

BLOOMBERG HILL SUBAREA PLAN

SUMMARY

The Plan for the Bloomberg Hill Subarea ~~adjusts~~ provides for maintaining existing development patterns ~~while allowing~~ to support new infill and redevelopment compatible with the scale of the existing residential neighborhood, 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 e~~Continued continuation of the existing pattern of residential development throughout most of the Subarea.
- Provision for ~~multiple family~~multifamily, 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.
- Pursuit of parks and recreation opportunities within the Subarea consistent with the goals, policies, and implementation strategies of the Bothell Parks, Recreation and Open Space Plan ~~Action Program~~.

Revisions to this subarea plan are proposed for consistency with the proposed citywide future land use map. Minor revisions for consistency with the 2022 Bike Plan and equity related language revisions are also included. Proposed revisions are shown in tracks.

SUBAREA PROFILE

Location

The Bloomberg Hill Subarea is located in the eastern section of Bothell's Planning Area (see **Exhibit 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~~Manufactured 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 **Exhibit 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 **Exhibit 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 ~~is primarily 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 **Exhibit 2**). 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 & 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 & 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 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 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~~ [Manufactured](#) 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 [and Community Transit only](#) 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.

GOALS & POLICIES

Land Use

Policies

Note: Many of the Land Use policies are depicted on **Exhibit 3**, Land Use. [Land use designations are described in the Planning Area-wide Land Use Element.](#)

1. Maintain the residential character of the Subarea. [Support residential density and development patterns which allow new infill and redevelopment consistent with the FLUM.](#)
2. Land located along 130th Avenue NE in the northeast corner of the Subarea is appropriate for **medium density residential** development as described by the R-5,400d designation 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 **mixed use** 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 **medium density residential** development as described by the R-5,400 designation 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 **mixed use attached or detached residential development** as described by the R-2,800 designation 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 [land use](#) designations: Woodin Elementary School, Civic Education (**CE-institutional** 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-park** in the north portion of the map).
7. Land within the remainder of the subarea [not described in the preceding policies](#) is appropriate for continued **lower density residential** development as described by the R-9,600 designation in Land Use Element Policy LU-P4, (**R-9,600** designation throughout much of the map).
8. [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.](#)

Implementation Strategies

No specific Land Use implementation strategies have been identified for this Subarea. Refer to the Planning Area-wide Land Use Element [and Implementation 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 implementation strategies. These natural areas provide valuable erosion control, wildlife habitat, and visual relief from the built environment, and contribute to the ~~identity~~ [visual landscape](#) of the Subarea. Maintain the [tree canopy of 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.

Implementation Strategies

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 & Human Services

Policies

1. Provide for a range of housing ~~alternatives~~ [types](#) within the Subarea for persons of varying incomes and lifestyles. ~~Reference is made to the Land Use policies above, which provide for a range of housing types.~~

Implementation Strategies

No specific Housing [or Human Services](#) implementation strategies have been identified for this Subarea. Refer to the Planning Area-wide Housing Element, [Human Services Element](#), [and Implementation Element](#).

Economic Development

No specific Economic Development Element policies or implementation strategies have been identified for this Subarea. Refer to the Planning Area-wide Economic Development Element [and Implementation Element](#).

Parks, Recreation, & 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-standards~~ and the policies as contained in the Parks, Recreation, and Open Space ~~Action~~ (PROS) Plan and 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.

Implementation Strategies

Parks and recreation projects to implement subarea and city-wide policies are identified and generally described in the adopted PROS Plan ~~Bothell Parks, Recreation and Open Space Action Program (PROSAP)~~: from the PROS Plan ~~AP~~ 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.

Cultural & Historic Resources

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 implementation strategies of the Cultural & Historic Resources ~~Preservation~~ Element and any implementing regulations.

Implementation Strategies

No specific Cultural & Historic Resources ~~Preservation~~ Element implementation strategies have been identified for this Subarea. Refer to the Area-wide Cultural & Historic Resources ~~Preservation~~ Element and Implementation Element.

Urban Design

Policies

1. Any future improvements to 130th / 132nd Avenue NE should be so designed and coordinated as to provide a safe, functional, and aesthetically pleasing shared gateway to the cities of Bothell and Woodinville. Additionally, safe, functional, and aesthetically pleasing 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~~ **landscape and tree canopy** 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.

Implementation Strategies

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 & 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.

Implementation Strategies

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) <u>None</u>
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 <u>130th Avenue NE</u> <u>130th Place NE</u>
Striped and/or Signed Route (Bicycle Lane or Shared Roadway) Protected Bike Lane	NE Hollyhills Drive <u>NE 192nd Place</u> NE 180th Street NE 205th ST 47th Avenue SE 240th Street SE
Neighborhood Greenway	<u>Hollyhills Drive NE</u> <u>NE 195th Street</u>
Other Agency	<u>132nd Avenue NE</u>

3. ~~Bicycle routes should be signed as soon as possible.~~
- 4.3. 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.~~

- 6.4. Sidewalks/walkways within the Hollyhills ~~Mobile~~ [Manufactured](#) 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.~~
- 8.5. Coordinate with neighboring jurisdictions on the planning, funding, and implementation of transportation improvements to address shared transportation needs and concerns.
- 9.6. Land under the transmission lines bordering the west of this Subarea should be used for pedestrian/equestrian/bike trail use.
- 10.7. Coordinate traffic calming measures and pedestrian safety improvements with subarea residents in accordance with the City's Traffic Calming Program.

