AGENDA

BOTHELL PLANNING COMMISSION

VIRTUAL MEETING

Bothell City Hall, 18415 101st Avenue NE
July 1, 2020, 6:00 PM

Pursuant to Governor Inslee's Stay Home, Stay Healthy Proclamation, and in effort to curtail the spread of the COVID-19 virus, this Planning Commission meeting will be conducted remotely. We encourage members of the public to also attend and participate in the meeting remotely, as described in more detail below.

To attend the meeting:

- Watch the meeting LIVE online
- Watch the meeting live on BCTV Cable Access Channels 21/26 (must have Frontier/Comcast Cable)
- Listen to the meeting live by phone: +1-510-338-9438 USA Toll - Access code: 126 802 4416
- If you are going to attend the meeting remotely and want to provide public comments/testimony or would like to submit written comments please email Michael Kattermann at Michael.kattermann@bothellwa.gov by 3:00 PM. (day of the meeting)

Planning Commission meetings are also recorded and available the next day on the City of Bothell YouTube Channel.

1. CALL TO ORDER

2. PUBLIC COMMENTS
   If you wish to comment (either in writing or orally) please submit your comments or request to michael.kattermann@bothellwa.gov prior to 3PM (day of meeting). Persons making oral comments will be allowed 3 minutes to speak via phone. All comments will be made part of the record.

3. APPROVAL OF MINUTES

4. NEW BUSINESS

5. PUBLIC HEARING
   None

6. PUBLIC MEETING
   None

7. STUDY SESSION
   a. Canyon Park Subarea Plan Update - Draft Plan
   b. Limited Parking Reductions & Height Allowances Code Amendments

8. OLD BUSINESS

9. REPORTS FROM STAFF

10. REPORTS FROM MEMBERS

11. ADJOURNMENT

Projected Schedule of Land Use Items

City Council (CC) meetings, shown in **bold**, start at 6 p.m. unless otherwise noted.
Planning Commission (PC) meetings, shown in *italics*, start at 6 p.m. unless otherwise noted.
Other Board meetings shown in normal text, start at 6 p.m. unless otherwise noted.
Meetings are held in the **City Hall building at 18415 101st Avenue NE** unless otherwise noted.
For planning purposes only: schedule subject to change without notice

JULY 2020

Monday	Tuesday	Wednesday	Thursday	Friday
		1 *Canyon Park Subarea Plan Update Study Session* *Limited Parking Reductions & Height Allowances Code Amendments Study Session*	2	3
6	7	8 *Canyon Park Subarea Plan Update Public Hearing & Recommendation*	9	10
13	14 **Canyon Park Subarea Plan Update Study Session**	15 *Canyon Park Subarea Plan Update cont'd public hearing, if needed, & recommendation* *Limited Parking Reductions & Height Allowances Code Amendments Public Hearing & Recommendation*	16	17
20	21 **Downtown Historic Preservation Code Amendments Public Hearing & Action** **Title 22 Code Amendments Public Hearing & Action**	22	23	24
27	28 Landmark Preservation Board	29	30	31

Minutes

BOTHELL PLANNING COMMISSION

REGULAR MEETING – June 17, 2020

COMMISSIONERS PRESENT: Kevin Kiernan

COMMISSIONERS PRESENT (via WebEx): Jenne Alderks, Carston Curd, Sarah Gustafson, Amanda Dodd Olson, Brad Peistrup, David Vliet

COMMISSIONER ABSENT AND EXCUSED: None

STAFF PRESENT: Community Development Director Michael Kattermann

STAFF PRESENT (via WebEx): Senior Planner Bruce Blackburn

CALL TO ORDER: The Regular Meeting of the Bothell Planning Commission was called to order by Chair Kevin Kiernan on June 17, 2020, at 6:03 p.m. in the Council Chambers at the Bothell Town Hall, 18415 101st Avenue NE.

PUBLIC COMMENTS: None

APPROVAL OF MINUTES:

CURD MOVED TO APPROVE THE MINUTES FOR JUNE 3, 2020. OLSON SECONDED. MOTION PASSED WITH ALL PRESENT IN FAVOR.

NEW BUSINESS:

Director Kattermann stated that the Planning Commission Bylaws were sent out to all the members. In the bylaws it states that the Planning Commission meetings will be conducted using Roberts Rules of Order. Kattermann then briefly highlighted several of the procedural/protocol elements for conducting meetings.

PUBLIC HEARING: None

STUDY SESSION:

Chair Kiernan started the study session on the Canyon Park Subarea Plan update and turned the meeting over to Senior Planner Bruce Blackburn and Sr. Associate Rachel Miller with MAKERS Architecture. Blackburn and Miller provided a presentation update on the Canyon Park Subarea Plan.

Discussion ensued

OLD BUSINESS: None

REPORTS FROM STAFF:

Director Kattermann reported on the following:

- Reminder of the upcoming meeting dates:
  - July 1
  - July 8
  - July 15
  - August 5 (If needed)
- It was expected that the Governor would extend the OPMA waiver through 7/1/2020 which would mean that the July 1 meeting would be held virtually.
- Office of Financial Management released the population estimate for Bothell as of 4/1/2020 – 48,400.

REPORTS FROM MEMBERS: None

ADJOURNMENT:

Kiernan adjourned the meeting at 8:44 P.M.

Canyon Park Subarea Plan Update Study Session

MEMORANDUM
Community Development

City of Bothell

DATE: July 1, 2020

TO: Planning Commission

FROM: Bruce Blackburn, Senior Planner

SUBJECT: **Briefing on Canyon Park Subarea Plan**

Objective
Provide a briefing to the Planning Commission regarding early drafts of the following elements:

- Process
- Urban Design and Community Livability
- Natural Environment
- Economic Development
- Transportation

Action
No formal action is requested. However, staff is seeking Commission input on the draft sections identified above.

Purpose
- Complete the discussion of the conceptual draft Subarea Plan.
- Provide additional background information requested by the Commission.
- Receive feedback from the Commission.

Discussion
Below, each section is briefly described and contains policy questions and the context of each question. As the Commission reviews these draft sections, please keep these policy questions in mind.

Attachment 1 is the Process Element and describes the extensive public engagement conducted as part of this update.

Policy Question 1: None

Policy Context 1: The city has applied considerable resources on public engagement since 2017 and will focus public engagement on feedback about the draft plan and regulations as the Subarea Plan is finalized this summer and fall.

Attachment 2: Urban Design and Community Livability which will guide the appearance and layout of the subarea.

Policy Question 2: Should block sizes (distance between streets or lanes) within employment areas be increased to 400 feet, be optional or should the standards encourage sizes while being flexible and allowing the market (developer) to determine the dimension?

Policy Context 2: Providing compact blocks is a critical urban design feature for mixed-use and residential areas. The draft plan shows streets or lanes approximately 300 feet apart within both mixed-use and employment areas. However, within employment/manufacturing/light industrial areas those types of blocks may not be as necessary or may be contrary to redevelopment efforts.

Policy Question 3: Should buildings facing streets or lanes always be required to include design features such as closely spaced openings and/or window transparency to streets/lanes? Would designs that duplicates that appearance be acceptable?

Policy Context 3: Active ground floors add interest and improve the pedestrian experience with the best effect to closely space (30 feet) entries and have transparency (windows) to the building interior. However, with the effects of the pandemic, the general decline of retail and the nature of some projected building uses, such as secure lab space, sensitive offices or parking garages, buildings may not always be conducive to closely spaced doors or transparency. Within such locations, an option would be for the building design to duplicate the appearance of doors and transparency to achieve a similar effect.

Attachment 3: Natural Environment Element guides how the subarea plan will protect or mitigate impacts upon the environment resulting from planned growth.

Policy question 4: Should off-site wetland mitigation banks be used to meet some or all of the wetland impacts associated with planned transportation improvements?

Policy Context 4: Impacts to wetland areas will likely occur with some of the transportation improvements. Consistent with city-wide policies, impacts will be mitigated on-site and within the subarea to the maximum extent possible. However, another option is to address impacts through the purchase of wetland mitigation bank credits. Wetland mitigations banks (e.g. Keller Farms) have been extensively reviewed by federal and state agencies and can often provide greater wetland functions and values than can be achieved through on-site restoration or enhancement.

Attachment 4. Economic Development Element is a critical feature of this plan because of the importance the City, Region and State places upon retaining and expanding the vital economic engine that is Canyon Park.

Policy question 5: Should the city explore assigning a portion of the Canyon Park Subarea as a 'Life Sciences cluster'?

Policy Context 5: Several life science clusters exist throughout the country. They typically have some characteristics including: a group of life science companies; locations near universities or colleges that can supply future employees; proximity to major medical research institutions; and lands suitable for the types of facilities these companies need. Those features are present or can be provided within Canyon Park. Further, Life Sciences of Washington, a non-profit trade association serving 500 life science companies has suggested this designation for Canyon Park.

Attachment 5. Transportation Element identifies needed transportation infrastructure. Transportation has been a major topic during the public engagement effort which should be expected because Canyon Park's transportation network is often congested during peak times.

Background: The Bothell-Everett Highway (BEH), also known as SR-527, serves a large transportation 'watershed' that includes much of southwest Snohomish County and is the only I-405 interchange between NE 195th St and I-5; a distance of 5.5 miles. The region is discovering it cannot build its way out of single occupant vehicle (SOV) congestion. The Commission has previously recommended employing a 'transit priority' approach to take advantage of current and future transit infrastructure investments. Further, the Commission is supporting enhanced non-motorized (bikes, scooters, pedestrians) options. This approach deemphasizes travel by single occupant vehicles and has been built into the draft Transportation element.

Policy Question 6: Should the city employ an aggressive Transportation Demand Management (TDM) program even if it means a long-term commitment of staff resources?

Policy Context 6: A TDM program is another important transportation mitigation tool because of its potential to reduce PM peak hour trips; a reduction that is critical to meeting the City's LOS standard and saving millions of dollars in transportation infrastructure costs. However TDM requires committing funds for employees to coordinate the program among local companies and other transportation agencies. A TDM program is another major feature of the Canyon Park Transportation Element.

Policy Question 7: Should 214th ST SE be extended from the BEH to 9th Avenue SE?

Policy Context 7: The extension of 214th ST SE to link BEH with 9th Avenue SE was discussed by the Commission at its June 17th study session but a clear consensus was not reached. Providing the following information may assist the Commission in reaching a consensus:

- The transportation analysis indicates that without the 214th extension, the Level of Service (LOS) for the BEH corridor will lower to an 'F' which is below the city's adopted LOS;
- With the future conversion of general purpose lanes to BAT lanes, the BEH corridor LOS will lower to an 'F' with even more delay;
- East-west emergency vehicle response times would improve;
- PM peak hour trips onto 9th Avenue SE would increase by approximately 700 vehicles by the year 2043 and would split fairly evenly going north and south of the extension;
- In 2017, 9th Avenue SE had approximately 900 pm peak hour trips. At a 2% annual growth rate, the projected 2020 number is 970 pm peak hour trips;
- A new traffic signal on 9th Avenue SE would serve to slow travel speeds and create traffic 'gaps';
- 9th Avenue SE is a collector arterial that will continue to experience increased traffic volumes in the future;
- The extension has a direct impact on existing single family residences and the residential areas along 9th Avenue SE;
- Safety improvements – sidewalks, bike lanes, and center turn lanes/pockets would be installed prior to the 214th ST extension along 9th Avenue SE including adjacent to Crystal Springs Elementary School;
- The extension requires extensive wetland impacts (fill) which must be mitigated;
- Reducing congestion on the BEH was a major request during public engagement; and
- Residents along 9th Avenue SE were mostly opposed to the 214th extension but generally supported a pedestrian and bike extension.

Policy Question 8: If 214th ST SE is not extended to 9th Avenue SE the City will need to accept a lower LOS for this portion of the BEH with the conversion of general purpose lanes to BAT lanes. Is this an acceptable trade-off for improving transit?

Policy question 9: If 214th ST SE is not extended as a vehicle route should it be substituted with a pedestrian and bike path?

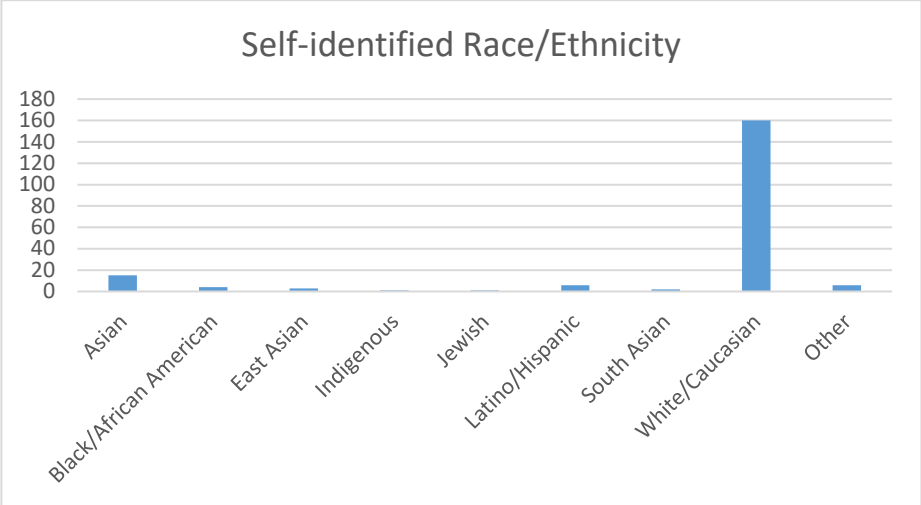
Policy Context 8 & 9: Without the 214 ST SE extension the BEH corridor experiences a lower LOS of 'F'. If the City converts general purpose lanes on BEH to BAT lanes in the future, analysis shows the BEH corridor will also experience a lower LOS of 'F'.

