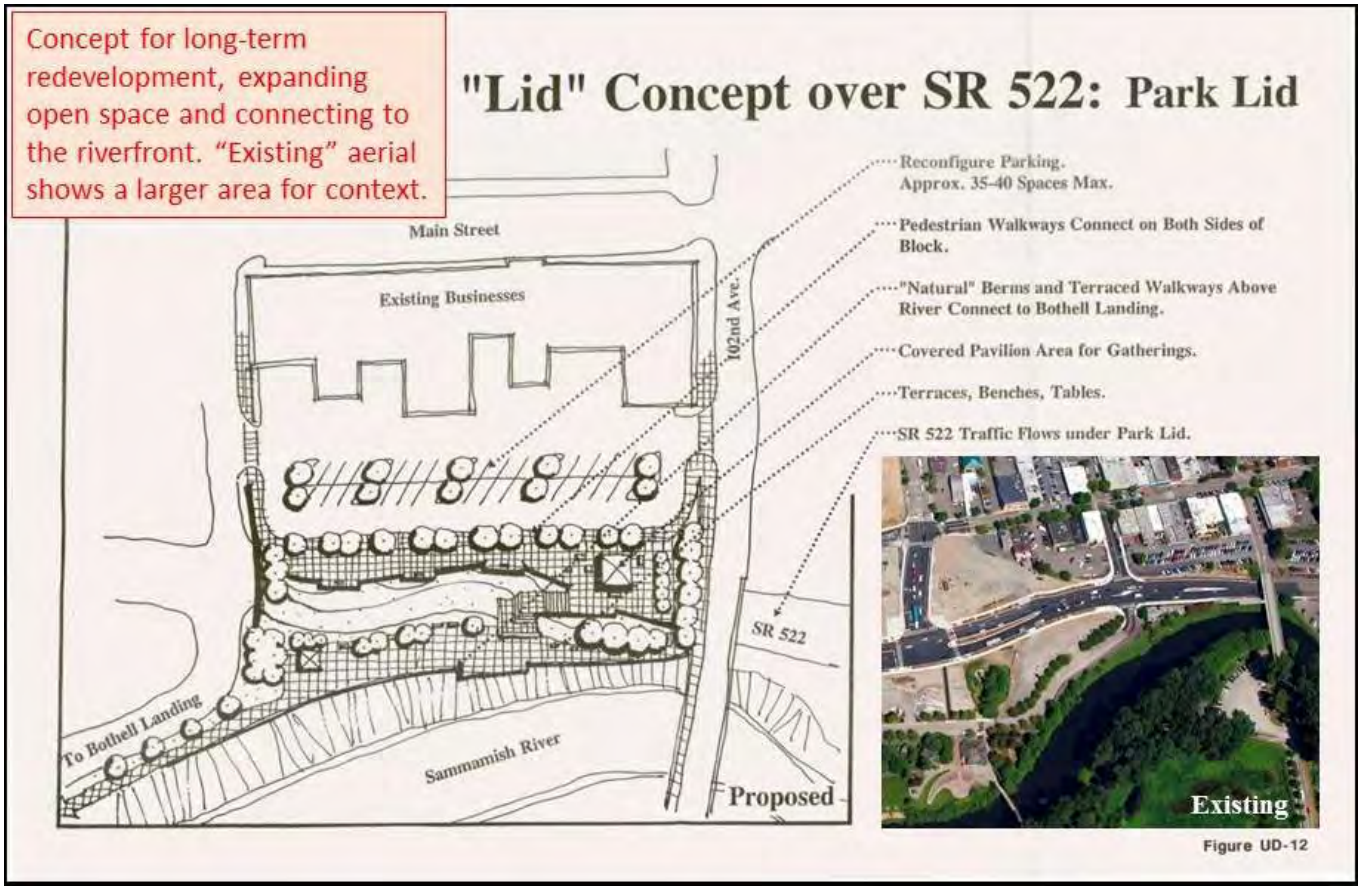


Figure UD-12

"Lid" Concept over SR 522: New Development with Park

"Existing" aerial shows a smaller area for detail.

Figure UD-13

This cross section illustrates the "New Development with Park" concept in Figure UD-13.

"Lid" Concept over SR 522

The properties just north of SR 522 and west of 102nd Ave. have excellent redevelopment potential. A mix of retail, restaurant and office uses could take advantage of the exceptional views and good access to the Sammamish River. Such would also reinforce business activity in downtown. The illustrations show two options for a "lid" over SR 522, one with a park and the other with park and development.

A. Existing Backs of Main Street Shops.

B. Two Story Office Infill.

C. Covered Pedestrian Walkway Links up to Existing Throughway to Main Street.

D. Two Story Mixed-use Office above Retail/Restaurant with Outdoor Terraces.

E. Underground Garage for @70 Cars.

F. Landscaped View Terraces and Ramps.

G. New Walkways to Bothell Landing.

H. Public Outdoor Terraces Along River.

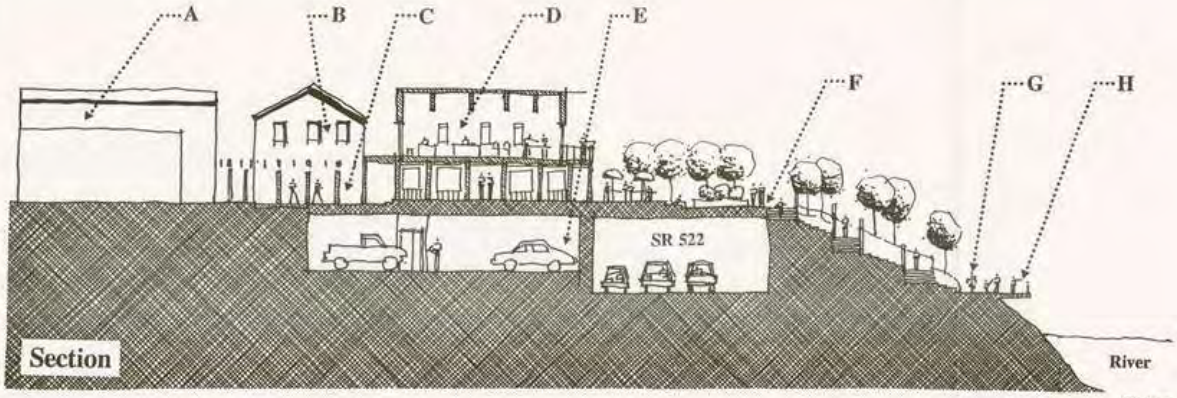


Figure UD-14

UD-P4 Explore ways to partner with the private sector to achieve high quality urban design that preserves and enhances property values as well as community amenities.

Community Policies

UD-P4 Activity centers within Bothell should have a community focal place for public interaction. A focal place may be a park, plaza, shopping street or other feature which invites interaction. The focal place should accommodate transit service and be linked to residential areas via pedestrian and bicycle facilities.

UD-P5 Provide for pedestrian-oriented mixed use neighborhood villages where appropriate within the Planning Area to promote a sense of community to residential areas and reduce the number and length of limited item convenience shopping trips by automobile.

UD-P6 Develop a variety of active and passive parks and open spaces accessible to all residents of the community. These facilities may be developed by the City or by private developers in conjunction with a residential, commercial or industrial development. See also Parks and Recreation Element.

UD-P7 Retain existing natural features such as steep slopes, wetlands, streams, and mature wooded areas as open space. See also Natural Environment and Land Use Element.

UD-P8 Provide convenient pedestrian pathways connecting residences with parks and recreation facilities, transit, shopping and services, other residential areas or subdivisions, and places of employment. Landscaping, lighting, and pedestrian furniture such as benches and trash cans should be incorporated into the design of such pathways. See also Transportation Element.

UD-P9 Provide convenient bicycle pathways or routes connecting residential areas with parks and recreation facilities, transit, shopping and services, and places of employment, and connecting City streets with the regional road network to facilitate commuting. See also Transportation Element.

UD-P10 Due to the difficult topography within Bothell's neighborhoods and the reality that Bothell residents wish to discourage cut-through traffic on residential neighborhood streets, 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 consider emergency and life safety access.

UD-P11 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.

UD-P12 Where the Right-of-Way allows, provide street trees on both sides of all streets. Develop street tree plans for activity centers to visually unify and define the boundaries of such centers. Refine the street tree plan for the boulevard system. Select tree species which are appropriate for their designated locations, taking into consideration factors including but not limited to clearance under aerial wires and proximity of underground utilities and sidewalks.

UD-P13 Promote transit usage in road improvements through provision well designed bus oriented streets, stops and attractive and inviting shelters.

UD-P14 Promote the design and installation of subarea or neighborhood signage, where desired by residents and/or business owners, to foster a sense of identity and pride in residential and/or commercial areas.

UD-P15 Ensure that development on hillsides blends visually and functionally into the natural environment to the maximum extent possible.

Streetscape

UD-P16 New development should accommodate human activity by providing balconies, terraces and yards for residents' use. Entrances, porches, balconies, decks and seating should be located to promote pedestrian use of the street edge by providing weather protection, security and safety.

UD-P17 Provide clearly marked pedestrian entries from the street. Parking garage and parking lot entries should be physically separated from the pedestrian entry and should be designed to complement rather than subordinate the pedestrian entry.

UD-P18 Buildings should not orient large areas of blank walls to the street. Blank walls should be screened with landscaping such as vine-covered trellises and planting beds, architectural features such as decorative tile or masonry, or art such as murals or bas-relief sculptures.

UD-P19 Retaining walls and exposed foundations should be either of materials which reduce their scale, such as brick or stone, or treated sculpturally to appear less monolithic. High retaining walls should be terraced down and incorporate hanging or climbing vegetation. In hillside development, retaining walls and high foundations on the underside of buildings shall be screened with vegetation.

UD-P20 Service facilities such as dumpsters, electrical meters and mechanical equipment should not face the street. Dumpsters should be screened with a durable and attractive structure. Gutters and downspouts should be visually integrated into the design of the building.

UD-P21 All parking lots and storage, loading or maintenance areas within visual proximity of a public sidewalk should be screened from the sidewalk to create a pleasant pedestrian environment.

UD-P22 Parking garages should be architecturally compatible with the remainder of the building. Parking garages located within a pedestrian oriented area of an activity center having frontage on a street should have the street level floor devoted to retail business and personal services or office uses. Parking garages outside pedestrian oriented areas of activity centers having frontage on a street should be screened with landscaping, berming and/or grillwork, subject to maintaining adequate sight lines for the safety of pedestrians and motorists.

UD-P23 Within and around activity centers, provide pedestrian scale lighting. Lighted bollards should be considered to illuminate paths and walkways. Provide indirect light to the sidewalk by lighting elements in the street environment such as trees, walkways, canopies and entryways.

UD-P24 Exterior lighting should be an integral part of the architectural and landscape design of any project. Fixture style and design should be compatible with the building design, while providing appropriate and safe levels of lighting.

UD-P25 Infill development on existing streets should enhance and preserve the distinctive and positive qualities of the streetscape, through such measures as matching or complementary landscaping designs and materials, construction materials, colors, textures or elements, and lighting fixtures.

UD-P26 Integrate trees and planting beds within parking areas. Indigenous varieties of plant species are recommended, particularly those that minimize water and maintenance requirements.

Site Planning

UD-P27 Buildings should be sited to acknowledge and reinforce the existing characteristics of the street. In established neighborhoods new buildings should be set back from the street approximately the same distance as neighboring buildings. However, where protection of existing trees or other natural features or preservation of views is desired, varying street setbacks may be appropriate.

UD-P28 Where appropriate, buildings should provide a front face to the street, and building facades should relate to the street. The main approach to any residential building should not be off a parking lot. Provide clear pedestrian entries to buildings from the street and not just from adjacent parking lots. Compose architectural elements to add interest to the building facade. Provide a transition from the public realm of the street to the private realm of the residence. Such a transition could be a well landscaped front yard, a low fence or wall, a courtyard, or other device that provides privacy but visibility from the street.

UD-P29 Within the context of higher density, mixed residential and commercial zones, residential and mixed-use buildings should be sited to orient to the street and respect adjacent residential properties. Careful siting should focus views towards private courtyards or gardens, and limit parking lots. Structured parking is encouraged to reduce the impact of cars and parking lots. Mixed-use development should provide clear pedestrian circulation routes connecting residences and parking to adjoining uses and services.

UD-P30 Buildings which project beyond the homes on adjacent lots should be carefully designed to minimize their impacts on privacy and solar access.

UD-P31 Parking, except on the street edge, should not be located between buildings and the street, particularly where residential structures are concerned. Surface parking which cannot be located to the rear of the development should be located to the side if screened from adjacent residences. Provide a screening wall of solid and attractive materials enhanced by landscaping to buffer the visual and audible impacts of automobiles. The height of the screen should be sufficient to prevent direct views from the parking lot into the first floor of residential units on adjacent lots and block headlights. Provide trees, trellises or other coverings which reduce the views of parking lots from neighboring homes. Locate and aim parking lot and other site lighting so that it does not cause glare and intrusive light patterns into neighboring residential properties.

UD-P32 Organize and site multi-family residential buildings to create usable open space by utilizing one or more of the following: well landscaped courtyards; individual outdoor spaces for all ground floor units; rooftop decks, balconies, and well defined patios; play areas for children, located away from parking lots and the street edge; group or individual garden plots for residents' use; other similar outdoor open spaces. Open space should be large enough to accommodate human activity and seating. Balconies should generally be at least six feet deep. Orient outdoor spaces to receive sunlight. Provide paths, site furniture, lighting and other elements which will make outdoor spaces more enjoyable and better used.

UD-P33 Continue applying and refining regulations and programs to promote the protection of significant trees and groves in order to:

- retain the positive visual character of the landscape;
- preserve and enhance the city's physical and aesthetic character;
- minimize surface water runoff, prevent erosion and reduce the risk of landslides.

UD-P34 Encourage transit use by making transit more convenient and by ensuring that transit and bus shelters are integrated compatibly into the neighborhood.

Building Design

UD-P35 The design of a building, its location on the site, and its layout should respond to specific site conditions. Site characteristics to consider in the design of a building include the following:

Topography

Reflect natural topography rather than obscure it. For example, buildings should be designed to step up hillsides to accommodate significant changes in elevation.

Where neighboring buildings have responded to similar topographic conditions on their sites in a consistent and positive way, consider similar treatment for the new building.

Designing the building in relation to topography may help to reduce the visibility of parking garages.

Solar Orientation

The design of a structure and its massing on the site should enhance solar exposure for new development and minimize impacts on adjacent structures and public areas to the maximum extent possible.

Corner Lot

Building design can accent the corner at an intersection of streets with a change of building wall plane and roofline.

Site Size and Configuration

On small, narrow sites or sites with frontage on narrow streets, massing and design should help minimize the perception of building bulk, minimize impacts on adjacent development and enhance conditions for on-site open space.

Natural Features

Reflect natural features such as views, stands of trees, and open space by providing views and pedestrian access to these amenities.

Pedestrian Oriented Shopping Streets

Reinforce the streetscape within commercial areas with shops at ground level and pedestrian amenities. Within community activity centers, include wide sidewalks, street trees within tree grates, street furniture, special lighting standards, and other pedestrian amenities. Pedestrian oriented streets can be private streets within shopping centers.

Existing Structures on the Site

Where a new site shares a site with an existing structure or is a major addition to an existing structure, designing the new structure to be compatible with the existing structure will help it fit in.

UD-P36 Unless there is an overriding concern or a poorly defined context, new buildings should reflect the architectural character of surrounding buildings in some of the following ways:

- similar unifying concept;
- similar proportions, scale, and roof line;
- similar architectural style, and exterior finish materials;
- similar patterns and proportions of windows;
- similar entry configuration and relationship to the street;
- similar architectural details or features.

UD-P37 Use modulation and articulation in a clear rhythm to reduce the perceived size of all large buildings.

UD-P38 Buildings should be designed and built with a sensitivity to the architectural scale of adjacent buildings.

UD-P39 Consideration should be given to the design of a building's roofline that articulates the top element of the building and reinforces the overall architectural character.

No roof mounted mechanical equipment should be visible from the sidewalk or roadway of the adjacent street.

UD-P40 All buildings should incorporate well proportioned architectural features, elements and details to achieve good human scale.

UD-P41 Building exteriors should be constructed of durable and easily maintainable materials that are attractive at close distances. Materials that have an attractive texture, pattern or

quality of detailing are encouraged. Siding should reflect in texture and color typical Northwest building patterns like wood siding and shingles, brick, stone and terra-cotta tile. Metal siding should have visible corner moldings and trim. Metal roofing colors should be subdued to avoid glare. Reflective glass is discouraged in a residential or pedestrian oriented streetscape. Concrete walls should be enhanced by texturing, coloring with a concrete coating or admixture, or by incorporating embossed or sculpted surfaces, mosaics or artwork. Concrete block walls should be enhanced with textured blocks, colored mortar, decorative bond pattern and/or incorporating other masonry materials. Stucco and other trowel finishes should be trimmed in wood or masonry and should be sheltered from extreme weather by roof overhangs or other methods.

UD-P42 Signage on commercial, retail, and industrial buildings should be the minimum necessary to indicate the presence and function of the business. Signs that incorporate moving or flashing elements are discouraged, and portable signs should be limited and controlled. The size, scale, and amount of signage should be compatible to the mass and scale of the building and its associated architectural features.

Actions

UD-A1 Develop regulations where appropriate to implement the policies of this element.

UD-A2 Provide these policies to developers to assist them with project design.

UD-A3 Continue to identify “catalyst projects” that may stimulate quality development of the surrounding area and investigate ways the City can promote or encourage their development.

UD-A4 Continue to identify the location of prime entry points (gateways) within the Planning Area and construct entry signage and landscaping.

UD-A5 As part of the Subarea plan update process, consider installation of Subarea entry signs, where desired by area residents, and adoption of a unifying design theme for street facilities such as lighting, benches, manhole covers, and kiosks to help foster a sense of neighborhood or community identity.

UD-A6 Continue to monitor and refine, as necessary, tree retention regulations.

UD-A7 Work with the business community and residents to ensure the effectiveness of the current City sign regulations and update the regulations as necessary to address conflicts or problems with sign code enforcement.

UD-A8 Explore methods for encouraging or requiring incorporation of public art in developments.

UD-A9 As demand for development in the downtown core expands, explore the feasibility of expanding buildable area and improving connections to the Sammamish River through a lid over SR 522 (see **UD-P3** and figures **UD-12, UD-13** and **UD-14).**

Annexation Element

Purpose and Relationship to GMA

The purpose of the Annexation Element is to identify unincorporated territory on the periphery of the City limits to which Bothell is capable of providing services over the time horizon of this plan, and to provide policy direction for annexation of properties within such territory.

The Growth Management Act does not require an annexation element, but annexation issues comprise an intrinsic component in the establishment of urban growth areas and in planning for areas between cities within the urban growth areas.

Planning Area Profile

The original incorporation of the City in 1909 covered 450.45 acres (0.7 square miles). Between 1909 and 1950 Bothell actually grew smaller, as the Council shortly after incorporation approved a detachment of around 14 acres to transfer to King County the responsibility for repairs to the 102nd Avenue Bridge. Starting in the 1950's, annexations began to increase the size of the City at a fairly rapid rate, although most of these were of undeveloped land and thus did not add large amounts of population right away. By the 1990's most unincorporated land around Bothell was developed, and annexations since then have brought substantial numbers of "instant" City residents. In particular, the Canyon Park Annexation in 1992 increased the area of the City by around six square miles and the population by around 10,000 persons. And in 2014 the City simultaneously annexed its remaining nine designated potential annexation areas in King County, adding a total of about 1.5 square miles and over 6,000 residents to Bothell. **Table AN-1** below summarizes annexation activity for the City of Bothell from the date of incorporation through 2014.

Table AN-1: Historical summary of annexation activity to the City of Bothell

Time period	Number of annexations	Number of detachments	Area in acres	Total cumulative City population*
1909 Incorporation			450.45	599
1909 - 1950		1	-14.20	1,041
1951 - 1955	9		168.26	1,339
1956 - 1960	20		793.16	2,519
1961 - 1965	12		105.65	3,400
1966 - 1970	6		610.09	5,386
1971 - 1975	17		358.90	6,036
1976 - 1980	13		137.08	7,488
1981 - 1985	17		283.99	8,825
1986 - 1990	15		441.26	12,990
1991 - 1995	18		4,181.20	25,965
1996 - 2000	5		46.50	30,470
2001 - 2005	1		10.60	30,930
2006 - 2010				
2011 - 2014	10		1,015.9	41,630
Totals	**143**	**1**	**8,588.84**	**41,630 (2014)**

*Population figures are for the first year following the time period noted.

The majority of annexations up until 1990 were driven by a desire on the part of property owners to connect to City utilities so as to enable more intensive development of their parcels. Since then, the impetus for annexation has been the desire for City services, such as law enforcement, street maintenance, storm water management and land use planning.

Development of Goals, Policies and Actions

In the 1990's, to satisfy the requirements of the Growth Management Act and the King County and Snohomish County CPPs, the City of Bothell, in consultation with King County, Snohomish County, and the cities of Brier, Lynnwood, Mill Creek, Woodinville, Kirkland and Kenmore, identified 11 unincorporated areas to which Bothell would be the most logical provider of urban services. These potential annexation areas were formally designated in the *Imagine Bothell…* Plan and the King County and Snohomish County CPPs. Such potential annexation areas are abbreviated as PAAs in the KCCPPs and are termed Municipal Urban Growth Areas, or MUGAs, in the SCCPPs.

The City subsequently entered into interlocal agreements with both counties to provide for the orderly transition of services in the event of annexation. Additionally, the city entered into service transition interlocal agreements with the two King County fire districts (16 and 36) which served the City's potential annexation areas in King County.

As of the 2015 Periodic Update, all but one of these 11 areas have been annexed. One of the two areas comprising the MUGA in Snohomish County was annexed effective December, 2012. The nine King County potential annexation areas were annexed simultaneously effective February, 2014: Bothell has now annexed out to its Planning Area boundaries in King County. The remaining potential annexation area comprises 3,608 acres of unincorporated Snohomish County territory, wrapping around the Bothell city limits to the west, north and east. Two citizen efforts to annex this area in its entirety failed, in 2011 and 2012. It is likely that this area will annex incrementally, neighborhood by neighborhood, over the coming years, as property owners seek access to City services.

The City does not anticipate designating any additional potential annexation areas prior to the next Periodic Update, which would occur in 2023. The only circumstances under which this might be warranted would be if Snohomish County were to expand the Southwest County Urban Growth Area to the east, or if Brier, Lynnwood or Mill Creek were to desire to abandon portions of their designated potential annexation areas adjacent to Bothell's planning area.

Bothell's designated potential annexation area, comprising the City's remaining MUGA in Snohomish County, is depicted in Figure AN-1. This element's Goals, Policies and Actions provide direction for the eventual annexation of the MUGA, and reinforce the importance of maintaining interlocal agreements already in place.

Annexation
Goals, Policies and Actions

Goal

AN-G1 To continue to extend cost-effective high quality municipal services, via the process of annexation, throughout the unincorporated portions of the City's adopted Planning Area.

Policies

AN-P1 The City shall neither propose to annex nor accept requests to annex unincorporated territory located outside the urban growth area.

AN-P2 Within the urban growth area, promote annexation of the City's designated Municipal Urban Growth Area (MUGA) in Snohomish County, as depicted in Figure AN-1, Potential Annexation Area, consistent with the Snohomish County Countywide Planning Policies and in conformance with state annexation law and the Growth Management Act.

AN-P3 Evaluate proposed annexations based on the following criteria:

1. The ability of the City to provide public services at a level equal to or better than that available from current service providers;
2. The ability of the City to provide public services at the City's adopted levels of service;
3. Whether the annexation would follow logical boundaries, such as streets, waterways, or substantial topographic changes;
4. Whether the annexation would eliminate an irregularity or irregularities in the City's boundaries, thereby improving service delivery; and
5. The relative costs to serve the proposed annexation versus the revenue to be derived from the annexation.

AN-P4 Maintain and update as warranted interlocal agreements with King and Snohomish Counties providing for the transition of services within potential annexation areas, including collaborative sub-area and neighborhood planning.

AN-P5 Ensure that annexations are processed in accordance with State annexation laws in a timely and efficient manner.

AN-P6 Plan the extension of City services throughout the City's Planning Area so as to prevent "leapfrog" development from occurring.

AN-P7 Seek to expand the area of annexation proposals when such an expansion would serve to make city boundaries more regular or where the area to be served is a logical extension of city service capabilities and is within a defined potential annexation area.

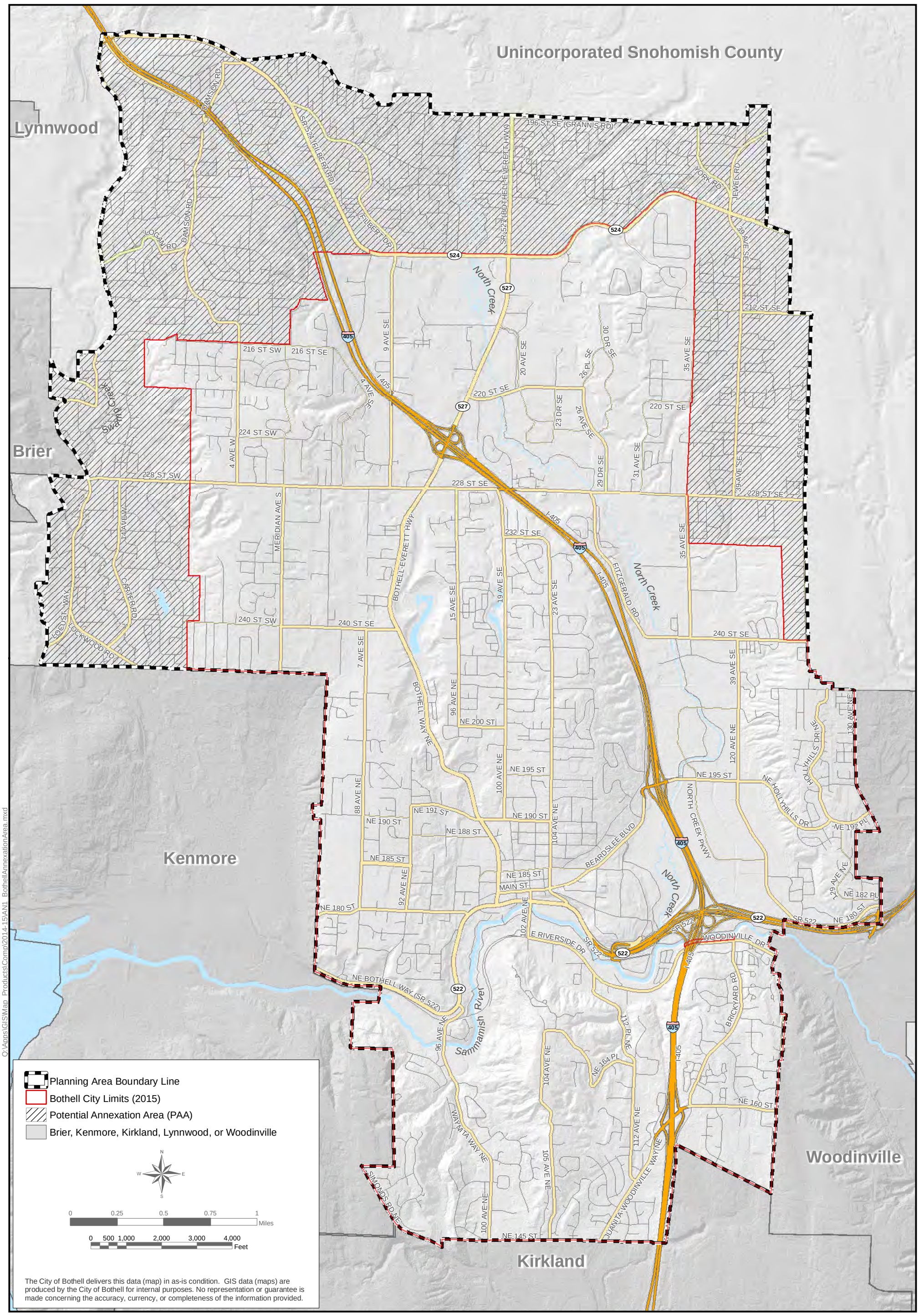
AN-P8 Support proposed annexations by providing objective information concerning City services via open houses; the City website and newsletter; in-person, telephone and e-mail communications; and other means.

AN-P9 Should Snohomish County expand the Southwest County Urban Growth Area or a city adjacent to Bothell seek to reduce its MUGA, evaluate whether a commensurate non-overlapping expansion of the Bothell MUGA is warranted, based on the ability of the City to serve the expanded area at that time or in the future.

Actions

AN-A1 When an annexation is proposed, survey property owners in the surrounding area to determine if the annexation might be expanded, provided that the survey can be accomplished within the time constraints set by State law for processing annexations. Support proposed annexations by providing objective information concerning City services via open houses; the City website and newsletter; in-person, telephone and e-mail communications; and other means.

AN-A2 In addition to supporting specific proposed annexations, continue to provide general information about annexation to unincorporated residents throughout the Planning Area, on a systematic basis, through open houses, mail-outs, the City newsletter or website, or other means.



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

Figure AN-1
Potential Annexation Area

City of Bothell

Utilities Element

Purpose and Relationship to GMA

The Growth Management Act (GMA) requires the utilities element of a comprehensive plan to consist of "the general location, proposed location and capacity of all existing and proposed utilities, including, but not limited to, electrical lines, telecommunication lines, and natural gas lines." This element addresses these utilities, as well as solid waste disposal. Three services often thought of as utilities but not included in this element are potable water supply, sanitary sewers and stormwater management. The GMA requires that these three services be addressed in the capital facilities element of a comprehensive plan, and they are so located in this *Imagine Bothell…* Plan.

At the writing of the 2015 Plan Update, providers within the Bothell Planning Area of the utilities discussed in this element are as follows:

1. Electricity
   - Puget Sound Energy
   - Snohomish County PUD

2. Natural Gas
   - Puget Sound Energy

3. Liquid Petroleum Pipelines
   - Olympic Pipeline Company

4. Telecommunications (transmission of information - sound, images and data - via digital or analog signals)
   - Wire or cable services: various providers
   - Wireless services: various providers
   - Satellite services: various providers

5. Solid Waste
   - Recology CleanScapes and Waste Management, Inc.

Planning Area Profile

Electricity

Puget Sound Energy (PSE) and Snohomish County Public Utility District (PUD) supply electricity to Bothell residents. Electricity service areas are divided roughly along the county line with Puget Sound Energy serving Bothell Planning Area residents within King County and Snohomish County PUD serving Bothell Planning Area residents within Snohomish County. In addition, Seattle City Light, while not providing power to Bothell, maintains two sets of 230,000-volt (230 kV) transmission lines which pass through the east side of the North Creek Valley and proceed south along 124th Avenue NE. PSE has a 230 kV line in parallel with a 115 kV line on a corridor which passes through the east side of the North Creek Valley then

turns southeast and follows the Sammamish Valley. The 115 kV line in this corridor is planned for future conversion to 230 kV (see **Figure UT-1**).

Puget Sound Energy (PSE)

Puget Sound Energy provides electricity to the portion of Bothell within King County, serving approximately 8,500 customer accounts in the City. Electricity is supplied to the area by 115,000-volt (115 kilovolt or 115 kV) transmission lines located as follows:

- Two sets of lines in the North Creek Valley, one 115 kV line (to be converted to 230 kV in the future) running south from the County line and connecting to a line running east, south and then east along NE 195th Street, and to a line running west along NE 195th Street; continuing south with the other line which operates at 230 kV on a corridor (see Electricity introductory paragraph above) running south to about NE 170th Street, then veering southeast down the Sammamish Valley (Bothell-Sammamish and Sammamish-Vitulli);
- One set of lines extending west in approximate alignment with NE 195th (Moorlands-Vitulli);
- One set of lines extending east in approximate alignment with NE 195th (Beverly-Cottage Brook);
- One set of lines extending southeast along the Tolt Pipeline right of way (Cottage Brook-Moorlands);

The above-described transmission lines serve a system of distribution substations which reduce the voltage to 12,000 volts (12kV). From these substations extend 12 kV distribution lines which run along local streets. Transformers then further reduce the voltage to 240 volts for distribution to residences or to 480 or 208 for commercial or industrial users.

Each substation has a rated "nameplate" capacity of 25 megawatts of electricity, with the exception of Vitulli, which has a rated nameplate capacity of 50 megawatts and is planned to be expanded to supply an additional 50. In addition, the Wayne, Norway Hill and North Bothell substations may be expanded in the future to supply an additional 25 megawatts. There are 18 distribution circuits fed from 4 distribution substations serving customers in the City of Bothell.

The Brightwater Pump Station on NE 195th Street at North Creek Parkway is served by a PSE distribution substation located on-site.

In addition to substations, an area may require one or more switching stations. Switching stations contain circuit breakers to improve reliability, but do not necessarily lower voltage.

PSE is planning projects within its system to measurably improve reliability of service to the Bothell area. These include adding additional transformers at existing substations, constructing new distribution substations and expanding interconnections with Snohomish County PUD. PSE hopes to meet 20 percent of projected future demand with conservation and 80 percent with new facilities.

PSE does not have any major projects planned within the Bothell city limits at this time. However, according to PSE, new projects can be developed in the future at any time due to;

- Increased capacity requirements resulting from new building construction and conversion from alternate fuels;
- The need to replace aging facilities; and
- Replacement or relocation of facilities as the result of state and municipal projects.

Snohomish County PUD

Snohomish County Public Utilities District No. 1 (the PUD) provides electrical service to the portion of Bothell's planning area within Snohomish County. The PUD serves all of Snohomish County plus Camano Island, is the largest public utility district in the State of Washington, and is the 12th largest in the nation in terms of customers served.

According to information provided by the district in "Inputs to the City of Bothell's Comprehensive Plan" (**Appendix UT-A-1**), "The PUD relies on a diversified power portfolio consisting of a long-term power supply contract with the Bonneville Power Administration (BPA), a broad range of conservation and energy-efficiency programs, three PUD-owned hydroelectric projects, some customer-owned generation and several long-term power supply contracts.

"In 2013, the PUD received 84 percent of its power supply from BPA, 6 percent from its long-term wind and other renewable resources contracts, 6 percent from its own hydroelectric projects, and 4 percent from wholesale market purchases. The PUD makes short-term purchases and sales in the wholesale power market to balance daily and seasonal fluctuations in its load and resources. The utility maintains over 6,300 miles of distribution and transmission lines to serve its more than 330,000 customers."

Within the Snohomish County portion of the Bothell Planning Area the PUD operates four substations, and is planning a fifth in the Canyon Park business park area. The PUD reports that it designs most of its substations to accommodate a future second bank of transformers for additional capacity. The PUD relates that developments in the computing industry have led to commercial facilities that consume substantially more power than traditional facilities of similar size. These facilities are composed of extremely dense and power-intensive computer servers and associated cooling systems. The PUD states that facilities of this type locating within Bothell or its Planning Area may require the construction of additional transmission, substation and/or distribution facilities to serve the electric demand in the future.

With respect to future service generally, the PUD reports that its Board of Commissioners has adopted an "Integrated Resource Plan (IRP) which positions the utility to serve the electricity needs of its customers well into the future through the following actions:

- Implement all cost-effective energy conservation measures.
- Conduct a thorough situation scan of demand response technologies and applications.
- Evaluate energy storage technologies and execute the Modular Energy Storage Architecture project.
- Continue to evaluate geothermal development potential within Washington State.
- Continue to identity and evaluate new small hydroelectric resources.
- Participate in Initiative 937 rulemaking (the State of Washington's 'Energy Independence Act').
- Continue to monitor new demand-side and supply-side technologies and pursue where applicable.
- Actively participate in capacity planning efforts underway in the region.

"From a planning perspective, capacity assessments for the PUD focus on analysis of 'System Peak Demand' – the largest amount of power the utility is called upon to deliver at any one time. The Normal Winter System Peak Demand is expected to rise from the 2014 level of 1,383 megawatts to 1,604 megawatts in 2032, an increase of 16 percent. To meet this growing peak, the PUD has identified a

Preferred Plan developed in 2013 as part of its IRP process." Details of this plan may be found in **Appendix UT-A-1**.

With regard to meeting the Bothell area's future demands, the PUD reports, "the PUD plans to use conservation and energy efficiency programs to serve population growth in the City of Bothell. This will be done in conjunction with improvements in system operation and infrastructure. Future service plans to meet growth throughout Snohomish County are guided by the PUD's short-term (7 years) and long-term (20 to 60 years) capital plans."

The "Inputs to the City of Bothell's Comprehensive Plan" provided by the PUD did not list any capital construction projects in the Bothell area within the next seven years, although the PUD has purchased land in the Canyon Park business park for a future substation. See **Appendix UT-A-1**.

Natural Gas

Puget Sound Energy

Puget Sound Energy (PSE) is certified by the Washington Utilities and Transportation Commission to provide the Bothell Planning Area with natural gas. PSE estimates that it serves over 8,500 customer accounts within the City of Bothell with natural gas.

PSE's sources of natural gas are wells in the Rocky Mountains and in Canada. The gas is transported through interstate pipelines by Williams Northwest Pipeline to PSE's gate stations. The Northwest Pipeline consists of two pipes, one 26 inches in diameter and designed to carry natural gas at a pressure of 600 pounds per square inch, the other 30 inches in diameter and designed for 1,000 pounds of pressure. The main Pipeline route is east of Woodinville and Redmond, but also includes lateral lines to facilitate service to areas. Two of these lateral lines branch off from the main pipeline in south Snohomish County, north of the Bothell Planning Area boundary, and extend in parallel west to Lynnwood. The Planning Area is served primarily from three PSE lines which branch off the Northwest Pipeline lateral, one at 31st Avenue SE and about 184th Street SE, the other two at a location in Mountlake Terrace.

From PSE's gate stations, supply mains transport the gas to district regulators where the pressure is reduced to less than 60 pounds per square inch (psi). The supply mains are made of welded steel pipe that has been coated and is cathodically protected to prevent corrosion. They range in size from 4 to 20 inches in diameter.

Distribution mains are fed from the district regulators. They range in size from 1 1/4 to 8 inches in diameter and the pipe material typically is polyethylene (PE) or wrapped steel (STW).

Individual residential service lines are fed by the distribution mains and are typically 5/8 or 1 1/8 inches in diameter. Individual commercial and industrial service lines are typically 1 1/4, 2 or 4 inches in diameter.

PSE has established as its optimum service standard a pressure of 45 pounds per square inch, and as the minimum service threshold a pressure of 15 pounds per square inch. According to PSE officials, during cold weather, the pressure in Bothell decreases to as low as 25 pounds per square inch. Approaches utilized by PSE to improve service to an area demonstrating decreases in pressure include the following:

- Looping systems to provide alternate directions of supply;
- Adding parallel lines to supplement supply;

- Replacing existing lines to increase volume.

PSE reports that it does not have any major projects planned in Bothell, but that new projects can be developed in the future at any time due to;

- Increased capacity requirements as the result of new building construction and conversion from alternate fuels;
- The need to replace aging mains; and
- The replacement or relocation of facilities as the result of state and municipal projects.

PSE officials estimate that the natural gas supply system will be able to meet the demand for natural gas supply within the Planning Area over the next 20 years. PSE does not anticipate the need for additional pipeline corridors within the Planning Area unless growth accelerates, at which time additional studies will be necessary to analyze system needs.

Liquid Petroleum Pipelines

Olympic Pipeline Company

The Olympic Pipeline Company operates a 400-mile long refined petroleum pipeline system from refineries in extreme northwestern Washington to Portland, Oregon. These pipelines carry refined petroleum products consisting of diesel, jet fuel and gasoline. Two parallel pipes – one 16 inches in diameter, the other 20 inches - pass through the eastern portion of the City. At the time of the 2015 Periodic Plan Update, Olympic reported that it had no plans for expansion for the foreseeable future.

The Federal Office of Pipeline Safety (OPS) regulates interstate liquid pipelines and their associated facilities.

Telecommunications

Telecommunications comprises the transmission of information - sound, images, written and numerical data - via digital or analog signals. Such information may travel through wires or cables of various different conductive materials; through air; or through space.

In Bothell, telecommunications services are available from several providers, using a variety of technologies and facilities, each with planning implications.

Wire and cable services

These services rely on wires or cables either mounted on poles or buried underground to transmit information to and from residential and commercial users. Telegraph service was the original wired telecommunications medium, replaced in short order by telephone service, the traditional version of which remains available. However, this service has been largely overshadowed by a plethora of other more information-rich services transmitted via cable in shared aerial or underground utility corridors.

Bothell grants franchises to cable services companies to allow them to install their aerial or underground cables and appurtenant equipment within City rights of way: in return, franchisees agree to make available

to Bothell residents numerous channels of video programming, including a number of public access channels, for a fee. Users may also obtain telephone, internet access, data transmittal and other services from the cable companies. As of the writing of the 2015 Plan Update, cable franchisees in Bothell were Comcast and Frontier.

Under the franchise agreements, cable companies must ensure adequate capacity to accommodate future growth in the number of customers in Bothell.

Implications for Bothell of an expanding cable network include increasing competition for limited space for utilities within public rights of way, and the cumulative impacts on pavement integrity of repeated cuts to install new cables.

With respect to the first issue, the City has policies and implementing regulations requiring the use of joint utility trenches where feasible, to accommodate water, sewer, storm and utility cables. As to the second issue, the number and extent of roadway cuts and pavement patches associated with cable installation has been drastically reduced via the widespread use of directional bores. In a directional bore, a cable is inserted via a small hole in a roadway or nearby landscaped area and then guided to its desired destination via steerable boring equipment, without the need for large pavement cuts.

Wireless services

The Federal Communications Commission (FCC) has granted licenses to numerous wireless service providers to serve the portion of Western Washington containing the Bothell Planning Area. Within the Planning Area there are numerous cell sites or antennas which relay signals to and from users of wireless devices.

While these sites originally consisted of lattice or monopole towers on or near the tops of hills, the growth in wireless device usage and number of providers has necessitated additional sites, and relay facilities are now found on telephone poles, light poles, water tanks, churches and commercial buildings as well.

As the number of relay facilities grows, they must be progressively lower in height so as to minimize signal overlap and interference with nearby facilities. Consequently, overall height of cellular towers – a major source of controversy early on – has diminished somewhat as an issue. Additionally, wireless service providers are becoming more adept at camouflaging antennas and/or designing them to integrate with the building or structure on which they are mounted. Finally, as use of wireless devices becomes ubiquitous, users have become more accepting and tolerant of the antennas.

Wireless service providers are expected to have or create sufficient capacity to accommodate growth over the 20-year planning horizon.

Satellite services

Less widespread than wired or wireless services, satellite telecommunication services at the writing of the 2015 Plan Update primarily offered video programming. Signals are relayed via satellites in geosynchronous orbits and captured by parabolic antennas, or “dishes”, typically mounted to homes or businesses on or near the roof to obtain an unobstructed signal.

The land use implications of satellite services have changed over time. Early dish antennas were very large, typically requiring a ground installation in a front or rear yard. Neighbors often objected, finding the antennas aesthetically unpleasing. Dish antennas have become much smaller, to the point where they have become accepted household accessories.

Satellite service providers are expected to have or create sufficient capacity to accommodate growth over the 20-year planning horizon.

Solid Waste

The City of Bothell collaborates via interlocal agreement with King County and 36 other King County cities (all cities except Seattle and Milton) in planning for solid waste prevention, recycling, collection, transfer, processing and disposal, under the King County Comprehensive Solid Waste Management Plan. Bothell's responsibility under the Plan is to participate in the planning process and jointly implement the plan with the county.

Examples of plan implementation actions Bothell and other cities are called upon to pursue include the following:

- Lead by example by improving waste prevention and recycling in city operations and facilities;
- Work with food producers, grocers, restaurants and schools to donate surplus meals and staple food items to local food banks;
- Promote consumer use of recyclable bags at grocery and other retail stores;
- Provide education and promotion to increase recycling, including recycling of food scraps and food-soiled paper;
- Adopt green building policies and regulations supporting design of buildings that have less impact on the environment, are energy efficient and use recycled materials;
- Explore options to increase the efficiency and reduce the price of curbside collection of bulky items, while diverting as many items as possible for reuse or recycling; and
- Address space and collection needs of mixed-use buildings.

The Plan sets a number of goals to be achieved by 2020:

Reduce total waste generation -

Per capita goal, maximum of 20.4 pounds per week (2011 generation was 21.9 pounds per week);

Per employee goal, maximum of 58 pounds per week (goal surpassed in 2011, at 53.6 pounds per week).

Reduce waste disposal -

Per capita goal, maximum of 14.2 pounds per week (goal surpassed in 2011, at 13.6 pounds per week);

Per employee goal, maximum of 22.9 pounds per week (goal surpassed in 2011, at 19.5 pounds per week).

Increase recycling -

Goal for all single family, multi-family, non-residential and self-haul activity, 70 percent (2011 recycling rate was 52 percent).

Bothell contracts for collection, transfer and disposal of recycling, garbage and organics (comprising yard waste and food scraps) with private solid waste haulers Recology CleanScapes and Waste Management.

Recology / Cleanscapes and Waste Management, Inc.

Solid waste, recycling and yard waste collection services within the City of Bothell are primarily provided through contracted services with Recology CleanScapes . About 12 percent of the city, comprising nine separate areas that were annexed in 2014, are served by Waste Management, Inc., which will continue to serve those areas through 2021.

Solid waste collected within the City of Bothell is delivered to a transfer station and then hauled to a regional landfill. The recyclables and yard waste are collected and transported to a facility where the material is sorted and sold on the commodities market or, in the case of yard waste, turned into compost and sold.

The City of Bothell participates in ongoing programs with Recology / Cleanscapes and King County to organize and promote special collection events and opportunities for bulky and extra waste items that aren't collectable at the curb and for collection of hazardous waste materials.

Siting of Essential Public Facilities

The Growth Management Act requires local governments to develop a process for identifying and siting essential public facilities and to incorporate that process into local comprehensive plans. Essential public facilities can be difficult to site, and their location in a community may be locally unpopular. The Act charges state and local governments with the task of ensuring that such facilities as needed to support orderly growth and the delivery of public services are sited in a timely and efficient manner.

Several types of utility facilities may be considered difficult to site, including but not limited to high voltage transmission lines, electrical substations, cellular transmission towers, and large transmission pipelines.

The Land Use element discusses the siting of essential public facilities in detail, and provides for a regionally coordinated siting process. This element incorporates a policy (UT-P14) referencing the discussion and policy in the Land Use element.

Development of Goals, Policies and Actions

For the 2015 Periodic Plan Update, utility providers operating within the Bothell Planning Area were contacted and requested to furnish current system information as well as information concerning any planned system expansions or enhancements necessary to accommodate forecasted growth. Goals, policies and actions were modified for the 2015 Update where warranted to reflect providers' latest plans and system needs.

Utilities Goals, Policies and Actions

Goals

UT-G1 To ensure that utilities are available or can be provided to serve the projected population within the Planning Area in a manner which satisfies customer demand and is fiscally and environmentally responsible, aesthetically acceptable to the community, and safe for residents.

Policies

UT-P1 Utility providers have indicated that they do not anticipate the need for major new transmission or distribution facilities within the Planning Area during the time horizon of the Plan. If any providers identify a need for such major facilities, the City shall coordinate with the provider(s) to ensure consideration of all reasonably feasible locations for the new facilities, at the earliest possible stage in planning.

UT-P2 Regulate construction of utilities within and near critical areas in accordance with applicable federal, state and city regulations. Particular attention should be paid to minimizing the impacts of utilities construction in areas which contribute to the health of habitat for those species protected under the Endangered Species Act.

UT-P3 Require utility providers to implement best management practices (BMP's) for any development activities.

UT-P4 Require the undergrounding of new utility distribution lines with the exception of high voltage electrical transmission lines. High voltage lines are exempted due to the high cost and potential adverse environmental impacts of undergrounding such lines.

UT-P5 Consistent with rules and tariffs of the Washington Utilities and Transportation Commission, require the undergrounding of existing utility distribution lines where physically feasible as streets are widened and/or areas are redeveloped. Assign a high priority to undergrounding of lines within view corridors.

UT-P6 Promote co-location of major utility transmission facilities such as high-voltage electrical transmission lines and water and natural gas trunk pipelines within shared utility corridors, to minimize the amount of land allocated for this purpose and the tendency of such corridors to divide neighborhoods.

UT-P7 Promote co-location of utility distribution facilities in shared trenches and coordination of construction timing to minimize construction-related disruptions to the public and to reduce the cost of utility delivery to the public.

UT-P8 Promote conservation measures to reduce the need for additional utility distribution facilities in the future.

UT-P9 Promote recreational use of utility corridors, for example, for trails, sports courts and similar facilities where found to be safe and compatible with the primary use.

UT-P10 Ensure that utility purveyors limit disturbance to vegetation within major utility transmission corridors to that necessary for safety and maintenance of transmission facilities.

UT-P11 Encourage utility providers to exercise restraint and sensitivity to neighborhood character in the practice of trimming tree limbs around aerial utility lines.

UT-P12 Educate the public on appropriate vegetation planting and management in the vicinity of underground and/or aerial utilities to avoid preventable conflicts.

UT- P13 Ensure utility facilities are designed in such a manner as to minimize adverse aesthetic impacts on surrounding land uses.

UT-P14 Encourage utility providers to implement system improvements to enhance reliability. Collaborate with utility providers to identify high-priority uses for restoration of service following a power outage or other loss of service. Such high-priority uses include but are not limited to schools, senior housing and medical clinics.

UT- P15 Provide for a common regional site review process for consideration of proposed utility facilities which constitute essential public facilities of a countywide or statewide nature, as defined in the Land Use element. Such utility facilities are necessary components of a system or network which provides a public service or good, serve a population base extending beyond the limits of the host community, and may be difficult to site due to perceived environmental impacts on their immediate surroundings. See Land Use Policy LU-P14.

UT- P16 Support improvements to the telecommunications system which facilitate business, educational, and recreational activities and ensure that Bothell maintains a competitive advantage in attracting and retaining businesses.

UT-P17 The King County Comprehensive Solid Waste Management Plan, as approved and periodically amended, is hereby adopted by reference as **Appendix UT-A-2** to this *Imagine Bothell…* Comprehensive Plan, to provide guidance for future City decisions relating to solid waste prevention, recycling, collection, transfer, processing and disposal.

Actions

UT-A1 Maintain a map depicting the location of existing and proposed utility facilities. See Figure UT-1.

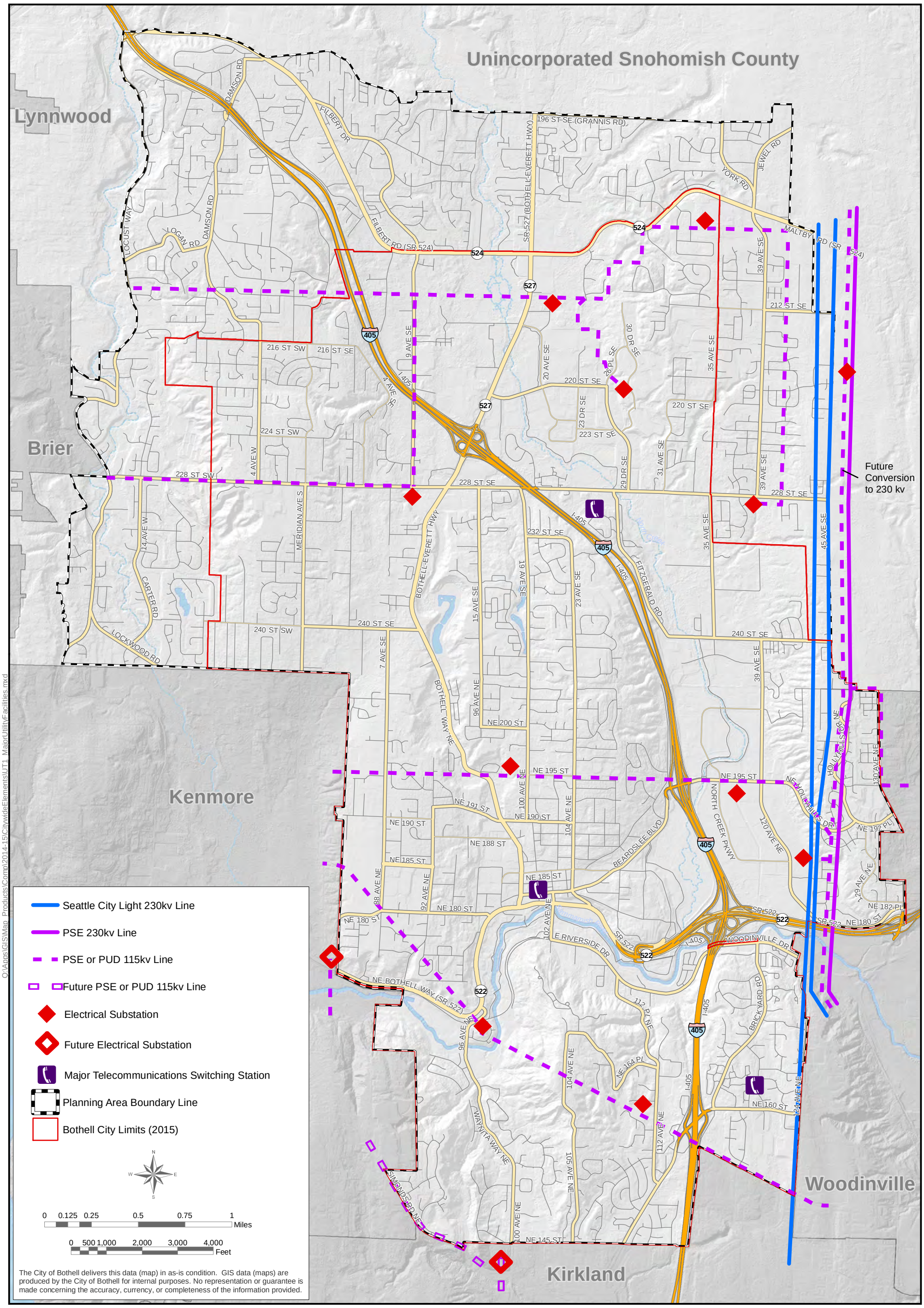
UT-A2 Meet periodically with representatives of utility purveyors to ensure a proactive coordination of plans and construction projects to meet the evolving utilities needs of Bothell residents and businesses.

UT-A4 Work with utility purveyors to identify opportunities for recreational facilities within utility corridors, where found to be safe, and to develop a program which addresses funding, construction of facilities, and long-term maintenance.

UT-A5 Prepare a list of view corridors adversely impacted by aerial utility distribution lines, to identify high-priority corridors for undergrounding of existing lines upon street widening or redevelopment.

UT-A6 Make “right tree, right place” brochures available at the Development Services counter and on the City website to inform the public of appropriate vegetation planting and management in the vicinity of underground and/or aerial utilities.

UT-A7 Continue to strive to reduce residential and business waste generation and waste disposal via educational efforts by Bothell staff and the City’s solid waste service provider to promote recycling as well as the collection and off-site composting of such organics as lawn waste, food scraps and food-soiled compostable materials.



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

Figure UT-1
Major Utility Facilities

City of Bothell

Transportation Element

Purpose and Relationship to GMA

The purpose of the Transportation Element is to guide the development of the City's transportation system in a manner that supports the Bothell Vision Statement and goals of the Imagine Bothell Comprehensive Plan. It establishes the framework for the City's transportation system and focuses on the policies and actions needed to implement and manage the City's transportation infrastructure and services. It serves as a guide for the development of the City's Transportation Improvement Program (TIP), concurrency requirements, and other planning processes. The Transportation Element represents the City's long-range transportation planning and policy document.

This Transportation Element has been developed in accordance with the Growth Management Act (GMA) to address the transportation needs of the City of Bothell. Specifically, Section 36.70A.070(6)(a) of the Revised Code of Washington (RCW) requires that comprehensive plans contain a transportation element consisting of the following:

1. Land use assumptions used in estimating travel.

2. Estimated traffic impacts to state owned transportation facilities resulting from land use assumptions to assist the Department of Transportation in monitoring the performance of state facilities, to plan improvements for the facilities, and to assess the impacts of land use decisions on state-owned transportation facilities.

3. Facilities and service needs, including:
   a. An inventory of air, water, and ground transportation facilities and services, including transit and general aviation airport facilities, to define existing capital facilities and travel levels as a basis for future planning. This inventory must include state-owned transportation facilities within the city or county's jurisdiction boundaries;
   b. Level of service (LOS) standards for all locally owned arterials and transit routes to serve as a gauge to judge performance of the systems. These standards should be regionally coordinated;
   c. LOS standards for all state highways to serve as a gauge to judge performance of the state system. The purposes of reflecting LOS standards for state highways in the local comprehensive plan are to monitor the performance of the system, to evaluate improvement strategies, and to facilitate coordination between the county's or city's six-year street, road, or transit program and the department of transportation's six-year investment program.
   d. Specific actions and requirements for bringing into compliance any facilities or services that are below an established LOS standard;
   e. Forecasts of traffic for at least 10 years based on the adopted land use plan to provide information on the location, timing, and capacity needs of future growth; and
   f. Identification of state and local system needs to meet current and future demands. Identified needs on state-owned transportation facilities must be consistent with the state-wide multimodal transportation plan.

4. Finance, including:

   a. An analysis of funding capability to judge needs against probable funding resources;

b. A multiyear financing plan based on the needs identified in the comprehensive plan, the appropriate parts of which shall serve as the basis for the six-year street, road or transit programs required for cities, counties, and public transportation systems. The multiyear financing plan should be coordinated with the six-year improvement program developed by the department of transportation; and
c. If probable funding falls short of meeting identified needs, a discussion of how additional funding will be raised, or how land use assumptions will be reassessed to ensure that LOS standards will be met.

5. Intergovernmental coordination efforts, including an assessment of the impacts of the transportation plan and land use assumptions on the transportation systems of adjacent jurisdictions.

6. Identification of Transportation Demand Management (TDM) Strategies to reduce travel demand and encourage use of non-auto travel.

Relationship to Citywide Elements and Subarea Plans

This Transportation Element identifies the transportation system that is needed to support the existing and proposed land uses identified in the Land Use Element and in the subarea plans. The Transportation Element also addresses issues and policies identified in other citywide elements such as the Parks and Recreation, Urban Design, and Capital Facilities Elements.

The traffic analysis in this Element is based upon conservative ("worst case") land use assumptions developed by City staff for the subarea plans. The Transportation Element focuses on transportation issues and policies on a citywide basis while the subarea plans address transportation issues and policies related to specific areas or neighborhoods of the city. It should also be noted that the subarea plans include specific information about the existing transportation facilities and services within each subarea as well as a description of planned transportation projects.

Organization of Transportation Element

This element is divided into four sections:

1. Regional Transportation Setting - This section describes intergovernmental coordination efforts with regional agencies, neighboring jurisdictions, and transit providers.

2. Local Transportation Setting - This section describes existing and future conditions and levels of service for each type of transportation mode – streets and highways, public transit, bicycle, and pedestrian.

3. Transportation Financing - This section addresses future transportation project costs and funding sources.

4. Transportation Goals, Policies, and Actions - This section lists the goals, policies, and actions to guide City transportation decisions.

Regional Transportation Setting

The City works closely with several regional transportation agencies and groups, neighboring jurisdictions, and transit providers to address transportation issues and problems on a regional basis. The plans and

policies, and key projects developed by these agencies and their relevance to Bothell are briefly reviewed below. The goals, policies, and actions in this Transportation Element are intended to be consistent with these regional plans and policies within the context of Bothell's regional and local comprehensive planning goals.

Puget Sound Regional Council Plans and Policies

The Puget Sound Regional Council (PSRC) is designated under state law as the Regional Transportation Planning Organization (RTPO) and under federal law as the Metropolitan Planning Organization (MPO) for the central Puget Sound region, which encompasses Snohomish, King, Pierce, and Kitsap counties. The PSRC has developed "VISION 2040", which is the long-range growth management, economic, and transportation strategy for this region. The PSRC is also responsible for preparing the Metropolitan Transportation Plan ("Transportation 2040"), which serves as the region's transportation action plan for the next thirty years and implements the regional vision put forth under VISION 2040. The regional policies of VISION 2040 and Transportation 2040 fall into these four broad areas:

- Improve efficiency through effective transportation system management;
- Use transportation demand management measures to reduce travel demand, provide new sources of revenue, and help meet environmental objectives;
- Focus transportation investments to support transit and pedestrian oriented land use patterns; and
- Add transportation capacity where appropriate to provide alternatives to automobile travel, enhance safety and access, and improve freight and goods mobility.

Both VISION 2040 and Transportation 2040 call for locating development in urban growth areas and support the creation of "regional growth centers", which are places that contain a mix of commercial, residential, and cultural activity within a compact area. Regional growth centers are considered places where walking and bicycling as well as transit use are viable transportation options. Canyon Park is designated as a regional growth center in the City of Bothell.

It is important to note that the PSRC must certify that the transportation element of a local jurisdiction is consistent with Transportation 2040 in order for the local jurisdiction to be eligible for transportation funding under the Regional Transportation Improvement Program (TIP).

The transportation projects identified in Transportation 2040 for Bothell include High Capacity Transit (HCT), and access and widening improvements along the I-405 and SR-522 corridors. . Business Access Transit (BAT) lanes have been constructed on SR-522 that could potentially become HCT facilities in the future. Once the projects become funded and determined to be consistent with Transportation 2040, these projects are programmed by the PSRC in the Regional TIP.

Key updates from the PSRC's 2040 Transportation Update included in this Transportation Plan Element Update are highlighted as follows:

- State of Good Repair (Maintenance, Preservation and Operation): As the region grows and matures, so do its transportation assets. Aging infrastructure requires regular and predictable investments in maintenance, preservation, and operations. Much of the region's infrastructure was built many decades ago and will require significant investment to maintain, preserve, and operate the existing assets. Transportation 2040 commits, as a top priority, to funding the maintenance, preservation, and operation of the existing infrastructure in a state of good repair. Investing in

maintenance and preservation programs at the appropriate time in an asset's lifecycle prevents more costly rehabilitation and reconstruction projects in the future.

- Active Transportation for People of All Ages and Abilities: Active Transportation refers to multimodal transportation solutions that connect people of all ages and abilities to where they need to go using active modes such as walking, bicycling and taking public transit. The main goals of Active Transportation are to: 1) increase the number and frequency of people choosing active transportation in the region, 2) improve safety and comfort for active transportation users and, 3) contribute to the creation and completion of an active transportation network that connects within and between regional centers, improves access to transit, and is accessible to everyone.

In 2013, the PSRC completed a study entitled *Growing Transit Communities*. This study identified key elements of transit-supportive planning to assist local agencies to better plan for transit. The plan provides the following three strategies to strengthen the linkage between land use and transit in local plans:

1. Coordinating Land Use and Transportation: This strategy promotes compact, mixed-use development near transit and measures to attract more of the region's residential and employment growth near high-capacity transit. It also recommends more strategic management of parking in pedestrian- and transit-oriented areas.
2. Supporting Multimodal Mobility: This strategy emphasizes working closely with transit agencies, neighboring jurisdictions and the community to ensure that transit-oriented development policies, plans, and programs are complementary with city policies and actions. It also recommends adopting multimodal level of service standards, promoting Transportation Demand Management programs, and adopting street design standards and policies that support reliable transit services.
3. Connecting People to Transit: This strategy focuses on providing better access to transit, particularly for non-motorized modes of travel. 'Complete Streets, or Networks' are important features that encourage transit usage.

State Transportation Plan and Route Studies

The Washington State Department of Transportation (WSDOT) is responsible under state law for the planning, construction, operation, and maintenance of the four state routes within Bothell. However, with the exception of the state freeway (I-405) and the limited access portion of SR-522 east of about 112th Avenue NE, the City of Bothell is responsible under state law for the installation, maintenance, and operation of the traffic signals, signs, and traffic control devices on the state highways (SR-522, SR-524, and SR-527). The City has historically secured funding for these state highways and has also been authorized by WSDOT through agreements and/or permits to perform planning, design, and construction activities on these state highways. The section of SR-527 from SR-522 to 228th Street SE was declassified by the Washington State Highway Commission in 2011 from a state route to a local city street, but will continue to be considered a City principal arterial.
WSDOT is also responsible for preparing the Washington Transportation Plan (WTP), which satisfies both state and federal requirements to develop a statewide transportation plan that covers a period of at least twenty years. The planning factors and policy emphasis areas in the WTP include:

- Relief of congestion;
- Preservation of existing investments;
- Preservation of Downtowns;
- Ability to attract or accommodate planned population and employment growth;
- Improvement of traveler safety;
- Efficient movement of freight and goods; and

- Improvement and integration of all transportation modes to create a seamless intermodal transportation system for people and goods.

WSDOT, in coordination with Sound Transit and local jurisdictions, adopted the I-405 Corridor Program that included strategies to reduce traffic congestion and improve mobility on I-405 from Tukwila to Lynnwood. The major elements in this program included the following improvements within Bothell: add general purpose, auxiliary and HOV/express lanes on I-405 and provide Bus Rapid Transit on I-405 with stations at Canyon Park Park-and-Ride (SR-527), UW Bothell (via NE 195th Street and SR-522), and Brickyard Park-and-Ride (NE 160th Street); intersection queue jumps, and signals that provide priority to HOVs and transit; add HOV direct access ramps between I-405 and SR-522; expand the Park-and-Ride lot in Downtown Bothell; and extend SR-202 across SR-522 to 120th Avenue NE.

Since the time of the 2004 Comprehensive Plan Update, WSDOT and the City of Bothell have completed the SR-522 Crossroads Realignment Project and Phase I of the Bothell Way (formerly SR-527) Multiway Boulevard as the first step to create a seamless Downtown Core from Main Street to the west side of Bothell Way. The remaining Bothell Way Multiway Boulevard improvements are currently under design, although funding for construction of the remaining Multiway Boulevard sections and the extension of Main Street has yet to be identified. WSDOT added a northbound lane on I-405 between the NE 195th Street and SR-527 interchanges with design plans underway for the southbound direction. I-405 ramp enhancements are also under construction in the vicinity of the I-405 interchanges with SR-522 and NE 160th Street. The City of Bothell has also completed construction on the following projects:

- Bothell-Everett Highway from 240th Street SE to 228th Street SE
- SR-524 from SR-527 to the West City Limits
- SR-522 Stage 1 (Wayne Curve) and Stage 2A

Snohomish and King Countywide Planning Policies

Because Bothell is located in both Snohomish County and King County, it is subject to the Countywide Planning Policies that have been adopted in both counties. Adopted countywide planning policies are designed to ensure that city and county comprehensive plans are consistent. Each local comprehensive plan should demonstrate that such policies have been followed in its development.

There are no longer unincorporated King County areas south of Bothell due to the annexation of those areas to the City of Bothell effective February 2014. There are several noteworthy projects proposed for the unincorporated Snohomish County area north of Bothell. These projects include the possible widening of the 35th Avenue SE/39th Avenue SE corridor from Seattle Hill Road to 228th Street SE, and the completion of the North Creek Trail connection to the Interurban Trail at McCollum Park north of Mill Creek.

Neighboring Cities

The City of Kenmore is located west of Bothell and shares similar issues as Bothell when coordinating with the two counties and multiple transit agencies. The Kenmore Comprehensive Plan includes several policies regarding the importance of coordination with local, regional, state, and federal agencies in the development and operation of the City's transportation system. SR-522 is of particular interest for both cities, and Kenmore has largely completed a large portion of its improvements along the corridor with the remaining section from Lake Forest Park to 68th Avenue NE still to be completed. The City of Kenmore has also identified the reconstruction of 80th Avenue NE as a three-lane roadway with bicycle lanes from SR-522 to the north Kenmore city limits.

The City of Woodinville is located east of Bothell. The SR-522 and I-405 corridors serve both cities. As a result, the Woodinville Comprehensive Plan also includes transportation policies that emphasize cooperation and partnerships with neighboring cities (Bothell), WSDOT, PSRC, Sound Transit, King and Snohomish Counties, and the private sector. The City of Woodinville in coordination with WSDOT and the City of Bothell has developed the Corridor Congestion Relief Project (CCRP), which would involve improvements to the existing SR-522/SR-202 interchange area and the construction of an overpass over SR-522 to connect SR-202 in Woodinville to 120th Avenue NE in Bothell. This is being studied as part of Woodinville's Northwest Gateway project.

To the north, the City of Mill Creek's urban Planning Area borders Bothell's urban Planning Area. Currently, a two-mile stretch of unincorporated Snohomish county land lies in between the two city limits. This area is rapidly developing and will need to coordinate transportation plans and actions between the two jurisdictions to address this growth. In its policies, the City of Mill Creek also emphasizes coordination with surrounding jurisdictions to ensure consistency among local transportation plans as well as the planning, design and financing of transportation facility improvements. The Cities of Mill Creek and Bothell have been working together over the past few years on SR-527 improvements and the North Creek Trail connection to the Interurban Trail.

The City of Kirkland is located immediately south of Bothell. The Cities of Bothell and Kirkland annexed the Juanita/Kingsgate and East Norway Hill area from King County in 2014 and 2011, respectively. Kirkland has no specific transportation projects that will directly affect Bothell, other than their planned upgrade of 100th Avenue NE between NE 132nd Street and NE 145th Street to include intersection and traffic signal improvements, and the WSDOT I-405 corridor improvement projects currently underway that will add capacity and enhance accessibility to the corridor in both directions. Both Bothell and Kirkland continue to share common concerns about the need for regional improvements to other Eastside arterials.

Transit Agencies

Sound Transit serves as the Regional Transit Authority (RTA) for Snohomish, King, and Pierce counties. Sound Transit has developed a Regional Transit Long Range Vision to identify a regional program of commuter rail, light rail, and express bus service to connect the region's cities and jobs.
In 2008, the second phase of Sound Transit's Long Range Vision, "Sound Transit 2", was passed by voters. Sound Transit 2 includes support for the study of Bus Rapid Transit on I-405 and coordination with WSDOT. It also includes funding to assist the City in developing new transit facilities with Park-and-Ride capacity along the 185th-98th corridor in Downtown Bothell.

In December 2014, Sound Transit adopted the updated Long Range Plan (LRP). The LRP, which was first adopted in 1996 and last updated in 2005, serves as the basis for where mass transit should expand after the current set of projects funded through Sound Transit 2 are complete in 2023. In 2015, the Sound Transit Board will begin the process for shaping a Sound Transit 3 ballot measure anticipated for approval in 2016. Potential Sound Transit 3 projects have not yet been identified in the Bothell area, although the following projects will be proposed by the City:

- Continued investments on SR-522 as a High Capacity Transit corridor
- New regional transit service along the NE 185th Street/98th Avenue NE transit corridor
- Addition of a transit center and park-and-ride facilities along the NE 185th Street/98th Avenue NE transit corridor
- Other regional transit service facilities throughout the City's arterial system

In addition to the regional transit service provided by Sound Transit, local transit service is also provided by Community Transit and King County Metro for the Snohomish County and King County portions of

Bothell respectively. Each transit agency is required by state law to prepare a Six-Year Transit Development Plan (TDP) for its respective county. It identifies the objectives and strategies for transit, paratransit, rideshare services, and supporting capital facilities that are needed to provide congestion relief and improved mobility. The plans for both Community Transit and King County Metro recognize the need for new or expanded Park-and-Ride lot locations, increases in transit service frequency in urban areas, and better integration with Sound Transit regional express service.

A description of the existing transit routes and services provided by these transit agencies is included in the Public Transit section of this Transportation Element. Community Transit continues to promote and monitor the City of Bothell's Commute Trip Reduction (CTR) Program which is an adopted City plan to help reduce single occupancy vehicles on City streets and funded by WSDOT State funds.

Subarea Transportation Boards

The City of Bothell is a member of the Eastside Transportation Partnership and the SeaShore Transportation Forum. These subarea transportation boards are a forum for information sharing, advocacy, consensus building, and coordinating to resolve transportation issues on a subregional basis. Funding considerations and project priority recommendations are also a role performed by these subarea transportation boards. In addition to making recommendations on transit priorities to King County Metro and Sound Transit, two of the subarea transportation boards (Eastside Transportation Partnership and SeaShore Transportation Forum) develop recommendations on the regional project selection process and on regional funding issues.

The City of Bothell is also a member of Snohomish County Tomorrow and the Snohomish County Infrastructure Coordinating Committee (ICC).

Other Laws and Regulations

The goals, policies, and actions in this Transportation Element must also be consistent with applicable federal and state laws and regulations, including the federal Moving Ahead for Progress in the 21st Century Act (MAP 21), the federal and state Clean Air Acts, and the State Commute Trip Reduction (CTR) Law.

Local Transportation Setting

Parks, schools, commercial retail, and public facilities all require a sound transportation system providing connection to and from residential neighborhoods. Bothell has many unique geographical features and watercourses that challenge the transportation system. Bothell's topography is typical of the Puget Sound Region with long north/south valleys scoured by glaciers. The valleys are often bordered by steep hillsides. Hillsides that have limited development of roads include: the west side of SR-527 from NE 190th to 240th Street SE; the east side of SR-527 from NE 190th Street to 228th Street SE; the west side of I-405 from Ross Road to 228th Street SE; and the east side of 120th Avenue SE from SR-522 to 240th Street SE. Just south of SR-522, the Sammamish River divides the City once again. The hilly terrain funnels SR-527 through the center of the City with no east/west connections from 240th Street SE to NE 190th Street.

The street pattern laid out in the early 1900's still predominates much of the area of Bothell located in and around Downtown. The arterial street system is based on the former farm-to-market roads. As a result of topographical and historical factors, Bothell residents are often forced to drive circuitous routes. The

new Downtown street system being implemented provides better circulation for motorists, pedestrians, and bicyclists.

Downtown Bothell is bordered by two regional state facilities: SR-522 and I-405. State route 522 is a regional transportation corridor that passes through the Downtown Subarea. I-405 is directly east of Downtown and has connections to the City via Bothell Way NE, Beardslee Boulevard, and SR-522. These highway systems serve high traffic volumes in and around the City during peak AM and PM peak commuting periods, which cause periods of significant congestion and delays on City streets. I-405 and SR-522 also serve as barriers between neighborhoods within the City. There are few east-west crossings of I-405. SR-522 and the parallel Sammamish River serve as a north-south barrier to travel in the south portion of the City.

Overview

This section analyzes existing and future operation and needs of Bothell's transportation system. The section provides discussion, analysis, and review of the following:

1. Streets and Highways;
2. Public Transit;
3. Transportation Demand Management/Transportation System Management (TDM/TSM) Strategies;
4. Bicycle Facilities; and
5. Pedestrian Facilities.

Streets and Highways

The streets and highways of Bothell serve residents and businesses with a transportation system that provides connections and mobility to all users. The following section describes this street system, identifies a way to measure system performance, and forecasts the street system conditions in the planning year 2035.

Functional Classification

Streets in Bothell have been classified according to a hierarchy of function, from least intensive to most intensive, as follows:

1. Neighborhood or local access streets (average daily traffic of less than 5,000);
2. Collectors (average daily traffic between 2,000 and 14,000);
3. Minor arterials (average daily traffic between 6,000 and 20,000);
4. Principal arterials (average daily traffic between 12,000 and 50,000); and
5. Limited access highways (average daily traffic of more than 50,000).

The average daily traffic volume ranges shown above are typical of roadway volumes observed in Bothell and other urban areas in the region. These volumes do not represent the actual roadway capacity, which is much higher.

Roadway classifications are shown in **Figure TR-1**. Typical street sections are shown in **Figures TR-2A and TR-2B**. Existing mileage within the Planning Area for each type of street or roadway is listed below in **Table TR-1**. The values represent centerline miles for City streets although the Limited Access Highway is shown in total directional miles.

Table TR-1 Roadway Classifications Mileage and Percentage of Total Mileage		
Roadway Classification	2014 Miles (Approximate) of Each Roadway Classification Within City Limits	2014 Percentages of Total Roadway Miles Within City Limits
Neighborhood or Local Access Street	92.2	58.5%
Collector	21.5	13.7%
Minor Arterial	9.6	6.1%
Principal Arterial	7.8	4.9%
Limited Access Highway	26.5	16.8%
Total	157.6	100%

Neighborhood or Local Access Streets

Neighborhood or local access streets are intended to provide direct access to residences. These streets are not included in the arterial system, except where an arterial may include a link to a neighborhood street to complete a connection and function. Local access streets connect the arterial system to the driveways and parking areas for individual residences.

Neighborhood or local access streets are generally designed for automobiles and vans. The right of way (ROW) may include two traffic lanes, planter strips, and sidewalks. On-street parking is generally permitted on one or both sides of the street, depending on the width of ROW. Demarcated bicycle lanes are not provided on neighborhood or local access streets. Neighborhood or local access streets within the Planning Area comprise about 92.2 miles of roadway, or 58.5% of total road mileage. The mileage of neighborhood or local access streets has increased due to new developments and inclusion of the larger Planning Area for analysis.

Collectors

Collector streets connect minor and principal arterials to neighborhoods and subdivisions. They are intended to be the lowest level classification for an arterial and are not intended to provide through connections except between neighborhoods within Bothell. Truck through-traffic on neighborhood or local access streets and collectors is not allowed where alternative arterials exist. This prohibition does not include trucks making deliveries to residences. Collectors within the Planning Area comprise about 21.5 miles of roadway, or 13.7% of total road mileage.

Minor Arterials

Minor arterials generally provide through connections between employment centers, commercial areas, residential areas and principal arterials. They may interconnect other jurisdictions with employment centers and commercial areas in Bothell. Generally, they are designed for slower traffic and fewer vehicles than for principal arterials. Minor arterials within the Planning Area comprise about 9.6 miles of roadway, or 6.1% of total road mileage.

Principal Arterials

Principal arterials accommodate mostly through traffic and interconnect jurisdictions, employment centers, commercial areas and the regional freeway network. They are generally designed for heavier vehicles and the speed limit is generally higher than on other streets. Principal arterials are intended to be the truck

routes through Bothell. The principal arterials in Bothell are the SR-522, SR-524, and SR-527 state highway system links, as well as Bothell Way and Bothell-Everett Highway, and do not include any portions that may function as a freeway. Principal arterials within the Planning Area comprise about 7.8 miles of roadway, or 4.9% of total road mileage.

Limited Access Highways

Also referred to as freeways, roadways under this classification include I-405 and a segment of SR-522 east of about 112th Avenue NE. The portion of I-405 within the Planning Area is oriented in a northwest-southeast direction, generally along the west edge of the North Creek Valley. I-405 and the limited access segment of SR-522 comprise about 26.5 miles of roadway, or 16.8% of total road mileage.

Four I-405 interchanges serve Bothell. The interchange at SR-527 provides convenient access to the Canyon Park business park and the adjacent commercial area. This interchange connects directly to SR-527 to distribute and collect traffic from the area between Mill Creek and 228th Street SE.

The interchange at NE 195th Street provides direct access to the North Creek business park and convenient access to the UWB/CCC campus and the commercial areas located in Downtown Bothell.

The interchange at SR-522 connects I-405 and the SR-522 transportation shed. Trips to and from the Northshore area and the area of metropolitan Seattle located between the Ship Canal and Lynnwood are served by the SR-522 interchange.

The interchange at NE 160th Street provides access to the interstate system for Bothell and Kirkland residents from the area approximately bounded by NE 145th Street, 124th Avenue NE, NE 132nd Street and Lake Washington.

Traffic Signals and Signs

Traffic signals are located in Bothell on principal arterials at interchanges and at congested intersections. There are 64 intersections with traffic signals in Bothell's Planning Area, including the three ramp intersections at the I-405/SR-527, I-405/NE 195th Street, and I-405/NE 160th Street interchanges. There are 23 signalized intersections located on SR-522, SR-527, Bothell-Everett Highway, and Bothell Way, and ten are located on 228th Street SE. There are nine traffic signals that are outside the City limits but within the Bothell Planning Area.

A new signal will be added at the intersection of 228th Street SE at 29th Drive SE in 2016.

High Occupancy Vehicle (HOV) and Business Access and Transit (BAT) Lanes

There are currently HOV lanes located on I-405 through the Bothell Planning Area. HOV lanes are provided by WSDOT throughout the entire length of I-405 from Lynnwood to Tukwila. HOV lanes are located in the far left lane for both directions. HOV operations are in effect between the hours of 5 AM and 7 PM for all seven days of the week. During these hours, only vehicles with two or more people are allowed including buses, vanpools, and carpools. Motorcycles and emergency vehicles are also permitted regardless of the number of passengers. Trucks with three or more axles are prohibited regardless of the number of passengers. WSDOT is constructing a new express toll lane system on I-405, which will convert the existing HOV lanes into High Occupancy Toll (HOT) lanes. These HOT lanes will be accessible by HOV's and toll-paying drivers.

Ramp meters and queue bypass ramps are installed at the NE 160th Street, NE 195th Street and SR-527 interchanges on I-405. Traffic signals meter the flow of traffic onto I-405. Queues may form at these metered interchanges and traffic may back-up through nearby intersections, causing delays and diverting traffic through areas near affected interchanges. An additional queue bypass is installed for the southbound I-405 on-ramp from eastbound SR-522. Queue bypass lanes are restricted to the same classes of vehicles as are allowed in HOV lanes.

Business Access and Transit (BAT) lanes have been built on portions of SR-522 through Bothell. BAT lanes are designed to improve transit service and traffic flow in the through lanes. For a BAT lane configuration, the shoulder lane is dedicated to transit use and other vehicles pulling in and out of local business driveways. It acts as a deceleration and acceleration lane that is separated from the main flow of traffic.

Levels of Service

GMA requires agencies to adopt Level of Service (LOS) standards for transportation facilities. The GMA leaves the selection of the LOS standards to each jurisdiction. LOS standards have several components. One component is whether standards are based on capacity (how many lanes) or service (delay at intersections). Another component is whether standards exist for intersections or for the flow of traffic along corridors. Whether LOS standards are to be met at individual points of measurement (at every intersection) or on average at all points of measurement is another policy component. Finally, the stringency of the standards themselves (high or low) is obviously important.

The operational performance of streets and highways is most commonly measured in terms of delay at intersections, using an alphabetical scale from A to F, with A representing nearly ideal conditions, and F representing forced flow. This methodology varies somewhat for signalized and unsignalized intersections. For signalized intersections, LOS relates to the average delay experienced at the intersection. For unsignalized intersections, total average delay is measured at all-way stop-controlled intersections, while streets with stop controls only on the minor streets measure LOS based upon the delay at the worst individual turning movement.

The LOS criteria for each letter within the scale are presented in **Table TR-2** below for signalized and unsignalized intersections. The table values represent the average delay experienced by drivers at the intersection during the time period evaluated. A one-hour period during peak commute times is typically chosen for analysis.

Table TR-2
LOS Criteria for Signalized and Unsignalized Intersections

Level of Service	Signalized Control Delay per Vehicle (seconds)	Unsignalized Delay per Vehicle (seconds)	Description
A	0-10	0-10	Little or no delay
B	>10-20	>10-15	Short delays
C	>20-35	>15-25	Average delays
D	>35-55	>25-35	Long delays
E	>55-80	>35-50	Very long delays
F	>80	>50	Extreme congestion

Source: Highway Capacity Manual, 2000.

City of Bothell LOS Policies

The City of Bothell uses a corridor LOS approach, which captures the average delay experienced by drivers over a length of roadway. The corridor approach allows the City to focus transportation funds along the most important arterial routes.

The corridor LOS approach combines the average delay at each of the intersections along the corridor and weights them based upon the traffic volumes experiencing the delay. For example, the delay at a traffic signal is experienced by all intersection volumes. Conversely, the delay at an unsignalized intersection is usually experienced by only one or two movements (typically a left turn coming from a side street). The corridor LOS emphasizes the higher volume signalized intersections over the lower volume unsignalized intersections.

Seven major corridors were evaluated for LOS operations. These corridors were selected because they represent the city's key principal and minor arterials that run along primarily high density/commercial corridors. They are listed below (and are also depicted in **Figure TR-3A and Figure TR-3B):**

1. SR-524 (208th Street SE/Maltby Road) Corridor between 9th Ave. SE and 39th Ave. SE;
2. 228th Street SW/SE Corridor between 4th Avenue W and 39th Avenue SE;
3. SR-522 (NE Bothell Way) Corridor between 96th Avenue NE and Kaysner Way;
4. Beardslee Boulevard/NE 195th Street Corridor between NE 185th St. and 120th Ave. NE;
5. SR-527/Bothell-Everett Highway/Bothell Way Corridor between SR-524 and SR-522;
6. 39th/35th Ave. SE/120th Ave. NE/NE 180th St. Corridor between SR-524 and 132nd Ave. NE;
7. NE 145th St./Juanita-Woodinville Way/NE 160th St. between 100th Ave. NE and 124th Ave. NE.

The LOS standard for the corridors is LOS E. Within a corridor, certain intersections may operate at a lower LOS; the average corridor delay is used to compare against the LOS standard. The City will monitor those locations and identify appropriate actions as part of its annual TIP process. Other corridors may be included in the future as needs are identified.

State Highways LOS Policies

The goal of the Washington State Department of Transportation (WSDOT) is to maintain the acceptable operation of its key highway corridors. There are two designations: (1) 'Highways of Statewide Significance' (HSS), and (2) non-HSS highways.

LOS standards for HSS are determined by WSDOT. LOS standards for non-HSS are jointly determined by WSDOT and the PSRC. **Table TR-3** summarizes the LOS standards for all state routes.

Table TR-3. State Facility LOS Standards

Area Type	Regionally Significant State Highways (non-HSS)	Highways of Statewide Significance (HSS)
Tier 1 - Inner Urban Area	E Mitigated[1]	D
Tier 2 - Outer Urban Area	D	
Tier 3 - Rural	C	C

Notes:

1. Congestion should be mitigated when PM peak hour LOS falls below LOS E.

Source: WSDOT, 2010.

The LOS standards for HSS are divided into two categories: urban with a LOS D standard and rural with a LOS C standard. Non-HSS, which are those highways that do not have a Statewide Significance designation, are categorized into three tiers:

- Tier 1 – Inner urban area: state routes within a 3-mile buffer around the most heavily travelled freeways and designated urban centers.
- Tier 2 – Outer urban area: state routes outside the 3-mile buffer that connect the "main" urban growth areas to the first set of "satellite" urban growth areas.
- Tier 3 – Rural areas: regionally significant state routes in rural areas that are not in Tier 2.

Both I-405 SR-522 freeways are designated as HSS, while SR-524 and SR-527 are identified as Tier 1 Non-HSS roadways. Tier 1 is defined as an "inner" urban area, which is generally defined as a 3-mile buffer around the most heavily traveled freeways.

Other Local LOS Policies

Snohomish County's LOS standard for urban areas surrounding Bothell is LOS E. For planning purposes, the County uses a volume/capacity methodology to identify arterial segments that may exceed the LOS standard. For those segments, additional analysis is performed to calculate travel times and average speeds, which cannot drop lower than 13 miles/hour for urban areas.

King County's LOS standard differentiates between urban roads (LOS standard E) and rural roads (LOS standard B). The County defines concurrency "travel sheds", within which county road segments are analyzed based on average travel speeds. There are no County road segments analyzed by King County within or adjacent to the City of Bothell.

The City of Woodinville has adopted LOS E as a citywide standard. The City of Kirkland establishes volume/capacity ratio limits for various subareas of the city. It is moving towards implementing a corridor-based vehicular LOS method combined with a multimodal LOS approach. The LOS system for the City of Kenmore is as follows: LOS E for primary arterials; LOS D for minor arterials; and LOS C for collectors. Kenmore is considering standards for non-motorized modes in conjunction with their comprehensive plan update efforts.

Concurrency

One of the GMA goals is to guide development and protect transportation systems from deteriorating to unacceptable conditions. To meet this goal, the GMA requires "Concurrency". Concurrency means that a city or county must ensure new growth is accompanied by transportation facilities or programs that maintain an acceptable Level of Service. Appropriate concurrency policies ensure a balance between population and employment growth, land development, and transportation capacity, allowing residents and employees of the City to enjoy the benefits of economic growth without suffering too greatly from its negative consequences.

Washington's concurrency rules require the City to keep three elements in balance: growth, transportation system capacity, and the level of service (LOS) of the transportation system. Mandated growth targets limit the City's ability to restrict development. Growth within the City and regionally is affected by market factors beyond the City's control. Building additional capacity is limited by funding, neighborhood preferences, and environmental constraints. LOS of the transportation system remains the most commonly used element to balance these demands. The City's LOS standard balances these various factors, and concurrency is used as a regulatory tool to ensure that new development is matched with adequate transportation infrastructure.

Existing Conditions

Traffic Volumes

Daily traffic volumes on the major roadway system are shown in **Figure TR-**. Traffic volumes during a 24-hour period are highest on the major arterial network including I-405, SR-527, and SR-522. These roadways carry large amounts of traffic on a daily basis and are typically affected by higher levels of congestion during peak periods. The primary north-south connections through the City are I-405, which carries in excess of 100,000 daily trips; SR-527/Bothell-Everett Highway/Bothell Way, which carries between 12,300 and 35,900 trips depending on the section; and 120th Avenue NE corridor, which carries between 7,300 to 14,900 daily trips along its length.

The primary east-west corridor is SR-522, which carries between 28,300 and 34,700 daily trips. In the north, SR-524 carries between 16,500 and 17,600 daily trips. For 228th Street SE, the average daily traffic is between 15,200 and 23,100 trips per day. Another important east-west connector, Main Street / Beardslee Boulevard / NE 195 Street, carries between 9,800 and 24,100 trips per day. These roadways act as key distribution points between I-405 and surrounding areas.

Traffic volumes are affected by a combination of local and regional trips. More information on how these trip patterns affect City of Bothell traffic is discussed in the Future Traffic Conditions section. In general, the limited access highways and principal arterials carry the highest volumes of regional travel through the City of Bothell.