Implementation Strategies

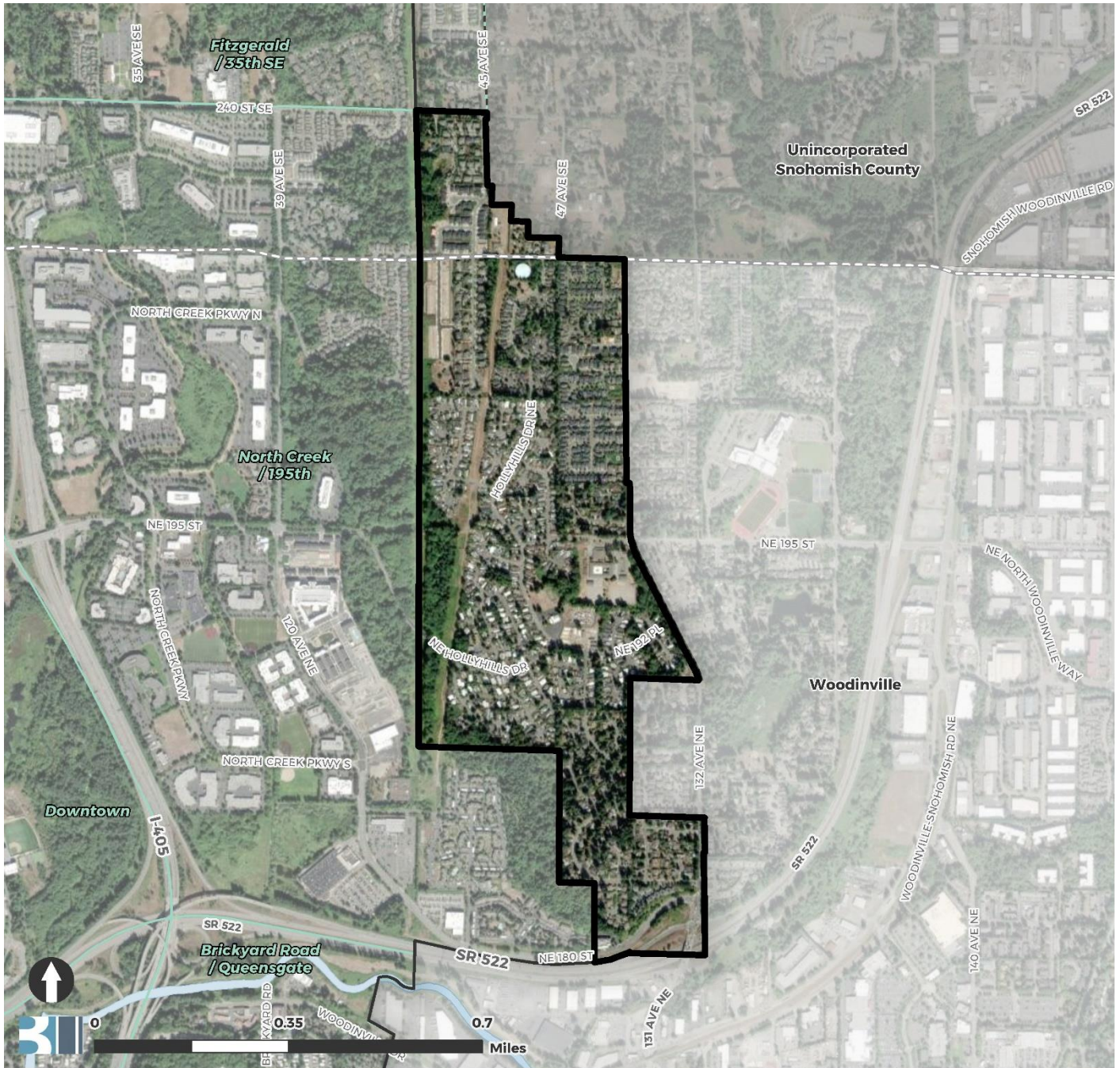
Transportation projects to implement subarea and city-wide policies are identified and generally described in the ~~Bothell Transportation Improvement Plan (TIP)~~ [Transportation Element Implementation Strategies](#), ~~from the TIP and other sources,~~ The City Council selects projects for inclusion in the [Six-Year Transportation Improvement Plan \(TIP\) and](#) 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).~~
1. Work with the City of Woodinville and King County to coordinate future improvements of 130th and 132nd Avenues NE.
 2. 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.
 - ~~3. Erect signage to designate 130th/132nd Avenues NE as bicycle routes.~~
 - 4.3. Investigate and, if feasible, provide continuous sidewalks/walkways on 195th Street/Hollyhills Drive [as outlined in the pedestrian prioritization study](#).
 5. 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.~~
 - 6.4. 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.
 - 7.5. Consider traffic calming measures along Hollyhills Drive in accordance with the City's Traffic Calming Program.
 8. ~~Encourage bicycle facilities along the following corridor:~~
 - 9.6. NE 195th Street east from 130th Avenue NE [Implement bicycle facilities as outlined in the Bothell Bike Plan for routes designated in this Subarea](#).