Options would be to either except intersections between 228th ST SE and Maltby Road (SR-524) from the corridor LOS calculation, or adopt a lower LOS of 'F' with an established maximum amount of delay or some other mechanism.

Request for additional information

- Public engagement data and efforts to date, plan for remaining engagement. Find/reference CT engagement
  - See the Process Element Attachment 1 which describes the public engagement. The next major public engagement effort will occur on July 6 with a public webinar/open house.

    It is worthy to note that the online survey was a bit disappointing in reaching different cultural groups with 80% of respondents identifying as Caucasian though 43% of the respondents skipped this question.



    Another interesting result was that 72% of respondents identified as women with 23% skipping that question.

- Sneak preview of bike parking reg's
  - This is still under development but the City's current regulations require one bicycle parking space for every 12 parking spaces, up to a maximum of 20 bicycle spaces.
- # of trips on 214th
  - About 700 pm peak hour trips in 2043
- # of trips on 9th Avenue SE
  - About 920 pm peak hour trips in 2017
- Update the Bike/Ped map
  - Will be included in the next round of updates
- Swift data on social / economic data
  - Will be provided upon receipt
- Everett conversion of GP lanes to BAT lanes for Swift Blue line

        - This information is being requested and will be provided upon receipt.
    - What about nuisance uses (i.e. auto repair, heavy industry,)
        - Permitted and Conditional Uses will be established within the implementing (zoning) regulations which the Commission will review in July
    - What can be done to provide a transition between single family and more intense development?
        - Transition requirements such as stepped back buildings, maximum heights adjacent to single family and other techniques will be included in the implementing regulations
    - Wetland Mitigation options
        - See Natural Environment element Attachment 3

Attachments

1. Process Section
2. Urban Design and Livability Element
3. Natural Environment Element
4. Economic Development Element
5. Transportation Element

Next Steps

July

- 7/6/2020 Public Engagement – Webinar / online open house
- 7/8/20 Commission Public Hearing Subarea Plan
- 7/15/20 Commission Public Hearing Subarea Regulations and Recommendation

Canyon Park Subarea Plan Update Study Session - Attachment 1

Process

The Canyon Park Subarea Plan is the result of a multiyear process. The impetus for the plan was Bothell City Council's decision to pursue re-certification of the Canyon Park Regional Growth Center with Puget Sound Regional Council. Planning began in 2017 with Phase I, a Visioning effort with local stakeholders, followed by environmental analysis and plan development in 2019-2020, and the creation of the plan draft, new regulations, and a planned action ordinance in spring 2020. The planning commission and city council reviewed and adopted the plan in summer 2020.

Phase 1: Canyon Park Vision

To develop the Canyon Park Vision planners engaged key stakeholders, analyzed baseline economic and infrastructure conditions, and assessed the center's development potential. This led to a high-level vision for Canyon Park to become an economic driver, a multifaceted neighborhood, connected to the natural environment, and a transportation hub. This is described in further detail in the Concept chapter.

Phase 2: Plan Development and Environmental Analysis

For Phases 2 and 3 of the project, the City worked with a consultant team to investigate land use planning, economic, demographic, transportation, urban design, environmental systems, and infrastructure current conditions and trends in the subarea, engage community members, and strategize steps forward.

Community Engagement

Informed by an early survey of Phase 1 participants, the team used a multi-pronged strategy to reach small business owners, residents, and property owners in the subarea. Two community workshops, a widely disseminated online survey, and several charrettes and focus groups provided venues tailored to different stakeholders to learn about the issues, refine the vision, and identify potential actions.

Interagency Coordination

Regional transportation investments will be critical to support growth in Canyon Park. To coordinate planning and share information between the agencies involved in transportation in the subarea, the City hosted three Interagency Transportation Advisory Committee (ITAC) meetings with representatives from WSDOT, Sound Transit, Community Transit, Snohomish County, and Northshore School District.

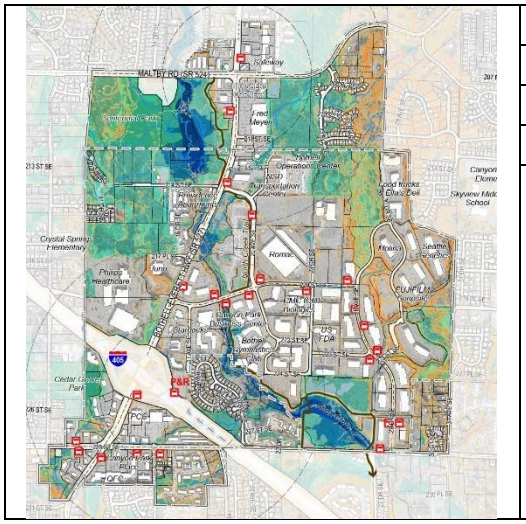
Land Use Alternatives

The project team, with community input, developed alternatives to explore the impacts of different growth scenarios. Each alternative includes an estimate of new residential units and jobs added or replaced under the alternative. Transportation planning consultants performed traffic modelling and analysis on each alternative to understand the impact of adding new vehicle trips within the subarea.

PRELIMINARY DRAFT

BOTHELL CANYON PARK SUBAREA PLAN

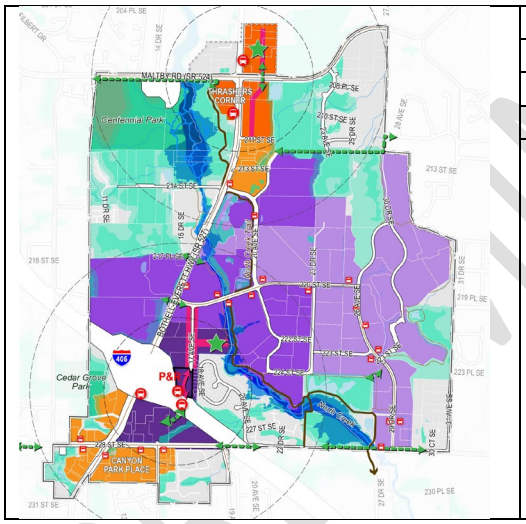
No Action



New residents (net)	3,172
New jobs (net)	4,530
RCG acre	733
New PM peak trips	3,960

- Assumes current regulations and planned infrastructure projects through the year 2044
- Does not meet the PSRC requirements for activity unit density or Snohomish County residential growth
- Traffic becomes significantly worse with both SR 527 and SR 524 reaching an F level of service (LOS), due to both growth within the subarea and growth in surrounding areas

Business Plus



New residents (net)	4,000
New jobs (net)	17,200
RCG acre	613
New PM peak trips	9,060

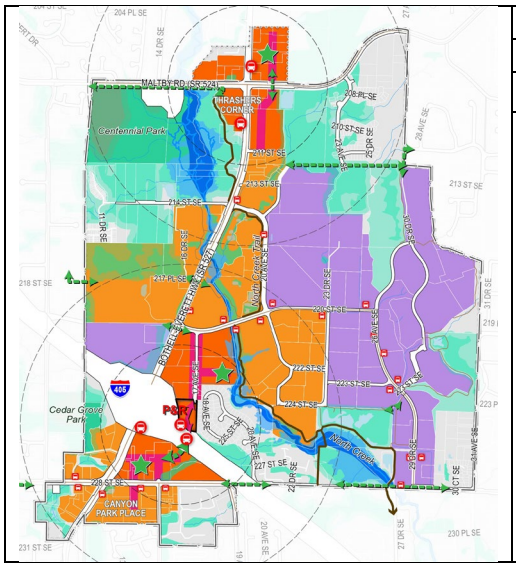
- Strengthen role as an employment center for bio-tech, manufacturing, logistics, offices and other employers
- New residential and retail clusters around SR 527 on the northern and southern ends of the study area
- With significantly more new peak hour vehicle trips than the No Action alternative, all major corridors in the subarea reach LOS F

Live/Work and Mitigated Live/Work

	New residents (net)	6,700

PRELIMINARY DRAFT

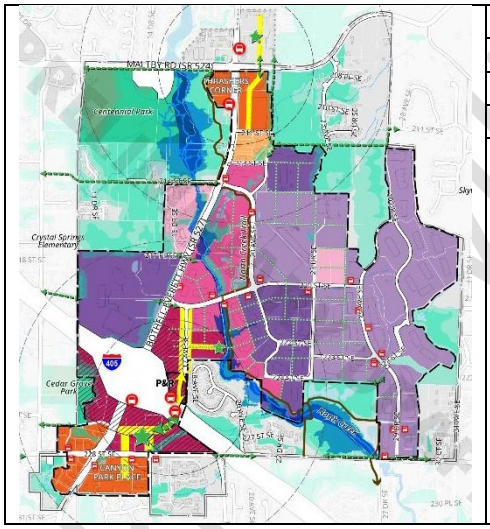
BOTHELL CANYON PARK SUBAREA PLAN



New jobs (net)	15,100
RCG acre	613
New PM peak trips	10,900

- Transformation to a more complex and amenity-rich environment that supports a lively 24-hour neighborhood
- New mixed-use housing prioritized
- Peak hour trips would be even higher than the business plus alternative, resulting in even more traffic delay

Preferred "Middle Ground" Alternative



New residents (net)	6,100
New jobs (net)	7,600
RCG acre	565
New PM peak trips	5,820

- Balances the mixed retail/residential growth and employer-focused growth
- Most intense development around BRT stops; some residential development between 20th Ave SE and SR 527
- Reduces size of RGC and lowers assumptions about redevelopment intensity, leading to much lower job growth numbers

PRELIMINARY DRAFT

Environmental Analysis

The team documented potential environmental impacts of the alternatives to ensure compliance with the State Environmental Policy Act (SEPA). After a scoping period, the team assessed environmental impacts of the alternatives in the following areas:

- Natural Environment
- Land Use Patterns and Policies
- Aesthetics and Urban Design
- Socioeconomics
- Transportation and Greenhouse Gas Emissions
- Public Services
- Utilities and Stormwater

Where the team identified negative environmental impacts they proposed mitigation measures or noted if measures were not available.

Phase 3: Subarea Plan, Development Regulations, and Planned Action Ordinance

In the projects' final phase, the team worked with the Planning Commission to refine the preferred "middle ground" alternative, draft the subarea plan, finalize environmental analysis results, and draft implementing regulations including development standards and a Planned Action Ordinance.

What We Heard

- 2017 **Open house and online interactive map/survey**
  - Transportation was the top concern among both workers and residents
  - Other concerns:
    - Pedestrian and bike safety
    - Housing
    - Crime
    - Parks and open space
    - Wetlands protection
    - Businesses retention

- 2017-2018 **Stakeholder focus groups**

- Jan 2019 **Survey with Phase 1 stakeholders**
  - Support for greater mix of uses, with residences and public amenities.
  - There are a range of transportation problems.

- March 2019 **Community-wide survey**
  - Survey for the public with 333 responses.
  - General support for the Phase 1 Vision.
  - Wetlands and natural areas are important assets to preserve.
  - Traffic is a top concern and priority for improvement.
  - Other priorities include better public amenities for recreation and travel.

PRELIMINARY DRAFT

BOTHELL CANYON PARK SUBAREA PLAN

- April 2019 **Community Scoping meeting**
  - Pedestrian routes are disconnected.
  - Transit doesn't work for local travel.
  - New housing should be located in existing retail clusters.

- April 2019 **City Council Study Session**
  - Brief the Council on the Vision established by the Stakeholders
  - Explain the Vision Report and provide highlights from the report
  - Outline next steps

- April 2019 **Planning Commission Study Session**
  - Brief the Commission on the Vision established by the Stakeholders
  - Explain the Vision Report and provide highlights from the report
  - Outline next steps
  -

- July 2019 **Canyon Park Business Owners Association (CPBOA) focus group**
  - Public safety is a concern if the area is to become more residential-oriented.
  - Traffic congestion isa serious problem that makes it hard to find tenants.
  - Support for 20th Ave extension to Maltby Road.
  - Small plazas and places for gathering/eating are needed.
  - 17th Ave express toll lane ramps should trigger Park-and-Ride expansion.

- Aug 2019 **Interagency Transportation Advisory Committee (ITAC) #1 – 14 participants**
  - Improve transit function with transit priority and adaptive signals.
  - Work with employers to reduce incentives for driving with a transportation demand management (TDM) program.
  - Address transit "last mile" with shuttles and bike/scooter lanes.
  - Increase number of access points to Canyon Park for drivers and peds/bikes.
  - No new interchanges on I-405 are likely.
  - Consider a Park-and-Ride outside Canyon Park to catch commuters before they enter the most congested area.

- November 2019 – **Planning Commission Study Session**
  - Briefed Commission on Action Alternatives for the DEIS
  - Outlined the different growth options and sizes of the RGC
  - Identified results of traffic modeling of the action alternatives being considered

- Nov 2019 **City Council Study Session**
  - Briefing to the City Council on potential Action Alternatives for evaluation in the DEIS
  - Outlined the PSRC RGC growth minimums, sizing and other framework criteria for growth centers
  - Identified upcoming process steps

- Dec-Jan 2020 **DEIS Public Comment Period – 17 Comments**

PRELIMINARY DRAFT

BOTHELL CANYON PARK SUBAREA PLAN

- Concerns:
  - 214th St SE extension
  - Appropriateness of RGC
  - Adequate and feasible mitigation
  - Stormwater detention/treatment
  - School capacity and bus flow
  - Traffic analysis – AM peak, internal streets
- Suggestions:
  - Additional/alternative street extensions
  - Curb space for deliveries and TNCs
  - Stronger ecological design with redev.
- Support for:
  - Ped/bike connections/safety
  - Mixed use & TOD

- Jan 2020 **9th Ave, 214th St, and 219th Pl Community Workshop – 50 participants**
  - Concern about traffic associated with extension of 214th St SE.,
  - Support for a trail connection to 214th St SE.
  - Strong support for safety improvements along 9th Ave SE, especially sidewalks. Attendees also interested in options for traffic control devices, reduced speed limits, and improved signal timing.

