

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 parks 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 provides 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	240 th 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 228 th and 242 nd (possible bypass of Bothell-Everett Highway)
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Shared signed roadway	240 th Street SE Bothell-Everett Highway
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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.