

BRICKYARD ROAD / QUEENSGATE SUBAREA PLAN

SUMMARY

The Plan for the Brickyard Road / Queensgate 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 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 citywide 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~~ multifamily, 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.

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 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 [Exhibit 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 **Exhibit 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~~ detached 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~~ detached site built and manufactured ~~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 [as well as a portion of 124th 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.

GOALS & POLICIES

Land Use

Policies

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

1. ~~Maintain the residential nature of the Subarea~~ [Support residential density and development patterns which allow new infill and redevelopment consistent with the FLUM](#).
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 [and is designated park](#) (~~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 [general commercial](#) ~~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 [preserve](#) 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 **Ggeneral Gcommercial** 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.~~
5. ~~4. 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 for residential development at an average minimum lot area of R 9,600 square feet. In most circumstances, special setbacks and buffers would be necessary to separate the 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~~ [designated Commercial/General in this area](#) subject to this policy should be exempted from any City ~~citywide~~ regulations that require special or additional setbacks, building heights, or landscape buffers [to ensure existing business operations and facilities can continue and to encourage future expansion or improvements of these businesses](#).~~
6. ~~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 **lower density residential** development as described by the R 9,600 designation 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.~~

- 7.5. As identified above, adjacent properties designated Commercial/General 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~~ residential uses.
- 8.6. 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 122nd Avenue NE; is appropriate for a Mobile designated Manufactured 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~~ manufactured home park should provide ~~for relocation assistance to mobile home residents living in the park at the time.~~
- 9.7. 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 medium density attached or detached residential development ~~as described by the R-4,000 designation in Land Use Element Policy LU-P4 south of Woodcrest Drive and as described by the R-2,800 designation 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.
- 10.8. 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 lower density residential development as described by the R-9,600 designation 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.
- 11.9. Land east of and bordering Juanita-Woodinville Way between the approximate alignments of NE 162nd Street and NE 165th Street; land north of NE 160th Street and south of approximately NE 164th Street, and land in the southwest corner of the subarea bordered by 116th Avenue NE, the Tolt Pipeline, and the west boundary of Northshore Middle School and East Norway Hill Park is ~~Queensgate Nos. 3 and 5, are~~ appropriate for attached or detached medium density residential development as described by the R-2,800 designation in Land Use Element Policy LU-P4 ~~(R-2,800 in west central portion of map)~~.
12. 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 residential development as described by the R-7,200 designation 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.
13. 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 residential development as described by the R-5,400a designation in Land Use Element Policy LU-P4 ~~(R-5,400a in east central portion of map)~~; reflecting historic zoning under King County jurisdiction.

14. ~~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 and mixed use development as described by the R-5,4000a designation in Land Use Element Policy LU-P4, and Office Professional uses (**R-5,400a, OP** in south central portion of map).~~
- 15.10. Land around the Juanita-Woodinville Way / NE 160th Street / I-405 interchange is appropriate for **mixed use development** 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 **to** promotes efficient utilization of land and the transportation network by incentivizing ~~usage of~~ public transit **use** 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.
- 16.11. Northshore Junior High and Woodmoor Elementary schools are designated **public** Civic Educational to recognize existing uses (~~**CE**~~ in southeast portion of map).
- 17.12. 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 **and is designated park** (~~**P**~~ in southeast corner of map).
- 18.13. 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 **open space** Utility to reflect the existing uses (~~**U**~~ along south border and east edge of map).
- 19.14. Consistent with adopted **citywide p** 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.

Implementation Strategies

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 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~~ visual landscape 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.

Implementation Strategies

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 & 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 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.

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

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 [consistent with the future land use map](#).

Implementation Strategies

No specific Economic Development 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 policies](#) ~~as contained in the Parks, Recreation, and Open Space Action Program (PROSAP)~~ [\(PROS\) Plan](#) 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.

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 a park or parks to serve the Subarea.

Cultural & Historic Resources

Policies

No specific [Cultural & Historic Resources Preservation](#) policies have been identified for this subarea. Refer to the Planning Area-Wide [Cultural & Historic Resources Preservation](#) Element.

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. 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.

Implementation Strategies

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 [surrounding development](#) ~~the Subarea~~.

Implementation Strategies

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)

2. 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) E Riverside Drive/Woodinville Drive
Striped and/or Signed Route (Bicycle Lane or Shared Roadway) Protected Bike Lane	Juanita-Woodinville Way / Brickyard Road 124th Avenue NE NE 160th Street East Riverside Drive / Woodinville Drive (east of 111th Avenue NE)
Existing Bike Lane	124th Avenue NE

3. 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.
- ~~4. Bicycle routes should be signed as soon as possible to meet Shared Roadway standards until construction to Bicycle Lane standards are 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.~~
- 6.4. Coordinate with neighboring jurisdictions on the planning, funding, and implementation of transportation improvements to address shared transportation needs and concerns.
- ~~7. 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.