- Jan 2020 **WSDOT Meeting**
  - Design for new 17th Ave includes shared-use path, roundabout, new turn lanes at 17th/220th intersection.
  - South side ETL ramps very long term, unlikely to occur for decades.

- Jan 2020 **Planning Commission Study Session**
  - Briefed the Commission on the DEIS and action alternatives
  - Commission interested in additional analysis of street extensions
  - Support for transit and other non-single occupant vehicle movement
  - Move people – Not cars
  - Continue to plan for PSRC capacity requirements

- Feb 2020 **20th Ave Workshop – 5 participants**
  - Project team met with Fred Meyer and Thrasher's Corner representatives
  - Support for extension of 20th Ave to Maltby Road.
  - Requested extension not interfere with existing loading docks or employee parking

- Feb 2020 **ITAC #2 – 11 participants**
  - Need to shift away from single-occupant-vehicle (SOV) thinking; consider changing LOS standards or measuring person-trips rather than vehicle-trips.

PRELIMINARY DRAFT

- Use business access and transit (BAT) or a reversible transit-only lane to improve transit speed and reliability.
- New Park-and-Ride is not a priority for most area transit agencies; would prefer to see dense activity around transit.
- Consider a ride hailing service similar to what Metro piloted in Seattle's Rainier Valley.
- Consider pull-outs for schools buses along high-traffic streets if the residential population increases.

- Feb 2020 **CPBOA briefing**
  - Concerns raised regarding market support for additional development
  - Identified continuing to need support single occupant vehicles due to a lack of transit services
  - Desire to see the impacts of the three separate actions occurring in the Park (WSDOT, ST, and Subarea Plan) to be coordinated
  - Concerns about the impact of modern surface water regulations upon redevelopment feasibility

- Feb 2020 **Life Sciences Charrette – 14 participants**
  - Strong interest in transportation improvements:
    - Buffered bicycle routes
    - Pedestrian paths/trails
    - Transit
    - Collective shuttle
    - Scooter/bike shares
    - Overall transportation system
  - Strong land use interests:
    - Life sciences hub
    - Affordable housing

- Feb 2020 **Planning Commission Study Session**
  - Support transit priority and shift to non-SOV modes.
  - Support street extensions if:
    - Tied with major improvement to transit
    - 9th Ave safety improvements come first
    - Public safety use
  - Look at the ITAC's suggestions for BAT lane and parallel transit route options.
  - Support reduced parking requirements and parking management strategies.
  - Support redefining LOS to be less focused on private vehicles.
  - Support increased share of residential activity units.
  - Support for an air-quality buffer around I-405 to prevent sensitive uses like residential, schools, day-care.

- March 2020 **Planning Commission Public Hearing**
  - Amended land use designations near the 405/527 interchange to be more office-oriented – not a good location for residential land uses

PRELIMINARY DRAFT

- Take advantage of the investment in Transit for the area by concentrating more intense land uses near BRT stops
- Reiterated the findings from their previous study session deliberations
- Forwarded a recommended preferred land use alternative

- June 2020 **– City Council Study Session**
  - Briefed Council on Planning Commission Recommendation, the suite of land use designations, market analysis findings, early transportation analysis and public engagement
  - Council generally supportive of the Preferred alternative recommendation and the general approach for transportation as outlined by the Commission
  - Wants to understand the impacts of 'pass-through' or background traffic

- June 2020 **– Planning Commission Study Session**
  - Briefing on early transportation modeling results and draft subarea plan outline and sections
  - Would like to see background on the public engagement process particularly for people of color. Interested in seeing more public engagement and getting additional feedback on the preferred alternative
  - Interested in investigating parking maximums as a means of encouraging TDM and Transit use
  - Support for the notion of being patient and waiting for land uses that support the RGC designation
  -

PRELIMINARY DRAFT

Canyon Park Subarea Plan Update Study Session - Attachment 2

Urban Design & Community Livability

Vision

The urban design framework, summarized in the Concept, sets a direction for Canyon Park to become:

- An around-the-clock, vibrant, multifaceted neighborhood,
- An innovation hub with places for informal and creative interaction,
- Better connected to North Creek Trail and other natural elements, and
- A neighborhood that has easy and comfortable connections for walking, biking, and other non-car forms of transportation.

Goals and Policies

ED Maintain, protect, and support Canyon Park as an **Economic Driver**.

ED-4 Encourage affordable and appropriate commercial space to support small and entrepreneurial businesses, especially on neighborhood center streets.

ED-6 Foster innovation hub mixing zones (e.g., gathering spaces, cafes, bars, restaurants, gyms) for informal meet-ups to spark ideas, creativity, and synergies amongst businesses.

ED-7 Encourage a vibrant neighborhood with amenities like eating/drinking establishments, open spaces, and pleasant multimodal connections to attract talent to local businesses.

ED-8 Functionally support businesses with continued emergency, delivery, and other access.

ED-9 Allow building sizes and scales that support future employment capacity.

ED-10 Ensure that housing meets the needs of the local workforce.

MN Evolve Canyon Park into a **Multifaceted Neighborhood**.

MN-2 Promote development of a diverse range of market rate and affordable housing that meets employee and residents' needs, offering excellent amenities, private open space, and gathering spaces that integrate into the neighborhood.

MN-5 Implement new public park spaces(s) with recreational uses to offer further amenities to neighborhood users.

MN-6 Invest in signature public gathering spaces to create neighborhood centers of social interaction and innovation.

MN-7 Improve access to and crossings of North Creek to make it a unifying element of Canyon Park.

PRELIMINARY DRAFT

MN-8 Increase the abundance and diversity of retail and service amenities that serve Canyon Park and the surrounding area, while focusing them in transit-oriented neighborhood centers.

MN-9 Locate amenities to create hotspots of social activity and build on the natural character of Canyon Park.

MN-14 Encourage pedestrian, bicycle, para-transit, and micromobility (e.g., scooters, electric assist bikes, shared bikes, electric skateboards) connections between residences, businesses, commercial services, and amenities to create a more cohesive community.

TH Foster and leverage Canyon Park as a **Transportation Hub**.

TH-1 Improve multimodal infrastructure and circulation to make transit and non-car modes attractive options.

TH-11 Encourage catalyst redevelopment projects that support transit ridership.

Block Front Street Designations

Neighborhood Center Streets

The design and orientation of new buildings should foster vibrant neighborhood centers. To accomplish this, alongside land use zoning updates to create mixed-use, transit-oriented neighborhoods (see Land Use chapter), Bothell will designate certain streets (existing and future at conceptual locations as identified in Figure X) as:

- **Primary neighborhood streets**, which will concentrate activity to create an urban neighborhood center character
- **Secondary neighborhood streets**, which will concentrate activity to a lesser degree, creating comfortable and safe paths for people further from transit with fewer retail/service amenities (but more activity and amenities than other streets)
- **Pedestrian/bike lanes,** which will offer attractive walkable paths and bike lanes among buildings as a means of providing walkable compact blocks. Depending on the access needs of the neighborhood center "streets," some may be treated as lanes instead of traditional vehicular-oriented streets.

These streets, especially the primary streets, will be the center of Canyon Park life and feature public gathering places, cafes, bars, fitness, ground floor work spaces that interact with the street, and comfortable places to stroll, wheel, bike, linger, play, and rest. The characteristics of these designations are described below. In short, the purpose of these streets is for redevelopment to:

- Create neighborhood centers
- Increase amenities (e.g., restaurant, retail, service, "pocket" gathering spaces, and ample sidewalks).

PRELIMINARY DRAFT

BOTHELL CANYON PARK SUBAREA PLAN

Most Applicable Policies

MN-8 Increase the abundance and diversity of retail and service amenities that serve Canyon Park and the surrounding area, while focusing them in transit-oriented neighborhood centers.

MN-9 Locate amenities to create hotspots of social activity and build on the natural character of Canyon Park.

MN-11 Apply land use and design regulations to allow and encourage transit-oriented development that creates multifaceted neighborhoods.

MN-14 Encourage pedestrian, bicycle, para-transit, and micromobility (e.g., scooters, electric assist bikes, shared bikes, electric skateboards) connections between residences, businesses, commercial services, and amenities to create a more cohesive community.

MN-7 Improve access to and crossings of North Creek to make it a unifying element of Canyon Park.

ED-6 Foster innovation hub mixing zones (e.g., gathering spaces, cafes, bars, restaurants, gyms) for informal meet-ups to spark ideas, creativity, and synergies amongst businesses.

ED-7 Encourage a vibrant neighborhood with amenities like eating/drinking establishments, open spaces, and pleasant multimodal connections to attract talent to local businesses.

ED-4 Encourage affordable and appropriate commercial space to support small and entrepreneurial businesses, especially on neighborhood center streets.

TH-3 Improve quality, connectivity, and access to safe routes for people walking, biking, and rolling throughout the subarea.

Actions

1. Apply primary and secondary neighborhood center block front design regulations to the existing and future streets identified in Figure X (locations conceptual for future through-block connections). Focus design regulations on:
    a. Require frequent entries (e.g., every 30 feet) and adequate transparency (windows) to foster a lively street and ensure space for small businesses.
    b. Require commercial ground floors on primary neighborhood center streets, while being flexible to allow a range of viable uses (e.g., cafes/restaurants, bars, fitness centers, coworking and cooperative spaces, artisan/makers spaces/light manufacturing).
    c. Allow commercial or residential uses (where future zoning allows) on the ground floor of secondary neighborhood center streets.
    d. Encourage flexible ground floor layouts that accommodate small and growing businesses, as they expand and contract, accounting for creative models like condos and co-ownership.
    e. Require commercial ground floors to accommodate a range of business and arts uses (e.g., high enough ceilings for a restaurant's ventilation system).

PRELIMINARY DRAFT

   f. Set maximum retail size limits (except for grocery and hardware) or average storefront area or depth to ensure a diversity of sizes.
   g. Disallow surface parking lots along primary streets and limit it along secondary streets to side/back/beneath buildings with proper screening.
   h. Include wayfinding for pedestrian and bicycle routes.
2. Apply building and site design standards to ensure high quality, attractive new development that builds the identity of Canyon Park and incorporates Crime Prevention through Environmental Design (CPTED) principles.

PRELIMINARY DRAFT

BOTHELL CANYON PARK SUBAREA PLAN

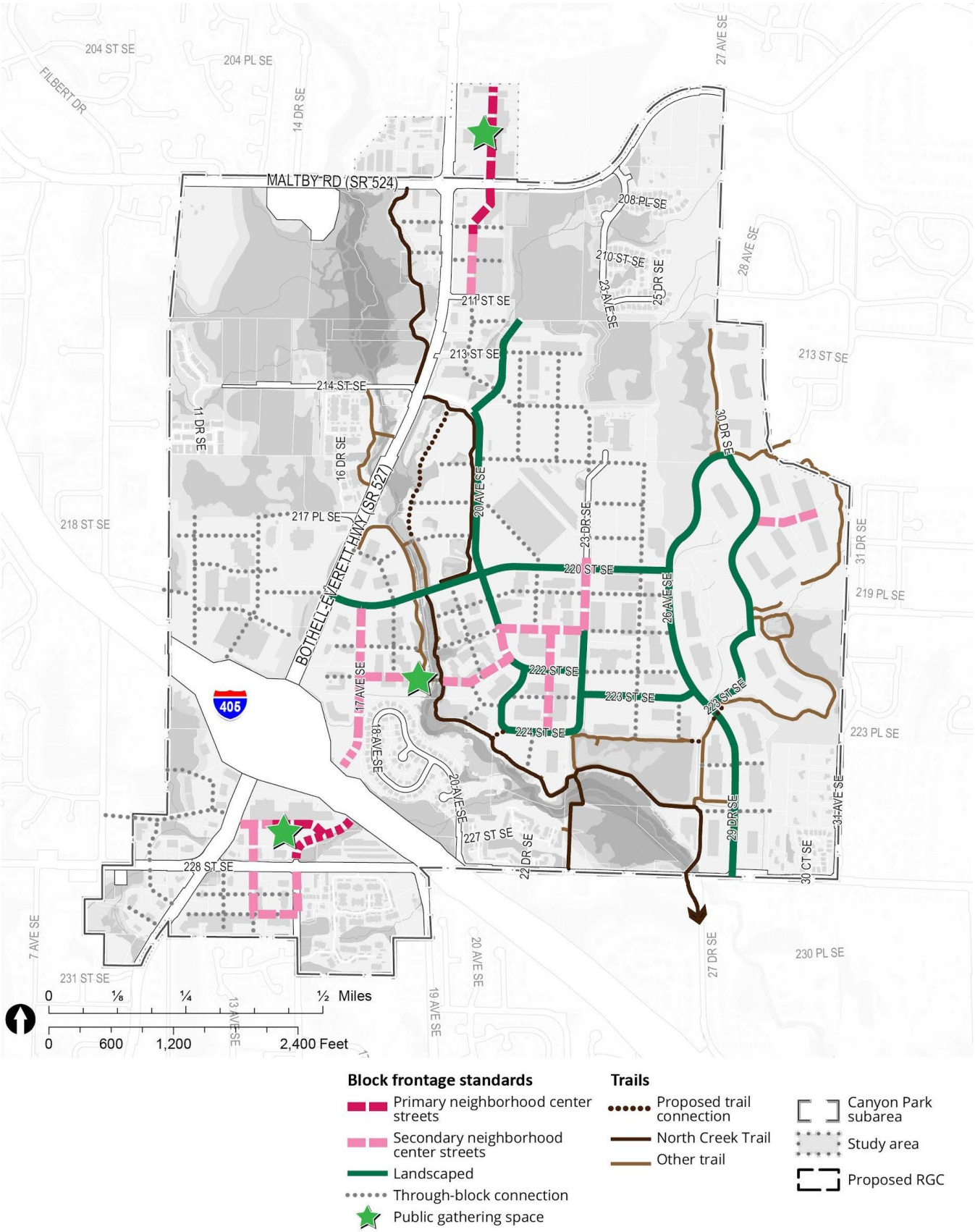


Figure 1. Preliminary draft block frontage standards map (to be refined while drafting development regulations and design guidelines)

Through-block Connections

The auto-orientation of development in the subarea created "superblocks," where streets are spaced 600 to 1,000 or more feet apart. Inside the street grid, parking lots with limited through-connectivity surround the buildings. Buildings tend to orient their entrances toward the parking lots, not to the formal streets.