Existing Level of Service

The LOS was calculated for each of the corridors within the City using existing PM peak hour traffic volumes. PM peak hour traffic volumes, which amount to 7-10% of daily traffic, represent traffic conditions during the most congested period of the day. The PM peak hour volumes were developed from a variety of sources, including City counts, WSDOT counts, and developer traffic impact studies. Existing traffic counts were entered into the Synchro traffic software (Version 8) that allows the analysis of intersection operations as a traffic system. The Synchro inputs include intersection turning movements, lane configurations, signal timing, signal phasing, and intersection coordination to fully provide an analysis of area traffic operations.

The Synchro intersection analysis program includes calculation methodologies that account for queuing factors. Where queues extend past one intersection, the program will reduce capacity and increase delay to account for the delay. Similarly, where queues create blocking issues (e.g. a left turn lane backup blocks the through lane), the program reduces the through capacity of the intersection, resulting in an increased delay for the movement. The effect of pedestrians at intersections was included in the calculations, particularly in activity centers such as Downtown Bothell.

Results of the analysis were used to calculate the operation of each of the seven analysis corridors. **Figure TR-3A** shows the 2014 intersection LOS and corridor boundaries used for analysis. **Table TR-4** summarizes the corridor LOS results. **Appendix TR-A-1** contains the detailed calculations.

Table TR-4 Existing Corridor LOS (PM Peak Hour)			
	Corridor	Average Corridor Delay (seconds/vehicle)	LOS
1	SR-524 (208th Street SE/Maltby Road) Corridor between 9th Avenue SE and SR-527	57	E
2	228th Street SE Corridor between 4th Avenue W and 39th Avenue SE	27	C
3	SR-522 (NE Bothell Way) Corridor between 96th Avenue NE and Kaysner Way	28	C
4	Beardslee Boulevard/NE 195th Street Corridor between NE 185th Street and 120th Avenue NE	25	C
5	SR-527/Bothell-Everett Highway/Bothell Way Corridor between SR-524 and SR-522	47	D
6	39th/35th Ave. SE/120th Avenue NE/NE 180th Street between 228th Street SE and 132nd Avenue NE	21	C
7	NE 145th Street/Juanita-Woodinville Way NE/NE 160th Street between 100th Avenue NE and 124th Avenue NE	22	C

Currently within the City limits, all study corridors operate at LOS E or better. Of the seven corridors, the SR-524 corridor has the highest delays with an average vehicle delay of 57 seconds. Traffic operations for individual intersections or for individual turning movements will vary within each corridor. The 39th/35th Avenue SE/120th Avenue NE/NE 180th Street between 228th Street SE and 132nd Avenue NE corridor has the lowest delays with 21 seconds of delay per vehicle. There are four individual intersections that currently operate at LOS F, three of which are unsignalized. At some other intersections there are individual traffic movements that operate at LOS F, although the overall intersection operates at LOS E or better. Overall, traffic operations within the City are about the same compared to 2004 conditions previously reported. This is due to a combination of low traffic growth caused by the economic recession and roadway improvements implemented by the City and WSDOT over the past few years.

Parking

The utilization of on and off-street parking within the City has steadily increased over the past decade. In the Downtown core of Bothell, parking demand has been growing in recent years as higher use developments (such as personal services and food establishments) replaced previous businesses that had lower patron volumes. Additionally, the college campuses have increased enrollment significantly and faculty, staff, and students have also increased parking demand in the Downtown core. The on-street parking along Main Street is heavily used and the use of the parking lots one block north and south of Main Street have a frequent turnover of vehicles as customers shop or eat. Many businesses are within walking distances of available parking areas, and there are pedestrian walkways within the core. Several of the off-street parking spaces (parking lots) are designated for users of specific businesses or residential usage and may not be available as parking for the public. The City of Bothell implemented a Downtown Parking Plan in 2011 to provide an additional 25 to 30 on-street parking spaces by delineating each space and providing parking where it was previously restricted. Downtown parking patterns will likely change as the revised street grid is constructed and new development occurs. The Downtown Revitalization Plan outlines the need for a Parking Management and Mobility Program that will also address parking use for employees and events, time limitations, residential parking and permitting, parking pricing, supply, and management, and parking wayfinding and signage.

Various parking restrictions are in place throughout the Downtown area – such as two- hour parking and no parking signs. In some of the residential areas, there is only on-street parking on one side of cul-de-sacs and also permitted parking to regulate high school and the college campus uses. Parking at the Canyon Park shopping center and the North Creek and Canyon Park business parks appears to be ample. The

three regional Park-and-Ride lots are used heavily during weekdays and are discussed in the Public Transit section.

Collisions

Collision data for the City of Bothell was assembled from the Washington State Department of Transportation and analyzed for the period between January 1, 2008 and December 31, 2013. The data was limited to arterial routes within the City. Collisions on I-405 and the freeway portion of SR-522 were not included.

The collision data revealed that just over half (53%) of the 2,700 collisions occurring within the six-year period, occurred on the state facilities which includes SR-524, SR-527, SR-522, Bothell Way and Bothell Everett Highway. For the purposes of this summary, Bothell Way and Bothell Everett Highway are considered "state facilities" although both are just principal arterials under the City street network. Out of all the collisions on the above mentioned state facilities, 67% took place on the Bothell Way/Bothell Everett Highway/SR-527 Corridor, which is the major north-south arterial through the City of Bothell. SR-522 and SR-524 had 22% and 10%, respectively, of all collisions on the state facilities and within City limits. A high number of collisions (35% of the state highway collisions) were located to the north along the heavily commercialized section of SR-527. Approximately 34% of the collisions accounted for within the City limits were on City streets, but not along the state highways or 228th Street SE.

Approximately 5% of the collisions occurring along the Bothell Way/Bothell Everett Highway/SR-527 Corridor is attributed to the intersection at Bothell Everett Highway and 228th Street SE. A safety project under design for the Bothell Everett Highway and 228th Street SE intersection is planned for construction in 2015 and should help reduce the number of collisions at that intersection.

Emergency Response Services

The time it takes emergency vehicles to arrive at their destination in a timely manner is key to fire, emergency medical, and police services. This issue is addressed further in the Capital Facilities Element.

Freight

Bothell is at the confluence of four state routes, including SR-522, SR-527, SR-524, and I-405. Freight truck traffic is focused in Bothell on these state routes. I-405 is a limited access freeway and is listed as a T-1 facility carrying a gross annual tonnage of just under 19 million tons. SR-522 and SR-527 are designated strategic freight corridors by the state and are listed as T-2 facilities carrying annual gross tonnage of 3.36 million and 3.98 million tons, respectively. SR-524 is listed as a T-3 facility carrying approximately 1.75 million tons of freight annually.

There are no freight truck terminals in Bothell. However, individual businesses have their own freight facilities. Freight to and from businesses in this area is frequently routed through terminals in Seattle for consolidation, breakdown and dispatching.

Principal arterials are the unofficially identified routes for freight trucks through the City of Bothell. The LOS standards for streets and highways will affect the movement of freight to and through the City.

Water, Air and Rail Facilities

There are no water ports, docks, airports, or rail service facilities in Bothell. Waterborne passenger and freight service was provided to Bothell (Bothell Landing) into the early 1900's and ended when rail service was provided through Bothell and the road network was developed to a level that made this service unprofitable. Rail passenger service to Bothell was terminated in the 1930's and rail freight service was terminated in the mid 1960's.

Future Traffic Conditions

The transportation system represents a balance between demand, capacity, and capital resources. The City is constantly attempting to balance these three variables. A computer model representation of the operation of the total system is the best tool for analyzing system interactions. A transportation planning model can indicate how trips will be distributed throughout the system based on the travel times on the various system facilities and transportation services. Trip demands are determined and compared to available capacity to obtain a usable representation of the conditions throughout the system.

A computer model was developed to forecast travel demands on the Bothell transportation system. Demographic characteristics for 2014 were analyzed using the model to determine the trip demand on roadway facilities located in Bothell, its future potential annexation areas and surrounding cities. The model is based on land use information from the City of Bothell and from the Puget Sound Regional Council (PSRC) for surrounding areas. It represents vehicular traffic during the one-hour afternoon peak period. The model covers the City of Bothell and surrounding areas.

Future (2035) travel forecasts used land use projections from the City and the PSRC. A growth of 6,400 households was assumed from 2015-2035, consistent with the population targets documented in the Land Use Element. The employment growth forecast of 9,900 jobs was taken from the PSRC Land Use Targets release (April 2014); these somewhat exceed the city's employment targets shown in the Land Use Element and is within the range of the calculated employment capacity. As such, the travel model would produce conservatively higher traffic forecasts. The travel modeling also considered the potential effects of adding an R-AC (Residential – Activity Center) Plan and zoning designation to the Canyon Park Business Center and the expanded Red Barn Village, as detailed in the Land Use Element. The model produced PM peak hour traffic growth estimates on streets throughout the City and surrounding areas. Data collection for the model development included conducting peak-period traffic counts and other studies used to validate the model.

Table TR-5 shows the future growth in PM peak hour volumes on key City streets. The growth rates vary widely depending on the patterns of forecasted land use changes, street network changes, and the degree of congestion within the corridor. The highest traffic growth volume tends to be on roads to the north and east of I-405 in the expanding residential and commercial areas. On average, traffic growth on these roads is in the range of 40-45% over the 21 year period.

Table TR-5 2014 and 2035 PM Peak Hour Volumes			
Location	2014	2035	Percent Growth
SR-522 (between Hall Rd and NE 180th St)	3,460	4,590	33%
SR-522 (between Kaysner Way and UWB/CC South Access)	3,370	4,370	30%
SR-524 (between 14th Dr SE and SR-527)	1,720	3,160	84%
SR-524 (between 23rd Ave SE and SR-527)	1,660	2,460	48%
SR-527 (between 217th Pl SE and 220th St SE)	3,370	4,290	27%
Bothell-Everett Highway (between 237th Pl SE and 240th St SE)	2,050	3,360	64%
Bothell Way (between NE 188th St and NE 190th St)	1,420	3,130	120%
228th St SE (between 2nd Ave SE and Meridian Ave)	1,900	2,120	12%
228th St SE (between 20th Ave SE and Fitzgerald Rd)	1,920	2,530	32%
39th Ave/120th Ave NE (between 214th Pl SE and 212th St SE)	870	1,250	44%
39th Ave/120th Ave NE (between Monte Villa Pkwy and 240th St SE)	1,070	1,490	39%
39th Ave/120th Ave NE (between NE 185th St and North Creek Pkwy S)	870	1,250	44%
Beardslee Blvd (between 112th Ave NE and 110th Ave NE)	990	1,730	75%
NE 195th St (between 120th Ave NE and N Creek Pkwy)	1,540	2,020	31%
Juanita-Woodinville Way (between 110th Ave NE and 112th Ave NE)	1730	2320	34%
Source: Fehr & Peers, City's Travel Demand Model			

These PM peak hour trips represent the entire traffic passing through or within the street system included in the travel model. Peak hour trips beginning and/or ending in Bothell can be further broken down by the places at which those trips began or ended. These trips include a combination of work, shopping, educational, and recreational trips. In 2035, about 28 percent of Bothell-generated trips would be traveling locally within Bothell, 18 percent to adjacent communities, 22 percent elsewhere on the Eastside, and 32 percent to Seattle. These trip patterns will be similar to current trends.
Looking specifically at commute (i.e. work) trips, there are different travel patterns for people who live or work in Bothell (source: 2000 Census). For people working in Bothell, a high proportion of trips originate in Snohomish County followed by a variety of Eastside origins. In comparison, people who live in Bothell are more likely to work in Seattle and the Eastside than in Snohomish County. These work trip trends are expected to continue to 2035.

Given the variety of travel patterns in the Bothell area, the street system carries a combination of local and regional trips. In particular, Bothell roads handle a large amount of PM peak hour through trips that neither begin nor end in the City of Bothell. The travel model estimates that over 60 percent of the traffic on most sections of SR-522, SR-524, and SR-527 are through vehicles not stopping in Bothell. Other arterials in the City, such as 228th Street near Fitzgerald Road and Bothell Way south of 240th Street SE carry 60% or more local traffic.

Future Street Network

The 2035 travel forecasts were based on a street network that included a variety of local and regional improvements. A number of facility improvements were assumed to be completed by 2035. **Table TR-6** shows several of these major roadway improvements in Bothell and surrounding jurisdictions. These street network changes affect the travel forecasts by shifting traffic to or from corridors based on available capacity.

Table TR-6 Transportation Projects Planned or Programmed by 2035
City of Bothell 2015-2020 Six-Year TIP Projects (Note: other TIP projects are listed in Table TR-8)
SR-522: Add Business Access and Transit (BAT) lanes and make intersection improvements
Bothell-Everett Highway/Bothell Way: Widen to 4/5 lanes from NE 188th Street to 240th Street SE
Snohomish County
35th Ave SE: Widen to 3 lanes from SR 524 to Seattle Hill Road
228th St SE: Widen to 4 lane urban arterial from 39th Ave. SE to 45th Ave. SE
WSDOT Projects
SR-524: Widen to 5 lanes from Lynnwood to Bothell West City Limits
I-405: Add up to two lanes in each direction between SR 522 and I-5. Create Express Toll Lanes from Bellevue to Lynnwood
I-405: Upgrade interchanges at SR 522 and SR 527
City of Kirkland Upgrade 100th Ave NE, including intersection and traffic signal treatments between NE 132nd Street and NE 145th Street
* Refer to **Table TR 8** for a complete list of proposed future projects, including the City's 2015-2020 Six-Year TIP projects Source: Fehr & Peers

Future Level of Service

Utilizing the forecasted PM Peak Hour volumes, a 2035 LOS was calculated for each of the corridors within the City. Future forecasted traffic volumes were entered into the Synchro traffic software (Version 8) that allows the analysis of intersection operations as a traffic system. The model inputs include intersection turning movements, lane configurations, pedestrian signal timing, signal phasing, and intersection coordination, to fully provide a working model of area traffic operations. The future roadway network assumed currently funded and additional planned transportation projects described in **Table TR-8** in the "Recommended Improvements" section that follows. **Figure TR-3B** and **Table TR-7** summarizes the corridor LOS results. **Appendix TR-A-1** contains the detailed corridor LOS calculations.

Table TR-7
Existing and 2035 Corridor LOS

	Corridor	Existing		2035	
		Average Corridor Delay (seconds/vehicle)	LOS	Average Corridor Delay (seconds/vehicle)	LOS
1	SR-524 (208th Street SE/Maltby Road) Corridor between 9th Avenue SE and SR-527	57	E	64	E
2	228th Street SE Corridor between 4th Avenue W and 39th Avenue SE	27	C	61	E
3	SR-522 (NE Bothell Way) Corridor between 96th Avenue NE and Kaysner Way	28	C	44	D
4	Beardslee Boulevard/NE 195th Street Corridor between NE 185th Street and 120th Avenue NE	25	C	44	D
5	SR-527/Bothell-Everett Highway/Bothell Way Corridor between SR-524 and SR-522	47	D	70	E
6	39th/35th Avenue SE/120th Avenue NE/NE 180th Street Corridor between 228th Street SE and 132nd Avenue NE	21	C	28	C
7	NE 145th Street/Juanita-Woodinville Way/NE 160th Street Corridor between 100th and 124th Avenues NE	22	C	41	D

By 2035, all study corridors are estimated to operate at LOS E or better, which is the minimum LOS standard in the City. Out of the seven corridors, five will degrade from current levels and two will stay relatively the same. The following section describes the traffic operations in each corridor and recommended projects to maintain an acceptable LOS:

1. SR-524 (208th Street SE/Maltby Road) Corridor: When compared to existing conditions, the corridor LOS drops from D to E mainly due to growth within Snohomish County and spillover traffic from SR-527. In 2035, the anticipated traffic growth at the intersection of SR-527 will overwhelm the existing capacity. Adding one more northbound through lane on SR 527 would be needed to keep this intersection operating at LOS E. Congestion along SR-527 will likely shift some vehicles onto 9th Avenue SE. This will increase the delay at the 9th Avenue SE intersection with SR-524..

2. 228th Street SW/SE Corridor: The 228th Street corridor will degrade from LOS C to LOS E Delays will continue to increase at the SR-527 intersection despite the addition of capacity in recent years. The 9th Avenue intersection will also operate at LOS F due to the high volume of north/south traffic diverting from SR 527. The eastern portions of the corridor would show increases in delay that can be improved by intersection capacity improvements, not requiring full widening to 5 lanes as previously proposed. The roadway section between 35th Avenue SE and 39th Avenue SE may need to be widened to 4/5 lanes to accommodate the heavy north/south traffic volumes

3. SR-522 (NE Bothell Way) Corridor: As the major east-west regional corridor, SR-522 can expect major growth. With the 'Downtown Gateway' improvements between NE 180th Street and Bothell Way and the addition of the UWB/CCC Campus South Access interchange, the corridor delay is expected to degrade from LOS C to LOS D. The recent improvements will keep the Corridor from degrading further to LOS E or F had the improvements not been made. Planned improvements at the Kaysner Way intersection will reduce delays at that location.

4. Beardslee Boulevard/NE 195th Street Corridor: The LOS in this corridor will degrade from LOS C to LOS D due to added development growth. The addition of the south campus connector to SR 522 has relieved traffic pressures along Beardslee Boulevard, but additional campus and development growth is planned. Potential capacity enhancements and improvements on NE 195th Street and at the I-405 interchange would improve the intersection delays near I-405.

5. SR-527/Bothell Everett Highway/Bothell Way Corridor: The delays on this major north-south corridor are expected to worsen from LOS D to LOS E due to the forecasted growth. The three heavily congested intersections (SR-524, 220th Street SE, and 228th Street SE) are expected to worsen to LOS F despite capacity improvements. Adding another northbound through lane on SR 527 from 214th Street SE through SR 524 would be needed to reduce high delays in this section. Roadway and intersection capacity improvements along the corridor south of 228th Street SE and the new Downtown street system will sustain the additional volumes through Bothell.

6. 39th/35th Avenue SE/120th Avenue NE/NE 180th Street Corridor: This corridor will remain at LOS C. The addition of signals or roundabouts, and facility improvements between 228th Street SE and NE 195th Street, will accommodate the expected growth and development along the corridor. With the removal of the Bothell Connector project, additional intersection and roadway treatments will be needed along 35th/39th Avenues. The traffic conditions along this corridor will continue to be variable, depending on daily conditions along I-405 and SR 527.

7. NE 145th Street/Juanita-Woodinville Way/NE 160th Street Corridor: The LOS along this corridor will worsen from LOS C to LOS D. These delays are related to traffic growth on I-405 and on 100th Avenue NE. Minor intersection treatments should be sufficient to handle the forecasted traffic growth.

Recommended Improvements

A number of roadway projects have been identified in the City's 2015-2020 Six-Year Transportation Improvement Program (TIP). Many of these improvements will add capacity and improve traffic flow and safety. However, when forecasted 2035 volumes are analyzed, additional improvements are still needed to keep pace with growth. **Table TR-8** summarizes the recommended TIP projects and additional transportation improvement projects needed to maintain the City's LOS standard. **Figure TR-6** identifies their location.

Among the many corridor improvements, major projects focus on the following major arterials: SR-522, SR-527, SR-524, Bothell-Everett Highway, Bothell Way, and 228th Street SE. Widening is also planned for areas along 120th Avenue NE, 35th Avenue SE, 9th Avenue SE and Beardslee Boulevard. The Bothell Crossroads project has substantially improved the street grid and traffic operations in that area. Other improvements along SR-522 include the addition of Business Access and Transit (BAT) lanes to improve transit mobility.

WSDOT plans for I-405 include new Express Toll Lanes in the near future and eventual widening of the freeway. These projects will help to keep more regional traffic on I-405 rather than on city streets.

The plan also includes several major intersection improvements focused upon heavily congested corridors. Improvements include additional turning lanes, extending turning pockets, and adding traffic signals.

Based upon available funding and Council priorities, the Six-Year TIP will be updated and revised within the planning horizon.

Table TR-8
Recommended Transportation Improvement Projects

New Key #	Project Name	TIP #*	Brief Description
	Corridor Improvements		
1	SR-522 Stage 2B Improvements (eastern limit of Stage 1 to Hall Road)	26 / T44	Completes Stage 2 of the SR 522 improvements. Includes adding curb, gutters and sidewalks, storm drainage, lighting, utility and access management improvements.
2	SR-522 Stage 3 Improvements (83rd Pl NE to Wayne Curve)	29 / T54	Continuation of the SR 522 Stage 1 and 2 improvements. Provides widening of general purpose lanes; adding BAT lanes in each direction; access management; center medians; interconnection of signals; sidewalk on north side; curb and gutters; street illumination; drainage and utility improvements.
3	SR-522 Stage 4 Improvements (Kaysner Way to 102nd Ave NE)		Install sidewalks, access management, signal prioritization and non-motorized connections.
4	Main Street Extension (Bothell Way to 98th Avenue NE)	6 / T40	Extends the current Main Street creating an east-west connection across Bothell Way.
5	Multiway Boulevard: Phase 2 (complete boulevard to NE 188th St)	24 / T39a	Constructs Phase 2 of the Multiway Boulevard. Consists of four travel lanes, a left turn lane, two side medians with large trees, two side lanes with parking, and wide sidewalks with trees.
6	NE 185th St (Beardslee Blvd to Bothell Way NE)		Reconstruction including widening, drainage, sidewalks, curb and gutter, urban elements, and intersection improvements (102nd and 104th Avenues NE).
7	Beardslee Boulevard (NE 185th Street to 110th Ave NE)		Widen to a 4 or 5-lanes. Add northbound left turn lane (2 left) from 110th Avenue NE. Re-channelize southbound right turn lane to thru/right configuration on Beardslee Blvd.
8	NE 188th St (92nd Ave NE to SR 527)		Improvements to include pedestrian facilities to complete gap between 92nd Ave NE and Pop Keeney Stadium
9	Bothell Way NE (Reder Way to 240th Street SE)	TC34	Widen to 4 or 5-lanes. Includes bike lanes, curb, gutter, and sidewalk improvements.

	Table TR-8 Recommended Transportation Improvement Projects		
New Key #	Project Name	TIP #*	Brief Description
10	Fitzgerald Road (240th St SE to 228th St SE)		Improvements to include minor roadway widening and curb gutter and sidewalks along the east side of roadway to meet City standards.
11	35th Ave SE (240th St SE to 228th St SE)		Widen to 3 lanes.
12	228th Street SE Corridor Safety Improvements (SR 527 to 19th Ave SE)		Install safety improvements along 228th Street SE. Include traffic islands, channelization and traffic signal modifications.
13	228th Street SE (35th Ave SE to 39th Ave SE)		Widen to 4 or 5-lanes. At 35th Avenue SE add eastbound right turn pocket at the signalized intersection or convert to roundabouts at each 228th intersection. (Note: Depends on intersection designs at 35th and 39th Avenues)
14	9th Avenue SE (228th Street SE to SR 524)	TC37	Construct a center turn lane on 9th Avenue SE. Bicycle and pedestrian improvements.
15	SR 527 (SR 524 to I-405)	TC29	Widen roadway from 2 to 3 lanes southbound from SR 524 (Filbert Road) to 220th Street SE.
16	SR 527 (211th St SE to north of SR 524)		Add third northbound through lane. Add southbound left turn lane at SR 524 (2 left).
	Intersection Improvements		
17	112th Ave NE & Juanita - Woodinville Way NE		Add southbound right turn pocket on Juanita - Woodinville Way.
18	NE 160th ST & 124th Ave NE		Add southbound right turn pocket.
19	Beardslee Boulevard & NE 185th St	TC42	Install a signal or roundabout.
20	240th St SE & Meridian Ave Roundabout	35 / T66	Construct a mini roundabout. Install sidewalks, crosswalks, ADA ramps, drainage, and illumination.
21	240th ST SE & 35th Ave SE		Add signal & widen intersection with left turn pockets on the eastbound & southbound approaches, or add a roundabout. Add left and right turn pockets on the westbound approach.
22	240th ST SE & 39th Ave NE		Add signal & eastbound right turn pocket or roundabout.
23	SR 527 & 228th Street SE	TC45	Add eastbound left turn lane (2 left). Add northbound left turn lane (2 left).
24	228th ST SE & Fitzgerald Rd		Add eastbound right turn pocket.
25	228th Street SE & 29th Drive SE	TC41	Install signal.
26	228th Street SE & 29th Drive SE		Add westbound right turn pocket.
27	228th Street SE & 31st Ave SE		Add westbound right turn pocket.
28	220th ST SE & SR 527		Add eastbound left turn lane (2 left).
29	214th ST SE & SR 527		Re-channelize westbound thru/left lane to thru/right.
30	SR 524 & 9th Ave SE		Add northbound left turn lane (2 left).
	* The project identification numbers listed in the third column are from the 2014-2019 Six-Year TIP. Note: All improvements in italics are additional projects beyond the 2014-2019 Six-Year TIP and do not have TIP reference numbers.		

Public Transit

Public transit offers an alternative for commuters and provides accessibility for the community's oldest and youngest residents to recreation, medical, educational, and retail locations. Today, approximately 6% (roughly 1,800 trips) of the daily work trips made by Bothell residents are made on transit (Source: American Community Survey, 2006-2010). Approximately 72% of these transit trips are made to Seattle. The remaining transit trips are destined primarily to the Eastside (20%), with small percentages traveling to Snohomish County (7%), other locations in King County, or internally within Bothell. For workers traveling to work in Bothell, only about 3% use transit. About 30% of these riders are from Seattle, 36%

from South Snohomish County, and 13% from the Eastside. The remaining transit trips are from within Bothell or nearby locations within King County. In the future, these travel patterns are expected to continue.

Existing Transit Service

Transit service in the Bothell area provides local connections and links to other urban centers in the Puget Sound. Transit routes serving the Bothell area are shown in **Figure TR-6** and are also described in each of the Subarea Plans.
King County Metro (Metro), Community Transit, and Sound Transit provide transit service in Bothell. The three transit agencies provide all-day and peak period service to Bothell residents and businesses at two locations: (1) the Downtown Bothell Park-and-Ride lot located on SR-522 and Kaysner Way; and (2) the UWB/CCC campus at Beardslee Boulevard. Sound Transit and Community Transit also provide services at the Canyon Park Park-and-Ride lot near the I-405/SR-527 interchange. Sound Transit and Metro provide service at the Brickyard Park-and-Ride lot at the I-405/NE 160th Street interchange.

The agencies provide service that is wheelchair accessible and accommodates bicycles. Bicyclists can catch a bus at any transit stop or Park-and-Ride lot location. All buses are equipped with bicycle racks and are in the process of being retrofitted to carry up to three bikes at any time. In addition to transit service, the agencies also provide ride-matching, van pools, and information for alternative transportation options.

The following paragraphs describe the existing transit service provided by each agency:

Community Transit

Community Transit provides transit service to the Snohomish County portion of Bothell and also provides transit service to some areas in the King County portion under an existing interlocal agreement with King County Metro. Community Transit has 106 bus stops within the City limits. It currently operates four bus routes (Routes 105, 106, 120, and 435) that run primarily between the Downtown Area, the North Creek and Canyon Park business centers, and the UWB/CCC campus. These bus routes also connect to destinations outside Bothell, including Mariner Park-and-Ride, Lynnwood Transit Center, and Downtown Seattle).

King County Metro

King County Metro provides transit service to the King County portion of Bothell. It currently operates eleven bus routes (Routes 236, 237, 238, 255, 257, 311, 312, 342, 372, 931, and 952) that run primarily between the Downtown Area, the North Creek business center, the Brickyard/Kingsgate area, and the UWB/CCC campus. These bus routes also connect to destinations outside Bothell, including Lynnwood, Kirkland, Downtown Seattle, Shoreline, Downtown Bellevue, Renton, and Redmond.

Sound Transit

Sound Transit operates three regional express bus routes (Routes 522, 532, and 535) in the Bothell area along I-405 and SR-522 to destinations outside of Bothell, including Seattle, Everett, Lynnwood, and Bellevue.

Transit Level of Service

The Growth Management Act requires jurisdictions to adopt a level of service (LOS) standard for transit routes to gauge performance of the system. Transit LOS is based upon a number of factors. LOS can be

measured by both the availability and the quality of transit service. Measures of availability look at the frequency of the service, hours of service, accessibility and service coverage. When looking at the quality of service, issues of reliability, safety and travel times are also of concern.

Table TR-9 outlines the level of service standards that will be used to measure Transit Priority Corridors within the City of Bothell. These corridors currently include SR-527/Bothell-Everett Highway/Bothell Way, SR-524, 228th Street SE, NE 185th Street, and Beardslee Boulevard/ NE 195th Street. The service levels will be measured by the transit stop amenities, pedestrian accessibility, and frequency of service along the corridors.

Table TR-9: Transit Priority Corridor Level of Service

LOS	Transit Stop Amenities	Pedestrian Access	Frequency of Service
	High level	Sidewalks and marked crosswalks serving stops	All day service. Peak service 15 minutes or less, midday 30 minutes or less
	Some amenities	Sidewalks and marked crosswalks serving some stops	All day service. Peak services 30 minutes or less, midday service 60 minutes or less
	Little or no amenities	General lack of sidewalks and marked crosswalks	Low level of service

The current transit LOS standard for the City of Bothell focuses on accessibility, measured by the proportion of residents living within a quarter-mile of a bus stop or within 1.5 miles from a Park-and-Ride lot. One-quarter mile is accepted as a comfortable walking distance for pedestrians to take a bus. This spacing is greatly dependent upon the availability of public right-of-way, pedestrian crossings, safety, and topography. **Figure TR-6** depicts the quarter-mile coverage area around each bus stop in Bothell. While transit accessibility is generally good in Bothell, many residents must walk along streets with incomplete pedestrian facilities to reach the bus stops. For Park-and-Ride lot access, the LOS measure focuses on residents living within 1.5 miles of the parking facility. **Figure TR-6** depicts a 1.5-mile radius around each Park-and-Ride lot. In addition, the Park-and-Ride lot located in nearby Kenmore (SR-522/NE 73rd Avenue NE) provides a 1.5-mile coverage to the residents in the western part of the city. The transit LOS standard for accessibility is that 90% of residents should live within a quarter-mile of a bus stop or within 1.5 miles of a Park-and-Ride lot. Using this measure, roughly 96% of Bothell residents are currently within a quarter-mile from a bus stop or within 1.5 miles from a Park-and-Ride lot.

The recommended transit LOS standard also focuses on maintaining service frequency at the Park-and-Ride lots, which include the most heavily used transit stops. The average service frequency for the three transit agencies at the Park-and-Ride lots is 30 minutes for peak and off-peak periods.

The transit LOS standard for service frequency involves maintaining the existing peak and off-peak service frequencies along City streets and at the Park-and-Ride lots.

The City's transit LOS standard is consistent in many ways with the regional *Growing Transit Communities* guidelines prepared by the PSRC. It emphasizes good access to transit and working cooperatively with transit providers to provide meaningful transit frequencies to support Transit Oriented Development patterns.

Future Transit Service

Community Transit

The Community Transit Long Range Transit Plan has identified Bothell Way/Bothell Everett Highway from Downtown Bothell to Paine Field as a potential corridor to support Swift Bus Rapid Transit service within the next ten years if transit supportive land uses and transit priority treatments are implemented. Current Community Transit development and design plans for the proposed future Swift 2 service will include routing from Paine Field to SR-527 in Mill Creek, then continuing along SR-527 to the City of Bothell as far south as Canyon Park Business Park within the next five years. Potential future transit service corridors also include standard transit routes along 196th Street SE between Lynnwood and SR-9 and 228th Street SE between Edmonds and SR-9.

King County Metro

King County Metro will be developing a long-range transit plan in 2015. This plan will help define a vision for future Metro bus services that will incorporate improved connectivity plans with adjacent jurisdiction transit providers. Due to funding shortfalls at this time, King County Metro has reduced or revised service to four routes that serve Bothell (Routes 236, 238, 312, and 931).

Sound Transit

The Cities of Bothell and Kenmore in conjunction with Sound Transit recently completed transit improvements along SR-522 between Bothell and Kenmore to improve bus speed and reliability. Additions included transit bypass lanes, interchange and intersection improvements, and Park-and-Ride lot improvements.

Unfunded Sound Transit Express service needs include additional trips during the peak hours on SR-522 and between Bothell and Lynnwood. Sound Transit's Long Range Plan includes possible high capacity transit facilities along I-405 and SR-522 through Bothell. Both of these would likely be in the form of Bus Rapid Transit, by completing the SR-522 BRT Program and expanding BRT along I-405, with stations at Canyon Park Park-and-Ride (SR-527), UW Bothell/Cascadia Community College campuses (via NE 195th Street and SR-522), and Brickyard Park-and-Ride (NE 160th Street).

The Downtown Plan envisions a number of transit facilities associated with the redevelopment of the Downtown Subarea including a potential transit center, additional transit stops and other improvements to accommodate transit within the Downtown Subarea, which is served by all three of the above transit agencies. As part of the downtown planning process, a Transportation Advisory Committee including all three agencies and others was convened. A key recommendation was to work toward consolidation of all east-west transit service in downtown to NE 185th Street, and add some park and ride capacity to the new NE 185th Street / 98th Ave NE corridor.

Park-and-Ride Facilities

Bothell area Park-and-Ride lot locations are shown in **Figure TR-6** and described in **Table TR-10**.

There are two existing King County Metro Park-and-Ride lots, and one existing Community Transit Park-and-Ride lot within the City of Bothell. Existing King County Metro lots are located in Downtown Bothell and at the NE 160th interchange of I-405 (Brickyard). The existing Community Transit Park-and-Ride lot is located at the I-405/SR-527 interchange. The Downtown Bothell lot has a capacity of 220 cars, the Brickyard lot has a current capacity of 443 cars, and the Canyon Park lot has 302 spaces. All three Park-and-Ride lots are heavily used by commuters with lot utilization rates ranging from 82% to 99% on average weekdays as shown in **Table TR-10**. The UWB/CC campus is a major transfer location in Bothell and is included in the table to show the regional connections provided at the campus location.

Table TR-10 Park-and-Ride Lot Capacity and Utilization			
Park-and-Ride Lot	Location	Capacity / Utilization Percentage	Number of Routes Served
Downtown Bothell	SR-522 / Kaysner Way	220 / 98%	4 KCM 2 ST
Canyon Park	I-405 / SR-527	302 / 99%	4 CT 2 ST
Brickyard Road	I-405 / NE 160th St.	443 / 82%	8 KCM 2 ST
UW Bothell Campus Transfer Center	UWB/CC Campus	N/A	4 KCM 2 CT 2 ST

KCM = King County Metro CT = Community Transit ST = Sound Transit

The expansion of the Brickyard Park-and-Ride lot from 247 stalls to 443 stalls to meet demand has lowered utilization from 101% to 82% on an average weekday. The Downtown Bothell and Canyon Park lot continue to have high utilization, with the Canyon Park lot is often full by 8:00 AM and the Downtown Bothell lot is above 90% utilization by 9:00 AM on an average weekday. Community Transit surveys show that the Canyon Park lot is heavily used by riders living north of Bothell. Community Transit added a new bus route to provide peak period service north of Bothell to intercept drivers before reaching the heavily used lot.

The city and transit agencies are continuing discussions for a potential future park and ride facility to be located along the transit-oriented streets (NE 185th Street and 98th Avenue NE) within the Downtown Subarea.

Transportation Demand Management (TDM) and Transportation System Management (TSM) Strategies

Transportation Demand Management (TDM) strategies are designed to reduce the quantity of trips in single-occupant vehicles (SOV) and increase the people-carrying capacity of existing roadways. The objective is to increase the return on capital investments in roads and transit and reduce pollution levels. TDM employs a number of techniques to influence travel mode choice, the time of day a trip is taken, and even whether or not a trip is made. Examples of TDM measures include:

1. Commute trip reduction programs;
2. Modal strategies such as vanpools and telecommuting;
3. Incentives such as bus pass subsidies charging for parking;
4. Specialized services such as transit shuttles;
5. Land Use design improvements such as bike lockers and preferential parking for ridesharing;
6. Programs that encourage flexible work hours or working from home or remote satellite offices.

The State Commute Trip Reduction (CTR) Act requires that local governments in those counties experiencing automobile-related air pollution and traffic congestion must develop and implement programs to reduce Vehicle Miles Traveled (VMT) and SOV commute trips. The City of Bothell has adopted its own

CTR Ordinance to meet these requirements. The CTR Ordinance applies to employers with 100 or more full-time employees at a single worksite who begin their workday between 6:00 a.m. and 9:00 a.m. during the weekday. These employers are required, among other things, to appoint an Employee Transportation Coordinator (ETC) and must submit annual CTR program reports to the City to document their progress in meeting their VMT and SOV reduction goals.

Free carpool and vanpool matching services are currently provided by Metro and Community Transit. Residents and workers in Bothell are encouraged to complete an application which describes their travel patterns and preferences. The transit agencies provide applicants with a list of prospective riders. Ride-match lists are updated quarterly. Workers can also form their own carpools and vanpools with co-workers, external to the formal matching service provided by Metro and Community Transit.

In response to the CTR Act, a coalition of Community Transit, Snohomish County, and various cities (including the City of Bothell), developed an employer-based TDM program called *Choice Connections*. This program assists employers with TDM strategies. Incentive programs such as the Smart Commuter Rewards Program were developed to reward users who choose a non-SOV commute mode. Employees who commute as a non-SOV for a targeted number of days per quarter, and are associated with companies partnered with Community Transit, are entered into raffles for prizes.

Also in partnership with Community Transit is a resident-based TDM program called *Curb the Congestion*. This program specifically targets reducing congestion on specific corridors in Snohomish County. The one corridor within city limits is the Bothell-Everett Highway between 228th Street SW and Downtown Bothell. Residents who travel along these corridors can register for the program and with a *Curb the Congestion* specialist to identify alternate ways to make their trip. Participants who log a certain number of non-SOV trips along these corridors qualify for a variety of awards.

"Mode split" is one generally accepted way of measuring the effectiveness of TDM and other programs to shift people out of single-occupant vehicles. Mode split percentages compare the percent of trips (commute trips) made by ridesharing, bus, walking, or bicycling against trips made by single-occupant vehicles. Thus, a mode split of 25% means that one in four commute trips is not made by an SOV. To determine the mode split, the City uses survey data collected by the State under the CTR Law. These surveys are conducted every two years. Surveys conducted in 2011-2012 showed that 74% of those working in Bothell at CTR sites drive alone to work, 10% use carpools, 2% ride in a vanpool, 4% take transit with the remaining walking, bicycling, or working from home. The mode split at CTR sites is slightly higher than the average mode split for the City of Bothell. This indicates that the CTR programs have been successful in promoting alternative mode usage. At the CTR employers, the number of people using carpool and vanpools has increased since 1997 due in part to extensive outreach by the City to encourage people to share a ride.

Transportation System Management (TSM) strategies are used to create more efficient use of existing transportation facilities through improved management and operation of vehicles and the roadway. Examples of TSM measures include but are not limited to:

1. widening intersections;
2. creating one-way streets;
3. installing separate lanes for turn movements;
4. two-way left turn lanes;
5. reversible lanes;
6. HOV lanes;
7. restricting turn movements;
8. coordinating signal timing;
9. the use of changeable message signs and television monitoring; and
10. dedicated transit lanes.

The City has employed or is pursuing TSM strategies on busy corridors such as SR-522 and SR-527.

Bicycle Facilities

Bicycling is an important aspect to Bothell's transportation network. It offers residents and visitors the convenience of traveling to and through the city without the use of a motor vehicle. Bicycling not only potentially shifts the demand for roadway capacity but also provides a healthy form of exercise. The City of Bothell has already started the basis for a bicycle network and has begun building upon existing and regional trails. The following section gives an overview of bicycling.

The American Association of State Highway and Transportation Officials (AASHTO) define four types of bicycle facilities:

Unsigned Shared Roadway: Any roadway predominantly used by motor vehicles that is not signed to prohibit use by bicyclists and is not signed as a bicycle path or route. Bicyclists can use all roadways in Washington that are not signed to indicate that bicyclists are prohibited. Bicyclists are usually prohibited from freeways in urbanized areas and other unsafe freeway links, and they may be prohibited from other roadways that are uniquely unsafe for use by bicyclists.

Signed Shared Roadway: Signed shared roadways are designated by bicycle route signs, and serve to either provide bicycle route continuity or designate preferred routes through high-demand corridors. As with bicycle lanes (see below), signing of roadway links for bicyclists should indicate to bicyclists that these routes provide particular advantages as compared to alternative, unsigned routes. The use of sharrows are also included in this category of bicycle facilties. This means that responsible agencies have taken actions to assure that these routes are suitable for commuter bicyclists and will be maintained for safe use by motorists and commuter bicyclists. Signing also serves to advise motorists that bicyclists are present

Bicycle Lane: Bicycle lanes are signed and striped, one on each side of the outside traffic lane (except at intersections), for use by bicyclists traveling with the direction of motor vehicles. Bicycle lanes are intended to delineate the portion of the roadway right-of-way that is reserved for bicyclists and to provide facilities for predictable movements by motorists and bicyclists. Bicycle lanes on Bothell roadways are 4 to 5 feet wide and located on the outside of the outside traffic lane.

Shared Use Path: Shared use paths are at least 10 feet wide and located independent of streets and other roadways. These paths serve commuter and recreation bicyclists and pedestrians and are frequently located along abandoned or functioning railroad right-of-way (ROW); along rivers and streams; through campuses; and in other locations that are minimally interrupted by driveways, streets and other diversions. In some instances, shared use paths are located within street rights-of-way, sometimes utilizing widened sidewalks. Shared use paths are located and designed to provide a safe and relaxing environment for people using non-motorized commuter and recreational modes.

Existing Conditions

At present, only a small percentage of Bothell's arterials have bicycle facilities. The total length of existing bicycle lanes and/or signed bicycle routes (i.e., shared roadway) within the Bothell city limits is 12 miles. Existing and proposed bicycle facilities are depicted in **Figure TR-7.**

Bothell is connected to the regional bicycle system via the Burke-Gilman/Sammamish River Trail and the North Creek Trail. The Burke-Gilman/Sammamish River Trail is a shared use path located along the Sammamish River through Bothell and makes connections to Seattle and Redmond. The North Creek Trail is a shared use path located along North Creek through the UWB/CCC campus and the North Creek and Canyon Park business centers, with a connection along Fitzgerald Road and an extension to the current north city limit at SR 524. It interconnects with the Sammamish River Trail just south of the UWB/CCC campus through an SR-522 underpass.

Bicycle Level of Service

Table TR-11 outlines the level of service standards that will be used to measure the City's bicycle network as shown in Figure TR-7, to help define the bicycle network needs and prioritize bicycle facility improvements along City streets. The highest level (green) will apply to streets with striped bicycle lanes, separated paths, or other shared use facilities. The second level (yellow) applies to streets that are signed routes with shared roadway facilities and would include any streets with sharrows such as the side streets along the Bothell Way Multiway Boulevard. The third level (red) are any streets without any bicycle facilities at all. These service levels will allow the City to assess service levels on the bicycle network, and prioritize or designate new facilities that would provide connectivity and accessibility to the City bicycle network and ultimately determine which streets will require improvements to accommodate bicycle use.

Table TR-11: Bicycle LOS – Facility Availability

LOS	Within Bicycle Priority Network
	Bicycle lanes or higher level treatment available as shown in Figure TR-7 of the Transportation Element
	Shared bicycle lanes available as shown in Figure TR-7 of the Transportation Element
	No bicycle facilities available

* Bicycle facilities – lowest-level to highest-level of treatment: shared; bike lanes; buffered bike facility; separated trail.

Future Conditions

The proposed bicycle network will provide bicycle routes that interconnect almost all Bothell neighborhoods with worksites, transit, shopping, schools, other neighborhoods, and the shared use paths in Bothell (refer to **Figure TR-7**). Some of these proposed bicycle improvements are currently included in the City's Transportation Improvement Program and are described in the subarea plans. The City has been working with Snohomish County on plans for the northerly extension of North Creek Trail to McCollum Park and the Interurban Trail in Everett. Other proposed bicycle facilities have been identified as a result of public feedback. The total length of future striped and/or signed routes totals approximately 24 miles. Details regarding the specific bicycle treatment and design applications are determined through the City's adopted design and construction standards along with right-of-way or pavement width constraints.

New development or redevelopment of properties will be required to construct its portion of bicycle facilities as a part of frontage improvements, and major street projects will include bicycle facility construction, in most cases.

Pedestrian Facilities

Pedestrian facilities are an important aspect of Bothell's quality of life. The City of Bothell and its residents desire to have more opportunities for walking. The pedestrian system is a collection of sidewalks,

neighborhood and school connectors and shared use trails. Safe routes to schools and walkable communities are important issues to Bothell residents and an important aspect of public health.

Existing Conditions

At present, 83% of Bothell's arterial miles have pedestrian facilities on one or both sides of the street. However, especially within one-quarter mile of schools, many sidewalks and residential links are still missing. Figure **TR-8** shows the existing sidewalks and regional trails within the City.

Sidewalks are provided throughout most of the Downtown area of Bothell north to NE 190th Street, in the Canyon Park retail area, within the Canyon Park and North Creek business parks, along some arterials, and throughout most new development since the 1970s.

In addition, the Burke-Gilman/Sammamish River Trail and North Creek Trail offer pedestrian opportunities on these shared use paths. The Burke-Gilman/Sammamish River Trail is part of the King County regional trail system and runs between Seattle and Redmond. The North Creek Trail spurs off the Sammamish River Trail and provides connections to the UWB/CC campus, and North Creek and Canyon Park business centers. Several parks and recreational facilities are located near or adjacent to both of these trails.

Pedestrian Level of Service

Table TR-12 outlines the level of service standards that will be used to measure the City's pedestrian priority network and identify pedestrian facility needs along City streets. The highest level (green) will apply to streets with pedestrian facilities (in the form of sidewalks, separated paths, or other shared use facilities) on both sides of the street. The second level (yellow) applies to streets that only have any of these facilities on just one side of the street. The third level (red) are any streets without any pedestrian facilities at all. Similar to the bicycle priority network, these service levels will allow the City to assess service levels of the pedestrian network, and prioritize or determine which streets will require new facilities that would complete gaps and provide accessibility to the City pedestrian network.

Table TR-12: Pedestrian LOS – Sidewalk Availability

LOS	Within Pedestrian Priority Network
🟢	Pedestrian facilities* available on both sides of the street as identified in Figure TR-8 of Transportation Element
🟡	Pedestrian facilities* available on only one side of the street as identified in Figure TR-8 of Transportation Element
🔴	No pedestrian facility available at this time

* Pedestrian facility includes sidewalks and shoulders protected by a raised curb

Future Conditions

The existing and proposed pedestrian facilities are shown in Figure TR-8. The City of Bothell will continue to identify and pursue grant funding opportunities for several pedestrian improvement projects. There are approximately 19.5 miles of identified proposed projects to enhance the proposed pedestrian system and to fill in several missing gaps in the pedestrian network.

Through the last Plan update process, the public expressed that the greatest need for sidewalks is in the vicinity of schools, particularly elementary schools, and at locations where there are gaps in the pedestrian system. Residents have also expressed support for better linkages to the Burke-Gilman/Sammamish River

Trail. Sidewalks are also needed to provide access from residential areas to retail and service activity centers, to the UW Bothell and Cascadia College campus, and to employment centers. Prioritization of future projects will emphasize the connectivity and mobility enhancements needed for persons with disabilities, senior centers, schools, and low-income populations.. New development or redevelopment of properties will be required to construct sidewalks as a part of frontage improvements, and major street projects will include construction of sidewalks. As resources become available, city staff will be undertaking a detailed and comprehensive inventory of existing facilities and future pedestrian needs within the City to assess and determine future projects to adopt for design and construction when funding is identified.

Transportation Financing

Pursuant to GMA requirements, this section provides an overview of cost estimates and funding sources for future improvements to the City's transportation system. It also includes an assessment of strategies that are needed to address any potential funding shortfalls to ensure that traffic levels of service standards are met. The policies and actions in this Transportation Element are intended to implement these strategies.

Future Expenditures

Future transportation costs have been identified by City staff for both near-term (years 2015-2020) and long-term (years 2021-2034) scenarios. The near-term costs for transportation improvements are based upon the cost estimates in the City's Capital Facilities Plan (CFP). The long-term cost estimates are derived from cost estimates extrapolated from the City's Transportation Improvement Program (TIP) and the cost estimates developed for the other future projects recommended in this Element. **Table TR-13** presents the estimated total costs of needed transportation improvements through the year 2034.

Table TR-13
Combined Transportation Project Costs

PROJECT CATEGORIES	ESTIMATED COSTS (in million dollars)		
	2015-2020	2021-2034	TOTALS
Streets and Highways (including associated bicycle, pedestrian and transit facilities)	60.39	178.60	238.99
Paving	18.00	42.00	60.00
Other Bicycle Facilities	15.64	39.22	54.86
Other Pedestrian Facilities	4.63	12.60	17.23
Street, Signal, and Bridge Maintenance	21.60	76.73	98.33
TOTALS	120.27	349.14	469.41

Note: All dollar figures rounded to ten thousand (00,000s). 2014 dollars used (No escalation)

Funding Sources

The funding for transportation improvements in the city come from a variety of local, state and federal sources. The funding levels for these revenues can be highly variable depending on a large number of factors, including but not limited to the state and local economy, the amount of development activity, the

fiscal status of other agencies and jurisdictions, the availability of grant funding, the City's success rate in securing grant funding, and the adoption of new taxes and fees. The following paragraphs describe the different funding sources used by the City for transportation purposes:

Local Funding

The primary sources of local funding for transportation come from the City's general funds, motor vehicle fuel tax revenues, developer mitigation funds collected through the City's transportation impact fee program, and contributions from other agencies (e.g. Sound Transit) and local jurisdictions (e.g. Snohomish County). Also available to the City for funding are Transportation Benefit Districts (TBD) which were created by the Washington State Legislature as an option for municipalities to form independent taxing districts for the sole purpose of acquiring , constructing, improving, providing, and funding transportation improvements within a defined district. There are several voter approved options available to form TBD's including property taxes, sales and use tax (up to 0.2%), annual vehicle fees (up to $100 per vehicle) and vehicle tolls. There are also two TBD revenue options that do not require voter approval which are annual vehicle fees up to $20 per vehicle and transportation impact fees on commercial and industrial buildings only. These would be credited towards already imposed transportation impact fees.

State Funding

The primary source of state funding for City transportation projects come from grants, including grants administered by the Transportation Improvement Board (TIB) Regional Mobility Program. The City has also received funding from the Washington State Department of Transportation (WSDOT) for state highway projects and through the State budget process via direct appropriation. Several regional highway projects are being planned by WSDOT, including major upgrades to I-405. These projects will be funded through a combination of state revenues and tolls over the next 20 years.

Federal Funding

The primary source of federal funding for City transportation projects come from grants, including funding programs from the Moving Ahead for Progress in the 21st Century Act (MAP-21). The City has previously secured Federal Highway Administration (FHWA) funding from the Surface Transportation Program (STP) and the Congestion Mitigation and Air Quality (CMAQ) programs under the MAP-21 Program.

In general, the above funding sources can be further broken down into the following categories: local (city); mitigation; other agencies and jurisdictions; grants; and new taxes and fees. Future near-term and long-term revenue projections for these funding sources have been developed by City staff. The near-term revenue projections are based upon the funding levels in the City's CFP. **Table TR-14** identifies the anticipated funding sources for transportation projects in the city through the year 2034.

Table TR-14
Anticipated Transportation Funding Sources

FUNDING SOURCES	ESTIMATED FUNDING LEVEL (in million dollars)		
	2015-2020	2021-2034	TOTALS
Local (City)	22.77	72.84	95.61
Mitigation (e.g. Transportation Impact Fees)	20.40	47.60	68.00
Other Agencies/Jurisdictions (State and Local)	3.00	27.00	30.00
Grants (State and Federal)	36.55	95.58	132.13
New Taxes and Fees	37.55	106.11	143.67
TOTALS	120.27	349.14	469.41

Note: All dollar figures rounded to ten thousand (00,000s).

Funding Analysis

Based upon the financial information in **Table TR-13** and **TR-14**, the City will need to seek additional revenues to meet future transportation expenditures through the year 20354. It should be noted that this conclusion is predicated on the assumption that existing revenues will increase based upon historical growth rates and that new single-purpose taxes or fees for transportation improvements will be adopted during this time period. In the event that new taxes or fees (e.g. Transportation Benefit District-TBD) are not realized, then the City would need to pursue other funding sources or consider increases to existing funding revenues. Other options for addressing any funding shortfalls may include downsizing (phasing) or eliminating proposed transportation projects (through the City's CFP and TIP processes) or implementing land use changes to reduce traffic impacts (through the City's Comprehensive Plan updates and concurrency review process). Given the 25-year timeframe of this funding analysis, the City can continue to monitor traffic conditions and reassess the need for future transportation projects.

Transportation
Goals, Policies, and Actions

The Transportation Goals, Policies and Actions comprise the plan for providing the transportation system needed to accommodate the growth and development expected to be in place by 2040 and meet the requirements of the GMA. Transportation goals, policies and actions were developed to guide development of the transportation plan. The plan is the description of the program which is designed to accomplish these goals and implement these policies and actions.

Goals

TR-G1 Move people and goods safely and efficiently to support existing land uses and accommodate expected growth.

TR-G2 Balance mobility needs with protecting neighborhood character.

TR-G3 Support growth and vibrancy in commercial, educational, and employment areas through a transportation system that is inviting for all travel modes.

TR-G4 Encourage walking, bicycling, ridesharing and taking transit in order reduce congestion and greenhouse gas emissions, improve mobility and overall public health, and improve mobility choices for people with special transportation needs..

TR-G5 Partner with both public and private entities to develop a coordinated and efficient transportation system.

TR-G6 Create a transportation system that supports both fiscal and environmental sustainability.

TR-G7 Develop and monitor an infrastructure preservation program to maintain, support, and invest in operations to bring Bothell's transportation system into a state of good repair. TR-G8 Prioritize transportation investments to support the development of the Canyon Park Regional Growth and Community Activity Centers, the Downtown Community Activity Center, the North Creek Regional Activity Center, and also other Community and Local Neighborhood Activity Centers.

Policies

Regional Coordination Policies

TR-P1 Coordinate on a regular basis with neighboring jurisdictions, regional transportation agencies, and the Washington State Department of Transportation to address shared transportation needs and concerns. (TR-G5)

Regional Coordination Actions

TR-A1 Pursue partnerships with Snohomish County, King County, and neighboring cities on the planning, funding, and implementation of transportation improvements with multi-jurisdictional benefits. (TR-G5)

TR-A2 Work with Snohomish County, King County, and neighboring cities to ensure that projects outside of Bothell do not adversely impact the City's transportation system and do not result in a diversion of traffic through City neighborhoods. (TR-G2, TR-G5)

TR-A3 Work with Snohomish County, King County, and neighboring cities to ensure that new development outside of Bothell does not adversely impact the City's transportation system and levels of service. (TR-G5)

TR-A4 Continue cooperative efforts with Snohomish County, King County, and neighboring cities on key multi-jurisdictional transportation corridor improvements. (TR-G5)

TR-A5 Pursue partnerships with the Puget Sound Regional Council on the planning, funding, and implementation of transportation improvements of regional and local significance. (TR-G5)

TR-A6 Work with the Puget Sound Regional Council to ensure that the City's projects and policies are incorporated into regional transportation plans, including the Metropolitan Transportation Plan and the Regional Transportation Improvement Program. (TR-G5)

TR-A7 Pursue partnerships with the Washington State Department of Transportation on the planning, funding, and implementation of improvements to the State Routes within Bothell. (TR-G5)

TR-A8 Work with the Washington State Department of Transportation to ensure that the City's projects and policies are incorporated into state transportation plans, including the Washington Transportation Plan, the State Transportation Improvement Program, and state route studies. (TR-G5)

TR-A9 Continue to participate in the Eastside Transportation Partnership (ETP), SeaShore Transportation Forum, and Snohomish County Tomorrow subarea transportation boards. (TR-G5)

TR-A10 Work with Washington State Department of Transportation and adjacent County and Local jurisdictions to develop and support plans and programs that encourage the preservation of Bothell's infrastructure to a state of good repair. (TR-G5, TR-G7)

Streets and Highways Policies

TR-P2 Maintain or achieve LOS E (based on the highest peak hour) on the following corridors:

1. SR-524 (208th Street SE/Maltby Road) between 9th Ave. SE and 39th Ave. SE;
2. 228th Street SW/SE between 4th Avenue W and 39th Avenue SE;
3. SR-522 (NE Bothell Way) between 96th Avenue NE and Kaysner Way;
4. Beardslee Boulevard/NE 195th Street between NE 185th St. and 120th Ave. NE;
5. SR-527/Bothell-Everett Highway/Bothell Way NE between SR-524 and SR-522;
6. 39th/35th Ave. SE/120th Ave. NE/NE 180th St. between SR-524 and 132nd Ave. NE;
7. NE 145th St./Juanita-Woodinville Way/NE 160th St. between 100th and 124th Ave. NE.

Future improvements to these designated corridors should focus on the construction of all feasible improvements in the corridor with special attention to the intersections operating at the worst level of service within the corridor. (TR-G1)

The City shall require new development to mitigate site-specific impacts to the transportation system as required under the State Environmental Policy Act (SEPA). Mitigation may be required on local residential streets and will be coordinated with the Neighborhood Traffic Calming Program (refer to the Neighborhood Protection Policies and Actions). (TR-G2)

In accordance with the concurrency requirements of the Growth Management Act (GMA), the City will monitor LOS within these designated corridors and will withhold development approvals for projects which would cause the level of service to decline below the adopted standard, unless improvements or strategies are implemented which maintain the standard. This provision does not apply to the SR-522 corridor since City concurrency requirements do not apply to Highways of Statewide Significance. However, both the City's corridor standard of LOS E and the WSDOT standard of LOS D should be used as a guideline for future improvements on the designated SR-522 corridor. The City and WSDOT should work cooperatively to address reasonable actions along SR-522. (TR-G1, TR-G5)

TR-P3 The City shall continue to monitor and improve roadways and intersections outside of the designated corridors and include those projects identified in the City's Transportation Improvement Program (TIP). (TR-G1)

TR-P4 Maintain or achieve the following LOS guideline for roadway and bridge major maintenance: (TR-G7)

1. Resurface City arterials at a rate which ensures that all City roadways are resurfaced at least once every 25 years.

2. Maintain bridge structures to maximize functional life, and replace when necessary.

TR-P5 Improvements to address identified safety hazards should be given first priority for funding and should be implemented as soon as possible. (TR-G1, TR-G7)

TR-P6 Any future improvements to the State highways and City arterials designated under the Bothell Boulevard System (refer to Urban Design Element) should include median islands, landscaping between the street and sidewalks or walkways, a coordinated street tree program and sidewalks or walkways, if practical. The City should ensure that these improvements are properly maintained. In addition, the design of these improvements should be visually compatible with adjacent land uses and should include pedestrian connections. The multiway boulevard along Bothell Way NE in the Downtown Subarea, while a part of the City-wide boulevard system, has a unique purpose and design separate from other boulevards in the City, and is described and illustrated in detail in the Downtown Subarea Plan and Regulations. (TR-G3, TR-G7)

TR-P7 Require that new development analyze and mitigate any direct impacts to the transportation system. (TR-G1, TR-G6)

TR-P8 Ensure that new development provides adequate parking on-site or within the development. (TR-G3)

TR-P9 Continue to provide opportunities for public input on the City's transportation priorities and projects. Outreach should include all age, minority, and disabled groups in order to comply with Environmental Justice regulations. (TR-G5)

TR-P10 City of Bothell shall discourage new street connections from a surrounding jurisdiction into the city of Bothell unless it is specified in the City of Bothell's TIP. (TR-G5)

Streets and Highways Actions

TR-A11 Support the projects that are consistent with the policies identified in this Element and in the subarea plans through the TIP and the Capital Facilities Plan (CFP) for future implementation. (TR-G1)

TR-A12 Update the Transportation Impact Fee Program to include project improvements within the designated corridors identified in this Element. (TR-G1, TR-G6)

TR-A13 Enforce regulations which prohibit development approval if the proposed development causes the LOS on the City's designated corridors to decline below the adopted LOS, unless improvements or strategies to accommodate the impacts of development are made concurrent with the development. "Concurrent with the development" shall mean that improvements or strategies are in place at the time of development, or that a financial commitment is in place to complete the improvements or strategies within ten years. (TR-G1)

TR-A14 Review street and roadway functional classification changes and recommend changes as warranted. (TR-G1)

TR-A15 Require new development to pay its fair share of traffic impact fees. (TR-G1, TR-G6)

TR-A16 Require dedication of right-of-way and/or easements for future transportation projects as a condition of approval for new development when appropriate. (TR-G1)

TR-A17 Update and develop codes to improve site development and parking lot design to identify innovative solutions in commercial areas including but not limited to on-street parking, shared parking, underground parking, and parking structures. (TR-G3)

TR-A18 Maintain a traffic data collection system, including but not limited to traffic counts and collision data, for purposes of identifying safety improvements. (TR-G1)

TR-A19 Maintain a pavement management system to ensure that City arterials are resurfaced at least once every 25 years and that bridges are maintained to maximize their functional life and are replaced when necessary. (TR-G7)

TR-A20 Provide notification and perform outreach to City residents and businesses on any major transportation projects and programs. (TR-G5)

Neighborhood Protection Policies

TR-P11 Maintain a citywide Neighborhood Traffic Calming Program to address neighborhood traffic and parking concerns. (TR-G2)

TR-P12 Promote traffic and pedestrian safety in residential neighborhoods. (TR-G2)

TR-P13 Improvements to the existing street network shall be planned to promote regional through-traffic volumes to utilize arterials and to discourage the amount of through-traffic on neighborhood streets as cut-through routes. (TR-G2)

TR-P14 Perform extensive notification and focused outreach on any proposed street connections or roadway reclassifications that may potentially affect neighborhoods. (TR-G2, TR-G5)

TR-P15 Require new development to evaluate and mitigate impacts on neighborhood streets in accordance with the Neighborhood Traffic Calming Program. (TR-G2)

Neighborhood Protection Actions

TR-A21 Pursue traffic calming measures in residential neighborhoods to reduce traffic speeds and to improve safety without diverting traffic into other residential neighborhoods. Traffic calming measures may include, but are not limited to, public outreach and education, speed limit reduction, speed cushions, traffic circles, medians, signage, access management, and increased enforcement. (TR-G2)

TR-A22 Install gateway and entry treatments and other neighborhood traffic control devices at the entrance of neighborhoods to reinforce the residential character of the neighborhood and to discourage cut through traffic. (TR-G2)

TR-A23 Provide extensive notification to affected property owners and residents on proposed capital improvement projects in accordance with current SEPA notification coverage guidelines. (TR-G2, TR-G5)

TR-A24 City of Bothell staff shall work closely with the abutting jurisdictions in the discussion of development proposals to discourage cut-through traffic in the city's residential neighborhoods. (TR-G2, TR-G5)

TR-A25 Enforce parking regulations to prevent spillover parking from schools and businesses into residential neighborhoods. (TR-G2)

TR-A26 Meet and educate citizens about enforcement and engineering alternatives to develop consensus traffic calming plans which address neighborhood traffic and parking concerns. (TR-G2, TR-G5)

TR-A27 Use neighborhood traffic control devices where necessary to divert through traffic to arterials classified and designed for that purpose. (TR-G2)

TR-A28 Provide regular funding in the City's budget to construct the improvements that are necessary to implement the neighborhood protection policies identified in this Element. Such funding can be used as a matching source to leverage additional funding that is available for these improvements through various grant programs.

TR-A29 Review and respond to complaints and propose remedies to neighborhood traffic issues and parking problems. (TR-G2)

Public Transit Policies

TR-P16 Provide transit stops and related amenities to enhance bicycle and pedestrian accessibility consistent with transit agency requirements and plans. (TR-G4, TR-G5)

TR-P17 Work with the transit agencies to promote transit usage through coordination of bus routes and scheduling. (TR-G4, TR-G5)

TR-P18 New development in the City activity centers should be designed and built to be transit oriented. (TR-G3, TR-G4)

TR-P19 The City should explore candidate locations for a transit station/center in Bothell. (TR-G3)

TR-P20 Work with the transit agencies to develop a LOS standard for transit to provide service for residents and businesses within ¼ mile of bus stops or within 1½ miles from Park-and-Ride lots. A service level measure for weekday peak hour service frequency should be 30 minutes or better from Park-and-Ride lots, and weekday off-peak service frequency should be 60 minutes or better from Park-and-Ride lots. (TR-G1, TR-G5)

TR-P21 Support a public transit system that will provide the majority of residences, businesses and community facilities with frequent and convenient transit service. (TR-G4)

TR-P22 Continue to coordinate with King County Metro, Community Transit and Sound Transit to increase the frequency of existing transit service between Bothell and other regional destinations and activity centers. (TR-G4, TR-G5)

TR-P23 Improve accessibility to transit facilities for all users including persons with special transportation needs such as the disabled, elderly, youth and low-income populations. (TR-G4)

TR-P24 Encourage Active Transportation Plan goals by contributing to the creation and completion of an active transportation network that connects within and between regional centers and improves access to transit and is accessible by everyone. (TR-G4)

Public Transit Actions

TR-A30 Coordinate on a regular basis with King County Metro, Community Transit, and Sound Transit on improving the transit routes and bus stops in the city. (TR-G4, TR-G5)

TR-A31 Coordinate on a regular basis with King County Metro, Community Transit, and Sound Transit to improve pedestrian safety in and around transit areas such as bus stops and Park-and-Ride lots. Safety measures include but may not be limited to traffic signals, street lighting, sidewalks, and crosswalks. (TR-G4, TR-G5)

TR-A32 Continue to develop design standards and/or guidelines to ensure that any future development in City activity centers is transit oriented. (TR-G3, TR-G4)

TR-A33 Pursue partnerships with King County Metro, Community Transit, and Sound Transit on the planning, funding, and implementation of transit improvements within Bothell. (TR-G5)

TR-A34 Work with King County Metro, Community Transit, and Sound Transit to ensure that the City's projects and policies are incorporated into their respective transit plans and programs. (TR-G5)

TR-A35 Support two types of transit service to provide transit service for local and through trips. Local circulator service would be provided to interconnect residents with the regional transit service provided to area park and ride lots, in addition to achieving LOS standards for area covered and quality of service. Local service would be explored through potential circulator routes as referenced in the Economic Development section Policies and Actions (ED-A10). (TR-G4)

TR-A36 Work with King County Metro, Community Transit, and Sound Transit to determine suitable locations for a future transit station/center and Park-and-Ride within downtown Bothell. (TR-G3, TR-G4, TR-G5)

TR-A37 Support the expansion of the regional transit system, including Park-and-Ride facilities, transit service frequency, and new High Capacity Transportation (HCT) modes such as Bus Rapid Transit (BRT) consistent within the context of Bothell's regional and local comprehensive planning goals. (TR-G4, TR-G5)

TR-A38 Work with transit providers to provide safe, lighted, and weather protected passenger waiting areas at stops with high ridership, transfer points, and Park-and-Ride facilities. (TR-G4, TR-G5)

TR-A39 Consider transit facilities and service as additional form of mitigation for new developments whose residents, employees, or patrons would benefit from public transportation. (TR-G3, TR-G4, TR-G5)

TR-A40 Promote transit usage in roadway improvements by providing for transit stops and related amenities consistent with transit agency requirements. (TR-G4, TR-G5)

Transportation Demand Management (TDM) and Transportation System Management (TSM) Policies

TR-P25 Implement and pursue the use of TDM strategies as a means of reducing traffic congestion and greenhouse gas emissions. (TR-G4, TR-G6)

TR-P26 Comply with the Commute Trip Reduction (CTR) Act and other regulations which require or encourage the use of TDM measures. (TR-G4, TR-G6)

TR-P27 Support land use patterns that reduce the quantity and length of trips by single occupant vehicle trips. (TR-G4, TR-G6)

TR-P28 Implement and pursue the use of TSM strategies as an alternative or supplement to roadway capacity improvements. (TR-G4, TR-G6)

Transportation Demand Management (TDM) and Transportation System Management (TSM) Actions

TR-A41 Continue to implement the requirements of the State's CTR Act and the City's CTR Ordinance. (TR-G4, TR-G6)

TR-A42 Continue working with affected transit agencies to implement employer outreach programs to promote the use of alternative transportation modes and other worksite-based strategies such as alternative work schedules. (TR-G4, TR-G5, TR-G6)

TR-A43 Encourage all employers, whether through their CTR programs or on a voluntary basis, to provide financial incentives to employees who commute by transit, carpools and vanpools to reduce the quantity of commute trips by single occupant vehicles. (TR-G4, TR-G5, TR-G6)

TR-A44 Encourage employers to promote Transportation Management Strategies to their employees to increase knowledge and opportunities for vanpooling, carpooling, and shared parking to reduce single occupant vehicles. (TR-G4, TR-G5, TR-G6)

TR-A45 Support the development of High Capacity Transportation (HCT), Bus Rapid Transit (BRT), and High Occupancy Vehicle (HOV) lanes on the State highways that serve Bothell consistent within the context of Bothell's regional and local comprehensive planning goals. (TR-G4, TR-G5)

TR-A46 Work with Sound Transit, King County Metro, and Community Transit to construct a transit center with a Park-and-Ride facility in downtown Bothell. (TR-G3, TR-G4, TR-G5)

TR-A47 Work with WSDOT and other regional planning agencies to assure regional TDM programs and measures are developed and that the policies developed are complimentary to and consistent with the Bothell Comprehensive Plan. (TR-G5)

TR-A48 In the activity and regional employment centers, encourage compact and mixed use development to reduce vehicle trips and to encourage transit use. (TR-G3, TR-G4, TR-G6)

TR-A49 Work with Sound Transit, King County Metro, and Community Transit to complete the dedicated transit lanes (also referred to as Business Access and Transit lanes) from 83rd Place NE to Wayne Curve and the transition section between Wayne Curve and NE 180th Street, and consider technology updates to assist riders and improve travel times and ensure reliability along key transit routes. (TR-G4, TR-G5)

TR-A50 Work with WSDOT and neighboring cities to provide traffic signal synchronization along the State highways and arterials that run through Bothell. (TR-G5, TR-G6)

TR-A51 Continue to pursue grant funding for TDM and TSM implementation. (TR-G6)

TR-A52 Explore opportunities to provide or promote alternatives to vehicle ownership and use through shared ride and shared vehicle programs.

Bicycle Facilities Policies

TR-P29 Existing bicycle routes should be signed as soon as possible to meet Shared Roadway standards until construction to Bicycle Lane standards is completed. (TR-G4)

TR-P30 Bicycle access to activity centers such as Canyon Park and Downtown Bothell should be encouraged. (TR-G3, TR-G4, TR-G6)

TR-P31 Where feasible, land under transmission lines should be reserved for public non-motorized use. (TR-G4)

TR-P32 Where designated, the City should strive to include bicycle lanes in each direction of roadways, if practical. Priority should be given to bicycle facilities that provide access to schools and that fill in gaps in the bicycle system. (TR-G4)

TR-P33 Develop bicycle facilities along key north-south and east-west corridors in conjunction with roadway improvements. (TR-G4, TR-G7)

TR-P34 Complete the missing links of the North Creek Trail Corridor from the Sammamish River Trail to the south end of the North Creek Trail in unincorporated Snohomish County. (TR-G4)

TR-P35 Unimproved public rights-of-way shall be preserved to assure they are available in the future for bicycle improvements. (TR-G4)

TR-P36 Shared use path links located on steep slopes should be avoided whenever possible. (TR-G4)

TR-P37 Encourage Active Transportation Plan goals by supporting actions to increase the number and frequency of people choosing active transportation in the region (TR-G3)

TR-P38 Encourage Active Transportation Plan goals by improving safety and comfort for active transportation users with an emphasis on elderly, youth, and low-income populations that may rely more on alternative transportation modes other than a motorized vehicle. (TR-G3, TR-G4)

TR-P39 Maintain an inventory of bicycle facilities along key bicycle corridors to identify bicycle network level of service conditions for prioritizing and developing future bicycle network connections. (TR-G4, TR-G5)

Bicycle Facilities Actions

TR-A53 Investigate the feasibility of providing continuous bicycle lanes or shared use paths on those roadways which are designated as bicycle routes in **Figure TR-8**. (TR-G4)

TR-A54 Include bicycle facilities and amenities as components in future roadway construction and maintenance projects. (TR-G4, TR-G7)

TR-A55 Erect signage on those roadways which are designated as existing bicycle routes in **Figure TR-8.** (TR-G4)

TR-A56 Investigate bicycle connections between neighborhoods, growth and activity centers, and transit facilities to improve access and safety for all users. (TR-G4)

TR-A57 Promote additional bicycle connections to regional trails. (TR-G4, TR-G5)

TR-A58 Work with easement benefactors and individual property owners to allow land under transmission lines to be used for bicycle use. (TR-G5)

TR-A59 Update the Transportation Improvement Program to include key bicycle corridors. (TR-G1, TR-G4)

TR-A60 Update design standards for bicycle facilities to include WSDOT Design Manual and, where appropriate, American Association of State Highway and Transportation Officials (AASHTO) design guidelines. (TR-G1)

TR-A61 Pursue funding for completing the missing links on the North Creek Trail. (TR-G4)

TR-A62 Encourage existing and new employers and businesses to provide convenient bicycle parking facilities for employees and customers. (TR-G3, TR-G5)

TR-A63 Prepare a comprehensive bicycle facilities inventory and needs program to identify level of service conditions of the bicycle priority network and develop bicycle network needs and improvements to meet future level of service standards. (TR-G4, TR-G5, TR-G6)

Pedestrian Facilities Policies

TR-P40 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 whenever possible. (TR-G1, TR-G4, TR-G5, TR-G7)

TR-P41 Pedestrian access between residential neighborhoods, educational institutions, and employment and commercial areas should be encouraged. Pedestrian access should be provided to activity centers such as Canyon Park and Downtown Bothell. (TR-G3, TR-G4)

TR-P42 Where feasible, land under transmission lines should be reserved for non-motorized uses. (TR-G4)

TR-P43 The City should strive to complete pedestrian facilities (sidewalks or walkways), using the most cost-effective materials, on at least one side of all arterials. High priority should be given to sidewalks or walkways that provide access to schools. Sidewalk/walkway construction priorities around schools shall be to construct pedestrian facilities around elementary schools first, junior high schools second, high schools third, and the UW Bothell/Cascadia Community College Campus fourth. In addition, priority should be given to sidewalks or walkways that fill in gaps in the pedestrian system. (TR-G4)

TR-P44 A comprehensive network of sidewalks/walkways connecting with shared use paths should be developed to provide alternative routes to employment centers, shopping areas, transit stops, schools, and recreation facilities. (TR-G4)

TR-P45 Unimproved public rights-of-way shall be preserved to assure they are available in the future for pedestrian improvements. (TR-G4)

TR-P46 The Municipal Code shall include building and site design measures which enhance pedestrian access to buildings. (TR-G4)

TR-P47 Pedestrian crossings should be considered on each arterial and, where warranted, crosswalks should be provided on all roadways with sidewalks or walkways on only one side of the roadway. (TR-G4)

TR-P48 Encourage Active Transportation Plan goals by supporting actions to increase the number and frequency of people choosing active transportation in the region and improve safety and comfort for active transportation users. (TR-G3, TR-G4)

TR-P49 Maintain an inventory of pedestrian facilities along key pedestrian corridors to identify pedestrian network level of service conditions for prioritizing and developing future pedestrian network connections. (TR-G4, TR-G5)

TR-P50 Emphasize the prioritization and development of future pedestrian facilities to enhance mobility for people with special needs including persons with disabilities, the elderly, youth, and low-income populations. (TR-G3, TR-G4)

Pedestrian Facilities Actions

TR-A64 Investigate and pursue construction of continuous sidewalks or walkways on those roadways designated in **Figure TR-9**. (TR-G1, TR-G4)

TR-A65 Include pedestrian facilities and amenities as components in new or renovated arterials and collectors. (TR-G1, TR-G4)

TR-A66 Investigate and pursue construction of pedestrian connections between neighborhoods, activity centers, and transit facilities, to improve access and safety for all users. (TR-G1, TR-G4)

TR-A67 Pedestrian connections and easements should be required of developers of subdivisions to provide convenient and direct connections to schools, bus stops, parks, and businesses. (TR-G1, TR-G4, TR-G5)

TR-A68 Work with easement benefactors and individual property owners to allow land under transmission lines to be used for pedestrian use. (TR-G4, TR-G5)

TR-A69 Update the Transportation Improvement Program to identify a priority list of proposed pedestrian facilities for future implementation within the city. (TR-G1, TR-G4)

TR-A70 Develop codes that provide for flexibility in the design of pedestrian facilities. (TR-G1)

TR-A71 Promote participation by the Northshore School District in the planning and funding of pedestrian facilities serving schools. (TR-G4, TR-G5)

TR-A72 Provide regular funding in the City's budget to construct the pedestrian improvements that are necessary to implement the pedestrian policies identified in this Element. Such funding can be used as a matching source to leverage additional funding that is available for these improvements through various grant programs. (TR-G6)

TR-A73 Prepare a comprehensive pedestrian facilities inventory and needs program to identify level of service conditions of the pedestrian priority network and develop pedestrian network needs and improvements to meet future level of service standards. (TR-G4, TR-G5, TR-G6)

TR-A74 Pursue low cost interim pedestrian improvements where funding constraints may not allow for ultimate facility design to be built. (TR-G4, TR-G6)

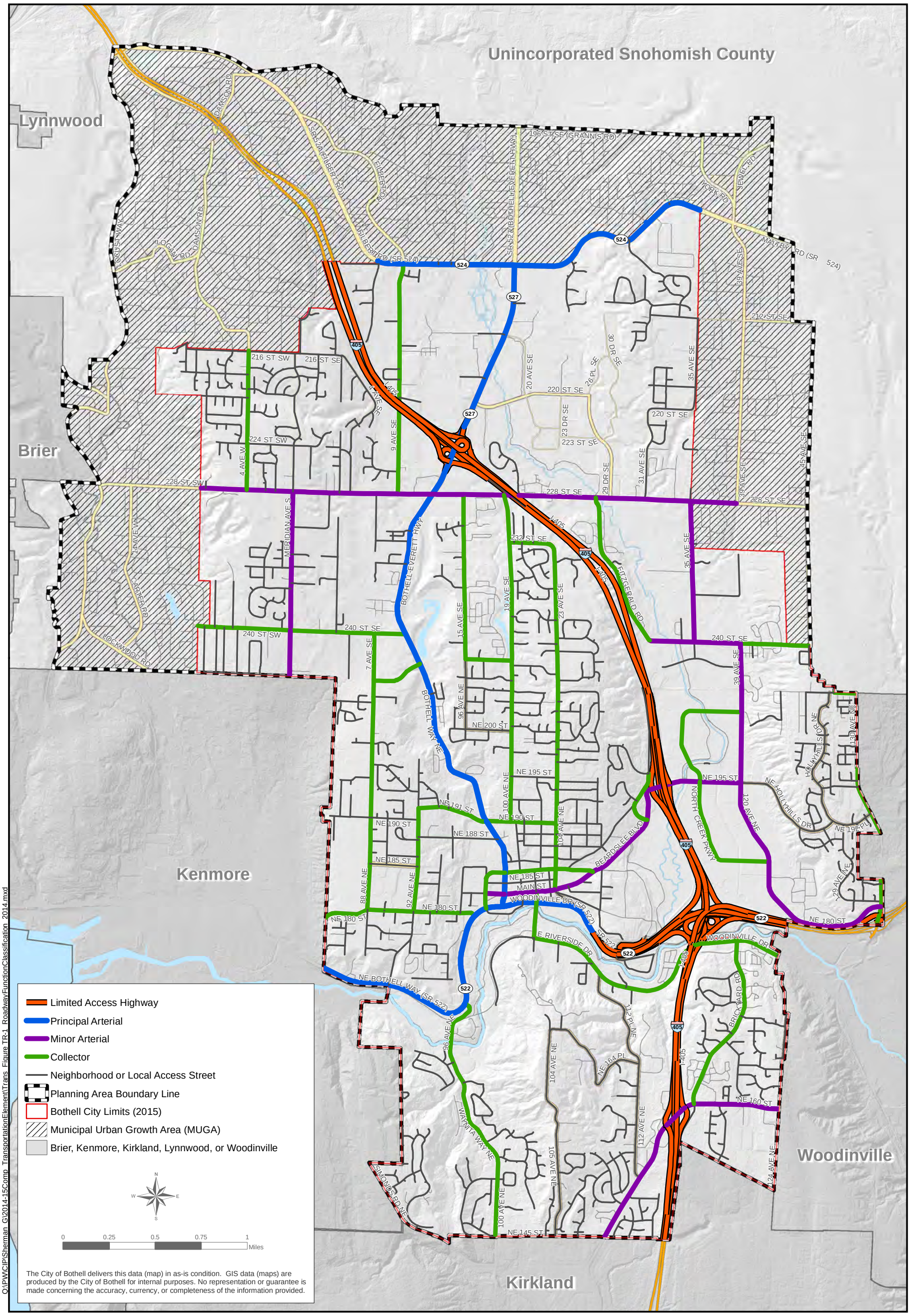


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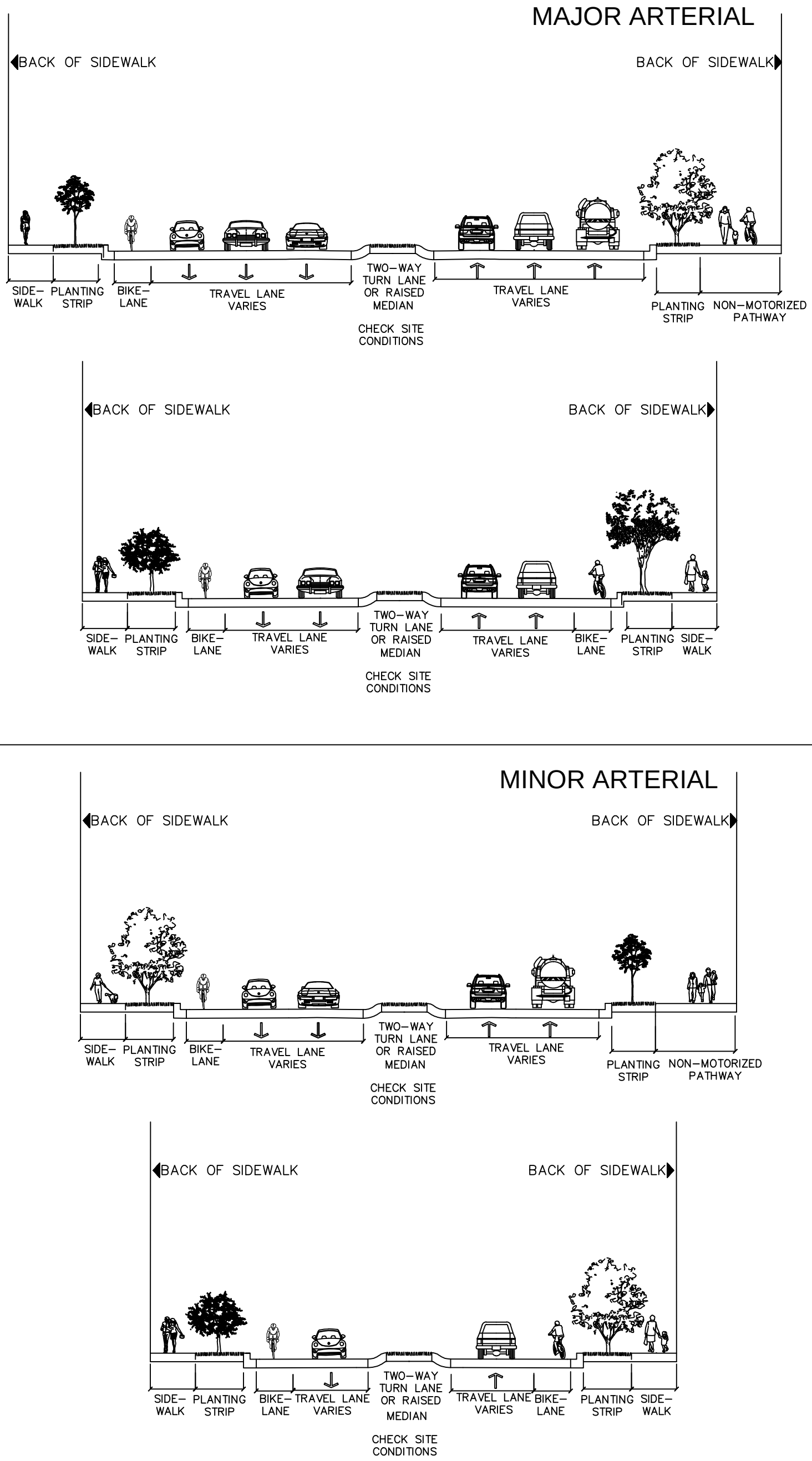
Figure TR-1
Roadway Functional Classification

City of Bothell

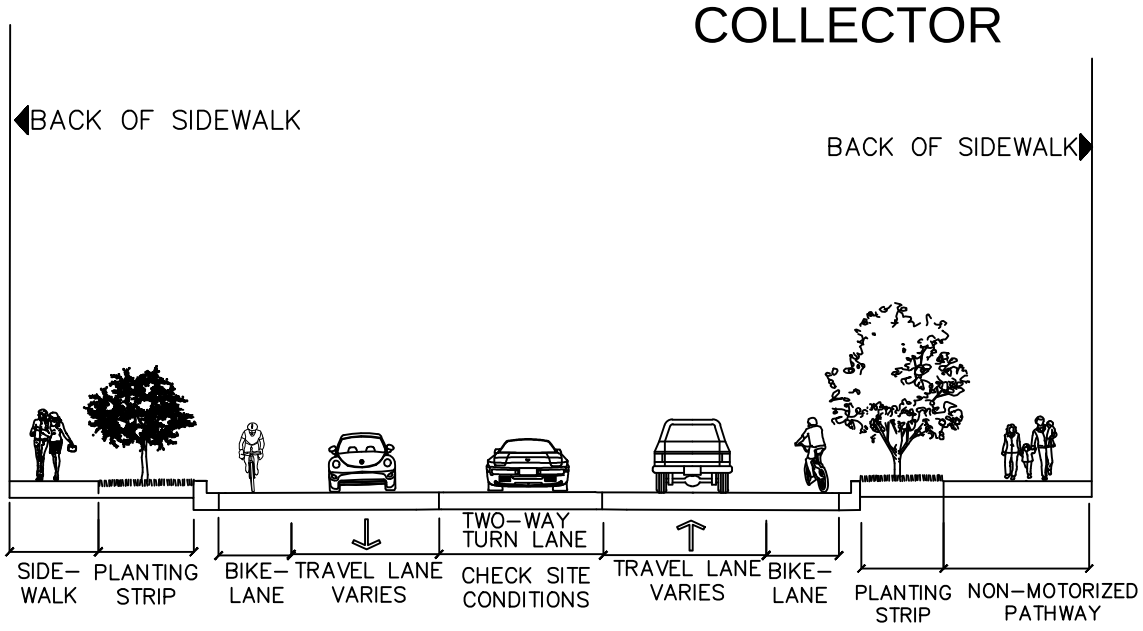


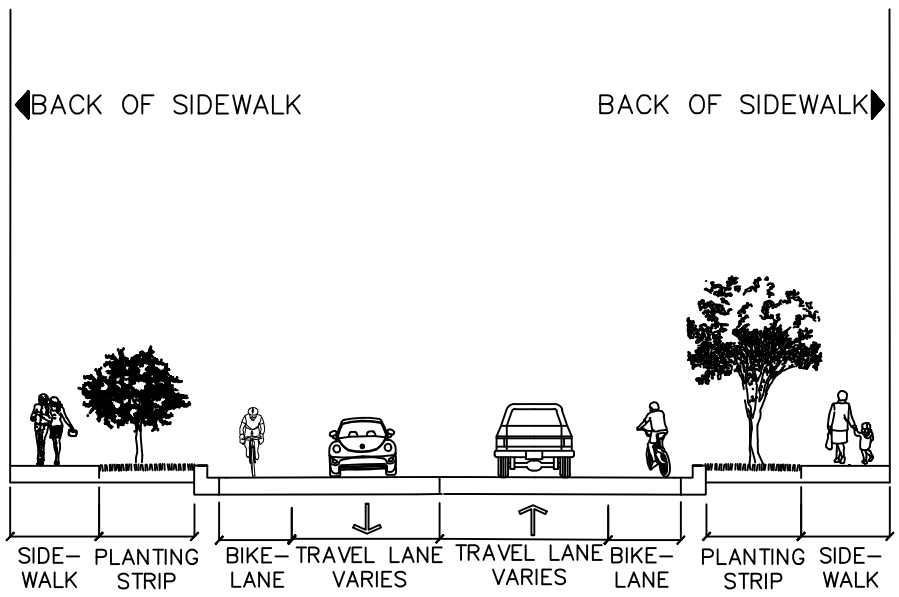
NOTE: ALL TRAVEL LANES, SHOULDERS, BIKE LANES, PLANTING STRIPS, NON-MOTORIZED PATHWAYS AND SIDEWALKS WILL BE CONSTRUCTED PER BOTHELL DESIGN STANDARDS WHEREVER FEASIBLE. THE NUMBER OF LANES AND NON-MOTORIZED TREATMENTS WILL BE DETERMINED ON A PROJECT TO PROJECT BASIS