8.5. Promote traffic and pedestrian safety.

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.

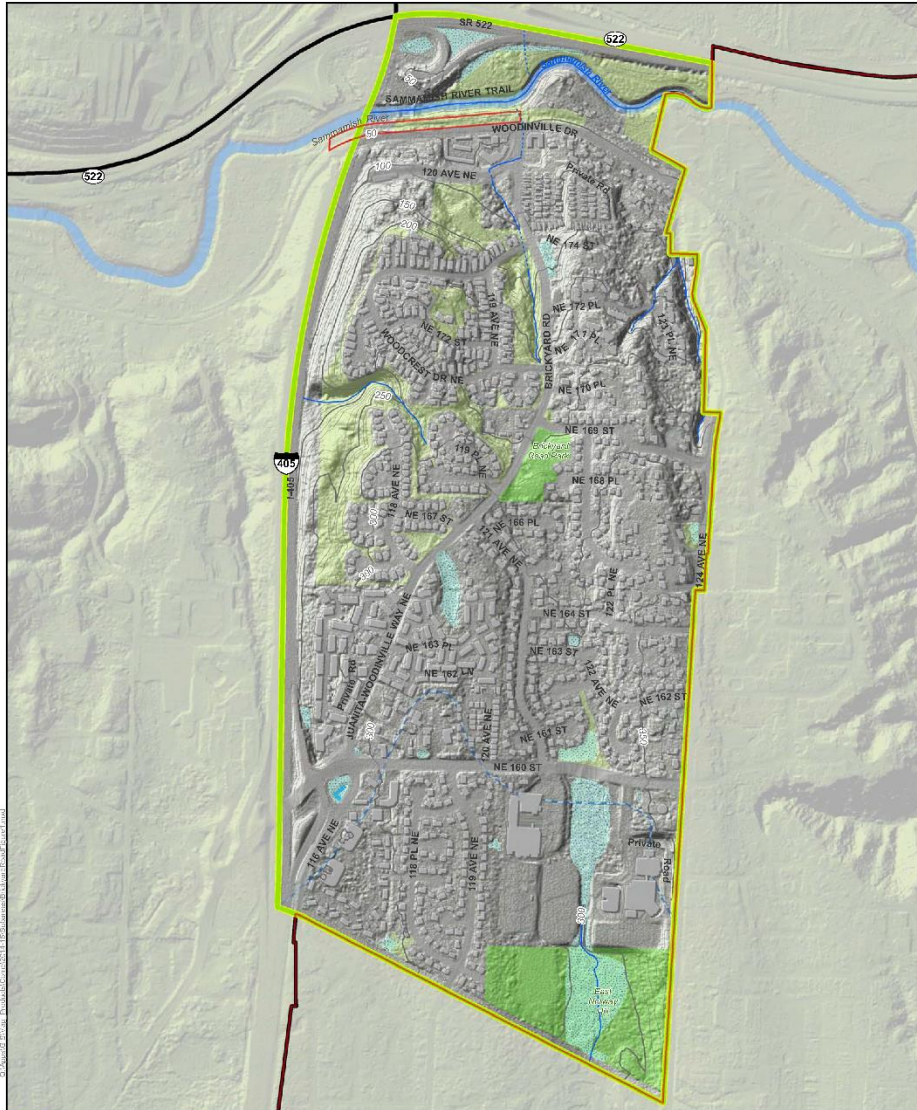
- 0. Incorporate projects which implement the above policies into the City's Transportation Improvement Program (TIP) and into the Capital Facilities Plan (CFP).
- 1. Erect signage to designate NE 160th Street, 124th Avenue NE, and Woodinville Drive NE as bicycle routes.
- 2. Work with the City of Woodinville 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.
- 1. 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.
- 2. Investigate neighborhood pedestrian connections throughout the Subarea to improve neighborhood access to city parks and trails systems.
- 2.3. [Fill in gaps in the existing pedestrian facilities network as outlined in the pedestrian prioritization study.](#)
- 4. 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. [Coordinate NE 160th Street, 124th Avenue NE, 116th Avenue NE, and 119th Avenue NE with the City of Woodinville and Kirkland in terms of roadway improvements, bicycle facilities, pedestrian facilities, and urban design.](#)
- 3.5. [Implement bicycle facilities as outlined in the Bothell Bike Plan for routes designated in this Subarea.](#)