Throughout the subarea, privately-owned through-block connections (conceptual locations marked on Figure 1) will be required with redevelopment to break down large block sizes for better connectivity and pedestrian/bicycle mobility. Some future through block connections will be designated primary and secondary neighborhood center streets (dashed dark and light pink lines on Figure X). Others (grey dashed lines on Figure X) will also be required, but their design is flexible. They can feel like an alley or a shared pedestrian and vehicular street/lane (i.e., woonerf), and active ground floors will not be required. Wherever possible, they should follow property lines and meet streets at right angles. In the traditional business center, especially east of 20th Ave SE, larger floor plates may be required for business functionality and viability, so some flexibility on through-block connection spacing is important.

In short, implementation of through-block connections would:

- Increase connectivity by breaking down superblocks.
- Formalize pedestrian/bicycle paths throughout.
- Develop block fronts in a coherent and connected way with activity focused on critical paths.

Most Applicable Policies

TH-3 Improve quality, connectivity, and access to safe routes for people walking, biking, and rolling throughout the subarea.

ED-7 Encourage a vibrant neighborhood with amenities like eating/drinking establishments, open spaces, and pleasant multimodal connections to attract talent to local businesses.

MN-7 Improve access to and crossings of North Creek to make it a unifying element of Canyon Park.

MN-14 Encourage pedestrian, bicycle, para-transit, and micromobility (e.g., scooters, electric assist bikes, shared bikes, electric skateboards) connections between residences, businesses, commercial services, and amenities to create a more cohesive community.

Action

1. Apply through-block connection standards to new Canyon Park zones to require, at a minimum, pedestrian, bicycle, and emergency and delivery vehicle paths approximately every 200 to 300 feet in mixed use zones and up to approximately 400 feet for business flexibility in employment zones.
2. Apply building and site design standards per the block frontage map and include Crime Prevention through Environmental Design (CPTED) principles (Figure X).

PRELIMINARY DRAFT

High Visibility Mixed-Use Corners

In some cases, secondary neighborhood streets land on key intersections that are particularly important for lending a sense of place and vitality. These corners also announce entry to a street with intrigue and invite a person to explore the street further. In strategic locations, a "high visibility corner" designation will require development to provide an active ground floor use at the corner (e.g., coffee shop) and design to create a sense of arrival.

Park-and-ride Redevelopment and Design

Why recommend parking garages? It may seem counter-intuitive that this plan recommends a new park-and-ride south of I-405 given the expectation that the area will shift from vehicular to other transportation modes. It does this to fill an interim gap while the existing park-and-ride appears to be at or over capacity, local transit options are inadequate for getting people to the station, and people have not yet shifted modes. Further study is needed, but the purpose is to encourage transit use and reduce vehicular trips in and around Canyon Park. In addition, the potential Canyon Park Place park-and-ride could offer shared parking serving both commuters and retail customers. In phased redevelopment of the area, structured parking could replace existing surface lots, serving businesses during redevelopment but then converting to shared park-and-ride and commercial use as redevelopment, with its own parking, occurs.

Park-and-rides as transit-oriented development. The existing park-and-ride on WSDOT property provides a prime catalyst site to spark the 17th Ave SE area redevelopment into a transit-oriented neighborhood. However, its design should not be a standard parking garage. Instead, it should offer a lively and safe pedestrian path to the flyover stop. Likewise, the potential park-and-ride south of I-405, if developed, should provide a similarly active and attractive path to the flyover stop. These paths are crucial extensions of the primary neighborhood center streets. If located within the I-405 air quality buffer/overlay, they would likely be multiple stories of office above structured parking. Bothell should facilitate mixed-use, transit-oriented park-and-ride redevelopments north and south of I-405 that provide pedestrian-oriented paths to the I-405 BRT flyover station.

[images of potential park-and-ride TOD redevelopments stepping people up to flyover stop]

Design for adaptability. The long-term need for these park-and-rides is unknown. As transit and other alternate mode options improve in Bothell and Snohomish County, there may be less demand for park-and-rides. Thus, the structures should be designed to easily adapt to future needs, whether they are still mobility-oriented, such as autonomous vehicle or transportation network company (e.g., Uber, Lyft) use; a light transformation to data warehousing, arts/artisan spaces, or the like; or a full transformation to shops and office-type uses.

Most Applicable Policies

TH-10 Expand access to park-and-rides in Canyon Park to ease the transition from suburban, auto-oriented travel to other modes.

TH-11 Encourage catalyst redevelopment projects that support transit ridership.

PRELIMINARY DRAFT

MN-11 Apply land use and design regulations to allow and encourage transit-oriented development that creates multifaceted neighborhoods.

TH-2 Improve quality, reliability, and access to transit for employees and residents for trips within, to, and from the subarea.

TH-3 Improve quality, connectivity, and access to safe routes for people walking, biking, and rolling throughout the subarea.

Actions

1. For the WSDOT property, when facilitating a public-private partnership to redevelop the property with a multistory transit-oriented development with a structured park-and-ride garage, incorporate design strategies for pedestrian-oriented paths to connect to the BRT flyover station.
2. For the Canyon Park Place property, when exploring the opportunity for a public-private partnership to redevelop with a structured park-and-ride garage (and potential multistory transit-oriented development), incorporate design strategies for pedestrian-oriented paths to connect to the BRT flyover station.
3. Apply the neighborhood center street block front designation to the future pedestrian paths connecting transit riders to the flyover stop (precise location is flexible).
4. Apply design standards that encourage developers to design parking structures so that they can adapt to other uses in the future, considering features such as floor-to-ceiling heights, future loads, spans, gradients, etc.

Gathering Spaces

Major Plazas/Parks

Associated with neighborhood center streets

Despite having two public parks and many acres of private open space, Canyon Park lacks outdoor gathering places that invite people to socialize and recreate. Existing open spaces are almost exclusively "passive" spaces, with a mix of natural and maintained landscapes that provide aesthetic and ecological benefit, but do not work well to bring people together.

Several new, more compact and active gathering spaces should be created through public-private partnerships with new development. These should integrate with neighborhood "main streets." Potential conceptual locations for gathering spaces are shown in Figure X. These would achieve two major parks/plazas:

- One near the North Creek Trail bridge that would become the heart of the 17th Ave SE neighborhood. It should integrate with the new east-west shared street, North Creek, and North Creek Trail and have active ground floors on as many sides as possible.
- One in Canyon Park Place (near PCC) that would become the heart of the transit-oriented neighborhood south of I-405.

PRELIMINARY DRAFT

BOTHELL CANYON PARK SUBAREA PLAN

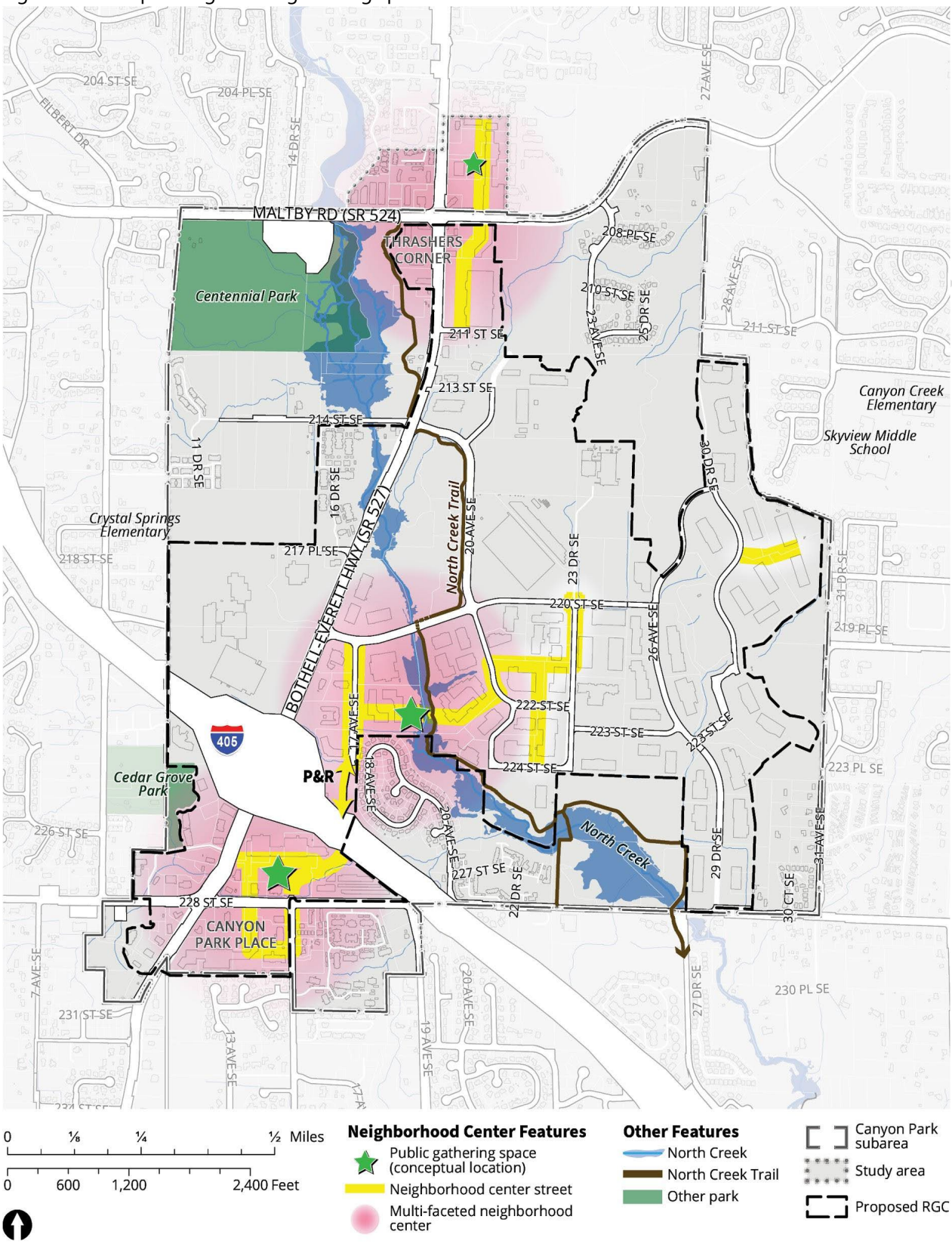
A third location in unincorporated Snohomish County north of Canyon Park is shown as a suggestion for inclusion in any future joint planning for Thrashers Corner. It is potentially a better location than south of Maltby Rd (SR 524) due to its proximity to existing and future neighborhoods.

[Photos of example plazas and rec spaces]

PRELIMINARY DRAFT

BOTHELL CANYON PARK SUBAREA PLAN

Figure X. Conceptual significant gathering space locations



Most Applicable Policies

MN-5 Implement new public park spaces(s) with recreational uses to offer further amenities to neighborhood users.

MN-6 Invest in signature public gathering spaces to create neighborhood centers of social interaction and innovation.

Actions

1. Require public open space or a fee-in-lieu with redevelopment.
2. Pursue public-private partnerships to create the park/plaza with redevelopment.
3. Adopt plaza design standards that consider solar access, adequate seating, appropriate lighting, quality materials, Crime Prevention through Environmental Design (CPTED), and other human-centered design principles.

Minor Parks/Plazas

Private park-like amenities with redevelopment throughout

In addition to the significant gathering spaces proposed above, minor pocket parks, widened sidewalks with seating, children's play areas, recreational opportunities for employees, special landscaped spots, and similar spaces should weave through the subarea, especially along designated neighborhood center streets. These will provide desired amenities to support an innovation hub, improve the identity of Canyon Park, and engender a holistic neighborhood that works for residents and workers. Open space standards should ensure that redevelopment includes adequate and high quality minor privately-owned, publicly accessible open spaces throughout Canyon Park.

Most Applicable Policies

MN-5 Implement new public park spaces(s) with recreational uses to offer further amenities to neighborhood users.

ED-6 Foster innovation hub mixing zones (e.g., gathering spaces, cafes, bars, restaurants, gyms) for informal meet-ups to spark ideas, creativity, and synergies amongst businesses.

ED-7 Encourage a vibrant neighborhood with amenities like eating/drinking establishments, open spaces, and pleasant multimodal connections to attract talent to local businesses.

MN-2 Promote development of a diverse range of market rate and affordable housing that meets employee and residents' needs, offering excellent amenities, private open space, and gathering spaces that integrate into the neighborhood.

MN-4 Increase feasibility of desired development, especially affordable housing.

Actions

1. Apply open space standards to the new subarea zones that require private and public open space with redevelopment and guide high quality design.