Figure TR-2A
Typical Roadway Cross Sections

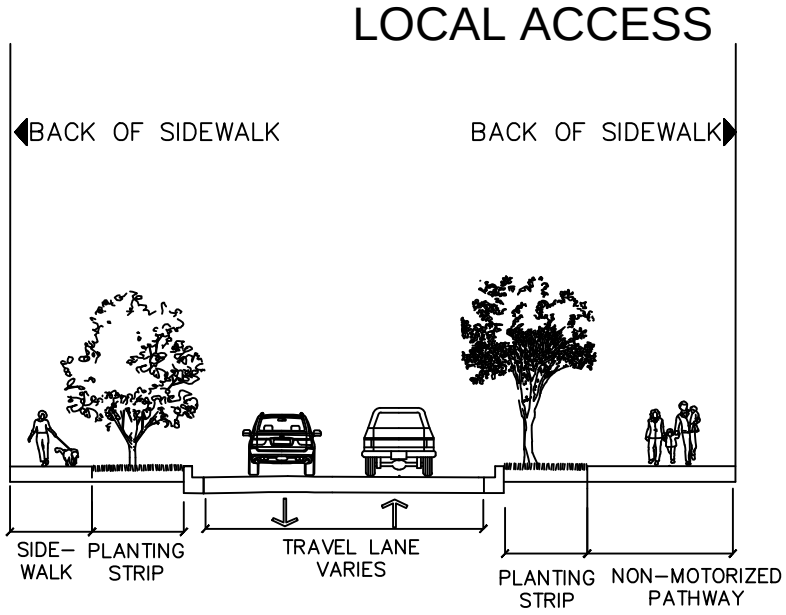
City of Bothell

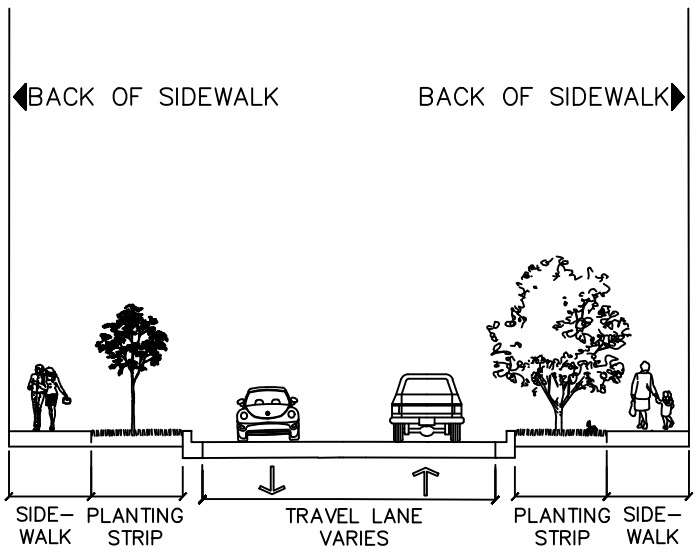
COLLECTOR





LOCAL ACCESS





NOTE: ALL TRAVEL LANES, SHOULDERS, BIKE LANES, PLANTING STRIPS, NON-MOTORIZED PATHWAYS AND SIDEWALKS WILL BE CONSTRUCTED PER BOTHELL DESIGN STANDARDS WHEREVER FEASIBLE. THE NUMBER OF LANES AND NON-MOTORIZED TREATMENTS WILL BE DETERMINED ON A PROJECT TO PROJECT BASIS

Figure TR-2B
Typical Roadway Cross Sections

City of Bothell

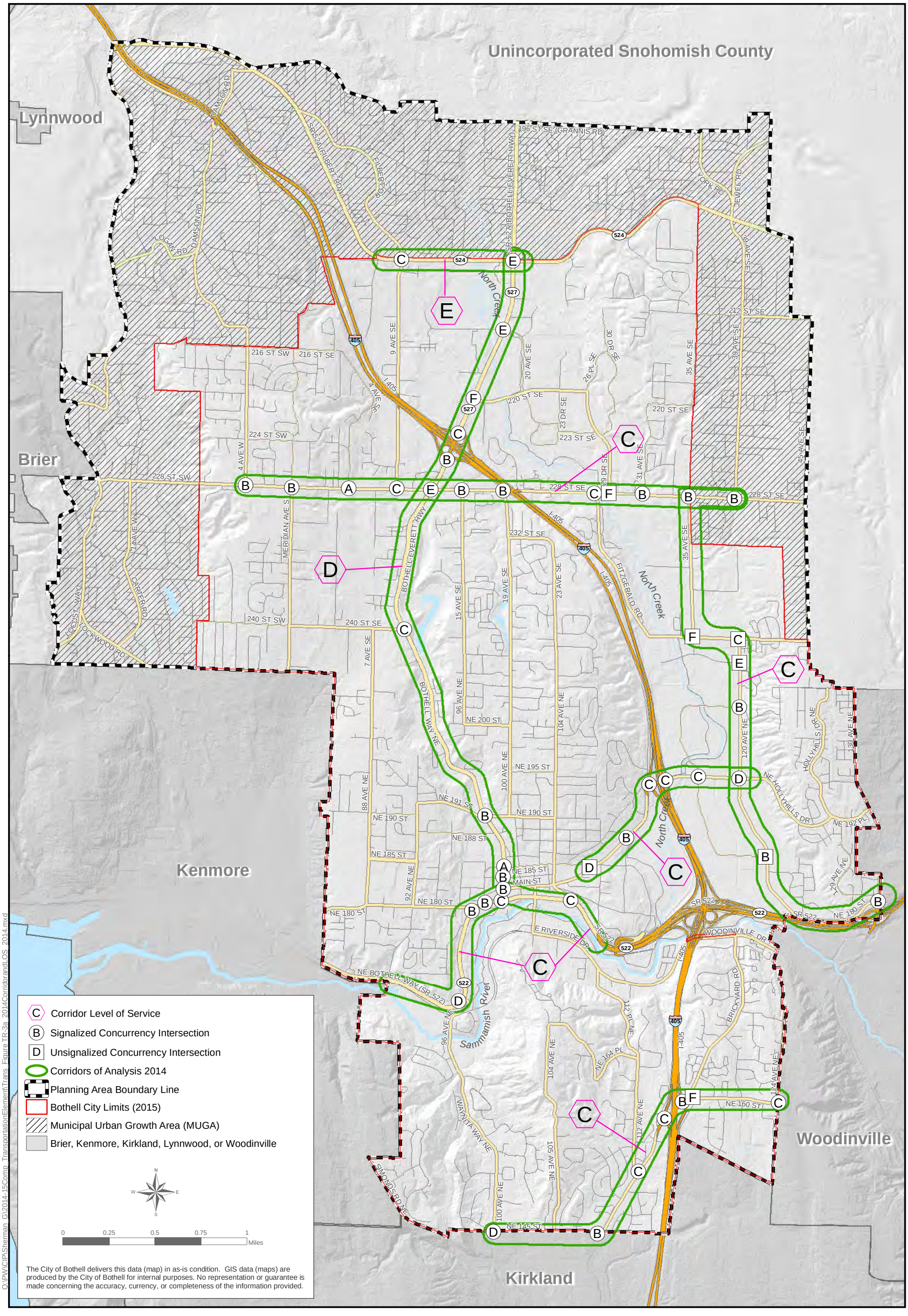


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Figure TR-3A
Corridor Locations and Intersection Level of Services (2014 - PM Peak Hour)

City of Bothell

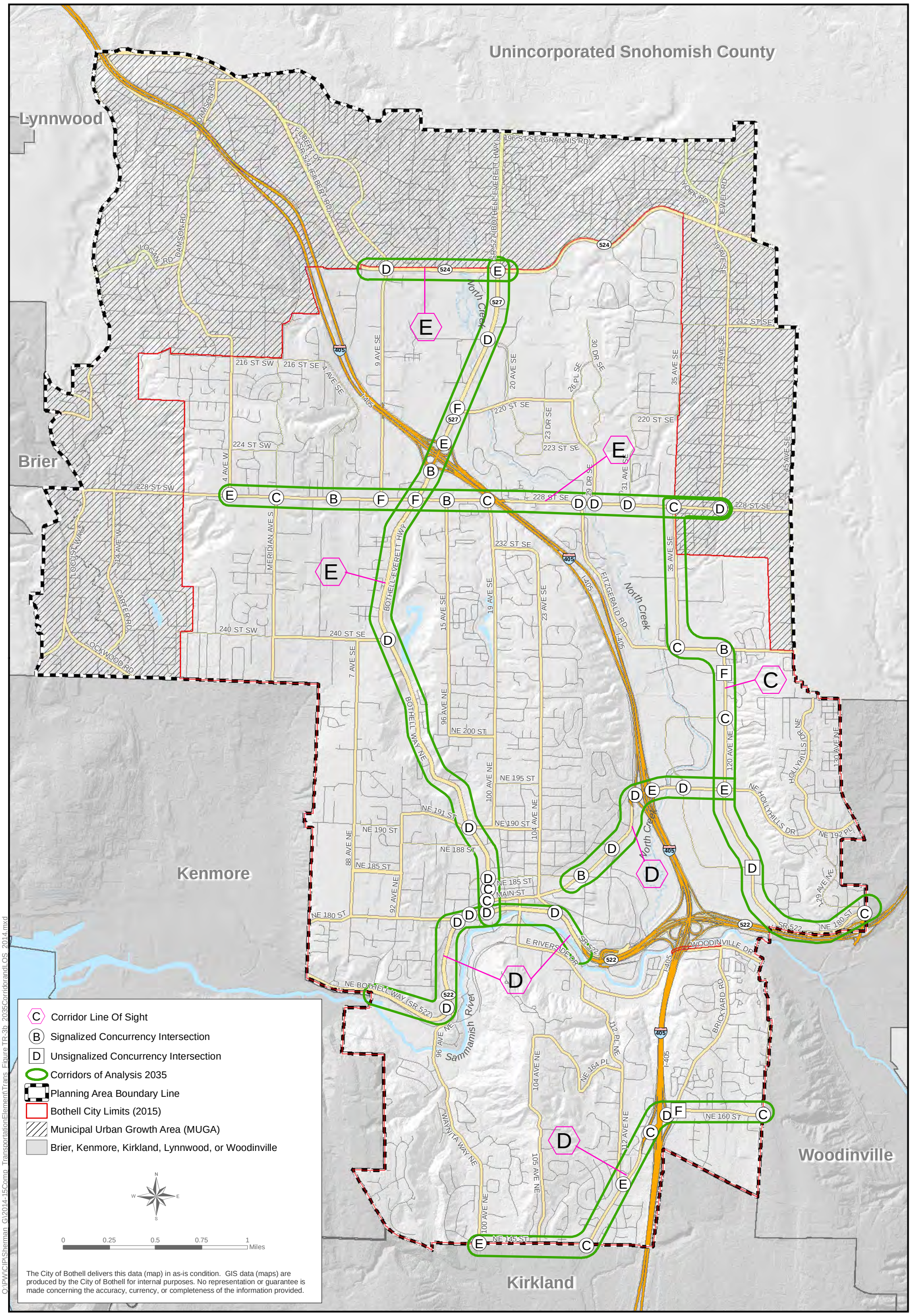

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Figure TR-3B
Corridor Locations and Intersection Level of Services (2035 PM Peak Hour)

City of Bothell

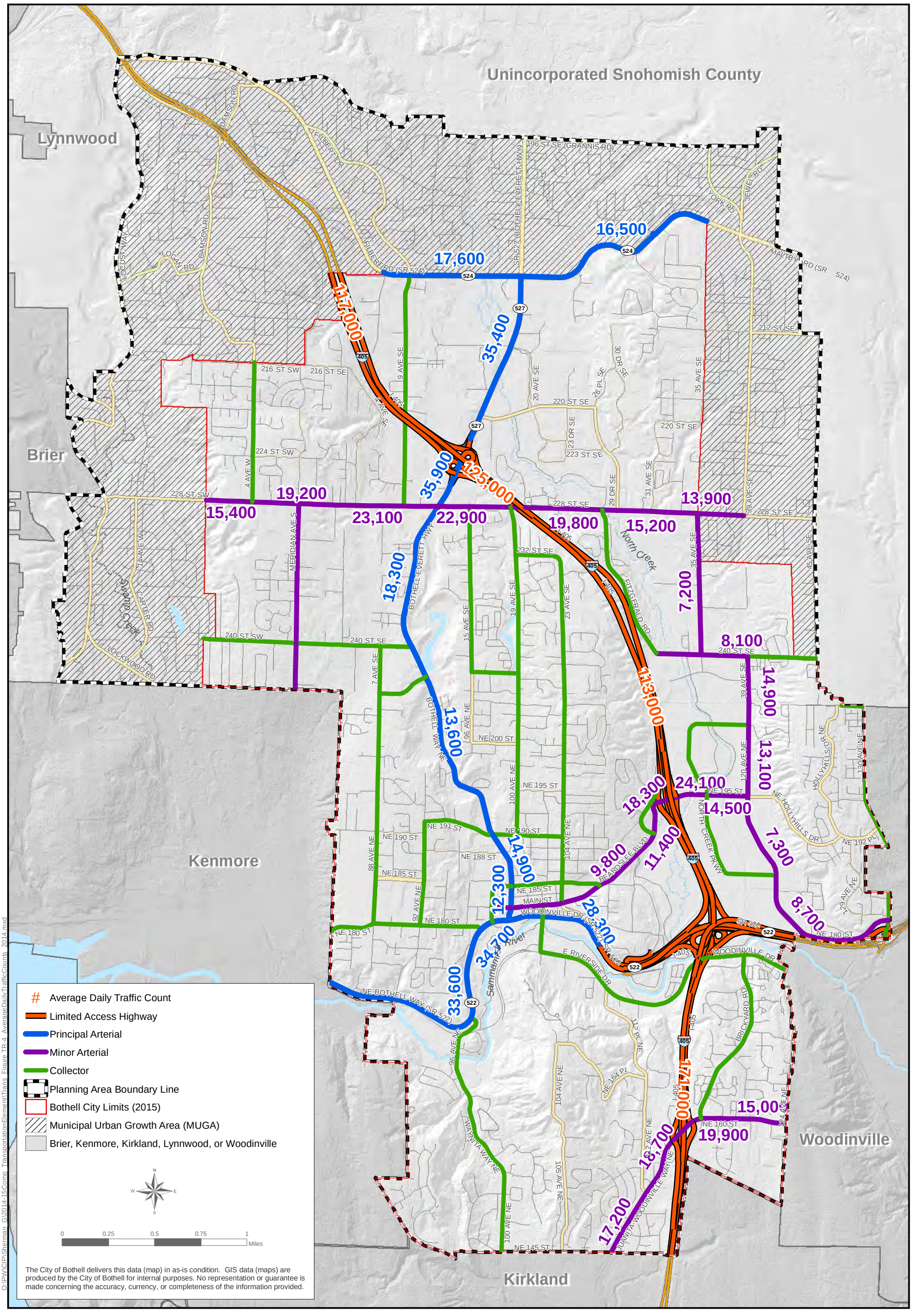

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Figure TR-4
Average Daily Traffic (ADT - 2014)

City of Bothell

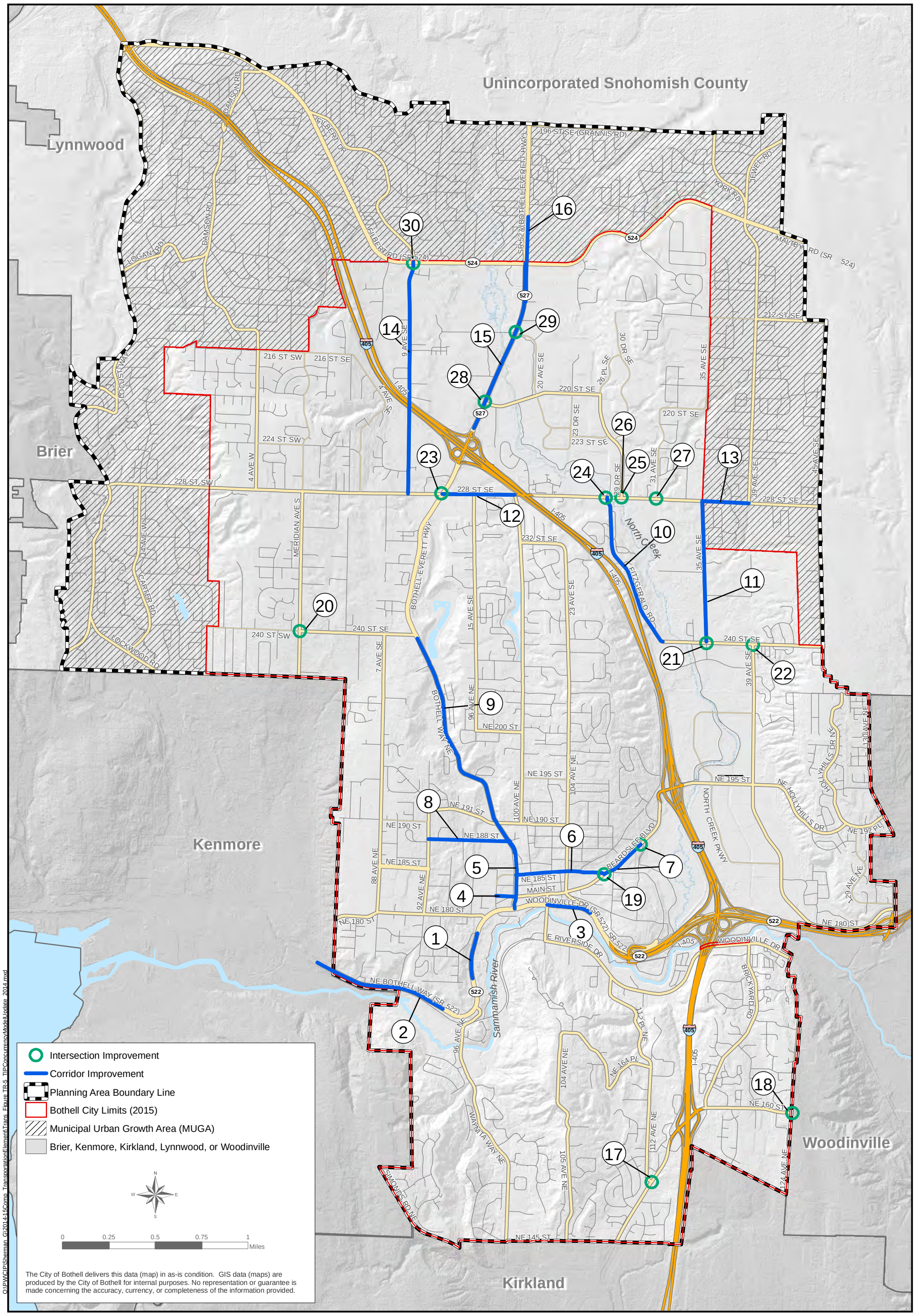

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Figure TR-5
Location of Recommended Transportation Improvement Projects

City of Bothell

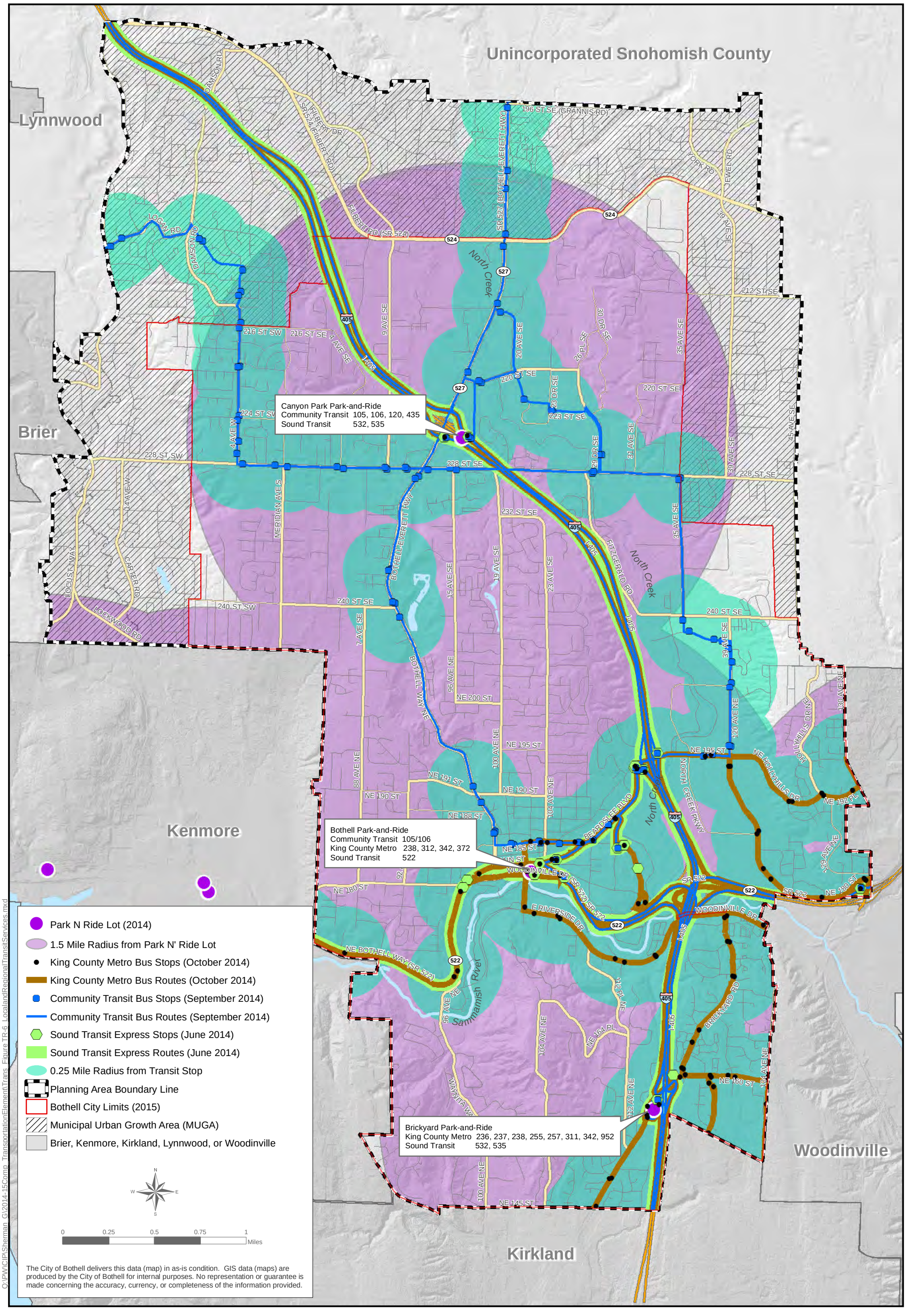

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Figure TR-6
Local and Regional Transit Services

City of Bothell

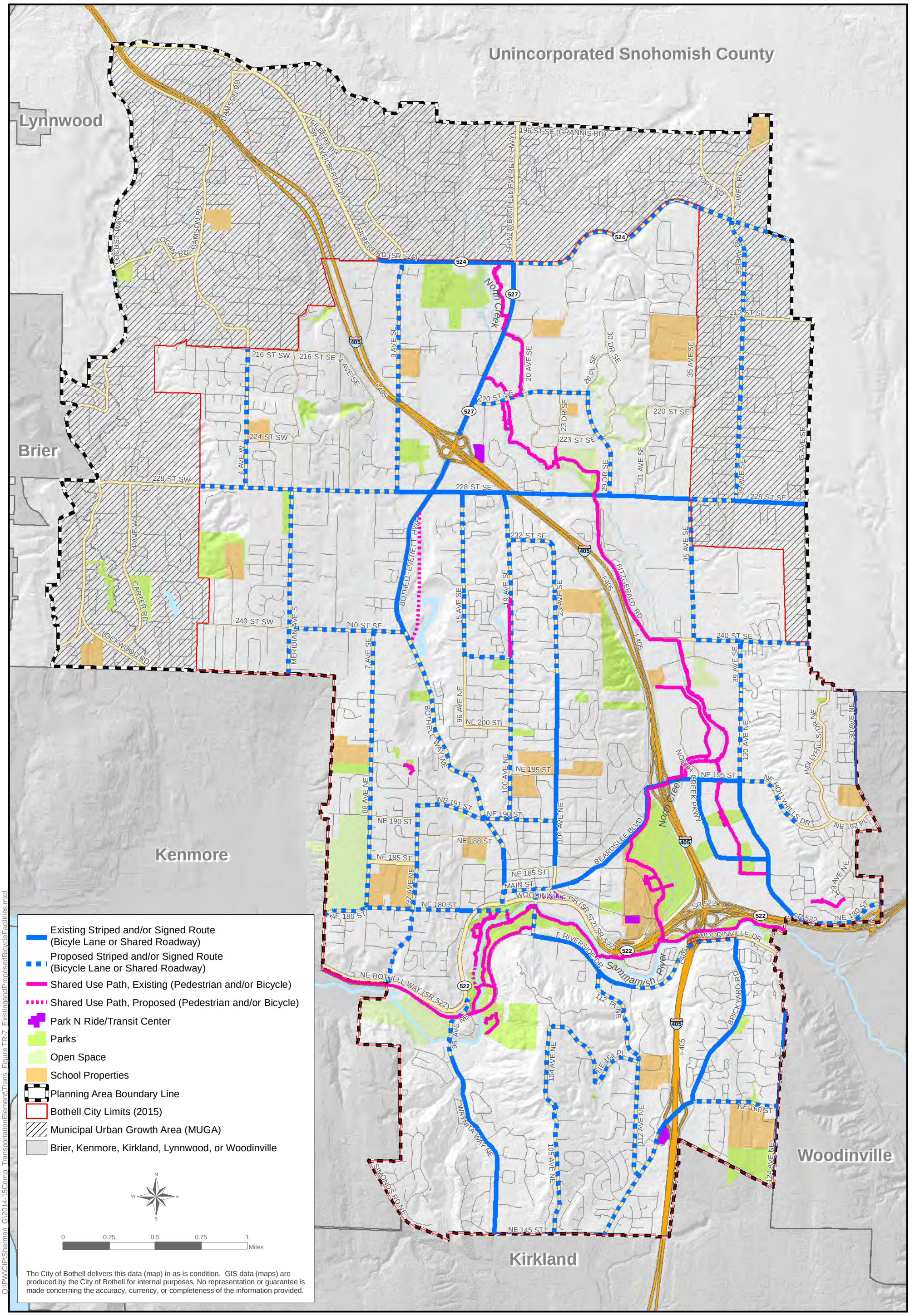

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Figure TR-7
Existing and Proposed Bicycle Facilities

City of Bothell

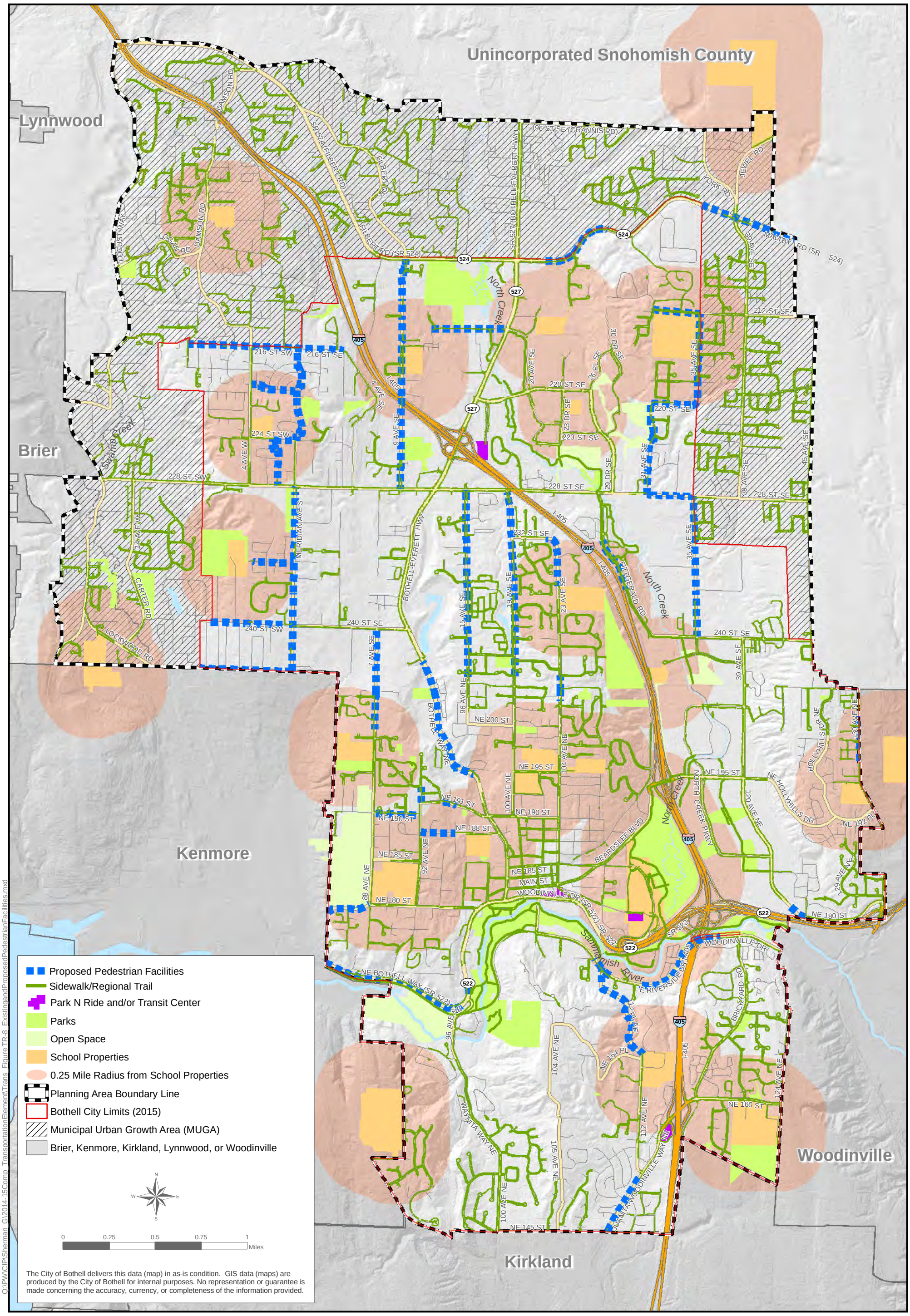

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Figure TR-8
Existing and Proposed Pedestrian Facilities

City of Bothell

Capital Facilities Element

Purpose and Relationship to GMA

The Growth Management Act (GMA) requires a Capital Facilities Element as a component of the Comprehensive Plan. The Capital Facilities element is required to consist of the following:

1. An inventory of existing capital facilities owned by public entities, showing the locations and capacities of the facilities;

2. A forecast of the future needs for the above capital facilities;

3. The proposed locations and capacities of expanded or new capital facilities;

4. At least a six-year plan to finance capital facilities within projected funding capacities, which plan clearly identifies sources of public money for such purposes;

5. A requirement to reassess the land use element if probable funding falls short of meeting existing needs and to ensure that the land use element, capital facilities plan element and financing plan within the capital facilities plan element are coordinated and consistent.

The Capital Facilities Element differs somewhat from other elements of the *Imagine Bothell…* Comprehensive Plan. Other elements focus on articulating the citizens' vision for the various aspects of community life - land use allocation, transportation, historic preservation, economic development, environmental protection, to name a few. The Capital Facilities Element, in comparison, focuses on the infrastructure necessary to achieve the vision. This element catalogs existing capital facilities, identifies facilities needed to implement the vision, projects costs and potential funding sources, and establishes likely timelines for construction.

The Washington Administrative Code (WAC) recommends that a capital facilities element should include water systems, sanitary sewer systems, storm water facilities, schools, parks and recreation facilities, and police and fire protection facilities. All of those facilities are addressed in this element, plus city general offices and maintenance shop facilities, libraries and the Northshore Senior Center.

Please note that several of these services are provided within the Planning Area not by the City, but by other governmental agencies. Such other agencies providing services in Bothell include three potable water and wastewater districts, two school districts, a university, a college, a library district and a parks and recreation service area district, which provides services to seniors. However, the GMA does not limit the scope of a jurisdiction's capital facilities element to only its own capital facilities. Accordingly, this element addresses the capital facilities of the other public agencies as well, albeit in lesser detail since the City does not have planning authority over those agencies. The sources of information concerning these other agencies' inventories, future needs and planned capital facilities were the latest facilities plans available from the agencies at the writing of the 2015 Plan Update, supplemented where warranted with other communications.

The intent of the GMA in requiring a capital facilities element is to ensure that the public facilities which serve a jurisdiction's citizens are in place generally as growth occurs, rather than lagging behind. As the

WAC states, "The capital facilities element should serve as a check on the practicality of achieving other elements of the plan."

Where public facilities are provided not by Bothell but by special districts, as identified above, ensuring that such facilities are adequate to accommodate planned population and job growth requires coordination and cooperation among the City and the districts. For this periodic update, the special districts' capital facilities plans have been examined against the densities and intensities of the land use designations in the City's Land Use Element and have been found to be supportive and accommodating of such growth.

The Act can be summarized as mandating that a balance be maintained among three interrelated factors:

1. Land use allocation, which creates demand for new or expanded capital facilities as growth occurs;

2. Needed capital facilities, as driven by growth, based where applicable on adopted level of service (LOS)guidelines, which determine the number, size, extent and nature of facilities for a given demand; and

3. Projected financial capacity, which determines what types and amounts of revenue are available for capital facilities.

Like other Planning Area-wide elements, this element is presented in four parts: 1) Purpose and Relationship to GMA; 2) Planning Area Profile, in this element comprising the required inventories, future needs and planned capital facilities to meet those needs; 3) Development of Goals, Policies and Actions; and 4) the Capital Facilities Goals, Policies and Actions themselves, including the adoption by reference of a number of capital facilities plans prepared by the City and other jurisdictions.

The GMA requirements for an inventory of existing capital facilities, forecasts of the future need for such facilities, and proposed locations and capacities of expanded or new capital facilities, are addressed in the Planning Area Profile.

The Goals, Policies and Actions establish desired levels of service for the various City capital facilities, adopt by reference the capital facilities plans of other jurisdictions, and provide other policy direction concerning capital facilities, including the GMA requirement that the Land Use Element be reassessed if probable funding falls short of meeting needs.

Among the GMA-required six-year finance plans adopted by reference in the Goals, Policies and Actions is the City's Capital Facilities Plan, or CFP for short. Please note that the Bothell CFP provides for funding of the City capital facilities discussed in this element plus City transportation facilities. Additional information on City parks and recreation facilities needs may be found in the Parks, Recreation and Open Space Action Plan Element, while a detailed discussion of City transportation facilities needs may be found in the Transportation Element.

Planning Area Profile: Inventories, Future Needs, and Planned Capital Facilities

This section presents, for the following types of public facilities, summaries of existing inventories within the City's boundaries or within the boundaries of special districts that serve Bothell; projected future needs; and proposed capital facilities investments to accommodate anticipated growth:

- City general offices;
- City maintenance shop facilities;

- City fire and emergency medical services facilities;
- City police facilities;
- City parks, recreation and open space facilities;
- City and special district potable water supply, storage and distribution facilities;
- City and special district wastewater collection and treatment facilities;
- City stormwater management facilities;
- Public schools, including K-12 and higher education;
- Libraries; and
- Northshore Senior Center.

City General Offices

Inventory

At adoption of the 2015 Plan Update, City general offices (excluding Police, Fire, and maintenance shop facilities, which are addressed separately) are in three locations. These buildings, with floor areas and uses located in each, are as follows (see map **Figure CF-1**):

Table CF-1
City Offices Inventory

Building name and location	Land Area	Floor Area	Office uses
Bothell City Hall 18305 101st Ave. NE	56,928 sq. ft.	11,682 sq. ft.	Executive, City Clerk, Finance, Administrative Services, Legal
Dawson Building (including two modular structures behind Dawson) 9654 NE 182nd St.	53,770 sq. ft.	Dawson: 8,666 sq. ft. Modular units: 2,400 sq. ft.	Community Development, Public Works, Fire Community Risk Reduction (CRR)
Dawson Annex (leased space)	5,885 sq. ft.	1,400 sq. ft.	Public Works

Total useable floor space occupied by City office uses as of the writing of the 2015 Plan Update was 24,148 square feet.

Future needs and planned capital facilities

At the writing of the 2015 Plan Update, a new City Hall was under construction on the same block on which the existing City Hall has stood since 1939. The new City Hall, expected to be completed by the end of

2015 or beginning of 2016, will contain approximately 60,000 square feet of office space and meeting rooms; underground parking; and plazas and other indoor and outdoor amenities for use by the public.

The new City Hall will enable the consolidation of municipal services which are currently scattered across several locations downtown. In addition to centralizing City administrative functions, the facility is located and designed to reinforce connections between the historic Main Street area east of Bothell Way and the redevelopment area to the west, acting as a welcoming and attractive linchpin between the two.

The new City Hall is sized to accommodate service delivery needs for the foreseeable future, far beyond the 2035 planning horizon. Accordingly, a quantifiable level of service guideline is not warranted for this update, as no significant expanded or new general offices beyond the new City Hall are anticipated over the 20-year period. Future periodic Plan updates should revisit the adequacy of City general offices when those updates are performed, to determine whether a specific level of service guideline is warranted to provide direction for future general offices capital investments.

City Maintenance Shop Facilities

Inventory

City Maintenance shop facilities are found at two locations. These facilities, with floor areas of each, are as follows:

Table CF-2
City maintenance shop facilities inventory

Facility name and location	Land area	Floor area	Function
Public Works Shop 1, 17555 Brickyard Road	348,200 sq. ft.	11,000 sq. ft.	Large equipment and material storage
Public Works Operations Center (PWOC), 21233 and 21239 20th Avenue SE	786,694 sq. ft.	35,600 sq. ft.	Water, sewer, street, storm, facilities and parks
Fleet Shop, 21325 20th Avenue SE, immediately adjacent to PWOC (space leased from Northshore School District, current lease term through June 30, 2030)		7,080 sq. ft.	Fleet storage

Total floor space occupied by City maintenance shop uses is 53,680 square feet. See **Figure CF-1.**

Future needs and planned capital facilities

The Public Works Operations Center (PWOC), described above, opened in 2010 and was sized to accommodate foreseeable population and employment growth within the then-existing city limits, plus all designated potential annexation areas. The Fleet Shop opened concurrently in leased space in the adjacent Northshore School District Transportation Facility, and similarly is adequately sized to accommodate vehicle service and maintenance well beyond the 2035 planning horizon.

Accordingly, a quantifiable level of service guideline is not warranted for this update, as no significant expanded or new maintenance facilities are anticipated over the 20-year period. Future periodic Plan updates should revisit the adequacy of City maintenance facilities when those updates are performed, to

determine whether a specific level of service guideline is warranted to provide direction for future maintenance facilities capital investments.

However, two smaller scale maintenance facilities needs have been identified:

- Utilize the Public Works Shop 1 property on Brickyard Road more efficiently. This at minimum will require replacement of the roof and certain components of the existing pole building, but could entail razing the building and constructing a new, similarly utilitarian, facility in its place. At the writing of the 2015 Plan Update, no plans had been formulated.
- Add infrastructure to provide an alternative fuel or fuels for City vehicles. Such fuels may include compressed natural gas (CNG), propane, electricity, and/or other alternatives. The State has mandated municipalities to utilize alternative fuels for a portion of their fleets. This need is expected to be accommodated within the facilities the City already owns.

City Fire and Emergency Medical Services Facilities

Inventory

Three firehouses are located within the city's Planning Area: the Downtown Firehouse, the Queensborough Firehouse, and the Canyon Park Firehouse (see map, **Figure CF-1**). All are within the city limits. The Queensborough Firehouse is owned by Fire District 10.

Fire Department facilities, with floor areas and current equipment and staffing levels in each as of 2014 , are as follows (see **Figure CF-1**):

Table CF-3
Fire and emergency medical services facilities inventory

Facility, location and land area	Available space	Current use	Total floor area
Downtown Firehouse (Station 42) 10726 Beardslee Blvd. Land area: 68,016 sq. ft.	Emerg. Resp. Vehicles: 2 Engines 1 Aid Unit 1 Ladder 1 Medic Unit 1 Command Unit 24 hr. Response Personnel: *10 assigned *7.5 minimum	1 Battalion Chief 5 minimum operational staffing - 7 maximum 2 Medics **Jump crews respond with next available units. **Facility at capacity.**	3,748 sq. ft. = response crew quarters 4,185 sq. ft. = Apparatus Bay 8,323 sq. ft. = Administrative Offices Total Square Footage 16,256 sq. ft.
Canyon Park Firehouse (Station 45) 1608 217th Pl. SE Land area: 32,000 sq. ft.	Emerg. Resp. Vehicles: 1 Engine 2 Aid Units	3 minimum operational staffing - 5 maximum If minimum Staffing, all respond on any call If max. staffing, Engine and Aid are both staffed **Facility at capacity.**	4,752 sq. ft.
Queensborough Firehouse (Station 44) 330 228th St. SE Owned by Snohomish County Fire Protection District 10 Land area: Part of federal FEMA property - not on separate parcel	Emergency Response Vehicles: 2 Engines 2 Aid Units 1 Utility Truck 1 Hazardous Materials Response Trailer	3 minimum operational staffing - 4 maximum All respond on any call **Facility at capacity.**	3,692 sq. ft.
Code Compliance (Portable) 9654 NE 182nd Street Land area: See City offices.		1 Deputy Chief / Fire Marshal 1 Lt. / Plans Examiner 1 Firefighter / Inspector .5 Administrative Assistant **Facility at capacity.**	400 sq..ft.

* Paramedic services provided through contract with Shoreline Fire Department. Two paramedics and one medic unit housed at the Downtown Firehouse 24/7, 365.
** Response to calls are dictated by the number of staff available. Jump crews will utilize the appropriate apparatus depending on call type, i.e., If staffing is at 3 personnel and an aid call comes in, all 3 crew members will respond on the aid unit, leaving the fire enginer unavailable to respond.

Future needs and planned capital facilities

Washington Administrative Code (WAC) 35.103 requires fire departments to establish a response time level of service (LOS), but does not dictate what the level of service should be. The WAC requires that the adopted standard be met 90 percent of the time. Accordingly, in 2011 the City Council adopted the following response time levels of service for the Fire and EMS Department:

- Overall system-wide response within 7 minutes and 15 seconds, 90 percent of the time.

- Other supporting LOS measures, all to be met at least 90 percent of the time:
    - First fire engine on location within 8 minutes;
    - First 15 firefighters on location of a structure fire within 13 minutes;
    - A responding apparatus on location of an emergency medical incident within 7 minutes;
    - First two hazardous material technicians on location of a hazardous materials incident within 15 minutes; and
    - First two technical rescue technicians on location of a technical rescue incident within 15 minutes.

As of the writing of the 2015 Plan Update, the Fire Department reported that it was achieving the adopted LOS for overall system-wide response.

An overall response time LOS is useful for measuring performance of a service jurisdiction-wide, but by its nature can obscure deficiencies in portions of a jurisdiction. This can particularly be the case with provision of fire and emergency medical services, where response times can vary significantly depending on where within the jurisdiction fire stations are located.

To examine the relationship between response times and station locations in Bothell, and thereby provide useful information to policy-makers for future fire and EMS facilities decisions, the City in 2009 commissioned a study (**Appendix CF-A-1**) to provide guidance on the following questions, as stated in the report:

- "Where should future fire stations be located for the City of Bothell to most efficiently serve its citizens?
- Could the City's coverage be improved by moving any existing stations?
- Where might mutual aid across the border of the City and its surrounding fire districts or departments provide the best level of service for the cost?"

The study examined a number of station-location scenarios, including keeping the current three locations; maintaining three stations but relocating one or more of them; and constructing a new fourth station located in the south portion of Bothell. The analysis demonstrated that under any scenario involving only the three existing stations, even if one or more were relocated, the south portion of the City experiences longer response times, equating to a lower level of service. Only those scenarios that included a new south station showed response times roughly equivalent to those elsewhere in Bothell.

Areas adjacent to the south portion of Bothell, to the east in Woodinville, to the south in Kirkland, and to the west in Kenmore, also exhibit longer response times for the fire and EMS departments that serve those areas. In recognition of this shared concern, the City of Bothell and Woodinville Fire and Rescue (WFR)(Fire District 36) entered into an interlocal agreement in 2013, in conjunction with the 2014 annexation of all of Bothell's designated potential annexation areas in King County, to address this issue.

The agreement called for Bothell and WFR to collaborate to determine the feasibility of re-opening a closed WFR station, Station 34, located near south Bothell. The agreement further called for WFR to direct the proceeds from any future sale of Station 34 towards siting, design and construction of a new fire station "beneficially situated to serve both the City and WFR", subject to the Bothell City Council authorizing the construction of such new fire station.

Also as of the writing of the 2015 Plan Update, the City is researching the possibility of consolidating fire departments under the model of a Regional Fire Authority (RFA), which would require voter approval. Departments consolidating as an RFA would include Bothell, Northshore (Fire District 16) and WFR.

Part of the RFA research involves analyzing the effects on response times of present and potential future locations of fire stations. Should the RFA be placed on the ballot and approved by voters, the City's Fire and EMS Department facilities and their locations would become the responsibility of the RFA.

City Police Facilities

Inventory

The Public Safety Building and Municipal Court are located across the street from City Hall (see **Figure CF-1**). The facilities are described as follows:

Table CF-4
Police services facilities inventory

Building name and location	Land area	Floor area	Function
Bothell Public Safety Building 18410 101st Avenue NE (including auxiliary building located at 10109 NE 185th Street)	24,255 sq. ft.	37,732 sq. ft.	Administration, dispatch, holding cells, training, evidence
Bothell Municipal Court 10116 NE 183rd Street	21,600 sq. ft.	6,000 sq, ft.	Admin., Court (doubles as Council Chambers), records storage

Future needs and planned capital facilities

The Public Safety Building opened in 2000 and was sized to accommodate population and employment growth within the City and its designated potential annexation areas well beyond 2035, the 20-year planning horizon for the 2015 Plan Update. In conjunction with construction of the Public Safety Building, the former bank building next door was renovated and re-purposed as the Municipal Court building, which also hosts City Council meetings and meetings of city advisory boards. This facility similarly is sized to accommodate the City's foreseeable population and employment growth.

At the writing of the 2015 Plan Update, the Public Safety Building has substantial capacity remaining to house additional employees. Some spaces are completely unused, while others are currently utilized at a low density. The Police Department can accommodate significant additional staff in the future via infill of existing under-utilized spaces. Farther into the future, the department can accommodate needed staff by sharing facilities over the different shifts.

Insofar as the Public Safety Building was sized to accommodate service delivery needs for the foreseeable future, far beyond the 2035 planning horizon, and no significant expanded or new police facilities are anticipated over the 20-year period, a quantifiable level of service guideline is not warranted for this update. Future periodic Plan updates should revisit the adequacy of City police facilities when those updates are performed, to determine whether a specific level of service guideline is warranted to provide direction for future police capital facilities investments.

Aside from ensuring adequate quarters for employees, the Police Department has identified two lesser capital needs that relate more to functional requirements than to space for employees.

First, the department has identified the need for a satellite station in the north portion of Bothell, to facilitate service to that part of the City. Such a station would be utilized for report writing, case research and work breaks, and would contribute to officers' productivity by avoiding the need to travel Downtown to the Public Safety Building. At the writing of the 2015 Plan Update, the Police Department was coordinating with Public Works on dedicated use of an office in the Public Works Operation Center (PWOC) for this purpose.

Second, the Police Department has identified the need for short-term storage of impounded vehicles. At the writing of the 2015 Plan Update, a recent court ruling had established that police could not search a vehicle whose driver had been stopped unless and until a search warrant for that vehicle is obtained. This has resulted in numerous vehicles needing to be impounded and stored, preferably in a secure location.

At the writing of the 2015 Plan Update, the Police Department was utilizing its parking lot and limited available space at Public Works Shop 1 to store impounded vehicles. If this practice continues to be required by the courts, the department will need to locate more storage space. The department is exploring stacked vehicle storage at Shop 1 via the use of lifts, but more extensive solutions may need to be developed. These could require significant capital facilities, although the nature, projected costs and funding sources for such facilities had not been identified at the writing of this Update.

City Parks, Recreation and Open Space Facilities

Inventory

Information in this section is taken from the 2014 Parks, Recreation and Open Space Action Program (PROSAP) Update, which has been incorporated directly in the Plan as the Parks, Recreation and Open Space Element.
Park and recreation facilities owned, leased or otherwise under the administrative control of the City of Bothell as of April 1, 2014 are listed in **Table CF-5**. For reference purposes, parklands in Bothell owned and controlled by other entities are listed as well.

Table CF-5
Parks and recreation facilities inventory

CITY OWNED PARKLAND INVENTORY					
PARK FACILITY	GROSS ACRES	DEVELOPED ACRES	UNDEVEL-OPED ACRES	OPEN SPACE	PARK CATEGORIES
BLYTH	40.8	19.5		21.3	COMMUNITY/OPEN SPACE
BLOOMBERG HILL*	0.7	0.7			MINI
BRACKETT'S LANDING	0.5	0.5			MINI
BRICKYARD ROAD	3.6	3.6			NEIGHBORHOOD
CEDAR GROVE	13.75	7		6.75	COMMUNITY/OPEN SPACE
CENTENNIAL	54.04	7	5.5	41.54	REGIONAL/OPEN SPACE
CONIFER VIEW	1.5	1.5			NEIGHBORHOOD
DOWNTOWN ½ ACRE OPENSPACE	0.5		0.5		MINI/OPEN SPACE
EAST NORWAY HILL	25.1	2.7	22.4		COMMUNITY
HAYNES	4.7		2.5	2.2	OPEN SPACE
1ST LT. NICHOLAS MADRAZO MEMORIAL PARK	2.6		2.6		COMMUNITY
NORTH CREEK FOREST	41.56			41.56	OPEN SPACE
NORTH CREEK SPORTSFIELDS	14	14			ATHLETIC FIELD
PARK at BOTHELL LANDING	14	5.87	3.55	4.58	COMMUNITY

CITY OWNED PARKLAND INVENTORY					
PARK FACILITY	**GROSS ACRES**	**DEVELOPED ACRES**	**UNDEVEL-OPED ACRES**	**OPEN SPACE**	**PARK CATEGORIES**
PIONEER CEMETERY	5.3			5.3	OPEN SPACE
RED BRICK ROAD	0.5	0.5			MINI
ROYAL OAKS*	2.25	2.25			NEIGHBORHOOD
SAMMAMISH RIVER	31.6	6.43	2.95	22.22	OPEN SPACE
STIPEK	3.6	3.6			NEIGHBORHOOD
SWEDISH CEMETERY	0.6			0.6	OPEN SPACE
TALL TREE PARK	1.0	1.0			MINI
VOLUNTEER	0.22	0.22			MINI
DOUG ALLEN SPORTSFIELDS	7.6	7.6			ATHLETIC FIELD
WILLIAM PENN*	2.7	2.7			NEIGHBORHOOD
TOTAL CITY OWNED	**272.72**	**86.67**	**40**	**146.06**	
CITY OWNED DEVELOPMENT RIGHTS					
WAYNE GOLF COURSE	**46**			**46**	OPEN SPACE

OTHER PUBLIC OWNED PARKLAND INVENTORY – 2013*					
KING COUNTY OWNED					
PARK FACILITY	**GROSS ACRES**	**DEVELOPED ACRES**	**UNDEVEL-OPED ACRES**	**OPEN SPACE**	**PARK CATEGORIES**
SAMMAMISH RIVER	28.4			28.4	OPEN SPACE
MAGNOLIA DAIRY DEVELOPMENT RIGHTS**	79.55			79.55	OPEN SPACE
BURKE-GILMAN/SAMMAMISH RIVER TRAIL	12.1	12.1			TRAIL
TOLT RIVER PIPELINE TRAIL	**11.5**			**11.5**	OPEN SPACE
TOTAL KING COUNTY OWNED	**131.55**	**12.1**		**119.45**	
SNOHOMISH COUNTY OWNED (includes parks in MUGA)					
FORSGREN PARK	13.1	11.1		2	COMMUNITY
LOCUST WAY PARK	7.08	1		6.08	NEIGHBORHOOD
LOGAN PARK	5	5			NEIGHBORHOOD
MINER'S CORNER PARK	12	12			COMMUNITY
QUEENSBROUGH	7.9			7.9	OPEN SPACE
TOTAL SNOHOMISH CO. OWNED	**45.08**	**29.1**		**15.98**	
WASHINGTON STATE					
DEPT. OF NATURAL RES.	**26.86**			**26.86**	OPEN SPACE
UW/CASCADIA***	**58**			**58**	OPEN SPACE
TOTAL STATE OWNED	**84.8**			**84.8**	
TOTAL OTHER PUBLIC OWNED PARKLAND	**261.43**	**41.2**		**220.23**	

*School District facilities not included. See appendix.
**King County owns Development Rights under the Farm Land Preservation Program
***Does not include developed recreation space that is for students only.

Future needs and planned capital facilities

The adopted foundation level of service guideline is 4.5 acres of developed, operational and functional City parkland per 1,000 population. As of 2014 , the actual LOS was 2.52 acres of core parkland per 1,000. The parks and recreation LOS guideline in the original 1994 Imagine Bothell… Plan was 8.0 acres per 1,000 population, distributed among neighborhood parks (3 ac. / 1,000), community parks (2.5 ac. / 1,000) and regional parks (2.5 ac. / 1,000). Needs projections based on this LOS were found to be unattainably costly given Bothell's limited resources. Consequently, in the 2000 update of the Parks, Recreation and Open

Space Action Program (PROSAP), a consultant was requested to review the existing LOS guideline and recommend one that would be more realistic. The consultant recommended a "foundation level of service" (FLOS), identified as "the base level in keeping with the socio-economic and political values of the community", of 4.5 acres per 1,000 population. In the 2008 update of PROSAP, it was determined that a distinction should be made between core parkland (or active park space) versus regional and open space, thus there are two separate levels of service. The Parks and Recreation Board endorsed this distinction, and it was subsequently adopted by the City Council.

Based on the adopted FLOS, the existing and projected needs for parks are as follows:

2014 City population	2014 core parks		2014 regional parks & open space		Projected 2025 population	Projected 2025 core parks need	Projected 2025 regional parks and open space need
	Need	Surplus or (deficit)	Need	Surplus or (deficit)			
40,540	129.72 ac.	(27.43 ac.)	56.12 ac.	(114.31 ac.)	44,500	142.4 ac.	62.3 ac

In order to move towards the foundation level of service, the City maintains and regularly updates a program of planned parks capital facilities improvements. This program is a part of the six-year capital facilities finance plan. The 2013 – 2019 finance plan includes six parks projects:

1. Open space acquisition, $1,271,000;
2. North Creek School House Restoration, $368,000;
3. 1st Lieutenant Nicholas Madrazo US Marine Corps Memorial Park development on top of the King County DNR storage tank in the North Creek Valley, $600,000;
4. Park at Bothell Landing expansion and redevelopment, $13,723,000;
5. Half Acre Open Space development, $959,000; and
6. North Creek Forest acquisition, $1,800,000.

The proposed timing of these projects is provided in the capital facilities finance plan, adopted by reference in the Goals, Policies and Actions section of this element.

City and Special District Potable Water Supply, Storage and Distribution Facilities

Four water purveyors serve the Bothell Planning Area – the City of Bothell, Alderwood Water and Wastewater District, Northshore Utility District and Woodinville Water District. Information in this section is taken from the most recent updates of the four purveyors'water comprehensive plans **and capital facilities plans**. More detail is provided on the Bothell water plan than on the plans of Alderwood, Northshore or Woodinville. For a map of public water systems, see **Figure CF-2.**

City of Bothell Water System

The information in this section is taken from the 2012 update of the City of Bothell Water System Comprehensive Plan (**Appendix CF-A -2**). The City of Bothell water system serves most of the population within the King County portion of the City, plus a small part of the Snohomish County portion of the City. Following is an inventory of the major components of the Bothell water system.

Inventory

Table CF-6
City water system inventory

Component	Location	Capacity or Length
Penn Park Reservoir	19900 100 Ave. NE	500,000 gal.
Maywood Hills Reservoir	20144 106th Ave. NE	1,000,000 gal.
Bloomberg Reservoir	12811 NE 205th St.	5,000,000 gal.
Norway Hill Reservoir (owned by NUD, but City may purchase up to 1,000,000 gal. per day)	16306 104th Ave. NE	1,000,000 gal.
Maywood Hills Booster Station	10011 NE 195th St.	2 x 500 gal per min.
North Creek Heights Booster Station	11022 NE 197th St.	3 x 460 gal. per min.
Bloomberg Booster Station	12220 NE Hollyhills Dr.	2 x 500 gal. per min.
Morningside Booster Station	12811 NE 205th St.	1 x 70 gal. per min. 2 x 140 gal. per min. 1 x 1,000 gal. per min. (fire flow purposes only)
Ductile iron pipe (4, 6, 8, 10, 12 and 16 inch diameter)	Various locations	275,729 lineal ft.
Asbestos cement pipe (4, 6, 8, 10 and 12 inch diameter)	Various locations	82,221 lineal ft.
Cast iron pipe (6, 8, 10, 12, and 14 inch diameter)	Various locations	11,546 lineal ft.
PVC pipe (2, 3, 4, 6, 8 and 12 inch diameter)	Various locations	8,280 lineal ft.
Galvanized iron pipe (2 inch diameter)	Various locations	588 lineal ft.
Steel pipe (4 and 6 inch diameter)	Various locations	2,206 lineal ft.
Unknown (all sizes)	Various locations	15,116 lineal ft.
Polypropylene pipe (2 inch diameter)	Various locations	39 lineal ft.
33 telemetry sites	Various locations	

Future needs and planned capital facilities

Potable water supply

Bothell, Northshore and Woodinville all purchase water from the City of Seattle (Seattle Public Utilities, or SPU) via connections to the Tolt Pipeline, while Alderwood purchases water from the City of Everett.

The level of service guideline for water supply is as follows:

Comply with Washington State Department of Health requirements concerning provision for peak day demands and maintenance of drinking water quality. In accordance with the Growth Management Act, the City shall monitor water supply and withhold development approvals if development would cause the level of service to decline below the adopted standard. The City should explore alternative sources of water supply.

The City of Bothell entered into a 50-year contract for water supply with the City of Seattle in January, 2012. Under this contract, Seattle agreed to supply the full water requirements for the Bothell Water Utility for the term of the contract. Bothell has also begun conversations with Alderwood Water and Wastewater District to purchase wholesale water from the City of Everett in the future.

The 2012 Water System Comprehensive Plan Update projected future water demand out to 2030 based on a 1.31 percent annual population growth rate starting in 2011 and declining steadily to 1.17 percent in 2020, to .59 percent in 2021 and to .56 percent by 2030. These population growth rates were estimated for comprehensive planning purposes in the 2008 Fehr and Peers report for the City of Bothell.

Based on projected demand, the City's current contract with SPU, and prospects for continued supply from SPU and/or alternative sources of supply, the 2012 Water System Plan Update concludes, "The City has sufficient source andsupply to meet 20-year planning needs."

With respect to drinking water quality, state law regulates bacteriological contaminants, inorganic chemicals and inorganic physical parameters, volatile organic chemicals, synthetic organic chemicals, radionuclides and trihalomethanes. Minimum standards for water quality are specified in terms of Maximum Contaminant Levels. The City of Bothell is part of Seattle Public Utility's Regional Monitoring Plan.

The 2013-2019 capital facilities finance plan contains no projects related to water supply.

Potable water storage

Potable water storage requirements for the City of Bothell are determined according to the 2009 state Department of Health Water System Design Manual. The storage requirements are based on the sum of the following:

- Operational storage;
- Equalizing storage;
- Standby storage;
- Fire suppression storage; and
- Dead storage.

The operational storage requirement is the volume of the reservoir devoted to supplying the water system while, under normal operating conditions, the source or sources supply are in "off" status. Total operational storage was 645,000 gallons in 2010 and is projected to be 645,000 gallons in 2030.

The equalizing storage requirement is typically used to meet daily demands which exceed the average daily and peak day demands. Total equalizing storage was 192,781 gallons in 2010 and is projected to be 240,665 gallons in 2030.

The standby storage requirement is provided in order to meet demands in the event of a system failure such as a power outage, an interruption of supply, or a break in a major transmission line. Total standby storage was 3,246,839 gallons in 2010 and is projected to be 4,053,303 gallons in 2030.

The fire suppression storage requirement is provided to ensure that the volume of water required for fighting fires is available when necessary. Total fire suppression storage was 1,320,000 gallons in 2010 and is projected to be 1,320,000 gallons in 2030.

Dead storage is the volume of unusable water stored in the reservoirs because it is not available to all customers at a minimum pressure of 30 pounds per square inch. In the City's water system, the entire Penn Park Reservoir is considered usable, while the Maywood Hill Reservoir has a dead storage level of 47.5 feet under fire flow conditions and 68 feet under normal conditions, and the Bloomberg Reservoir has a dead storage level of 5 feet. Total dead storage is 1,464,982 gallons.

Total required storage in 2010 was 5,404,620 gallons, while total available storage (subtracting out the dead storage) was 5,985,018 gallons, which equates to a surplus of storage of 580,398 gallons. Total required storage in 2030 is 6,258,967 gallons, while total available storage (subtracting out the dead storage) is 5,985,018 gallons, equating to a storage deficit of 273,950 gallons.

At the writing of the 2015 Plan Update, the City did not have adequate storage to meet its 20-year storage requirement. Storage is projected to be deficient in the year 2022. The City is planning construction (2014 - 2015) of a new larger reservoir at Penn Park which will solve the storage requirement problem and provide the City with adequate storage to meet 20-year planning needs.

At the writing of the 2015 Plan Update, the City had one deficiency in regard to redundancy, at the Morningside Booster Station. This station is not able to provide fire flow and maximum day demand because the largest routinely used pump is out of service. The City is planning a project involving either additional pump capacity or an intertie to the Alderwood Water system to provide adequate flow to this zone. This project is expected to be carried out in 2015 or 2016, at an estimated cost of $550,000.

(Detailed analyses of the above are contained in the 2012 Water System Comprehensive Plan Update.)

In accordance with the above, the 2015-2021 capital facilities finance plan contains the Penn Park Reservoir replacement project, scheduled for 2014-15 (total cost $3,365,000); the Morningside Booster Station retrofit, scheduled for 2014-16 (total cost $582,000); and the Bloomberg Reservoir painting, scheduled for 2017-18 (total cost $831,000) related to storage of potable water.

Potable water distribution

All of the water purveyors, Bothell included, depend on developer extensions for expansion of their systems. For new construction, water systems are designed to insure that minimum flow requirements can be met principally through the adequate sizing of pipes and the "looping" of mains. In some of the older residential portions of the existing systems, minimum fire flows cannot be provided due to existing undersized water mains. The Bothell Water Comprehensive Plan schedules these undersized lines for replacement.

The adopted level of service guideline concerning potable water distribution is as follows:

Comply with Washington State Department of Health requirements concerning minimum system pressure and fire flow.

The State Department of Health requires that water systems maintain a minimum pressure of 30 psi in the distribution system under peak hour demand conditions.

The 2012 Water System Plan Update modeled the distribution system under 2016 and 2030 peak hour demand conditions, and found the following:

"Under 2016 and 2030 peak hour demands…, no deficiencies are identified. However, junctions near the Maywood Hills Reservoir are near minimum pressures under these conditions. The City is aware of these

low pressure areas when the reservoir is drawn down to lower levels. To correct these low pressure problems, a new closed pressure zone with a booster station is planned for construction in 2016."

With respect to fire flows, the Department of Health specifies that a water system should be designed to provide adequate fire flow under maximum day demand conditions, while maintaining a minimum system pressure of 20 psi. The City has adopted a minimum fire flow standard of 1,500 gallons per minute for two hours.

The 2012 Water System Plan Update identified nine fire flow deficiency locations within the City's water system. These deficiencies are expected to be addressed via the City's annual water main replacement program.

The 2015-2021 capital facilities finance plan includes an allocation for water main replacement in each of the seven years of the plan ($2,186,000 total over seven years), as well as the following projects:

- Downtown Revitalization Utility Improvements, consisting of programmatic replacement of aging water mains and other water system components Downtown (total cost $1,568,000); and
- 498 Pressure Zone Improvements ($653,000).

Alderwood Water and Wastewater District

The information in this section is taken from the 2009 Alderwood Water and Wastewater District Water Comprehensive Plan (**Appendix CF-A-3),** the most recent update available. This section conveys highlights from the Alderwood Plan relevant to GMA capital facilities requirements.

Inventory

Alderwood Water and Wastewater District covers approximately 60 square miles, spanning from Puget Sound east to Highway 9, and from the King / Snohomish county line north to Paine Field in Everett. The District provides water directly to customers in the cities of Bothell, Brier, Mill Creek and Mukilteo, and in the unincorporated areas between those cities, and sells water wholesale to the cities of Edmonds, Lynnwood and Mountlake Terrace. Almost all of the portion of Bothell within Snohomish County is served by Alderwood: the Water System Plan did not identify the number of customers within the city limits of Bothell.

From the Alderwood Water Comprehensive Plan:

"The District purchases all of its water from the City of Everett. Everett's regional supply is obtained from the Sultan River and treated to drinking water standards. Everett then delivers supply to its own citizens, as well as to various other cities and special districts in Snohomish County. Alderwood's share of the regional supply enters the District's distribution pipeline system and is delivered to the District's own customers or to additional wholesale customers in nearby communities.

"The District also participates with two other special districts in the Clearview Water Supply Agency. The Clearview Agency was formed to finance and construct facilities that improve delivery of supply on the east side of the District's service area."

The Alderwood water system consists of over 638 miles of pipelines ranging in size from 4 to 36 inches in diameter; eight storage facilities with a combined capacity of approximately 90 million gallons; four

pressure zones; three pump stations that boost water to storage tanks at elevations needed to serve the various pressure zones; and two wells, which are not connected to the distribution system.

Two of the storage facilities (Nike Tanks 1 and 2) are within the Bothell city limits, and one (Canyon Park Tank) is on the edge of the Bothell Planning Area. Nike Tanks 1 and 2 are located on 4th Avenue SW, north of 228th Street SW: Tank 1 has a capacity of 2.4 million gallons, while Tank 2 has a capacity of 3.5 million gallons. The Canyon Park tank, east of 45th Avenue SE at approximately 220th Street SE, has a capacity of 3.01 million gallons.

Approximately 70 percent of the District's pipes are 8 inches in diameter or larger. About 80 percent of the District's water mains are ductile iron pipe and about 15 percent are older cast iron pipe. Over the past several years, the District has replaced the majority of the asbestos cement pipe in the system with ductile iron pipe, or PVC pipe in areas of high electrolysis. The actions reduce the likelihood of leakage or larger breaks in water mains that can interrupt service to customers.

The District has 27 interties with other districts and with cities. An intertie is an interconnection between public water systems permitting the exchange or delivery of water between those systems. Some of the interties are for regular supply of water, while others are for emergency supply only. There are two interties between Alderwood and the City of Bothell, both for emergency supply only. For a map depicting the Alderwood water system service area, see **Figure CF-2.**

Future needs and planned capital facilities

From the Alderwood Water Comprehensive Plan:

"Based on population forecasts consistent with comprehensive planning by the County and local Cities, water needs are expected to grow by 52 percent during the planning period. After adjusting for conservation, average day demands for the District's retail customers, wholesale customers and the Clearview Project partners are expected to reach 47 million gallons per day by 2028. Maximum day demands are expected to reach 81 million gallons per day. The demand forecast reflects the changing character of demand in the District's service area, as higher density developments become more common."

Supply: "The District purchases the water needed to satisfy all of its water supply requirements from the City of Everett. Everett's regional supply comes from the Sultan River. A supply agreement with Everett stipulates that Everett will supply the District with a maximum of 106 million gallons per day (on a peak day basis)."

"Everett's water rights are sufficient to supply its combined retail and regional wholesale average day demand through at least 2035 and to supply the maximum day demand through at least 2045. The District's supply is included in the regional wholesale quantity."

"At the system-wide level, current source capacities at the District's pump stations, along with supply available from the Clearview Pump Station, provide adequate supply through 2028."

Storage: "At the system-wide level, the evaluation shows the District's existing storage facilities are adequate to meet projected needs beyond 2028… While localized deficiencies in storage volume are present in some pressure zones, these zones have access to excess storage volume located in other parts of the system."

Distribution: "The District has an extensive distribution system with approximately 640 miles of pipes. Some of these pipes were installed more than 40 years ago and are reaching the end of their useful lives.

Aging infrastructure, inadequately sized pipes and increasing demands all contribute to areas of low pressure during peak hour demands and substandard fire flows at locations or areas where the existing system cannot provide adequate service during existing and future maximum day demand conditions."

"The Plan meets State Department of Health planning requirements for public water systems and enables the District to proactively plan system improvements. These improvements will enable AWWD to continue providing reliable service and high quality water as rapid growth continues to occur in Snohomish County."

The District's Capital Improvement Plan identifies approximately 75 capital improvement projects to be constructed over the next 20 years, representing a total investment of about $212 million.

"Projects identified address a variety of needs," the Plan states. "Some projects are designed to correct current, localized deficiencies in water pressures available to customers or sufficiency of water for fighting fires. Some projects address periodic maintenance needs such as re-coating of water storage reservoirs and refurbishment of the District's pump stations. Other projects will correct hydraulic problems that will occur as water use increases with population. The CIP also includes projects to improve operational performance, enhance security, meet water quality requirements and replace aging system components that could compromise reliability if not replaced."

Planned capital improvements within or immediately adjacent to the Bothell Planning Area include 1) recoating the interior and exterior of Nike Tanks 1 and 2, at 4th Avenue W and 228th Street SW, and the Canyon Park Tank on 45th Avenue SE; 2) replacing cast iron pipes with ductile iron pipes in numerous locations; 3) adding a connection to improve flows by creating a loop system near Royal Ann Road, west of 9th Avenue SE; and 4) replacing numerous substandard fire hydrants.

With respect to funding for the planned capital facilities, the Plan states, "Rate adjustments will be required in order for the District to fund the capital plan and meet operating expenses. The financial plan applied rate adjustments ranging from 3 percent to 5.5 percent each year for the next six years. Based on these levels of rate adjustment, the financial plan presented in this (Plan) enables the District to meet annual expenses and remain within the desired ranges for reserve levels and debt service coverage ratios."

Northshore Utility District

The information in this section is taken from the 2009 update of the Northshore Utility District (NUD) Water System Comprehensive Plan (**Appendix CF-A-4**), the most recent update available. This section conveys highlights from the NUD Plan relevant to GMA capital facilities requirements.

Inventory

The Northshore Utility District encompasses approximately 18.5 square miles. It is bordered by Lake Washington on the southwest, approximately Ballinger Way on the northwest, the King / Snohomish County line on the north, approximately the ridge of Westhill to the northeast, approximately 124th Avenue NE to the southeast, and approximately NE 116th Street to the south. Northshore serves parts of five cities: Lake Forest Park, Kenmore, Bothell, Woodinville and Kirkland. Residents in the westernmost and southernmost portions of the City of Bothell receive water service from the District. For a map depicting the NUD water service area, see **Figure CF-2.**

District facilities include eight storage facilities with a total capacity of 29 million gallons, 258 miles of pipeline, 22 pressure zones, three booster pump stations, and eight interties with other districts or with cities. Three of the storage facilities are within the Bothell city limits: the Westhill reservoir, located on 88th Avenue NE at approximately NE 191st Street, has a capacity of 3.2 million gallons; the Norway Hill

reservoir, located east of 104th Avenue NE at approximately NE 162nd Street, has a capacity of five million gallons; and the Kingsgate reservoir, located at NE 160th Street and 124th Avenue NE, has a capacity of three million gallons. The Norway Hill reservoir is on City of Bothell property: the City provided the site in exchange for 1 million gallons of the reservoir's capacity.

The District analyzed system needs for a buildout scenario based on the plans and zoning as of 2004 of the jurisdictions or portions of jurisdictions served by the District, including Bothell. There have been no substantial increases in designated density or intensity of land use within the portion of Bothell served by Northshore (including the 2014 King County annexations) since then. Therefore, the buildout scenario for that part of Bothell served by Northshore would not have changed.

From the Water System Plan:

"Historically, the District has purchased all of its water from Seattle Public Utilities (SPU). In 2005, the District and SPU executed a new block wholesale contract with an expiration date of 2062… The block contract replaces the District's prior 1982 SPU wholesale supply contract that was set to expire at the end of 2011.

"The quantities secured under the new SPU block contract, coupled with ongoing and future conservation programs, are expected to meet the District's system demands over a 20-year planning period, if not longer.

"However, the contract does not preclude the District from developing additional sources of supply, including its Snohomish River Regional Water Authority water right, if such action is required and/or if such supplemental supplies can be developed on a more cost-effective basis than SPU wholesale supply.

"Under normal operating conditions, the District's water supply comes from a number of connections to the SPU Tolt Pipelines No. 1 and No. 2 and the Tolt Eastside Supply Line (TESSL). The District has an additional connection to SPU at the Maple Leaf pipeline. The TESSL interties both the Tolt and Cedar River sources along the eastside of Lake Washington."

As stated earlier, the District operates eight storage facilities with a combined total of 29 million gallons. Three of these – the Westhill, Norway Hill and Kingsgate reservoirs – are within the city limits of Bothell.

Water is distributed from storage facilities via transmission mains (larger than 12 inches in diameter) and distribution mains (12 inches in diameter or smaller). Pipe materials within the District include the following:

- Asbestos-cement pipe;
- Cast iron pipe;
- Polyvinyl chloride pipe;
- Ductile iron pipe;
- Concrete cylinder pipe;
- Poly pipe; and
- Permastran.

Future needs and planned capital facilities

With regard to adequacy of the District's infrastructure to serve forecasted population and employment growth, the District's plan reads as follows:
"The District has sufficient capacity in its existing storage and distribution system to meet growth for the 20-year planning period. The District has identified a number of projects that will improve redundancy and

reliability and will replace aging facilities and pipelines. These improvements have been identified in the Capital Improvement Program (CIP)."

Northshore maintains a six-year capital improvement plan (CIP). The CIP comprises five categories of projects:

- Pressure Reducing Valve (PRV) Replacement Program;
- Seismic Upgrade Program;
- Extension Program;
- Repair and Replacement Program; and
- Miscellaneous Projects.

Significant projects on the Northshore CIP within the City of Bothell include the following:

- Kingsgate, Westhill and Norway Hill reservoir security improvements and seismic valves;
- Norway Hill reservoir interior recoating (coatings typically last 20 – 25 years); and
- Norway Hill reservoir booster station (replace and upgrade pump that is at the end of its useful life).

With respect to funding for the District's identified capital projects, Northshore's plan reads, "Several funding source alternatives are available to the District for the financing of proposed capital improvement projects. Five such alternatives are revenue bonds, Public Works Trust Fund loans, developer financing, connection charges, and local improvement districts. In addition, King County may also fund cost-effective I/I (inflow / infiltration) removal."

Woodinville Water District

The information in this section is taken from the Woodinville Water District 2008 Comprehensive Water System Plan, the most recent plan available (see **Appendix CF-A-5**). This section contains highlights from the Plan relevant to meeting GMA requirements.

Inventory

The Woodinville Water District serves an area of 29.5 square miles extending west to east generally from I-405 to 232nd Avenue NE, and north to south generally from the Snohomish County border to NE 124th Street. The District supplies water to approximately 13,500 single family residences, multi-family residences, commercial businesses, schools and other uses, comprising a population of over 40,000.

Areas of Bothell served by the Woodinville Water District include residential neighborhoods west of 130th Avenue NE, from the County line south to approximately the extension of NE 197th Place; and residential neighborhoods north of NE 160th Street and west of 124th Avenue NE (see **Figure CF-2**).

Woodinville Water District purchases wholesale water from Seattle Public Utilities (SPU) under a 60-year contract signed in 2004. The District obtains water from SPU via eight connections to the Tolt River Supply Line and one connection to the Tolt Eastside Supply Line (TESSL).

The District also has interties with Bothell, Redmond, Northshore Utility District and Cross Valley Water District.

The District operates and maintains eight storage facilities throughout its service area ranging in size from 1.1 to 2.8 million gallons, with a combined design capacity of 14.9 million gallons. All the storage facilities

are relatively new, having been built from 1972 to 1998, and are well maintained and upgraded as necessary with exterior paint, cathodic protection, seismic protection and other improvements, according to the District Comprehensive Water System Plan. None of the storage facilities is within the City of Bothell.

The District's water system includes approximately 250 miles of transmission and distribution mains ranging in size from 4 to 18 inches in diameter. The water main network is relatively new with a majority of the water mains having been constructed in the 1970's. Ductile iron water mains comprise nearly 76 percent of the system network, with asbestos concrete pipe comprising an estimated 19 percent and cast iron pipe comprising an estimated 5 percent.

Future needs and planned capital facilities

The Woodinville Water District Comprehensive Water System Plan contains a capital improvements plan to ensure continued provision of potable water in sufficient quantities and volumes to meet demand over the next 20 years for drinking water, commercial use, irrigation and fire flow.

Within or immediately adjacent to the portion of the City of Bothell served by the Water District, planned capital improvements include replacement of an existing AC main in 130th Avenue NE south of the King / Snohomish County line.

Sources listed in the District Plan to fund annual operating expenses, debt service payments and capital improvements include income from water sales; system development charges; local facilities charges; utility local improvement district (ULID) financing; developer participation; combination financing by developers and the district; bond financing; and state and federal grants and loans.

City and Special District Wastewater Collection and Treatment Facilities

Sanitary Sewage collection within the City's Planning Area is provided by four purveyors: the City of Bothell; the Alderwood Water and Wastewater District in Snohomish County; the Northshore Utility District in portions of King County; and the Woodinville Water District in portions of King County (see **Figure CF-3**).

Sewage treatment is provided by King County Department of Natural Resources (KCDNR) through an intergovernmental agreement. Depending on the District and location of the sewer network, sewage from the Planning Area flows to KCDNR's West Point Treatment Plant in Seattle; South Treatment Plant, in Renton, via a pump station in the North Creek Valley in Bothell; or Brightwater Treatment Plant, on Route 9 immediately north of SR 522 in Woodinville.

City of Bothell wastewater collection

Inventory

The information in this section is taken from the 2006 update of the City of Bothell Wastewater System Comprehensive Plan (**Appendix CF-A-6**), the most recent plan available.

Bothell's wastewater collection system consists of 58 miles of gravity sewer line, five sewage lift stations, and 2,500 lineal feet of force main. All of the wastewater collected in the City drains to King County Department of Natural Resources (KCDNR) Brightwater, West Point or South wastewater treatment facilities. The City has 19 sewer basins that either drain directly to KCDNR interceptors, or drain to lift stations that pump to interceptors. The City has 12 connections to KCDNR interceptors.

The adopted level of service guidelines for wastewater collection and treatment are as follows:

1. Collection: Meet 100 percent of Washington State Department of Ecology criteria for sewer works design.
2. Treatment: In accordance with current METRO plans, achieve and maintain secondary treatment, including at peak flow periods.

Future needs and planned capital facilities

The 2015-2021 capital facilities finance plan includes $3,675,000 in sewer main replacement projects (total over seven years) as well as the following projects:

- Sewer Lift Station 2 Improvements ($880,000);
- Promontory Hillside Sewer Main Replacement ($360,000) and
- Downtown Revitalization Sewer Utility Improvements ($1,527,000).

Alderwood Water and Wastewater District

Information in this section was taken from the 2008 Alderwood Water and Wastewater District Comprehensive Sewer Plan, the most recent plan available (see **Appendix CF-A-7**). This section contains highlights from the Plan relevant to meeting GMA requirements.

Inventory

The Alderwood Water and Wastewater District comprises 60 square miles, but Alderwood's wastewater service area is smaller, encompassing approximately 41 square miles. Alderwood provides sewer service to portions of Bothell, Brier, Mill Creek, Lynnwood, Mukilteo and unincorporated Snohomish County. The collection system includes 14 lift stations and approximately 45 miles of sewer trunks. Alderwood's sewer service area is divided into five drainage basins, including three major basins – Swamp Creek, North Creek and Bear Creek.

Alderwood collects wastewater from the entire Snohomish County portion of Bothell except for a small area north of the King / Snohomish county line, which is served by Bothell. Nearly all of the portion of Bothell served by Alderwood sewers is within the North Creek drainage basin, with the remainder, comprising the west edge of the City, within the Swamp Creek drainage basin.

The North Creek basin contains three collector pipes ranging in diameter from 10 to 18 inches, all of which drain into the North Creek Interceptor, which ranges in diameter from 21 to 42 inches. The North Creek Interceptor extends for 6.6 miles down the North Creek Valley through Bothell, connecting at the King / Snohomish county line to King County's North Creek Trunk, which has a diameter of 42 inches.

The Swamp Creek basin contains four major trunk lines ranging in diameter from 12 to 36 inches. Sewage from properties on the west edge of Bothell drains into the Meridian Trunk, which in turn drains into King County's Swamp Creek Trunk at the county line.

All wastewater collected by Alderwood from the Bothell area flows south through trunk lines into King County for eventual treatment by King County Department of Natural Resources (KCDNR) at the West Point, Renton, or Brightwater sewage treatment plants.

Future needs and planned capital facilities

Any pipelines necessary to serve new development are required to be provided by developers. However, based on future estimated population growth and modeling of flow projections, the Alderwood Comprehensive Sewer Plan anticipates certain deficiencies in the existing collection and conveyance system. According to the Plan, correcting these deficiencies will require a range of actions including replacing pipes, upsizing pipes, redirecting flows from one drainage basin to another, and increasing the capacities of lift stations.

Alderwood maintains a capital improvement plan (CIP) for wastewater facilities. CIP projects within the Bothell Planning Area through 2026 include the following:

- Install 16,300 feet of new 42-inch interceptor trunk along North Creek; this is the North Creek Trunk and is being installed by King County to connect to a trunk in King County;
- Replace 8-inch pipe with 12-inch pipe along and in the vicinity of Harvest Road within the unincorporated Snohomish County portion of the Bothell Planning Area;
- Replace 8-inch pipe with 12-inch pipe, 12-inch pipe with 15-inch pipe, and 15-inch pipe with 18-inch pipe along and in the vicinity of 9th Avenue SE;
- Replace 10-inch pipe with 18-inch pipe along and in the vicinity of 216th Street SE;
- Replace 8-inch pipe with 12-inch pipe along and in the vicinity of 220th Street SE between 23rd Avenue SE and 26th Place SE; and
- Replace 8- and 10-inch pipe with 12-inch pipe along and in the vicinity of 9th Avenue SE south of I-405.

The Sewer Plan states that these and other capital projects would be funded by one or a combination of the following:

- Rate and miscellaneous revenue;
- General facility charges;
- Capital reserves;
- Revenue bonds; and
- Loans and grants.

Northshore Utility District

Information in this section was taken from the Northshore Utility District 2009 Wastewater System Plan (**Appendix CF-A-8**), the most recent plan available. This section conveys highlights from the Northshore Plan relevant to GMA capital facilities requirements.

Inventory

The Northshore Utility District (NUD) corporate boundary encompasses approximately 11,860 acres, including portions of Lake Forest Park, Kenmore, Bothell, Woodinville and Kirkland. The sanitary sewer service boundary encompasses approximately 11,280 acres, of which about 10,200 acres are currently sewered. The District serves the west and south parts of the City of Bothell within King County.
Northshore owns and operates a wastewater collection system consisting primarily of collection sewers, trunk sewers, lift stations and force mains. NUD's collection system comprises approximately 240 miles of gravity sewer pipe ranging in size from 8 to 30 inches in diameter. Approximately 85 percent of sewer pipe is 8-inch. The District operates and maintains 11 lift stations and four grinder pump units. Two of the lift stations are within the City of Bothell, both east of I-405 and north of NE 160th Street.

All wastewater collected by Northshore from the Bothell area is treated by King County Department of Natural Resources (KCDNR) at the West Point, Renton or Brightwater wastewater treatment facilities.

Future needs and planned capital facilities

A system evaluation identified .96 mile of pipe as currently flowing more than 80 percent full (considered to be at capacity) during peak flows; an additional 1.1 miles of pipe as reaching capacity in 2006; and an additional .43 mile of pipe as reaching capacity in 2020. Three lift stations were identified as undersized to transport future flows, and the evaluation determined that two other lift stations could be eliminated by installing gravity pipe.
The NUD Wastewater Comprehensive Plan contains a capital improvement plan (CIP) to address system needs through 2026. Potential funding sources identified in the CIP include revenue bonds, Public Works Trust Fund loans, developer financing, connection charges and local improvement districts.
CIP projects within the Bothell Planning Area include replacement or upgrading of pipe in various locations.

Woodinville Water District

Information in this section is taken from the Woodinville Water District 2007 General Sewer Plan (**Appendix CF-A-9**), the most recent available. This section conveys highlights from the Plan relevant to GMA capital facilities requirements.

Inventory

The Woodinville Water District serves an area of 29.5 square miles extending west to east generally from I-405 to 232nd Avenue NE, and north to south generally from the Snohomish County border to NE 124th Street. The District is responsible for providing sanitary sewer service to customers within that portion of the District boundaries inside the King County Urban Growth Area that are not served by other agencies. Insofar as most of the District is designated rural, the portion served by sanitary sewers is relatively small.

The District serves approximately 2,500 sewer customers. Within the City of Bothell, District sewers serve neighborhoods west of 130th Avenue NE from the county line south to NE 197th Place; a handful of small developments west of 124th Avenue NE; and Northshore Junior High School and Woodmoor Elementary School (see **Figure CF-3**). Additionally, District sewers serving areas south of NE 186th Street and east of 132nd Avenue NE flow through City of Bothell lines to King County Metro lines.

Sanitary sewage flows are collected and conveyed through District-owned sewer facilities and discharged into trunk and interceptors owned by King County.

Future needs and planned capital facilities

The General Sewer Plan contains a capital improvements program identifying projects deemed necessary for continued system operation consistent with District and State standards. The program includes one project affecting Bothell. This project would construct about 710 feet of 8-inch gravity sewer under SR 522 at 130th Avenue NE to allow District sewage to go directly into a Metro line, rather than through a Bothell line to the Metro line, as it currently does. The project would save the District from having to pay a charge to Bothell to use the city line.

The District identifies a number of funding sources for the capital improvements program, including cash on hand, developer participation, state and federal grants and loans, revenue bonds, utility local improvement districts (ULIDs), system development charges and sewer rate increases.

City Surface Water Management Facilities

Inventory

The information in this section is based on the 1994 City of Bothell Comprehensive Stormwater Master Plan (**Appendix CF-A-10**). The City is currently in the process of updating the Stormwater Comprehensive Plan, and information from the new plan will be incorporated in the next update of the Capital Facilities Element.
The majority of stormwater runoff in the Bothell area discharges to North Creek, Horse Creek, the Sammamish River, or Swamp Creek. Horse Creek is the only basin located entirely within the current city limits.

Stormwater runoff in these basins and the tributaries thereto is primarily conveyed in well-defined open channels with cross culverts at street crossings. The City of Bothell Storm Water Utility is responsible for the operation of the City's storm drainage system. The system consists of approximately 106 miles of pipe; 6,300 catch basins, manholes and retention / detention facilities (dry ponds, wet ponds and underground vaults); and 84 miles of open channels and streams (see **Figure CF-4**).

Future needs and planned capital facilities

The 2015-2021 capital facilities finance plan includes seven surface water management projects. These include the following:

- Horse Creek Improvements ($17,801,000 total; $10,375,000 from 2015-21), replacing the existing undersized Horse Creek pipe in the downtown area with a hybrid open-channel / culvert system along 98th Avenue NE. The system is designed to convey flows exceeding the 100-year storm event and meets the fish passage criteria established by the State Department of Fish and Wildlife.
- Annual stormwater system improvements amounting to $5,865,000 from 2015-21.
- Sammamish River Side Channel Restoration ($1,788,000 total; $1,500,000 from 2015-21).
- Downtown Revitalization Utility Improvements ($199,000 from 2015-21).
- Blyth Creek Erosion Control ($211,000 total; $183,000 from 2015-21).
- Queensborough Watershed LID Implementation ($480,000 total; $360,000 from 2015-21).
- Parr Creek Flood Mitigation ($125,000 total; $75,000 from 2015-21).

Public schools

Public education in the Bothell Planning Area is provided by the Northshore School District, Edmonds School District, the University of Washington Bothell, and Cascadia Community College. See **Figure CF-5.**

Northshore School District

Northshore School District No. 417 provides public K-12 education throughout the Planning Area. At the writing of this 2015 Periodic Plan Update, the District was preparing to implement a grade reconfiguration from the current K-6, 7-9, 10-12 arrangement to a K-5, 6-8, 9-12 arrangement. Scheduled to go into effect for the 2017-18 school year, the reconfiguration would address existing capacity deficits in north- and

central-District elementary schools and, in the long term, take advantage of instructional program benefits of such a grade arrangement, according to the District.

Inventory

The following **Table CF-7** comprises an inventory of school district facilities within the Planning Area (See **Figure CF-5**):

Table CF-7
Northshore School District facilities inventory

Facility name and type	Location (see Figure CF-4)
Canyon Creek Elementary	18603 Bothell Way NE
Crystal Springs Elementary	21615 9th Avenue SE
Fernwood Elementary	3933 Jewell Road
Frank Love Elementary	303 224th Street SE
Lockwood Elementary	24118 Lockwood Road
Maywood Hills Elementary	19510 104th Avenue NE
Shelton View Elementary	23400 5th Avenue W
Westhill Elementary and Sorenson Special Ed. Center	19515 and 19705 88th Avenue NE
Woodin Elementary	12950 NE 195th Street
Woodmoor Elementary	12225 NE 160th Street
Canyon Park Junior High (Middle School, starting Fall, 2017)	23723 23rd Avenue SE
Northshore Junior High (Middle School, starting Fall, 2017)	12101 NE 160th Street
Skyview Junior High (Middle School, starting Fall, 2017)	21404 35th Avenue SE
Bothell Senior High	18125 92nd Avenue NE
Secondary Academy for Success	22107 23rd Avenue SE
Transportation Center (bus storage and maintenance facility)	21325 20th Avenue NE
Pop Keeney Stadium	98th Avenue NE and NE 188th St
Northshore School District Administrative Center	3330 Monte Villa Parkway

It should be noted that a number of students who reside within the Planning Area attend schools outside the Planning Area boundaries, such as Moorlands Elementary School, Kenmore Junior High School, and Inglemoor High School. Similarly, there are a number of students living outside the Planning Area who attend the schools listed above.