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.

Exhibit 2. Aerial Photo, 2024—Bloomberg Hill Subarea

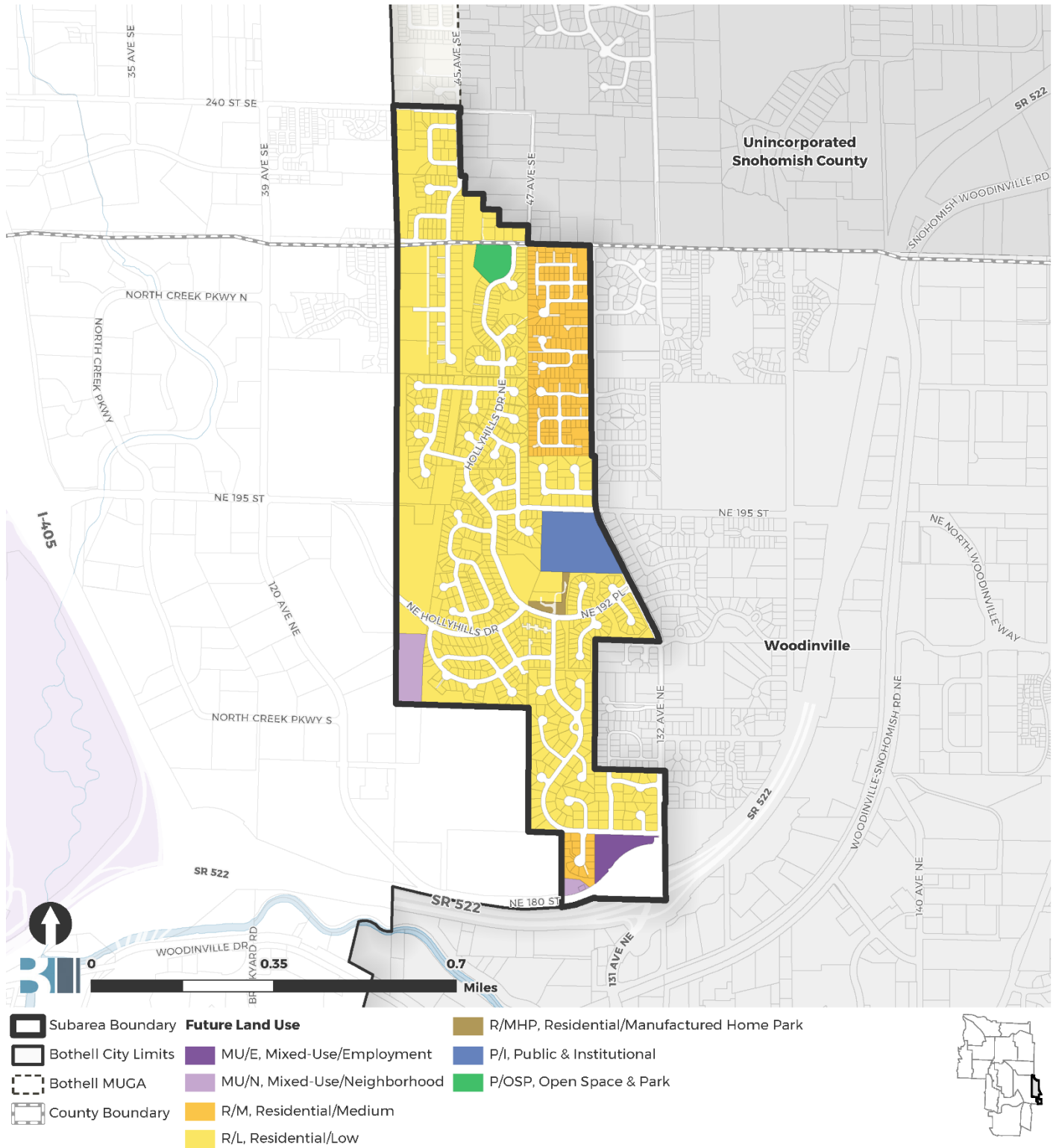


- Subarea Boundary
- Other Subareas
- Bothell City Limits
- Water Bodies
- Bothell MUGA
- County Boundary



Source: City of Bothell, 2024; BERK, 2024.

Exhibit 3. Future Land Use—Bloomberg Hill Subarea



Source: City of Bothell, 2024; BERK, 2024.