PRELIMINARY DRAFT

Private Natural Area in Eastern portion of Subarea

The property depicted in Figure X is a natural area with privately-maintained trails enjoyed by business park employees and nearby residents. The property owner is interested in the City acquiring the property for public park use. The recent PROS Plan did not identify a need for property acquisition in Canyon Park, but as the area grows, it will need more park land to meet level-of-service standards. In terms of new parks, the focus should be on locations that directly help create active neighborhood centers close to transit (green stars on Figure X). However, this parcel presents an opportunity as a long-term recreational amenity.

Figure X. Natural area adjacent to Fujifilm Sonosite (property boundaries not shown). Imagery © Google; Map data © Google

Most Applicable Polies

MN-5 Implement new public park spaces(s) with recreatio neighborhood users.

TH-3 Improve quality, connectivity, and access to safe routes for people walking, biking, and rolling throughout the subarea.

Action

1. Study the need for and benefits of this property for park land in the next PROS Plan update.

PRELIMINARY

Canyon Park Subarea Plan Update Study Session - Attachment 3

Natural Environment

Vision

One of the four elements of the Canyon Park Vision is:

Connected to the Natural Environment. Canyon Park is defined by its unique access to the natural environment and blend of urban wetlands, creeks, and interconnected trails.

This will become a side bar comment

Imagine Bothell… Comprehensive Plan

The Vision Statement which guides the Imagine Bothell… 2015 Comprehensive Plan includes the following elements

1. Celebrates and respects its picturesque setting by achieving harmony between the built and natural environments;

5. Demonstrates a commitment to the conservation of scarce natural resources through the actions of residents, businesses and public institutions;

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

Goals and Policies

NE Protect, enhance, and leverage Canyon Park's **Robust and Healthy Natural Environment**.

NE-1 Maintain the high-quality wetland, creek, and ecological systems.

NE-2 Address stormwater issues through collective and individual management techniques and facilities.

NE-3 Maintain and improve recreational access to North Creek and natural areas for residents and workers, allowing for enjoyment of these natural systems.

NE-4 Enhance and improve these natural areas through volunteer programs, resource grants, and other mechanisms.

NE-5 Encourage natural drainage systems that improve stormwater infiltration and detention to reduce flooding and improve water quality.

NE-6 Mitigate transportation project impacts to ecological systems.

PRELIMINARY DRAFT

NE-7 Retain forest lands particularly on ridgelines and those associated with critical areas.

NE-8 Reduce buildings-related greenhouse gas emissions and encourage energy and water efficient development.

Stormwater

Stormwater runoff. Impervious surfaces (those which water does not penetrate) such as parking lots, building roofs, and roadways, produce stormwater runoff when it rains. Stormwater presents two key issues:

- It is a major source of pollutants in stream systems, with negative impacts on wildlife species and water quality.
- Stormwater flows can cause flooding during heavy rain events because water flows more quickly over impervious surfaces and does not absorb into the ground, causing higher peak flows.

Wetlands naturally treat stormwater by slowing currents down and allowing sediments to settle. Microorganisms treat pollutants through phytoremediation. These naturally occurring features can be recreated through green stormwater infrastructure (GSI). Low impact development (LID) techniques also reduce the quantity of stormwater by reducing impervious surfaces and capturing stormwater before it enters the public drainage system.

Detention ponds. In Canyon Park, detention ponds are used to capture stormwater before it reaches fragile stream ecosystems. The subarea is also fortunate to have intact wetlands which reduce the impact of runoff on streams. Improvements to existing stormwater detention ponds, implementation of modern GSI and LID techniques, and wetlands preservation (and enhancement associated with wetland impacts) will help improve the habitat and water quality in the North Creek system.

Current stormwater regulations. Private redevelopment must comply with current stormwater regulations. These are based on the 2013 and subsequent 2019-2024 National Pollution Discharge Elimination System (NPDES) Phase II Permit and Washington State Department of Ecology Surface Water Manual, which are uniformly applied to all new (re)development in Western Washington. Further, the City's surface water manual is applied to all new (re)development within Canyon Park.

PRELIMINARY DRAFT

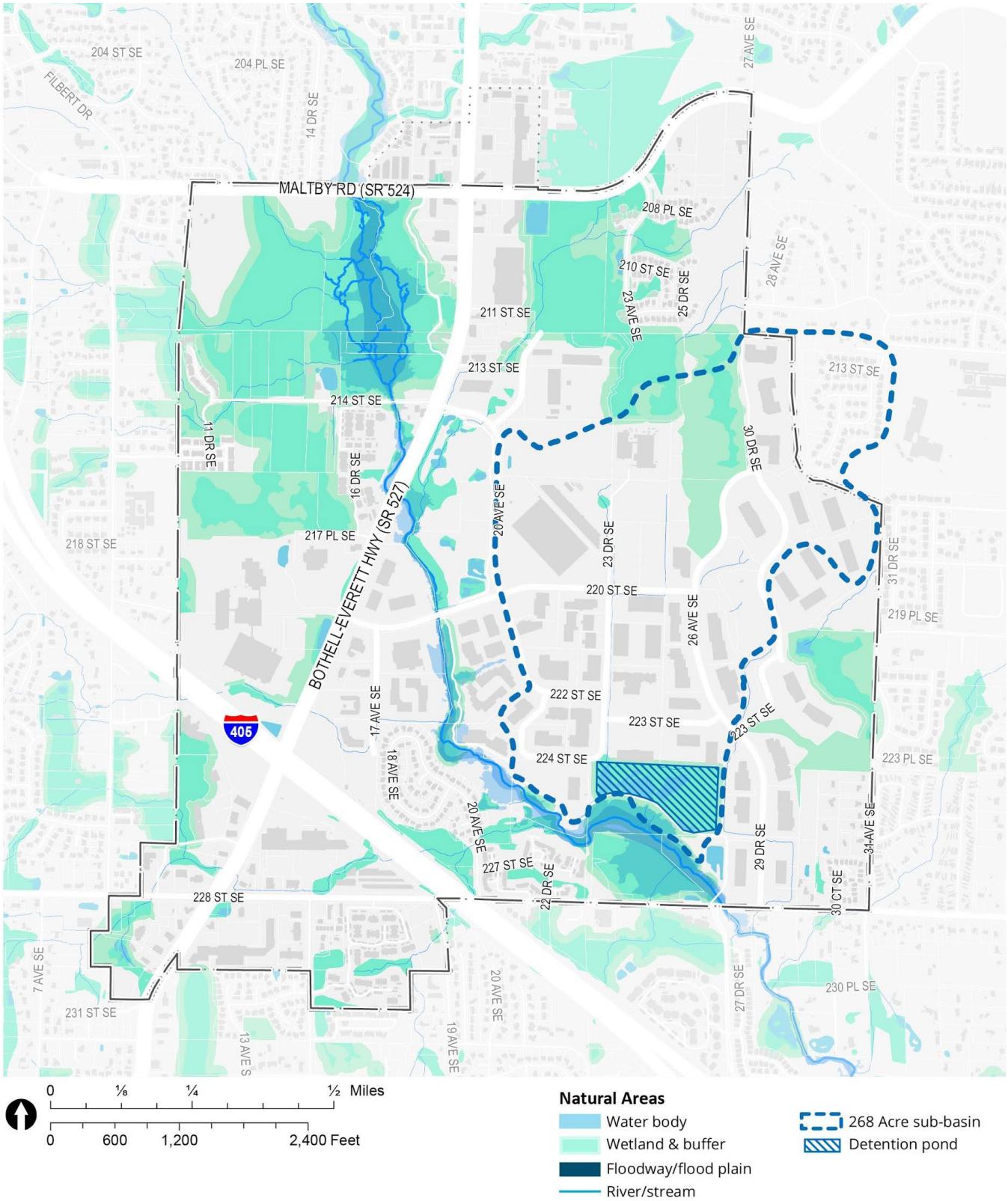


Figure X. Canyon Park drainage sub-basin and existing regional detention facility.

Regional Stormwater Facility near 223rd St SE

An existing detention pond is located south of 223rd St SE, serving the Canyon Park Business Center and adjacent, uphill areas to the east. A functioning detention pond is an important feature for flow control. Maintaining this detention pond by, for example, excavating sediment, vegetation, and debris to re-establish the original pond bottom elevation would restore the pond's capacity to its intended design volume.

The detention pond drains an area of approximately 268 acres. To bring the existing detention pond up to current stormwater flow control standards, it would need to have 2.5 times more volume than its current design capacity. While the existing pond can be retrofitted to increase storage capacity, other approaches will very likely need to be employed to provide sufficient capacity for the entire sub-basin. Enhancements to the pond could improve water quality, flow control functions, and/or aesthetic appeal.

Potential Capacity Improvements:

1. Restore the Canyon Park Business Center detention pond to its original capacity through excavation of sediment, vegetation, and debris.
2. Conduct a field study and analyze upstream effects of raising the detention pond's High Water Line (HWL) up to one foot to add live storage capacity to the pond. This would also require adjustments to the emergency overflow system.
3. Study the feasibility of lowering the detention pond bottom to further increase storage capacity.
4. Look for opportunities upstream of the existing detention pond to add flow control measures.

Potential Water Quality Improvements:

1. Excavate existing detention pond to provide a "dead storage" zone, transforming it into a combined detention and treatment pond.
2. Consider implementing floating treatment wetlands (FTW) to enhance the benefit of dead storage.
3. Consider constructing an artificial stormwater treatment wetland to provide enhanced water quality treatment.

Most Applicable Policies

NE-1 Maintain the high-quality wetland, creek, and ecological systems.

NE-2 Address stormwater issues through collective and individual management techniques and facilities.

MN-4 Increase feasibility of desired development, especially affordable housing.

Action

Present options to Canyon Park Business Center for increasing stormwater detention capacity and improving stormwater runoff water quality at the existing detention pond.

PRELIMINARY DRAFT

Other Potential Regional Stormwater Facilities

Look for opportunities to support implementation of new stormwater facilities. For example, opportunities may exist in the elevated northeast corner of the basin where topography would allow for water detention facilities. On a sloped site, detention vaults could be incorporated into the building design, similar to the recent development near UW Bothell.

A potential site may be the cleared PUD site on the west side of 30th Dr SE. A benefit of this location is that a terraced detention vault system could do dual duty as 1) a terraced public park that connects the upper and lower business parks, 2) vaults under redevelopment, or 3) a combination of those two. This hillclimb location would be particularly useful to local bus riders using the stop directly west on 26th Ave SE.

The purpose of a new stormwater facility would be to:

1. Reduce flooding in Canyon Park by detaining water in a new joint facility.
2. Make development more feasible by reducing the cost of constructing full surface water facilities on individual properties.

Most Applicable Policies

NE-2 Address stormwater issues through collective and individual management techniques and facilities.

MN-4 Increase feasibility of desired development, especially affordable housing.

Actions

1. Study the feasibility of a regional detention facility in the northeast corner of the drainage basin.
2. Present options and consider partnering with property owners for construction of new regional detention facilities.

Low Impact Development and Green Stormwater Infrastructure

Green Stormwater Infrastructure (GSI) and Low Impact Development (LID) techniques mimic natural drainage and reduce impacts of development on water and other ecological systems. In general, they reduce impervious surfaces and engineer pervious areas with plants and soil to hold, slow, and infiltrate water to reduce flooding and improve water quality. Current stormwater management regulations require new development and redevelopment to incorporate these systems as feasible. In addition, the City should seek opportunities to encourage and implement GSI/LID along streets, trails, parks, and other places.

Most Applicable Policies

NE-1 Maintain the high-quality wetland, creek, and ecological systems.

NE-2 Address stormwater issues through collective and individual management techniques and facilities.

PRELIMINARY DRAFT

NE-5 Encourage natural drainage systems that improve stormwater infiltration and detention to reduce flooding and improve water quality.

Actions

1. Explore opportunities to implement natural drainage systems like pervious paving, bioretention cells, rain gardens, and bioswales throughout the subarea.
2. Look for upstream opportunities to insert Modular Wetlands and Filterra Units or other similar products in existing right-of-way storm drains that could treat runoff from larger areas.
3. Explore opportunities to integrate GSI into roadway improvements (see Street Design in Transportation chapter).
4. Incentivize private land owners to implement GSI and LID techniques such as rain gardens, bioretention cells, pervious pavements, and rain water harvesting.

Wetland and Riparian Mitigation/Restoration Projects

Historically part of a rich and diverse North Creek riverine ecosystem, many of the remaining natural areas in Canyon Park have been degraded in the past 100 years through farming, the introduction of invasive species, and road and building construction, leaving opportunity for restoration and enhancement projects. Some projects have included restoration/enhancement features, such as at the Bothell Public Works Operations Center and the property bounded by North Creek, 20th Ave SE, 214th St SE, and 220th St SE.