Future needs and planned capital facilities

As required by the Growth Management Act, the School District projects enrollment growth and maintains a capital facilities plan, which is updated annually. The plan provides the District, King County, Snohomish County, and affected cities – including Bothell – with a description of the facilities needed to accommodate anticipated levels of service over the next 20 years, and a more detailed schedule and financing program for capital improvements over the next six years.

Components of the District's plan include the following:

- Student enrollment projections;
- "Standards of Service", measured in average numbers of students per classroom at the elementary, junior high and high school levels (with variations for special and vocational educational students, and for students housed in portables;)
- An inventory of capital facilities owned by the District;

- Projected facilities needs, including both growth related projects and non-growth-related projects (such as building modernization or field renovation);
- A methodology for calculating impact fees, and the resulting fee amounts.

The School District's capital facilities plan, as amended yearly, is adopted by reference as part of the Imagine Bothell… Comprehensive Plan for the purpose of providing a policy basis for collection of school impact fees and as a reference for the consideration of whether or not appropriate provision is made for schools and school grounds when reviewing applications for subdivisions and residential planned unit developments. As such, the level of service guidelines contained in the District's capital facilities plan are adopted by reference as well. The District's plan comprises **Appendix CF-A-11**.

At the writing of this 2015 Periodic Plan Update, the Northshore School District 2014 Capital Facilities Plan included design and construction of a new high school, the district's fourth, on property north of Fernwood Elementary School, bordering the Bothell Planning Area. The new high school would open at the start of the 2017 school year. The District's 2014 Capital Facilities Plan did not identify any major construction projects involving schools within the Bothell city limits.

Edmonds School District

Edmonds School District No. 15 serves the northwestern most portion of the Planning Area. At the writing of the 2015 Periodic Plan Update, none of the portion of the Planning Area served by the Edmonds School District was in the incorporated city limits of Bothell.

Inventory

The District has one facility in this area, Hilltop Elementary School, located at 20425 Damson Road.

Future needs and planned capital facilities

At the writing of the 2015 Plan Update, the District had no plans for improvements to Hilltop Elementary School or any other capital facilities projects within the Bothell Planning Area (**Appendix CF-A-12**).

University of Washington Bothell and Cascadia College

The University of Washington Bothell (UW Bothell) and Cascadia College (Cascadia) are discussed together for the purposes of this Capital Facilities Element because the two institutions share a campus and have collaboratively developed a Master Plan for future facilities on campus (**Appendix CF-A-13**).

The UW Bothell and Cascadia are co-located on a 132-acre campus situated northwest of the I-405 / SR 522 interchange. Of the total land area, 58 acres are preserved in wetlands, leaving a developable area of 74 acres.

Inventory

University of Washington Bothell

The University of Washington Bothell was founded in 1990 "to bring the world-renowned University of Washington traditions of academic excellence to residents of the growing Puget Sound region," states a history provided by UW Bothell. "While we primarily serve citizens in North King and Snohomish counties,

our student body is composed of a dynamic and diverse group of students from around the state, the nation and the world."

For its first 10 years, UW Bothell operated out of leased space in the Canyon Park business park. In 2000, the school moved to its new campus close to Downtown Bothell.

According to the UW Bothell, enrollment for the 2013-14 academic year was 4,605, comprising 4,106 undergraduate students and 499 graduate students: full-time equivalent enrollment was 4,216. UW Bothell is the largest of the five University of Washington branch campuses in the state of Washington.

At the writing of the 2015 Periodic Plan Update, UW Bothell's capital facilities (not including roadways and surface parking lots) consisted of the following owned and leased buildings and other facilities on and off campus. Please note that in addition to UW Bothell-specific buildings, the University operates buildings that are jointly used by UW Bothell and Cascadia. Cascadia-specific buildings are listed under the inventory discussion for the community college.

Building name	UW Bothell / Joint use	UW Bothell-owned / -leased	Year built, purchased or first leased
Founders Hall	UW Bothell	Owned	Built 1998
Commons Hall	UW Bothell	Owned	Built 1998
Sarah Simonds Green Conservatory	UW Bothell	Owned	Built 2013
Discovery Hall	UW Bothell	Owned	Built 2014
Sports and Recreation Complex	UW Bothell	Owned	Built 2012
Truly House	Joint use	Owned	Built 1887 (occupied land prior to campus development)
Chase House	Joint use	Owned	Built 1920 (occupied land prior to campus development)
LBA	Joint use	Owned	Built 1998
LB1	Joint use	Owned	Built 1998
LB2/North Creek Event Center	Joint use	Owned	Built 1998
Bookstore	Joint use	Owned	Built 1998
CP1	Joint use	Owned	Built 1998
North parking garage	Joint use	Owned	Built 1998
South parking garage	Joint use	Owned	Built 1998
Campus View Apartments	UW Bothell	Leased	Leased 2009
Eastside Leadership Center, Bellevue	UW Bothell	Leased	Leased 2010
Husky Village Apartments	UW Bothell	Owned	Purchased 2011
UW Bothell Beardslee Building	UW Bothell	Leased	Leased 2011
Goodlad Center	UW Bothell	Leased	Leased 2011
Husky Hall	UW Bothell	Leased	Leased 2012

Cascadia College

Cascadia College was founded in 2000 to serve the Northshore, Lake Washington and Riverview school districts, although it attracts students from a much larger area of north King County, south Snohomish County and elsewhere.

According to the Cascadia Ten Year Academic Plan / 2013-14 to 2023-24, in the 2012-13 academic year, 4,703 students attended the college, equating to 2,475 full-time equivalent (FTE) enrollments. The Plan states that Cascadia expects growth to increase from 1.6 percent to 2 percent annually over the next 10 years.

At the writing of the 2015 Periodic Plan Update, Cascadia's capital facilities comprised the following three buildings owned by the college. As noted above, Cascadia shares a number of buildings on campus that are owned and operated by UW Bothell.

Building name	Year built
CC1	1998
CC2	1998
Global Learning and the Arts Building / Mobius Hall	2009

Future needs and planned capital facilities

The information in this section is taken largely from the University of Washington Bothell and Cascadia College 2010 Master Plan (Revised 2011)(**Appendix CF-A-13**), the most recent plan available. This section conveys highlights from the Plan relevant to GMA capital facilities requirements.

The Master Plan "identifies programmatic elements to support a thriving campus community of 10,000 student FTEs for a comprehensive 4-year university and 2-year community college, and realizes that all the needs of the campus population at full built-out cannot be accommodated within the campus boundaries where only 27 percent of the current campus land is available for future development."

New capital facilities identified as necessary to serve the co-located institutions at build-out include the following:

- New academic space totaling 500,000 gross square feet:
  - Assumes buildings would range in size between 40,000 and 100,000 square feet and would typically be four stories tall.

- Student housing totaling between 900 and 1,500 beds:
  - The UW Bothell student housing program has established an initial goal of housing approximately 15 percent of total UW Bothell student population in campus housing;
  - Envisioned in the 2010 Master Plan to be on the original campus, the 2011 Revision incorporates the recent acquisition and renovation of an existing adjacent apartment complex, re-named Husky Village, which provides 244 beds.
  - Development or acquisition of the remaining 650-1,250 beds needed at full build-out is identified in the 2011 Revision as "unmet needs to be explored;" one possibility is to redevelop Husky Village at some point to achieve a significantly higher density of dwelling units.

- New parking totaling 2,200 spaces:
  - From the Master Plan: "A majority of the new parking will be in structured parking garages adjacent to or as expansions of existing garages;
  - Most of the new parking will be at the south end of campus to align with the expected majority of students entering the campus from the south and to minimize vehicle traffic through the campus."

- Assembly Hall:
    - From the Master Plan: "The Assembly Hall is planned as a multi-use 800-seat hall for institutional and community gatherings, celebrations and events;
    - The Hall is located near the south parking garage for ease of access."

- Student Activity Center:
    - This 30,000 square foot facility would be located south of the North Creek Events Center;
    - At the writing of this 2015 Periodic Plan Update, the proposed Student Activity Center was under construction.

- Student Health Services:
    - From the Master Plan: "A Student Health Services facility is not specifically located on the Master Plan but could be accommodated in the Student Center. Optionally, it could be located in another proposed new building or outside the current campus boundary."

- Faculty research space:
    - From the Master Plan: "The master plan accommodates some faculty research on campus, but the university anticipates the majority of proposed academic space will be utilized for classrooms and student research. It is anticipated that options for faculty research will be explored outside the current campus boundary."

- University Club:
    - From the Master Plan: "The University Club is a place for faculty and staff to meet, exchange ideas, and socialize. The location is not specifically identified on the master plan but could be accommodated in a proposed building, one of the historic houses on campus, or outside the current campus boundary."

- Expanded or new support facilities:
    - The Master Plan includes a proposed 10,000 square foot two-story expansion of the existing Physical Plant, and a 7,500 square foot "Corp Yard" building "to support shipping and receiving functions, with a loading dock, two offices, short-term material storage, landscape maintenance materials, maintenance vehicles and adequate access for 50-foot trucks."

The funding for, and timing of, construction of classrooms and other academic facilities is largely dependent on allocations from the state legislature; while funding and construction of housing, food services and parking facilities is based on the ability of the institutions to generate self-sustaining revenue from these facilities.

The rate and amount of enrollment growth to the projected 10,000 student FTE build-out is directly tied to the availability of classrooms and ancillary facilities to accommodate students, faculty and staff of the two institutions.

Libraries

Inventory

The King County Library System (KCLS) provides library services to all of King County with the exceptions of the City of Seattle and two small communities in Bellevue. KCLS serves the entire City of Bothell, including that portion of the City within Snohomish County. KCLS is an independent taxing district. The

unincorporated portion of the Planning Area in Snohomish County is served by the Sno-Isle Regional Library System.

There is one library within the Planning Area. The Bothell Regional Library is located at 18215 98th Avenue NE and contains about 22,500 square feet (see **Figure CF-6**). Library services include circulation of books, magazines, video tapes and DVDs, audio tapes and CDs, and reproductions of art works; reference, government, business and technology services; computer usage; children, adult and family programs; and availability of a meeting room for community use. The Bothell Library is the third busiest in the KCLS in terms of items checked out, trailing only the Bellevue and Redmond libraries.

Future needs and planned capital facilities

KCLS monitors population growth and library use within its service area, and constructs new libraries and renovates existing libraries as need dictates and financial resources allow. KCLS maintains a Capital Improvement Plan (CIP) to identify, program and prioritize construction projects. The CIP does not identify any major projects for the Bothell Library for at least the next 10 years.

The Library System's Capital Improvement Plan (CIP) "calls for upkeep and maintenance of the Bothell Library during the next decade and more books and materials."

The CIP further states, "An automated materials handling system has already been installed and additional improvements are planned for 2015." No major capital facilities projects are planned.

In the Capital Facilities policies, the City adopts by reference the King County Library System Capital Improvement Plan (**Appendix CF-A-14**).

Northshore Senior Center

Inventory

The Northshore Senior Center, located at 10201 E. Riverside Drive, provides a gathering place for the area's seniors and disabled adults of all ages, for socialization, education and recreation. Across the street from the Senior Center at 10212 East Riverside Drive, the affiliated Northshore Health and Wellness Centerprovides therapy and day care for the frail elderly and disabled persons .

Construction of both facilities was funded primarily by voter-approved bond issues under the auspices of the Northshore Parks and Recreation Service Area (PRSA), a special taxing district. The Senior Center and Health and Wellness Center are operated by Senior Services of Seattle / King County, a separate nonprofit organization, under the oversight of the PRSA board of directors.

Future needs and planned capital facilities

NPRSA Board members, staff, members and volunteers engaged in a strategic planning exercise in 2013 to help guide the future of the Senior Center. The effort identified three strategic areas – Products and Markets; Organizational and Individual Relationships; and Financial and Material Resources. Two to three initiatives were developed for each strategic area.

Key initiatives related to growth include the following:

- "Maximize our services to include the most important areas that will do the most good;"

- “Develop plan internally to build in existing programs that continue to other programs;”
- “Develop ongoing fund development programs that go beyond traditional grants / contracts that consists of fundraising events that utilize community, donors and resources”; and
- “Establish a means to analyze, acknowledge and be financially accountable for programs / services / activities that are valuable to our mission but are not financially sustainable that demonstrate how we compensate with other programs (money).”

The Strategic Plan did not identify any planned capital facilities.

Development of Goals, Policies and Actions

For the 2015 Periodic Plan Update, inventories, future needs and planned capital facilities were updated for the various capital facilities within the Planning Area under the purview of the City and other public agencies. Goals, policies and actions were modified for the 2015 Update where warranted to reflect facilities constructed since the last update, and changes in forecasted needs.

Capital Facilities Element Goals, Policies and Actions, including Six-Year Capital Facilities Finance Plan

Goals

CF-G1 To enhance the quality of life in Bothell through the planned provision of public capital facilities, either directly by the City or via coordination with other public entities.

CF-G2 To ensure that public facilities necessary to support new development are adequate to serve the development at the time the development is available for occupancy and use, based on locally adopted level of service guidelines and other relevant considerations, and in accordance with state law.

CF-G3 To achieve consistency in capital facilities level of service guidelines within the Bothell planning area for each public service provided by multiple purveyors.

CF-G4 To achieve consistency in capital facilities level of service guidelines between the Bothell planning area and surrounding jurisdictions' planning areas within the designated urban growth area.

CF-G5 To ensure the efficient and equitable siting of essential regional capital facilities through cooperative and coordinated planning with other jurisdictions within the region.

CF-G6 To ensure that new growth and development pay a proportionate share of the cost of new facilities needed to serve such growth and development.

Policies

CF-P1 **City general offices level of service guideline.**

At the writing of the 2015 Plan Update, the new City Hall is sized to accommodate staff necessary to meet Bothell's service delivery needs well beyond the 2035 horizon of the Plan. Accordingly, a quantifiable level of service guideline is not warranted for this update, as no significant expanded or new general offices beyond the new City Hall are anticipated over the 20-year period. Future periodic Plan updates should revisit the adequacy of City general offices when those updates are performed, to determine whether a specific level of service guideline is warranted to provide direction for future general offices capital investments.

CF-P2 **City maintenance shops level of service guideline.**

At the writing of the 2015 Plan Update, the Public Works Operations Center and Shop 1 collectively are sized to accommodate staff necessary to meet Bothell's service delivery needs well beyond the 2035 horizon of the Plan. Accordingly, a quantifiable level of service guideline

is not warranted for this update, as no significant expanded or new city maintenance facilities are anticipated over the 20-year period. Future periodic Plan updates should revisit the adequacy of City maintenance shops when those updates are performed, to determine whether a specific level of service guideline is warranted to provide direction for future maintenance shops capital investments.

CF-P3 **Fire and Emergency Medical Services level of service guideline.**

Fire stations should be located and staffed so as to facilitate achievement and maintenance of the adopted overall response time operational level of service guideline of 7 minutes and 15 seconds, 90 percent of the time.

Implementation of this policy may entail actions including, but not limited to, instituting efficiencies at existing stations; relocating stations; constructing new stations; or a combination thereof.

CF-P4 **Police level of service guideline.**

At the writing of the 2015 Plan Update, the Public Safety Building and the North Bothell Satellite Office, located in the Public Works Operation Center (PWOC), are collectively sized and located to accommodate staff necessary to meet Bothell's service delivery needs well beyond the 2035 horizon of the Plan. Accordingly, a quantifiable level of service guideline is not warranted for this update, as no significant expanded or new city police facilities are anticipated over the 20-year period. Future periodic Plan updates should revisit the adequacy of police facilities when those updates are performed, to determine whether a specific level of service guideline is warranted to provide direction for future police capital investments.

CF-P5 **Parks level of service guideline.**

Achieve and maintain a foundation level of service of 4.5 acres of developed, operational and functional parkland per 1,000 population. A foundation level of service implies a base or threshold level that satisfies the basic recreational needs of the community.

CF-P6 **Potable Water Supply, Storage and Distribution level of service guidelines.**

Potable Water Supply. Comply with Washington State Department of Health requirements concerning provision for peak day demands and maintenance of drinking water quality. In accordance with the Growth Management Act, the City shall monitor water supply and withhold development approvals if development would cause the level of service to decline below the adopted standard. The City should explore alternative sources of water supply.

Potable Water Storage. Comply with Washington State Department of Health requirements for operational, equalizing, standby, fire suppression and dead storage.

Potable Water Distribution. Comply with Washington State Department of Health requirements concerning minimum system pressure and fire flow.

The City of Bothell Water System Comprehensive Plan, as it exists and may hereafter be amended, is adopted as part of this Comprehensive Plan (**Appendix CF-A-2**). Further, the portions of the water plans of the Alderwood, Northshore, and Woodinville water and sewer

districts which affect the Bothell Planning Area, as such plans exist and may hereafter be amended, are adopted as parts of this Comprehensive Plan (**Appendices CF-A-3, CF-A-4 and CF-A-5**).

CF-P7 **Wastewater collection and treatment guidelines**.

Wastewater collection. Comply with Washington State Department of Ecology criteria for sewer works design.

Wastewater treatment. Achieve and maintain secondary treatment, including at peak flow periods.

The City of Bothell Sanitary Sewer System Plan, as it exists and may hereafter be amended, is adopted as part of this Comprehensive Plan (**Appendix CF-A-6**). Further, the portions of the sanitary sewer system plans of the Alderwood, Northshore, and Woodinville water and sewer districts which affect the Bothell Planning Area, as such plans exist and may hereafter be amended, are adopted as parts of this Comprehensive Plan (**Appendices CF-A-7, CF-A-8 and CF-A-9**).

CF-P8 **Surface water management level of service guidelines.**

Surface water conveyance facilities. Accommodate 25-year, 24-hour storm event.

Surface water detention facilities. Accommodate 100-year, 24-hour storm event at a 10-year release rate.

The City of Bothell Stormwater Master Plan, as it exists and may hereafter be amended, is adopted as a part of this Comprehensive Plan (**Appendix CF-A-10**).

CF-P9 **Public schools**

K – 12 education.

The City adopts by reference the Northshore School District's capital facilities plan, as adopted and periodically amended by the Northshore School District Board of Directors; and the Edmonds School District's capital facilities plan, as adopted and periodically amended by the Edmonds School District Board of Directors (**Appendices CF-A-11 and CF-A-12**); including any level of service guidelines contained therein.

Support the collection of school impact mitigation fees based on the methodologies contained in the capital facilities plans of the Northshore School District and the Edmonds School District.

The two school districts' capital facilities plans, as amended yearly, are adopted by reference as part of the *Imagine Bothell…*Comprehensive Plan for the purpose of providing a policy basis for collection of school impact fees and as a reference for the consideration of whether or not appropriate provision is made for schools and school grounds when reviewing applications for subdivisions and residential planned unit developments.

Higher education.

The City adopts by reference the University of Washington Bothell and Cascadia College 2010 Master Plan (Revised 2011)(**Appendix CF-A-13**) and future revisions thereto as may be adopted by the institutions over time.

CF-P10 **Libraries**.

The City adopts by reference the King County Library System Capital Improvement Plan (CIP), as adopted and periodically amended by the King County Library System Board of Directors, including any level of service guidelines contained therein (**Appendix CF-A-14**).

CF-P11 **Northshore Senior Center.**

The City adopts by reference the Senior Center 2013 Strategic Plan and any future amendments thereto or updates thereof as may be adopted by the Senior Center over time.

CF-P12 Maintain an inventory of existing capital facilities owned by public entities. This inventory shall include the locations and capacities of such facilities, and shall be updated in accordance with Growth Management Act requirements.

CF-P13 Project needed capital facilities based on adopted level of service standards and guidelines, forecasted growth in accordance with the land use element of the comprehensive plan, and other relevant considerations. This projection shall be updated in accordance with Growth Management Act requirements.

CF-P14 Maintain at least a six-year plan to finance needed City capital facilities within projected funding capacities (**Appendix CF-15**). The plan shall clearly identify sources of public money for capital facilities. If projected funding is inadequate to finance projected capital facilities needs based on adopted level of service standards and guidelines and forecasted growth, adjustments shall be made to levels of service standards and guidelines, the land use element, or both, to achieve a balance between funding capacities and needed facilities. The finance plan shall be updated bi-annually.

CF-P15 Coordinate with other public entities which provide public services within the Bothell planning area in the development of consistent level of service guidelines.

CF-P16 Coordinate with other public entities which provide public services outside the Bothell planning area but within the designated urban growth area.

CF-P17 Collaborate with other jurisdictions within the region in the development of common criteria for the evaluation of siting proposals for public capital facilities of a countywide or statewide nature (see Land Use Element). These criteria shall include but not be limited to efficiency and effectiveness of service delivery; environmental, societal, and economic impacts on the host community; regional growth objectives; and geographic distribution of such facilities.

CF-P18 Develop and adopt new impact fees, or refine existing impact fees, in accordance with the Growth Management Act, as part of the financing for public facilities. Such financing shall provide for a balance between impact fees and other sources of public funds and shall not rely solely on impact fees. Public facilities for which impact fees may be collected shall include public streets and roads; publicly owned parks, open space and recreation facilities; school facilities; and City fire protection facilities.

CF-P19 In accordance with the Growth Management Act, impact fees shall only be imposed for system improvements which are reasonably related to the new development; shall not exceed a proportionate share of the costs of system improvements reasonably related to the new development; and shall be used for system improvements that will reasonably benefit the new development.

CF-P20 Identify deficiencies in public facilities serving existing development, based on adopted level of service guidelines and other relevant considerations, and the means and timing by which those deficiencies will be eliminated.

CF-P21 If the capital facilities plans of other agencies addressed in this Capital Facilities Element are found to conflict with any goals, policies and actions in this *Imagine Bothell…* Comprehensive Plan, such goals, policies and actions shall prevail, subject to the extent of the City's statutory authority. The adoption by reference of other agencies' capital facilities plans is not intended to control or direct the City of Bothell's land use planning.

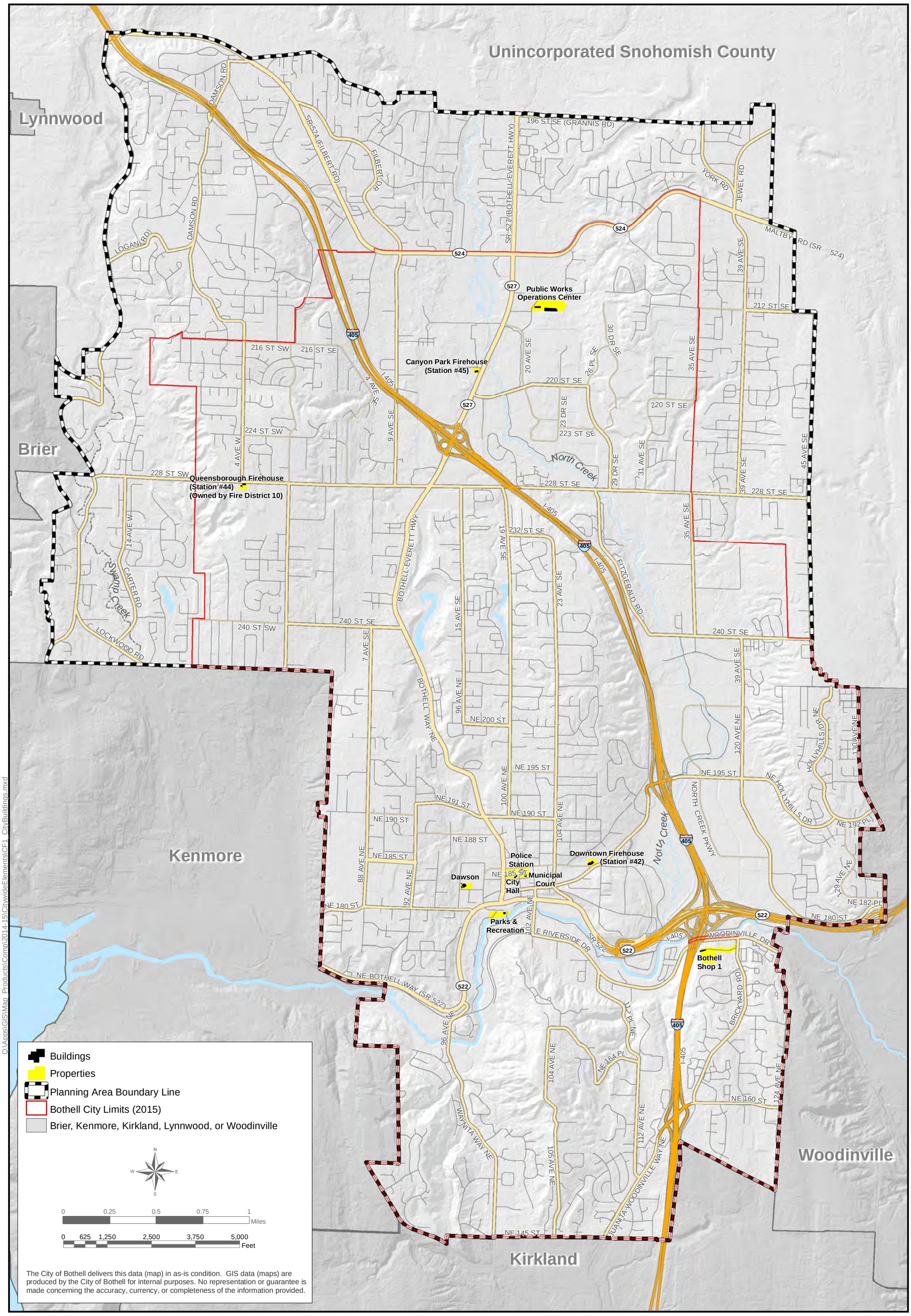
Actions

CF-A1 The City of Bothell Capital Facilities Plan, as periodically amended, is adopted by reference as the combined transportation and capital facilities six-year finance plan of the City, in compliance with the Growth Management Act (**Appendix CF-A-15**).

CF-A2 Regularly update the capital facilities inventory, needs projections, and finance plan. Monitor capital facilities for adherence to adopted level of service guidelines. In accordance with the Growth Management Act, adopt regulations prohibiting development approval if water supply declines below the adopted level of service standard.

CF-A3 Adopt or amend ordinances as necessary to enable collection of impact fees for qualifying system improvements.

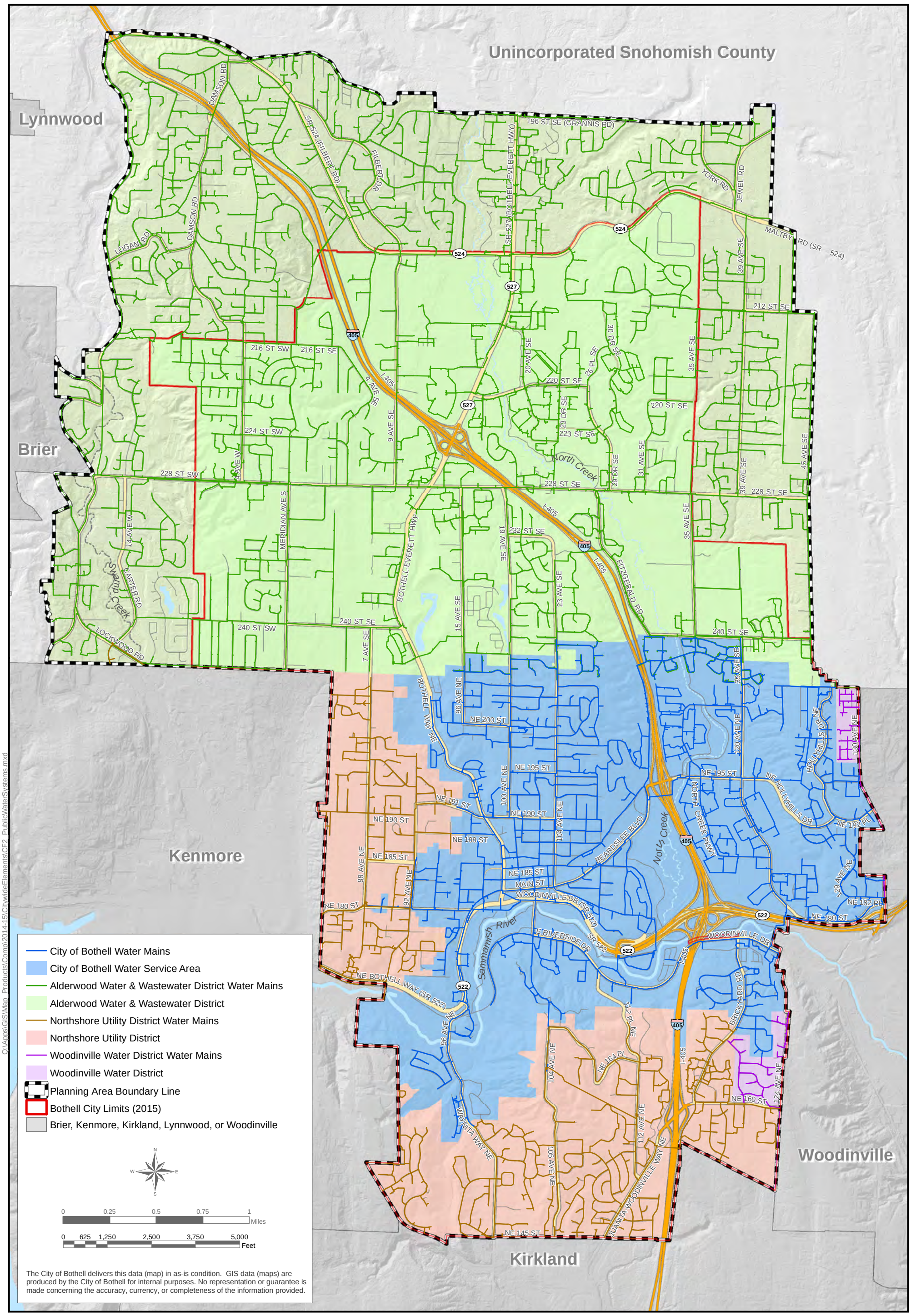
CF-A4 Complete negotiations with other jurisdictions to develop consistent level of service standards and guidelines.



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

Figure CF-1
City Buildings

City of Bothell



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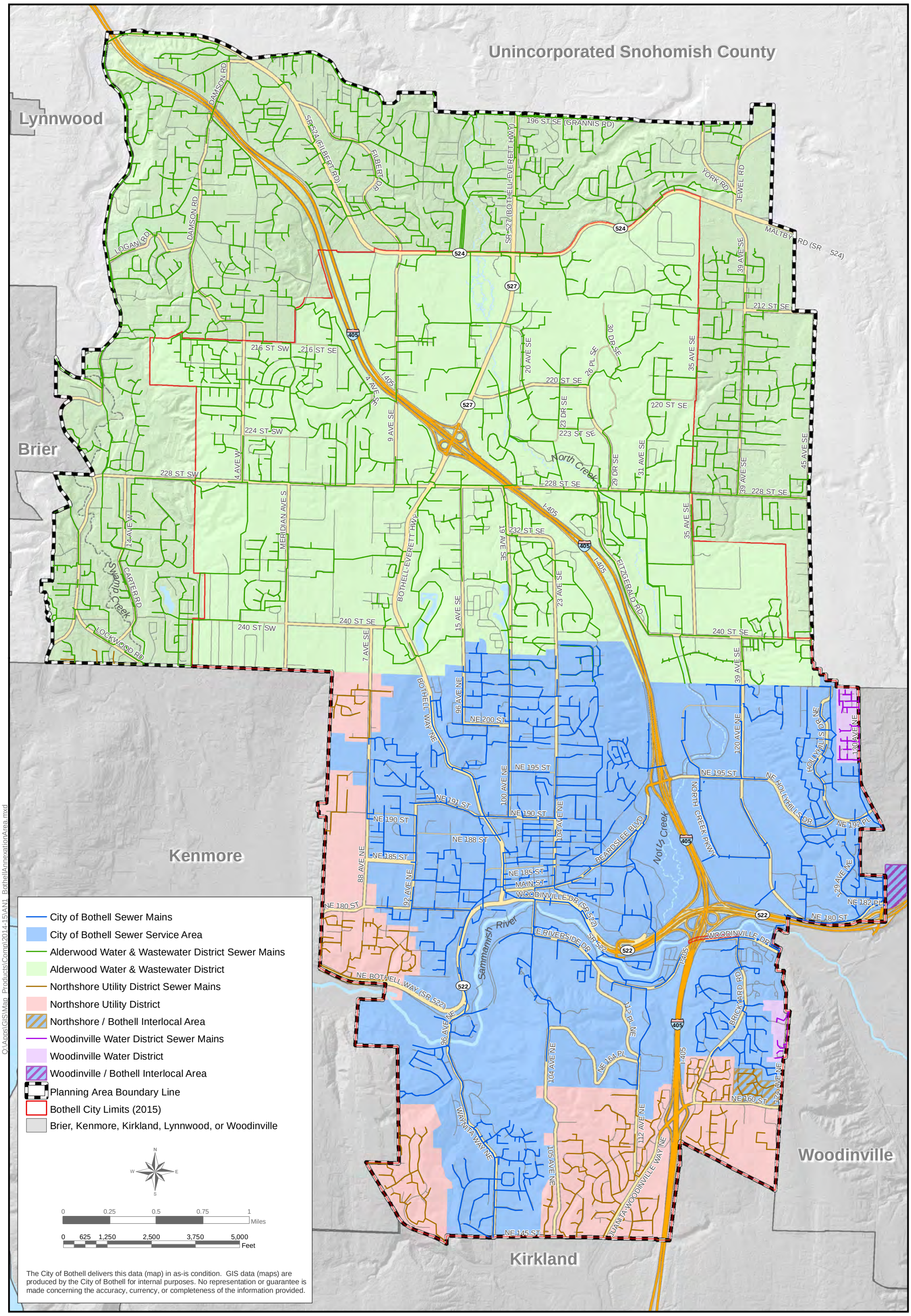
2015 Periodic Plan and Code Update

Figure CF-2
Public Water Systems

City of Bothell



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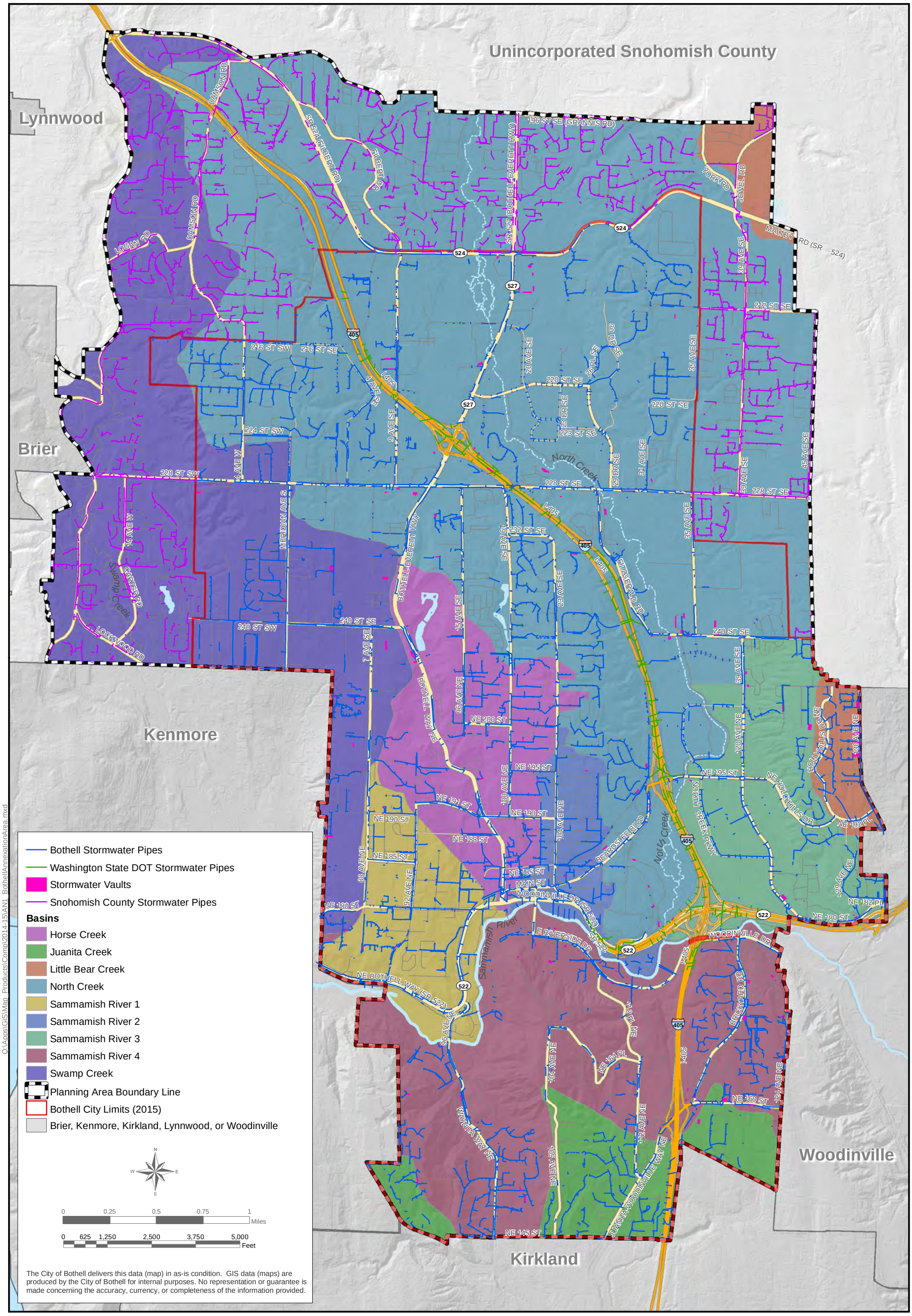
2015 Periodic Plan and Code Update

Figure CF-3
Public Sanitary Sewer Systems

City of Bothell



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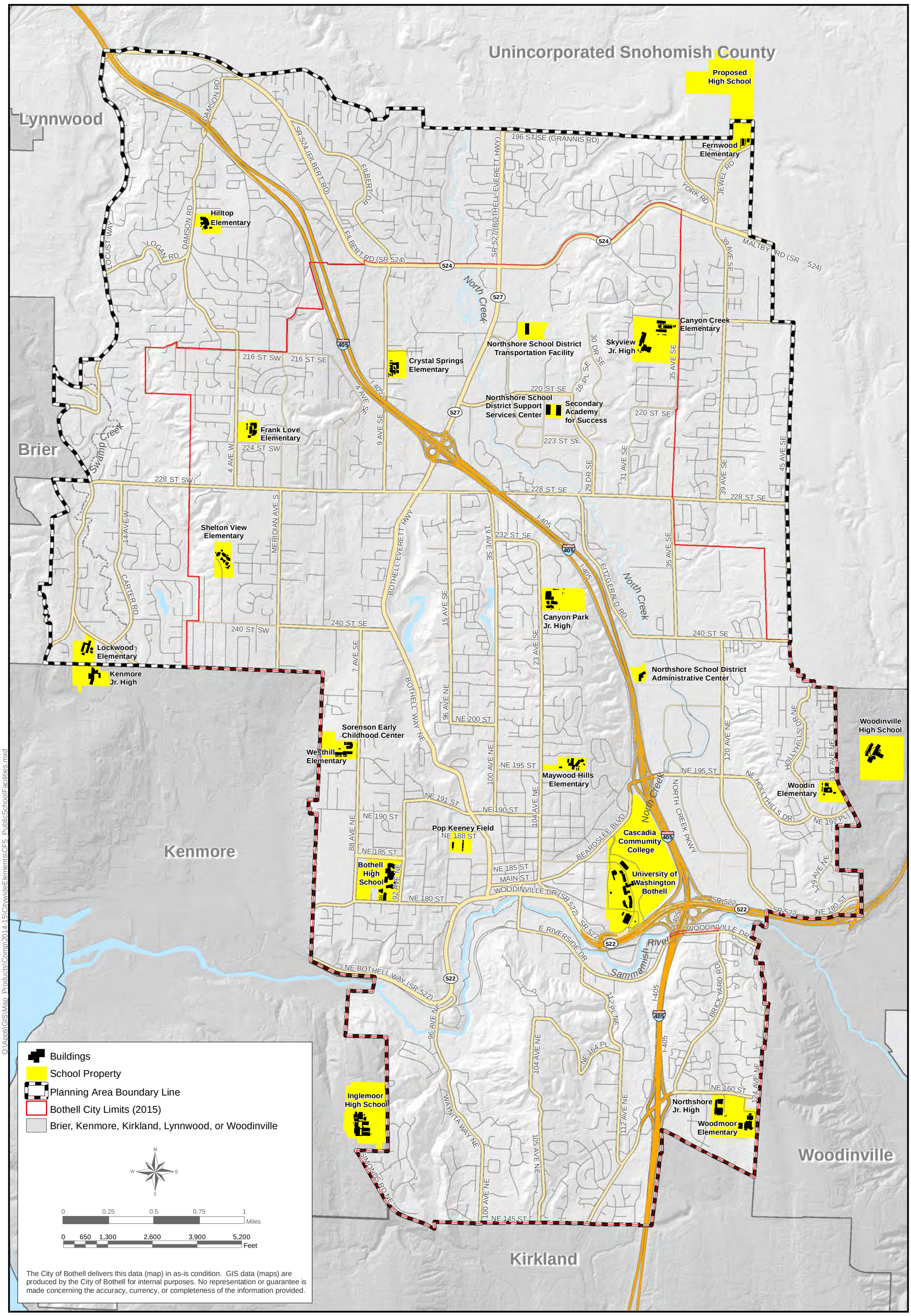
2015 Periodic Plan and Code Update

Figure CF-4
Public Stormwater Systems

City of Bothell



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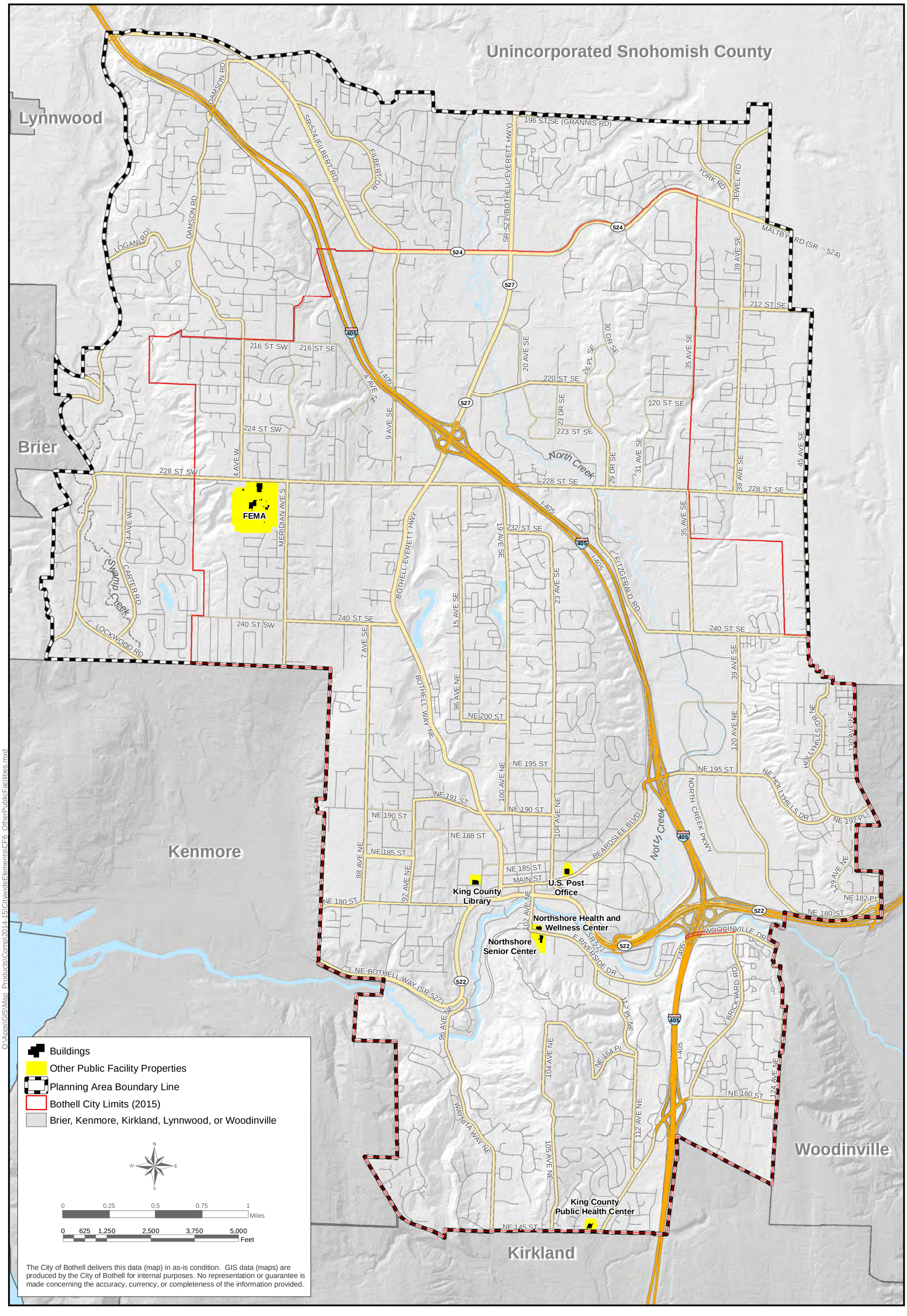
*Imagine Bothell...*Comprehensive Plan
2015 Periodic Plan and Code Update

Figure CF-5
Public School Facilities

City of Bothell



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

Figure CF-6
Other Public Facilities

City of Bothell

Queensborough / Brentwood / Crystal Springs Subarea Plan

Summary

The plan for the Queensborough / Brentwood / Crystal Springs Subarea provides for the preservation of the area's overall single family residential character, while incorporating a number of proposed capital facilities improvements and land use measures intended to enhance the neighborhood and improve city transportation, housing affordability and other objectives. Highlights of the plan include the following:

- Affirmation of existing uses and densities in portions of the Subarea which are largely developed;
- Designation of land east of 9th and south of I-405 for single family or duplex development at a density of eight units per acre;
- Development of neighborhood business uses at the northwest and southwest corners of Meridian Avenue and 228th Street;
- Improvement of Filbert Road to three to five lanes, including bicycle ways, sidewalks or walkways, and boulevard landscaping treatment;
- Construction of sidewalks or walkways along 9th Avenue SE, Meridian Avenue, 4th Avenue W, and 224th Street SW;
- Designation of bicycle routes along 9th Avenue SE, 4th Avenue SE, 4th Avenue W, and 216th Street, where judged safe for bicycle travel;
- Acquisition of land and development of neighborhood and/or community parks to serve the area.

Subarea Profile

Location

The Queensborough / Brentwood / Crystal Springs Subarea is located in the northwest portion of the Bothell Planning Area. It is bordered on the north by 216th Street, 1st Avenue SE, West Richmond Road, I-405 and Filbert Road; on the east by property lines approximately 600 feet east of and parallel to 9th Avenue SE; on the south by 228th Street SE and SW; and on the west by 8th and 12th Avenues W, extended. Surrounding the Subarea are unincorporated Snohomish County (comprising the Damson/Logan and Filbert/Winesap Subareas) to the north; the Canyon Park Subarea of Bothell to the east; the Shelton View / Meridian / 3rd SE Subarea of Bothell to the south; and unincorporated Snohomish County (comprising the Locust/14th Subarea) and the City of Brier to the west (see **Figure 1**, Physical Geography, and **Figure 2**, Aerial Map).

The Subarea comprises 894 acres, or 1.397 square miles. The Subarea is entirely within the Bothell city limits.

Physical Geography

The Queensborough / Brentwood / Crystal Springs Subarea is a portion of a long 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. The highest point of the Subarea is at about 500 feet elevation and is located west of 4th Avenue on 224th Street. The lowest point is at about 150 feet elevation and is located north of 228th Street just east of 9th Avenue.

All but the westernmost portion of the Subarea drains to North Creek. The remainder drains to Swamp Creek. The eastern slope of the Subarea is generally moderate, although it contains a number of ravines. The western slope is very steep and heavily treed.

Four tributaries and numerous smaller drainage ways extend east toward North Creek. The tributaries run north of Crystal Springs Elementary, through the Queensborough and Brentwood subdivisions, and through the Crystal Ridge subdivision. A number of wetlands are found on the eastern portion of the Subarea (see **Figure 1**, Physical Geography).

Built Environment

Residential Development

The Subarea is almost exclusively residential. **Figure 2** is an aerial photo map depicting development in the Subarea. The predominant housing type is the detached single family dwelling.

Commercial Development

The Subarea contains a very limited amount of commercial development. A small neighborhood business cluster is located at 228th and Meridian and includes various retail businesses.

Schools

Two elementary schools are located within the Subarea. Frank Love Elementary is located at 303 224th Street SW, while Crystal Springs Elementary is located at 21615 9th Avenue SE.

Parks and Open Space

Cedar Grove Park (13.75 acres) is located at 22421 SE 9th Avenue and Centennial Park (54 acres) is located adjacent to the Subarea's northeastern boundary in the Canyon Park Subarea. In addition, portions of a number of plats have been dedicated as permanent open space, primarily to protect natural drainage ways. The largest of these is a 7-acre tract at the east end of the Queensborough subdivision which protects Queensborough Creek.

Sanitary Sewer and Water

Alderwood Water and Sewer District provides sanitary sewer and water service to the Subarea. Virtually all of the Subarea is served by public water supply, and Alderwood maintains two water tanks at 228th and 4th W. Sanitary sewers extend throughout the Subarea as well, with the exception of portions of 9th Avenue north of 213th Street and between I-405 and 226th Street. However, there are no topographic constraints to extending sewer lines to these areas to serve future proposed developments.

Utilities

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

Transportation

Streets

The major roads bordering or extending through the Subarea include I-405, Filbert Road (SR-524), 228th Street SW and SE, 9th Avenue SE, Meridian Avenue, 224th Street SW and SE and 4th Avenue W.

The City has identified the following improvements in this Subarea:

- Minor widening on 9th Avenue SE between 228th Street SE and SR-524 to provide a center turn lane, sidewalks on both sides of the roadway, and a possible bicycle lane; and
- Westerly extension of 214th Street SE to 9th Avenue SE as an exclusively emergency vehicle access route [Note: This improvement will be evaluated as part of future development along 214th Street SE.]

Sidewalks/Walkways

Sidewalks and walkways are relatively scarce within the Subarea. Most subdivisions have no pedestrian facilities, while newer subdivisions tend to have sidewalks on one side of the street. On 9th Avenue SE, there are some sidewalks on the west side and the walkway on the east side has a paved shoulder separated from the road by "rumble bars" extending virtually the full length of the road. In addition, there is a combination of concrete sidewalks and asphalt walkways along portions of 4th Avenue W, Meridian Avenue, and 224th Street SW.

As noted above, sidewalks are proposed as part of the SR-524 and 9th Avenue SE widening projects. The City identified the need for continuous sidewalks on at least one side of the roadway along 224th Street SW, 219th Street SW, 216th Street SW, and Meridian Avenue.

Bicycle Routes

There are bicycle lanes on both sides of 228th Street SE between 9th Avenue SE and SR-527. There is also a wide shoulder on the south side of 228th Street SE between Meridian Avenue and 9th Avenue SE, although it is not signed or striped for bicycle use. There are striped shoulders that can accommodate bicyclists along portions of 4th Avenue W north of 228th Street SW and north of 217th Place SW.

As noted above, bicycle lanes are proposed as part of the SR-524 and 9th Avenue SE widening projects.

Transit Service

Transit service within the Subarea is provided by Sound Transit and Community Transit, which both operate bus service along I-405 that uses the Canyon Park Park & Ride just east of the southeast corner of the Subarea. Community Transit provides local transit service along 228th Street SW and 4th Avenue W within this Subarea.

Queensborough / Brentwood / Crystal Springs Subarea Plan Elements

Land Use

Policies

Note: Many of the Land Use Policies are graphically depicted on **Figure 3**, Land Use Designations.

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

2.. Land located between approximately 214th Street and 228th Street, comprising the Queensborough and adjacent developed plats, is appropriate for detached residential development at a minimum lot size of 7,200 square feet as described in Land Use Element Policy LU-P4 (**R 7,200** in central portion of map). This designation reflects the existing pattern of development and provides for future compatible development.

3. Land located between Filbert Road and 228th, comprising most of the eastern third of the Subarea, 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** on east portion of map). This designation reflects the existing pattern of development and provides for compatible future development.

4. The non-conforming commercial uses along 228th should not be expanded or intensified. Eventually, these uses should be replaced with conforming uses.

5. Land located east of 9th Avenue SE and south of I-405 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 southeast portion of map). This designation provides for a transition between the Canyon Park Retail/Services activity center to the east and the single family development to the west, and will create affordable home ownership opportunities in the area.

6. Land located at the northwest quadrant of the intersection of Meridian Avenue and 228th Street is appropriate for continued development in neighborhood business uses, subject to availability of necessary utilities and compliance with critical area regulations and other development standards and mitigation requirements (**NB** at south edge of map). This area and land at the northeast corner of Meridian and 228th should be studied for mixed-use development that would reinforce the area as a Neighborhood Activity Center.

7. Land containing multi-family development located east and west of 4th Avenue W, north of 228th Street SW and south of 224th Street SW, is appropriate for detached or attached residential development at one dwelling unit per 4,000 square feet as described in Land Use Element Policy LU-P4. This density reflects the existing uses (see the **R 4,000** land use designation in the southwest portion of Figure 3).

8. Frank Love and Crystal Springs elementary schools are designated Civic-Education to reflect existing uses (CE in west and east portions of map). The land containing the Alderwood Water District water tank is designated Utility to reflect the existing use (**U** in southwest portion of Figure 3).

9. Consistent with adopted parks level of service guidelines, one or more parks are 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

1. Conduct a study of zoning to reinforce the Neighborhood Activity Center surrounding 228th and Meridian in coordination with the Nike Hill study in the Shelton View / Meridian / 3rd Avenue SE Subarea.

Natural Environment

Policies

1. Protect and preserve the steep and heavily treed western slopes of the Subarea, the ravine which extends east from Queensborough and the ravine which extends northeasterly through Crystal Ridge. These natural areas provide valuable erosion control, wildlife habitat, and visual relief from the built environment, and contribute to the character and identity of the Subarea.

2. Protect and preserve wetlands within the Subarea, particularly those located along 9th Avenue and Royal Anne Road.

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. To preserve wetlands in their entirety, the City shall explore alternatives to regulations.

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

4. Work with Alderwood Water and Sewer District and the unserved residents of 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.

2. Support the utilization of Frank Love and/or Crystal Springs elementary schools for before- and after-school child day care and as community drop-in centers for older youth.

Actions

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

Economic Development

Policies

1. Provide opportunities for a variety of neighborhood-oriented business.

Actions

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

Parks, Recreation and Open Space

Policies

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

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

Actions

1. Include in future Capital Facilities Plans funding for acquisition and development of neighborhood and/or community parks to serve the Queensborough / Brentwood / Crystal Springs Subarea.

Historic Preservation

Policies

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

Actions

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

Urban Design

Policies

1. Ensure that improvements to 228th Street retain and preserve the Subarea's residential character.

Actions

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

Annexation

There are no potential annexation areas in this Subarea, so no specific Annexation Policy or Action items are included. Refer to the Planning Area-wide Annexation Element.

Utilities and Conservation

Policies

1. Future replacement towers for the transmission lines along 228th Street SW and 9th Avenue W should be designed to minimize aesthetic impacts on the neighborhood.

Actions

1. The City shall work with electricity providers to ensure that any future replacement towers for the transmission lines along 228th Street SW and 9th Avenue W and south of Filbert Road are designed so as to minimize aesthetic impacts on the neighborhood.

Transportation

Policies

Note: Certain Transportation Policies are graphically depicted on the Land Use Designations map (see **Figure 3**); Street Cross-sections; and other figures included in the Planning Area-wide Transportation Element

1. Filbert Road/208th Street SE (SR-524) and 228th Street SE/SW are part of the proposed Bothell Boulevard system. Any future improvements to these streets should include median landscaping islands, landscaping between the street and sidewalks/walkways, a coordinated street tree program and meandering of sidewalks/walkways, if practical.

2. Promote traffic and pedestrian safety improvements along the 4th Avenue/216th Street SE corridor.

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

Freeway / Limited Access Highway	I-405
Principal Arterial	Filbert Road (SR-524)
Minor Arterial	228th ST SE/SE
Collectors	9th Avenue SE 4th Avenue W

   Filbert and 228th are part of the proposed Bothell Boulevard system. Any future improvements to these streets should include median landscaping islands, landscaping between the street and sidewalks/walkways, a coordinated street tree program and meandering of sidewalks/walkways, if practical. Filbert Road shall be improved to three to five lanes and should contain bicycle facilities. A landscaped median should be installed on 9th Avenue at its intersection with Filbert Road to provide an entrance to Bothell and to establish the residential character of the corridor served by 9th. Other neighborhood traffic control devices may be warranted to reinforce the residential nature of the road.

4. The following bicycle routes should be designated for the Subarea

Shared Use Path	Filbert/Maltby Road
Shared signed roadway	4th Avenue SE 9th Avenue SE 4th Avenue W 228th ST SW and 216th ST SE

5. 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.

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

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

Actions

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

2. Erect signage to designate 228th Street SE/SE, 9th Avenue SE, and 4th Avenue W, as bicycle routes.

3. Investigate and, if feasible, provide continuous bicycle lanes on 228th Street SE/SW and 4th Avenue W.

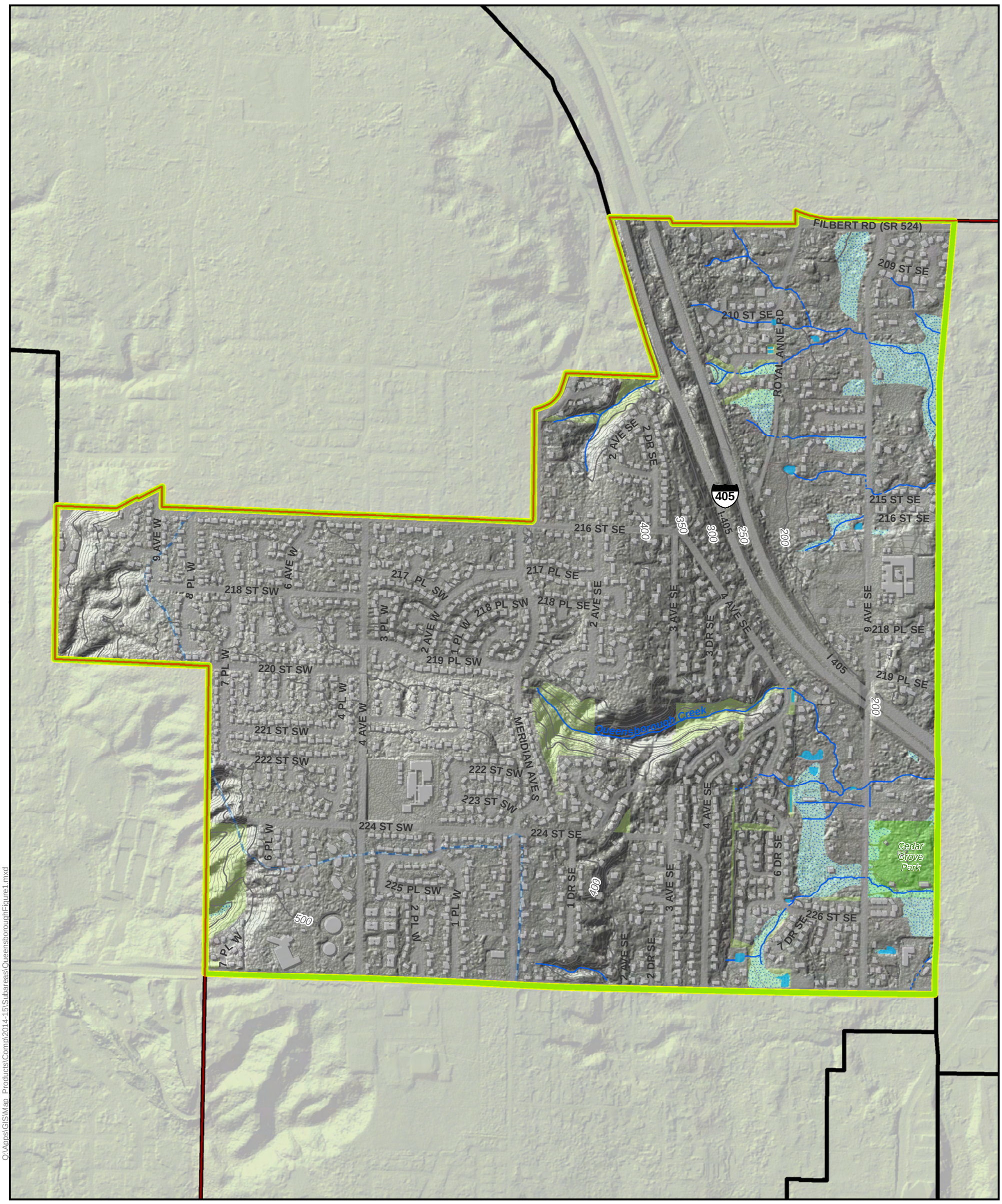
4. Investigate and, if feasible, provide continuous sidewalks/walkways on 9th Avenue SE, 4th Avenue W, and on at least one side of the roadway along 224th Street SW, 219th Street SW, 216th Street SW, and Meridian Avenue to fill in gaps in the pedestrian system.

5. Pursue traffic calming measures in accordance with the City Traffic Calming Program to promote safety along the 4th Avenue/216th Street SE corridor.

6. Investigate improving or implementing neighborhood pedestrian connections throughout the Subarea.

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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- Queensborough / Brentwood / Crystal Springs
- Other Subarea
- Stream
- Piped Stream
- Wetlands
- Watershed Basin Boundary
- 10-foot contour
- Park or Athletic Field
- Open Space (Private or Public Owned)
- Bothell City Limits (2015)
- Planning Area Boundary Line

N W E S

0 0.095 0.19 0.285 0.38 Miles

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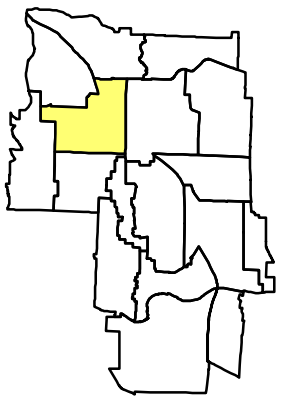
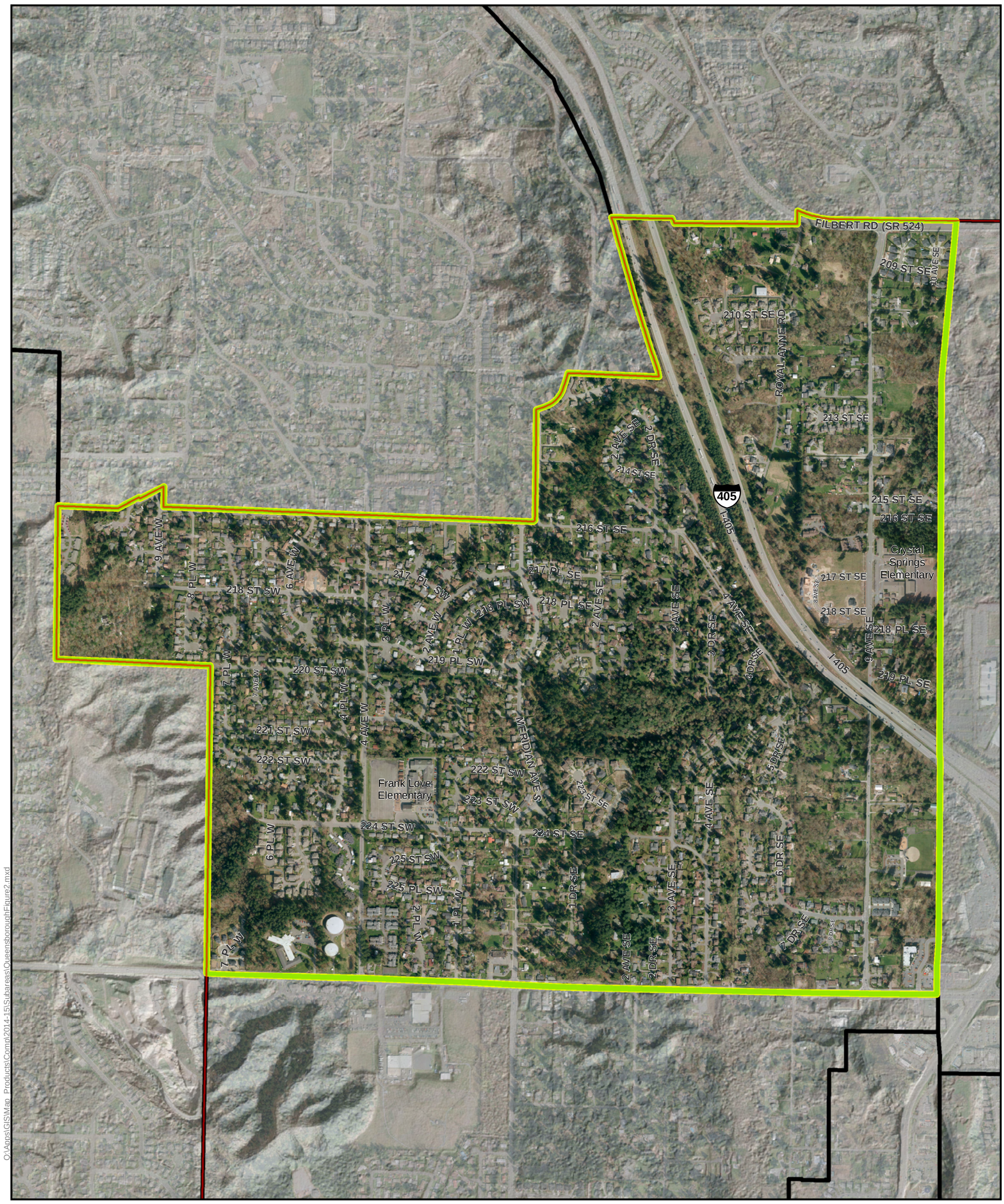


Planning Subarea Location

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

Queensborough / Brentwood / Crystal Springs Subarea
Figure 1
Physical Geography

City of Bothell



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Queensborough / Brentwood / Crystal Springs
Other Subarea
Lake
Bothell City Limits (2015)
Planning Area Boundary Line

N
W E
S

0 0.095 0.19 0.285 0.38 Miles

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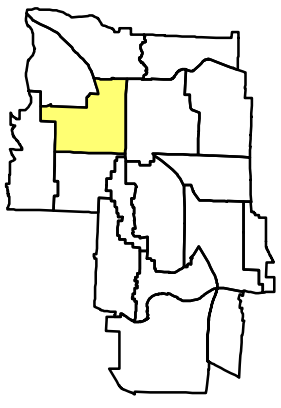
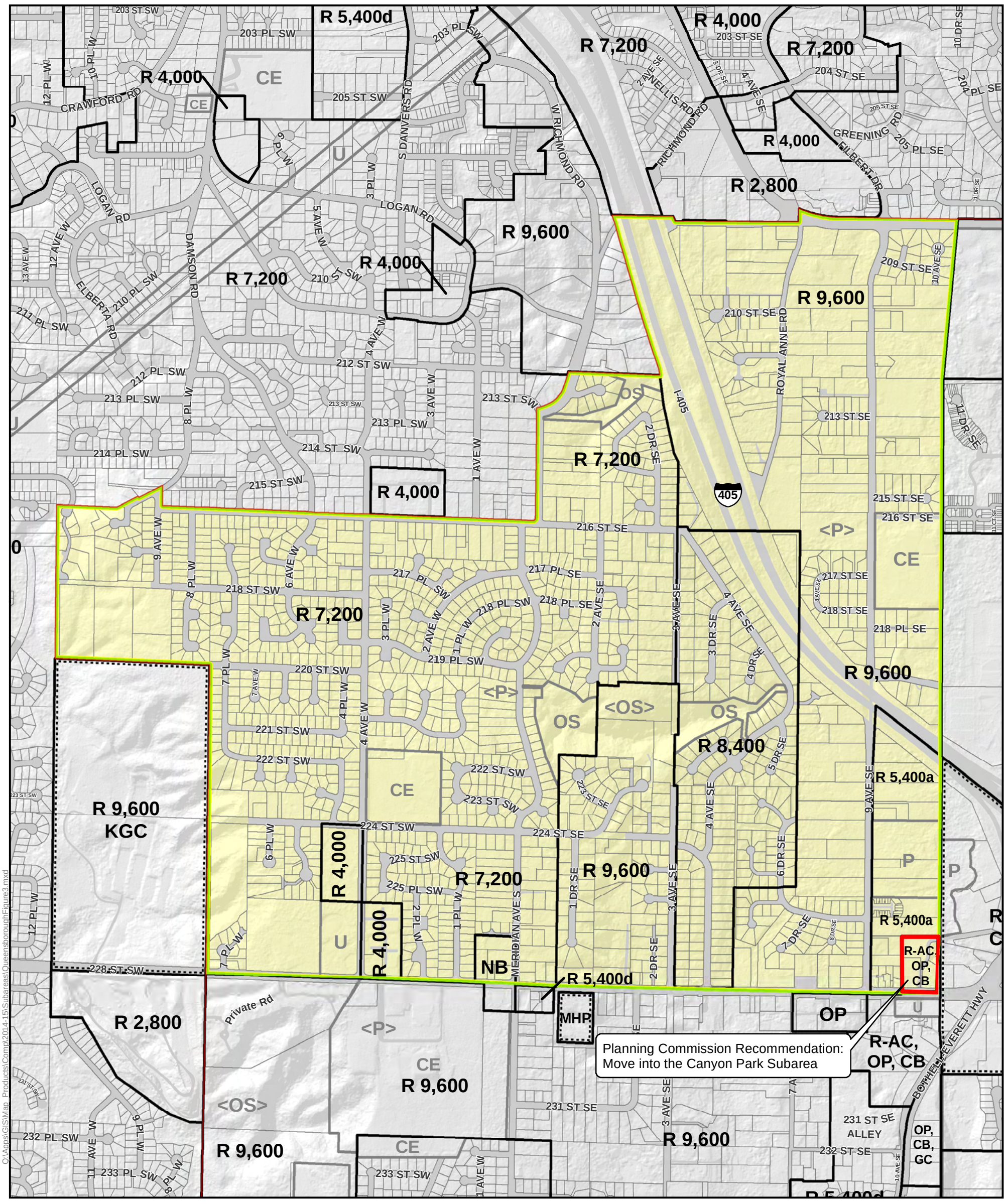


Planning Subarea Location

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

Queensborough / Brentwood / Crystal Springs Subarea
Figure 2
Aerial Photo - April 2012

City of Bothell



Land Use Designations (Outside of Downtown)

AG	Agriculture
R 40,000	Residential 40,000 sq. ft. minimum lot size
R 9,600	Residential 9,600 sq. ft. minimum lot size
R 8,400	Residential 8,400 sq. ft. minimum lot size
R 7,200	Residential 7,200 sq. ft. minimum lot size
R 5,400d	Residential 5,400 sq. ft. minimum lot size (only detached units permitted)
R 5,400a	Residential 1 dwelling unit per 5,400 sq. ft. of net buildable area (attached or detached units permitted)
R 4,000	Residential 1 dwelling unit per 4,000 sq. ft. of net buildable area
R 2,800	Residential 1 dwelling unit per 2,800 sq. ft. of net buildable area
R-AC	Residential-Activity Center (no specific density: number of units controlled by site and building envelope regulations)
OP	Office-Professional

Land Use Designations (Outside of Downtown) (Continued)

NB	Neighborhood Business
CB	Community Business
GC	General Commercial
LI	Light Industrial
MHP	Mobile Home Park
KGC	Kenmore Gun Club
MVSO	Motor Vehicle Sales Overlay
SSHO	Specialized Senior Housing Overlay
NCFWCHPA	North Creek Fish & Wildlife Critical Habitat Protection Area
(LID)	Low Impact Development

Downtown Designations

DC	Downtown Core
DN	Downtown Neighborhood
DT	Downtown Transition
522	SR 522 Corridor
GDC	General Downtown Corridor
SVV	Sunrise/Valley View
C	Campus
PPOS	Park and Public Open Space

Public Facilities, Utilities, and Open Space

CE	Civic-Educational
<CE>	Potential Civic-Educational (location not determined)
P	Park
<P>	Park (location not determined)
T	Transit Facility
<T>	Potential Transit Facility (location not determined)
OS	Dedicated Open Space
<OS>	Potential Dedicated Open Space (location not determined)
U	Utility

N W E S

0 0.09 0.18 0.27 0.36 Miles

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

Queensborough / Brentwood / Crystal Springs Subarea
Figure 3
Land Use Designations

City of Bothell

Shelton View / Meridian / 3rd Avenue SE Subarea Plan

Summary

The plan for the Shelton View / Meridian / 3rd Avenue SE Subarea provides for the continuation of the predominantly single family residential character of the Subarea, while incorporating 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. Highlights of the plan include the following:

- Affirmation of existing uses in portions of the Subarea which are largely developed;
- Development of neighborhood business uses at the northwest and southwest corners of Meridian Avenue and 228th Street;
- Provision for a community activity center, office professional, and community business uses in the northeast corner of the Subarea south of 228thStreet SE and east of 9th Avenue SE;
- Addition of sidewalks/walkways to 240th Street SE, 244th Street SE and Meridian Avenue wherever sidewalks are missing;
- Acquisition of land and development of park sites to serve the area;
- Preservation of a high quality wetland system and adjoining heron habitat.

Subarea Profile

Location

The Shelton View / Meridian / 3rd Avenue SE Subarea is located in Snohomish County on the western border of the Bothell Planning Area. It is bordered by 228th Street on the north, property lines west of the Bothell-Everett Highway on the east, 240th Street SE and the King-Snohomish County Line on the south, and between 7th and 8th Avenues W on the west. It is surrounded by the Queensborough / Brentwood / Crystal Springs Subarea on the north, the Country Village / Lake Pleasant / Bothell Way NE Corridor Subarea on the east, the Westhill / Pontius Subarea and unincorporated King County on the south, and the Locust / 14th Avenue W Subarea in Bothell's unincorporated Snohomish County potential annexation area on the west (See **Figure 1**).

The Subarea comprises 569 acres, or 0.90 square miles.

Physical Geography

The Shelton View / Meridian / 3rd Avenue SE Subarea (see **Figure 1**), like the Queensborough Subarea to the north, is a portion 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. This hill crests at approximately 510 feet at its highest point in the vicinity of 224th Street SW and 4th Avenue W, approximately four blocks north of the Subarea.

The crest of the hill extends through the Subarea from approximately 4th/5th Avenues in the northwest corner of the Subarea to approximately 1st/3rd Avenues in the south-central/southeast portion of the Subarea. The highest point of the Subarea is at about 495 feet in the vicinity of 228th Street SW and 4th Avenue W. The lowest points are at the southwest corner of the Subarea (approximately 140 feet elevation) and the northeast corner (approximately 160 feet elevation).

The western and northeastern portions of the Subarea slope fairly steeply away towards Swamp Creek and Bothell Everett Highway, respectively. Most of the less steeply sloping land within this Subarea lies next to the narrow Bothell Everett Highway corridor on the eastern border of the Subarea and on top of the hill, between the Federal Emergency Management Agency (FEMA) Regional Center and Shelton View Elementary School.

A small wetland system is located just south of 228th Street SE near 9th Avenue SE. A larger wetland system is located south of 228th Street SE between 3rd Avenue SE and 7th Avenue SE. The northeastern portion of the Subarea drains to North Creek. Perry Creek connects two wetland areas in the northern one-third of the Subarea with several other wetlands in the Queensborough/ Brentwood/ Crystal Springs Subarea to the north and eventually to North Creek itself within the Canyon Park Business Park at the southeast corner of the intersection of Bothell Everett Highway and I-405 (the stream is routed through pipes under Bothell Everett Highway and I-405). Two small ponds are located west of 7th Avenue SE and are occasionally privately stocked with fish, unintentionally providing food for herons in the area.

Approximately two-thirds of the Subarea drains southward and westward towards Swamp Creek. The portion to the west of approximately 2nd Avenue W drains directly to the Swamp Creek Valley. The portion east of 2nd Avenue W drains to wetlands and Little Swamp Creek, which drains to the southwest through an extensive system of wetlands in the Westhill Subarea and unincorporated King County.

Both wetland systems have diverse vegetative characteristics and the latter has open water. In conjunction with the ponds mentioned above and the two streams, these wetlands provide excellent habitat, particularly for the herons which nest and forage in the area. Several heron nesting sites are present near 3rd Avenue SE and the herons alternate between this area and rookeries in a wetland in the Kenmore area. Herons typically forage away from their nesting sites but usually within 2.5 to 3 miles. This greenbelt area, extending south to Kenmore and north through the Queensborough / Brentwood / Crystal Springs Subarea, provides excellent habitat for this species of local importance

Built Environment

Residential Development

The Subarea is almost exclusively residential. The predominant housing type is the frame-constructed, detached single family dwelling, although there is a mobile home development just east of the southeast corner of 228th and Meridian.

Commercial Development

The Subarea contains a very limited amount of commercial development. Most daily and regular weekly shopping needs are satisfied at the Canyon Park shopping centers located at Bothell Everett Highway and 228th Street SE just outside the Subarea to the northeast, and the Red Barn Village area just outside the Subarea to the southeast. A small neighborhood business cluster is located at the northwest corner of Meridian and 228th, just outside this Subarea to the north. Various other business operations are located along Meridian and 240th, mostly in homes or former residential structures.

Schools

One elementary school is located within the Subarea. Shelton View Elementary is located at the end of 5th Avenue W at approximately 235th Street SW (if extended).

Parks and Open Space

There are no public parks located within the Subarea. The vacant tract west of FEMA and other vacant property to its south and east owned by the Department of Natural Resources (DNR), have been put forward by nearby citizens as a desirable location for a park in the area (See **<P>** on **Figure 3**). Vacant land existing in the eastern portion of the Subarea within residentially developed areas encompasses some wetland and habitat areas which should be preserved as open space in accordance with the City's Critical Area Ordinance.

There are several other attractive and undeveloped tracts in the Subarea. Third Avenue SE is a platted through street between 240th and 228th Streets SE, but is closed between approximately 231st and 228th Streets SE. This right-of-way could become available at a later date as an open space area, depending on how the adjacent parcels develop. This area is crossed by two ravines and is fairly steep in parts, making it unsuitable for an active park.

Other Development

The Federal Emergency Management Agency (FEMA) maintains a regional emergency preparedness and disaster response facility on about 40 acres at the southwest corner of 228th Street SE and Meridian Avenue. This property also contains an U.S. Army Reserve Center.

Sanitary Sewer and Water

The Subarea is in the Alderwood Water and Sewer District. Water mains have been installed on all platted streets and throughout all subdivisions. Water service has not been extended up streets connecting to 3rd Avenue SE and 2nd Avenue SE between 238th and 240th Streets SE. A 2.5 million gallon water tank is located in the vicinity of the 228th Street SW/4th Avenue W intersection on the north side of 228th SW.

Sanitary sewer service is provided to most of the Subarea located north of 236th Street SE. A sewer trunk line is routed through the Northwood subdivision to provide sewer service to the Wandering Creek subdivision which abuts the Subarea boundary on the west. This trunk provides sanitary sewer service to the Northwood subdivision but not to other residences along the route. The area south of 240th to the County Line, between Meridian and 8th Avenue W is not presently served by sewers. This and other unserved areas represent approximately 35 percent of the area.

Utilities

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

Transportation

Streets

This Subarea is primarily served by two east-west roadways (240th Street SE and 228th Street SE) and Meridian Avenue, which runs in a north-south direction throughout the Subarea. The area east of Meridian Avenue, developed with generally large-lot single family homes, is mostly served with private drives. Although 3rd Avenue divides this area, it is very narrow north of 240th Street SE and dead ends at a ravine before reaching 228th Street SE.

Sidewalks/Walkways

When originally constructed, most of the Subarea's older subdivisions had no pedestrian facilities since they were developed under rural standards. The residential subdivision on the west side of Meridian Avenue between 236th and 240th Streets has sidewalks on both sides of the main loop through the subdivision, but no walkways or sidewalks are provided into small cul-de-sacs which branch off from the main loop. There are also asphalt walkways (without curbs and gutters) on the west side of Meridian Avenue between 240th Street SE and 228th Street SE and on the north side of 244th Street SE west of Meridian Avenue.

The City has identified the need for sidewalks (with curb and gutters) along 240th Street SE, 244th Street SW, and Meridian Avenue.

Bicycle Routes

The only bicycle facilities in this Subarea are located on 228th Street SE, which forms the northern boundary of this Subarea. There are bicycle lanes on both sides of 228th Street SE between 9th Avenue SE and Bothell Everett Highway. There is also a wide shoulder on the south side of 228th Street SE Meridian Avenue and 9th Avenue SE, although it is not signed or striped for bicycle use.

Transit Service

Community Transit provides transit service to this Subarea along 228th Street SE, along Bothell Everett Highway just east of the Subarea and at the Canyon Park Park & Ride, just to the northeast of the Subarea (which is also serve by Sound Transit)..

Shelton View / Meridian / 3rd Avenue SE Subarea Plan Elements

Land Use

Policies

Note: Many of the Land Use policies are depicted on **Figure 3** Land Use Designations.

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

2. In-home uses should not negatively impact the residential character of neighborhoods through signage or intensity of use.

3. Land located at the southwest quadrant of the intersection of 228th and Meridian to a depth of approximately 200 feet south of 228th is appropriate for development in neighborhood business uses (**NB** at north edge of map).

4. The land at the northeast corner of the Subarea, south of 228th between 7th and 9th Avenues SE, is appropriate for office-professional development (**OP** in northeast portion of map). Development should be planned in such a manner as to provide for a transition of building mass and density from the greatest mass and density near the intersection of 228th and Bothell Everett Highway to the least mass and density abutting single family residential areas to the west. The portion of this area west of 9th should derive its access from 228th at the 9th Avenue traffic signal. Where this area abuts single family development to the west, a buffer should be installed utilizing fences, walls, berms, dense, fast-growing landscaping, and/or other noise-absorbing and sight-obscuring techniques and materials.

5. The Snohomish County PUD substation south of 228th Street west of Bothell Everett Highway is designated Utility to reflect current use (**U** in northeast corner of map).

6. Land located in the northwestern part of the Subarea is current zoned R 9,600. The area around the Neighborhood Activity Center surrounding 228th and Meridian and should be studied further to determine the best use of the land with regards to future open space and development. (**R 9,600** in northwest corner of map).

7. The area surrounding 3rd Avenue SE, north of 240th Street SE (including the property at the northeast corner of 3rd and 240th, which fronts primarily on 3rd), is appropriate for detached single family residential development at a minimum lot size of 9,600 square feet as described in Land Use Element Policy LU-P4 (**R 9,600** on central portion of map).

8. The land at the southeast quadrant of Meridian and 228th Street is appropriate for detached residential development at a minimum lot size of 5,400 square feet as described in Land Use Element Policy LU-P4 (**R 5,400d** on north edge of map).

9. The FEMA property, the DNR property immediately to the east, and Shelton View Elementary School are appropriately designated Civic-Educational to reflect current and anticipated future uses (**CE** in northwest portion of map).

10. A mobile home park south of 228th and east of Meridian provides affordable detached single family housing. A Mobile Home Park designation is warranted to recognize and protect this land use (**MHP** along north edge of map).

11. If in the future the owner of the mobile home park desires to redevelop, the plan designation for this property should revert to detached residential development at a minimum lot size of 9,600 square feet as described in Land Use Element Policy LU-P4 to maintain the context of the overall single family character of the Shelton View Subarea (**R 9,600** along north edge of map). Any proposal to redevelop the property should provide for relocation assistance to mobile home residents living in the park at the time (per RCW 59.21 and 59.23).

14. The remainder of the Subarea is appropriate for detached residential development at a minimum lot size of 8,400 square feet and 9,600 square feet as described in Land Use Element Policy LU-P4 (**R 8,400 and 9,600** in central portion of map).

15. Consistent with adopted parks level of service guidelines, one or more parks are 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

1. Conduct a study to determine the appropriate zoning for the Nike Hill area in the northwest corner of the subarea and adjacent areas of the Queensborough / Brentwood / Crystal Springs subarea to support the Neighborhood Activity Center surrounding 228th and Meridian, balancing commercial and/or mixed use development at that corner and denser residential development surrounding it with opportunities for parks and open space.

Natural Environment

Policies

1. Protect and preserve the steep and heavily treed western and eastern slopes of the Subarea in keeping with maintaining the "feathered edge" concept throughout the city. These natural areas provide valuable erosion control, wildlife habitat, and visual relief from the built environment, and contribute to the character and identity of the Subarea.

2. Protect and preserve the wetland system and adjoining greenbelt and heron habitat corridor within the northeastern section of this Subarea and other Subareas into which it may extend.

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

Actions

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

2. 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. To preserve wetlands in their entirety, the City shall explore alternatives to regulations.

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 residents of unsewered portions of the Subarea to encourage the extension of sewers.

Housing and Human Services

Policies

1. Maintain designated compact urban densities which provide housing for persons of varying incomes and lifestyles. Reference is made to the Land Use policies above, which provide for varying densities ranging from detached residential development at a minimum lot size of 9,600 square feet to attached residential development at densities determined by site and building envelope regulations within the Canyon Park community activity center.

2. Support the utilization of Shelton View Elementary School for before- and after-school child day care and as a community drop-in center for older youth.

Actions

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

Economic Development

Policies

1. Provide opportunities for neighborhood-oriented businesses.

Actions

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

Parks, Recreation and Open Space

Policies

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

1. Pursue acquisition and development of parks to serve portions of the the Subarea outside the service area for neighborhood parks based on the City's overall adopted level of service guideline. It is recognized that such parks, while serving the Subarea, may or may not be located within the Subarea.

Actions

1. Include in future Capital Facilities Plans and explore other available sources for funding for acquisition and development of a park(s) to serve the Shelton View / Meridian / 3rd Avenue SE Subarea.

Historic Preservation

Policies

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

Actions

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

Urban Design

Policies

1. Ensure that improvements to 228th Street and Meridian Avenue preserve and enhance residential character within the Subarea. Reference Transportation Policies.

Actions

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

Annexation

There are no potential annexation areas in this Subarea, so no specific Annexation Policies or Actions are included. 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

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	None
Minor Arterial	228th Street SE Meridian Avenue
Collectors	240th Street SE

2. Meridian Avenue and 228th Street SE are part of the proposed Bothell Boulevard system. Any future improvements to these streets should include median islands, landscaping between the street and sidewalks, a coordinated street tree program and meandering of sidewalks/walkways, if practical.

3. Meridian Avenue shall be improved to three lanes as necessary to maintain or achieve the City's adopted traffic level of service standard.

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

Shared signed roadway	240th ST SE and SW 228th ST SE and SW Meridian Avenue

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

6. Provide bicycle facilities to portions of 228th Streets SE and SW and on 240th Street SE and Meridian Avenue where gaps may exist.

7. 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.

8. Promote traffic calming and pedestrian safety in accordance with the City Traffic Calming Program in residential neighborhoods.

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).

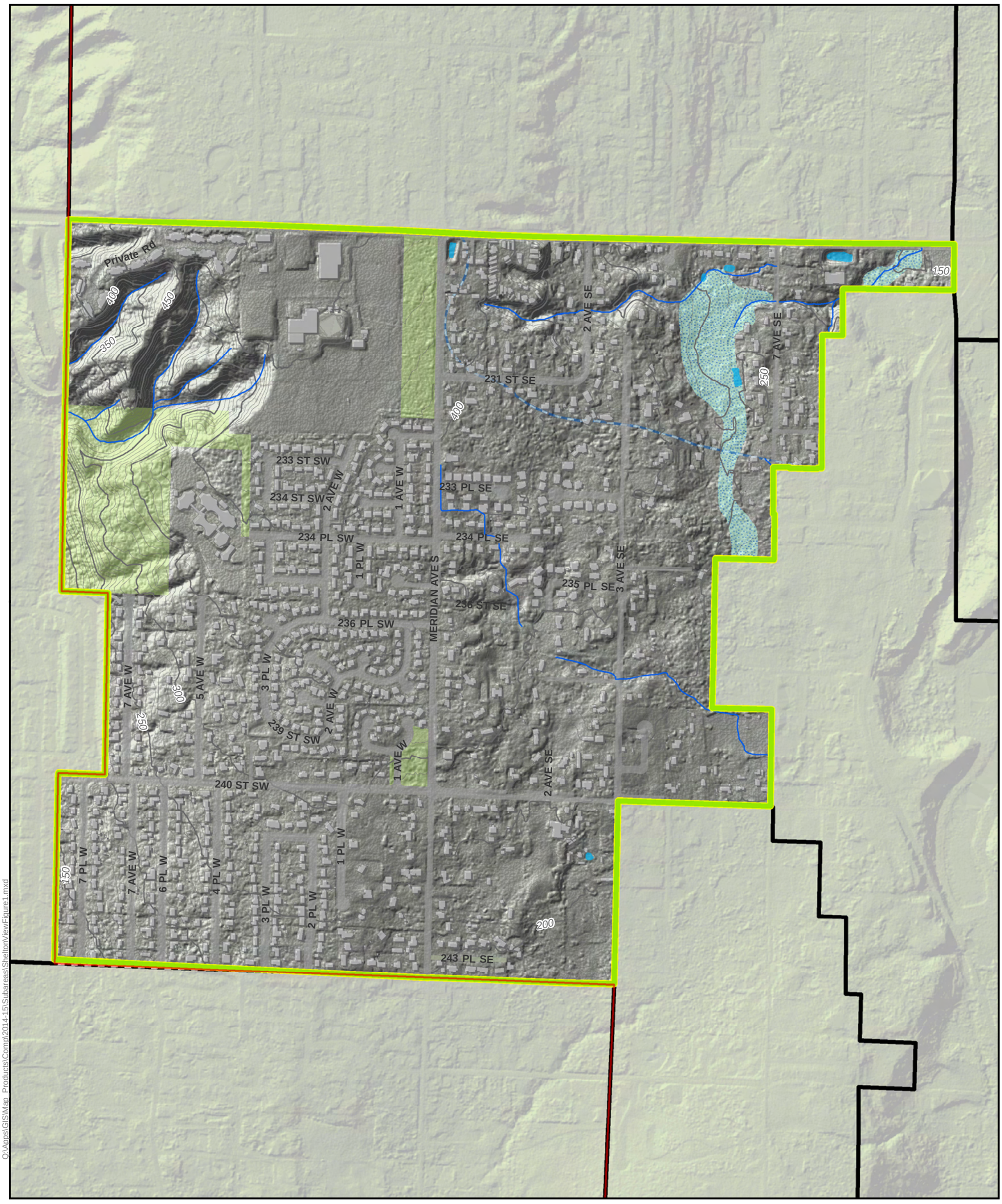
2. Erect signage to designate 228th Street SE through this Subarea as a bicycle route.