Capital Facilities

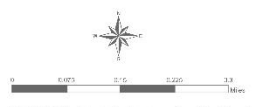
Capital facilities projects to implement subarea and city-wide policies (other than parks and recreation and transportation projects, discussed separately above) are selected by the City Council for inclusion in the Bothell Capital Facilities Plan (CFP), which establishes types and amounts of funding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

EXHIBITS

Exhibit 1. Physical Geography–Brickyard Road / Queensgate Subarea



- 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



The City of Bothell delivers this data (map) in good faith. The City of Bothell does not warrant the accuracy, currency, or completeness of the information provided.



Planning Subarea Location

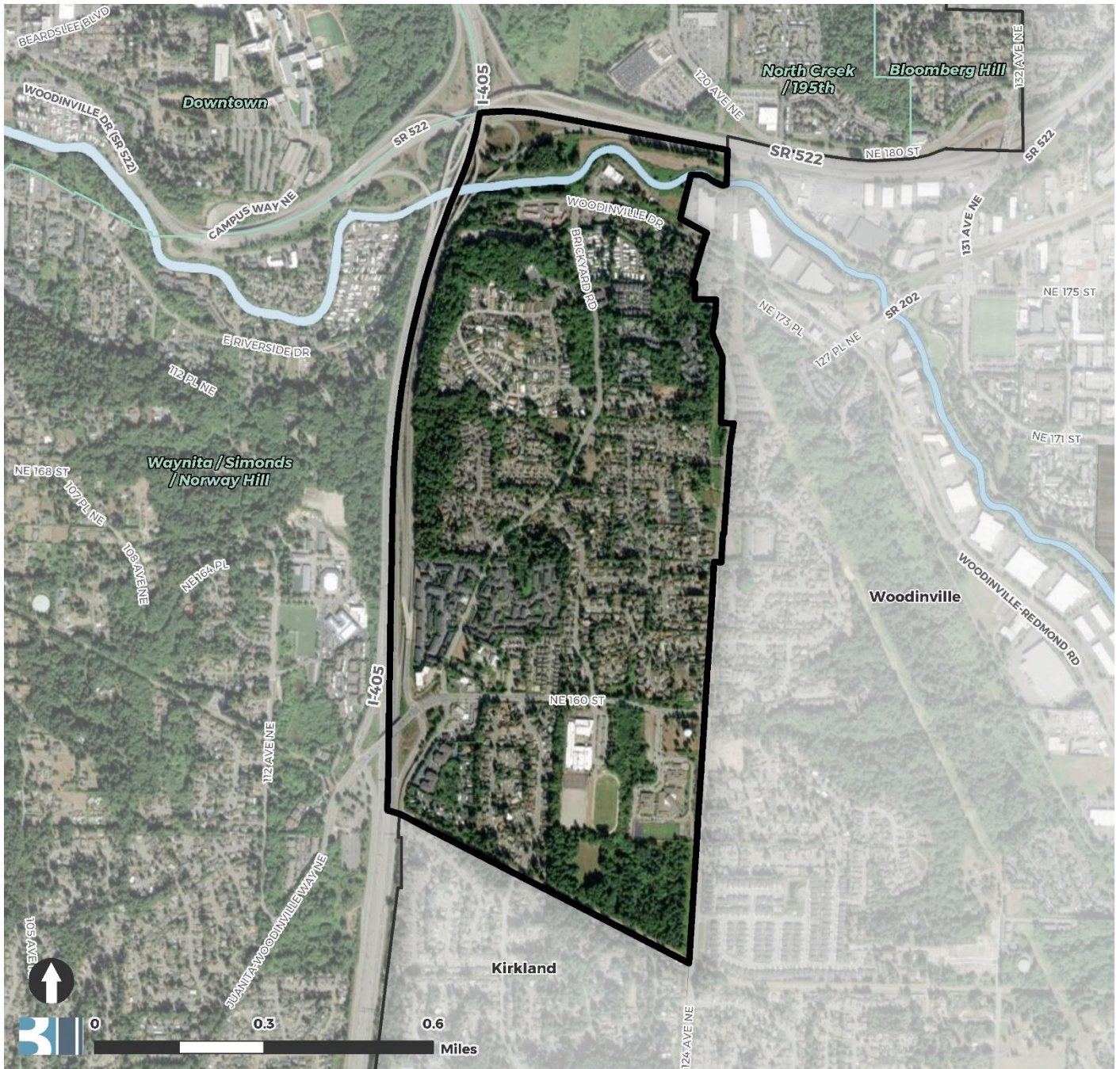
Imagine Bothell... Comprehensive Plan
2015 Periodic Plan and Code Update

Brickyard Road / Queensgate Subarea
Figure 1
Physical Geography



Source: City of Bothell, 2015.