PRELIMINARY DRAFT

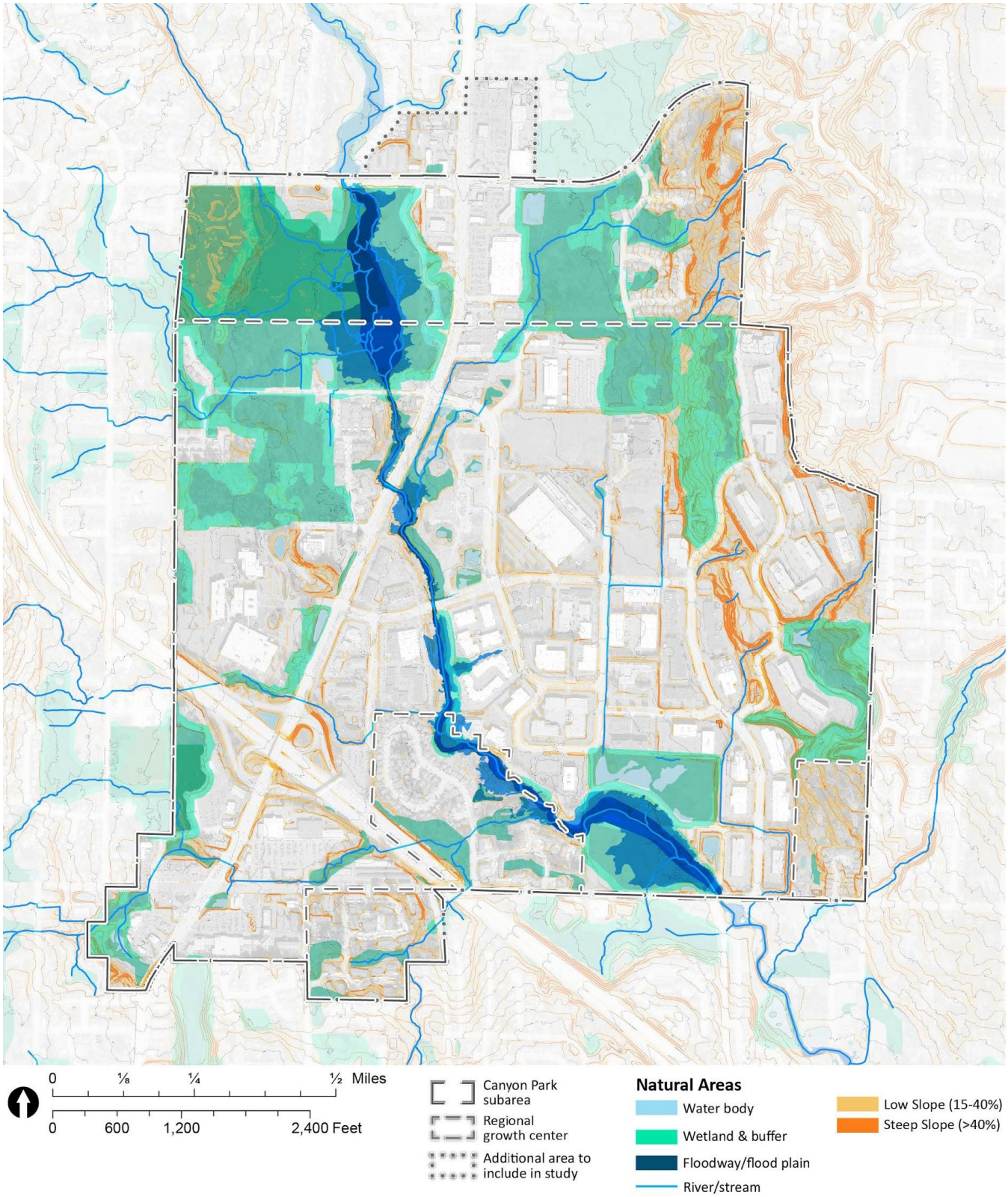


Figure 1. Critical areas (critical aquifer recharge areas not shown)

To address the traffic impacts of growth in the subarea, this plan recommends several new roads or trail connections. With the abundance of wetlands and wetland buffers in the subarea, nearly all potential new connections or route widening would have impacts on wetlands or wetland buffers. The amount of mitigation required depends on the quality and size of the wetland area impacted. Several options are available to mitigate these impacts, both through restoration projects within the subarea, or by paying into an off-site restoration bank. If all transportation projects proposed in the subarea plan are constructed, on-site (within Canyon Park) mitigation projects may not be sufficient to mitigate all impacts, requiring a mixed strategy with both on-site mitigation and purchase of mitigation bank credits. See *Appendix X: Ecological Impact Assessment and Mitigation Cost Estimate* for more detail.

The *Imagine Bothell…* Comprehensive Plan directs Bothell to mitigate impacts on-site or locally as much as is feasible.

North Creek and Wetland Restoration

On the southern edge of the CPBC is an 11-acre parcel of land on the south shore of North Creek, between the creek and 228th St SE. This area is a flat, vegetated category II wetland that has been degraded by past use. Rehabilitation of the wetland would provide substantial ecological benefits to wildlife habitat conditions and corridors, increased and improved rearing habitat for juvenile listed Chinook salmon, increased flood water attenuation, sediment deposition, and water quality improvement.

Most Applicable Policies

NE-1 Maintain the high-quality wetland, creek, and ecological systems.

NE-6 Mitigate transportation project impacts to ecological systems.

Actions

1. Rehabilitate North Creek's associated wetlands mapped in Figure X through the following actions:
    a. Create a sinuous North Creek overflow channel or complex of channels and backwaters through the wetland.
    b. Install native plants throughout wetland, riparian, and buffer areas.
    c. Install habitat features including large woody debris in the side channel(s), downed wood in the wetland, standing snags, and wildlife nest boxes.

PRELIMINARY DRAFT

Figure 2. Possible North Creek habitat restoration, wetland rehabilitation, and buffer enhancement area (yellow dashed line).

Other On-site Mitigation Options

Other smaller mitigation opportunities are present within the Canyon Park Subarea, although they do not match the areal and improved ecological function potential of the North Creek restoration area described above. Several privately owned single-family parcels could potentially provide mitigation opportunities along 214th Street SE. Degraded stream buffers present along North Creek could also serve as stream buffer mitigation. Combining a number of smaller sites has some risks in terms of lower cost efficiency and the potential for agency rejection due to lower potential ecological improvement and higher risk of failure.

PRELIMINARY

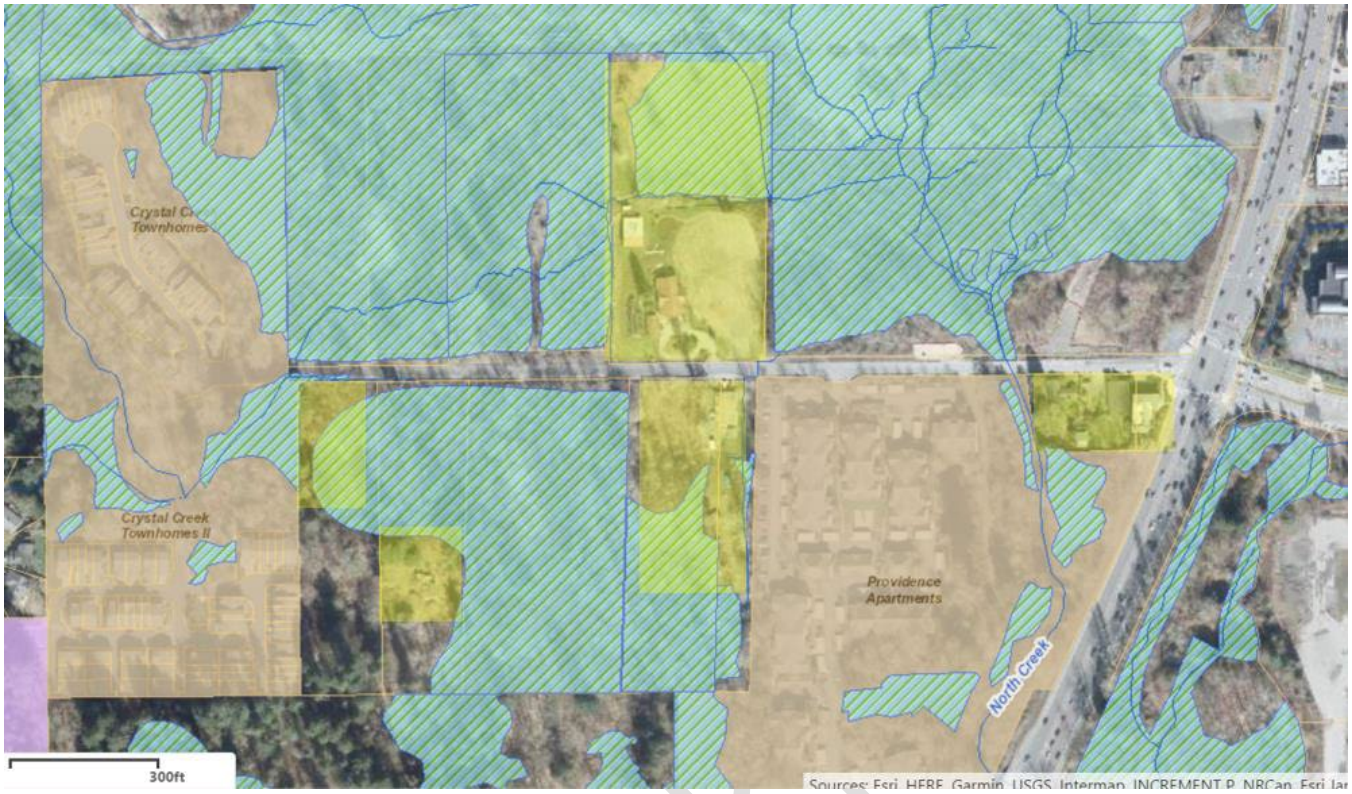


Figure X. Potential mitigation opportunities (highlighted yellow) along 214th St SE (Imagery source: COBMap)

PRELIMINARY

Figure X. Stream buffer mitigation opportunities along North Creek showing vegetation patches dominated by invasive species like Himalayan blackberry and reed canarygrass. Overview map (imagery source: COB Map) indicates location and orientation of photos. Photos dated: 12/27/2018.

Most Applicable Policy

NE-1 Maintain the high-quality wetland, creek, and ecological systems.

Action

1. Explore the feasibility and effectiveness of the other on-site mitigation opportunities identified in Figures X and X.

2. Evaluate opportunities to enhance some existing wetlands in the Canyon Park sub-basin in order to use other wetland or critical areas in the basin as flow control areas.

Off-site Mitigation

The area needed to compensate for wetland and buffer impacts using an "on-site" (within Canyon Park) approach may be difficult to meet. The City would need to implement and manage wetland mitigation activities at multiple mitigation sites to meet the total impact generated by the needed transportation projects. A combination of strategies—the North Creek restoration and wetland rehabilitation project, potential other on-site projects, and off-site mitigation through purchase of mitigation bank credits—will be necessary to fulfill the mitigation requirements.

Off-site mitigation opportunities are available in the Keller Farm Mitigation Bank. Located in Redmond, this is currently the only mitigation bank that is authorized to serve mitigation projects in the subarea. See mitigation cost estimates for mitigation banking purposes and area needed for on-site wetland rehabilitation in Appendix X, Tables 1 and 2 on pages 15 and 21).

Most Applicable Policies

NE-1 Maintain the high-quality wetland, creek, and ecological systems.

NE-6 Mitigate transportation project impacts to ecological systems.

Action

1. Determine the appropriate mix of on-site and off-site mitigation strategies.
2. For off-site mitigation, purchase mitigation bank credits from the Keller Farm Mitigation Bank.

Critical Areas and Vegetation Conservation

Habitat Preservation and Enjoyment

Beaver habitat. Large patches of natural vegetation in Canyon Park provide homes to many wildlife species, including the North American beaver. Beaver activity was observed southeast of the Bothell-Everett Highway and 214th St SE intersection in late 2018 and may be present in the Centennial Park riverine wetland system. This is notable because of potential implications beaver dams have on associated stream and wetland systems. Beaver dams obstruct water flow, causing flooding in—and potentially expanding—wetland areas. In natural settings, this plus the stumps and downed wood caused by beavers improve habitat functions. In urban areas, however, beaver activity can result in infrastructure flooding, causing maintenance issues and increased maintenance costs. Bothell should consider ways to preserve the beaver presence while preventing damage to current and future infrastructure.

PRELIMINARY DRAFT

Figure X. Beaver den in riverine wetland adjacent to Bothell-Everett Highway (Watershed Company, December 2018)

Figure X. Beaver dam and recent cuttings in riverine wetland south of 214th St SE (Watershed Company, December 2018)

Habitat enjoyment and education. Additional and/or enhanced trails and viewpoints along wetland and stream habitats would showcase and make Canyon Park's natural systems more accessible. They would also provide the opportunity to educate about the local systems, for example, with interpretive signage showcasing spawning and migrating salmon along North Creek and bird-watching "hotspots." As the area grows, additional trail links and integration with public open space would enhance the experience of the natural environment (see Figure X. Canyon Park Pedestrian/Bicycle Plan in the Transportation chapter and Gathering Spaces in Urban Design and Community Livability).

PRELIMINARY DRAFT

Habitat maintenance. For those in the community interested in hands-on participation, an ongoing program of invasive vegetation removal within the already-established natural areas could be initiated, including replacement with native plants. This would improve the quality of habitat without the need for an expanded buffer footprint using scarce additional space. Design, permitting, and construction needs and costs for such a program would be relatively low, and timelines between conception and implementation short. Community- and volunteer-oriented weed control and replanting projects can give residents and workers a reason to get off the trail, build a sense of community, and take ownership of their surroundings**.**

Most Applicable Policy

NE-1 Maintain the high-quality wetland, creek, and ecological systems.

NE-3 Maintain and improve recreational access to North Creek and natural areas for residents and workers, allowing for enjoyment of these natural systems.

NE-4 Enhance and improve these natural areas through volunteer programs, resource grants, and other mechanisms.

NE-6 Mitigate transportation project impacts to ecological systems.

Action

1. Consider creating development standards that allow for ongoing beaver presence and activity in the subarea.
2. Consider additional viewpoints and interpretive signage in Canyon Park in the next PROS Plan update.
3. Support existing volunteer programs and/or establish a volunteer program to remove invasive species and plant native plants.

Tree Preservation

"Feathered edge." The *Imagine Bothell…* Comprehensive Plan Land Use Element emphasizes the preservation of trees, particularly the 'feathered edge' visual effect where trees are silhouetted against the sky as a key visual amenity for the City. The wooded hillside areas in the eastern portion of the Canyon Park Subarea contain a portion of the City's feathered edge as described in Land Use Element Policy LU-P11 and mapped in Figure X.