3. Investigate and, if feasible, provide continuous sidewalks/walkways on 240th Street SE west of Meridian, 244th Street SE/NE 205th Street, and Meridian Avenue.

4. Investigate and, if feasible, provide continuous bicycle lanes on the remaining portions of 228th Streets SE and SW and on 240th Street SE.

Capital Facilities

Capital facilities projects within the Subarea are incorporated in the Planning Area-wide Capital Facilities element of the Plan.



- Shelton View / Meridian / 3rd SE
- Other Subarea
- Stream
- Piped Stream
- Wetlands
- Watershed Basin Boundary
- 10-foot contour
- Park or Athletic Field
- Open Space (Private or Public Owned)
- Bothell City Limits (2015)
- Planning Area Boundary Line

N W E S

0 0.08 0.16 0.24 0.32 Miles

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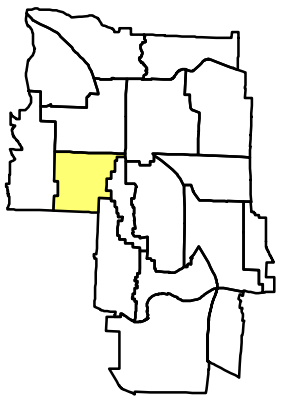
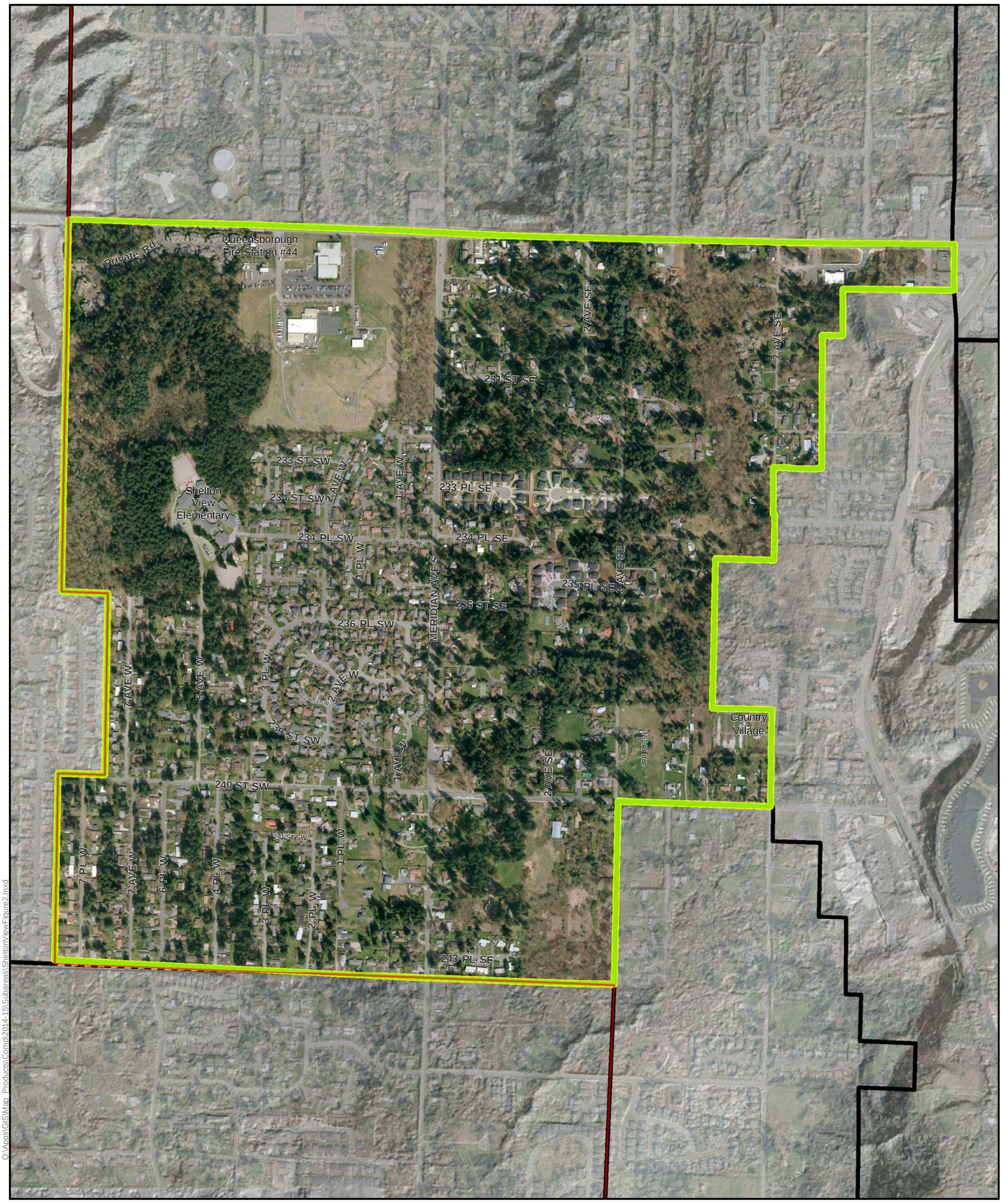


Planning Subarea Location

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

Shelton View / Meridian / 3rd SE Subarea
Figure 1
Physical Geography

City of Bothell



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Shelton View / Meridian / 3rd SE
Other Subarea
Lake
Bothell City Limits (2015)
Planning Area Boundary Line

N
W E
S

0 0.08 0.16 0.24 0.32 Miles

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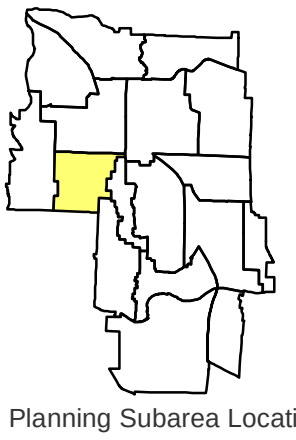
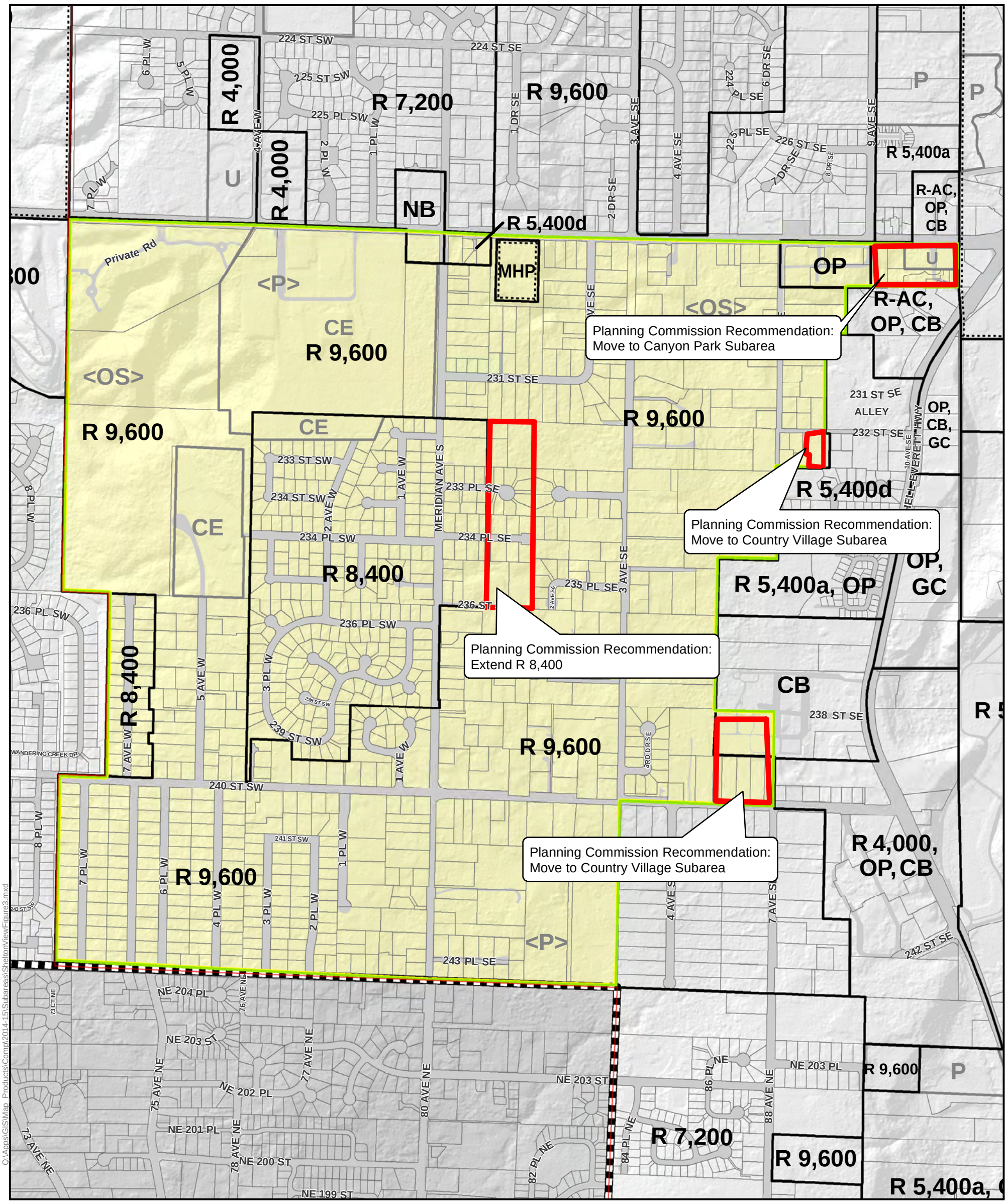


Planning Subarea Location

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

Shelton View / Meridian / 3rd SE Subarea
Figure 2
Aerial Photo - April 2012

City of Bothell



Land Use Designations (Outside of Downtown)

AG	Agriculture
R 40,000	Residential 40,000 sq. ft. minimum lot size
R 9,600	Residential 9,600 sq. ft. minimum lot size
R 8,400	Residential 8,400 sq. ft. minimum lot size
R 7,200	Residential 7,200 sq. ft. minimum lot size
R 5,400d	Residential 5,400 sq. ft. minimum lot size (only detached units permitted)
R 5,400a	Residential 1 dwelling unit per 5,400 sq. ft. of net buildable area (attached or detached units permitted)
R 4,000	Residential 1 dwelling unit per 4,000 sq. ft. of net buildable area
R 2,800	Residential 1 dwelling unit per 2,800 sq. ft. of net buildable area
R-AC	Residential-Activity Center (no specific density: number of units controlled by site and building envelope regulations)
OP	Office-Professional

Land Use Designations (Outside of Downtown) (Continued)

NB	Neighborhood Business
CB	Community Business
GC	General Commercial
LI	Light Industrial
MHP	Mobile Home Park
KGC	Kenmore Gun Club
MVSO	Motor Vehicle Sales Overlay
SSHO	Specialized Senior Housing Overlay
NCFWCHPA	North Creek Fish & Wildlife Critical Habitat Protection Area
(LID)	Low Impact Development

Downtown Designations

DC	Downtown Core
DN	Downtown Neighborhood
DT	Downtown Transition
522	SR 522 Corridor
GDC	General Downtown Corridor
SVV	Sunrise/Valley View
C	Campus
PPOS	Park and Public Open Space

Public Facilities, Utilities, and Open Space

CE	Civic-Educational
<CE>	Potential Civic-Educational (location not determined)
P	Park
<P>	Park (location not determined)
T	Transit Facility
<T>	Potential Transit Facility (location not determined)
OS	Dedicated Open Space
<OS>	Potential Dedicated Open Space (location not determined)
U	Utility

N W E S

0 0.075 0.15 0.225 0.3 Miles

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

Shelton View / Meridian / 3rd SE Subarea
Figure 3
Land Use Designations

City of Bothell

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Country Village / Lake Pleasant / Bothell-Everett Highway Subarea Plan

Summary

The plan for the Country Village / Lake Pleasant / Bothell-Everett Highway 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. The plan envisions a pattern of high-quality development interspersed with substantial amounts of preserved open space along the Bothell-Everett Highway and 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:

- 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, public spaces, and landscaped medians near the intersection;
- Construction of sidewalks/walkways along the Bothell-Everett Highway and 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 the Bothell-Everett Highway and SR-527 on land free of environmental constraints;
- Provision for single family development at four to eight 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.
- 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 / Bothell-Everett Highway Subarea is located in both the King and Snohomish County portions of the Bothell Planning Area and connects the Downtown and Canyon Park 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 Subarea adjoins five other Subareas, including the Canyon Park, Maywood / Beckstrom Hill, Downtown, Westhill, and Shelton View / Meridian / 3rd SE Subareas (see **Figure 1**).

The Subarea comprises approximately 31 acres, or 0.47 square miles. The Subarea is entirely within the Bothell city limits.

Physical Geography

The Country Village / Lake Pleasant / Bothell-Everett Highway 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 2**).

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. The Bothell-Everett Highway and Bothell Way NE 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). The Bothell-Everett Highway 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~~s~~ 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 with a center turn lane to approximately 300 feet south of the intersection at 242nd Street SE where it narrows to two lanes. 240th Street is a three lane section from SR-527 to 7th Avenue SE. The two other streets–232nd and 234th Streets SE–are two lane facilities.

The City has identified the following improvement for this Subarea:

- 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 developments toward the south end of the Subarea. There are also sidewalks along both sides of 234th Street SE.

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.

Transit Service

Community Transit provide~~s~~ transit service to the Subarea along the Bothell-Everett highway and 240th Street SE.

Country Village / Lake Pleasant / Bothell-Everett Highway Subarea Plan Elements

Land Use

Policies

Note: Many of the Land Use policies are depicted on **Figure 3** 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 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.

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).

4. Land located east of the Bothell-Everett Highway 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 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, 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.

7. The land located west of the Bothell-Everett Highway 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 30-foot wide buffer of undisturbed or planted native vegetation along the westernmost property line.

8. The land located east of the Bothell-Everett Highway 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:

   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.

   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.

9. The land around the intersection of the Bothell-Everett Highway and 240th Street SE including lands that are north and south of the intersection area 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 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 3**):

   For all lands within the Red Barn Village Special District:

   a. 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;

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

   c. 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;

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

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

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

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

h. Special paving treatment at street crossings;

i. 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

b. 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;

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

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;

10. The land east of the Bothell-Everett Highway from and including Lake Pleasant RV Park south to the alignment of 96th Avenue NE and west of Bothell Way NE 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). 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.

11. 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 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 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, 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 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.

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

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 Highway 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 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 NE 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 NE 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

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

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
Minor Arterial	None
Collector	240th Street SE

2. The Bothell-Everett Highway 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 should include median 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	Lake Pleasant Valley, between 228th and 242nd (possible bypass of Bothell-Everett Highway)
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 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
   - 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 may require alternate walkway surfaces to minimize impacts to these resources.

7. 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 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 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

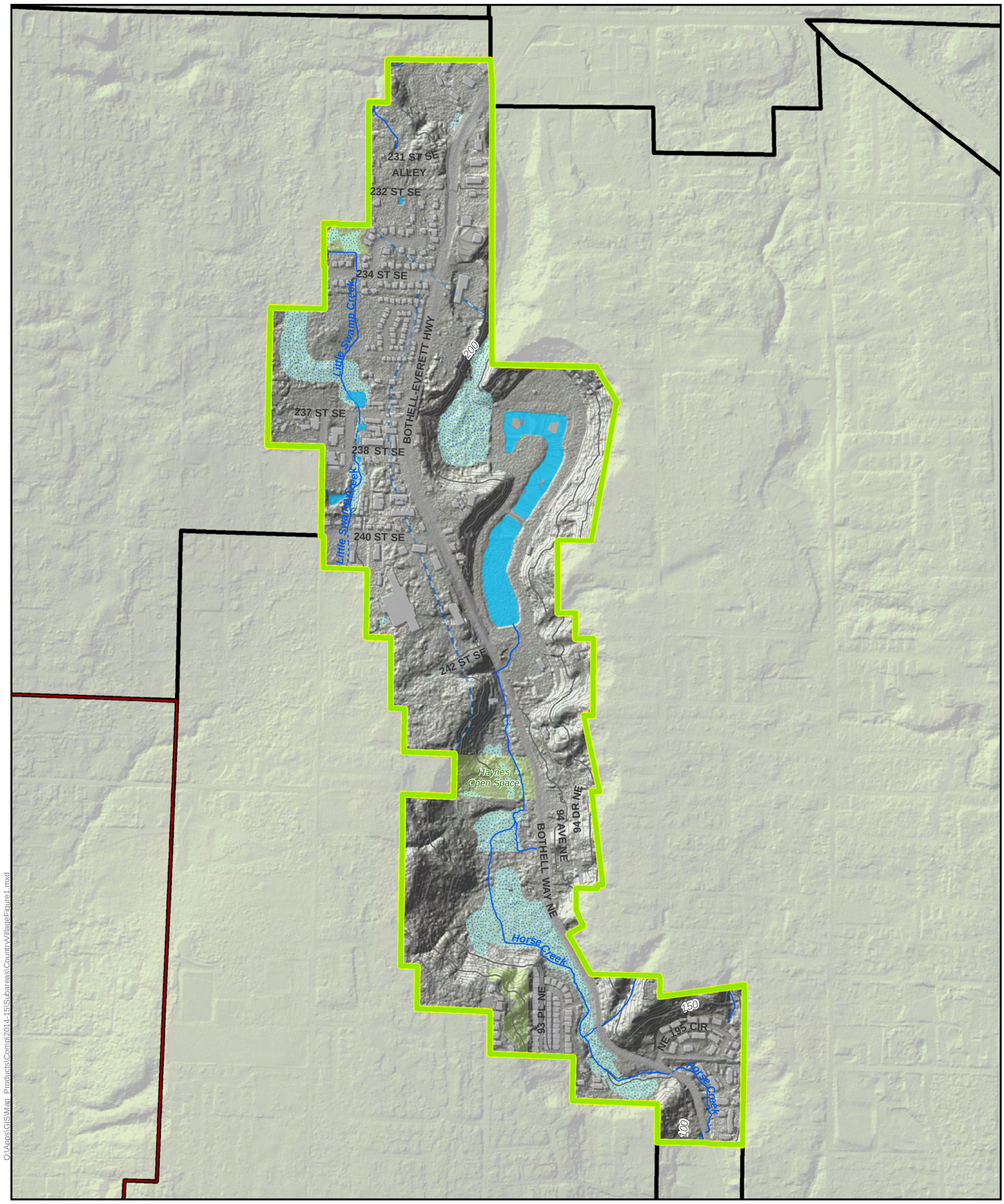
Transportation projects within the Subarea are incorporated in the Planning Area-wide Transportation and Capital Facilities elements.

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

2. Pursue funding opportunities to improve the Bothell-Everett Highway to complete a 4 to 5 lane section, with bicycle lanes and sidewalks/walkways on both sides, between 240th Street SE and Downtown Bothell.

Capital Facilities

Capital facilities projects within the Subarea are incorporated in the Planning Area-wide Capital Facilities element of the Plan.



Country Village / Lake Pleasant / 527 Corridor
Other Subarea
Stream
Piped Stream
Wetlands
Watershed Basin Boundary
10-foot contour
Park or Athletic Field
Open Space (Private or Public Owned)
Bothell City Limits (2015)
Planning Area Boundary Line

N
W E
S

0 0.085 0.17 0.255 0.34 Miles

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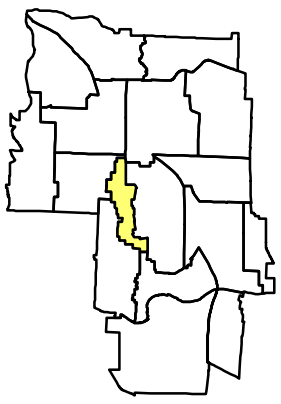

Planning Subarea Location

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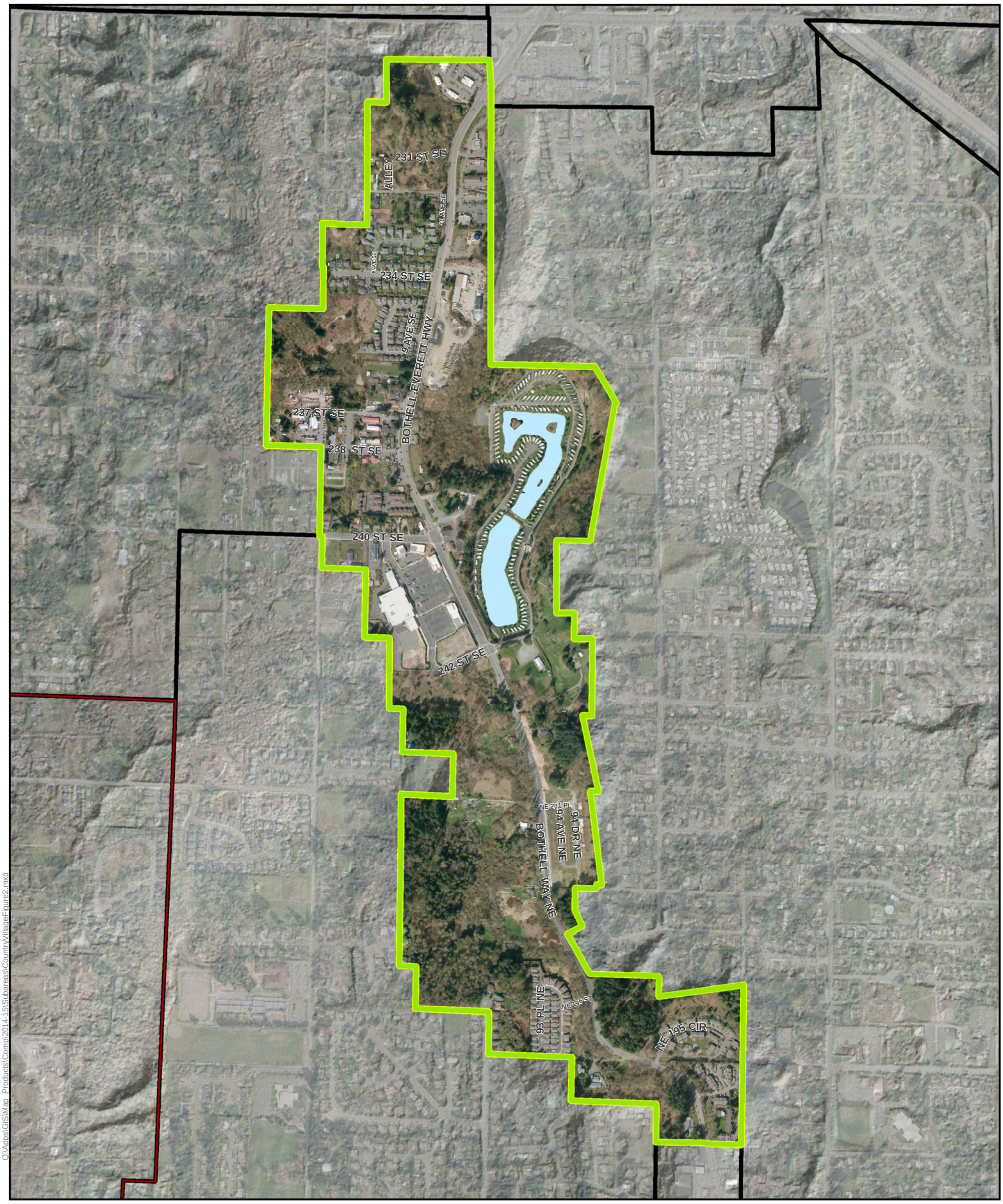
2015 Periodic Plan and Code Update

Country Village / Lake Pleasant / Bothell-Everett Highway Subarea
Figure 1
Physical Geography

City of Bothell



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Country Village / Lake Pleasant / 527 Corridor
Other Subarea
Lake
Bothell City Limits (2015)
Planning Area Boundary Line

N
W E
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0 0.085 0.17 0.255 0.34 Miles

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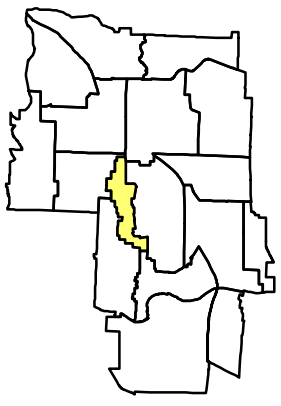
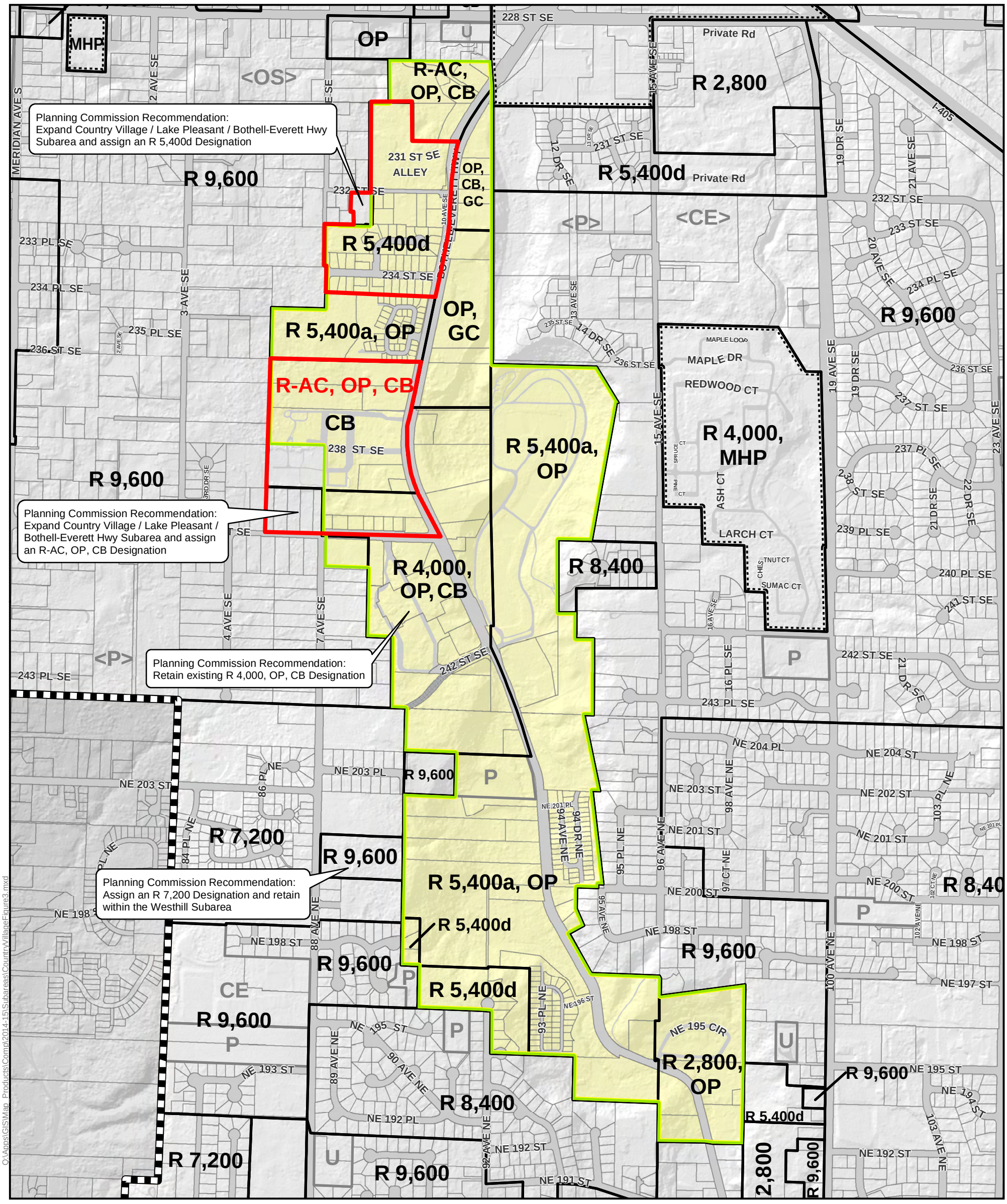


Planning Subarea Location

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

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

City of Bothell



Land Use Designations (Outside of Downtown)

AG	Agriculture
R 40,000	Residential 40,000 sq. ft. minimum lot size
R 9,600	Residential 9,600 sq. ft. minimum lot size
R 8,400	Residential 8,400 sq. ft. minimum lot size
R 7,200	Residential 7,200 sq. ft. minimum lot size
R 5,400d	Residential 5,400 sq. ft. minimum lot size (only detached units permitted)
R 5,400a	Residential 1 dwelling unit per 5,400 sq. ft. of net buildable area (attached or detached units permitted)
R 4,000	Residential 1 dwelling unit per 4,000 sq. ft. of net buildable area
R 2,800	Residential 1 dwelling unit per 2,800 sq. ft. of net buildable area
R-AC	Residential-Activity Center (no specific density: number of units controlled by site and building envelope regulations)
OP	Office-Professional

Land Use Designations (Outside of Downtown) (Continued)

NB	Neighborhood Business
CB	Community Business
GC	General Commercial
LI	Light Industrial
MHP	Mobile Home Park
KGC	Kenmore Gun Club
MVSO	Motor Vehicle Sales Overlay
SSHO	Specialized Senior Housing Overlay
NCFWCHPA	North Creek Fish & Wildlife Critical Habitat Protection Area
(LID)	Low Impact Development

Downtown Designations

DC	Downtown Core
DN	Downtown Neighborhood
DT	Downtown Transition
522	SR 522 Corridor
GDC	General Downtown Corridor
SVV	Sunrise/Valley View
C	Campus
PPOS	Park and Public Open Space

Public Facilities, Utilities, and Open Space

CE	Civic-Educational
<CE>	Potential Civic-Educational (location not determined)
P	Park
<P>	Park (location not determined)
T	Transit Facility
<T>	Potential Transit Facility (location not determined)
OS	Dedicated Open Space
<OS>	Potential Dedicated Open Space (location not determined)
U	Utility

N W E S

0 0.08 0.16 0.24 0.32 Miles

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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

City of Bothell

Canyon Park Subarea Plan

Summary

The plan for the Canyon Park Subarea provides for continued development of the business park and retail/services activity centers in the Subarea, while expanding opportunities for residential development within and around the retail/services centers. The Subarea plan includes the following:

- Continued improvements to Bothell Everett Highway (SR-527) and its intersections to relieve congestion and to improve mobility and safety;
- Construction of sidewalks/walkways where "gaps" in the pedestrian system have been identified;
- Acquisition of land and development of park sites to serve the area;
- Preservation of high quality wetlands and wildlife habitat;
- Continued development of high quality business park uses;
- Continued development of the Canyon Park and Thrasher's Corner retail/services areas, with allowed uses at Canyon Park expanded to include multiple family;
- Recognition and protection of the existing single family neighborhoods;
- Provision for residential development at a variety of densities;
- Pedestrian crossings protected by signals along busy arterials;
- Provision for a future Urban Design Study and investigation of a Transfer of Development Rights (TDR) Program for portions of the Subarea.

Subarea Profile

Location

The Canyon Park Subarea is located in Snohomish County between the Crystal Springs and Canyon Creek Subareas. The Shelton View, Country Village, Beckstrom Hill and Fitzgerald Subareas touch the Canyon Park Subarea on the southwest and south boundaries. It is bounded by the City Limits located along 208th Street SE (Filbert/Maltby Road) on the north, and the general alignment of 8th Avenue SE on the west (see **Figure 1**, and **Figure 2**).

The Canyon Park Subarea comprises approximately seven percent of the total land area within the City Limits. There are 989.1 acres (1.55 square miles) of land area in the Subarea. The Subarea is located entirely within the Bothell City Limits.

Physical Geography

North Creek meanders in a northwest to southeast direction through the middle of the Canyon Park Subarea. North Creek is confined by a levy system on the east side where it crosses under SR-527 to the south of where Crystal Creek (a rehabilitated ditch) enters North Creek. The area just below the levy contains a high level of sediment and is eroding toward Village Square.

The North Creek valley widens in the vicinity of the north boundary at 208th Street SE and narrows at the south boundary at 228th Street SE. Most of the Subarea is a broad plain on each side of North Creek. The average elevation of this plain is approximately 100 feet and it extends between approximately 9th Avenue SE on the west and 30th Avenue SE on the east. Prominent features of the Subarea's physical geography are shown on **Figure 1**.

The North Creek basin in the Subarea is defined by ridges on the east and west sides of the Subarea. The terrain rises steeply on the east side of the valley floor to approximately 300 feet. This ridge is a portion of a hill which peaks at approximately 450 feet elevation in the vicinity of the northeast corner of the Subarea. This hill extends to the Sammamish River valley at Woodinville. The east side of this hill drains to Little Bear Creek located in the next valley to the east.

The terrain rises steeply on the west side of the valley floor to approximately 400 feet. This ridge is a portion of a hill that peaks at approximately 510 feet elevation in the vicinity of 224th Street SW and 4th Avenue W, adjacent to the southwest corner of the Subarea. The west side of this hill drains to Swamp Creek, located in the next valley to the west. The Subarea is entirely within the North Creek basin. Extensive wetlands are also present throughout the Subarea.

Several unnamed intermittent streams exist as well as Perry Creek, which drains from the southwest under SR-527 and I-405 to North Creek, and Queensborough Creek, which drains from the west under the roadways, also to North Creek.

These tributaries to North Creek link many of the wetlands with each other and with North Creek, creating a large natural drainage system for the area. The high quality of many of the wetlands and their size provide excellent wildlife habitat in the area as well as assisting in flood/stormwater retention and detention.

Built Environment

Residential Development

The southern half of the Subarea contains more residential development than the northern half. Prior to Plan adoption, approximately one-fourth of the Subarea was zoned as "rural conservation". Residential areas are generally located around the boundaries of the Subarea. Multifamily development is located on the southern boundary of the Subarea and west of SR-527 between 214th and 217th Streets SE. Residential development is allowed in the mixed-use Canyon Park Community Activity Center centered at 228th Street SE and SR-527. Subarea land use designations are shown in **Figure 3**.

Commercial Development

The Subarea contains two retail-and service-oriented Community Activity Centers. Thrasher's Corner contains a Fred Meyer and smaller multi-tenant retail centers. Canyon Park contains retail centers on all four quadrants of the 228th Street SE/SR-527 intersection, plus hotels and other related uses.

Schools

There are no elementary, junior high, or high schools in the Canyon Park Subarea.

Parks and Open Space

Centennial Park is located at the northwest corner of the Subarea south of Filbert Road between 9th Avenue SE and SR-527. Cedar Grove Park is located adjacent to the Subarea's southwestern boundary at 22421 9th Avenue SE. Numerous vacant parcels in the Subarea provide opportunities for park acquisition and development.

The North Creek trail system was extended through the Subarea and is a stated high priority of the Park, Recreation, and Open Space Action Program. When completed, the North Creek trail system will extend from the Sammamish River trail north to Everett, with links within the Subarea to east-west paths or trails at 228th and 208th Streets.

Historic Properties

Most of the historic structures within the Subarea are located on early farmsteads in the area. These structures include houses, barns and other outbuildings. The Subarea also contains properties on the National Register such as the North Creek School House located within Centennial Park.

Water and Sanitary Sewer

The entire Subarea is in the Alderwood Water and Waste Water District. Water mains have been installed on all existing streets.

Sanitary sewer service is provided to most of the Subarea and can be extended to areas not currently served. Existing lines are located to provide convenient connection points to future subdivisions, commercial and business park developments when they occur.

Utilities

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

Three electricity substations are located in the Subarea. One is located at the northeast corner of the Subarea. The other two substations are located in the vicinity of 211th Street SE/22nd Avenue SE and 228th Street SE/SR-527. One Snohomish County PUD 115 KV power line transverses the Subarea from east to west along the Subarea north boundary.

Other Development

Bothell's Canyon Park Fire Station is located at the corner of 217th Street SE and the Bothell-Everett Highway.

Transportation

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

Streets

The Subarea is entirely in Snohomish County. Bothell-Everett Highway (SR-527) serves as the main north-south oriented roadway through the Subarea. SR-527 connects the Subarea with SR-522 to the south and Mill Creek, Everett and I-5 to the north. Filbert and Maltby Roads (SR-524) is a major east-west connecting route between I-5 to the west and SR-9 and SR-522 to the east.

The other main east-west roadway in this Subarea is 228th Street SE.

I-405 traverses the area in a northwest-southeast orientation through the southwest portion of the Subarea. One of two I-405 access points between SR-522 and I-5 is located in the Subarea at the SR-527/I-405 interchange.

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;
- Add a third southbound through lane on SR-527 between SR-524 and 220th Street SE;
- Provide safety and access improvements, including turn pockets and a sidewalk on one side of the roadway on SR-524 and on the east side of SR-527;
- Add turn lanes at the intersections of SR-527/228th Street SE and SR-527/220th Street SE; and
- Add traffic signals on 228th Street SE at 29th Drive SE and 31st Avenue SE.

Sidewalks / Walkways

Sidewalks are located within the developed portion of the Canyon Park business park and throughout the residential subdivision on both sides of 20th Avenue SE. Other residential subdivisions in the Subarea only have some sidewalks on one side of the roadway.

Sidewalks are located on both sides of SR-527 and 228th Street SE through the Subarea and on both sides of SR-524 west of SR-527. On SR-524 east of SR-527 sidewalks are located on both sides for approximately 750 feet east of the intersection with SR-527.

The City has identified the need for continuous sidewalks on at least one side of the roadway along 31st Avenue SE.

A commuter and recreation path for pedestrians and bicyclists will be located along North Creek through the Subarea in the future. The Cities of Bothell and Mill Creek and Snohomish County are working together to provide a path generally along or parallel to North Creek from the Sammamish River Trail to the Interurban Trail at McCollum Park in Snohomish County.

Bicycle Routes

Bicycle lanes are provided on the entire length of SR-527 (with the exception of the bridge over I-405), in this Subarea. In some locations, 20th Street SE is still a two lane rural road. There are bicycles lanes on both sides of 228th Street SE between SR-527 and the I-405 overcrossing. In addition, there are striped shoulders on 228th Street SE east of I-405 overcrossing, although they are not signed for bicycle use.

In addition, the future North Creek trail would serve as a shared use path for both bicyclists and pedestrians.

Transit Service

Transit service within the Subarea is provided by Sound Transit and Community Transit, which both operate bus service along I-405. Both transit agencies have bus stops at the Canyon Park park-and-ride lot located off 17th Avenue SE at the northeasterly corner of the I-405/SR-527 interchange. Community Transit provides local transit service within this Subarea along SR-527, 228th Street SE, and throughout the Canyon Park business center.

Canyon Park Subarea Plan Elements

Land Use

Policies

Note: Many of the Land Use policies are depicted on **Figure 3** Land Use Designations.

1. The Canyon Park Subarea should continue to develop as community and regional activity centers, while expanding opportunities for multi-family residential development to promote affordable housing close to employment, shopping, and services.

   The Thrashers Corner and Canyon Park community activity centers should provide a shopping, dining, and entertainment focal point for those who live and work within the center or nearby. The maximum height of buildings in these centers should be four to six stories, or around 65 feet, to permit a vibrant and mutually supportive mix of retail, service, and office uses (at Thrasher's Corner) or retail, service, office, and residential uses (at Canyon Park) while maintaining a sense of connection between the uppermost floors and street-level activity. In the Canyon Park community activity center, residential development should not be restricted to a specific density, but should be controlled by site and building envelope regulations, to promote a variety of housing types in sufficient numbers to support a range of activities within the center. Around the edges of these areas, appropriate setbacks should be applied to protect surrounding lower-intensity uses. Development of taller buildings should incorporate structured parking to keep the area compact and pedestrian-friendly. Public gathering places should be included in developments to promote socializing.

   The Canyon Park regional activity center should provide opportunities for businesses to start and grow in Bothell, and for employees to work close to home. The maximum height of buildings containing exclusively commercial uses within this center should be seven to ten stories, or around 100 feet, with additional height up to a total of around 150 feet permitted only to accommodate manufacturing processes which require a tall structure but few employees. The maximum height of buildings containing residential uses or mixed uses that include a residential use should be four to six stories or around 65 feet. Providing for buildings of such height would ensure that sufficient employment and population capacity exists to accommodate extended future growth within the existing boundaries of the area, thereby utilizing infrastructure efficiently and avoiding pressure to expand into established residential areas. Such buildings would be compatible with the scale of the valley setting -- around the edges of the area. However, appropriate setbacks are warranted to protect surrounding lower-intensity uses. Within the Canyon Park regional activity center, residential development is appropriate at densities controlled by site and building envelope regulations, to promote a variety of housing types in close proximity to places of work.

2. New development is subject to availability of necessary utilities, critical area regulations, and other development standards and mitigation requirements.

3. Land located in the northeast corner, immediately north of the southeast corner, and in the south central portion of the Subarea is appropriate for detached residential development at a minimum lot size of 9,600 square feet as described in Land Use Element Policy LU-P4 (**R 9,600** in the northeast, south central and southeast portions of the map).

4. Land located on either side of SR-527, south of Filbert and Maltby Roads to the alignment of about 212th Street, comprising the Thrasher's Corner community activity center, is appropriate for residential dwellings at densities controlled by site and building envelope regulations and a building height of four to six stories or approximately 65 feet, office-professional and community business uses subject to critical area regulations and other development standards and mitigation requirements (**R-AC, OP, CB** in the north central portion of the map). Any such development should provide a buffer adjacent to lower density residential development to the east and west. Such a buffer may consist of the existing wetlands in the east and west borders of this area.

5. Land located west of North Creek and south of Filbert Road to the alignment of about 212th Street 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 (**R 5,400a** in the northwest corner of the map).

6. Land located west of SR-527 between the alignment of 212th Street SE and 217th ST, within the Canyon Park regional activity center, is appropriate for residential dwellings at densities controlled by site and building envelope regulations, office professional, community business, and light industrial uses subject to compliance with critical areas regulations and other development standards and mitigation requirements (**R-AC, OP, LI** in below the northwest corner of the map). Such development shall incorporate internal access from property to property and shall provide shared driveways to minimize access points onto SR-527.

7. Land located west of SR-527 approximately 450 feet north of the intersection of SR-527/214th Street SE and east of North Creek is appropriate for residential dwellings at densities controlled by site and building envelope regulations, office professional, neighborhood business, and light industrial uses subject to compliance with critical areas regulations and other development standards and mitigation requirements (**R-AC, OP, NB, LI** in the northwest corner of the map)

8. Land located east of SR-527 between the alignment of 212th Street SE and 220th Street SE is appropriate for residential dwellings at densities controlled by site and building envelope regulations and a building height of four to six stories or approximately 65 feet, office professional, community business, and light industrial uses subject to compliance with critical areas regulations and other development standards and mitigation requirements (**R-AC, OP, CB, LI** in the central portion of the map). Such development shall incorporate internal access from property to property and shall provide shared driveways to minimize access points onto SR-527.

9. Land southwest of I-405, comprising the Canyon Park community activity center, is appropriate for residential dwellings at densities controlled by site and building envelope regulations. Office-professional and community business uses are subject to compliance with critical area regulations and other development standards and mitigation requirements (**R-AC, OP, CB** in the southwest corner of the map). This designation reflects current uses in the area and additionally provides for residential development convenient to shopping, services, and transit.

10. Land south of 228th Street SE between 15th and 19th Avenues SE is appropriate for attached or detached residential development at one dwelling unit per 2,800 square feet as described in Land Use Element Policy LU-P4 (**R 2,800** on southernmost portion of map).

11. Land to the southeast of the Village Square neighborhood is appropriate for attached or detached residential development at one dwelling unit per 4,000 square feet as described in Land Use Element Policy LU-P4 (**R 4,000** on south central portion of map).

12. The portion of the Canyon Park Business Center between SR 527 and 17th Avenue SE, south of 220th Street SE and north of I-405 is designated for residential dwellings at densities controlled by site and

building envelope regulations, Office-Professional and Community Business to reflect planned and existing uses (**R-AC, OP, CB** in southwest area of map).

13. Land in the southeast corner of the Subarea 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 (**R 5,400a** in the southeast corner of map).

14. The remainder of the Subarea is appropriate for residential dwellings at densities controlled by site and building envelope regulations and building heights of four to six stories or approximately 65 feet and continued business park development, subject to critical area regulations and other development standards and mitigation requirements, and therefore is designated office-professional and light industrial (**R-AC, OP, LI** on majority of map).

15. Preserve as open space the wetland system through regulation, acquisition and/or education when and where opportunities arise.

16. The park and ride lot at the northeast quadrant of the I-405 / SR 527 interchange is designated a Transit facility to recognize the existing use (**T** in southwest portion of map). The Snohomish County PUD substation east of SR 527 near Maltby Road is designated Utility to recognize the existing use (**U** in north central portion of map).

17. Consistent with adopted parks level of service guidelines, one or more parks are 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 area should be preserved where possible (**<OS>** on map).

18. Lands designated community business (CB) which meet the criteria for the Motor Vehicle Sales Overlay (MVSO) as outlined under Land Use Element Policy LU-P5, are appropriate for the Motor Vehicle Sales Overlay (**MVSO** on map). Within the MVSO, sales, outside display, and storage of motor vehicles is permitted. These uses shall be subject to full compliance with the Bothell Municipal Code including critical areas, site and building design and landscaping regulations. Additionally, special regulations providing for the following shall be implemented as part of the Subarea regulations:
    a. Illumination shall be regulated in a manner to allow sufficient illumination of the auto display area while at the same time preventing light spillage onto surrounding properties. Lighting should be of a pedestrian scale which may include low voltage light fixtures with a maximum permitted height.
    b. Landscape buffers that create a sight obscuring landscape screen shall be installed at the perimeters, to exclude the street, of all motor vehicle sales and display areas. Such screening should be designed to create both an immediate screen and long term viability of plant materials.
    c. Special regulations to govern or prohibit the use of exterior public address systems or loudspeakers should be created to eliminate intrusive noise impacts to residential areas.
    d. Within this Subarea, motor vehicle sales activities should be prohibited from making any roadway connection to the R 9,600 designated residential areas located east and north of the MVSO properties.

Actions

1. Undertake an Urban Design Study for the Canyon Park Subarea and for lands designed as the Canyon Park Regional Growth Center. This Urban Design Study should be a comprehensive review and analysis of opportunities and constraints, an investigation of appropriate land uses, urban design concepts, site, infrastructure, and building design, and other features that support a successful Regional Activity Center. As part of this Urban Design Study explore adoption of a Transfer of Development Rights (TDR) program as part of an urban design study for the Canyon Park Regional

Growth Center. Should an urban design study for the RGC not be funded, consideration of adoption of a TDR program should occur separately.

Natural Environment

Policies

1. Protect and preserve the steep and heavily treed slopes of the eastern portion of the Subarea in keeping with maintaining the "feathered edge" concept throughout the city. These natural areas provide valuable erosion control, wildlife habitat, and visual relief from the built environment, and contribute to the low density residential character and identity of the adjacent Subarea to the east.

2. Protect and preserve the wetland system within the Subarea. The City should explore options for enhancement of wetlands which may include wetland mitigation banking.

3. Encourage the Alderwood Water and Waste Water District to extend sanitary sewers to unserved portions of the Subarea to better protect ground and surface water quality.

4. Interconnect wildlife habitat areas, buffer strips, open space and critical areas to increase the range and survival rate of native wildlife species.

5. Improve North Creek as a fish habitat to the greatest extent possible.

Actions

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

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

3. Work with Alderwood Water and Waste Water District and the unserved residents of the Subarea to encourage the extension of sewers.

4. Participate to the fullest extent possible with Snohomish County in implementing the North Creek Watershed Management Plan and identifying and implementing further actions which will aid in reducing the rate and volume of flows, improving water quality and encouraging improved fish habitat.

Housing and Human Services

Policies

1. Provide for a range of housing alternatives within the Subarea for persons of varying incomes and lifestyles and which support the various commercial and business park employment centers. 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 outside the Canyon Park community and regional activity centers, and

densities determined by site and building envelope regulations within the Canyon Park community activity center.

2. Support the utilization of the Canyon Creek and Crystal Springs Elementary Schools for before- and after-school child day care and as community drop-in centers and Skyview Junior High School for older youth.

Actions

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

Economic Development

Policies

1. Provide development opportunities for businesses and services through implementation of the Community Business, Office-Professional and Light Industrial designations throughout the Subarea.

Actions

No specific Economic Development 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 Parks, Recreation and Open Space Action Program. It is recognized that such parks, while serving the Subarea, may or may not be located within the Subarea.

2. Extend the North Creek regional trail system through the Subarea, making appropriate connections to the Snohomish County regional system.

3. Consider the impacts of trail access routes and locations on private property.

Actions

1. Include in the Capital Facilities element funding for acquisition and development of a park or parks to serve the Canyon Park Subarea.

2. Continue to work with Snohomish County in selecting appropriate trail routes and connections.

Historic Preservation

Policies

1. Complete the restoration of the North Creek School house as a historic resource for the community.

Actions

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

Urban Design

Policies

1. Limit the height, size and intensity of signage along SR-527, 208th Street SE and 228th Street SE to that minimally necessary to identify businesses.

2. Develop a gateway design concept for the intersection of SR 527 and Filbert and Maltby Roads, to include extensive landscaping and a "Welcome to Bothell" sign, and possibly incorporating an electronic message center to advertise community events.

3. Ensure that development is designed with a sensitivity to the steep slopes and wetlands within the Subarea.

4. Ensure that improvements to 228th and 208th Streets SE retain and preserve the Subarea's character.

5. Coordinate with Snohomish County and WSDOT regarding frontage improvements along SR-527, SR-524 and 228th Streets SE to ensure that a high standard of landscaping is attained.

6. Promote development within the Canyon Park and Thrasher's Corner community retail / services centers which is bicycle, pedestrian and transit oriented, and creates a vibrant, appealing atmosphere through building and site design. Refer to the Urban Design Element.

7. Provide attractive, direct pathways for pedestrians and bicyclists which interconnect neighborhoods and provide convenient connections to transit, shopping, jobs, and services. Refer to the Transportation Policies and Actions below.

Actions

1. Contact Snohomish County and WSDOT planning staff to coordinate the frontage improvements planned for 228th Street SE, 208th Street SE (SR-524) and SR-527.

2. Develop design guidelines for the Canyon Park and Thrasher's Corner community retail / services centers.

Annexation

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

Utilities

Policies

1. Replacement towers for the transmission lines along 228th and 208th Streets SE and expansion of existing substations or construction of new substations should be designed to minimize aesthetic impacts on the Subarea.

Actions

1. The City shall work with electricity providers to implement 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. Bothell-Everett Highway (SR-527), Filbert and Maltby Roads (SR-524), and 228th Street SE are part of the proposed Bothell Boulevard system. Any future improvements to these streets should include median landscaping islands, landscaping between the street and sidewalks/walkways, a coordinated street tree program and meandering of sidewalks/walkways, if practical. In addition, the intersection of Bothell-Everett Hwy (SR 527) and Filbert and Maltby Roads (SR-524) should be considered for special gateway treatment (see Urban Design)

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

3. Promote traffic and pedestrian safety.

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

Freeway / Limited Access Highway	I-405
Principal Arterials	Filbert / Maltby Roads (SR 524) Bothell-Everett Highway (SR 527)

Minor Arterial	228th Avenue SE
Collectors	220th Street SE 29th Drive SE connection to 228th 15th Avenue SE 19th Avenue SE

5. The following bicycle paths should be designated for the Subarea:

Shared Use Path	North Creek
Shared Signed Roadway	15th Avenue SE 19th Avenue SE Filbert/Maltby Roads (SR-524) Bothell-Everett Highway (SR-527) 228th Street SE

6. Bicycle routes should be signed as soon as possible to meet shared roadway standards until construction to bicycle land standards are completed. Shared signed roadway paths shall be designed and constructed in accordance with AASHTO standards.

7. 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 costs, and should be separated from the street by landscaping wherever possible.

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

9. The Canyon Park Subarea should support the Community Transit SWIFT 2 candidate locations for future transit station/centers given the concentration of employment and residential uses.

10. Properties with a Community Business (CB) or Motor Vehicle Sales Overlay (MVSO) designation should be prohibited from making roadway connections to residential areas.

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. Consider traffic safety measures along the 31st Avenue SE corridor.

3. Maintain regulations which prohibit properties with a Community Business (CB) or Motor Vehicle Sales Overlay (MVSO) designation from making roadway connections to residential areas.

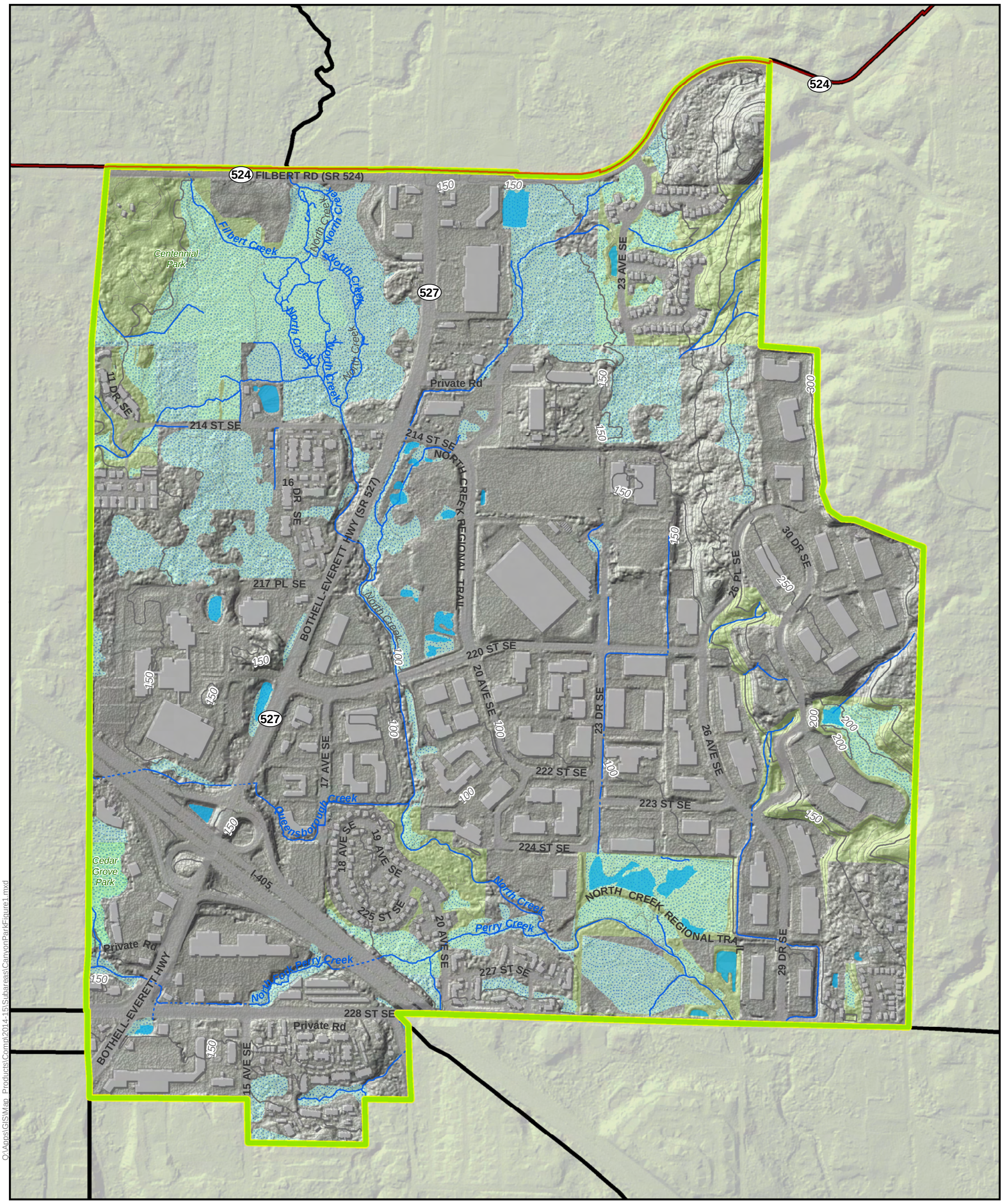
4. Pursue construction of continuous sidewalks/walkways on SR-527, SR-524, and 228th Street SE to fill in gaps in the pedestrian system.

5. Erect signage to designate 228th Street SE throughout this Subarea as a bicycle route.

6. Pursue construction of continuous bicycle lanes on SR-524 and throughout the Canyon Park business center.

Capital Facilities

Capital facilities projects within the Subarea are incorporated in the Planning Area-wide Capital Facilities element of the Plan.



Canyon Park
Other Subarea
Stream
Piped Stream
Wetlands
Watershed Basin Boundary
10-foot contour
Park or Athletic Field
Open Space (Private or Public Owned)
Bothell City Limits (2015)
Planning Area Boundary Line

N
W E
S

0 0.085 0.17 0.255 0.34 Miles

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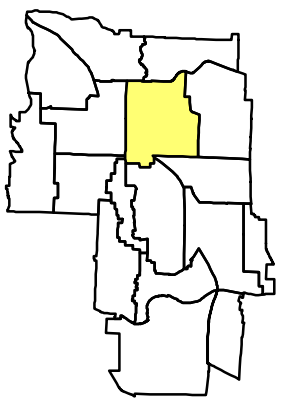

Planning Subarea Location

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

Canyon Park Subarea
Figure 1
Physical Geography

City of Bothell

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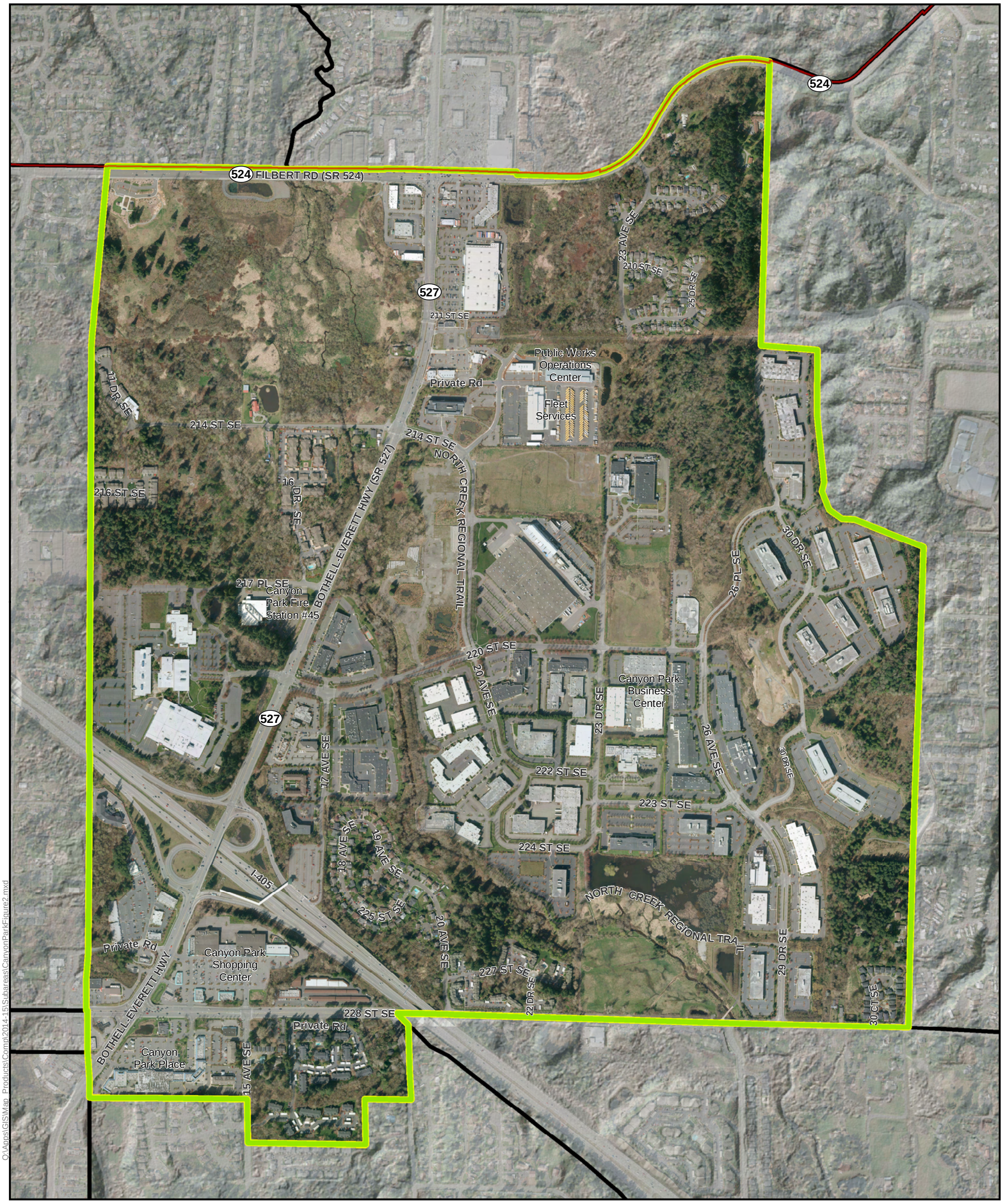

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Canyon Park
Other Subarea
Lake
Bothell City Limits (2015)
Planning Area Boundary Line

N
W E
S

0 0.085 0.17 0.255 0.34 Miles

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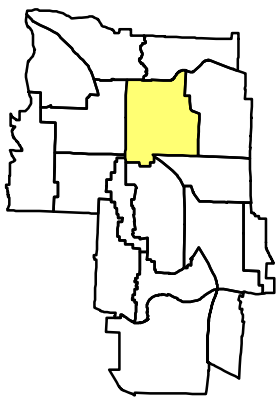
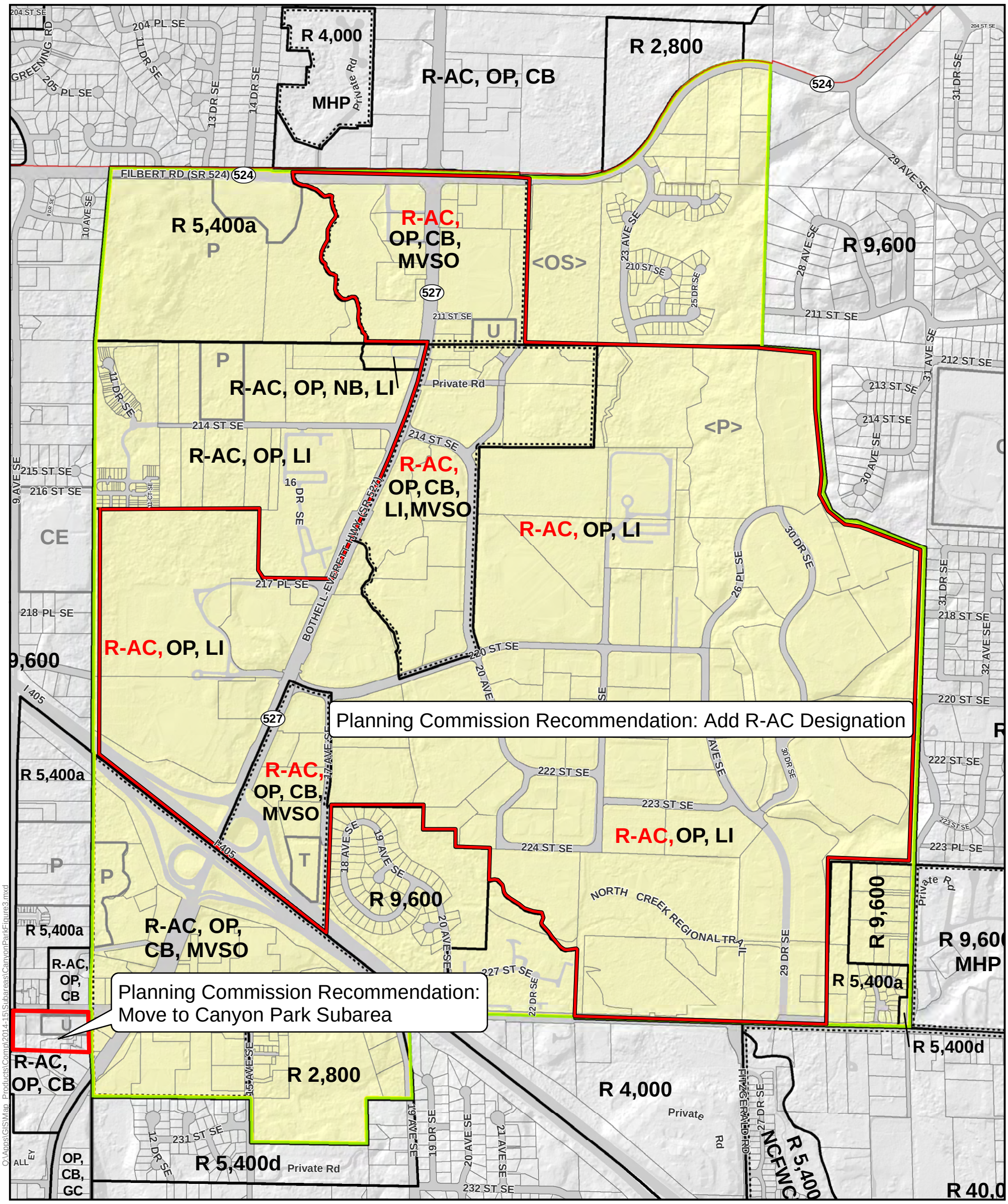


Planning Subarea Location

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

Canyon Park Subarea
Figure 2
Aerial Photo - April 2012

City of Bothell



Land Use Designations (Outside of Downtown)

AG	Agriculture
R 40,000	Residential 40,000 sq. ft. minimum lot size
R 9,600	Residential 9,600 sq. ft. minimum lot size
R 8,400	Residential 8,400 sq. ft. minimum lot size
R 7,200	Residential 7,200 sq. ft. minimum lot size
R 5,400d	Residential 5,400 sq. ft. minimum lot size (only detached units permitted)
R 5,400a	Residential 1 dwelling unit per 5,400 sq. ft. of net buildable area (attached or detached units permitted)
R 4,000	Residential 1 dwelling unit per 4,000 sq. ft. of net buildable area
R 2,800	Residential 1 dwelling unit per 2,800 sq. ft. of net buildable area
R-AC	Residential-Activity Center (no specific density: number of units controlled by site and building envelope regulations)
OP	Office-Professional

Land Use Designations (Outside of Downtown) (Continued)

NB	Neighborhood Business
CB	Community Business
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LI	Light Industrial
MHP	Mobile Home Park
KGC	Kenmore Gun Club
MVSO	Motor Vehicle Sales Overlay
SSHO	Specialized Senior Housing Overlay
NCFWCHPA	North Creek Fish & Wildlife Critical Habitat Protection Area
(LID)	Low Impact Development

Downtown Designations

DC	Downtown Core
DN	Downtown Neighborhood
DT	Downtown Transition
522	SR 522 Corridor
GDC	General Downtown Corridor
SVV	Sunrise/Valley View
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PPOS	Park and Public Open Space

Public Facilities, Utilities, and Open Space

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

Canyon Park Subarea
Figure 3
Land Use Designations

City of Bothell

Canyon Creek / 39th Avenue SE Subarea Plan

Summary

The plan for the Canyon Creek/39th Avenue SE Subarea reaffirms the suburban residential nature of existing development north of Canyon Creek Elementary School and Skyview Junior High School and maintains the residential character surrounding the schools.

Other highlights of the plan include the following:

- Improvement of Maltby Road (SR-524) and 228th Street SE to 3 lanes, bicycle facilities, and sidewalks/walkways and boulevard landscaping treatment;
- Planned construction of sidewalks/walkways along 31st Avenue SE, 220th Street SE, and 35th Avenue SE to ensure safe pedestrian access to the elementary and junior high schools;
- Planned construction of an extension to 35th Ave SE between 240th Street SE and 228th Street SE also known as the Bothell Connector;
- Preservation of the unique fish habitat within Coal and Palm Creek and other North Creek tributaries.
- Establishment of the North Creek Fish and Wildlife Critical Habitat Protection Area;
- Establishment of mandatory low impact development practices within the undeveloped portions of the North Creek Fish and Wildlife Critical Habitat Protection Area
- Acquisition of land and development of a park site or sites to serve the area; and
- Preservation of critical areas.

Subarea Profile

Location

The Canyon Creek/39th Avenue SE Subarea is located in Snohomish County at the northeastern portion of Bothell. It is bordered by Maltby Road (SR-524) on the north, 45th Avenue SE and its extension on the east, 228th Street SE on the south, and 31st Avenue and property and section lines on the west. It is adjacent to the Canyon Park Subarea on the west, the Thrasher's Corner / Redhawk Subarea to the north and the Fitzgerald / 35th Avenue SE Subarea on the south. Unincorporated Snohomish County borders the area to the east. (See **Figures 1 and 2**).

The total Subarea comprises approximately 923 acres, or almost 1.5 square miles. The urban growth area boundary in Snohomish County has been established at 43rd Avenue SE north of 212th Avenue SE and at 45th Avenue SE south of 212th Avenue SE.

Physical Geography

The Canyon Creek/39th Avenue SE Subarea consists of the northern portion of Bloomberg Hill which is generally not as steep as elsewhere in the planning area. The western boundary of the Subarea generally follows the edge of the plateau before it falls away to the valley in the Canyon Park Subarea to the west. Much of the land is gently rolling to flat and land uses within the Subarea are less restricted by topography than are many of the other Subareas of the planning area. The hill crests at approximately 421 feet at its highest point in the vicinity of Maltby Road (SR-524) and 38th Avenue SE. The lowest points are at the southwest corner of the Subarea (approximately 100 feet elevation).

The Subarea lies within the North Creek drainage basin and contains portions of Palm and Coal/Woods Creeks, which are perennial tributaries of North Creek. Palm Creek flows through the southwestern portion of the Subarea and the headwaters of Coal/Woods Creek is located in the southeastern portion of the Subarea. These creeks provide important sources of cool and clean water to the high quality anadromous fish habitat present in North Creek and the Canyon Creek / 39th Avenue SE and Fitzgerald / 35th Avenue SE Subareas. The high quality and quantity of water from these creeks is particularly important during the dry summer and autumn months when maintaining adequate stream flow is critical for anadromous fish spawning areas. The natural environment of the Canyon Creek / 39th Avenue SE Subarea is much less dominated by North Creek, being a generally high, flat to gently rolling plateau above the valleys to the south and west (see **Figure 2**).

Built Environment

Residential Development

The Subarea is almost exclusively residential and includes two mobile home parks

Commercial Development

There is no retail or office development within the Subarea.

Schools

One elementary and one junior high school are located within the Subarea. Canyon Creek Elementary is located at 21400 35th Avenue SE, and Skyview Junior High is located immediately to the south at 21404 35th Avenue SE.

Parks and Open Space

There are no public parks located within the Subarea. The schools mentioned previously provide some open space and recreation opportunities to the residents of the area. However, school grounds are often restricted in the amount of time the public has access. Since vacant parcels do exist in the Subarea, opportunities are available for acquisition of parklands to serve the area in the future.

Other Development

Churches and religious institutions are also located within and adjacent to the Subarea.

Sanitary Sewer and Water

The Subarea is in the Alderwood Water and Sewer 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, natural gas, telephone, wireless telephone, and cable television. This Subarea contains a major Bonneville Power Administration substation (the Sno-King Substation) which is located on the west and east sides of 35th Avenue SE (if extended), just south of Maltby Road (SR-524). The Bonneville Power Administration also owns parcels of land on the west and east sides of 39th Avenue SE which are in reserve for future expansion of the substation.

A natural gas branch line comes from the north along 39th Avenue SE and crosses Maltby Road (SR-524) and extends south through the subarea.

Transportation

Streets

The Canyon Creek / 39th Avenue SE Subarea is primarily served by east-west arterials such as 228th Street SE, 212th Street SE, and Maltby Road (SR-524) and north-south arterials such as 39th Avenue SE and 45th Avenue SE.

Bicycle Routes

There are existing bicycle lanes in the Subarea along 39th Avenue SE and 212th Street SE west of 39th Avenue SE. Although not striped or signed as a bicycle lane, there are wide shoulders located on 228th Street SE which accommodate bicyclists. There are no designated shared use paths in this Subarea.

Sidewalks/Walkways and Shoulders

There are existing sidewalks in the Subarea within the newer residential subdivisions along 31st Avenue SE, 35th Avenue SE, 39th Avenue SE, and 212th Street SE. An asphalt walkway is provided along 35th Avenue SE in front of the elementary and junior high schools and there is an asphalt walkway along 45th Avenue SE. The City has identified the need for sidewalks/walkways along 31st Avenue SE, 220th Street SE, 35th Avenue SE and missing sidewalk linkages along these streets.

Transit Service

At present, transit service in this Subarea is provided by Community Transit along 228th Street SE west of 35th Avenue SE.

Canyon Creek / 39th Avenue SE Subarea Plan Elements

Land Use

Policies

Note: Many of the Land Use policies are depicted on **Figure 3** which shows Subarea Land Use Designations.

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

2. Land in the area south of Skyview Junior High School, between 31st Avenue SE and 35th Avenue SE (within the City's current boundaries), is appropriately designated 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 southwest portion of Subarea).

3. Land within the balance of the Subarea, from approximately 223rd Street SE north to Maltby Road is appropriately designated for a minimum lot size of 7,200 square feet as described in Land Use Element Policy LU-P4 (**R 7,200**) throughout the Subarea as delineated in **Figure 3**.

4. Lands within the Coal/Woods Creek drainage basin contain critical fish and wildlife habitat areas and together with the Palm Creek drainage basin, contribute to the important anadromous fish habitat present in North Creek. This critical fish and wildlife habitat conservation area should be identified as the North Creek Fish and Wildlife Critical Habitat Protection Area (**NCFWCHPA**) as delineated in **Figure 3**.

   The area encompassing those parcels available for development, as depicted on the Canyon Creek / 39th Avenue SE Subarea Land Use Designations map, located within the southern portion of the Subarea is appropriate for attached residential development at one dwelling unit per 5,400 square feet as described in Land Use Element Policy LU-P4 subject to compliance with critical areas regulations, the provisions of the North Creek Fish and Wildlife Critical Habitat Protection Area, the provisions for implementing Low Impact Development (LID) and other development standards and mitigation requirements (**R 5,400a (LID)** in the southern portion of the map).

5. The Bonneville Power Administration substation and Bonneville Power Administration owned-lands south of Maltby Road are designated Utility to recognize the existing and proposed use (**U** at north end of map).

6. Canyon Creek Elementary and Skyview Junior High schools are designated Civic-Educational to recognize the existing uses (**CE** in middle of map).

7. Consistent with adopted parks level of service guidelines, one or more parks may be appropriate to serve the Subarea. The park(s) may or may not be located within the Subarea. See also Parks and Recreation Policy 1.

Actions

1. The City shall rezone properties in keeping with the Land Use and Natural Environment policies.

Natural Environment

Policies

1. Protect and preserve the hazardous slope critical areas in accordance with the City's Critical Area Ordinance and the NCFWCHPA policies and regulations. Protect non-hazardous slope areas in accordance with the Planning Area-wide Natural Environment and Urban Design Element policies and actions. These natural areas provide valuable erosion control, stormwater mitigation, wildlife habitat, and visual relief from the built environment, and contribute to the character and identity of the Subarea.

2. Protect and preserve critical areas within the Subarea.

3. Pursue the removal of fish passage barriers within Palm Creek.

4. Protect the quantity and quality of cool groundwater inputs into Palm, Woods and Coal Creeks. 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.

5. Within the implementing development regulations applicable to the North Creek Fish and Wildlife Critical Habitat Protection Area (NCFWCHPA) include special provisions concerning critical areas and buffers, surface water runoff standards, groundwater infiltration protections, implementation of special stormwater design standards, creation of special surface water management practices, cooperation with surrounding jurisdictions and agencies, and other measures as may be appropriate.

   Within LID portions of the NCFWHCPA, implementing regulations shall include forest cover retention/creation equal to 50 percent of the site area and limit effective impervious surface coverage to a maximum of 20 percent of the site area.

   Forest retention/creation areas may credit critical areas and critical area buffers toward the forest coverage standard. Forest retention/creation areas shall be contiguous with critical areas, critical area buffers or existing forested areas to the maximum extent feasible and shall be permanent.

6. Within the NCFWCHPA, adopt an integrated storm water management program. Such stormwater management program shall establish an overall stormwater strategy for the NCFWCHPA including funding sources, a long-term implementation plan, creation of shared or regional stormwater facilities, and a capital facilities program.

7. Designate, protect and enhance wildlife corridors within the NCFWCHPA between North Creek and the eastern planning area boundary.

Actions

1. Continue to work with Snohomish County in implementing the North Creek Watershed Management Plan.

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. Implement development regulations consistent with the above policies.

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

Housing and Human Services

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

Economic Development

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

Parks, Recreation and Open Space Action Plan

Policies

1. Pursue acquisition and development of a park site or sites to serve the Subarea based on the City's overall adopted level of service standard as contained in the Parks, Recreation and Open Space Action Program (PROSAP). It is recognized that such parks, while serving the Subarea, may or may not be located in the Subarea.

Actions

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

1. Include in the Capital Facilities Plan funding for acquisition and development of a park or parks to serve the Canyon Creek/39th Avenue SE Subarea.

Historic Preservation

Policies

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

Actions

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

Urban Design

Policies

1. Ensure that improvements to Maltby Road (SR-524), 35th Avenue SE, 45th Avenue SE, 212th Street SE and 228th Street retain a residential character which preserve and enhance residential character within the Subarea. Reference Transportation Policies.

2. Implementing regulations should include site design 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.

3. Incorporate into implementing development regulations the principles and methods of Low Impact Development (LID), including but not limited to the following:

   Site Planning
   - Reduce the overall development envelope, as compared to standard development, by preserving substantial areas of native vegetation and soils;
   - Reduce street length;
   - Eliminate or reduce stream crossings and other critical area impacts;
   - Retain or create a minimum percentage of a site as permanent forest retention/creation area;
   - Establish a maximum percentage of a site as effective impervious surface coverage area.

   Street and driveway reductions
   - Reduce local access street widths while maintaining adequate emergency access
   - Reduce cul-de-sac and turn-around dimensions
   - Use pervious pavement in non-drive areas such as parking areas, street shoulders and driveways;
   - Reduce driveway length.

Stormwater design

- Improve soil infiltration of precipitation through techniques such as amending native soils or preserving site areas containing soils capable of infiltration;
- Require roof and foundation drain dispersion into native vegetation areas;
- Encourage the construction of rain gardens and natural precipitation storage areas to be dispersed throughout developments;
- Allow the use of bio-retention cells and tree box filters within large parking lot areas;
- Require infiltration to the maximum extent possible wherever suitable soils exist;
- Reduce the exemption levels for detention and treatment of surface water runoff from impervious surfaces;
- Require higher detention standards and reduce the release rate for duration as well as peak flows conditions

4. Implement special storm water site level flow control and water quality treatment practices to incorporate storm water best management practices and low impact development provisions.

5. Work with the Washington State Department of Transportation to encourage that agency to heavily landscape the area within the Maltby Road / SR-524 right-of-way.

Actions

1. In accordance with policy 1, incorporate design features to Maltby Road (SR-524) and 228th Street SE which convey a residential character.

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 Street SE and expansion of existing substations or construction of new substations should be designed to minimize aesthetic impacts on the neighborhood.

2. Identify solutions to potential noise and aesthetic impacts associated with the Bothell Substation operated by the Bonneville Power Administration and Snohomish County Public Utility District.

Actions

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

Transportation

Policies

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

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

Freeway / Limited Access Highway	None
Principal Arterial	Maltby Road (SR-524)
Minor Arterial	228th Street SE 35th Avenue SE
Collectors	45th Ave SE 212th Street SE (Between 39th Avenue SE and 45th Avenue SE)

2. Maltby Road (SR-524) and 228th Street SE are part of the proposed Bothell Boulevard system. Any future improvements to these streets should include median landscaping islands, landscaping between the street and sidewalks/walkways, a coordinated street tree program and meandering of sidewalks/walkways.

3. The following bicycle routes are designated for the Subarea:

Separated Route (Shared Use Path)	Maltby Road (SR-524) 228th Street SE
Striped and/or Signed Route (Bicycle Lane or Shared Roadway	39th Avenue SE 228th Street SE Maltby Road (SR-524) 29th and 32nd Avenues SE and 33rd Drive SE, Through Canyon Firs

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

5. 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.

6. Promote traffic and pedestrian safety.

Actions

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

1. Coordinate with the Washington State Department of Transportation (WSDOT) in improving Maltby Road (SR-524) to Principal Arterial standards, to include bicycle facilities, sidewalks/walkways on at least one side, and boulevard landscaping.

2. Coordinate with Snohomish County in improving 228th Street SE to Minor Arterial standards, to include bicycle facilities, sidewalks/walkways on at least one side, and boulevard landscaping.

3. Erect signage to designate 228th Street SE and 39th Avenue SE as Striped and/or Signed Routes (Bicycle Lane or Shared Roadway) bicycle routes.

4. Pursue Construction of sidewalks/walkways on 31st Avenue SE, 220th Street SE, and 35th Avenue SE to ensure safe pedestrian access to and from Canyon Creek Elementary School and Skyview Junior High School.

5. Incorporate projects which implement the above policies into the Transportation element in the Comprehensive Plan.

6. Pursue traffic calming and other measures to promote safety including speed reduction along the 212th Street SE, 228th Street SE, 39th Avenue SE, and 45th Avenue SE corridors and other corridors as warranted.

7. Investigate neighborhood bicycle and pedestrian connections throughout the Subarea to improve neighborhood access and safety, particularly along the 212th Street SE, 228th Street SE, 39th Avenue SE, and 45th Avenue SE corridors.

8. Pursue application of Snohomish County traffic mitigation fees to improvements located within the Subarea.

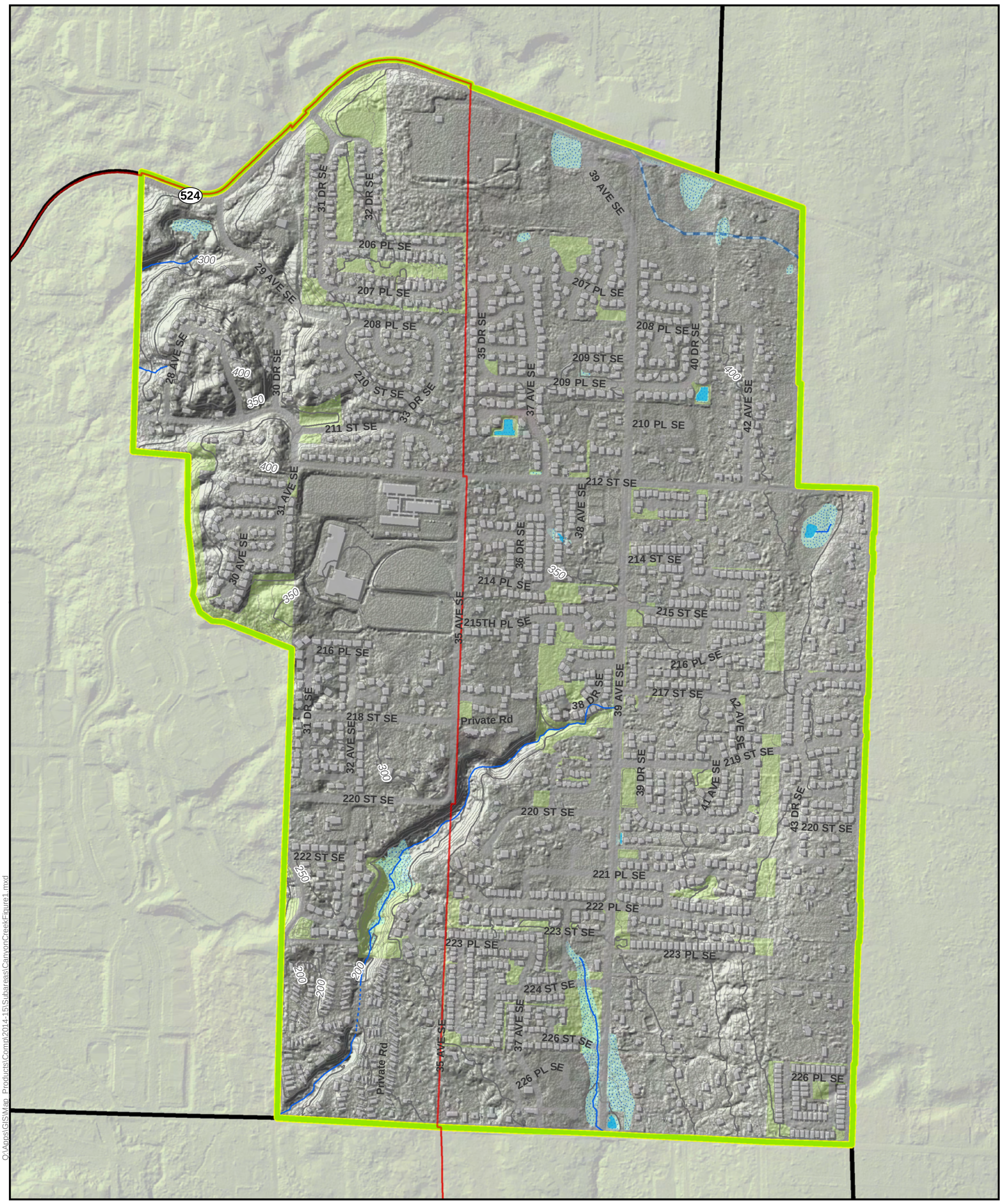
Capital Facilities

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.

Actions

1. Include in the Stormwater Capital Improvement Plan the following potential projects/actions:
   a. Acquisition of conservation easements, tracts, or sites for preservation;
   b. Construction of regional (sub-basin) detention facilities;
   c. Sub-basin restoration projects, including re-vegetation of cleared sites, restoration of streams and wetlands, and retro-fitting existing storm water facilities to current standards; or,
   d. Removal of fish barriers.