Exhibit 2. Aerial Photo, 2024—Brickyard Road / Queensgate Subarea

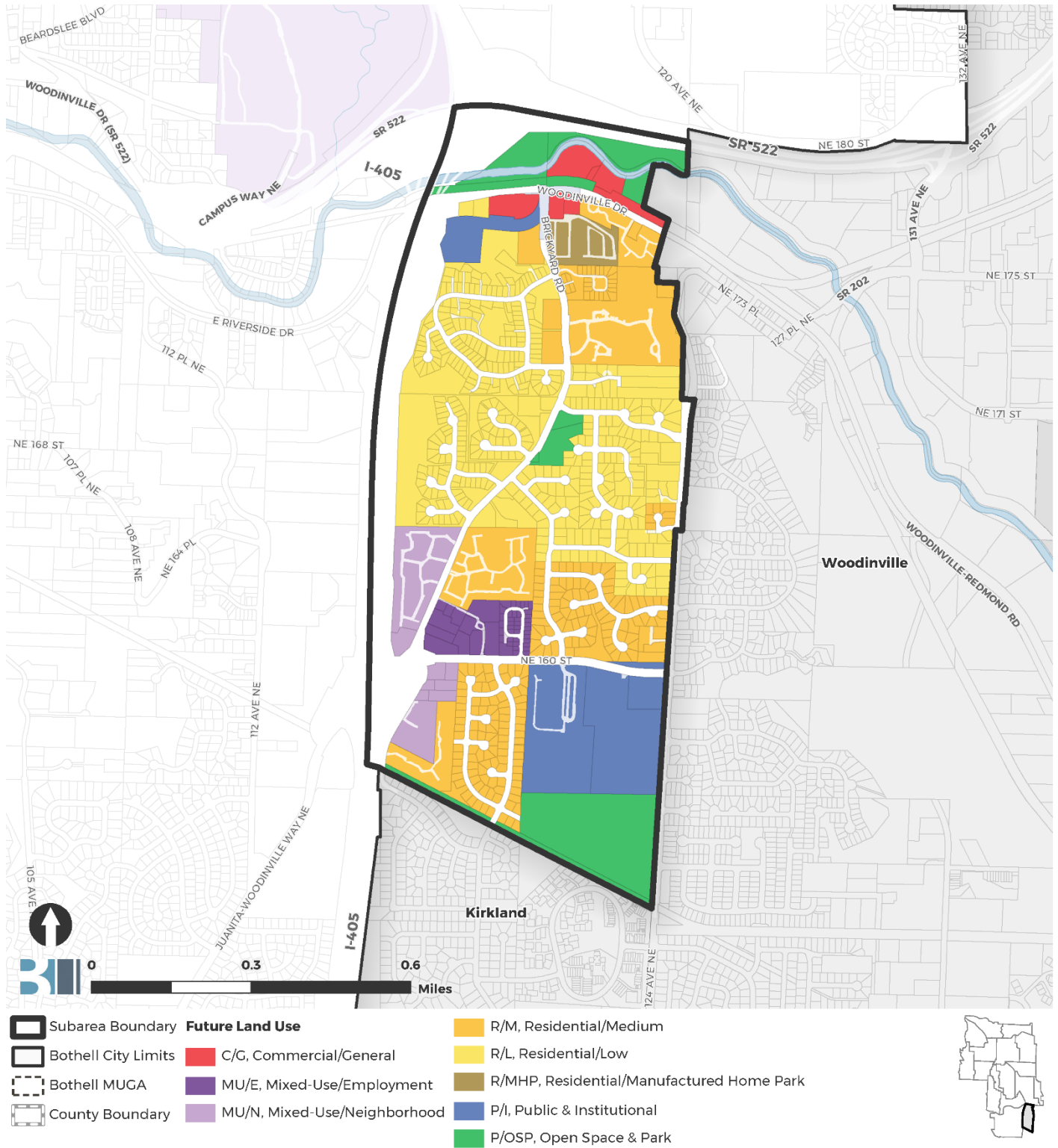


- Subarea Boundary
- Bothell City Limits
- Bothell MUGA
- County Boundary
- Other Subareas
- Water Bodies



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

Exhibit 3. Future Land Use—Brickyard Road / Queensgate Subarea



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