PRELIMINARY DRAFT

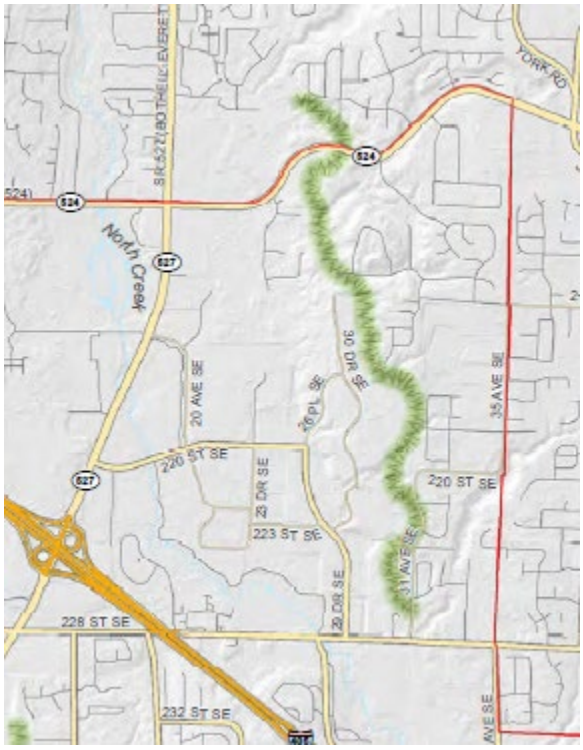


Figure X. Canyon Park's "feathered edge" (*Imagine Bothell…* Comprehensive Plan Figure LU-5)

Forested areas. Canyon Park also contains forested areas which stakeholders identified as key visual amenities that help differentiate Canyon Park from other growth centers. Some of the more significant forested areas include lands north and south of 214th ST SE, lands in Centennial and Cedar Grove Parks, and lands with critical areas and critical area buffers.

Most Applicable Policy

NE-7 Retain forest lands particularly on ridgelines and those associated with critical areas.

Action

1. Apply the city's tree retention and critical areas regulations.
2. On a case by case basis, potentially condition development to avoid the loss of vegetated areas not otherwise protected by critical area regulations such as on vegetated slopes.

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Greenhouse Gas Emissions

Washington's primary greenhouse gas emissions sources are from transportation, buildings, and electricity. See the discussion on transportation demand management in the Transportation chapter, and Building Efficiency below.

Building Efficiency

Residential, commercial, and industrial building construction, systems, and the functions people do within them (e.g., cooking, running computers, etc) account for more than a third of greenhouse gas emissions. The systems that heat, cool, and light buildings are responsible for the bulk. Likewise, their water systems can over-use water resources. Also see the GSI and LID section above related to site design for on-site water capture and treatment.

Most Applicable Policy

NE-8 Reduce buildings-related greenhouse gas emissions and encourage energy and water efficient development.

Actions

1. Apply building design standards to encourage energy and water efficient buildings and construction, following guidance from industry standards such as the US Green Building Council LEED and International Living Future Institute (ILFI)'s Living Building Challenge.
2. Encourage solar or other alternative energy programs.

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Economic Development

Vision

Continue to be an effective local and regional economic driver. Retain and expand Canyon Park as a business hub for the life science, biomedical device, high-technology, industry and many other businesses. Support this economic engine with workforce housing, employee services and amenities, an efficient transportation system, expeditious permitting, protective land use designations, and promote a place of innovation and growth.

Goals and Policies

ED Maintain, protect, and support Canyon Park as an **Economic Driver**.

ED-1 Ensure that Canyon Park continues to grow as the regional hub for the biomedical, life sciences, related, and other industries.

ED-2 Continue to support existing businesses of all sizes and provide a fertile environment for business growth.

ED-3 Protect commercial space affordability and viability in employment areas.

ED-4 Encourage affordable and appropriate commercial space to support small and entrepreneurial businesses, especially on neighborhood center streets.

ED-5 Retain existing businesses in Canyon Park even as development occurs (i.e., prevent displacement).

ED-6 Foster innovation hub mixing zones (e.g., gathering spaces, cafes, bars, restaurants, gyms) for informal meet-ups to spark ideas, creativity, and synergies amongst businesses.

ED-7 Encourage a vibrant neighborhood with amenities like eating/drinking establishments, open spaces, and pleasant multimodal connections to attract talent to local businesses.

ED-8 Functionally support businesses with continued emergency, delivery, and other access.

ED-9 Allow building sizes and scales that support future employment capacity.

ED-10 Ensure that housing meets the needs of the local workforce.

ED-11 Continue accommodating existing and new business growth through expeditious permitting services.

MN Evolve Canyon Park into a **Multifaceted Neighborhood**.

MN-8 Increase the abundance and diversity of retail and service amenities that serve Canyon Park and the surrounding area, while focusing them in transit-oriented neighborhood centers.

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MN-9 Locate amenities to create hotspots of social activity and build on the natural character of Canyon Park.

Regional Growth Center

Biotechnology cluster. Bothell has evolved into a major regional employment hub and the Canyon Park Regional Growth Center is a particularly important contributor. Canyon Park hosts a distinct biotechnology cluster, with a significant proportion of employment in the area in biotechnology and medical products manufacturing and professional/technical services, including therapeutic treatments in oncology and immunology.

Flexible buildings. A wide spectrum of businesses are located within Canyon Park. Many businesses are likely attracted by the availability of "flex" buildings that can accommodate a wide range of uses. Land use policies that promote the retention of such buildings and developing new amenities and services to support these industries and businesses is an important component of this Subarea Plan and will help the economic health of this job center.

Projected Job Growth

A market analysis undertaken as part of the FEIS conducted in 2020 anticipates the retention and expansion of this employment area with the potential of 9,000 to 13,000 additional employees housed within 2.6 to 3.8 million square feet of building as shown in the table below.

Table. Employment projections and estimated employment space needs in Canyon Park RGC, 2017–2050

	Low Moderate	Moderate	Transit-Oriented
Employment, 2017	**10,833**		
Projected employment increase			
2020–2030	2,519	2,965	3,614
2030–2040	2,815	3,314	4,039
2040–2050	2,785	3,278	3,995
2017–2050	**8,949**	**10,533**	**12,838**
Additional commercial floor area (high), in SF			
2020–2030	1,007,595	1,185,998	1,445,586
2030–2040	1,126,113	1,325,499	1,615,622
2040–2050	1,113,957	1,311,191	1,598,182
2017–2050	**3,579,427**	**4,213,191**	**5,135,365**
Additional commercial floor area (low), in SF			
2020–2030	755,697	889,498	1,084,190
2030–2040	844,585	994,125	1,211,716
2040–2050	835,468	983,394	1,198,637
2017–2050	**2,684,570**	**3,159,893**	**3,851,524**

Source: PSRC, 2019, BERK, 2020

A graph of the expected growth based on the 2018 PSRC econometric model is provided in the Figure below. These projections estimate employment in 2050 increasing by 85 to 121% over current employment levels, with an associated increase of about 8,900 to 12,800 jobs over the next 30 years. These scenarios assume that future growth in Canyon Park will exceed regional growth with overall

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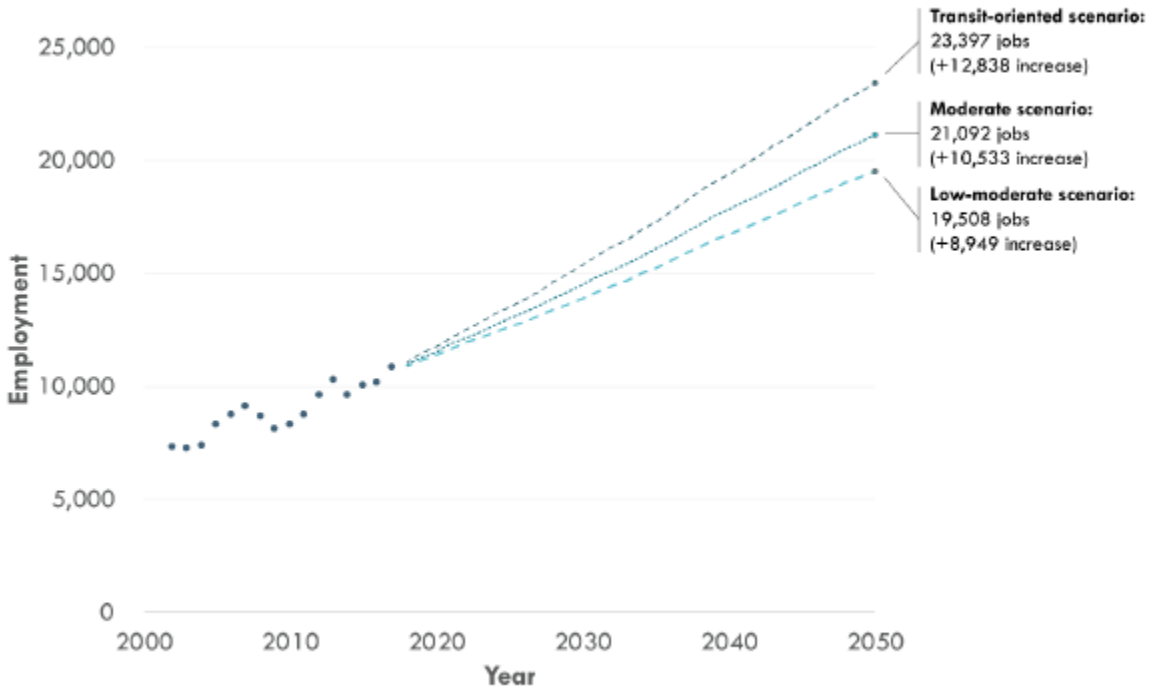
employment and with service employment, with an average employment growth rate of 1.8 to 2.4% per year.

Figure 11. Projected Growth in Proposed Canyon Park RGC, 2017–2050



Source: CoStar, 2020; BERK, 2020.

Most Applicable Policies

ED-1 Ensure that Canyon Park continues to grow as the regional hub for the biomedical, life sciences, related, and other industries.

ED-3 Protect commercial space affordability and viability in employment areas.

ED-6 Foster innovation hub mixing zones (e.g., gathering spaces, cafes, bars, restaurants, gyms) for informal meet-ups to spark ideas, creativity, and synergies amongst businesses.

ED-9 Allow building sizes and scales that support future employment capacity.

ED-11 Continue accommodating existing and new business growth through expeditious permitting services.

MN-12 Make land use decisions based on the long-range vision and not short-term market or other trends.

RGC-2 Meet Snohomish County residential and employment growth targets.

Actions

1. See Land Use Action X to establish and apply employment zones to the business park and an office mixed-use zone around major transit facilities on I-405.
2. Actively engage with local businesses, educational institutions, and associations (e.g., Life Science Washington) to determine how the City might assist with economic development efforts, concerns, and new approaches.
3. Participate in King County and Snohomish County Economic Development activities, including industrial marketing and promotion, research, committee meetings, and other efforts to retain and attract business and industry to Bothell and the region.
4. Apply consistent and expeditious City licensing and permitting practices and procedures.

Life Sciences Innovation Hub

Life science business representatives envision Canyon Park as a place of innovation, where the highest caliber scientists and technicians will be attracted to work in Canyon Park because of its unique natural setting, vibrant mixed-use environment, transportation options, and collection of top-notch longstanding and start-up biotech businesses. They will enjoy chance encounters with colleagues across different businesses in private and public social gathering places that spark new ideas and better practices.

Retail and amenity spaces. Restaurants, bars, coffee shops, fitness centers, groceries, retail, services, and other private amenity spaces will offer the types of social mixing zones and enjoyable/useful amenities the life science businesses desired. They see these places as important for both sparking innovation through social activity and attracting talent by rounding out a more multifaceted neighborhood. See Neighborhood Center Street block front designations in Urban Design and Community Livability for recommendations on locations, types of uses, design, and other requirements for active ground floor uses.

Outdoor gathering spaces. Similarly, the public and private gathering spaces envisioned with redevelopment offer the spaces that foster chance encounters that spark innovation, as well as attract talented workers to the area. See Gathering Spaces in the Urban Design and Community Livability element for more information on conceptual locations and implementation actions.

Most Applicable Policies

ED-6 Foster innovation hub mixing zones (e.g., gathering spaces, cafes, bars, restaurants, gyms) for informal meet-ups to spark ideas, creativity, and synergies amongst businesses.

ED-7 Encourage a vibrant neighborhood with amenities like eating/drinking establishments, open spaces, and pleasant multimodal connections to attract talent to local businesses.

Actions

1. Continue to participate and support the Biomedical Device Innovation Zone.

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2. Seek a designation of Canyon Park as a life sciences cluster and participate with the Life Science Washington, the Washington State Department of Commerce, and Snohomish Economic Alliance in promoting this designation.
3. Implement the Transportation Actions, especially those that advance transit and non-motorized options.
4. See Block Front Street Designations actions in Urban Design and Community Livability for achieving active ground floors in key locations that would allow for innovation hub-type spaces.
5. See Gathering Spaces actions in Urban Design and Community Livability for achieving signature and small public and private outdoor gathering spaces.

Small and Entrepreneurial Business Support

Fostering a wide range of businesses is important for attracting talent to an "innovation hub" and maintaining diversity. Life sciences business representatives stressed the importance of small business incubators and maintaining a start-up vibe in the area, as these attract recent graduates from UW and beyond. Likewise, small and entrepreneurial businesses dependent on economic rents provide valuable services to the Bothell community. See background information on the importance of small businesses and cultural anchors in the Concept's Foster existing retail and cultural anchors section. The general actions above that support the Regional Growth Center should also include support for small and entrepreneurial businesses.