2. Provide funding for the integrated NCFWCHPA storm water management program.



Canyon Creek / 39th SE
Other Subarea
Sammamish River
Stream
Piped Stream
Wetlands
Watershed Basin Boundary
10-foot contour
Park or Athletic Field
Open Space (Private or Public Owned)
Bothell City Limits (2015)
Planning Area Boundary Line

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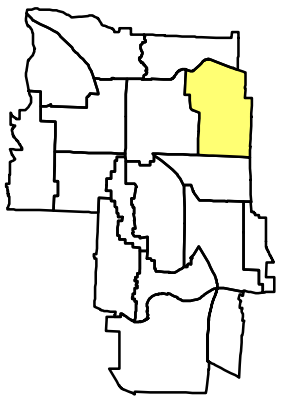

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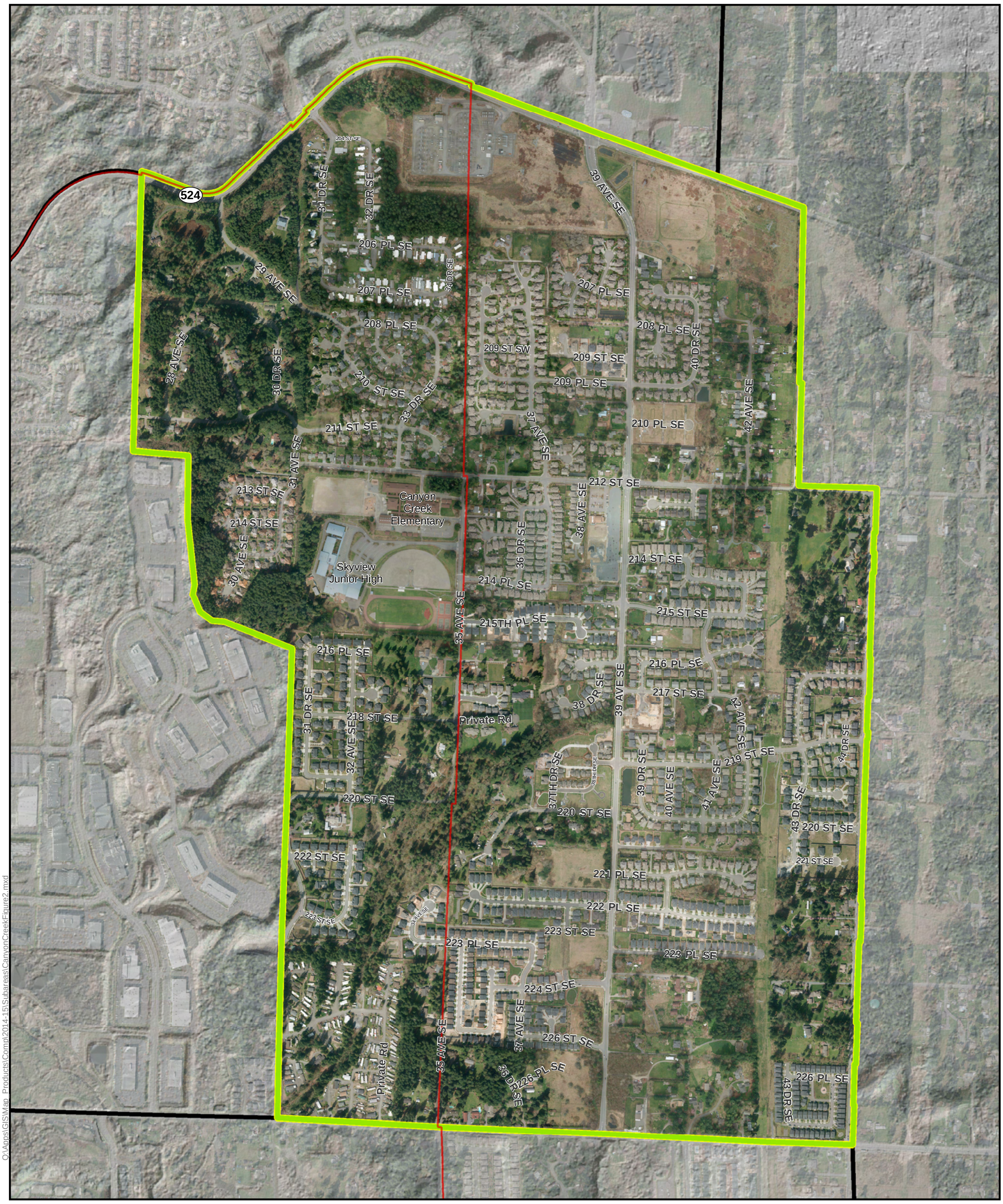

Canyon Creek / 39th SE
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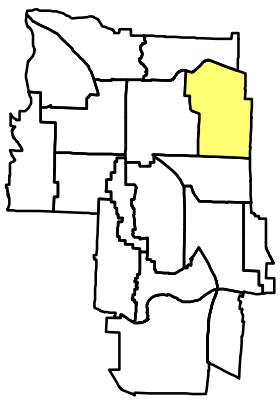

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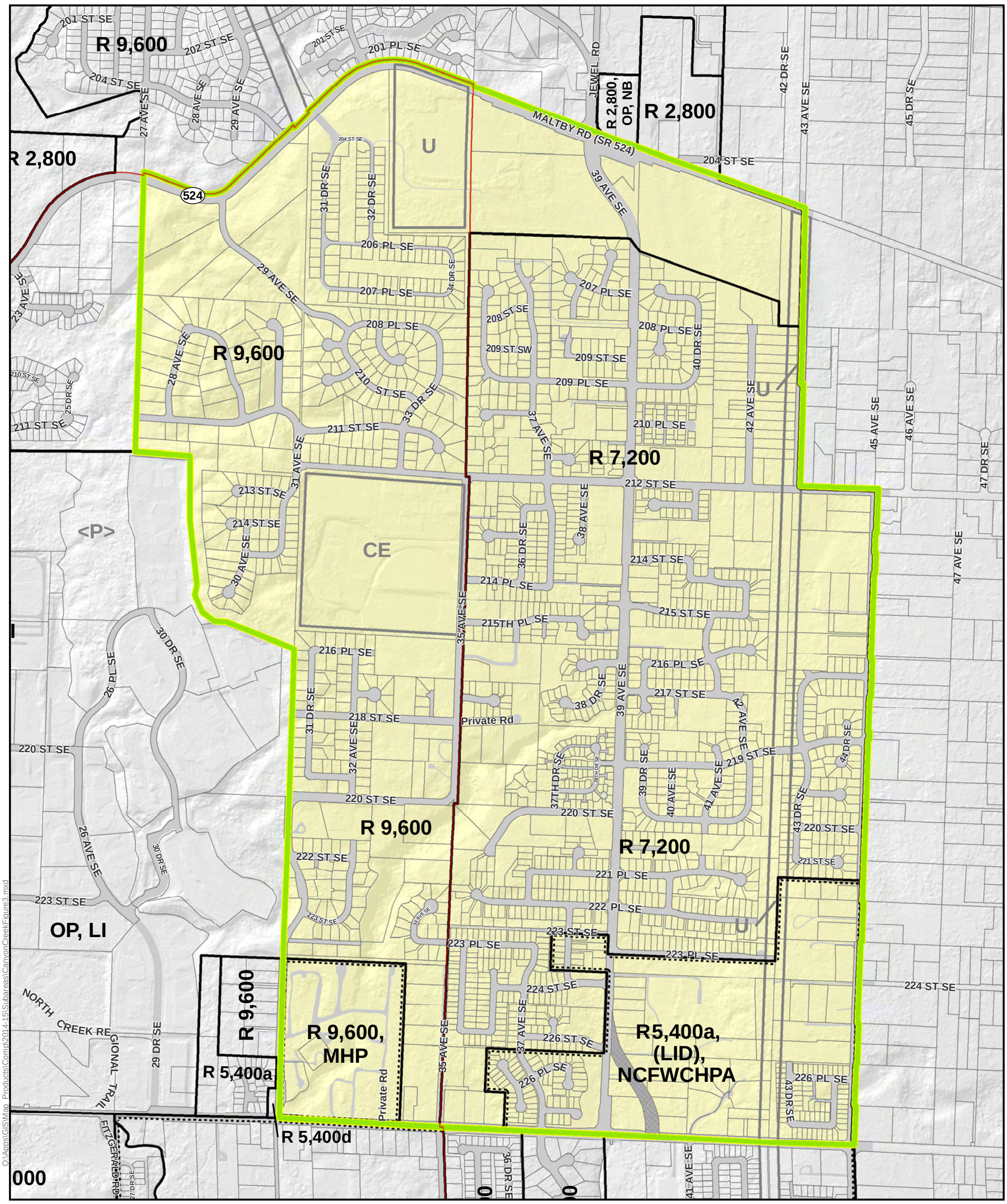

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Canyon Creek / 39th SE Subarea
Figure 3
Land Use Designations

City of Bothell

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Fitzgerald / 35th Avenue SE Subarea Plan Elements

Summary

The Fitzgerald / 35th SE Subarea Plan provides for attached and detached residential development at a variety of densities and includes mandatory Low Impact Development techniques for lands located east of North Creek between 240th Street SE and 228th Street SE, to protect the large in scope, complex in function and value and high rank order critical areas present within portions of the subarea.

Other highlights of the plan include the following:

- Establishment of a connector extending 39th Avenue SE between 240th ST SE and 228th ST SE. This is also known as the Bothell Connector.
- Acquisition of land and development of park sites to serve the area, and establishment of at least one utility corridor trail;
- Preservation of wetlands, steep slopes and streams.
- Preservation of the unique fish habitat within North Creek and its associated tributaries.
- Establishment of the North Creek Fish and Wildlife Critical Habitat Protection Area.
- Establishment of Low Impact Development (LID) policies which protect important fish and wildlife habitat

Subarea Profile

Location

The Fitzgerald Road / 35th Avenue SE Subarea is located in Snohomish County in the northeastern portion of the city's planning area, between the Canyon Creek, Canyon Park, and North Creek / NE 195th Subareas. The northern boundary is 228th Street and the southern is 240th Street SE. The western boundary is Fitzgerald Road and I-405. The eastern boundary is 45th Ave SE which also corresponds with the Snohomish County Urban Growth Boundary. (See **Figure 1**.)

The Subarea comprises approximately 590 acres or 0.934 square miles and constitutes approximately 5 percent of the total city area.

Physical Geography

The Subarea consists of portions of Bloomberg Hill, Beckstrom Hill and the North Creek Valley (see **Figure 3**). The area is moderately sloping and forested, and does not contain the large expanses of flat valley bottom land which characterizes the land to the north and south.

The natural environment of the Fitzgerald Road / 35th Avenue SE Subarea is dominated by the presence of North Creek, its associated tributaries, wetlands and floodplain and the hillsides to the east. North Creek is a salmon bearing stream with high quality fish and wildlife habitat features. Water quality impacts from pollution and increased flow rates have affected the overall health and habitat features of the Creek. Despite these impacts, the reach of North Creek within this Subarea contains the highest quality fish and wildlife habitat features and conditions of any portion of North Creek within the City of Bothell. Habitat features observed in this reach include shade and overhanging vegetation, pools and riffle sequencing, spawning gravels, and rearing and resting habitats. Additionally, this reach also has a greater elevation (fall) difference than other reaches of North Creek within the Planning Area. Such conditions result in habitat conditions favorable to salmon and other fish species.

These habitat features found in North Creek combined with the intact streams and wetlands in this Subarea create a system of wildlife and fish habitat which is unique and whose water quality and wildlife habitat functions have suffered in recent years from non-point source pollution and increased flows, both resulting from increased impervious surfaces from development upstream.

North Creek originates near Everett in Snohomish County and empties into the Sammamish River just south of SR-522. The entire North Creek drainage basin is approximately 29 square miles in area. That portion of North Creek in Bothell's jurisdiction is the portion of the stream most impacted from the results of development upstream. Since retention is limited to the north, storm waters and increased runoff result in extremely fast rates of flow and high volumes along Bothell's portion of North Creek before it empties into the Sammamish River. The rate of flow during storm events particularly degrades the value of the stream as fish habitat.

Built Environment

Residential Development

The Fitzgerald/35th Ave SE Subarea contains a mixture of residential types ranging from large acreage single family residential to multiple family residential complexes. Higher residential densities exist in the southern and western portions of the Subarea while a lower density is reflected in the central and eastern portions.

Commercial Development

Nominal commercial development is present within the Subarea.

Other Development

Two churches are located in the southern portion of the Subarea along 240th ST SE.

Historic Properties

Two structures in the Subarea are listed on the National Register of Historic Places: The Bates-Tanner Farmhouse is a fine representation of an early 1900's (1919) farmhouse and has been preserved as part of the development of a church. The Winningham Farm, is a 1915 log home with round stone chimneys.

Schools

No schools are located within the Subarea.

Parks and Open Space

There are no public parks located within the Subarea. Short segments of public trails are located in the subarea and the City's North Creek Trail runs north-south through the western portion (adjacent to Fitzgerald Road) of the subarea. The utility corridors which run north and south through the eastern portion of the Subarea provide some opportunity for future trails.

Sanitary Sewer and Water

The Subarea is served by the Alderwood Water and Sewer District. The entire Subarea has water service available to the residents. Sanitary Sewer service is available at the southern and western portions of the Subarea.

Storm / Surface Water

The City of Bothell is within the Greater Lake Washington / Sammamish / Cedar Watershed, which is called 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 via a series of catchbasins, 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, natural gas, telephone, wireless telephone and cable television. A 230 kilovolt transmission line corridor is located along the eastern boundary of the Subarea (extending north to south parallel to and west of 45th Avenue SE). A small substation is located just south of 228th Street. A telephone switching facility is located on the south side of 228th Street between I-405 and 27th Avenue SE and an Alderwood District water tank is located on the south side of 228th Street SE west of 39th Avenue SE.

Transportation

Streets

The Fitzgerald / 35th Avenue SE Subarea is served by: the minor arterials of 228th Street SE, 240th Avenue SE, and 39th Avenue SE; the collector streets of, Fitzgerald Road and 35th Avenue SE and 45th Avenue SE; and a number of local access streets serving individual developments. In 2006, the County and City established that the location of the Bothell Connector would comprise an extension of 39th Avenue SE from its present southern terminus at 228th Street SE through the Subarea to the south where it would reconnect with 39th Avenue SE at 240th Street SE. 39th Avenue SE becomes 120th Avenue NE when it crosses the County Line and enters the North Creek / 195th Street NE Subarea in King County. Because of the prohibitively high construction costs of the selected 39th Avenue SE alignment it was necessary to re-assess the Connector location. The most effective and cost efficient alignment, was determined to be the use of the existing rights-of-way of 240th Street SE, 35th Avenue SE and 228th Street SE.

Sidewalks/Walkways

Some sidewalks have been installed within the Subarea as a result of development activity or as part of the improvements of the 228th ST SE corridor. A widened shoulder with rumble strips exists along the majority of 35th Ave SE.

Transit Service

Community Transit serves the Subarea

Fitzgerald / 35th Avenue SE Subarea Plan Elements

Land Use

Policies

Note: Many of the Land Use policies are depicted on **Figure 3**, Land Use Designations.

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

2. Land within the North Creek Fish and Wildlife Critical Habitat Protection Area (NCFWCHPA), land within the Low Impact Development (LID) portions of the NCFWCHPA, and lands containing a critical area or areas are subject to regulations which may reduce the density or intensity of development allowed to less than that indicated by the plan designation.

3. The area between I-405 and Fitzgerald Road is appropriate for attached or detached residential development at one dwelling unit per 4,000 square feet as described in Land Use Element Policy LU-P4 (**R 4,000** in western portion of map).

4. The area between Fitzgerald Road and North Creek extending from 228th Street SE south approximately 1,690 feet (as measured from the section line) to the southern boundary of tax parcel 1-020 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 (**R 5,400a** in north central portion of map), subject to the following:

    a. Maintenance of a 50 foot building setback northward from the southern boundary of this designation;

    b. Installation of a minimum five foot wide Type II landscaping buffer along said southern boundary;

    c. Incorporation in site design of a transition of building mass and density between Fitzgerald Road and North Creek, from the greatest mass and density near the street to the least mass and density near North Creek.

    d. The special provisions of the North Creek Fish and Wildlife Critical Habitat Protection Area.

5. The area between Fitzgerald Road and North Creek extending from the south boundary of tax parcel 1-020 south to a point approximately 660 feet north of 240th Street SE 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 subject to compliance with critical areas regulations, the provisions of the North Creek Fish and Wildlife Critical Habitat Protection Area, and other development standards and mitigation requirements (**R 9,600** on southwestern portion of map),.

6. The area north of 240th Street SE, extending approximately 660 feet north of 240th west of 39th Avenue extended, and approximately 1,320 feet north of 240th east of the 39th Avenue SE alignment if extended, 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 subject to compliance with critical areas regulations, the provisions of the North Creek Fish and Wildlife Critical Habitat Protection Area, and other development standards and mitigation requirements (**R 5,400a** on southern portion of map).

   Any development in this area shall incorporate installation of a minimum 50 foot wide buffer adjacent to all R 40,000 (LID) designated single family lands to the north.

7. The area located east of the projected alignment of 39th Avenue SE, 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 subject to compliance with critical areas regulations, the provisions of the North Creek Fish and Wildlife Critical Habitat Protection Area, the provisions for implementing Low Impact Development (LID) and other development standards and mitigation requirements (**R 5,400a (LID)** in the eastern portion of the map).

8. The area encompassing those parcels, as depicted on the Fitzgerald/35 Avenue SE Subarea Land Use Designations map, which share a common boundary with the western edge of the projected alignment of the 39th Ave SE public right-of-way between 228th Street SE and 240th Street SE 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 subject to compliance with critical areas regulations, the provisions of the North Creek Fish and Wildlife Critical Habitat Protection Area, the provisions for implementing Low Impact Development (LID) and other development standards and mitigation requirements (**R 5,400a (LID)** in the eastern portion of the map)

9. The area between 39th Avenue SE and 35th Avenue SE approximately 1,300 feet south of 228th Street SE (the alignment of 232nd Street SE) contains existing subdivisions which were not developed to low impact development standards. To recognize the pre-existing development patterns of these subdivisions, the plat of Porter's Landing is assigned a plan designation of detached residential development, one lot per 7,200 square feet; and the plat of Woodcreek is assigned a plan designation of detached residential development, one lot per 9,600 square feet, both as described in Land Use Element Policy LU-P4 subject to compliance with critical areas regulations and other development standards and mitigation requirements (**R 7,200** and **R 9,600** in the central portion of the map). This area will not be subject to the provisions of the North Creek Fish and Wildlife Critical Habitat Protection Area, the provisions for implementing Low Impact Development (LID).

10. The area between 39th Avenue SE and 35th Avenue SE (excluding the area described in Policy 8 and 9 above) between the alignment of 232nd ST SE (City corporate limits) and 660 feet north of 240th SE is appropriate for detached residential development at one lot per 9,600 square feet as described in Land Use Element Policy LU-P4 subject to compliance with critical areas regulations, the provisions of the North Creek Fish and Wildlife Critical Habitat Protection Area, the provisions for implementing Low Impact Development (LID) and other development standards and mitigation requirements (**R 9,600 (LID)** in the central portion of the map).

11. The balance of the Subarea, 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 subject to compliance with critical areas regulations, the provisions of the North Creek Fish and Wildlife

Critical Habitat Protection Area, the provisions for implementing Low Impact Development (LID) and other development standards and mitigation requirements (**R 40,000 (LID**) in the central portion of the map). This designation is necessary to protect the complex structure, functions, values and high rank order of the critical areas contained within this Subarea and to establish the North Creek Fish and Wildlife Critical Habitat Protection Area as described below.

12. Lands within the Fitzgerald Subarea bounded by 228th Street SE in the north, 240th Street SE in the south, Fitzgerald Avenue to the west and 45th Avenue SE in the east shall be identified as the North Creek Fish and Wildlife Critical Habitat Protection Area (**NCFWCHPA**) as delineated in Figure 4 to recognize the special environmental significance of the streams and wetlands within the Fitzgerald/35th Avenue SE Subarea which contains a complex, high function and value critical habitat for anadromous fish and other wildlife.

    Within the NCFWCHPA special development regulations, standards and practices shall be implemented with the objective of maintaining the existing or pre-development stream and wetland hydrological conditions which support the NCFWCHPA. Such special regulations, standards and practices shall provide for implementation of special stormwater design standards, creation of special surface water management practices, cooperation with surrounding jurisdictions and agencies, and other measures as may be appropriate.

    Portions of the NCFWCHPA have been determined to warrant a higher level of protection than even that afforded under the policies of the NCFWCHPA. This higher level of protection shall be provided through application of Low Impact Development principles which shall include mandatory implementation of special measures such as, but not limited to, forest retention or creation, limitation on effective impervious surface coverage, implementation of special stormwater design standards, creation of special surface water management practices, cooperation with surrounding jurisdictions and agencies, and other measures as may be appropriate.

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

Actions

1. The City shall rezone properties in keeping with the Land Use and Natural Environment policies.

Natural Environment

Policies

1. Protect and preserve the wetlands, streams and steep slope critical areas in accordance with the City's Critical Area Ordinance and Shoreline Master Program.

2. Improve protect and preserve North Creek as fish habitat to the greatest extent possible.

3. Protect the quantity and quality of cool groundwater inputs into Palm, Woods and Cole Creeks. Implementing regulations should include provisions requiring all development activities which may affect groundwater to follow the existing topographic contours, minimize changes to pre-existing ground elevations, minimize cut and fill earthwork volumes and preserve natural foliage and

vegetation. Excavation shall be prohibited from intruding into that part of the groundwater table which experiences saturated soil conditions, as measured during the dry season.

4. Within the implementing development regulations applicable to the North Creek Fish and Wildlife Critical Habitat Protection Area (NCFWCHPA) include special provisions concerning critical areas and buffers, surface water runoff standards, groundwater infiltration protections, implementation of special stormwater design standards, creation of special surface water management practices, cooperation with surrounding jurisdictions and agencies, and other measures as may be appropriate.

   Within LID portions of the NCFWHCPA, implementing regulations shall include forest cover retention/creation equal to a percentage of the site area and limitation of effective impervious surface coverage to a maximum of a percentage of the site area as outlined below:
   - Areas designated R 5,400a (LID) 50% forest cover and 20% effective impervious area
   - Areas designated R 9,600 (LID) 60% forest cover and 20% effective impervious area
   - Areas designated R 40,0000 (LID) 60% forest cover and 15% effective impervious area

   Forest retention/creation areas may credit critical areas and critical area buffers toward the forest coverage standard. Forest retention/creation areas shall be contiguous with critical areas, critical area buffers or existing forested areas to the maximum extent feasible and shall be permanent.

5. Within the NCFWCHPA the city shall implement the 2005 Washington State Department of Ecology Surface Water Design Manual (2005 DOE Manual).

6. Within the NCFWCHPA, adopt an integrated storm water management program. Such stormwater management program shall establish an overall stormwater strategy for the NCFWCHPA including funding sources, a long-term implementation plan, creation of shared or regional stormwater facilities, and a capital facilities program.

7. Designate, protect and enhance wildlife corridors within the NCFWCHPA between North Creek and the eastern planning area boundary.

Actions

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

2. Implement development regulations consistent with the above policies

3. Consider acquisition of lands within the North Creek Fish and Wildlife Critical Habitat Protection Area through using fund sources such as grants, general funds, stormwater drainage fees, and other funding sources as they become available.

4. Coordinate with Snohomish County and other affected agencies in the development and implementation of a NCFWCHPA integrated stormwater management program consistent with the above policies.

Housing

No specific Housing Policies or 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, Recreation and Open Space

Policies

1. Pursue acquisition and development of a park site or 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 in the Subarea.

Actions

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

1. Include in the Capital Facilities Plan Element funding for acquisition and development of a park or parks to serve the Fitzgerald / 35th Avenue SE Subarea.

Community Services

No specific Community 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

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

Urban Design

Policies

1. The potential extension of and improvements to 39th Avenue SE or alternative connections between 240th ST SE and SR 524 should include design elements such as landscape buffering, street trees, landscaped medians and other features which enhances the area.

2. Implementing regulations should include site design 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

3. Incorporate into implementing development regulations the principles and methods of Low Impact Development (LID), including but not limited to the following:
   Site Planning
   - Reduce the overall development envelope as compared to standard development by preserving substantial areas of and preserve native vegetation and soils;
   - Reduce street length;
   - Eliminate or reduce stream crossings and other critical area impacts;
   - Retain or create a minimum percentage of a site as permanent forest retention/creation area as provided for in Natural Environment Policy 4;
   - Establish a maximum percentage of a site as effective impervious surface coverage area as provided for in Natural Environment Policy 4.

   Street and driveway reductions
   - Reduce local access street widths while maintaining adequate emergency access
   - Reduce cul-de-sac and turn-around dimensions
   - Use pervious pavement in non-drive areas such as parking areas, street shoulders and driveways;
   - Reduce driveway length.

   Stormwater design
   - Improve soil infiltration of precipitation through techniques such as amending native soils or preserving site areas containing soils capable of infiltration;
   - Require roof and foundation drain dispersion into native vegetation areas;
   - Encourage the construction of rain gardens and natural precipitation storage areas to be dispersed throughout developments;
   - Allow the use of bio-retention cells and tree box filters within large parking lot areas;
   - Require infiltration to the maximum extent possible wherever suitable soils exist;
   - Reduce the exemption levels for detention and treatment of surface water runoff from impervious surfaces;
   - Require higher detention standards and reduce the release rate for duration as well as peak flows conditions

4. Implement special storm water site level flow control and water quality treatment practices to incorporate storm water best management practices and low impact development provisions.

5. Work with the Washington State Department of Transportation to encourage that agency to heavily landscape the area within its right-of-way.

Actions

1. In accordance with policy 1 incorporate in the above-referenced project design features which convey a residential character.

2. Create implementing regulations consistent with the above policies.

Annexation

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

Utilities

Policies

1. Future replacement towers for the transmission lines within or adjacent to the Subarea should be designed so as to minimize aesthetic impacts on the neighborhoods.

Actions

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

Transportation

Policies

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

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

Freeway / Limited Access Highway	I - 405
Principal Arterial	None
Minor Arterial	228th Street SE

	240th Street SE 35th Avenue SE
Collectors	Fitzgerald Road (27th Avenue) 45th Avenue SE

2. The proposed Minor Arterial generally following the 35th Avenue SE alignment, also known as the Bothell Connector which will connect 240th Street with 228th Street within a 35th Avenue SE alignment, should be designed and constructed to be consistent with the policies of the North Creek Fish and Wildlife Critical Habitat Protection Area and with the 2005 Department of Ecology Stormwater Manual or the most current adopted update thereof. Accordingly, design features to be considered should include but not be limited to use of infiltration rather than traditional storm water retention / detention facilities; reduced lane widths; reduction or elimination of landscaping between curbs and sidewalks to minimize the total width of improvements adjacent to wetlands; use of elevated boardwalks in or near wetland areas as an alternative to paved sidewalks on fill in those areas; fish-passable culverts; wildlife travel corridors under roadways; and facilities to ensure uninterrupted flow of groundwater.

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

Separated Route (Shared Use Path)	27th Avenue / Fitzgerald Road (part of North Creek trail system) 240th Street SE west of 39th Avenue SE
Striped and/or Signed Route (Bicycle Lane or Shared Roadway)	228th Street SE 27th Avenue SE / Fitzgerald Road 240th Street SE east of 39th Avenue SE 35th Avenue SE

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

5. 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.

6. Pedestrian and/or bicycle amenities shall be included as components of all new or renovated arterials or collectors in 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 service centers.

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

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

10. Promote traffic and pedestrian safety.

Actions

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

1. Continue the cooperative venture with Snohomish County to construct 35th Ave SE to connect 240th ST SE with 228th ST SE. This project has been termed the Bothell Connector.

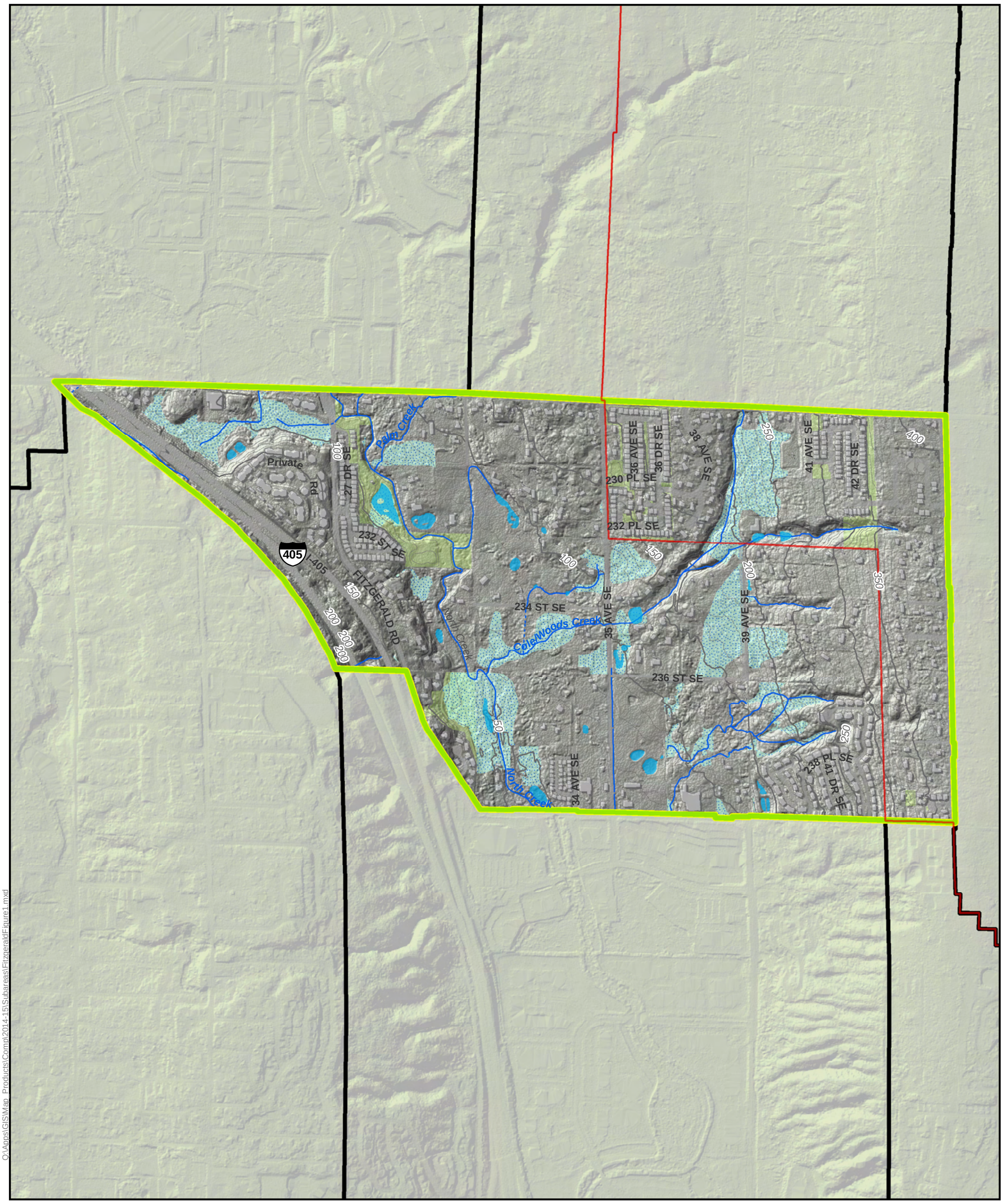
Capital Facilities

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.

Actions

1. Include in the Stormwater Capital Improvement Plan the following potential projects/actions:
   a. Acquisition of conservation easements, tracts, or sites for preservation;
   b. Construction of regional (sub-basin) detention facilities;
   c. Sub-basin restoration projects, including re-vegetation of cleared sites, restoration of streams and wetlands, and retro-fitting existing storm water facilities to current standards; or,
   d. Removal of fish barriers.

2. Provide funding for the integrated NCFWCHPA storm water management program.



Fitzgerald / 35th SE
Other Subarea
Stream
Piped Stream
Wetlands
Watershed Basin Boundary
10-foot contour
Park or Athletic Field
Open Space (Private or Public Owned)
Bothell City Limits (2015)
Planning Area Boundary Line

N
W E
S

0 0.1 0.2 0.3 0.4 Miles

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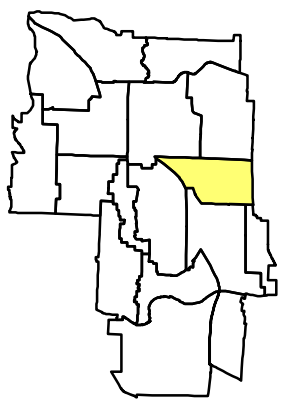

Planning Subarea Location

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

Fitzgerald / 35th SE Subarea
Figure 1
Physical Geography

City of Bothell

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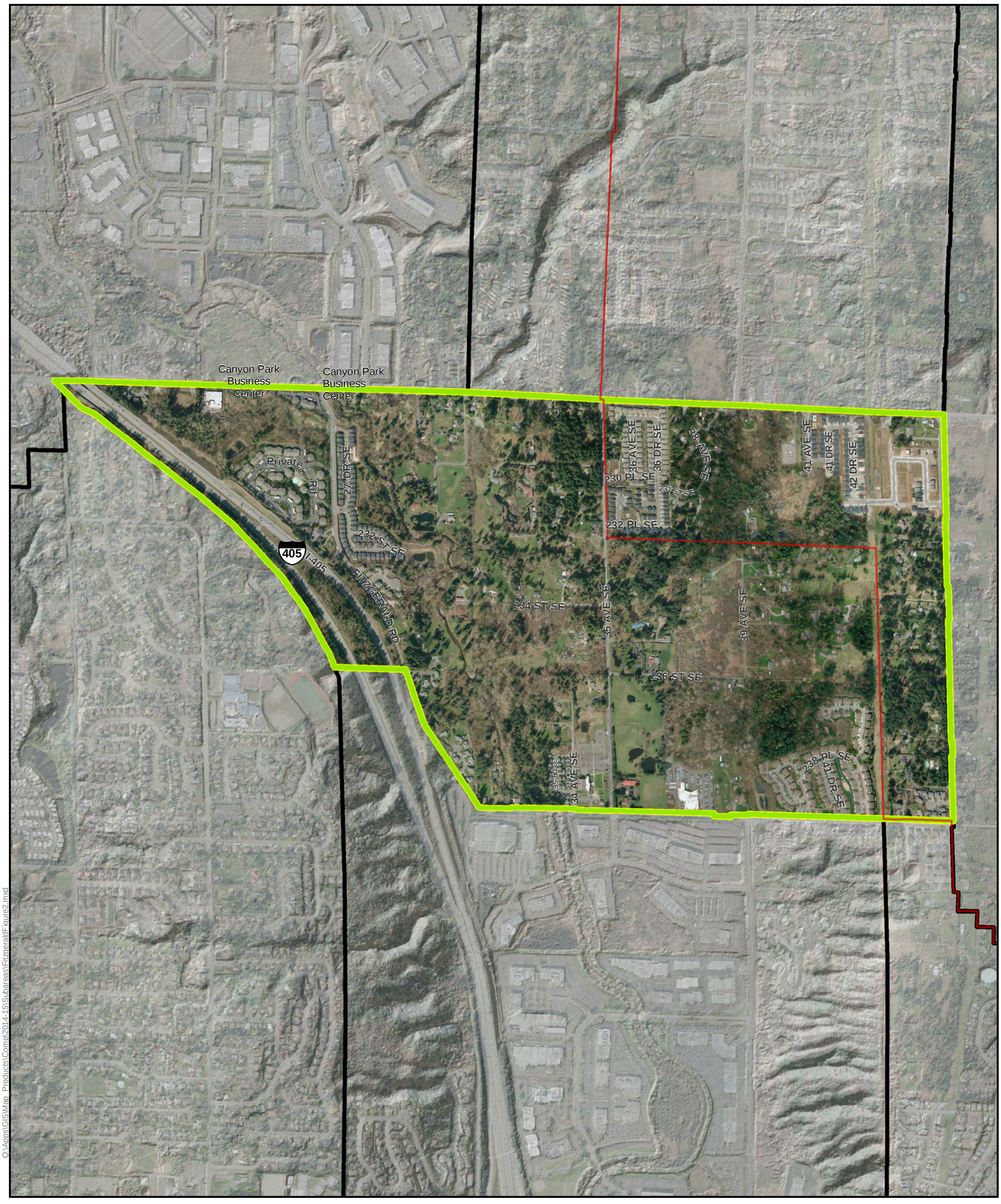

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Fitzgerald / 35th SE
Other Subarea
Lake
Bothell City Limits (2015)
Planning Area Boundary Line

N
W E
S

0 0.1 0.2 0.3 0.4 Miles

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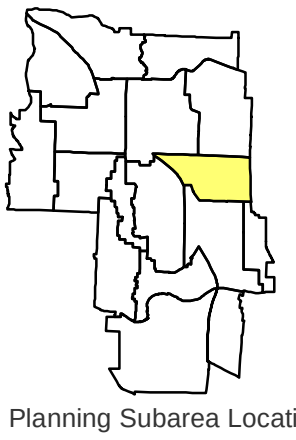
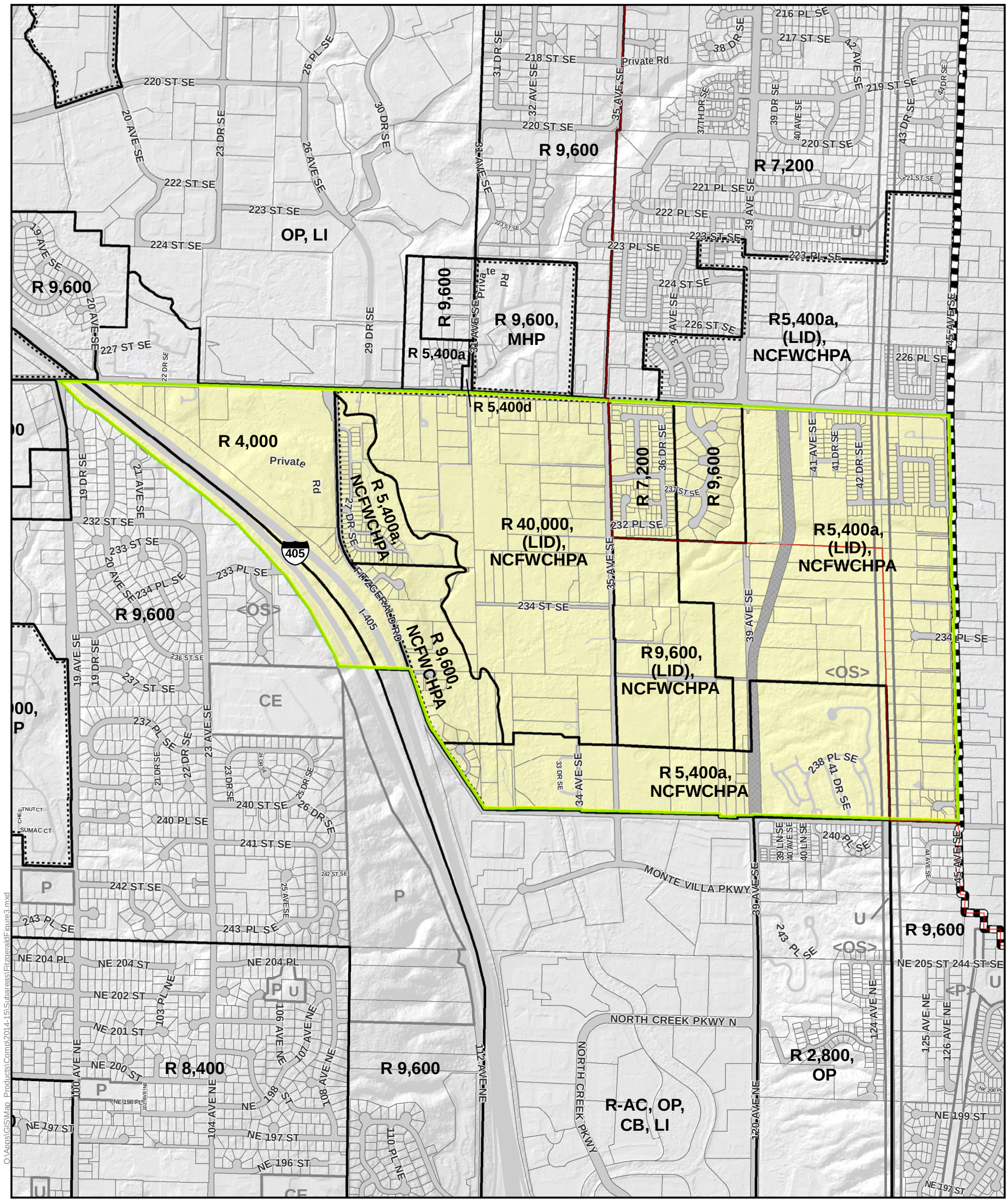


Planning Subarea Location

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

Fitzgerald / 35th SE Subarea
Figure 2
Aerial Photo - April 2012

City of Bothell



Land Use Designations (Outside of Downtown)

AG	Agriculture
R 40,000	Residential 40,000 sq. ft. minimum lot size
R 9,600	Residential 9,600 sq. ft. minimum lot size
R 8,400	Residential 8,400 sq. ft. minimum lot size
R 7,200	Residential 7,200 sq. ft. minimum lot size
R 5,400d	Residential 5,400 sq. ft. minimum lot size (only detached units permitted)
R 5,400a	Residential 1 dwelling unit per 5,400 sq. ft. of net buildable area (attached or detached units permitted)
R 4,000	Residential 1 dwelling unit per 4,000 sq. ft. of net buildable area
R 2,800	Residential 1 dwelling unit per 2,800 sq. ft. of net buildable area
R-AC	Residential-Activity Center (no specific density: number of units controlled by site and building envelope regulations)
OP	Office-Professional

Land Use Designations (Outside of Downtown) (Continued)

NB	Neighborhood Business
CB	Community Business
GC	General Commercial
LI	Light Industrial
MHP	Mobile Home Park
KGC	Kenmore Gun Club
MVSO	Motor Vehicle Sales Overlay
SSHO	Specialized Senior Housing Overlay
NCFWCHPA	North Creek Fish & Wildlife Critical Habitat Protection Area
(LID)	Low Impact Development

Downtown Designations

DC	Downtown Core
DN	Downtown Neighborhood
DT	Downtown Transition
522	SR 522 Corridor
GDC	General Downtown Corridor
SVV	Sunrise/Valley View
C	Campus
PPOS	Park and Public Open Space

Public Facilities, Utilities, and Open Space

CE	Civic-Educational
<CE>	Potential Civic-Educational (location not determined)
P	Park
<P>	Park (location not determined)
T	Transit Facility
<T>	Potential Transit Facility (location not determined)
OS	Dedicated Open Space
<OS>	Potential Dedicated Open Space (location not determined)
U	Utility

N W E S

0 0.1 0.2 0.3 0.4 Miles

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

Fitzgerald / 35th SE Subarea
Figure 3
Land Use Designations

City of Bothell

Maywood / Beckstrom Hill Subarea Plan

Summary

The plan for the Maywood / Beckstrom Hill Subarea reinforces the established single-family character of the Subarea while providing for higher residential densities close to the downtown Bothell and Canyon Park activity centers; emphasizes protection of the Subarea's environmentally sensitive areas; and promotes capital facility improvements to enhance the Subarea. Highlights of the plan include the following:

- Construction of sidewalks/walkways to fill gaps in the pedestrian system;
- Pursuit of parks and recreation opportunities within the Subarea consistent with the goals, policies and actions of the Bothell Parks, Recreation and Open Space Action Program;
- Preservation of the wetland system and adjacent steep slopes in the northwest corner of the Subarea, and development of a trail skirting this area which would link Lake Pleasant and the Canyon Park retail/services area;
- Protection of the steep, heavily-treed slopes in the northeast corner of the Subarea;
- Continued development of the majority of the unconstrained property within the Subarea at detached residential at minimum lot sizes of 8,400 square feet and 9,600 square feet; and
- Promotion of transit, pedestrian and bicycle travel throughout the Subarea.

Subarea Profile

Location

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

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

Physical Geography

The Maywood / Beckstrom Hill Subarea (see **Figure 1**) comprises primarily the upland portions of a hill which extends from the Sammamish River in downtown Bothell north to North Creek near the I-405 / SR 527 interchange. The Horse Creek Valley defines the west side of the hill, draining south out of Lake Pleasant. From the lake, it outfalls into a predominantly open channel for approximately one mile before making its last leg of the journey in a 36-inch pipe and discharging into the Sammamish River. The North Creek Valley defines the east side of the hill. The Subarea drains into either Horse Creek or North Creek, which flows south directly into the Sammamish River. There is one significant drainage basin within the Subarea itself, originating in wetlands along 19th Avenue SE north of the county line. Stormwater runoff collects in three lakes (glacial drumlins), located east of and maintained by the Green Acres Mobile Home Park. The lakes are the source of the south fork of Perry Creek, which flows north, crossing under 19th Avenue and I-405 at 228th Street and eventually outfalling into North Creek. All streams/drainage courses within the Subarea are not known to be salmon bearing.

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

Built Environment

Residential Development

Figure 2 is an aerial photo depicting development in the Subarea.

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

Commercial Development

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

Schools

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

Parks and Open Space

There are three developed City parks in the area: Royal Oaks park, located at 106th Avenue NE and 204th Street NE, William Penn Park, located at 19901 100th Avenue NE, and Stipek Park located at 242 Street SE and 19th Avenue SE. Royal Oaks, classified as a neighborhood park, is 2.25 acres and has a small

play area and a hard surface play court. Stipek Park, also a neighborhood park, is 3.6 acres and has a playground and a hard surface play court. William Penn Park, another neighborhood park, is 2.70 acres and has play equipment, a grass sports field and a hard surface sports court.

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

Other Development

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

Sanitary Sewer and Water

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

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

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

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

Storm / Surface Water

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

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

Utilities

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

Transportation

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

Streets

The road system reflects the topography of the Maywood / Beckstrom Hill Subarea. The major north-south streets are 104th Avenue NE / 23rd Avenue SE, 100th Avenue NE / 19th Avenue SE, and 96th Avenue NE / 15th Avenue SE. The primary east-west streets include – NE 190th Street, 242nd Street SE, and 232nd Street SE. Although not identified as an arterial within the Transportation Element, NE 200th Street and NE 195th Street are critical local access routes that serve as major routes to schools within the subarea. The steep slopes which define the east and west edges of the hill historically have precluded other east-west connections. Traffic calming projects including speed cushions and a partial closure were developed on 242nd Street SE and NE 200th Street, respectively, as some of the City's initial Traffic Calming Program projects.

Sidewalks / Walkways

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

Bicycle Routes

There are striped and signed bicycle lanes on 104th Avenue NE from NE 185th Street to approximately 243rd Place SE. Elsewhere on major roads in the Subarea, there are striped paved shoulders of varying widths which could be used by cyclists, but none of these are signed for bicycle use.

There is also a shared used path along a portion of the west side of 19th Avenue SE from SE 242nd Street to approximately the line of SE 237th Street for pedestrian and bicycle use.

Transit Service

Community Transit (CT) in Snohomish County cut transit service to the Subarea along NE 190th Street, 100th Avenue NE / 19th Avenue SE, NE 195th Street, 104th Avenue NE / 23rd Avenue SE and 232nd Street SE. It provides service near the Subarea on Bothell Way NE to the west, of SE 228th Street to the north and on NE 185th and Beardslee Boulevard to the south.

Maywood / Beckstrom Hill Subarea Plan Elements

Land Use

Policies

Note: Many of the Land Use policies are depicted on **Figure 3**, Land Use Designations.

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

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

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

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

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

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

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

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

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

Actions

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

Natural Environment

Policies

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

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

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

Actions

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

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

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

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

Actions

1. Continue discussions with the Northshore School District to promote the use of schools for before- and after-school child day care and as community drop-in centers for older youth.

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

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

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

Actions

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

2. Develop master plan for William Penn Park.

Historic Preservation

Policies

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

Actions

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

Urban Design

Policies

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

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

Actions

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

Annexation

There are no remaining potential annexation areas in this Subarea, so no specific Annexation Policies or Actions are needed. Refer to the Planning Area-wide Annexation Element.

Utilities and Conservation

Policies

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

Actions

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

Transportation

Policies

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

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

Freeway / Limited Access Highway	I-405
Principal Arterial	None
Minor Arterial	None
Collectors	15th Avenue SE 100th Avenue NE / 19th Avenue SE 104th Avenue NE / 23rd Avenue SE 232nd Street SE 242nd Street SE between 15th and 19th Avenues SE NE 190th Street

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

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

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

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

5. Complete the system inventory of sidewalks/walkways that are partially in place in the Subarea to identify service levels and prioritize projects that will ensure safe pedestrian access within the Subarea and between the Subarea and activity centers in downtown Bothell and Canyon Park.

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

7. Work with Metro and Community Transit to promote and develop transit routes to serve the Subarea.

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

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

Actions

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

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

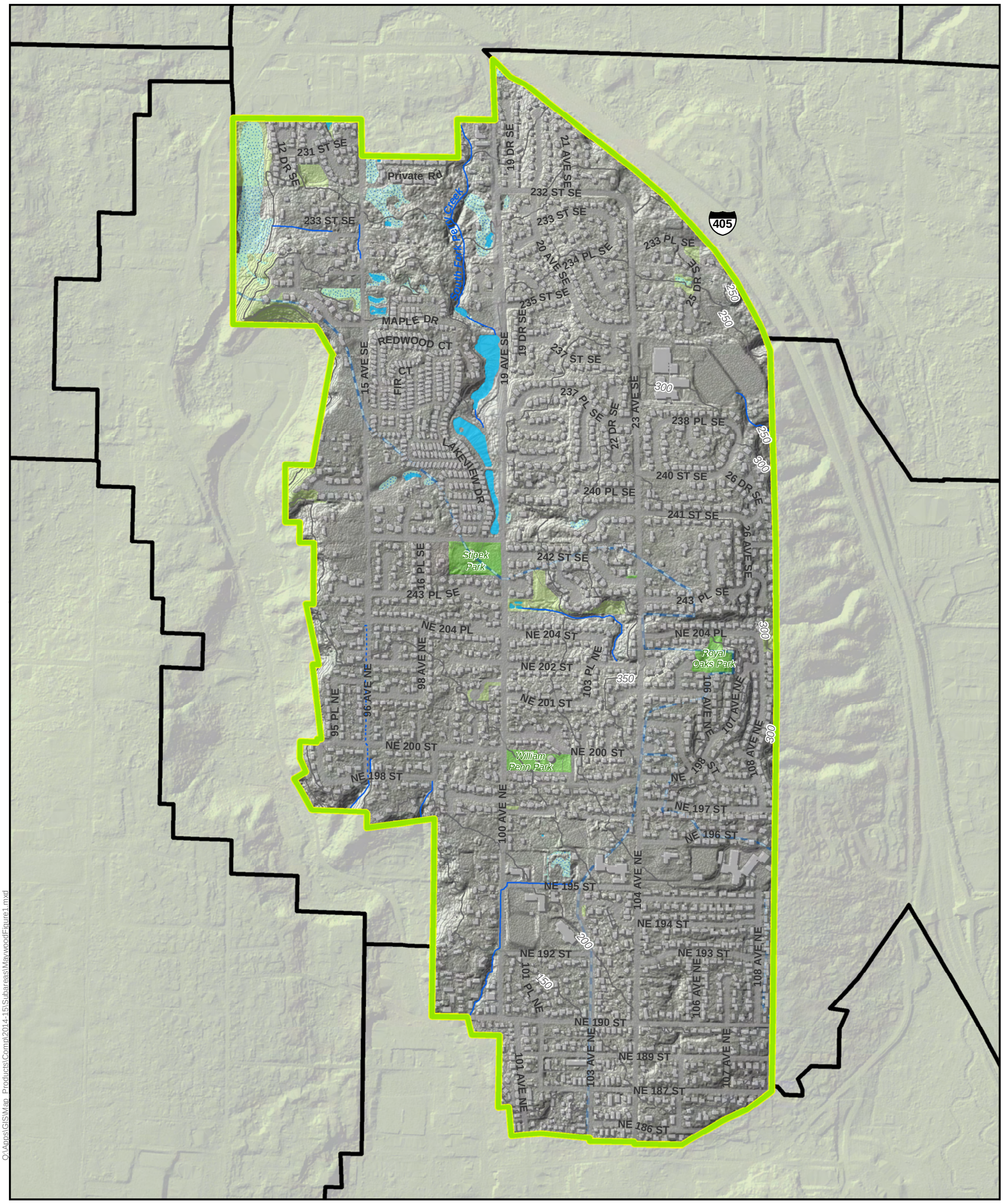
2. Erect signage to designate 15th Avenue SE, 242nd Street SE, 100th Avenue NE/19th Avenue SE, and 23rd Avenue SE as bicycle routes.

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

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

Capital Facilities

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



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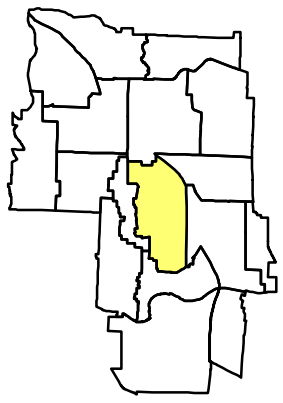
- Maywood / Beckstrom Hill
- Other Subarea
- Stream
- Piped Stream
- Wetlands
- Watershed Basin Boundary
- 10-foot contour
- Park or Athletic Field
- Open Space (Private or Public Owned)
- Bothell City Limits (2015)
- Planning Area Boundary Line

N W E S

0 0.1 0.2 0.3 0.4 Miles

The City of Bothell delivers this data (map) in as-is condition. GIS data (maps) are produced by the City of Bothell for internal purposes. No representation or guarantee is made concerning the accuracy, currency, or completeness of the information provided.

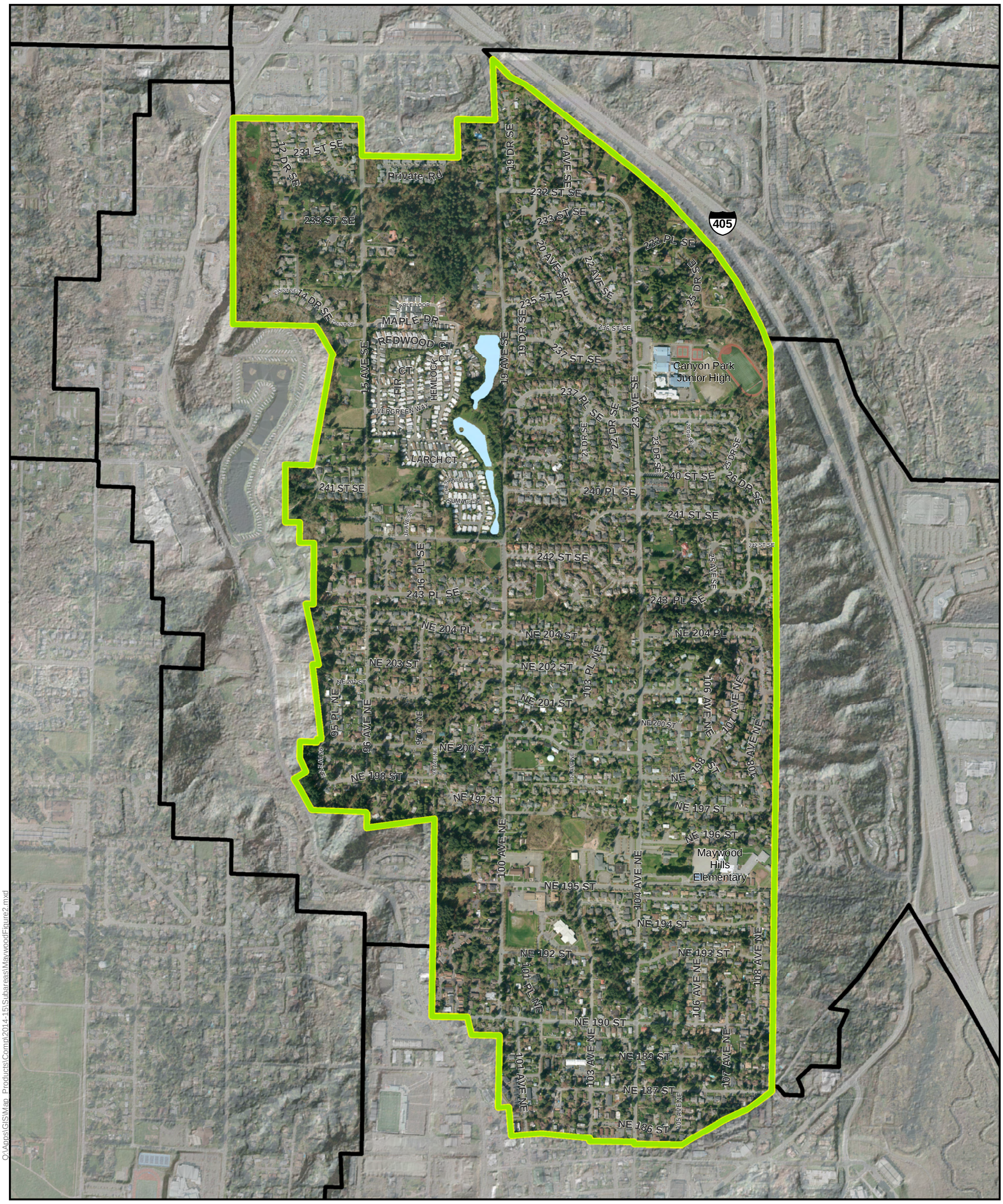


Planning Subarea Location

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

Maywood / Beckstrom Hill Subarea
Figure 1
Physical Geography

City of Bothell



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Maywood / Beckstrom Hill
Other Subarea
Lake
Bothell City Limits (2015)
Planning Area Boundary Line

N
W E
S

0 0.1 0.2 0.3 0.4 Miles

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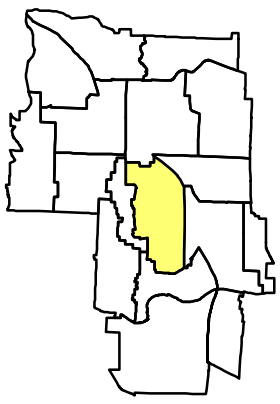
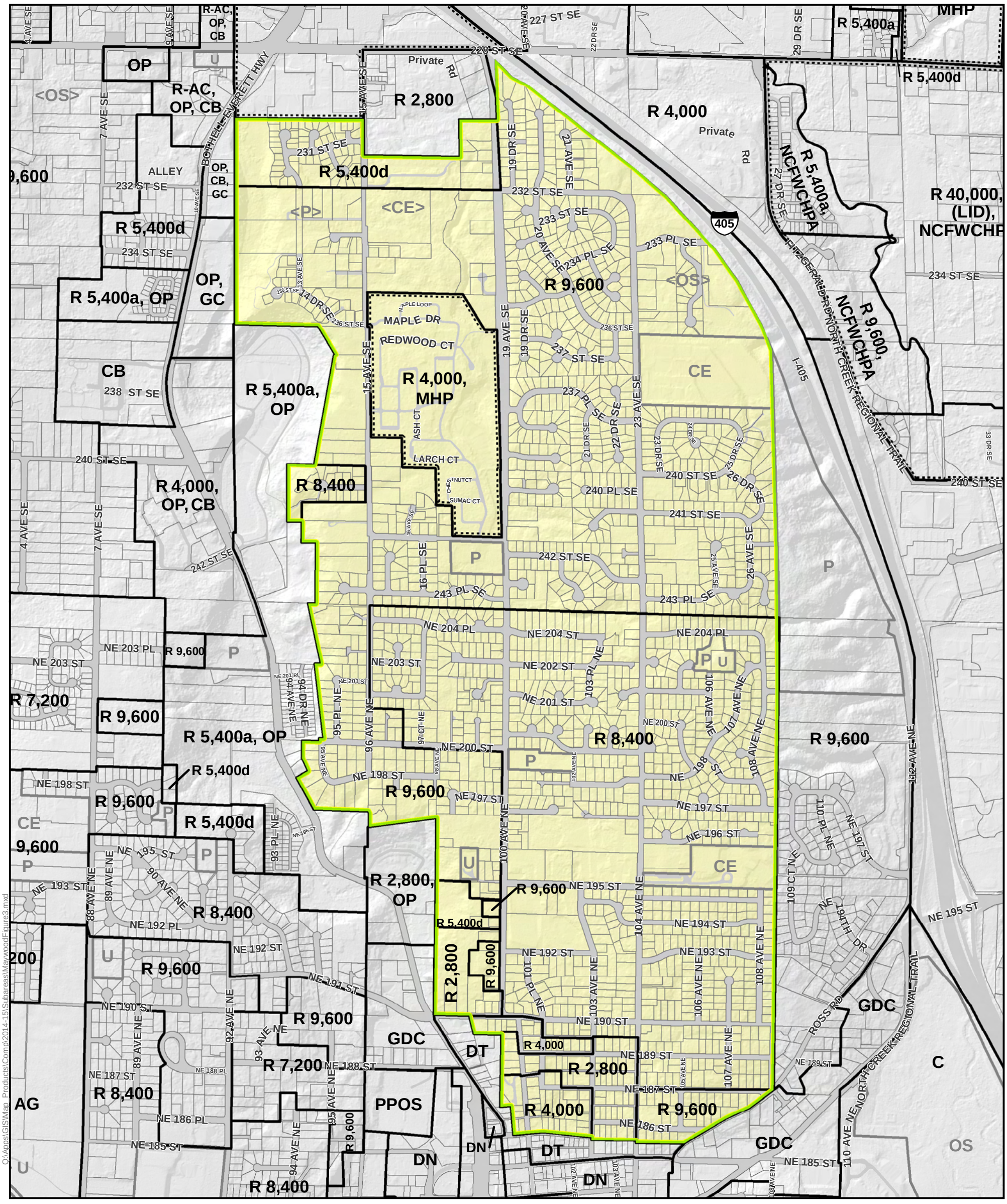


Planning Subarea Location

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

Maywood / Beckstrom Hill Subarea
Figure 2
Aerial Photo - April 2012

City of Bothell



Land Use Designations (Outside of Downtown)

AG	Agriculture
R 40,000	Residential 40,000 sq. ft. minimum lot size
R 9,600	Residential 9,600 sq. ft. minimum lot size
R 8,400	Residential 8,400 sq. ft. minimum lot size
R 7,200	Residential 7,200 sq. ft. minimum lot size
R 5,400d	Residential 5,400 sq. ft. minimum lot size (only detached units permitted)
R 5,400a	Residential 1 dwelling unit per 5,400 sq. ft. of net buildable area (attached or detached units permitted)
R 4,000	Residential 1 dwelling unit per 4,000 sq. ft. of net buildable area
R 2,800	Residential 1 dwelling unit per 2,800 sq. ft. of net buildable area
R-AC	Residential-Activity Center (no specific density: number of units controlled by site and building envelope regulations)
OP	Office-Professional

Land Use Designations (Outside of Downtown) (Continued)

NB	Neighborhood Business
CB	Community Business
GC	General Commercial
LI	Light Industrial
MHP	Mobile Home Park
KGC	Kenmore Gun Club
MVSO	Motor Vehicle Sales Overlay
SSHO	Specialized Senior Housing Overlay
NCFWCHPA	North Creek Fish & Wildlife Critical Habitat Protection Area
(LID)	Low Impact Development

Downtown Designations

DC	Downtown Core
DN	Downtown Neighborhood
DT	Downtown Transition
522	SR 522 Corridor
GDC	General Downtown Corridor
SVV	Sunrise/Valley View
C	Campus
PPOS	Park and Public Open Space

Public Facilities, Utilities, and Open Space

CE	Civic-Educational
<CE>	Potential Civic-Educational (location not determined)
P	Park
<P>	Park (location not determined)
T	Transit Facility
<T>	Potential Transit Facility (location not determined)
OS	Dedicated Open Space
<OS>	Potential Dedicated Open Space (location not determined)
U	Utility

N W E S

0 0.1 0.2 0.3 0.4 Miles

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

Maywood / Beckstrom Hill Subarea
Figure 3
Land Use Designations

City of Bothell

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North Creek / NE195th Street Subarea Plan

Summary

The plan for the North Creek / NE 195th Street Subarea encompasses several business parks, existing and planned retail concentrations, and single family and multi-family residential areas. The Subarea plan seeks to encourage the further development of the existing business parks, provide support services and housing, and protect and enhance adjacent residential development.

Highlights of the plan include the following:

- Continuation of business park development;
- Provision for residential development at a variety of densities in support of employment centers, retail areas and transit service;
- Provision for retail shopping and services opportunities;
- Protection and enhancement of critical areas and improvement of North Creek water quality;
- Development of park sites and trail connections with increased pedestrian and bicycle linkages.

Subarea Profile

Location

The North Creek / NE 195th Street Subarea is located in both King and Snohomish Counties in the east-central portion of Bothell. It is bordered on the north by 240th Street SE and Fitzgerald Road and on the east by an electrical transmission line corridor between 240th Street and various property lines just south of the Hollyhills development and west and south of the Pioneer Meadows development. On the west, it follows approximately the 108th Avenue NE alignment south to NE 195th Street, then Interstate 405 to State Route 522, the southern boundary. The Subarea is surrounded by the Hollyhills / Pioneer Hills / Morningside Subarea on the east, Fitzgerald / 35th Avenue SE Subarea on the north, Maywood / Beckstrom Hill Subarea on the west, Downtown Subarea on the west and south, and the Brickyard Road / Queensgate Subarea, also on the south (see **Figure 1**).

The total Subarea comprises approximately 885 acres and 1.38 square miles.

Physical Geography

The North Creek / NE 195th Street Subarea consists of a portion of the North Creek Valley floor and surrounding hillsides. The eastern boundary is defined by the slopes of Bloomberg Hill. The western

boundary encompasses a portion of the eastern slopes of Beckstrom Hill (see **Figure 1**). The hillsides and ridge lines contribute greatly to the beautiful setting of the valley, producing the "feathered edge" effect from the many conifers present. The Subarea drains into two basins, the North Creek and Sammamish River Basins. Little Bear Creek Basin is just to the east.

North Creek water quality and wildlife habitat functions have suffered from non-point source pollution and increased flows, resulting from increased impervious surfaces from development in the valley and upstream. North Creek originates near Everett in Snohomish County and enters the Subarea just east of the intersection of Fitzgerald Road and 240th Street SE. It flows through the business parks, under I-405, through the University of Washington – Bothell / Cascade College (UWB/CC) campus, under SR 522 and empties into the Sammamish River. North Creek is a 'shoreline of the state' which places it within the jurisdiction of the City's Shoreline Master Program. The natural environment of the Subarea is dominated by North Creek and its associated wetlands as well as the slopes on the east and west portions of the Subarea.

Built Environment

Residential Development

Existing residential development is located primarily on the east and west hillsides of the North Creek Valley, but also includes a large apartment complex on the valley floor at the south end of the subarea. There is potential for significant additional residential development based on the Residential – Activity Center designation on the valley floor.

Historic Properties

The City's Historic Resources Inventory includes several properties as potentially historic.

Historic structures which have been restored during development activity include the Monte Villa farm house and Barn located within the Monte Villa Business Park.

Commercial Development

This Subarea represents a major employment center in the City of Bothell and the region. The Schnitzer North Creek Business Park between NE 195th Street and the County line, east of I-405, encompasses 140 acres.

The Bothell Business Park south of NE 195th Street encompasses 170 acres. The Monte Villa Center Business Park north of the County line and south of Fitzgerald Road/240th St SE, and east of I-405 encompasses approximately 80 acres.

In addition, there is a concentration of retail activity including a Home Depot, a Staples, restaurants and a 24-Hour Fitness Center at the south end of the subarea.

Schools

The Northshore School District administrative offices are located within the subarea. The University of Washington - Bothell, Cascadia College, Canyon Park Junior High and Maywood Hills Elementary are located adjacent to the western boundary of the Subarea.

Parks and Open Space

The City owns four lighted sports fields located within the business parks south of NE 195th Street. Three hiking, walking and biking trails exist in the Subarea. The North Creek trail along North Creek throughout the business parks north and south of NE 195th Street is privately owned and maintained, but open to the public. The North Creek Trail is connected to the Sammamish River Trail through the UWB / CC campus.

A small trail segment exists just north of the multi-family residential development in the southeast corner of the Subarea. This trail is City owned and maintained.

The North Creek Forest is a City-owned open space area located west of 112th Avenue NE and Interstate 405 and north of NE 202nd Street, if extended. This open space area offers research and learning opportunities as well as provides important wildlife habitat for a number of avian and terrestrial species.

The transmission corridor along the eastern border of the Subarea provides an opportunity for the creation of a new trail and a possible linkage to regional systems north and south.

Sanitary Sewer and Water

The area north of the County line is in the Alderwood Water and Sewer District. The King County portion is served with City of Bothell lines which tie into the King County Metro sanitary sewer trunk line. King County Metro also has a portal facility at the southeast corner of the intersection of NE 195th Street/North Creek Parkway to serve the Brightwater Treatment Facility, and operates a storage tank within the business park which is located beneath the 1st Lieutenant Nicholas Madrazo Park.

Utilities

The Subarea is served by electricity, natural gas, telephone, wireless phone service, and cable television. A 115 kilovolt transmission line and the Olympic petroleum pipeline are located along the eastern border and within the southeastern portion of the Subarea.

Transportation

Streets

The North Creek / NE 195th Street Subarea is served by collector and arterial streets within the business parks. However, the Subarea's street system is constrained by topography, wetlands, North Creek, and the freeways. The City has identified the following improvements for this area:

1. Proposed improvements to 120th Ave NE to include widening to accommodate an additional northbound through lane, and adding a second left turn lane at the 120th Ave NE/NE 195th ST intersection.

2. Widening of NE 195th ST to include a third westbound through lane between North Creek Parkway and the I-405 interchange.

Sidewalks/Walkways

Sidewalks are present in the business parks and within the residential developments. Further, this Subarea includes the North Creek Regional Trail which serves as a shared use path for bicyclists and pedestrians.

Bicycle Routes

There are existing bicycle lanes within this Subarea along NE 195 Street, 120 Avenue NE, and North Creek Parkway South. This Subarea also includes the North Creek Trail, which serves as a shared use path for bicyclists and pedestrians.

Transit

King County Metro, Community Transit, and Sound Transit serve the Subarea. In addition, the UWB / CC campus within the Downtown Subarea contains a transfer station with bus stops that serve all three transit agencies.

Past zoning and comprehensive plan provisions

The North Creek / NE 195th St Subarea was originally planned under the North Creek Valley Special Plan and Development Guidelines in 1979 which were amended in 1981. The area was split into subdistricts A, B, C, D, E, and F wherein specific use and regulations were applicable to each subdistrict. Subdistricts A and B, comprising the valley floor, were designated for the most intense uses of business park and retail. In 1996, with the adoption of regulations to implement the *Imagine Bothell…* Comprehensive Plan, the number of subdistricts was reduced from the original 6 to 2. Subdistrict A covered the valley floor area comprising the business parks and retail areas. Subdistrict B covers the east and west hillside areas which are predominantly residential.

North Creek Subarea Plan Elements

Land Use

Policies

Note: Many of the Land Use policies are depicted on **Figure 3** entitled Land Use Designations.

1. Land containing a critical area or areas is subject to regulations which may reduce the density or intensity of development allowed to less than that indicated by the plan designation.

2. The valley floor, located generally below the 50 foot contour line, is designated as Subdistrict A where Office Professional, Light Industrial, Community Business and residential dwellings at densities controlled by site and building envelope regulations are appropriate (**R-AC, OP, CB, LI** throughout most of the central portion of the map). Examples of allowed uses shall include non-polluting manufacturing (clean light industrial), business-professional offices, educational facilities, recreation facilities, non-freeway oriented public accommodations, retail uses, hospitals, clinics, medical-professional offices and multi-family residential uses. Within that portion of this designation along 120th Ave NE, a minor arterial, and south of the North Creek Business Park, motor vehicle sales involving outdoor display and storage is appropriate due to the commercial nature of other existing development in this area. Single-family and mobile homes are not permitted in this area. This designation shall extend east of the utility corridor approximately 500 feet in the southeast portion of the subarea. All other areas of the Subarea is designated as Subdistrict B.

3. Except as noted in Policy 2 above, the area east of the westernmost utility corridor, south and west of the Hollyhills and Pioneer Hills developments and north of SR 522 is appropriate for a mix of attached residential development at one dwelling unit per 2,800 square feet of net buildable area, as described in Land Use Element Policy LU-P4, Office Professional uses; and Neighborhood Businesses (**R 2,800, OP, NB** in the southeast corner of the map).

4. The slope west of I-405 and east of the 108th Avenue NE alignment, extending from approximately the 236th Street SE alignment south to approximately the NE 187th Street alignment, is appropriate for detached residential development at a minimum lot size of 9,600 square feet, as described in Land Use Element LU-P4, (**R 9,600** in the western portion of the map).

5. The eastern slope of the hillsides south of 240th Street SE, north of the extension of NE 195th and the Seattle Times easternmost property line, and east of 39th Avenue SE/120th 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 uses (**R 2,800, OP** in the eastern portion of the map).

6. Commercial development in the North Creek / NE 195th Street Subarea shall not include businesses which are dependent on attracting freeway motorists.

7. The land containing the electrical substation and other utility corridors are designated Utility to reflect the existing use (**U** in southeast portion of map).

8. Natural open space within the Subarea should be preserved where possible, including expansion of the North Creek Forest. (**<OS>** on map).

9. Transit facilities within the Subarea should be developed where appropriate (**<T>**on map).

Actions

1. Initiate re-zoning of properties and other amendments to development regulations as appropriate to implement the above policies.

Natural Environment

Policies

1. Protect and preserve the wetland, stream, floodplain and hazardous slope critical areas in accordance with the City's Critical Area Ordinance, SEPA process, and the City's Shoreline Master Program. Regulate new development on steep slopes in accordance with the Planning Area-wide Natural Environment and Urban Design Elements.

2. The water quality and fish habitat of North Creek shall be improved, protected and preserved to the greatest extent possible, recognizing the need to balance other functions such as flood control and recreation.

3. Protect the high quality stream and wetlands resources located in this Subarea.

Actions

1. Continue to work with Snohomish County in implementing the North Creek Watershed Management Plan and other regional planning efforts which identify and implement actions which will aid in reducing the rate and volume of peak flows, and other improvements to water quality and fish habitat.

2. Work with federal, state and regional agencies in identifying fisheries resources in the North Creek / NE 195th Street Subarea.

3. In coordination with the UWB / CC and other watershed resource groups, monitor North Creek and its tributaries for any environmental degradation and take remedial action where appropriate.

4. Surface water generated from new developments and re-developments which is ultimately directed into a stream or wetland and associated buffer shall implement special water quality treatments equal to a Resource Stream Protection Area Menu consistent with the Bothell Design Standards.

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 Land Use Policies above, which provide for housing types ranging

from detached residential at minimum lot sizes of 9,600 square feet to attached residential at densities determined by site and building envelope regulations.

Actions

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

Economic Development

Policies

1. Regional employment opportunities shall be encouraged and included in this Subarea of the City and the City shall support such uses with the necessary services and infrastructure improvements.

Actions

No specific Economic Development 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 a park site or sites and trail connections to serve the Subarea's residential areas west and east of the business parks based on the City's adopted level of service guidelines and the policies as contained in the Parks Recreation and Open Space Action Plan. It is recognized that such parks, while serving the needs of the residents of the Subarea, may or may not be located in the Subarea.

2. Developed and coordinated public access to the North Creek shoreline shall be encouraged for passive recreation purposes where such access will not interfere with critical habitat or other functions and values of critical areas associated with the Creek. Developments along North Creek shall provide a 10-foot pedestrian/bicycle path along the Creek consistent with fisheries needs.

3. Design and provide final engineering for the 1st Lt. Nicholas Madrazo Memorial Park as shown in the adopted master plan. Development may be phased depending on available funding. Coordinate development with King County Department of Natural Resources

Actions

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

Historic Preservation

Policies

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

Actions

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

Urban Design

Policies

1. If large areas of impervious surface are necessary, landscaping shall be extensively utilized to avoid negative visual impacts on the surrounding areas including adjacent upland and slope areas.

2. The negative visual impact of buildings with their rear elevations facing I-405 or SR-522 shall be avoided by building orientation and design and/or effective screening and stringent control of the placement of trash receptacles, mechanical equipment and service and loading areas.

3. Motor vehicle dealers located on properties with a community business (CB) designation within the Subarea shall install a sight obscuring landscape screen at the side and rear perimeters of all auto sales and display areas. Such screening should be designed to create both an immediate screen and long term viability of plant materials.

4. Building design and location shall be planned to act as noise buffers from the freeway.

5. Freeway oriented pole signs shall be prohibited.

6. Clustering, joint use of walls and parking lots, and combinations of allowed uses are encouraged within the development area allotted by impervious surface requirements. Joint use of parking lots is subject to criteria as found in the, BMC.

7. Lighting use for safety and convenience shall be the minimum necessary and shall be screened to eliminate glare for drivers and for adjacent residences.

   Special lighting guidelines and standards for motor vehicle dealers shall be established to allow illumination of vehicle display areas while preventing light spillage onto adjacent properties. Lighting should be of a pedestrian scale which may include low voltage light fixtures with a maximum permitted height.

8. Mid-rise buildings of 7 to 10 stories, or around 100 feet, are appropriate on the valley floor in the area described and designated in subarea Land Use policy 2 (R-AC, OP, CB, LI). Additional height above

100 feet on the valley floor, up to a total of 150 feet, is appropriate only to accommodate manufacturing processes which require a tall structure but few employees. Buildings of up to 5 stories, not to exceed 65 feet, are appropriate in the areas described and designated in subarea Land Use policies 6 (R 2,800, OP) and 7 (R 2,800, OP). Providing for buildings of the heights described in this policy would ensure sufficient employment capacity exists to accommodate extended future growth within the existing boundaries of the area, thereby utilizing infrastructure efficiently and avoiding pressure to expand into established residential areas. Such buildings would be compatible with the scale of the valley setting: around the edges of this area, however, appropriate setbacks, building placement, architectural styles, landscaping, vehicular access, and other requirements should be applied to protect surrounding lower-intensity uses.

9. Predominant views, both from and to the hillside areas, shall be preserved in order to retain the natural character and the sense of identity that the hillside areas now impart as well as the "feathered edge" effect. Visual impact studies shall be provided by the developer detailing the effects of grading, tree removal, building and parking placement and streets proposed in the development plans.

10. Buildings shall be contoured to the hillside for maximum integration with the site and padding or terracing of building sites in the hillside areas is discouraged.

11. Colors of structures on the valley floor shall blend with the valley setting and other buildings.

12. Security fences shall be of colors and materials compatible with the natural surroundings.

13. Buildings designed individually are encouraged. Modular units, tilt-up construction, and other cost effective techniques are not prohibited, but the final visual effect should be one of quality and permanence.

14. The layout of developments, including the location of buildings and streets, shall be designed to effectively preserve the natural terrain and tree cover and minimize site grading.

15. On the valley floor area, buildings designed individually are encouraged. Modular units, tilt-up construction, and other cost effective techniques are not prohibited on the valley floor, but the final visual effect should be one of quality and permanence.

Actions

1. Work with the Washington State Department of Transportation to encourage that agency to heavily landscape the area within its right-of-way.

Annexation

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

Utilities

Policies

1. Sewer lines provided in the Subarea shall be sized to accommodate future development in adjacent service areas at their designated density/intensity.

2. Future replacement towers for transmission lines and expansion of existing substations or construction of new substations should be designed to minimize aesthetic impacts on the neighborhood

Actions

1. The City shall work with utility providers to implement policy 2.

Transportation

Policies

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

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

Freeway / Limited Access Highway	I-405 SR-522
Principal Arterial	None
Minor Arterial	NE 180th Street NE 195th Street 39th Avenue SE/120th Avenue NE 240th Street SE west of 39th Avenue SE
Collectors	112th Avenue NE North Creek Parkway 240th Street SE (east of 39th Avenue SE)

2. NE 195th Street and 120th Avenue NE/39th Avenue SE are part of the proposed Bothell Boulevard system. Any future improvements to these streets should include median landscaping islands, landscaping between the street and sidewalks/walkways, a coordinated street tree program and meandering sidewalks/walkways if practical.

3 Street coverage for vehicular traffic to and within the hillside areas shall be minimized. Streets shall be meandered to follow natural topography whenever possible in order to minimize cutting, filling and grading and to reduce the visual impact of streets on the rest of the Subarea.

4. The following bicycle paths should be designated for the Subarea:

Shared Use Paths	North Creek Trail 240th Street SE (west of 39th Avenue SE)
Shared signed roadway	240th Street SE (east of 39th Avenue SE) North Creek Parkway South (south of NE 195th Street) 39th Avenue SE/120th Avenue NE Hollyhills Drive

3. Bicycle routes should be signed as soon as possible. Shared use paths shall be designed and constructed in accordance with AASHTO

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 costs, and should be separated from the street by landscaping wherever possible.

5. I-405 and SR-522 should be visually screened from the surrounding area.

6. Encourage a location for a future transit station/center given the concentration of employment and multifamily uses in this subarea.

7. Promote traffic and pedestrian safety including speed reduction along 120th Ave NE/39th Ave SE and 112th Ave/Ross Road.

8. The City shall prohibit vehicle connection of 112 Avenue NE to the Maywood/Beckstrom Subarea, excepting only emergency vehicle access.

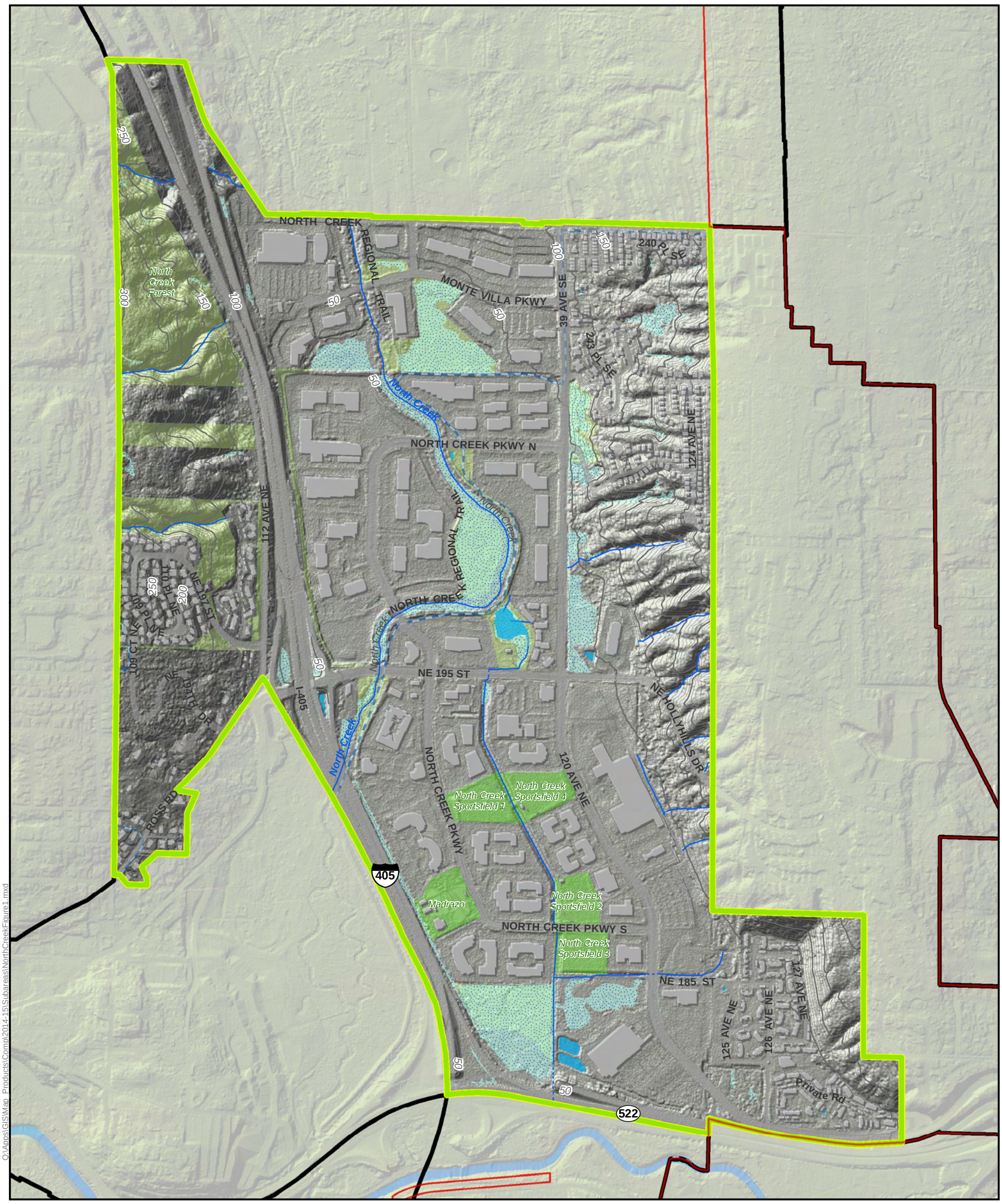
Actions

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

1. Investigate the feasibility of a public- or privately-owned feeder transit service linking the business parks with downtown, park-and-ride lots and major shopping and residential areas.

Capital Facilities

Capital facilities projects within the Subarea are incorporated in the Planning Area-wide Capital Facilities element of the Plan.

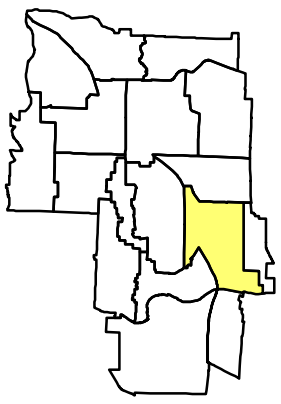


North Creek / 195th
Other Subarea
Sammamish River
Stream
Piped Stream
Wetlands
Watershed Basin Boundary
10-foot contour
Park or Athletic Field
Open Space (Private or Public Owned)
Bothell City Limits (2015)
Planning Area Boundary Line

N W E S

0 0.1 0.2 0.3 0.4 Miles

The City of Bothell delivers this data (map) in as-is condition. GIS data (maps) are produced by the City of Bothell for internal purposes. No representation or guarantee is made concerning the accuracy, currency, or completeness of the information provided.

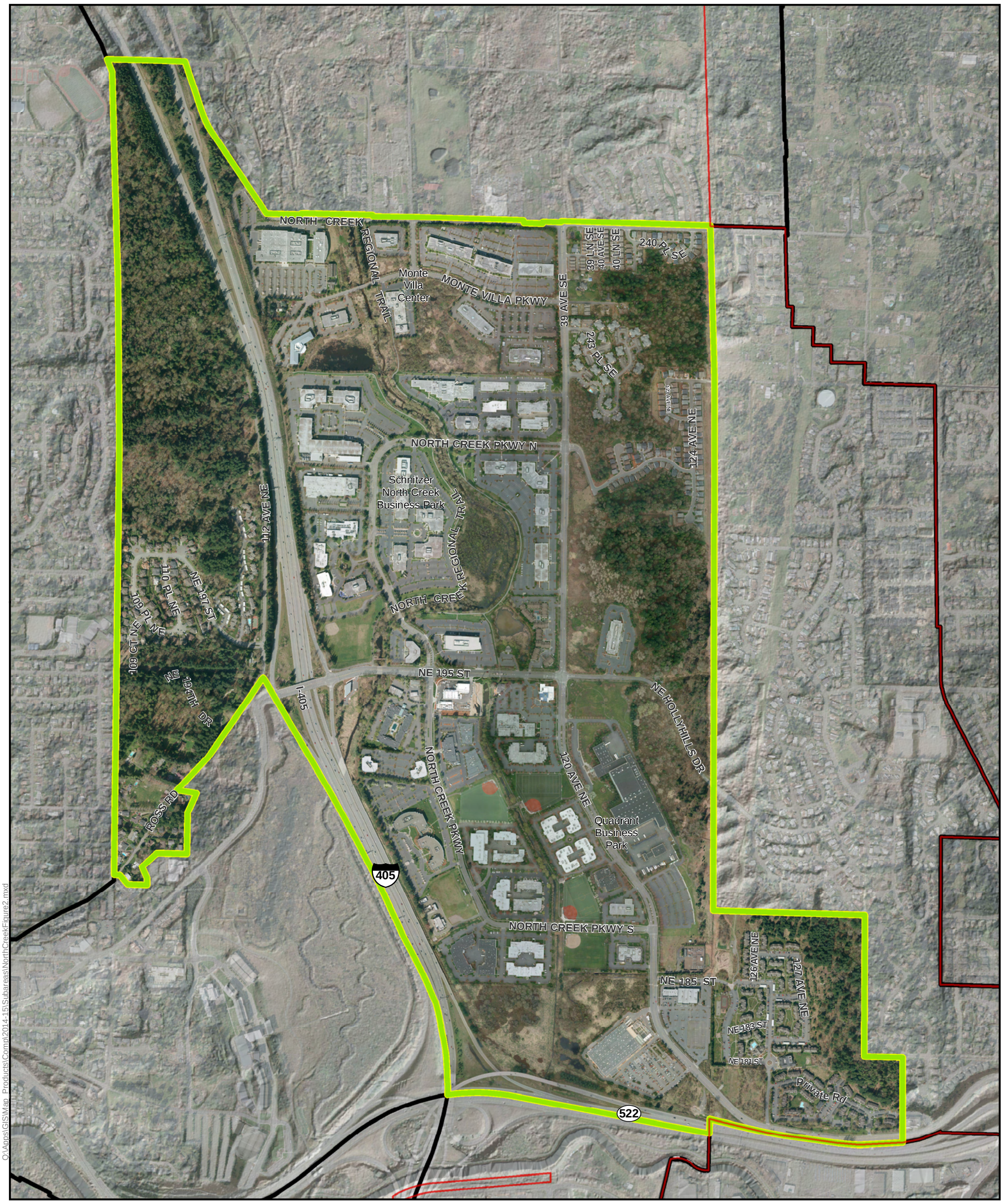


Planning Subarea Location

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

North Creek / 195th Subarea
Figure 1
Physical Geography

City of Bothell



North Creek / 195th
Other Subarea
Lake
Sammamish River
Bothell City Limits (2015)
Planning Area Boundary Line

N
W E
S

0 0.1 0.2 0.3 0.4 Miles

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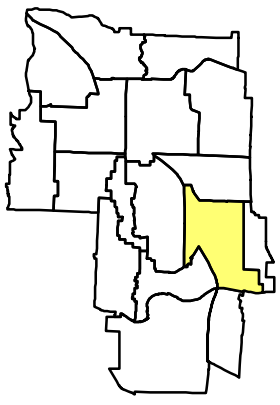

Planning Subarea Location

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

North Creek / 195th Subarea
Figure 2
Aerial Photo - April 2012

City of Bothell

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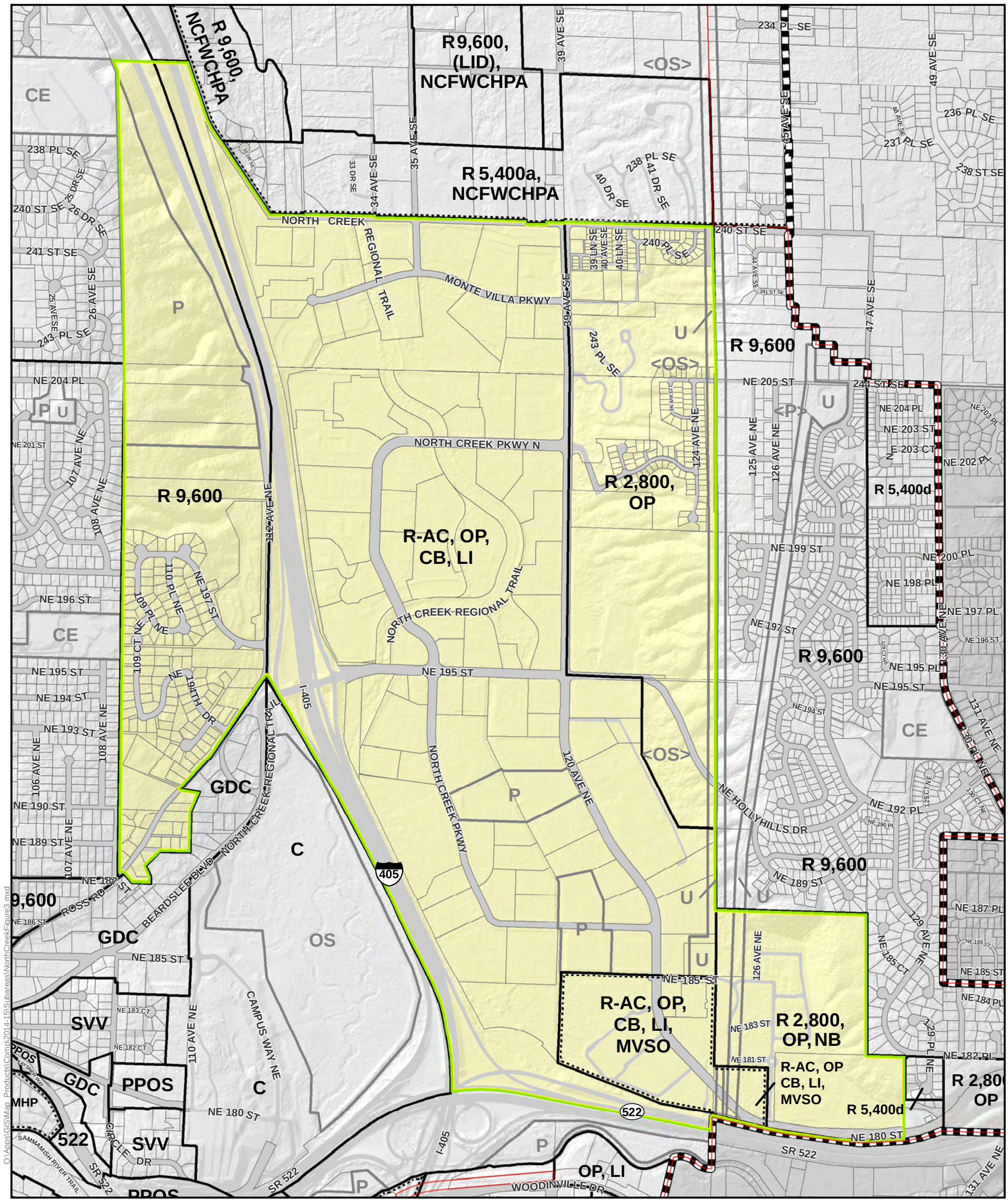

Land Use Designations (Outside of Downtown)

AG	Agriculture
R 40,000	Residential 40,000 sq. ft. minimum lot size
R 9,600	Residential 9,600 sq. ft. minimum lot size
R 8,400	Residential 8,400 sq. ft. minimum lot size
R 7,200	Residential 7,200 sq. ft. minimum lot size
R 5,400d	Residential 5,400 sq. ft. minimum lot size (only detached units permitted)
R 5,400a	Residential 1 dwelling unit per 5,400 sq. ft. of net buildable area (attached or detached units permitted)
R 4,000	Residential 1 dwelling unit per 4,000 sq. ft. of net buildable area
R 2,800	Residential 1 dwelling unit per 2,800 sq. ft. of net buildable area
R-AC	Residential-Activity Center (no specific density: number of units controlled by site and building envelope regulations)
OP	Office-Professional

Land Use Designations (Outside of Downtown) (Continued)

NB	Neighborhood Business
CB	Community Business
GC	General Commercial
LI	Light Industrial
MHP	Mobile Home Park
KGC	Kenmore Gun Club
MVSO	Motor Vehicle Sales Overlay
SSHO	Specialized Senior Housing Overlay
NCFWCHPA	North Creek Fish & Wildlife Critical Habitat Protection Area
(LID)	Low Impact Development

Downtown Designations

DC	Downtown Core
DN	Downtown Neighborhood
DT	Downtown Transition
522	SR 522 Corridor
GDC	General Downtown Corridor
SVV	Sunrise/Valley View
C	Campus
PPOS	Park and Public Open Space

Public Facilities, Utilities, and Open Space

CE	Civic-Educational
<CE>	Potential Civic-Educational (location not determined)
P	Park
<P>	Park (location not determined)
T	Transit Facility
<T>	Potential Transit Facility (location not determined)
OS	Dedicated Open Space
<OS>	Potential Dedicated Open Space (location not determined)
U	Utility

N W E S

0 0.095 0.19 0.285 0.38 Miles

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

North Creek / 195th Subarea
Figure 3
Land Use Designations

City of Bothell

Bloomberg Hill Subarea Plan

Summary

The Plan for the Bloomberg Hill Subarea provides for the preservation of the single family residential character of the Subarea with opportunities for office-professional and multi-family residential development at the south end of the Subarea. 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. Highlights of the plan include the following:

- Recognition and continuation of the existing pattern of single-family development throughout most of the Subarea;
- Provision for multiple family, office-professional, and neighborhood business development along NE 180th Street;
- Coordination with the City of Woodinville on future improvements to 130th and 132nd Avenues NE;
- Development of an eastern gateway to the City on NE 180th, which is one of the primary entrances to the City;
- Development of pedestrian / bicycle trails that link this Subarea to a city trail network; and
- 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.

Subarea Profile

Location

The Bloomberg Hill Subarea is located in the eastern section of Bothell's Planning Area (see **Figure 1**). The majority of this Subarea is in King County, with about five percent in Snohomish County.

This Subarea occupies the plateau and western slope of Bloomberg Hill and is bordered on the north by 240th Street SE in Snohomish County; on the south by State Route 522 (SR-522) in King County; on the east by the Southwest Snohomish County Urban Growth Area in Snohomish County and the Woodinville city limits in King County; and on the west by the City of Seattle Skagit Transmission Line and the south and west property lines of the Hollyhills Mobile Home Park and Pioneer Hills subdivision, respectively.

The Bloomberg Hill Subarea adjoins two other Subareas: the North Creek / 195th Subarea is adjacent on the west and the Fitzgerald / 35th SE Subarea is adjacent on the north (see **Figure 1**).

The land within this Subarea is approximately 298 acres (0.472 square miles) in size.

Physical Geography

Slopes that exceed 15% extend from the top of Bloomberg Hill downward to the northwest and west into the North Creek drainage basin and to the southwest into the Sammamish River drainage basin (see **Figure 1**). The highest elevation in this Subarea is 300 feet, located in Snohomish County. This high elevation is part of a gently sloping plateau that comprises the majority of this Subarea. The lowest elevation is approximately 52 feet at the southwest corner of the Subarea.

Three sub-basin boundaries meet at approximately Hollyhills Drive NE near the center of the Morningside subdivision. The Little Bear Creek Sub-Basin divides the territory in half and extends to the east. The North Creek Sub-Basin extends to the northwest and west, and the Sammamish River Sub-Basin extends to the southwest.

Built Environment

Residential Development

With the exception of the area immediately north of NE 180th Street, the Subarea has a single family residential character, with site-built houses in Pioneer Hills, Morningside, Olympic Ridge, Woodlark Green, Stonebrook Meadows, Andalusia, Woodmark and several other neighborhoods; and manufactured and mobile homes in the Hollyhills neighborhood on fee simple lots. This area is interspersed with designated tracts of open space, underdeveloped land, and vacant land (see **Figure 1**). Areas north of and adjacent to NE 180th Street comprise multi-family development and professional offices.

Commercial Development

A professional office building is located immediately north of NE 180th Street.

Schools

Woodin Elementary School is located southwest of the corner of NE 195th Street and 130th Avenue NE. Just to the east of this Subarea is Woodinville Senior High School, on NE 195th Street and 136th Avenue NE.

Parks and Open Space

There is one City of Bothell mini park located in the Morningside neighborhood. The 0.7 acre Bloomberg Hill Park contains a sports court, play equipment and benches.

Historic Properties

A number of buildings in this Subarea have been recorded in Bothell's Historic Resources Inventory as potentially having historical significance.

Sanitary Sewer and Water

The majority of the Subarea receives potable water from the City of Bothell. The eastern portion receives water from the Woodinville Water District, and the portion north of the King / Snohomish County line is

served by the Alderwood Water and Wastewater District. The City of Bothell's Bloomberg Hill water storage tank is located in the 12800 block of Hollyhills Drive.

Similarly, sanitary sewer service within the Subarea is provided by the City of Bothell, Woodinville Water District and Alderwood Water and Wastewater District, in the portions of the Subarea described above.

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 natural gas, telephone, cellular phone service, cable TV and electricity. A liquefied petroleum pipeline conveying diesel, jet and other fuels is buried below ground within the Puget Sound Energy transmission tower (230 kV) Easement.

Transportation

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

Streets

This Subarea is primarily served by two north-south streets - 132nd Avenue NE / 130th Avenue NE and Hollyhills Drive NE - and six east-west roadways - NE 180th Street, NE 182nd Place, NE 192nd Place, NE 195th Street, NE 205th Street and 240th Street SE.

Sidewalks / Walkways

There are no sidewalks/walkways in the Hollyhills Mobile Home Park area, but paved shoulders exist along Hollyhills Drive NE and join NE 192nd Place. The portion of NE 195th Street that runs along the school property has a sidewalk on the south side of the street and a sidewalk along the west side of 132nd Avenue NE.

The Morningside and Pioneer Hills housing subdivisions, located in the north and south portions of the Subarea, have sidewalks on both sides of the streets throughout their neighborhoods. The newer subdivisions along 130th Avenue NE, including Woodlark Green, Stonebrook Meadows, Andalusia and others, have internal sidewalks and sidewalks on 130th.

In the Snohomish County portion of the Subarea, the Olympic Ridge subdivision has internal sidewalks and a sidewalk on 240th Street SE.

A paved and separated pathway is located on the east side of 132nd Avenue NE for pedestrian and bicycle use up to NE 195th Street: there are intermittent sidewalks on the west side of 132nd. North of 195th on 130th Avenue NE, there are sidewalks on both sides of the street where subdivisions have been constructed, but the sidewalk system is not complete.

There is a sidewalk on the north side of NE 180th Street west of 132nd Avenue NE.

Bicycle Routes

As related above, there is one shared use path within this Subarea located along the east side of 132nd Avenue NE north to NE 195th Street. Bike lanes exist intermittently along the west side of 130th / 132nd Avenues NE. There is a continuous striped bike lane along the east side of 130th Avenue NE, although it is not signed.

Transit Service

Current transit service to the Subarea is provided by King County Metro along NE 180th Street, Hollyhills Drive, NE 192nd Street, 132nd Avenue NE and NE 195th Street. In addition, there is a bus stop on the westbound SR-522 on-ramp.

Bloomberg Hill Subarea Plan Elements

Land Use

Policies

Note: Many of the Land Use policies are depicted on **Figure 3**, Land Use.

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

2. Land located along 130th Avenue NE in the northeast corner of the Subarea is appropriate for detached residential development at a minimum lot size of 5,400 square feet as described in Land Use Element Policy LU-P4 (**R 5,400d** in the northeast corner of map). This designation reflects existing development patterns and preserves development potential historically designated and zoned for this area under the jurisdiction of King County prior to annexation to Bothell.

3. Land located between NE 180th Street and NE 182nd Place, from 132nd Avenue NE west approximately 650 feet, is appropriate for attached or detached residential development at one dwelling unit per 2,800 square feet as described in Land Use Element Policy LU-P4 (**R 2,800, OP** in the southeast corner of map).

4. The upper hillside of the land located south of NE 182nd Place, from approximately 650 feet west of 132nd Avenue NE to approximately 1,000 feet west of 132nd that encompasses lots 1 through 15 and Tract A of the Falcon View Plat, 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** at south end of map).

5. The lower hillside of the land located along NE 180th Street, west of a point approximately 650 feet west of 132nd Avenue NE including lot 16 of the Falcon View Plat, is appropriate for attached or detached residential development at one dwelling unit per 2,800 square feet as described in Land Use Element Policy LU-P4 neighborhood business and office-professional development, (**R 2,800, OP, NB** at south end of map).

6. The following existing uses are assigned appropriate Plan designations: Woodin Elementary School, Civic-Education (**CE** in the east central portion of map); the pipeline and high-voltage electrical transmission wire corridors, Utility (**U** along the western edge and north end of map); and Bloomberg Hill Park, Park (**P** in north portion of map).

7. Land within the remainder of the Subarea is appropriate for continued 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** designation throughout much of the 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 the hazardous slope critical areas in accordance with the critical areas regulations. Protect non-hazardous steep slopes located on the western and southern fringes of this Subarea in accordance with the Planning Area-wide Natural Environment and Urban Design Element policies and actions. These natural areas provide valuable erosion control, wildlife habitat, and visual relief from the built environment, and contribute to the identity of the Subarea. Maintain the wooded character of the slopes to give the visual appearance of open space and conceal development of the slopes from general view through the use of tree or forest retention coverage allotments.

Actions

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

2. Extend public water and sewer services to replace on-site systems where feasible.

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

Actions

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

Economic Development

No specific Economic Development Element 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 and trail connections to serve the Subarea based on the City's overall adopted level of service guidelines and the policies as contained in the Parks Recreation and Open Space Action Plan Element. It is recognized that such parks, while serving the needs of the residents of the Subarea, may or may not be located within the Subarea.

Actions

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

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

Historic Preservation

Policies

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

Actions

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

Urban Design

Policies

1. Any future improvements to 130th / 132nd Avenue NE should be so designed and coordinated as to provide a pleasing shared gateway to the cities of Bothell and Woodinville. Additionally, gateway improvements should be considered for NE 180th Street as it enters Bothell.

2. If large areas of impervious surface are necessary, landscaping shall be extensively utilized to avoid negative visual impacts on the surrounding areas including adjacent upland and slope areas.

3. Lighting use for safety and convenience shall be the minimum necessary and shall be screened to eliminate glare for drivers and for adjacent residences.

4. Predominant views, both from and to the hillside areas, shall be preserved in order to retain the natural character and the sense of identity that the hillside areas now impart. Visual impact studies shall be provided by developers detailing the effects of grading, tree removal, building and parking placement and streets proposed in development plans.

5. Buildings shall be contoured to the hillside for maximum integration with the site and padding or terracing of building sites in the hillside areas is discouraged.

6. The layout of the development, including the location of buildings and streets, shall be designed to effectively preserve the natural terrain and tree cover and minimize site grading.

Actions

1. Work with the Washington State Department of Transportation to encourage that agency to heavily landscape the area within its right-of-way.

Annexation

Policies

1. Portions of the Subarea currently served by the Woodinville Post Office on the basis of routing efficiencies or other considerations by the United States Postal Service (USPS) should retain Woodinville addresses.

Actions

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

Utilities and Conservation

Policies

1. The City shall promote the use of utility rights-of-way for recreational use.

2. The City should work cooperatively with other jurisdictions to establish and monitor safety procedures for the Liquefied Petroleum pipelines to the maximum extent possible under federal regulations.

3. Future replacement towers for transmission lines and expansion of existing substations or construction of new substations should be designed to minimize aesthetic impacts on the neighborhood.

Actions

1. The City shall work with electricity and other utility providers to develop utility line rights-of-way into pedestrian/equestrian/bike trails.

2. Participate regionally in establishing petroleum pipeline safety procedures whenever a pipeline crosses a public right of way or when construction occurs within the pipeline easement.

3. The City shall work with electricity providers to implement policy 3 above.

Transportation

Policies

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

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

Freeway / Limited Access Highway	SR-522
Principal Arterial	SR-522 (west of UW Bothell South Access)
Minor Arterial	NE 180th ST
Collectors	130th/132nd Avenue NE NE 205th ST 240th Street SE 47th Avenue SE

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

Separated Route (Shared Use Path)	None
Striped and/or Signed Route (Bicycle lane or Shared Roadway)	NE Hollyhills Drive NE 180th Street NE 205th ST 47th Avenue SE 240th Street SE

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

4. NE 180th Street is part of the proposed Bothell Boulevard system. Any future improvements to this street should include median landscaping islands, landscaping between the street and sidewalks, a coordinated street tree program, and meandering sidewalks/walkways, if practical.

5. 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.

6. Sidewalks/walkways within the Hollyhills Mobile Home Park may not be desired by Hollyhills residents if the construction of sidewalks/walkways would intrude into residents' yards and decrease privacy. In lieu of these improvements, the City should place funding emphasis on neighborhood traffic calming measures.

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 on the planning, funding, and implementation of transportation improvements to address shared transportation needs and concerns.

9. Land under the transmission lines bordering the west of this Subarea should be used for pedestrian/equestrian/bike trail use.

10. Coordinate traffic calming measures and pedestrian safety improvements with subarea residents in accordance with the City's Traffic Calming Program.

Actions

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

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

2. Work with the City of Woodinville and King County to coordinate future improvements of 130th and 132nd Avenues NE.

3. Work with the City of Woodinville and the Washington State Department of Transportation to coordinate future improvements at the SR-522/SR-202 interchange area. These improvements should enhance safety for bicyclists and pedestrians on the 132nd Avenue NE bridge over SR 522.

4. Erect signage to designate 130th/132nd Avenues NE as bicycle routes.

5. Investigate and, if feasible, provide continuous sidewalks/walkways on 195th Street/Hollyhills Drive.

6. Investigate and, if feasible, provide the following bike lanes along 205th Street SE from:
    - NE 195th Street/Hollyhills Drive east from 120th Avenue NE; and
    - NE 180th Street west of 132nd Avenue NE.

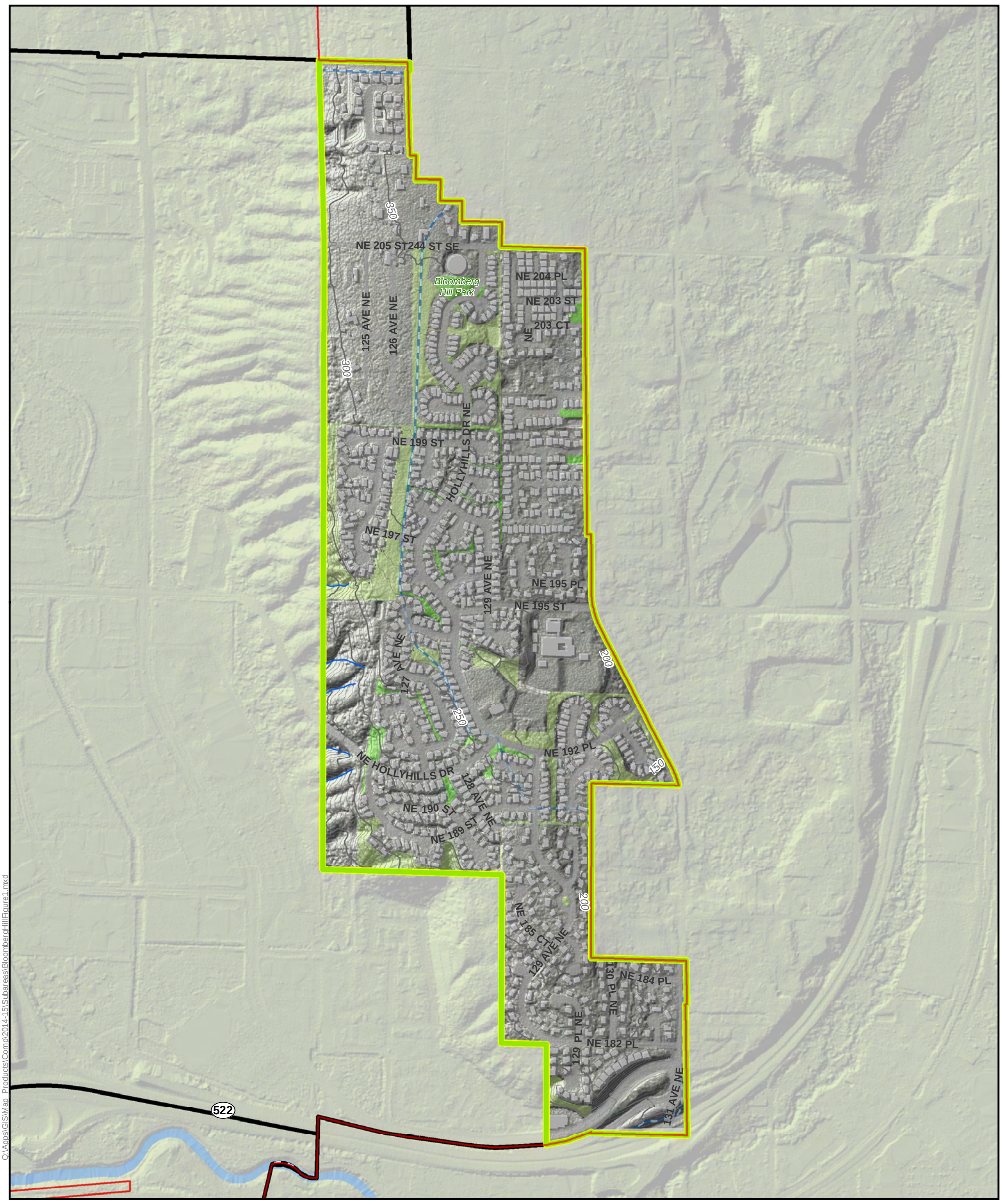
7. Work with easement benefactors and individual property owners to allow land under the transmission lines bordering the west of this Subarea to be used for pedestrian/equestrian/bike trail use.

8. Consider traffic calming measures along Hollyhills Drive in accordance with the City's Traffic Calming Program.

9. Encourage bicycle facilities along the following corridor:
    - NE 195th Street east from 130th Avenue NE

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.



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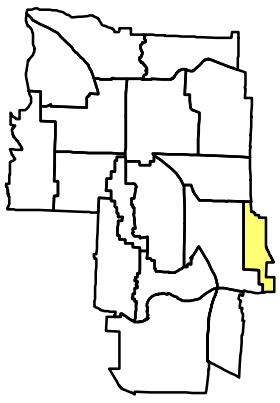
- Bloomberg Hill
- Other Subarea
- Sammamish River
- Stream
- Piped Stream
- Wetlands
- Watershed Basin Boundary
- 10-foot contour
- Park or Athletic Field
- Open Space (Private or Public Owned)
- Bothell City Limits (2015)
- Planning Area Boundary Line

N W E S

0 0.08 0.16 0.24 0.32 Miles

The City of Bothell delivers this data (map) in as-is condition. GIS data (maps) are produced by the City of Bothell for internal purposes. No representation or guarantee is made concerning the accuracy, currency, or completeness of the information provided.

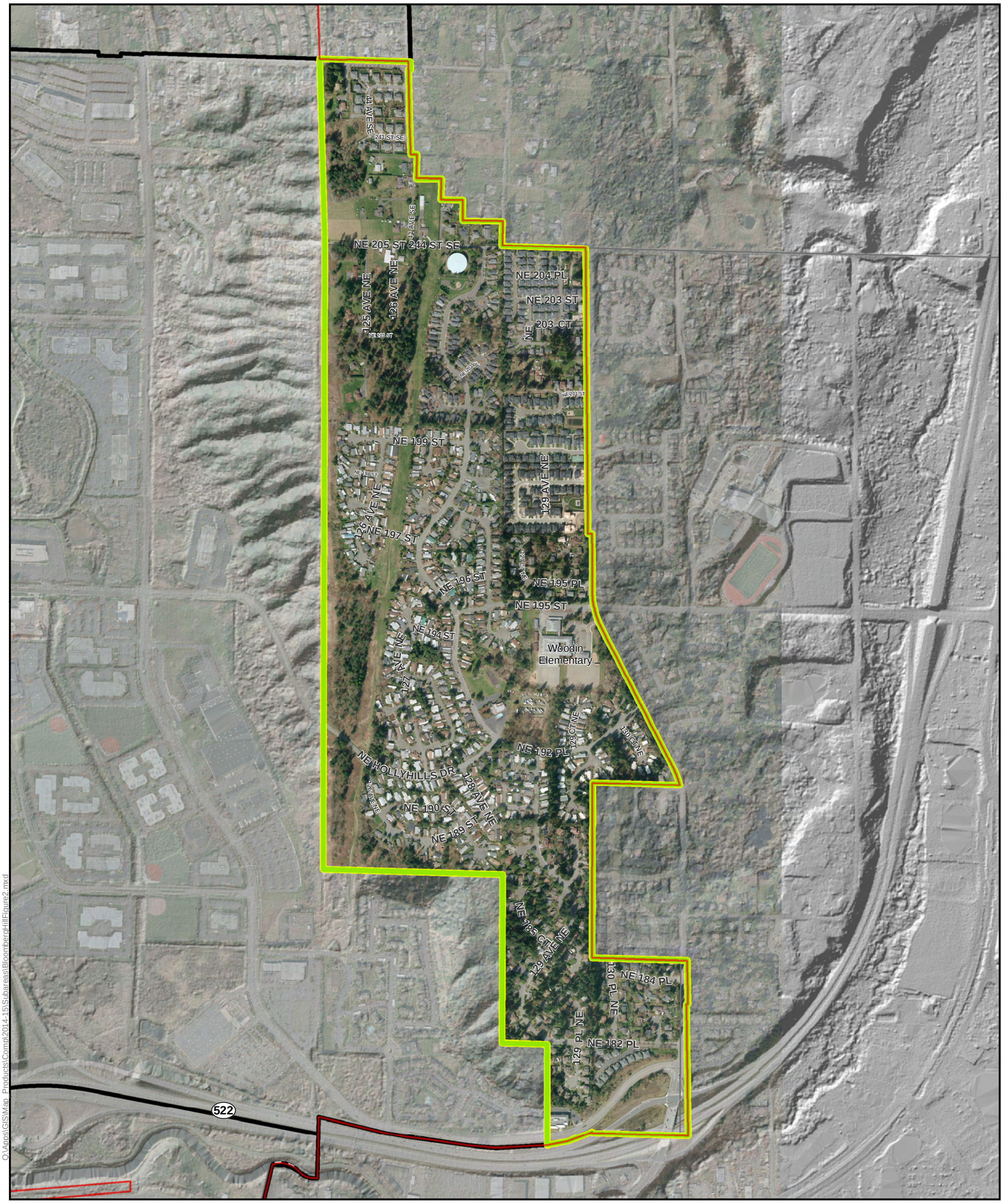


Planning Subarea Location

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

Bloomberg Hill Subarea
Figure 1
Physical Geography

City of Bothell



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Bloomberg Hill
Other Subarea
Lake
Sammamish River
Bothell City Limits (2015)
Planning Area Boundary Line

N
W E
S

0 0.08 0.16 0.24 0.32 Miles

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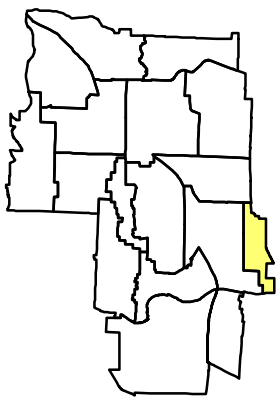
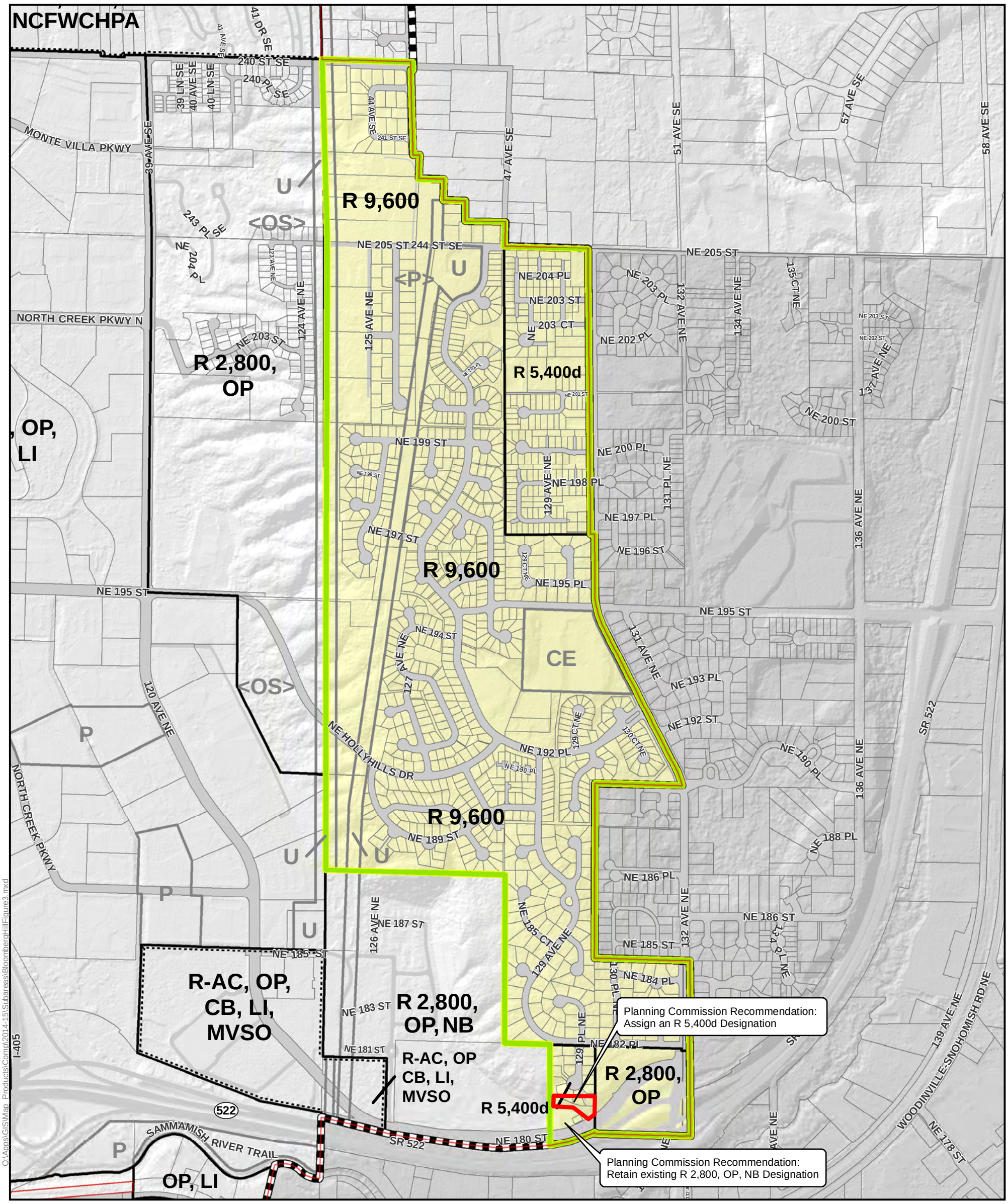


Planning Subarea Location

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

Bloomberg Hill Subarea
Figure 2
Aerial Photo - April 2012

City of Bothell



Land Use Designations (Outside of Downtown)

AG	Agriculture
R 40,000	Residential 40,000 sq. ft. minimum lot size
R 9,600	Residential 9,600 sq. ft. minimum lot size
R 8,400	Residential 8,400 sq. ft. minimum lot size
R 7,200	Residential 7,200 sq. ft. minimum lot size
R 5,400d	Residential 5,400 sq. ft. minimum lot size (only detached units permitted)
R 5,400a	Residential 1 dwelling unit per 5,400 sq. ft. of net buildable area (attached or detached units permitted)
R 4,000	Residential 1 dwelling unit per 4,000 sq. ft. of net buildable area
R 2,800	Residential 1 dwelling unit per 2,800 sq. ft. of net buildable area
R-AC	Residential-Activity Center (no specific density: number of units controlled by site and building envelope regulations)
OP	Office-Professional

Land Use Designations (Outside of Downtown) (Continued)

NB	Neighborhood Business
CB	Community Business
GC	General Commercial
LI	Light Industrial
MHP	Mobile Home Park
KGC	Kenmore Gun Club
MVSO	Motor Vehicle Sales Overlay
SSHO	Specialized Senior Housing Overlay
NCFWCHPA	North Creek Fish & Wildlife Critical Habitat Protection Area
(LID)	Low Impact Development

Downtown Designations

DC	Downtown Core
DN	Downtown Neighborhood
DT	Downtown Transition
522	SR 522 Corridor
GDC	General Downtown Corridor
SVV	Sunrise/Valley View
C	Campus
PPOS	Park and Public Open Space

Public Facilities, Utilities, and Open Space

CE	Civic-Educational
<CE>	Potential Civic-Educational (location not determined)
P	Park
<P>	Park (location not determined)
T	Transit Facility
<T>	Potential Transit Facility (location not determined)
OS	Dedicated Open Space
<OS>	Potential Dedicated Open Space (location not determined)
U	Utility

N W E S

0 0.08 0.16 0.24 0.32 Miles

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

Bloomberg Hill Subarea
Figure 3
Land Use Designations

City of Bothell

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Brickyard Road / Queensgate Subarea Plan

Summary

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

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

Subarea Profile

Location

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

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

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

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

Physical Geography

The Subarea is divided between two drainage basins with the basin boundary located south of NE 160th Street intersecting the western and eastern boundaries of the Subarea at approximately NE 157th Street. Prominent features of the Subarea's physical geography are shown on **Figure 1**.

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

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

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

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

Steep slopes, or slopes that exceed 15 percent, occupy the majority of the northern portion of the Subarea, sloping downward from the central and western points north to the Sammamish River. The remaining southeastern land is an almost flat plateau. Most of the steep slope areas have been designated as open space tracts within Planned Unit Developments (PUDs). The highest elevation in this Subarea is 340 feet at the southeastern boundary approximately at the intersection of NE 157th Street. The lowest elevation is on the Sammamish River at approximately 18 feet. The steep slope areas are also classified a potential landslide hazard.

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

Built Environment

Residential Development

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

Commercial Development

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

Schools

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

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

Parks and Open Space

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

Sanitary Sewer and Water

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

Storm / Surface Water

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

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

Utilities

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

Transportation

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

Streets

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

Sidewalks / Walkways

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

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

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

Bicycle Routes

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

Transit Service

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

Brickyard Road / Queensgate Subarea Plan Elements

Land Use

Policies

Note: Many of the Land Use policies are depicted on **Figure 2**, Land Use Designations.

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

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

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

4. The land located south of East Riverside Drive / Woodinville Drive, east of I-405, and west of the alignment of 121st Avenue NE excepting lands located approximately 500 to 950 feet west of the intersection of Woodinville Drive and Brickyard Road and east of the I-405 Right-of-way, is appropriate for General Commercial uses, subject to availability of necessary utilities, critical area regulations, and impact mitigation (**GC** at north end of map). This designation reflects current and proposed uses.

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

5. The land located south approximately 130 feet to 200 feet of Woodinville Drive and 500 to 950 feet west of the intersection of Woodinville Drive and Brickyard Road is appropriate for detached residential development at a minimum lot size of 9,600 square feet as described in Land Use Element Policy LU-P4 (**R 9,600** in the upper portion of map). This designation corresponds with the current uses of these properties.

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

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

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

8. Land south of that described above and north of approximately NE 165th Street on the west half of the Subarea and NE 164th Street on the east half is appropriate for detached residential development at a minimum lot size of 9,600 square feet as described in Land Use Element Policy LU-P4 (**R 9,600** in the middle portion of map). This designation corresponds with the current uses and approved plans submitted for the area.

9. Land east of and bordering Juanita-Woodinville Way between the approximate alignments of NE 162nd Street and NE 165th Street; and land in the southwest corner of the subarea bordered by 116th Avenue NE, the Tolt Pipeline and the west boundary of Queensgate Nos. 3 and 5; are appropriate for attached or detached residential development at one dwelling unit per 2,800 square feet as described in Land Use Element Policy LU-P4 (**R 2,800** in west central portion of map).

10. Land north and south of NE 160th Street comprising the plats of Totem Estates and Queensgate Nos. 3 and 5; Woodmoor Elementary School and Northshore Junior High School; East Norway Hill Park; and the Woodinville Water District property at the southwest corner of NE 160th Street and 124th Avenue NE; is appropriately designated for detached residential development at a minimum lot size of 7,200 square feet as described in Land Use Element Policy LU-P4, reflecting historic zoning under King County jurisdiction (**R 7,200** in east central portion of map). The public uses described above are recognized with overlay designations assigned in policies 13, 14 and 15 below.

11. The land at the northwest corner of 124th Avenue NE and NE 160th Street, and the plat of Hillside Estates west of 124th at NE 165th Street, are ~~is~~ designated for attached 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 central portion of map), reflecting historic zoning under King County jurisdiction.

12. The land between the approximate alignments of 119th Avenue NE and 120th Avenue NE, and NE 160th Street and NE 162nd Street, is appropriate for detached or attached residential development at one dwelling unit per 5,400 square feet as described in Land Use Element Policy LU-P4, and Office Professional uses (**R 5,400a, OP** in south central portion of map).

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

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

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

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

15. The Tolt River Pipe Line Right-of-Way and adjacent park land shall act as an urban separator. The land containing the Tolt River Pipe Line utility corridor and the Woodinville Water District water tank site at the southwest corner of NE 160th Street and 124th Avenue NE are ~~is~~ designated Utility to reflect the existing uses (**U** along south border and east edge of map).

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

Actions

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

Natural Environment

Policies

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

2. Protect and preserve wetlands within the Subarea.

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

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

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

Actions

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

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

Housing 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 housing types ranging from detached residential at minimum lot sizes of 9,600 square feet to attached residential at densities controlled by site and building design envelope regulations within the Subarea.

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

Actions

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

Economic Development

Policies

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

Actions

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

Parks, Recreation and Open Space

Policies

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

Actions

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

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

Historic Preservation

Policies

No specific Historic Preservation Policies have been identified for this subarea. Refer the Planning Area-Wide Historic Preservation Element.

Actions

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

Urban Design

Policies

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

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

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

Actions

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

Annexation

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

Utilities

Policies

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

Actions

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

Transportation

Policies

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

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

Freeway / Limited Access Highway	I-405 SR-522
Principal Arterial	None
Minor Arterial	124th Avenue NE NE 160th Street NE Juanita-Woodinville Way (west of 116th Avenue NE)
Collectors	East Riverside Drive / Woodinville Drive Brickyard Road / Juanita-Woodinville Way (north of NE 160th Street)

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

Separated Route (Shared Use Path)	Sammamish River Trail (including potential bridge connecting to Brickyard Road and Woodinville Drive)
Striped and/or Signed Route (Bicycle Lane or Shared Roadway)	Juanita-Woodinville Way / Brickyard Road 124th Avenue NE NE 160th Street East Riverside Drive / Woodinville Drive (east of 111th Avenue NE

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

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

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

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

   It is recognized that the NE 160th / I-405 interchange is congested during peak usage, and that any additional development, even though pedestrian oriented, would likely exacerbate congestion. Consequently, any proponent of development in this area, in addition to meeting City traffic concurrency and impact mitigation requirements, shall coordinate with the City, the Washington State Department

of Transportation, Sound Transit, King County Metro Transit and other applicable agencies to identify and implement strategies for reducing congestion.

8. Promote traffic and pedestrian safety.

Actions

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

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

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

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

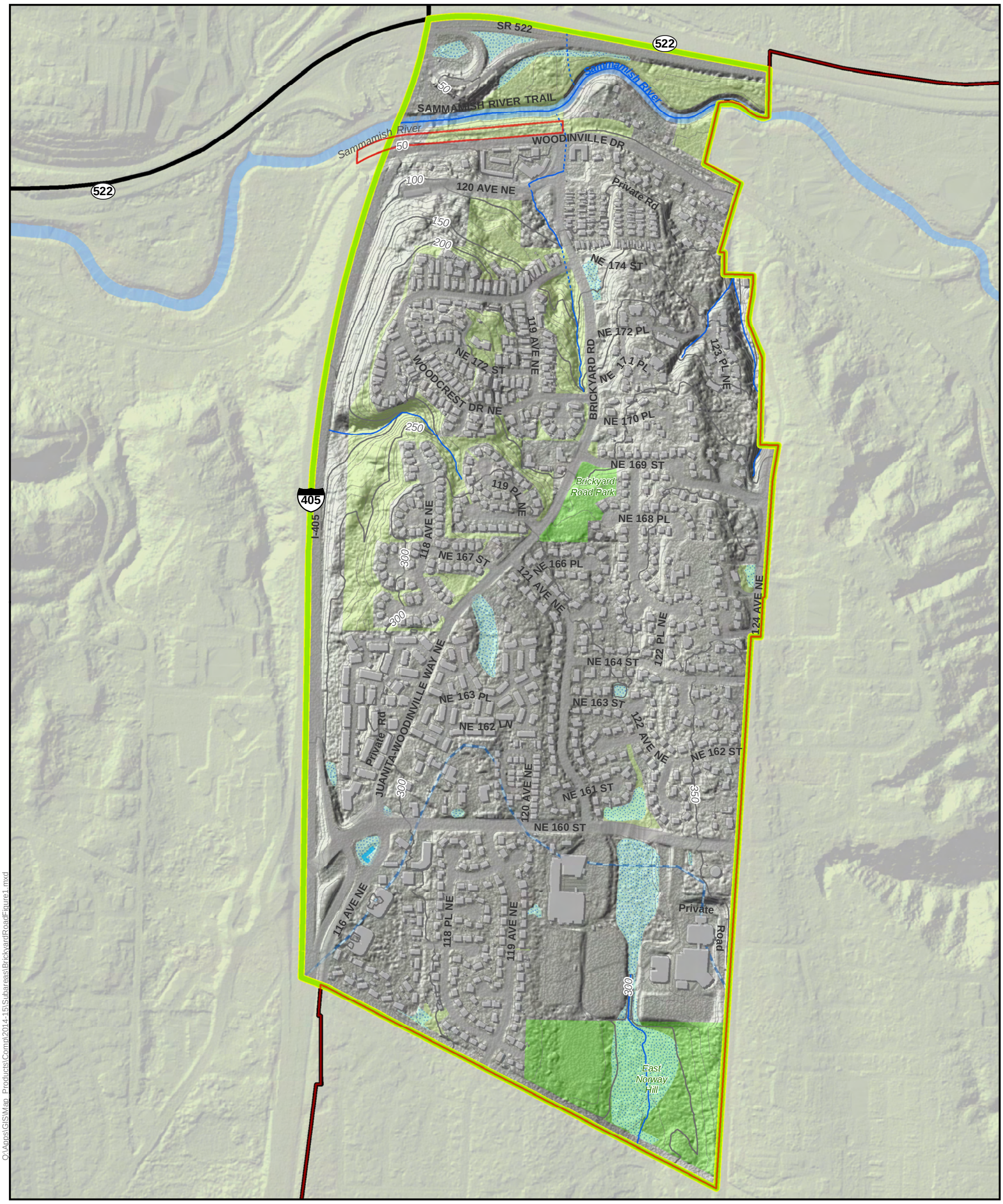
4. Consider traffic calming measures in accordance with the City Traffic Calming Program to promote safety along the NE 163rd Street and NE 169th Street corridors; along 119th Avenue NE south of NE 160th Street; and along 121st Avenue NE.

5. Investigate neighborhood pedestrian connections throughout the Subarea to improve neighborhood access to city parks and trails systems.

6. Coordinate with the City of Woodinville and City of Kirkland to improve NE 160th Street between 119th Avenue NE and 124th Avenue NE to include to up to 5 lanes with signed bike lanes, street trees, and median islands if practical.

Capital Facilities

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



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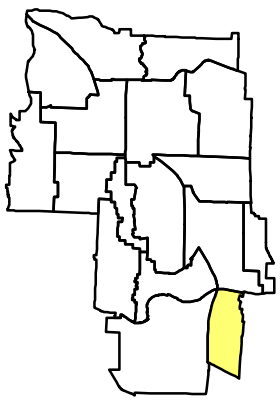
- Brickyard Road / Queensgate
- Other Subarea
- Sammamish River
- Stream
- Piped Stream
- Wetlands
- Watershed Basin Boundary
- 10-foot contour
- Park or Athletic Field
- Open Space (Private or Public Owned)
- Bothell City Limits (2015)
- Planning Area Boundary Line

N W E S

0 0.075 0.15 0.225 0.3 Miles

The City of Bothell delivers this data (map) in as-is condition. GIS data (maps) are produced by the City of Bothell for internal purposes. No representation or guarantee is made concerning the accuracy, currency, or completeness of the information provided.

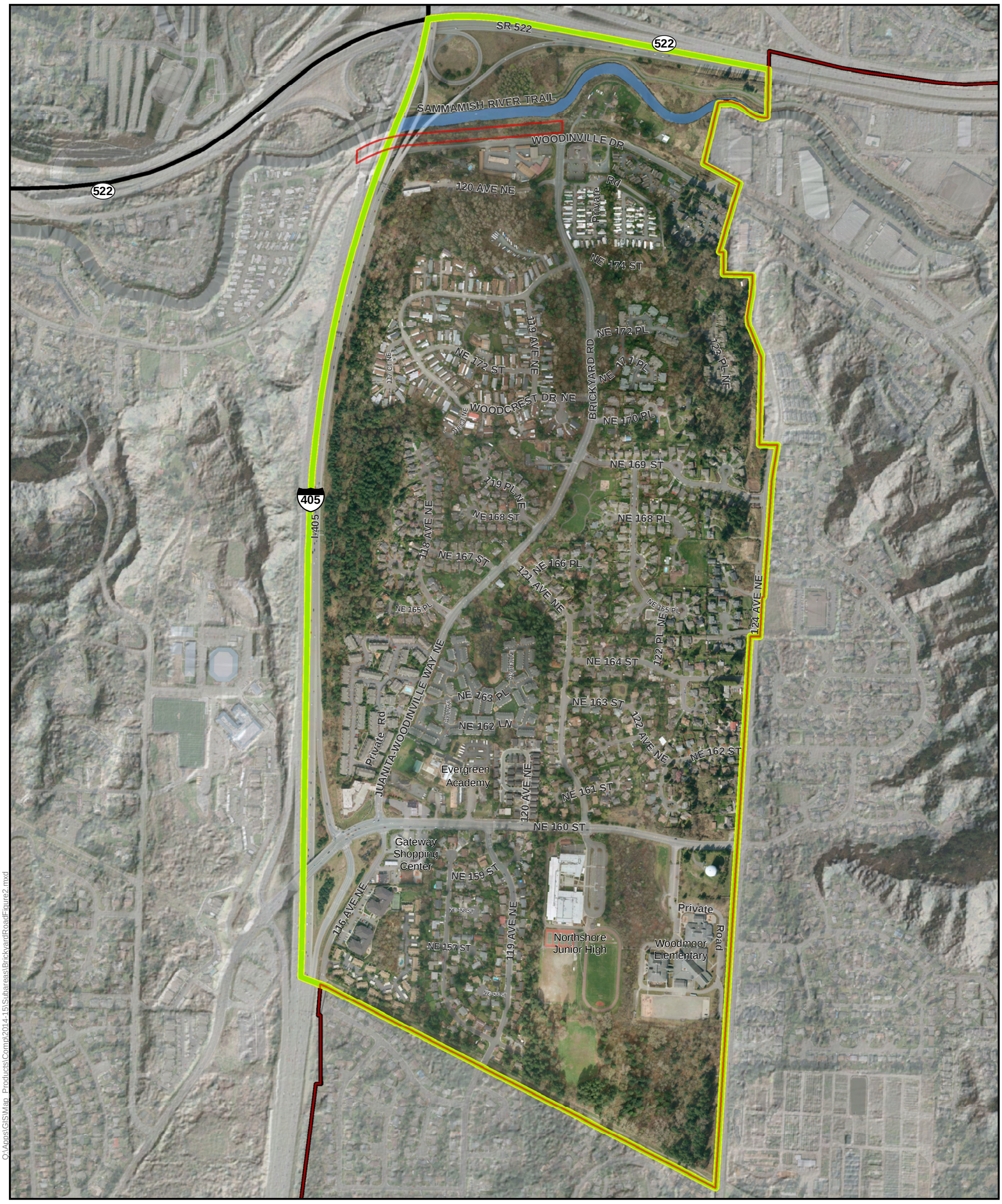


Planning Subarea Location

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

Brickyard Road / Queensgate Subarea
Figure 1
Physical Geography

City of Bothell



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- Brickyard Road / Queensgate
- Other Subarea
- Lake
- Sammamish River
- Bothell City Limits (2015)
- Planning Area Boundary Line

N W E S

0 0.075 0.15 0.225 0.3 Miles

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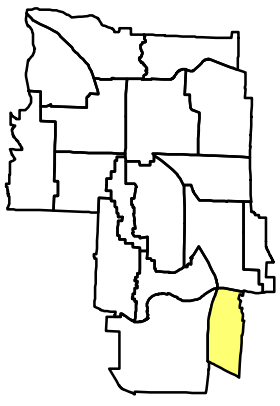
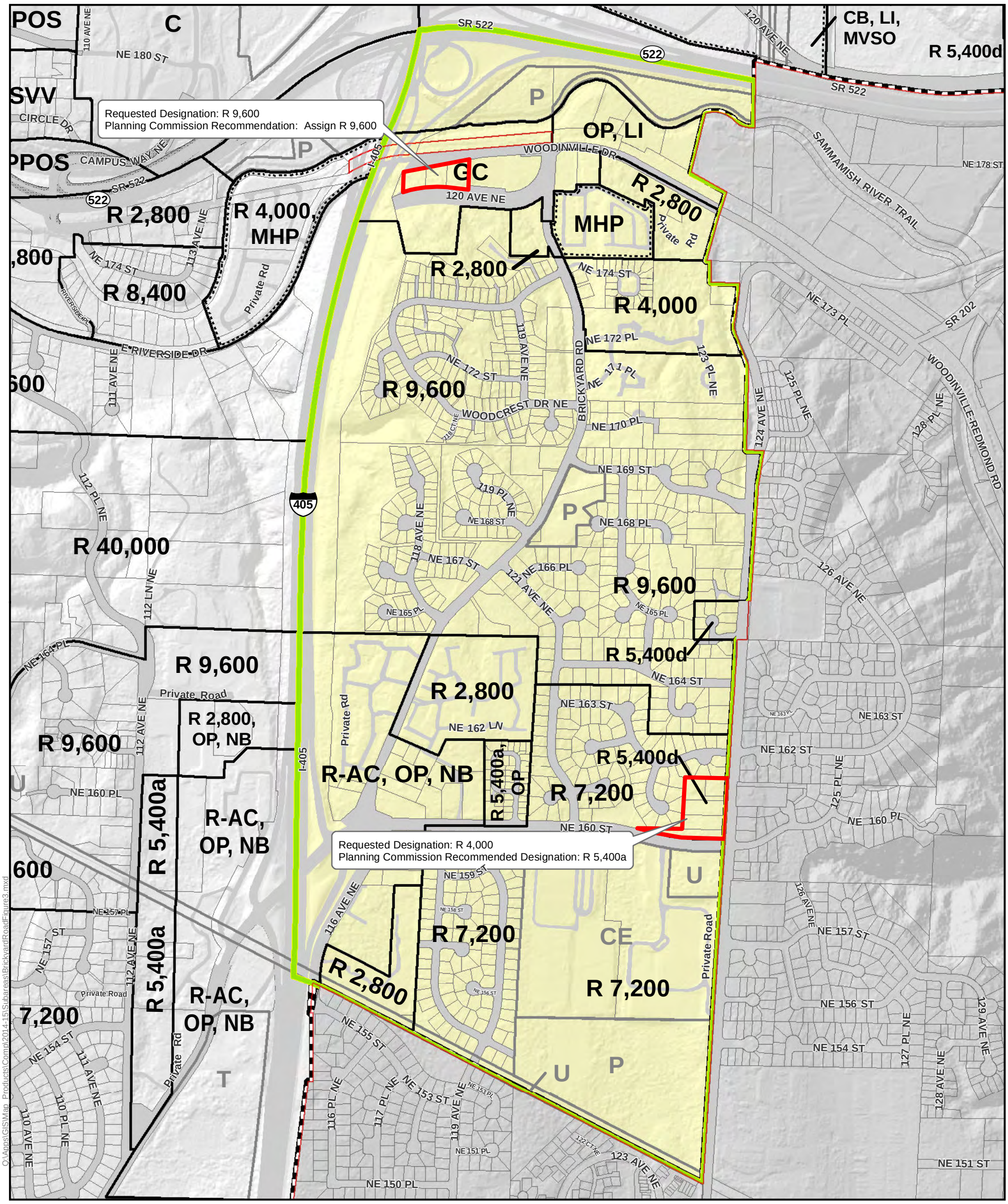


Planning Subarea Location

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

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

City of Bothell



Land Use Designations (Outside of Downtown)

AG	Agriculture
R 40,000	Residential 40,000 sq. ft. minimum lot size
R 9,600	Residential 9,600 sq. ft. minimum lot size
R 8,400	Residential 8,400 sq. ft. minimum lot size
R 7,200	Residential 7,200 sq. ft. minimum lot size
R 5,400d	Residential 5,400 sq. ft. minimum lot size (only detached units permitted)
R 5,400a	Residential 1 dwelling unit per 5,400 sq. ft. of net buildable area (attached or detached units permitted)
R 4,000	Residential 1 dwelling unit per 4,000 sq. ft. of net buildable area
R 2,800	Residential 1 dwelling unit per 2,800 sq. ft. of net buildable area
R-AC	Residential-Activity Center (no specific density: number of units controlled by site and building envelope regulations)
OP	Office-Professional

Land Use Designations (Outside of Downtown) (Continued)

NB	Neighborhood Business
CB	Community Business
GC	General Commercial
LI	Light Industrial
MHP	Mobile Home Park
KGC	Kenmore Gun Club
MVSO	Motor Vehicle Sales Overlay
SSHO	Specialized Senior Housing Overlay
NCFWCHPA	North Creek Fish & Wildlife Critical Habitat Protection Area
(LID)	Low Impact Development

Downtown Designations

DC	Downtown Core
DN	Downtown Neighborhood
DT	Downtown Transition
522	SR 522 Corridor
GDC	General Downtown Corridor
SVV	Sunrise/Valley View
C	Campus
PPOS	Park and Public Open Space

Public Facilities, Utilities, and Open Space

CE	Civic-Educational
<CE>	Potential Civic-Educational (location not determined)
P	Park
<P>	Park (location not determined)
T	Transit Facility
<T>	Potential Transit Facility (location not determined)
OS	Dedicated Open Space
<OS>	Potential Dedicated Open Space (location not determined)
U	Utility

N W E S

0 0.075 0.15 0.225 0.3 Miles

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

Brickyard Road / Queensgate Subarea
Figure 3
Land Use Designations

City of Bothell

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

Subarea Profile

Location

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

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

Physical Geography

The Subarea comprises the upland portion of the Westhill land mass, except at its southern end where it descends to meet SR-522. The highest elevation in the Subarea is approximately 268 feet, in the northwest

portion of the Conifer View neighborhood. The lowest point is approximately 20 feet or less, along the Sammamish River south of SR-522.

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

Built Environment

Residential Development

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

Commercial Development

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

Schools

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

Parks and Open Space

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

Historic Properties

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

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

Sanitary Sewer and Water

Snohomish County

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

King County

Water

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

Sanitary Sewer

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

Storm / Surface Water

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

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

Utilities

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

Transportation

Streets

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

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

Sidewalks/Walkways

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

Bicycle Routes

There is a signed bike lane on the north side of NE 180th Street in the vicinity of the SR-522 intersection but not further west and adjacent to 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 3**, 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).

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.

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

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

Actions

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

Natural Environment

Policies

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

2. Protect and preserve the wetlands within the Subarea.

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

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

Actions

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

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

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

Housing 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.

Historic Preservation

Policies

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

Actions

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

Urban Design

Policies

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

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

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

4. 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 to implement the Policies above.

Annexation

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

Utilities

No specific Utilities 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. .

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
Striped and/or Signed Route (Bicycle Lane or Shared Roadway	88th Avenue NE/7th Avenue SE NE 180th Street 91st / 92nd Avenue NE NE 191st Street 240th Street SE

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

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

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

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

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

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

10. Promote traffic and pedestrian safety.

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

Actions

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

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

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

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

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

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

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

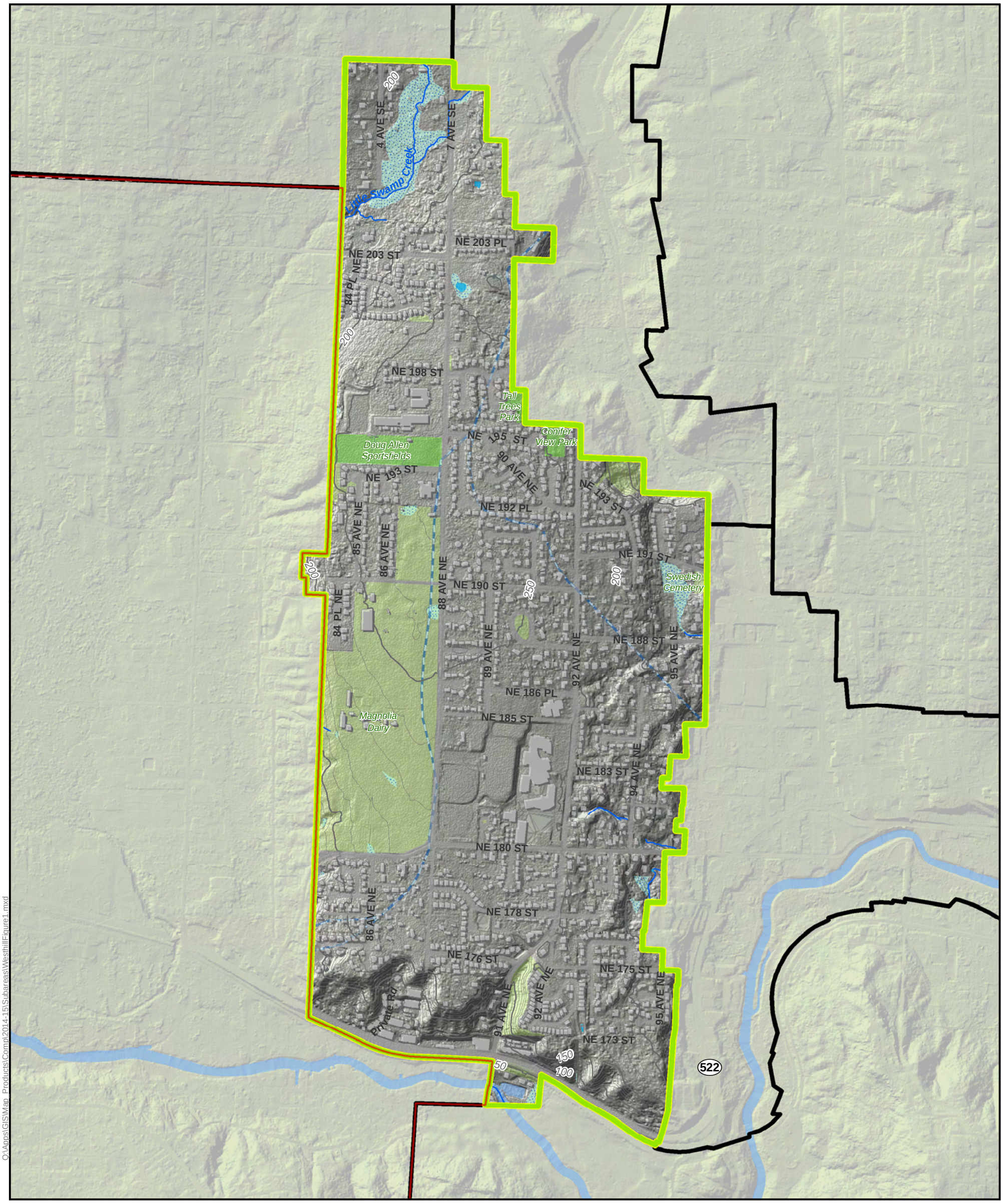
7. Work with the City of Kenmore to pursue traffic calming measures to promote safety including speed reduction.

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

9. 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.



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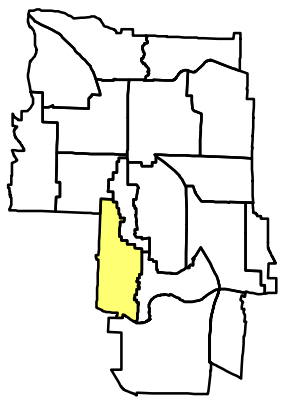
- Westhill
- Other Subarea
- Sammamish River
- Stream
- Piped Stream
- Wetlands
- Watershed Basin Boundary
- 10-foot contour
- Park or Athletic Field
- Open Space (Private or Public Owned)
- Bothell City Limits (2015)
- Planning Area Boundary Line

N W E S

0 0.1 0.2 0.3 0.4 Miles

The City of Bothell delivers this data (map) in as-is condition. GIS data (maps) are produced by the City of Bothell for internal purposes. No representation or guarantee is made concerning the accuracy, currency, or completeness of the information provided.

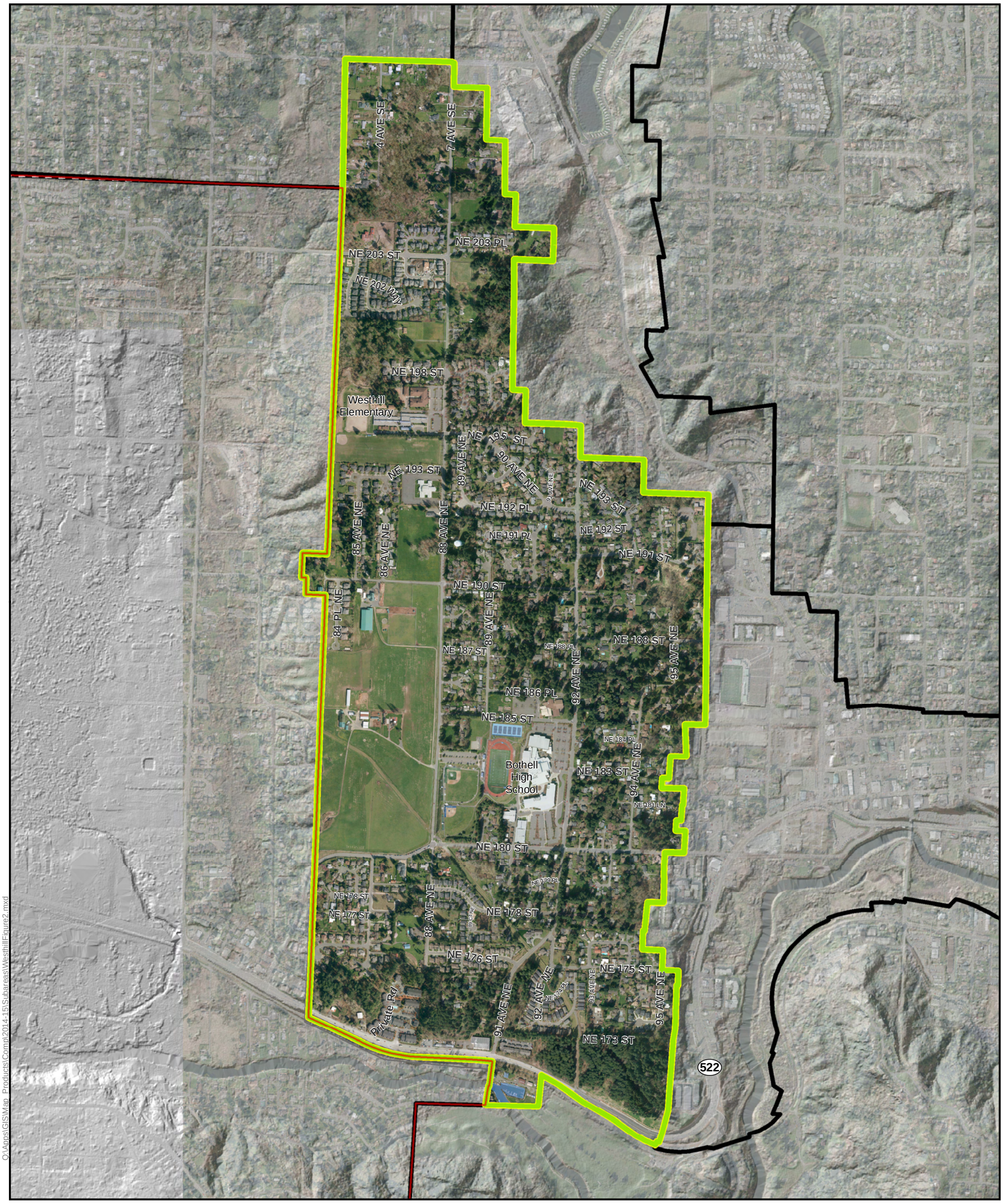


Planning Subarea Location

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

Westhill Subarea
Figure 1
Physical Geography

City of Bothell



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Westhill
Other Subarea
Lake
Sammamish River
Bothell City Limits (2015)
Planning Area Boundary Line

N W E S

0 0.1 0.2 0.3 0.4 Miles

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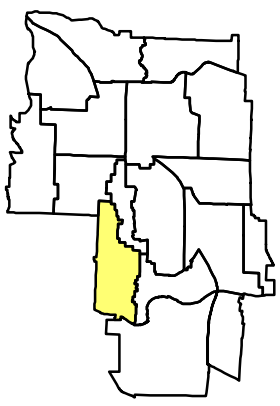
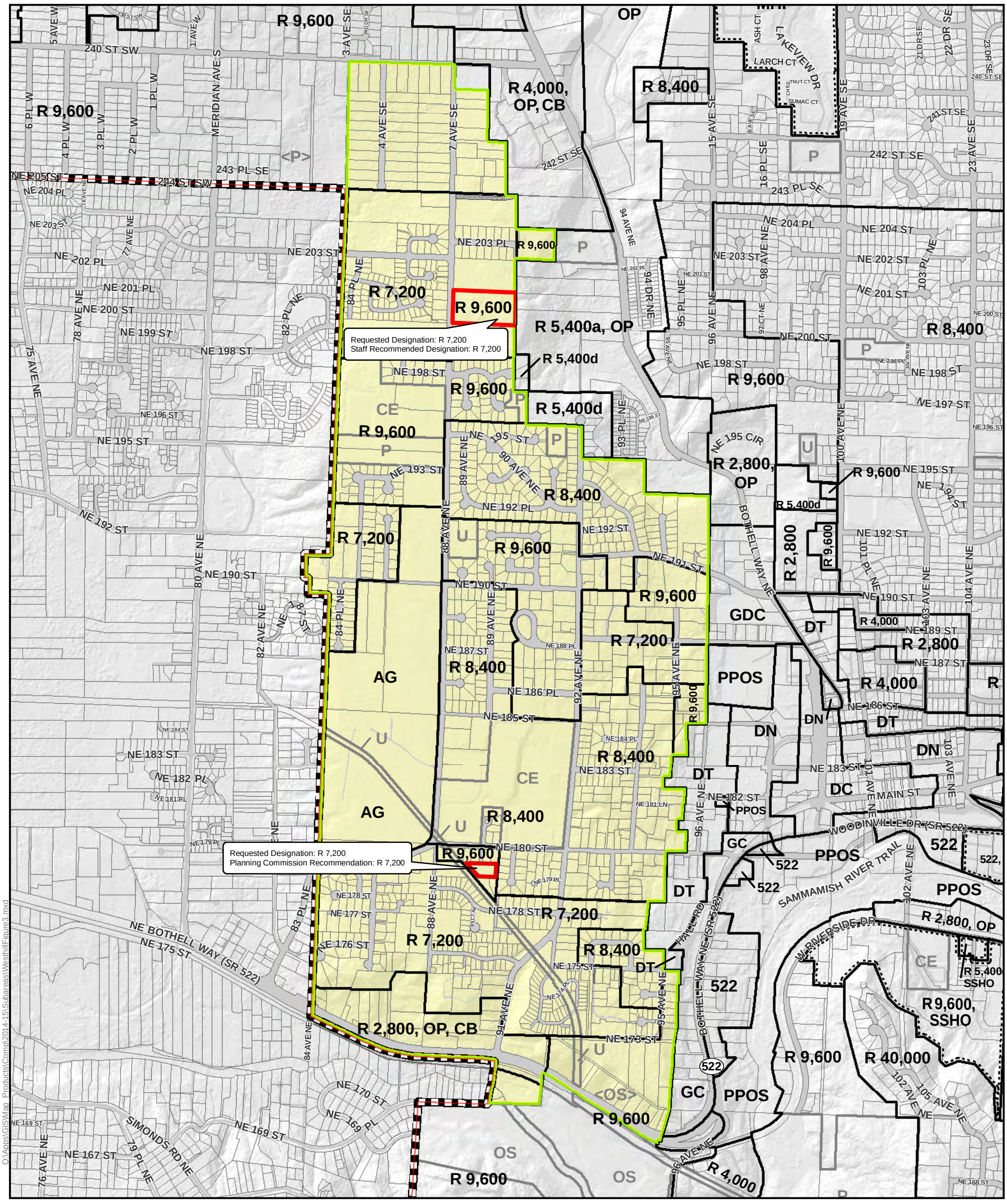


Planning Subarea Location

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

Westhill Subarea
Figure 2
Aerial Photo - April 2012

City of Bothell



Land Use Designations (Outside of Downtown)

AG	Agriculture
R 40,000	Residential 40,000 sq. ft. minimum lot size
R 9,600	Residential 9,600 sq. ft. minimum lot size
R 8,400	Residential 8,400 sq. ft. minimum lot size
R 7,200	Residential 7,200 sq. ft. minimum lot size
R 5,400d	Residential 5,400 sq. ft. minimum lot size (only detached units permitted)
R 5,400a	Residential 1 dwelling unit per 5,400 sq. ft. of net buildable area (attached or detached units permitted)
R 4,000	Residential 1 dwelling unit per 4,000 sq. ft. of net buildable area
R 2,800	Residential 1 dwelling unit per 2,800 sq. ft. of net buildable area
R-AC	Residential-Activity Center (no specific density: number of units controlled by site and building envelope regulations)
OP	Office-Professional

Land Use Designations (Outside of Downtown) (Continued)

NB	Neighborhood Business
CB	Community Business
GC	General Commercial
LI	Light Industrial
MHP	Mobile Home Park
KGC	Kenmore Gun Club
MVSO	Motor Vehicle Sales Overlay
SSHO	Specialized Senior Housing Overlay
NCFWCHPA	North Creek Fish & Wildlife Critical Habitat Protection Area
(LID)	Low Impact Development

Downtown Designations

DC	Downtown Core
DN	Downtown Neighborhood
DT	Downtown Transition
522	SR 522 Corridor
GDC	General Downtown Corridor
SVV	Sunrise/Valley View
C	Campus
PPOS	Park and Public Open Space

Public Facilities, Utilities, and Open Space

CE	Civic-Educational
<CE>	Potential Civic-Educational (location not determined)
P	Park
<P>	Park (location not determined)
T	Transit Facility
<T>	Potential Transit Facility (location not determined)
OS	Dedicated Open Space
<OS>	Potential Dedicated Open Space (location not determined)
U	Utility

N W E S

0 0.1 0.2 0.3 0.4 Miles

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

Westhill Subarea
Figure 3
Land Use Designations

City of Bothell

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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 (on the boundary with the adjacent Brickyard Road / Queensgate Subarea) 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, consistent with the goals, policies and actions of the Bothell Parks, Recreation and Open Space Action Program;
- 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 1,499 acres (2.34 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 **Figure 1**).

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

Figure 2 is an aerial photo depicting development in the Subarea.

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 water tower, located on the Freed property at 14704 100th Avenue NE, is 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 1913, was the first hard surface road between Seattle and Bothell, and a portion still exists near the southwest corner of SR-522 and 96th Avenue NE. This site is on both the State and Local Historic Registers and is incorporated into Red Brick Road Park. Just across 96th Avenue NE are the remnants of Wayne Bridge, built in 1917, which was part of the old Lake Washington Boulevard system. The remnants of Wayne 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 3**, 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 with minimum lot sizes ranging from 7,200 to 9,600 square feet as described in Land Use Element Policy LU-P4, (**R 7,200** and **R 9,600** in north portion of map). These designations reflect the existing pattern of development in this area. Within this area, a Specialized Senior Housing Overlay (**SSHO** in north central portion of 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.

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, SSHO** in north-central 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.

5. The land north of West and East Riverside Drive between the alignment of 101st and 108th Avenues is appropriate for office-professional, light industrial 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, LI** in north-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 north-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 central-east 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, (**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.

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 east 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 east of 96th Avenue NE just south of SR 522 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 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 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, Recreation and Open Space

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.

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

There are no remaining potential annexation areas in this Subarea, so no specific Annexation Policies or Actions are needed. Refer to the Planning Area-wide Annexation Element.

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 Highway	I-405
Principal Arterial	None
Minor Arterial	Juanita-Woodinville Way
Collector	East Riverside Drive Waynita Way NE / 100th Avenue NE NE 145th Street

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 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:

Separated Route (Shared Use Path)	Sammamish River Trail
Striped and/or Signed Route (Bicycle Lane or Shared Roadway	East Riverside Drive Waynita Way NE / 100th Avenue NE NE 145th Street Juanita - Woodinville Way 104th / 105th Avenue NE NE 168th Street / 107th Place NE / 108th Avenue NE / NE 164th Place 108th / 112th Avenue NE

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 safe, convenient and direct pedestrian connection for all users to employment, stores, schools, bus stops, parks, and community centers.

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

9. The City shall coordinate with agency partnerships including the City of Kirkland and 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 King County METRO 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.

   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.

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 the City of Kirkland and King County Metro to ensure that commercial and multi-family development along the Juanita-Woodinville Way NE shall be designed to be transit-oriented. The City should consider the development of design standards and guidelines to ensure that any future development along the corridor is transit-oriented.

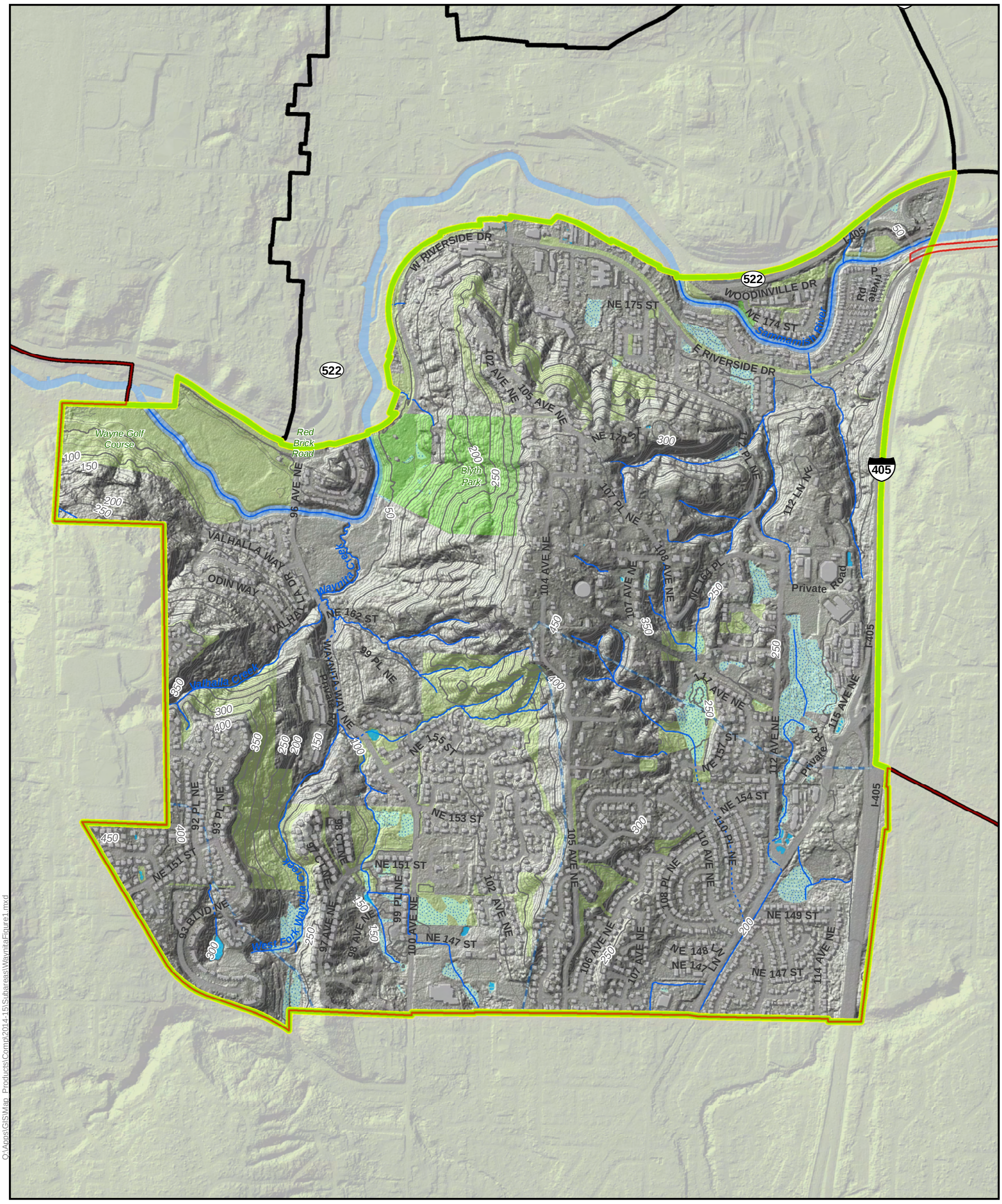
2. Consider traffic calming measures in accordance with the City Traffic Calming Program to promote safety along the 104th/105th Avenue NE and 168th Street NE/107th Place NE/108th Avenue NE corridors.

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 as a Shared Roadway route.

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.



Waynita / Simonds / Norway Hill
Other Subarea
Sammamish River
Stream
Piped Stream
Wetlands
Watershed Basin Boundary
10-foot contour
Park or Athletic Field
Open Space (Private or Public Owned)
Bothell City Limits (2015)
Planning Area Boundary Line

N
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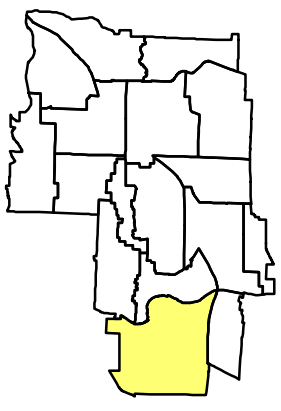

Planning Subarea Location

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

Waynita / Simonds / Norway Hill Subarea
Figure 1
Physical Geography

City of Bothell

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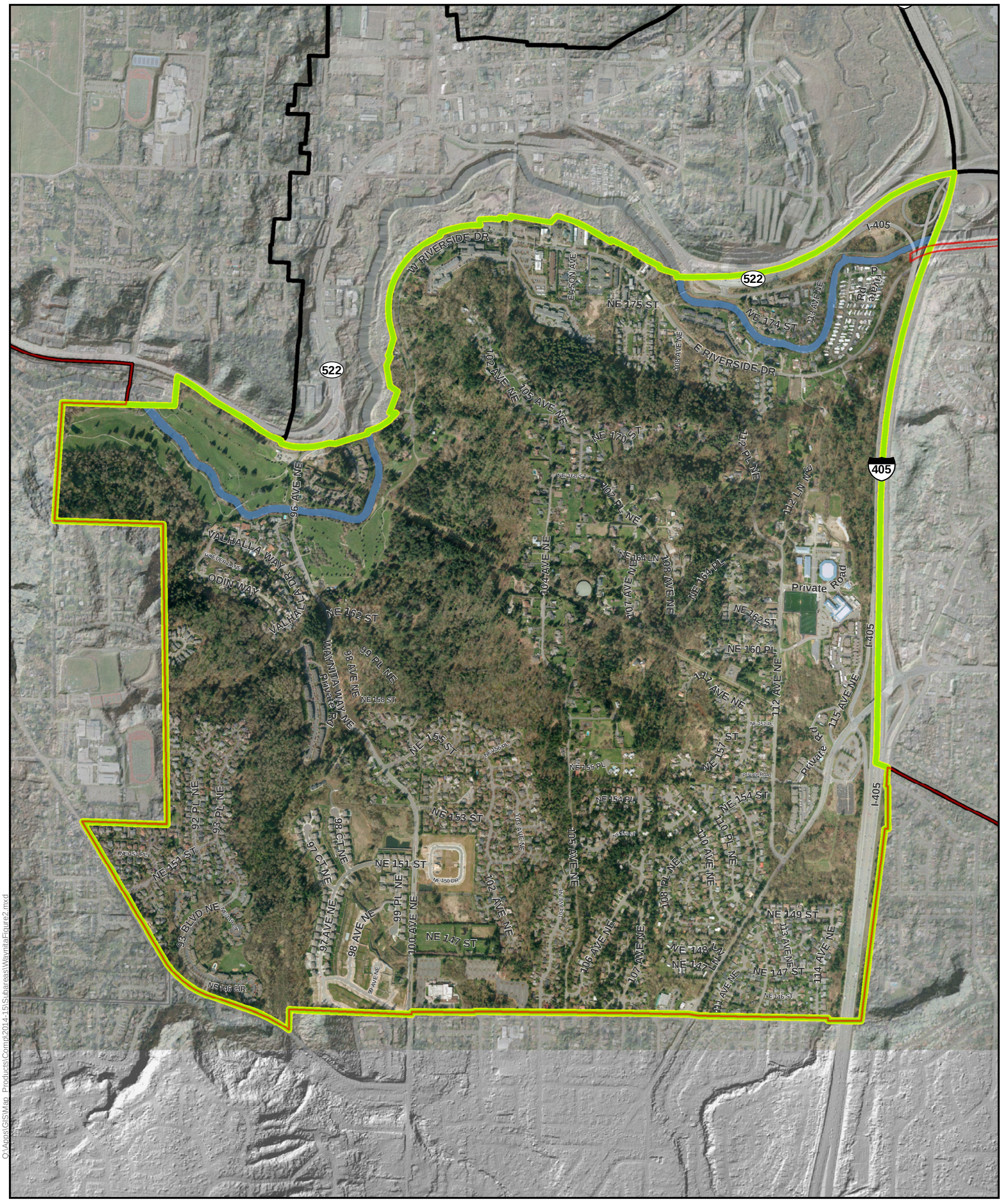

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- Waynita / Simonds / Norway Hill
- Other Subarea
- Lake
- Sammamish River
- Bothell City Limits (2015)
- Planning Area Boundary Line

N W E S

0 0.1 0.2 0.3 0.4 Miles

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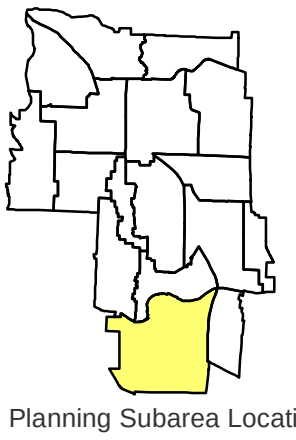
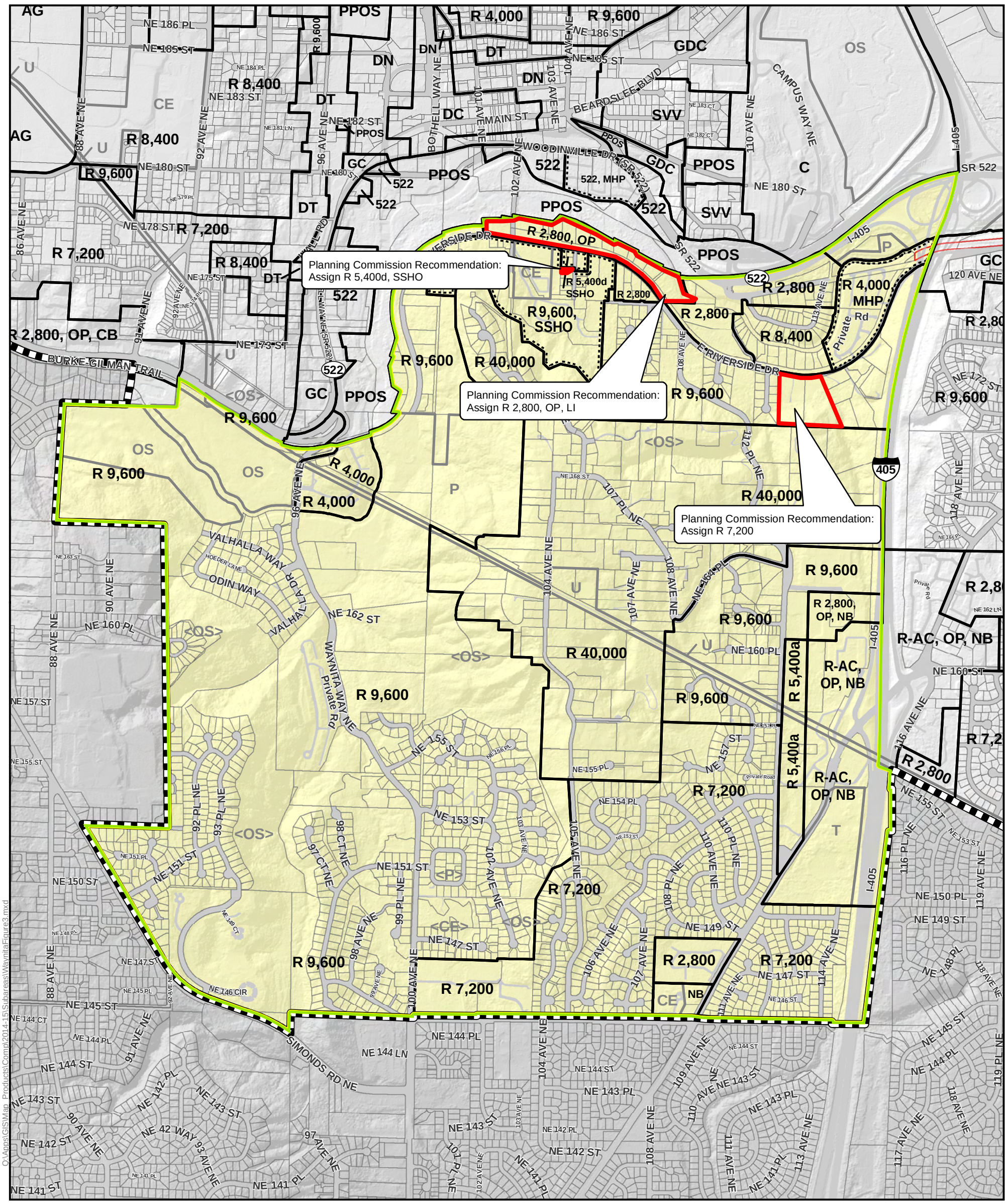


Planning Subarea Location

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

Waynita / Simonds / Norway Hill Subarea
Figure 2
Aerial Photo - April 2012

City of Bothell



Land Use Designations (Outside of Downtown)

AG	Agriculture
R 40,000	Residential 40,000 sq. ft. minimum lot size
R 9,600	Residential 9,600 sq. ft. minimum lot size
R 8,400	Residential 8,400 sq. ft. minimum lot size
R 7,200	Residential 7,200 sq. ft. minimum lot size
R 5,400d	Residential 5,400 sq. ft. minimum lot size (only detached units permitted)
R 5,400a	Residential 1 dwelling unit per 5,400 sq. ft. of net buildable area (attached or detached units permitted)
R 4,000	Residential 1 dwelling unit per 4,000 sq. ft. of net buildable area
R 2,800	Residential 1 dwelling unit per 2,800 sq. ft. of net buildable area
R-AC	Residential-Activity Center (no specific density: number of units controlled by site and building envelope regulations)
OP	Office-Professional

Land Use Designations (Outside of Downtown) (Continued)

NB	Neighborhood Business
CB	Community Business
GC	General Commercial
LI	Light Industrial
MHP	Mobile Home Park
KGC	Kenmore Gun Club
MVSO	Motor Vehicle Sales Overlay
SSHO	Specialized Senior Housing Overlay
NCFWCHPA	North Creek Fish & Wildlife Critical Habitat Protection Area
(LID)	Low Impact Development

Downtown Designations

DC	Downtown Core
DN	Downtown Neighborhood
DT	Downtown Transition
522	SR 522 Corridor
GDC	General Downtown Corridor
SVV	Sunrise/Valley View
C	Campus
PPOS	Park and Public Open Space

Public Facilities, Utilities, and Open Space

CE	Civic-Educational
<CE>	Potential Civic-Educational (location not determined)
P	Park
<P>	Park (location not determined)
T	Transit Facility
<T>	Potential Transit Facility (location not determined)
OS	Dedicated Open Space
<OS>	Potential Dedicated Open Space (location not determined)
U	Utility

N W E S

0 0.1 0.2 0.3 0.4 Miles

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

Waynita / Simonds / Norway Hill Subarea
Figure 3
Land Use Designations

City of Bothell

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Locust / 14th Avenue W Subarea Plan

Summary

The Locust / 14th Avenue W Subarea Plan provides for attached and detached residential development at a variety of densities.

Other highlights of the plan include the following:

- Acquisition of land and development of a park site or sites to serve the area; and
- Preservation of wetlands, steep slopes and streams;
- Working with Snohomish County and other affected agencies to create a Swamp Creek Management Plan, similar to work already underway for North Creek;
- Use of the Mobile Home Park (MHP) overlay to protect the subareas two existing mobile home parks.

Subarea Profile

Location

The Locust / 14th Avenue W Subarea is located in Snohomish County in the northwestern portion of the city's planning area, south of the Damson / Logan Subarea and the north of the City of Kenmore. The northern boundary is 212th Street SW and the southern is the King / Snohomish County boundary. The western boundary is delineated approximately by 2oth Avenue West, Barker Road and Locust Way. The eastern boundary is the current city limits. (See **Figure 1**)

The Subarea comprises approximately 790 acres or 1.23 square miles.

Physical Geography

The subarea is dominated by Swamp Creek, which runs north-to-south through most of the subarea. (see **Figure 1**).

Swamp Creek originates in the Paine Field and West Casino Road area of South Everett. The King County Stream Monitoring Program describes the Swamp Creek watershed as follows:

> "Extensive wetlands once dominated the headwaters of Swamp Creek. The upper reaches still have some large good-quality wetlands and high-quality salmonid spawning and rearing habitat, as well as

one of the largest populations of freshwater mussels found in the Puget Sound Lowlands. The creek flows roughly 10.9 miles southward into King County, where it empties into the Sammamish River just upstream of its outlet into Lake Washington.

The Swamp Creek basin is approximately 15,000 acres, and roughly 52 percent of the drainage is impervious and 19 percent forested cover. The drainage basin includes Scriber Lake, Martha Lake, and Lake Stickney and drains portions of Lynnwood, Everett, Brier, Bothell, Mountlake Terrace, Kenmore and unincorporated Snohomish County."

As with other streams in the Bothell area, such as North Creek, increased urbanization over the years has resulted in peak flows of greater intensity and duration than was the case prior to development. Because the local portion of Swamp Creek is the furthest downstream, the effects of urbanization are most profound in the lower reaches.

Because of the presence of Swamp Creek, most of the subarea lies within the relatively flat valley floor of the creek. The southwest edge of the subarea is marked by fairly moderate slopes, while the eastern edge of the subarea, particularly north and south of 228th Street SW, is characterized by much steeper slopes. These slopes tend to comprise the largest forested portions of the subarea. Several small lakes dot the subarea, with the largest forming the central feature of the Wandering Creek development in the southeast of the subarea.

Built Environment

Residential Development

The Locust / 14th Avenue W Subarea contains a mixture of residential types ranging from large acreage single family residential to multiple family residential complexes. Large acreage "farmettes" exist in the west-central portion of the subarea. There are two mobile home parks in the subarea: the Country Club park in the southwest portion of the subarea and the Lockwood Village park just south and west of the Wandering Creek development. The Wandering Creek development is a 55 plus gated community consisting of manufactured units on fee-simple lots.

Commercial Development

Nominal commercial development is present within the Subarea. Such development includes:

- The Kenmore gun range just north of 228th Street SW in the east-central portion of the subarea;
- The Fruhling gravel pit operation just south of 228th Street SW in the east-central portion of the subarea;
- The Dogs at Heart boarding kennels in the southwest corner of the subarea;
- The E.C. Wilson meat distribution and wholesale business, just north of Vine Road on the western boundary of the subarea.

Other Development

None noted.

Historic Properties

This section is a place holder for future language. The City will complete this section following annexation, should that occur.

Schools

Lockwood Elementary School is located in the southwest corner of the subarea on Lockwood Road. Lockwood is part of the Northshore School District (NSD).

Parks and Open Space

Forsgren Park is located in the south-central portion of the subarea on Carter Road. The roughly 10 acre property was formerly a county-owned gravel pit that was reclaimed in the early 1980s. Current park facilities consist of:

- 2 Little League Baseball Fields;
- 2 Soccer Fields;
- Playground;
- Picnic Tables;
- Portable Restroom.

Sanitary Sewer and Water

The entire subarea is served by the Alderwood Water and Wastewater District.

Water

The District purchases all of its water from the City of Everett. Everett's regional supply is obtained from the Sultan River and treated to drinking water quality standards. Everett then delivers supply to its own citizens, as well as to various other cities and special districts in Snohomish County. Alderwood's share of the regional supply enters the District's distribution pipeline system and is delivered to the District's own customers or to additional wholesale customers in nearby communities.

Sewer

The Alderwood Water and Wastewater District Sewer Comprehensive Plan states "The Swamp Creek basin is one of three south flowing basins in the District's service area. Swamp Creek basin can be defined as flow that is collected and conveyed by King County's Swamp Creek Interceptor. Flow in this trunk flows to the King County system and is currently treated at the West Point Waste Water Treatment Plant (WWTP). Ultimate treatment and disposal will be at the Brightwater WWTP when that facility is commissioned".

Utilities

The Subarea is served by electricity, natural gas, telephone, wireless telephone and cable television. A major power line easement runs diagonally southwest to northeast through the northern portion of the subarea.

Transportation

Streets

The Locust / 14th Avenue W Subarea is served by the following arterial streets: 228th Street SW, which runs east-west across the approximate center of the subarea; 14th Avenue W, which runs north-south through the approximate center of the subarea. This arterial becomes Carter Road south of approximately 234th Street SW; Lockwood Road, between Locust Way and 14th Avenue W, which runs south-east to northwest in the extreme southern portion of the subarea and connects to Locust Way just north of 240th Place SW; and Locust Way, south of Lockwood Road, which runs south-west to north-east until it turns due north and at which point it is classified as a collector arterial. Lockwood Road east of 14th Avenue W is also classified as a collector arterial.

Sidewalks/Walkways

Some sidewalks have been installed within the Subarea as a result of development activity. This section of the subarea Plan will be expanded during future planning efforts, should the subarea annex to the City.

Transit Service

The closest Community Transit bus route to the subarea runs along 228th Street SW east of the subarea to 4th Avenue West and then north along 4th Avenue West.

Locust / 14th Avenue W Subarea Plan Elements

Land Use

Policies

Note: Many of the Land Use policies are depicted on **Figure 3**, Land Use Designations.

1. Maintain the overall single family character of the area, while allowing for multi-family development where appropriate.

2. Land in much of the subarea is appropriate for detached residential development at one dwelling unit per 7,200 square feet as described in Land Use Element Policy LU-P4 (**R 7,200** as delineated in **Figure 3**).

3. The 80 acre Kenmore Gun Club property in the eastern portion of the subarea is unique in that it has been owned and operated since 1945 by its members. The legal organization of the club's ownership ensures that it will likely continue to operate many years into the future. It is appropriate to recognize this through the establishment of an overlay designation. The overlay does not confer any special protections upon the property, but rather provides recognition that the gun club is an established, legal use within a developing residential area.

   In addition to the overlay, the Kenmore Gun Club property is appropriate for detached residential development at one dwelling unit per 9,600 square feet, in order to have a Plan designation in place should the property redevelop at some future time. This designation is described in Land Use Element Policy LU-P4 (**R 9,600** as delineated in **Figure 3**).

4. Land currently occupied by the Fruhling gravel pit operation is appropriate for attached residential development at one dwelling unit per 2,800 square feet of buildable area as described in Land Use Element Policy LU-P4 (**R 2,800** as delineated in **Figure 3**).

5. Land currently occupied by the Country Club mobile home park in the south-west portion of the subarea is appropriate for detached residential development at one dwelling unit per 7,200 square feet with a Mobile Home Park (MHP) overlay to recognize and protect this land use providing affordable detached single family housing (**R 7,200** as delineated in **Figure 3**).

6. Land located at the intersection of Locust Way and Lockwood Road in the south-west portion of the subarea is appropriate for neighborhood business (NB) development, as described in Land Use policy LU-P4 (NB designation as delineated in **Figure 3**).

7. Land currently occupied by the Lockwood Village mobile home park in the south-central portion of the subarea is appropriate for detached residential development at one dwelling unit per 7,200 square feet with a Mobile Home Park (MHP) overlay to recognize and protect this land use providing affordable detached single family housing (**R 7,200** as delineated in **Figure 3**).

8. Land currently occupied by Forsgren Park in the south-central portion of the subarea is appropriate for designation as a Park (**P** as delineated in **Figure 3**).

9. Land currently occupied by Lockwood Elementary School in the southwest portion of the subarea is appropriate for a Civic / Education designation (**CE** as delineated in **Figure 3**).

10. Consistent with adopted parks level of service guidelines, one or more parks may be appropriate to serve the Subarea. The park(s) may or may not be located within the Subarea. See also Parks and Recreation Policy 1.

Actions

1. The City shall rezone properties in keeping with the Land Use and Natural Environment policies.

Natural Environment

Policies

1. Protect and preserve the wetlands, streams and steep slope critical areas in accordance with the City's Critical Area Ordinance and Shoreline Master Program.

2. Improve protect and preserve Swamp Creek as fish habitat to the greatest extent possible.

3. Protect the quantity and quality of cool groundwater inputs into North Creek and its tributaries. 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.

Actions

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

2. Work with Snohomish County and other appropriate agencies to create a Swamp Creek Management Plan, similar to efforts already underway on North Creek.

3. Implement development regulations consistent with the above policies

Housing and Human Services

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

Economic Development

This section is a place holder for future language. No specific Economic Development Policies or Actions have been identified for this Subarea. The City will complete this section following annexation, should that occur. Refer to the Planning Area-wide Economic Development Element.

Parks, Recreation and Open Space

Policies

1. Pursue acquisition and development of a park site or 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 in the Subarea.

Actions

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

1. Include in the Capital Facilities Plan funding for acquisition and development of a park or parks to serve the Locust / 14th Avenue W Subarea.

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

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

Urban Design

Placeholder. Upon annexation, the City will work with residents of the Subarea to identify whether any specific Urban Design Policies or Actions which should be identified for this Subarea. Refer to the City-wide Urban Design Element

Annexation

Refer to City-wide Annexation Element

Utilities and Conservation

Policies

1. Future replacement towers for the transmission lines within or adjacent to the Subarea should be designed so as to minimize aesthetic impacts on neighborhoods.

Actions

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

Transportation

Policies

This section is a place holder for future language. The City will complete this section following annexation, should that occur.

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

Capital Facilities

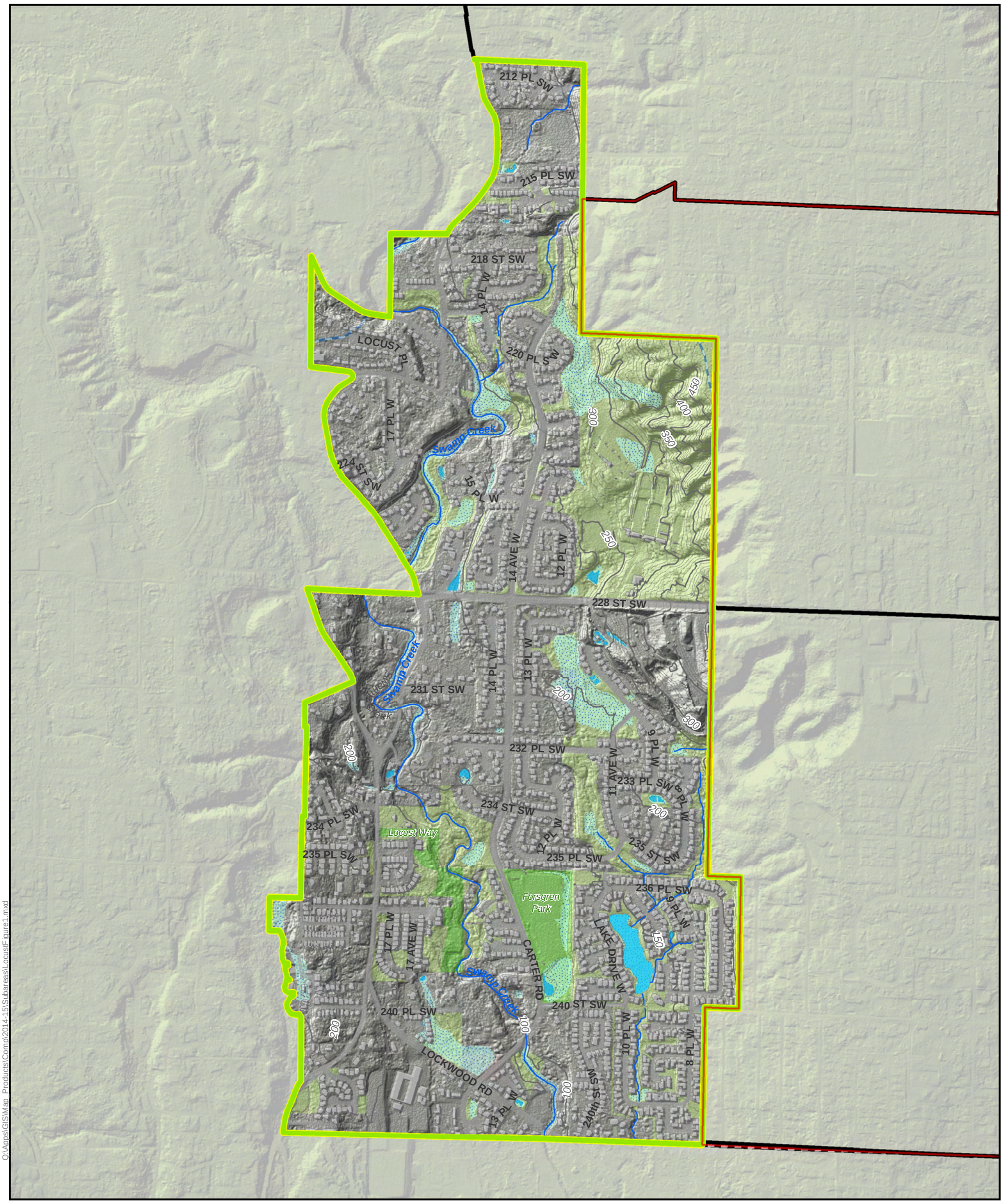
Policies

This section is a place holder for future language. The City will complete this section following annexation, should that occur.

Actions

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.

Additional Capital Facilities Policies and Actions may be considered following annexation, should that occur.



- Locust / 14th W
- Other Subarea
- Stream
- Piped Stream
- Wetlands
- Watershed Basin Boundary
- 10-foot contour
- Park or Athletic Field
- Open Space (Private or Public Owned)
- Bothell City Limits (2015)
- Planning Area Boundary Line

N W E S

0 0.1 0.2 0.3 0.4 Miles

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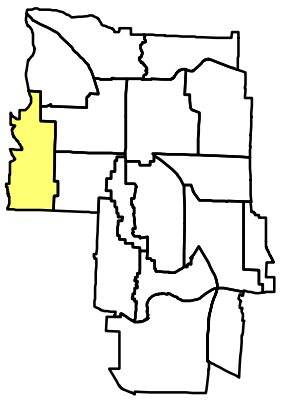

Planning Subarea Location

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

Locust / 14th W Subarea
Figure 1
Physical Geography

City of Bothell

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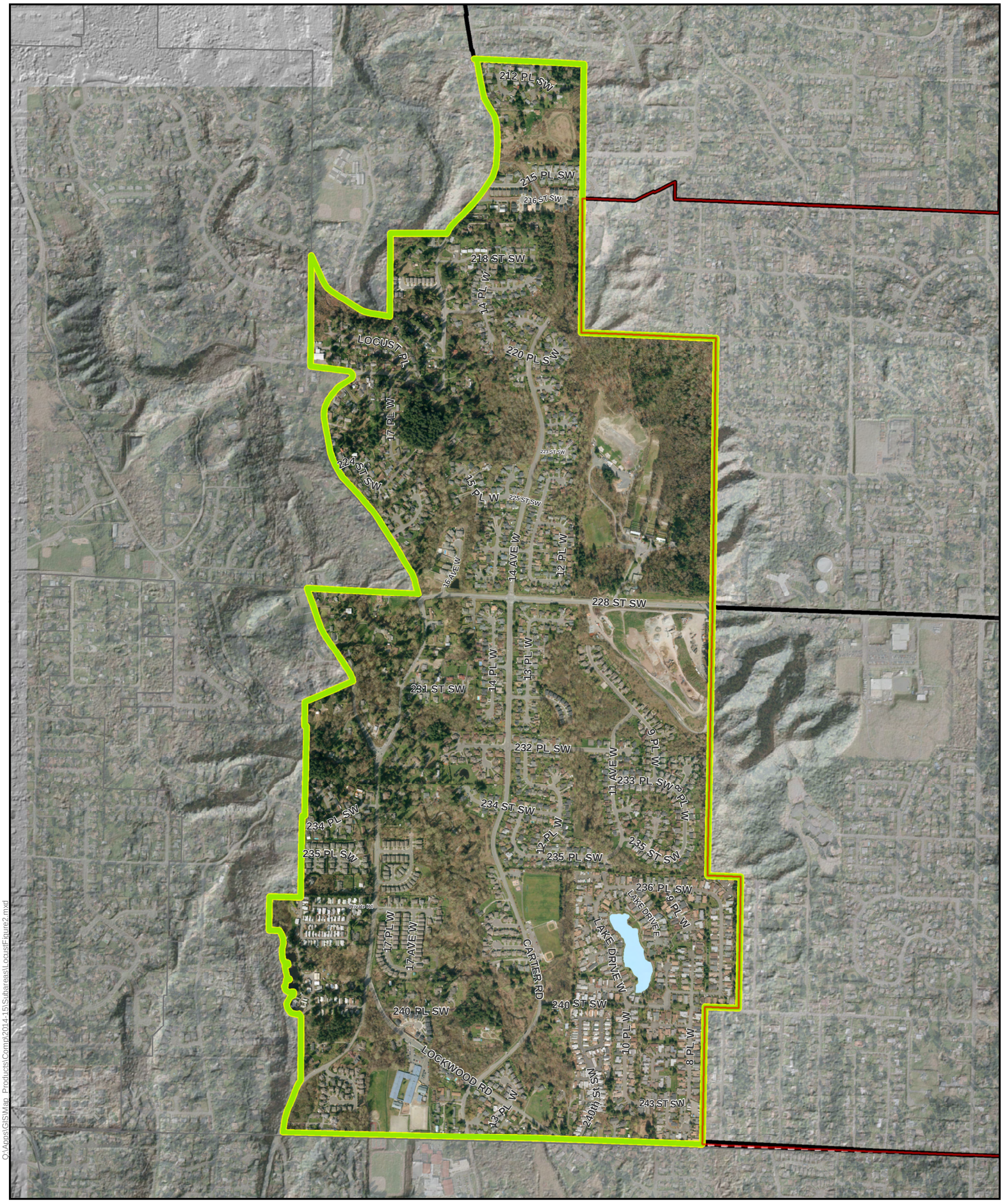

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Locust / 14th W
Other Subarea
Lake
Bothell City Limits (2015)
Planning Area Boundary Line

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0 0.1 0.2 0.3 0.4 Miles

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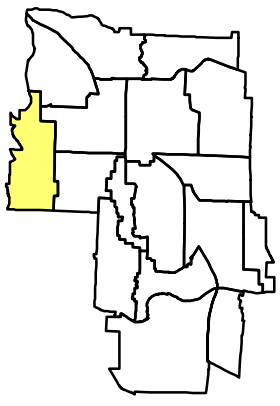
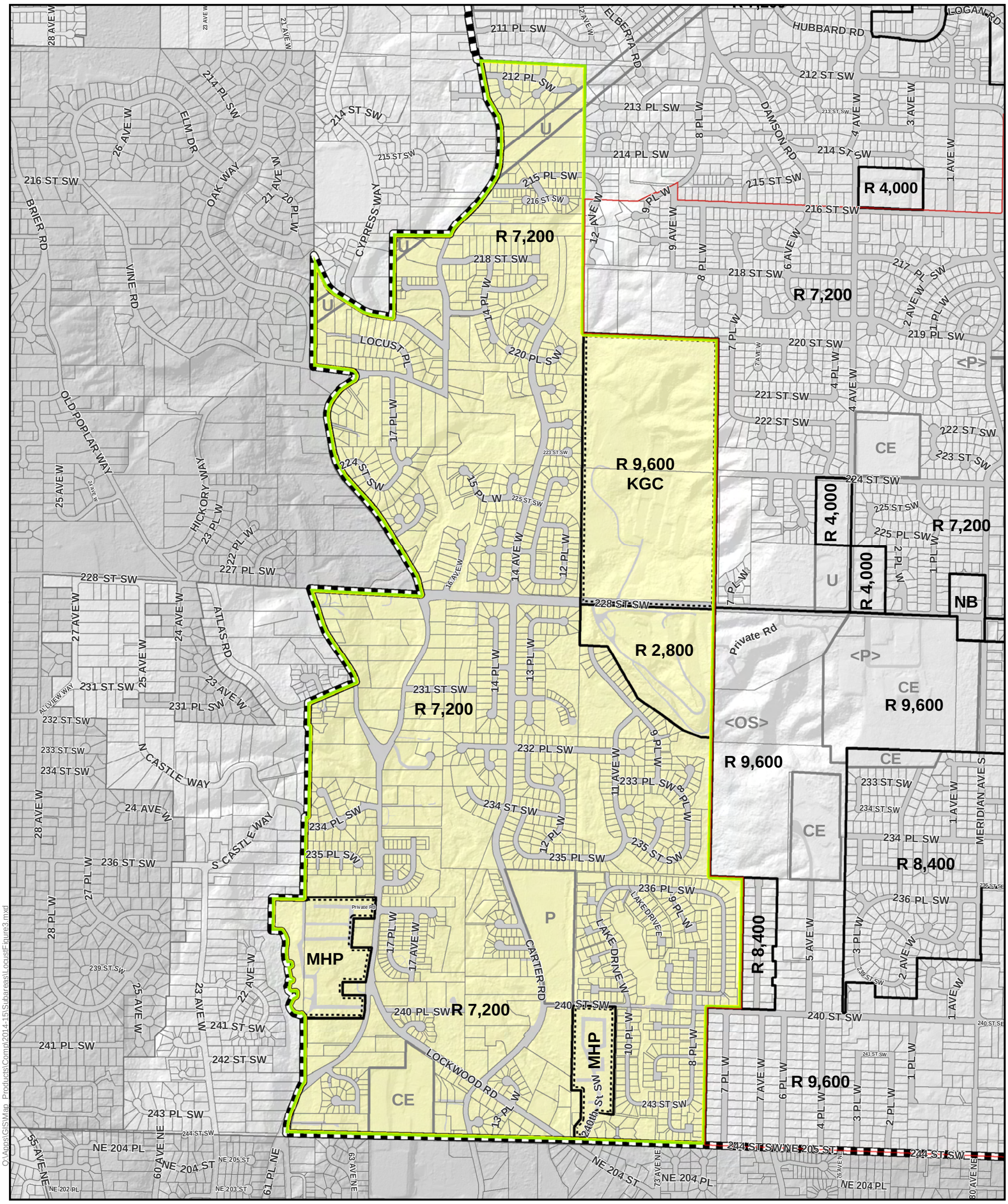


Planning Subarea Location

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

Locust / 14th W Subarea
Figure 2
Aerial Photo - April 2012

City of Bothell



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R 5,400d	Residential 5,400 sq. ft. minimum lot size (only detached units permitted)
R 5,400a	Residential 1 dwelling unit per 5,400 sq. ft. of net buildable area (attached or detached units permitted)
R 4,000	Residential 1 dwelling unit per 4,000 sq. ft. of net buildable area
R 2,800	Residential 1 dwelling unit per 2,800 sq. ft. of net buildable area
R-AC	Residential-Activity Center (no specific density: number of units controlled by site and building envelope regulations)
OP	Office-Professional

Land Use Designations (Outside of Downtown) (Continued)

NB	Neighborhood Business
CB	Community Business
GC	General Commercial
LI	Light Industrial
MHP	Mobile Home Park
KGC	Kenmore Gun Club
MVSO	Motor Vehicle Sales Overlay
SSHO	Specialized Senior Housing Overlay
NCFWCHPA	North Creek Fish & Wildlife Critical Habitat Protection Area
(LID)	Low Impact Development

Downtown Designations

DC	Downtown Core
DN	Downtown Neighborhood
DT	Downtown Transition
522	SR 522 Corridor
GDC	General Downtown Corridor
SVV	Sunrise/Valley View
C	Campus
PPOS	Park and Public Open Space

Public Facilities, Utilities, and Open Space

CE	Civic-Educational
<CE>	Potential Civic-Educational (location not determined)
P	Park
<P>	Park (location not determined)
T	Transit Facility
<T>	Potential Transit Facility (location not determined)
OS	Dedicated Open Space
<OS>	Potential Dedicated Open Space (location not determined)
U	Utility

N W E S

0 0.1 0.2 0.3 0.4 Miles

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

Locust / 14th W Subarea
Figure 3
Land Use Designations

City of Bothell

Damson / Logan Subarea Plan

Summary

The Damson / Logan Subarea Plan provides for attached and detached residential development at a variety of densities ranging from 4-11 dwelling units to the acre.

Other highlights of the plan include the following:

- Acquisition of land and development of a park site or sites to serve the area; and
- Preservation of wetlands, steep slopes and streams;

Subarea Profile

Location

The Damson / Logan Subarea is located in Snohomish County in the northwestern portion of the city's planning area between the Locust / 14th Avenue W, the Queensborough/Brentwood/Crystal Springs and the Filbert/Winesap Subareas.

The subarea is bordered by unincorporated Snohomish County on the west, Interstate - 405 on the east, the Queensborough/Brentwood / Crystal Springs Subarea and the Locust / 14th Avenue W Subarea on the south. (See **Figure 1**)

The Subarea comprises approximately 736.6 acres or 1.15 square miles and constitutes approximately 6.3% percent of the total city area.

Physical Geography

The Subarea consists of the hilltops and higher elevations of the eastern Swamp Creek corridor (see **Figure 1**). The area is relatively flat and, where undeveloped, remains moderately forested.

The natural environment of the Damson / Logan Subarea is dominated by the large, relatively flat eastern uplands of the lower Swamp Creek drainage. Swamp Creek, though just outside the subarea boundary to the west, is a salmon bearing stream with fish and wildlife habitat features. Swamp Creek originates near Mukilteo in Snohomish County and empties into the Sammamish River in Kenmore at approximately 80th Ave NE.

As with other streams in the Bothell area, such as North Creek, increased urbanization over the years has resulted in peak flows of greater intensity and duration than was the case prior to development. Because the local portion of Swamp Creek is the furthest downstream reach, the effects of urbanization are most profound in the lower reaches.

Built Environment

Residential Development

The Damson / Logan Subarea contains a mixture of residential types ranging from large acreage single family residential tracts to small and medium-sized single family lots in developed subdivisions. Higher residential densities exist in the central and southwestern portions of the Subarea while somewhat lower density is reflected in the eastern and western portions.

Commercial Development

No commercial development is present within the Subarea.

Other Development

Snohomish County Fire District 1 Hilltop Fire Station 22 is located across the street from Hilltop Elementary School. A large, high voltage electrical transmission line transects the Damson / Logan Subarea in a northeast-southwest direction entering at I-405 at approximately 203rd Place SW and exiting at Elberta Road and 212th/213th Place SW.

Historic Properties

No properties within the Damson / Logan Subarea have been placed on the National or State Register of Historic Places. Many facilities and residences within the Subarea are older than 50 years which would make them eligible for listing on the Bothell Inventory of Historic Structures should such inventory be updated to include previously unlisted structures.

Schools

Hilltop Elementary School, which is part of the Edmonds School District, is located within the Subarea.

Parks and Open Space

Logan Park is located in the southwestern portion of the subarea at the intersection of Logan Road, Larch Way and Locust Way. The park property is approximately 5 acres in size. Current park facilities consist of:

- Little League baseball field;
- Playground;
- Picnic tables;
- Jogging path;
- Public restrooms

Sanitary Sewer and Water

The Subarea is served by the Alderwood Water and Sewer District. The entire Subarea has water and sewer service available to the residents.

Storm and Surface Water

The City of Bothell is within the Greater Lake Washington / Sammamish / Cedar Watershed, which is called 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 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, natural gas, telephone, wireless telephone and cable television. A 230 kilovolt (KvA) transmission line corridor transects the Subarea (extending northeast to southwest).

Transportation

Streets

The Damson / Logan Subarea street system is dominated by difficult topography which makes a traditional grid roadway network challenging to achieve. Snohomish County has classified the majority of the roadways within the Subarea as local access streets. But the Subarea does have one minor arterial and three collector streets:

Minor Arterial: Locust Way
Collectors: Damson Road, Logan Road, 4th Ave West

Sidewalks/Walkways

Some sidewalks and widened shoulders have been installed within the Subarea as a result of development activity or as part of capital improvements. This section of the subarea Plan will be expanded during future planning efforts, should the subarea annex to the City.

Transit Service

Community Transit serves the Subarea via Route 120 which travels 4th Ave W, Hubbard and Logan Roads.

Damson / Logan Subarea Plan Elements

Land Use

Policies

Note: Many of the Land Use policies are depicted on **Figure 3**, Land Use Designations.

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

2. The approximately 3-acre area west of Logan Road in the vicinity of 209th Place SW is appropriate for attached or detached residential development at one dwelling unit per 4,000 square feet as described in Land Use Element Policy LU-P4 (**R 4,000** in eastern-central portion of the map).

3. The approximately 6-acre area east 4th Avenue W, north of 216th Street SW is appropriate for attached or detached residential development at one dwelling unit per 4,000 square feet as described in Land Use Element Policy LU-P4 (**R 4,000** in southeastern portion of the map).

4. The area between 205th Street SW and S Danvers Road extending west approximately 800 feet (as measured along the 205th Street SW right of way) is appropriate for detached residential development at one dwelling unit per 5,400 square feet as described in Land Use Element LU-P4 (**R 5,400d** in north central portion of map).

5. The area between Logan Road and 203rd Place SW extending from Locust Way to approximately 10th Place SW 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 subject to compliance with critical areas regulations, and other development standards and mitigation requirements (**R 9,600** on western portion of the map).

6. The area between I-405 and Logan Road extending from 212th Street SW to approximately 203rd Place SW 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 subject to compliance with critical areas regulations, and other development standards and mitigation requirements (**R 9,600** on eastern portion of the map).

7. The remainder of the subarea not described in the preceding section is appropriate for detached residential development at one dwelling unit per 7,200 square feet as described in Land Use Element Policy LU-P4 subject to compliance with critical areas regulations, and other development standards and mitigation requirements (**R 7,200** northern and southern portions of the central area of the map).

8. Land currently occupied by Logan Park in the southwest portion of the subarea is appropriate for designation as a Park (**P** as delineated in **Figure 3**).

9. Land currently occupied by Hilltop Elementary School in the central portion of the subarea is appropriate for a Civic / Education designation (**CE** as delineated in **Figure 3**).

10. Consistent with adopted parks level of service guidelines, one or more parks may be appropriate to serve the Subarea. The park(s) may or may not be located within the Subarea. See also Parks and Recreation Policy 1.

Actions

1. The City shall rezone properties in keeping with the Land Use and Natural Environment policies.

Natural Environment

Policies

1. Protect and preserve the wetlands, streams and steep slope critical areas in accordance with the City's Critical Area Ordinance.

2. Protect the quantity and quality of cool groundwater inputs into Swamp Creek and its tributaries. 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.

Actions

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

2. Implement development regulations consistent with the above policies

Housing and Human Services

Placeholder. Upon annexation, the City will work with residents of the Subarea to identify whether any specific Housing Policies or Actions which should be identified for this Subarea.

Economic Development

Placeholder. Upon annexation, the City will work with residents of the Subarea to identify whether any specific Economic Development Policies or Actions which should be identified for this Subarea.

Parks, Recreation and Open Space

Policies

1. Pursue acquisition and development of a park site or 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 in the Subarea.

Actions

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

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

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

Placeholder. No specific Historic Preservation Element Actions have been identified for this Subarea. Upon annexation, the City will work with residents of the Subarea to identify whether any specific Historic Preservation Policies or Actions which should be identified for this Subarea. Refer to the Area-wide Historic Preservation Element.

Urban Design

Placeholder. Upon annexation, the City will work with residents of the Subarea to identify whether any specific Urban Design Policies or Actions which should be identified for this Subarea. Refer to the City-wide Urban Design Element

Annexation

Policies

1. Portions of the Subarea currently served by the Lynnwood Post Office on the basis of routing efficiencies or other considerations by the United States Postal Service (USPS) should retain Lynnwood addresses following annexation to Bothell.

Actions

1. Upon annexation, affirm the above policy with the Bothell and Lynnwood Post Offices.

Utilities and Conservation

Policies

1. Future replacement towers for the transmission lines within or adjacent to the Subarea should be designed so as to minimize aesthetic impacts on the neighborhoods. To the extent all or a portion of these lines can be placed underground, such should be the practice of the utility provider at the time of such replacement or repair work.

Actions

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

Transportation

This section is a place holder for future language. The City will complete this section following annexation, should that occur.

Policies

This section is a place holder for future language. The City will complete this section following annexation, should that occur.

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.

Capital Facilities

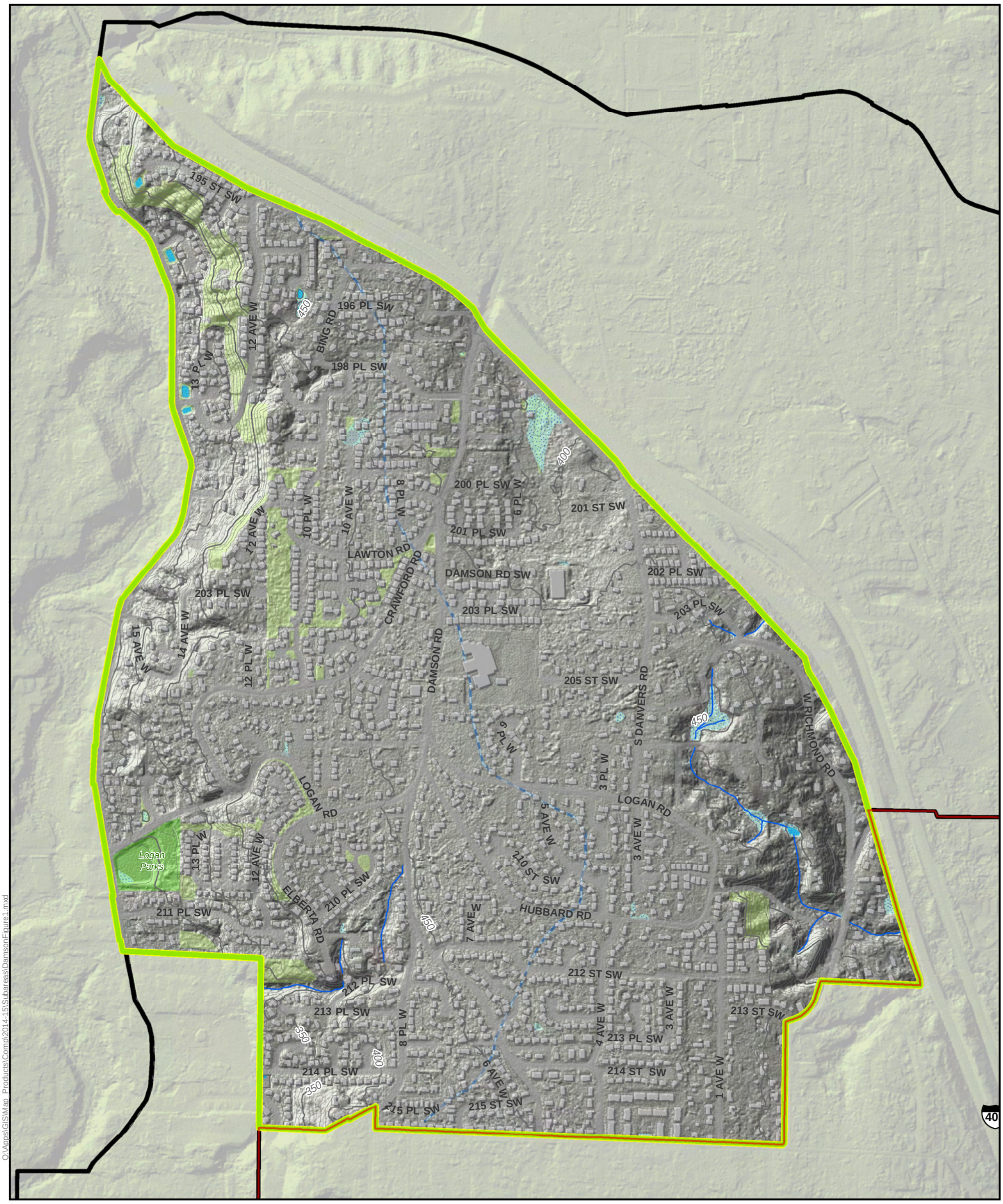
Policies

This section is a place holder for future language. The City will complete this section following annexation, should that occur.

Actions

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.

Additional Capital Facilities Policies and Actions may be considered following annexation, should that occur.



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- Damson / Logan
- Other Subarea
- Stream
- Piped Stream
- Wetlands
- Watershed Basin Boundary
- 10-foot contour
- Park or Athletic Field
- Open Space (Private or Public Owned)
- Bothell City Limits (2015)
- Planning Area Boundary Line

N W E S

0 0.085 0.17 0.255 0.34 Miles

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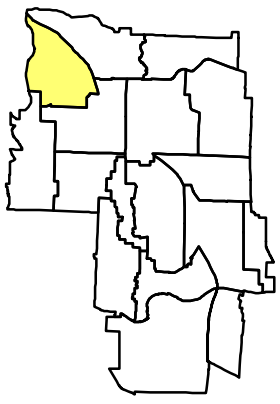
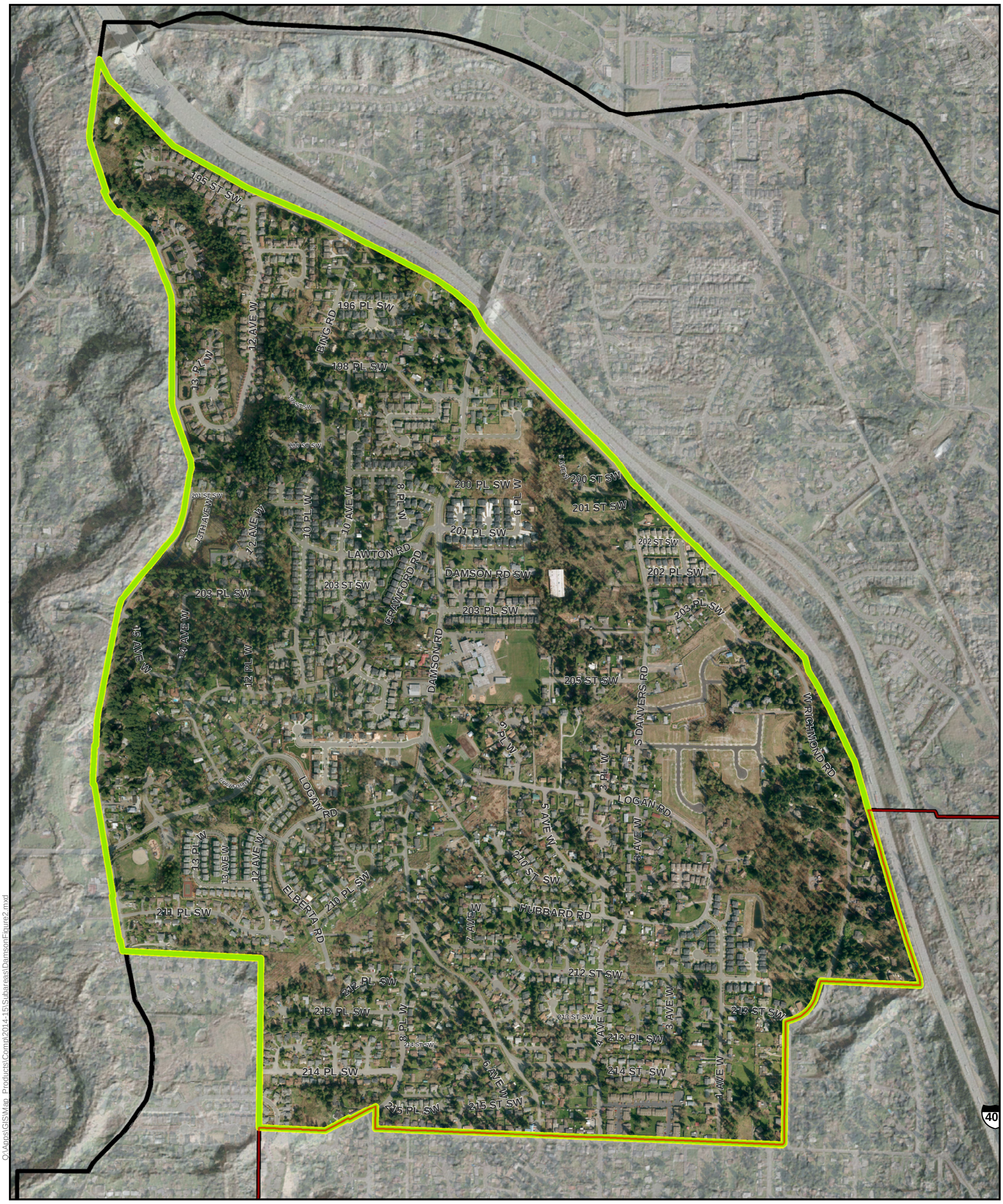


Planning Subarea Location

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

Damson / Logan Subarea
Figure 1
Physical Geography

City of Bothell



Damson / Logan
Other Subarea
Lake
Bothell City Limits (2015)
Planning Area Boundary Line

N
W E
S

0 0.085 0.17 0.255 0.34 Miles

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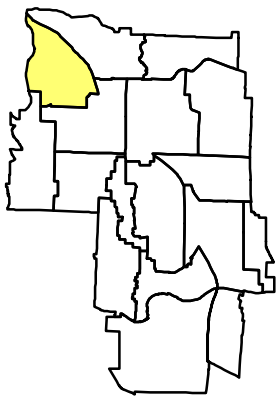

Planning Subarea Location

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

Damson / Logan Subarea
Figure 2
Aerial Photo - April 2012

City of Bothell

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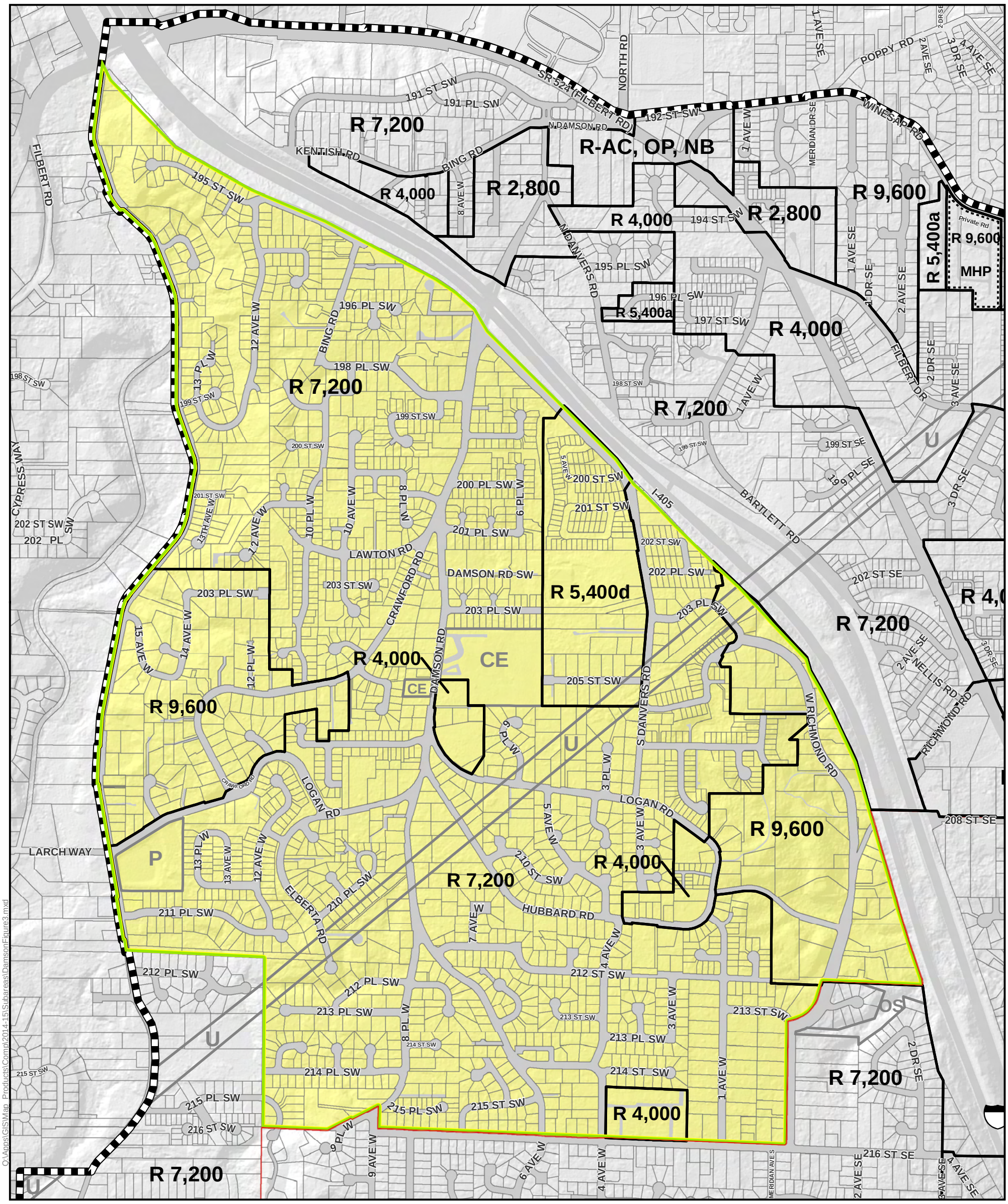

Land Use Designations (Outside of Downtown)

AG	Agriculture
R 40,000	Residential 40,000 sq. ft. minimum lot size
R 9,600	Residential 9,600 sq. ft. minimum lot size
R 8,400	Residential 8,400 sq. ft. minimum lot size
R 7,200	Residential 7,200 sq. ft. minimum lot size
R 5,400d	Residential 5,400 sq. ft. minimum lot size (only detached units permitted)
R 5,400a	Residential 1 dwelling unit per 5,400 sq. ft. of net buildable area (attached or detached units permitted)
R 4,000	Residential 1 dwelling unit per 4,000 sq. ft. of net buildable area
R 2,800	Residential 1 dwelling unit per 2,800 sq. ft. of net buildable area
R-AC	Residential-Activity Center (no specific density: number of units controlled by site and building envelope regulations)
OP	Office-Professional

Land Use Designations (Outside of Downtown) (Continued)

NB	Neighborhood Business
CB	Community Business
GC	General Commercial
LI	Light Industrial
MHP	Mobile Home Park
KGC	Kenmore Gun Club
MVSO	Motor Vehicle Sales Overlay
SSHO	Specialized Senior Housing Overlay
NCFWCHPA	North Creek Fish & Wildlife Critical Habitat Protection Area
(LID)	Low Impact Development

Downtown Designations

DC	Downtown Core
DN	Downtown Neighborhood
DT	Downtown Transition
522	SR 522 Corridor
GDC	General Downtown Corridor
SVV	Sunrise/Valley View
C	Campus
PPOS	Park and Public Open Space

Public Facilities, Utilities, and Open Space

CE	Civic-Educational
<CE>	Potential Civic-Educational (location not determined)
P	Park
<P>	Park (location not determined)
T	Transit Facility
<T>	Potential Transit Facility (location not determined)
OS	Dedicated Open Space
<OS>	Potential Dedicated Open Space (location not determined)
U	Utility

N W E S

0 0.085 0.17 0.255 0.34 Miles

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

Damson / Logan Subarea
Figure 3
Land Use Designations

City of Bothell

Filbert / Winesap Subarea Plan

Summary

The plan for the Filbert / Winesap Subarea provides for continuing the suburban residential nature of existing development throughout most of the subarea and a residential activity center and the intersection of Filbert Road and Winesap Road. The plan recognizes the unique natural and man-made features of the Subarea, from I-405 on the west to North Creek on the east.

Other highlights of the plan include the following:

- Acquisition of land and development of a park site or sites to serve the area; and
- Preservation of critical areas.

Subarea Profile

Location

The Filbert / Winesap Subarea is located in Snohomish County in the northwestern part of Bothell. It is bordered by portions of Filbert Road, 192 Street SW, Winesap Road and 196th Street SE on the north, North Creek on the east, Maltby Road (SR-524) on the south, and I-405 on the west. It is adjacent to the Damson / Logan Subarea on the southwest, the Queensborough / Brentwood / Crystal Springs and Canyon Park Subareas on the south and the Thrashers Corner / Red Hawk Subarea on the east. Unincorporated Snohomish County borders the area to the north (See **Figures 1 - 3**).

The total Subarea comprises approximately 783 acres, or about 1.22 square miles.

Physical Geography

The Filbert / Winesap Subarea consists of a gently rolling plateau flanking Filbert Creek, rising to the west from North Creek, with a small area in the valley bottom at the southeast corner of the Subarea. The high point is about 450 feet, in the northwest part of the subarea. The lowest point is at North Creek in the southeast corner of the Subarea (approximately 125 feet elevation). Many of the residential lots retain wooded areas throughout the subarea, especially on the older lots and neighborhoods. There are a number of unclassified streams and wetland areas throughout the subarea.

The Subarea lies primarily within the North Creek drainage basin, which runs from the north to the south along its east border.

Built Environment

Residential Development

The Subarea is almost exclusively single family residential, with a couple of newer duplex developments. There is one mobile home park in the north central part of the subarea.

Commercial Development

Some small scale, neighborhood-oriented commercial development is present within the subarea at the intersection of Filbert and Winesap Roads.

Schools

There are no public schools within this subarea. There is at least one private pre-school, located within the Crystal Springs Community Church at 20010 Filbert Drive.

Parks and Open Space

There are no public parks located within the Subarea. There are several greenbelts and private playgrounds associated with newer developments that provide some open space areas for the local residents. There are also some vacant parcels in the subarea, so opportunities are available for acquisition of parklands to serve the area in the future.

Other Development

Churches and religious institutions are also located within the Subarea.

Sanitary Sewer and Water

The Subarea is in the Alderwood Water and Sewer District.

Utilities

The Subarea is served by electricity, natural gas, telephone, wireless telephone, and cable television. A power line easement runs diagonally southwest to northeast through the center of the subarea intersecting Filbert Road at about 2nd Avenue SE.

Transportation

Streets

The Filbert / Winesap Subarea is primarily served by Filbert Road (SR 524) which runs northwest to southeast diagonally through the subarea, continuing to the east as Filbert Road / 208th Street SE along the southern subarea boundary. Winesap Road and Filbert Drive winds east-west along the north-central subarea boundary, curving south to connect with Filbert Drive, which roughly parallels Filbert Road through the center of the Subarea. Harvest Road and 14th Avenue SE serve as neighborhood collectors for the east

part of the subarea. Damson Road connects under I-405 to the Damson / Logan Subarea from the west part of the subarea.

Bicycle Routes

Recent improvements to Filbert Road (SR 524) on the south border of the subarea include bicycle lanes. Plans for extending those improvements west along SR 524 include bike lanes, but are not funded at this time. Snohomish County is currently studying alternate potential routes for the North Creek Trail through the east or central portion of the subarea.

Sidewalks/Walkways and Shoulders

Recent improvements to Filbert Road (SR 524) on the south border of the subarea include sidewalks on both sides. The sidewalk on the north side of Filbert Road resumes again at about Filbert Drive and 194th Street SE. Most of the newer subdivisions on the southwest side of Filbert road have sidewalks. Filbert Drive has intermittent sidewalks, shoulder or no shoulder. Most of the older roads have no sidewalks and narrow shoulders.

Transit Service

The closest transit service is Community Transit that runs north/south along SR 527 (Bothell-Everett Highway) to the east (CT buses also run along the southwest boundary of the subarea on I-405, but there are no stops. There is a transit Park-and-Ride to the southeast, on the east side of SR 527 north of 228th Street SE.

Filbert / Winesap Subarea Plan Elements

Land Use

Policies

Note: Many of the Land Use policies are depicted on **Figure 3** which shows Subarea Land Use Designations.

1. Maintain the character of the Subarea's single-family zoned areas.

2. Encourage pedestrian oriented development with a mix of commercial and residential uses in a small Neighborhood Activity Center in the northwest part of the Subarea to provide for convenience commercial uses for the immediately surrounding area.

3. Land in the core of the above Neighborhood Activity Center, surrounding the intersection of Filbert and Winesap Roads, is appropriately designated for denser mixed-use development including residential dwellings at densities controlled by site and building envelope design regulations; and office-professional and community business uses (**R-AC, OP, NB** as delineated in **Figure 3**).

4. Land in the most of the east part of the Subarea, extending to the north central area, is appropriately designated 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** as delineated in **Figure 3**).

5. Lands in the northwest and northeast corners, along I-405 extending into the center of the Subarea is appropriately designated for a minimum lot size of 7,200 square feet as described in Land Use Element Policy LU-P4 (**R 7,200** as delineated in **Figure 3**).

6. Lands in the north central and west central part of the Subarea are appropriate for attached dwelling at a density of one unit per 5,400 square feet of buildable area (**R 5,400a** as delineated in **Figure 3**).

7. Lands in the northwest and far northeast parts of the Subarea and along portions of Filbert Road are appropriate for development at a density of one unit per 4,000 square feet of buildable area (**R 4,000** as delineated in **Figure 3**).

8. Lands in the southwest portion of the subarea and adjacent to the Neighborhood Activity Center, flanking Filbert Road and Damson Road, are appropriate for multifamily development at a density of one unit per 2,800 square feet of buildable area (**R 2,800** delineated in **Figure 3**).

9. Lands in the north central and far southeast corner of the Subarea are appropriately designated as Mobile Home Park (**MHP** as delineated in **Figure 3**) to recognize and protect this land use providing affordable detached single family housing.

10. A power transmission corridor running roughly through the center of the Subarea on a NE-SW bearing is designated Utility to recognize the existing use (**U** as delineated in **Figure 3**).

11. Consistent with adopted parks level of service guidelines, one or more parks may be appropriate to serve the Subarea. The park(s) may or may not be located within the Subarea. See also Parks and Recreation Policy 1.

Actions

1. The City shall zone properties in keeping with the Land Use and Natural Environment policies.

Natural Environment

Policies

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

2. Protect and preserve critical areas within the Subarea.

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

4. Identify and protect the wetlands, streams, and associated buffers within the Subarea, including North Creek and its tributaries

Actions

1. Continue to work with Snohomish County in implementing the North Creek Watershed Management Plan.

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. Implement development regulations consistent with the above policies.

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

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 a range of housing types ranging from detached residential at minimum lot sizes of 9,600 square feet to attached residential at densities controlled by site and building design envelope regulations within the Subarea

Actions

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

Economic Development

This section is a place holder for future language. No specific Economic Development Policies or Actions have been identified for this Subarea. The City will complete this section following annexation, should that occur. Refer to the Planning Area-wide Economic Development Element.

Parks, Recreation and Open Space

Policies

1. Pursue acquisition and development of a park site or sites to serve the Subarea based on the City's overall adopted level of service standard as contained in the Parks, Recreation and Open Space Action Program (PROSAP). It is recognized that such parks, while serving the Subarea, may or may not be located in the Subarea.

Actions

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

1. Include in the Capital Facilities Plan funding for acquisition and development of a park or parks to serve the Filbert / Winesap Subarea.

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

Placeholder. No specific Historic Preservation Element Actions have been identified for this Subarea. Upon annexation, the City will work with residents of the Subarea to identify whether any specific Historic Preservation Policies or Actions which should be identified for this Subarea. Refer to the Area-wide Historic Preservation Element.

Urban Design

Placeholder. Upon annexation, the City will work with residents of the Subarea to identify whether any specific Urban Design Policies or Actions which should be identified for this Subarea. Refer to the City-wide Urban Design Element

Annexation

Placeholder. Upon annexation, the City will work with residents of the Subarea to identify whether any specific Urban Design Policies or Actions which should be identified for this Subarea. Refer to the City-wide Annexation Element.

Utilities and Conservation

This section is a place holder for future language. The City will complete this section following annexation, should that occur.

Transportation

This section is a place holder for future language. The City will complete this section following annexation, should that occur.

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.

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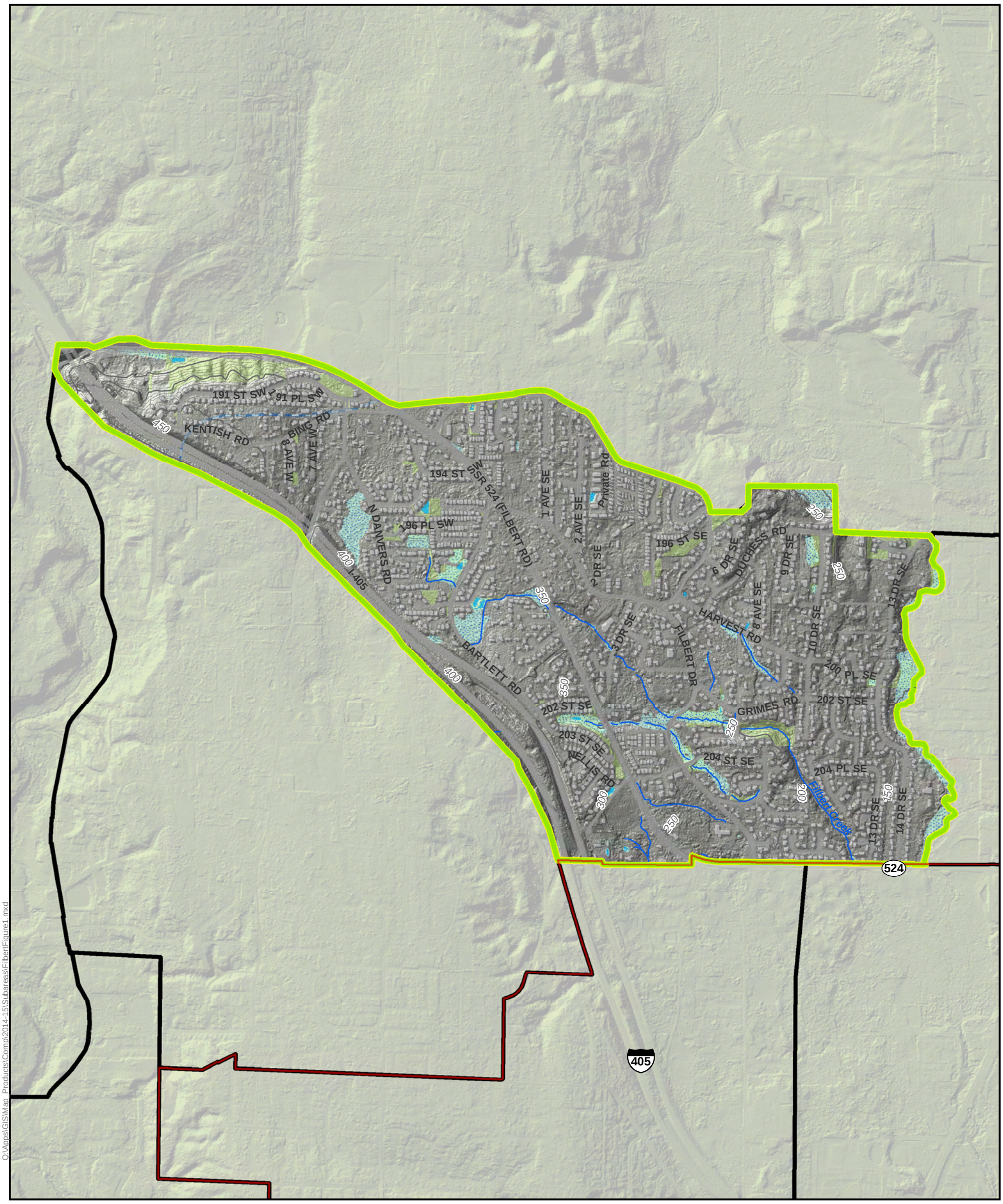

Filbert / Winesap
Other Subarea
Stream
Piped Stream
Wetlands
Watershed Basin Boundary
10-foot contour
Park or Athletic Field
Open Space (Private or Public Owned)
Bothell City Limits (2015)
Planning Area Boundary Line

N
W E
S

0 0.1 0.2 0.3 0.4 Miles

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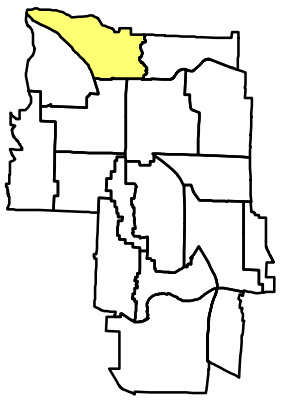

Planning Subarea Location

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

Filbert / Winesap Subarea
Figure 1
Physical Geography

City of Bothell

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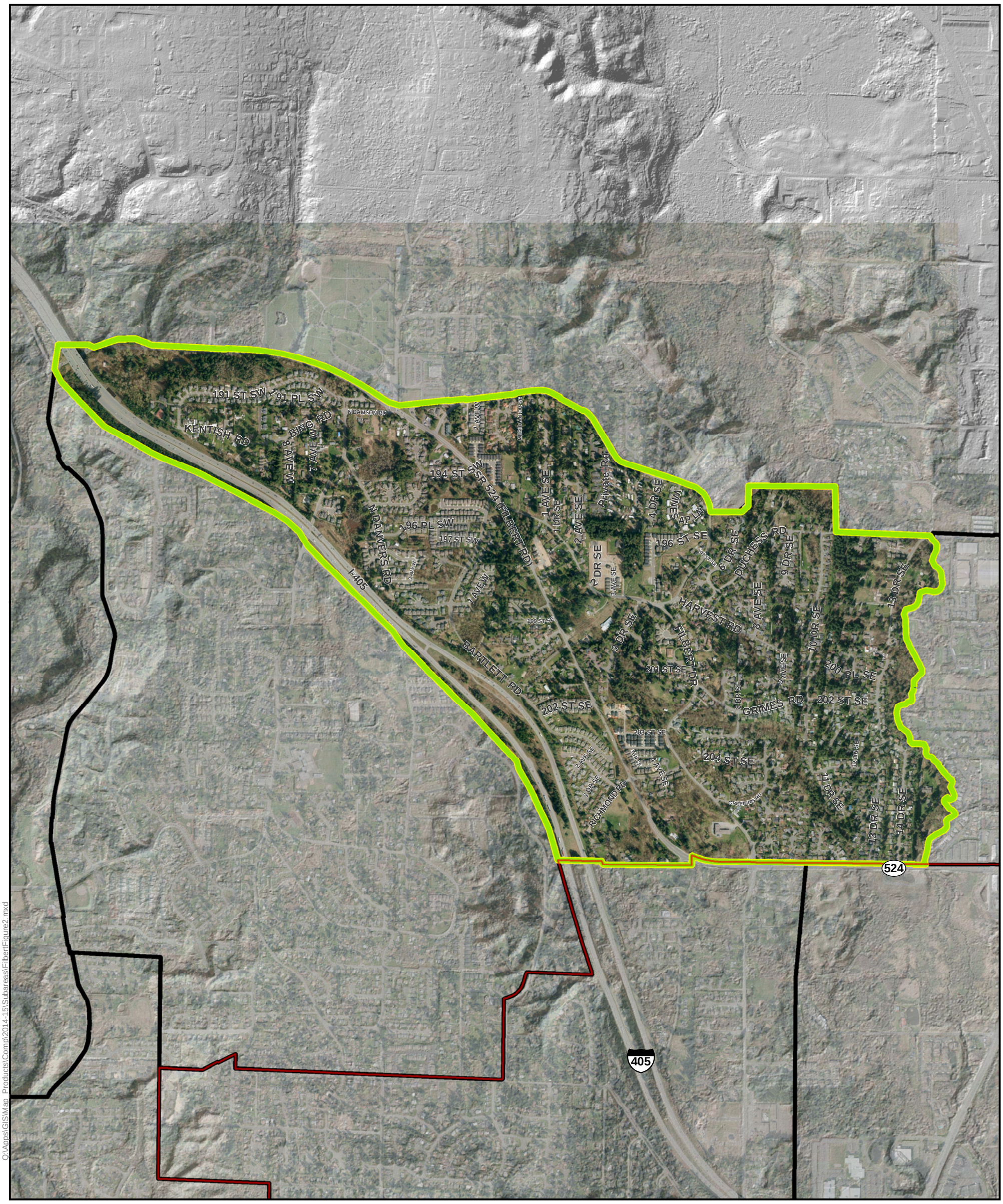

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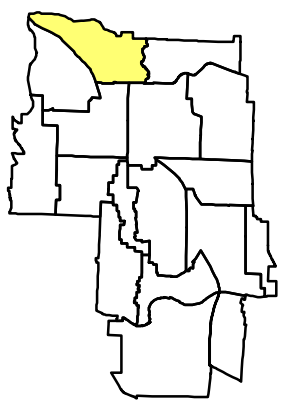

Planning Subarea Location

- Filbert / Winesap
- Other Subarea
- Lake
- Bothell City Limits (2015)
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*Imagine Bothell...*Comprehensive Plan
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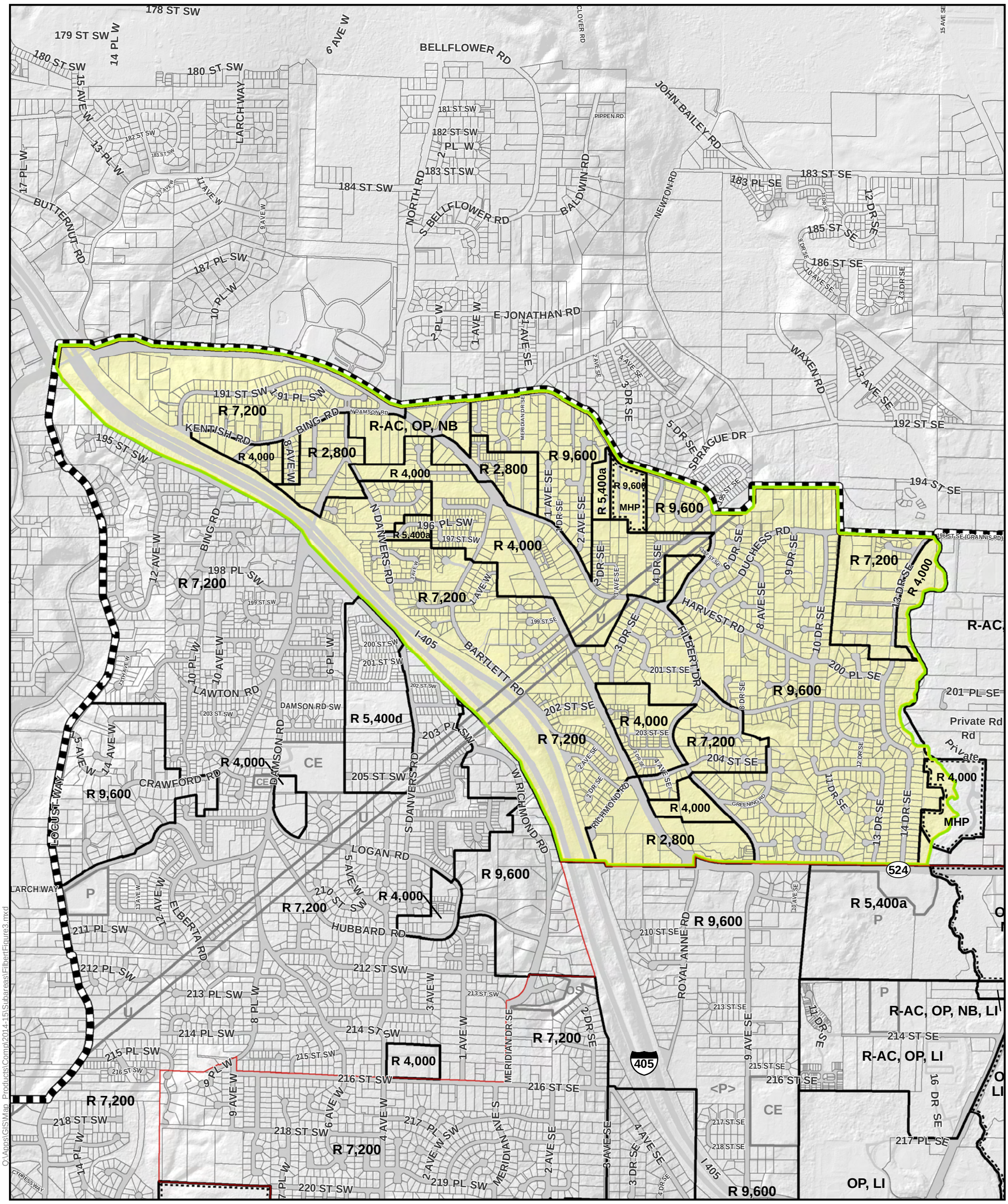
Filbert / Winesap Subarea
Figure 2
Aerial Photo - April 2012

City of Bothell



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Filbert / Winesap Subarea
Figure 3
Land Use Designations

City of Bothell

Thrasher's Corner / Red Hawk Subarea Plan

Summary

The plan for the Thrasher's Corner / Red Hawk Subarea provides for continued development of a community activity center in the Thrasher's Corner area and a new residential activity center at the intersection of York Road and Maltby Road, surrounded by a mix of residential areas ranging from single family to multifamily. The plan recognizes the unique natural and cultural features of the area, from North Creek on the west to the Fernwood Elementary School in the northeast corner.

Other highlights of the plan include the following:

- Acquisition of land and development of a park site or sites to serve the area; and
- Preservation of critical areas.

Subarea Profile

Location

The Thrasher's Corner / Red Hawk Subarea is located in Snohomish County in the northeastern corner of Bothell. It is bordered by 196th Street SE (Grannis Road) on the north, the line of 41st Ave SE on the east, Maltby Road (SR 524) on the south, and North Creek on the west. It is adjacent to the Filbert / Winesap Subarea on the west, and the Canyon Park and Canyon Creek / 39th SE Subareas on the south. Unincorporated Snohomish County borders the area to the north and east (See **Figures 1 - 3**).

The total Subarea comprises approximately 587 acres, or about 0.92 square miles.

Physical Geography

The Thrasher's Corner / Red Hawk Subarea consists of a portion of the eastern side of the North Creek valley, with a fairly broad, flat valley floor on the west sloping up eastward to a gently rolling plateau. The western boundary of the Subarea follows North Creek. Much of the land is gently rolling to flat and land uses within the Subarea are less restricted by topography than are many of the other parts of the planning area. The high point is approximately 430 feet near the end of 200th Street SE east of 32nd Drive SE. The lowest point is at North Creek in the southwest corner of the Subarea (approximately 125 feet elevation).

The Subarea lies within the North Creek drainage basin, bordered on the west by North Creek and containing portions of two perennial tributaries, Silver Creek and Sulphur Springs Creek. Sulphur Springs Creek flows southwest from the center of the northern subarea boundary to join North Creek just north of the southwest corner of the Subarea. Silver Creek branches off Sulphur Springs Creek tributary just west of SR 527, running along the west side of the roadway then crossing to the east side just south of 196th

Street SE. The natural environment of the Thrasher's Corner / Red Hawk Subarea is dominated by North Creek to the west, becoming a generally high, flat to gently rolling plateau to the east (see **Figure 2**).

Built Environment

Residential Development

The Subarea has a wide range of residential development, from single family to multifamily, including two mobile home parks.

Commercial Development

Significant commercial development is present in the western portion of the Subarea, along SR 527.

Schools

One school is located within the Subarea, Fernwood Elementary at 3933 Jewell Road.

Parks and Open Space

There are no public parks located within the Subarea. Fernwood Elementary provides some open space and recreation opportunities to the residents of the area, and the Park Ridge Community Church in the southeast corner of the Subarea has developed playfields that are available to the community. However, school grounds are often restricted in the amount of time the public has access, and the church property could be converted to other uses. Since vacant parcels do exist in the Subarea, opportunities are available for acquisition of parklands to serve the area in the future.

Other Development

Churches and religious institutions are also located within the Subarea.

Sanitary Sewer and Water

The Subarea is in the Alderwood Water and Sewer District.

Utilities

The Subarea is served by electricity, natural gas, telephone, wireless telephone, and cable television. This Subarea abuts a major substation which is located on the west and east sides of 35th Avenue SE (if extended), just south of Maltby Road (SR-524).

A natural gas branch line crosses the east side of the Subarea along the line of 39th Avenue.

Storm and Surface Water

The City of Bothell is within the Greater Lake Washington / Sammamish / Cedar Watershed, which is called 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 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.

Transportation

Streets

The Thrasher's Corner / Red Hawk Subarea is primarily served by east-west arterials such as 196th Street SE (Grannis Road) and Maltby Road (SR 524) and north-south arterials such as the Bothell Everett Highway (State Route 527) and 35th Avenue SE / York Road (connecting to 39th Avenue SE to the south). Jewell Road connects from York Road northeast to 196th Street.

Bicycle Routes

There are existing bicycle lanes in the Subarea along Bothell Everett Highway (SR 527). There are no designated shared use paths in this Subarea.

Sidewalks/Walkways and Shoulders

There are existing sidewalks in the Subarea within the newer residential subdivisions, directly in front of Fernwood Elementary and along Bothell Everett Highway (SR 527). Many of the streets and roads in the area are without sidewalks and often without substantial shoulders.

Transit Service

At present, the only transit service in this Subarea is provided by Community Transit along Bothell Everett Highway (SR 527). There is a transit Park-and-Ride to the south, on the east side of SR 527 north of 228th Street SE.

Thrasher's Corner / Red Hawk Subarea Plan Elements

Land Use

Policies

Note: Many of the Land Use policies are depicted on **Figure 3** which shows Subarea Land Use Designations.

1. Encourage development with a mix of commercial and residential uses in the Community Activity Center in the west part of the subarea, creating a more pedestrian-oriented center providing shopping and employment opportunities for the Subarea and surrounding Subareas.

2. Maintain the overall single-family character of the eastern part of the Subarea, with a small Neighborhood Activity Center in the southeast corner to provide for convenience commercial uses for the immediately surrounding area.

3. Land in the valley bottom along the east side of North Creek, flanking SR 527 between Filbert/Maltby Road (SR 524) and 196th Street SE, is appropriately designated for denser mixed-use development including residential dwellings at densities controlled by site and building envelope design regulations; and office-professional and community business uses (**R-AC, OP, CB** at the western part of the map in **Figure 3**).

   It is recognized that the SR527 / SR 524 junction 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, Community Transit and other applicable agencies to identify and implement strategies for reducing congestion.

4. Land just east of the R-AC, OP, CB zoning at Thrasher's Corner, along the north side of Maltby Road (SR 524), is appropriately designated for multifamily residential development (**R 2,800**) as delineated in **Figure 3**.

5. Lands adjacent to the southwest and northeast corners of the R-AC, OP, CB zoning at Thrasher's Corner, north of Filbert Road (SR 524) along North Creek and south of 196th Street SE at 22nd Avenue SE, are appropriately designated as Mobile Home Park (**MHP** as delineated in **Figure 3**) to recognize and protect this land use providing affordable detached single family housing.

6. Lands along the south side of 196th Street SE in the center of the north part of the Subarea are appropriately designated for attached or detached residential development at 1 unit per 4,000 square feet (**R 4,000** as delineated in **Figure 3**).

7. Lands flanking 24th Drive SE south of the R 4,000 zoning along 196th Street SE are appropriately designated for single family residential development (**R 7,200** as delineated in **Figure 3**).

8. Lands in most of the eastern part of the Subarea are appropriately designated for single family residential development (**R 9,600** as delineated in **Figure 3**).

9. Land in the southeast corner of the Subarea, northeast of the intersection of Maltby Road (SR 524) and York Road, is appropriately designated for mixed-use development, including residential dwellings at densities of one unit per 2,800 square feet; and office-professional and neighborhood business uses (**R 2,800, OP, NB** as delineated in **Figure 3**).

10. Adjacent to and supporting the R 2,800, OP, NB area described in 8 above, the land in the far southeast of the subarea is appropriate for multifamily residential development at 1 unit per 2,800 square feet of buildable area (**R 2,800** as delineated in **Figure 3**).

11. A power transmission corridor running roughly through the center of the Subarea on a NNW-SSE bearing is designated Utility to recognize the existing use (**U** as delineated in **Figure 3**).

12. Fernwood Elementary is designated Civic-Educational to recognize the existing use (**CE** in northeast corner of map).

13. Consistent with adopted parks level of service guidelines, one or more parks may be appropriate to serve the Subarea. The park(s) may or may not be located within the Subarea. See also Parks and Recreation Policy 1.

Actions

1. The City shall zone properties in keeping with the Land Use and Natural Environment policies.

Natural Environment

Policies

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

2. Protect and preserve critical areas within the Subarea.

3. Protect the quantity and quality of cool groundwater inputs into North Creek and its tributaries. 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.

5. Identify and protect the wetlands, streams, and associated buffers within the Subarea, including North Creek and its tributaries as well as ponds, streams and wetlands in the southeast portion of the Subarea.

Actions

1. Continue to work with Snohomish County in implementing the North Creek Watershed Management Plan.

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. Implement development regulations consistent with the above policies.

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

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 a range of housing types ranging from detached residential at minimum lot sizes of 9,600 square feet to attached residential at densities controlled by site and building design envelope regulations within the Subarea.

2. Support the utilization of Fernwood Elementary for before- and after-school child day care.

Actions

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

Economic Development

This section is a place holder for future language. The City will complete this section following annexation, should that occur. Refer to the Planning Area-wide Economic Development Element.

Parks, Recreation and Open Space

Policies

1. Pursue acquisition and development of a park site or sites to serve the Subarea based on the City's overall adopted level of service standard as contained in the Parks, Recreation and Open Space Action Program (PROSAP). It is recognized that such parks, while serving the Subarea, may or may not be located in the Subarea.

Actions

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

1. Include in the Capital Facilities Plan funding for acquisition and development of a park or parks to serve the Thrasher's Corner / Red Hawk Subarea.

Historic Preservation

Policies

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

Actions

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

Urban Design

Policies

1. Ensure that improvements to Maltby Road (SR-524) west of the Thrasher's Corner Community Activity Center, York Road and 196th Street SE retain a residential character which preserve and enhance residential character within the Subarea. Reference Transportation Policies.

Actions

1. In accordance with policy 1, incorporate design features to Maltby Road (SR-524), York Road and 196th Street SE which convey a residential character.

Annexation

Refer to Planning Area-wide Annexation Element

Utilities and Conservation

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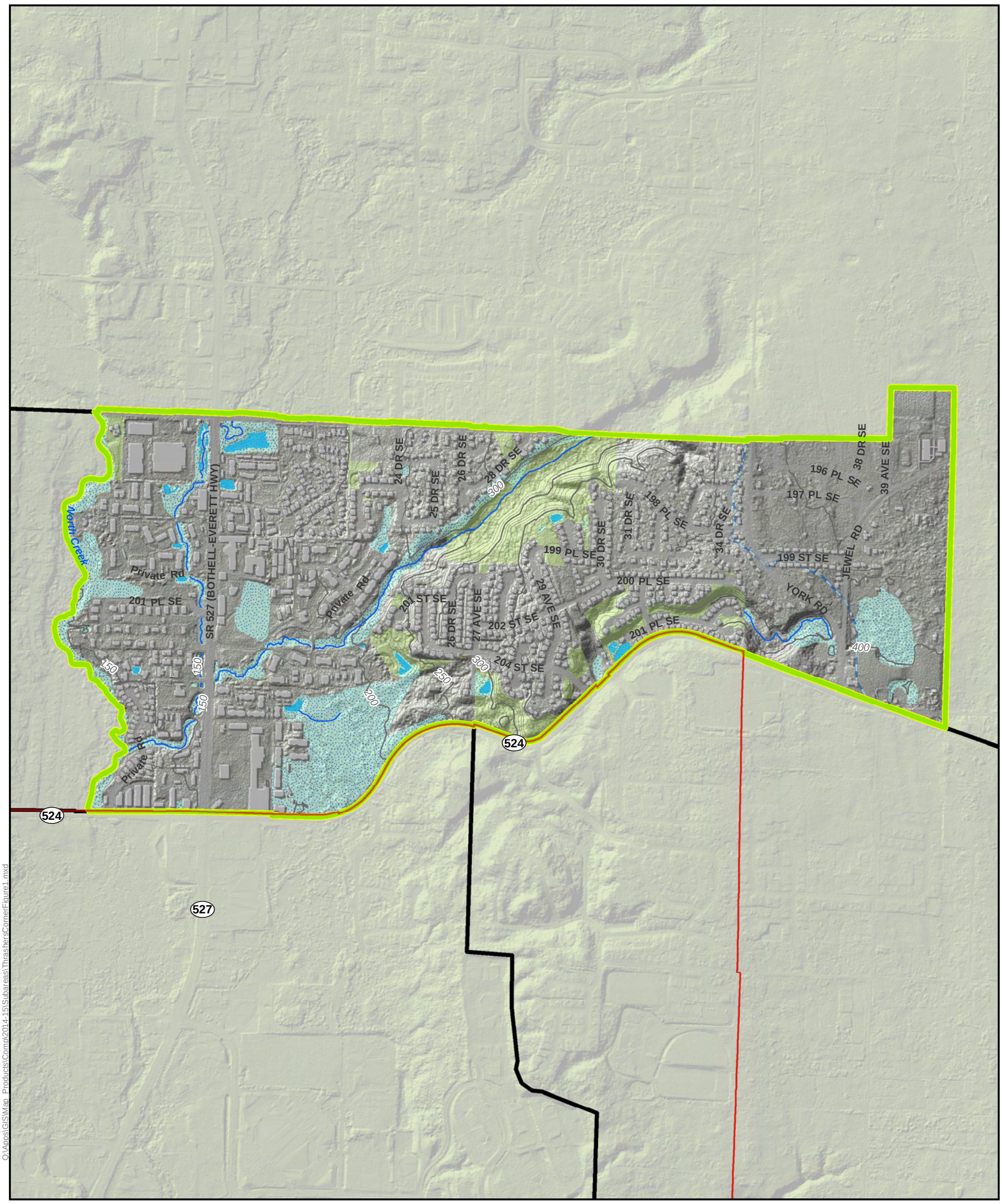

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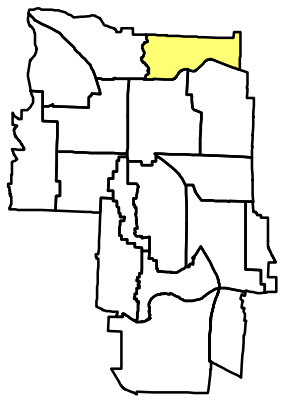

Planning Subarea Location

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Thrasher's Corner / Red Hawk Subarea
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Physical Geography

City of Bothell

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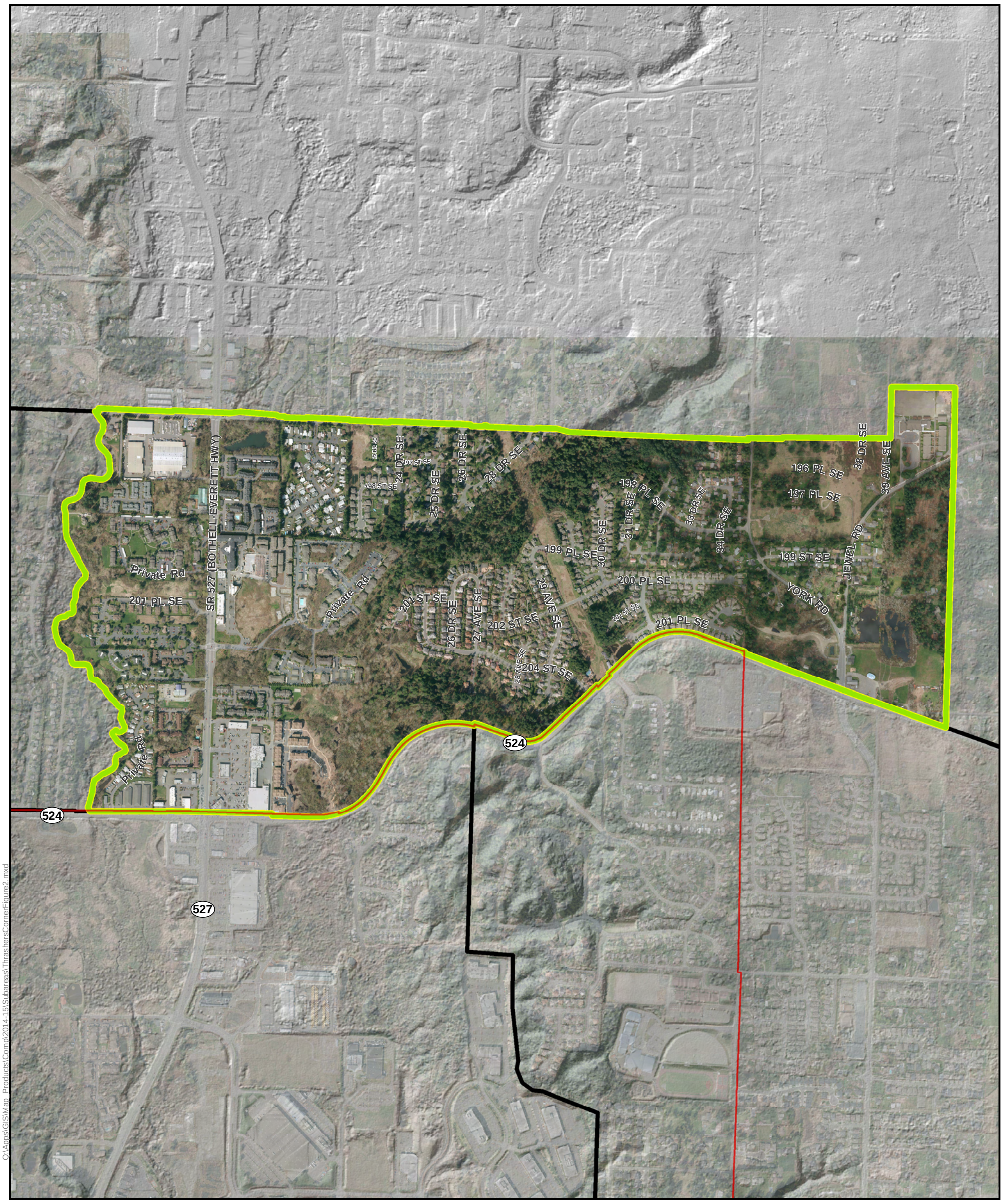

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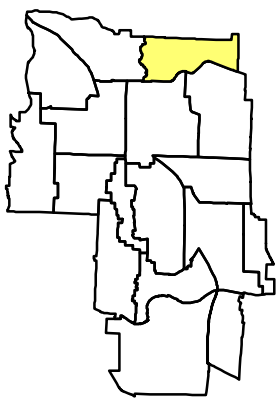

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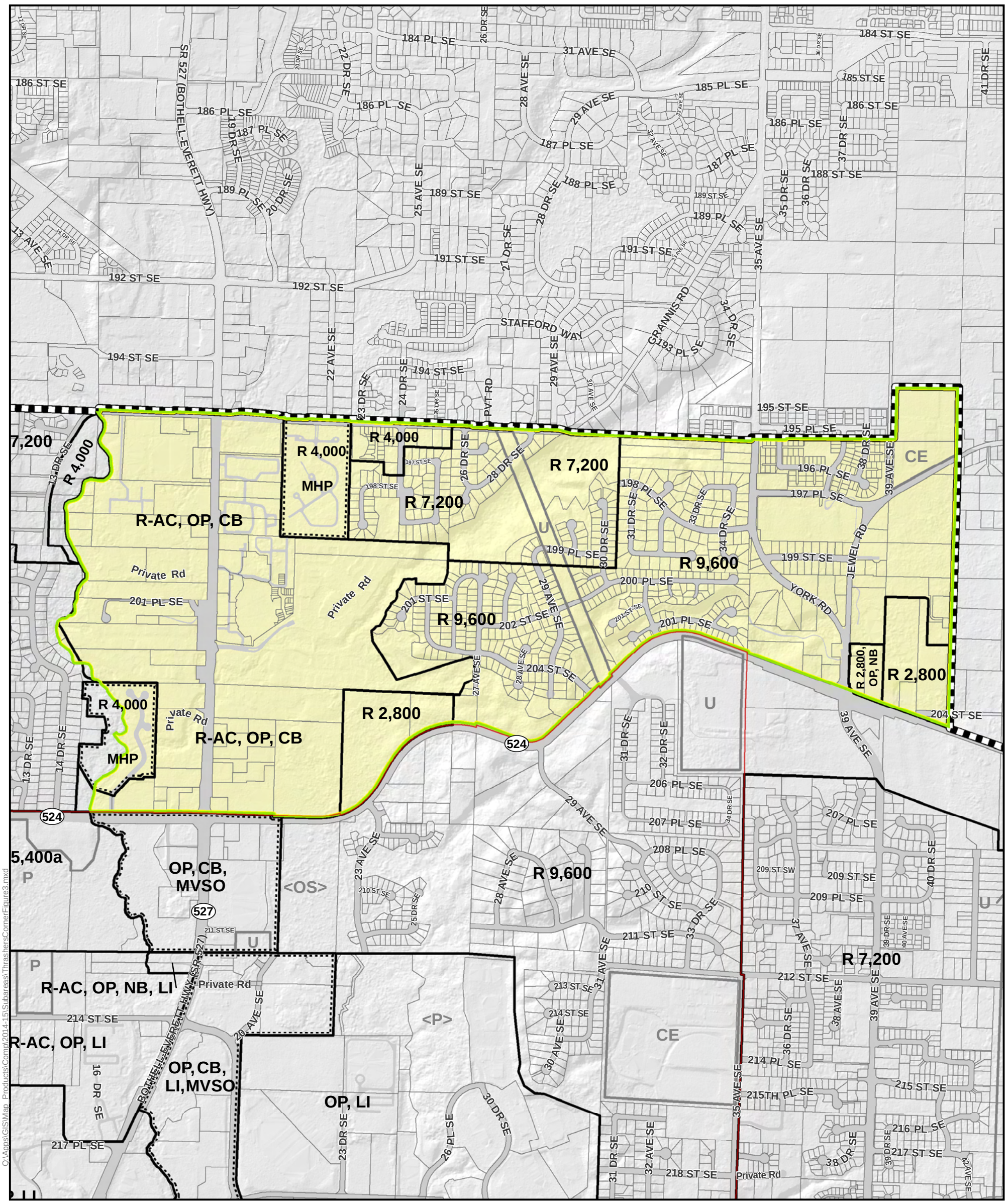

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Thrasher's Corner / Red Hawk Subarea
Figure 3
Land Use Designations

City of Bothell