Affordable and appropriate ground floors. In addition to technical business support, marketing, building connections between businesses, and other economic development efforts, development regulations should encourage/require physical spaces that are affordable and ready-made for a wide range of businesses. Removing residential as an allowed use from key business park areas and setting development standards will help maintain affordability and appropriate spaces and prevent displacement of existing businesses.

Most Applicable Policies

ED-2 Continue to support existing businesses of all sizes and provide a fertile environment for business growth.

ED-3 Protect commercial space affordability and viability in employment areas.

ED-4 Encourage affordable and appropriate commercial space to support small and entrepreneurial businesses, especially on neighborhood center streets.

ED-5 Retain existing businesses in Canyon Park even as development occurs (i.e., prevent displacement).

Actions

1. See actions under Affordable Commercial Space in the Land Use element.
2. See actions under Neighborhood Center Streets in Urban Design and Community Livability.

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Canyon Park Subarea Plan Update Study Session - Attachment 5

Transportation

Vision

One of the four elements of the Canyon Park Vision is:

A Transportation Hub: Canyon Park is a transportation hub with infrastructure serving employees and residents commuting to and from the neighborhood, as well as commuters traveling to other areas.

Note: this will be a side bar

Imagine Bothell… Comprehensive Plan

The Vision Statement which guides the *Imagine Bothell…* Comprehensive Plan includes the following elements:

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.

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.

Goals and Policies

ED Maintain, protect, and support Canyon Park as an **Economic Driver**.

ED-8 Functionally support businesses with continued emergency, delivery, and other access.

MN Evolve Canyon Park into a **Multifaceted Neighborhood**.

MN-14 Encourage pedestrian, bicycle, para-transit, and micromobility (e.g., scooters, electric assist bikes, shared bikes, electric skateboards) connections between residences, businesses, commercial services, and amenities to create a more cohesive community.

TH Foster and leverage Canyon Park as a **Transportation Hub**.

TH-1 Improve multimodal infrastructure and circulation to make transit and non-car modes attractive options.

TH-2 Improve quality, reliability, and access to transit for employees and residents for trips within, to, and from the subarea.

TH-3 Improve quality, connectivity, and access to safe routes for people walking, biking, and rolling throughout the subarea.

TH-4 Encourage the highest density land uses to locate adjacent to high capacity transit.

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TH-5 Work with the private sector and agency partners to reduce commuters' dependency on single occupancy vehicles (e.g., through a transportation demand management (TDM) or commute trip reduction (CTR) program).

TH-6 Encourage options for fast, easy "last-mile" trips between transit stops and job sites/residences.

TH-7 Encourage shared parking solutions between businesses.

TH-8 Strategically expand road/intersection capacity to improve traffic flows within the subarea. Minimize business, resident, and ecological impacts to the maximum extent feasible.

TH-9 Improve street network connectivity by extending select Canyon Park streets to relieve congestion on Bothell-Everett Highway and at choke points. Minimize business, resident, and ecological impacts to the maximum extent feasible.

TH-10 Expand access to park-and-rides in Canyon Park to ease the transition from suburban, auto-oriented travel to other modes.

TH-11 Encourage catalyst redevelopment projects that support transit ridership.

TH-12 If needed, consider updating Bothell's LOS policy to recognize "ultimate capacity" of Canyon Park corridors and better support transit and other travel modes.

Placeholder:

The Canyon Park Business Center Owners Association (CPBCOA) and the City of Bothell are working on an agreement regarding the orderly transition of selected private roads within the Canyon Park Business Park to the City of Bothell as public rights-of-way. A policy regarding this transition will be added to the Transportation Section as additional discussion occurs with the CPBCOA.

Transportation Approach

The transportation approach relies heavily on the foundational principle that Bothell cannot build its way out of congestion. Traffic congestion is a regional and national challenge that is experienced acutely in Canyon Park. The challenge stems from historical choices about transportation and land uses that favored single occupancy vehicles (cars) over other transportation modes. Bothell can improve the roadway system and its capacity as much as possible through strategic projects that are practical and economically reasonable. However, beyond that, the order of magnitude of cost and impacts makes further capacity improvements unreasonable. The more complicated, larger-sized, and costly projects strain City resources and physically impact residents, businesses, and ecological systems. Thus, this plan recommends the following strategic actions to 1) improve roadway capacity as much as is feasible and 2) make it easier for people to choose other modes of transportation (e.g., transit, walking, biking, rolling on other device):

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- Extend three streets/trails strategically to relieve future congestion, meet Bothell's current level of service (LOS) standard (LOS E corridor), and maintain and allow for more ways in/out of Canyon Park.
- Improve connections for people who are walking, biking, rolling on other devices, and using transit.
- Encourage a better land use mix, location, and densities for transit-supportive homes and jobs to reduce car trips (see the Concept and Land Use for more information).
- Prioritize a long-term view toward improved transit.
- Accept that if the region shifts to improved transit service on Bothell-Everett Highway (SR 527), major roads in Canyon Park may experience a period of transition where roadways reach their "ultimate capacity" with greater single occupancy vehicle (SOV)/car congestion.

Improve connectivity and relieve stress on the major corridors and three entry points to the Canyon Park Business Center through street extensions and improved paths for people outside of cars.

- **Extend 20th Ave SE northward from 213th St SE to Maltby Rd (SR 524).** This route relieves pressure on Bothell-Everett Highway and its intersections with the Canyon Park Business Center and offers an alternate route for local buses.
- **Extend 214th St SE westward to 9th Ave SE.**
    - **Option 1 (preferred):** Build a street that allows vehicular access between 9th Ave SE and Bothell-Everett Highway (SR 527) to allow local trips an alternate way in/out of the business center and thereby relieving congestion on Bothell-Everett Highway (SR 527). Because this route does not provide easier access to I-405, it is not expected to serve much regional traffic. Pedestrian and bicycle facilities would be included to further improve alternate ways of getting in/out of the business park and new neighborhood centers. This option impacts 9th Ave SE residents with an increase in traffic and wetland, stream, and associated buffers. If this option is selected, improve 9th Ave SE with ample pedestrian and bicycle facilities prior to extending 214th St SE.
    - **Option 2:** Extend a trail westward from the existing 214th St SE to 9th Ave SE. This option would not provide vehicular access but would improve pedestrian/bicycle paths to Canyon Park. A trail would have a smaller impact on the wetland, stream, and buffers than a full street and would not increase traffic on 9th Ave SE.
    - **Mitigate wetland, stream, and buffer impacts.** For either option, see the Wetland and Riparian Mitigation/Restoration Projects options in the Natural Environment.

- **Connect 219th Pl SE to properties located northwest of the I-405/SR 527 interchange.** Improve 219th Pl SE and remove the barrier to these properties to allow employee-only vehicular access. This shortens commute trips and relieves some pressure on Bothell-Everett Highway (SR 527).
- **Add pedestrian and bicycle paths.** Construct the critical paths shown in Figure 2 and require redevelopment to implement paths with their street frontage improvements over time (see street and through-block connection recommendations in the Urban Design element and street cross sections in Street Design).

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Prioritize transit. Complete the planned addition of one lane to Bothell-Everett Highway (SR 527) (Project #XX on Figure XX) and, when determined feasible, provide transit signal priority (TSP) for the Swift Green Line and other routes. In the long term and pending support and a coordinated effort among regional partners—Community Transit, WSDOT, Snohomish County, City of Mill Creek, and City of Everett—for Business Access and Transit (BAT) lanes through Bothell and Snohomish County, convert the outside general purpose lanes to BAT lanes and include transit signal priority (TSP). Bothell strongly supports this long-term goal to best leverage the regional investment in a robust, functioning, and comprehensive transit system.

In the long term, consider updating Bothell's level of service (LOS) policy for Canyon Park. Prior to regional support and investment in BAT lanes on Bothell-Everett Highway (SR 527), the corridors will likely continue to meet the City's requirements (LOS E corridor). When the conversion of general purpose lanes to BAT lanes happens, more congestion is predicted as no additional reasonable road improvements can be made to increase capacity for SOVs/cars, which will impact the corridor LOS. While the initial conversion to transit may negatively affect SOV performance, the move will be necessary to encourage alternative transportation means that will allow for continued job and population growth. Transit will likely become the more attractive and efficient means of getting through congestion in the future.

The region is seeing more cities (e.g., Kirkland, Tukwila, and Bellevue) provide exceptions or changes to their LOS policies in recognition of the region's inability to construct its way out of congestion. This means longer waits at intersections and along corridors for SOVs. In the long term when BAT lanes become a realistic option, Bothell could consider updating its LOS policy to balance the need for car/SOV mobility with improved regional transit and its associated economic, community livability, and ecological sustainability benefits.

Pedestrian and Bicycle Infrastructure

Improved Pedestrian/Bicycle Connections

The quality of existing infrastructure for people walking and biking within the subarea is mixed. There are some relatively high-quality multi-use paths and sidewalks as well as roads with uncomfortable and less safe conditions. A network of public and private trails in the business park provide connections (with occasional missing links) and recreational opportunities. However, internal barriers in the subarea isolate jobs, amenities, residences, and transit stops. These limitations discourage active transportation as an alternative to driving by lengthening trips or forcing travelers to pass through unpleasant and potentially unsafe conditions to reach their destination.

Improvements in the quality of bike/pedestrian infrastructure will provide alternatives to automobiles for many trips, make transit more useful by increasing its "walkshed," and allow workers and residents to more easily enjoy the health benefits of walking and biking. Designated "neighborhood center streets" should have an excellent walking environment with the streetscape and block frontage improvements discussed in Urban Design and Livability.

Figure 1 illustrates the projects that would allow people to:

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- Walk/bike/roll through the subarea to access their destinations easily on routes that are safe, well connected, and efficient.
- Use "active" transportation (walking, etc) for recreation as an enjoyable, healthy option throughout the subarea.

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BOTHELL CANYON PARK SUBAREA PLAN

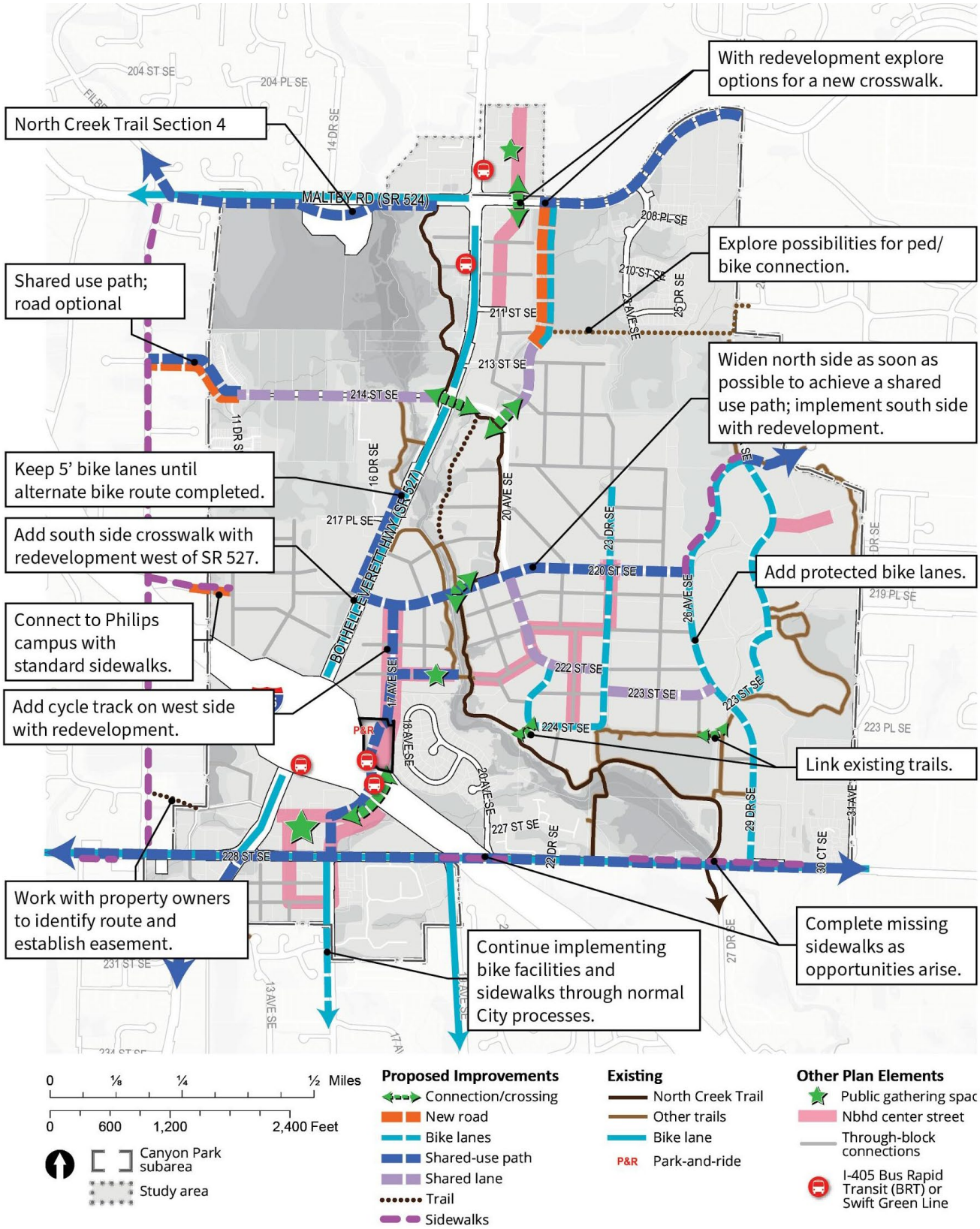

Figure 1. Canyon Park Pedestrian/Bicycle Plan

BOTHELL CANYON PARK SUBAREA PLAN

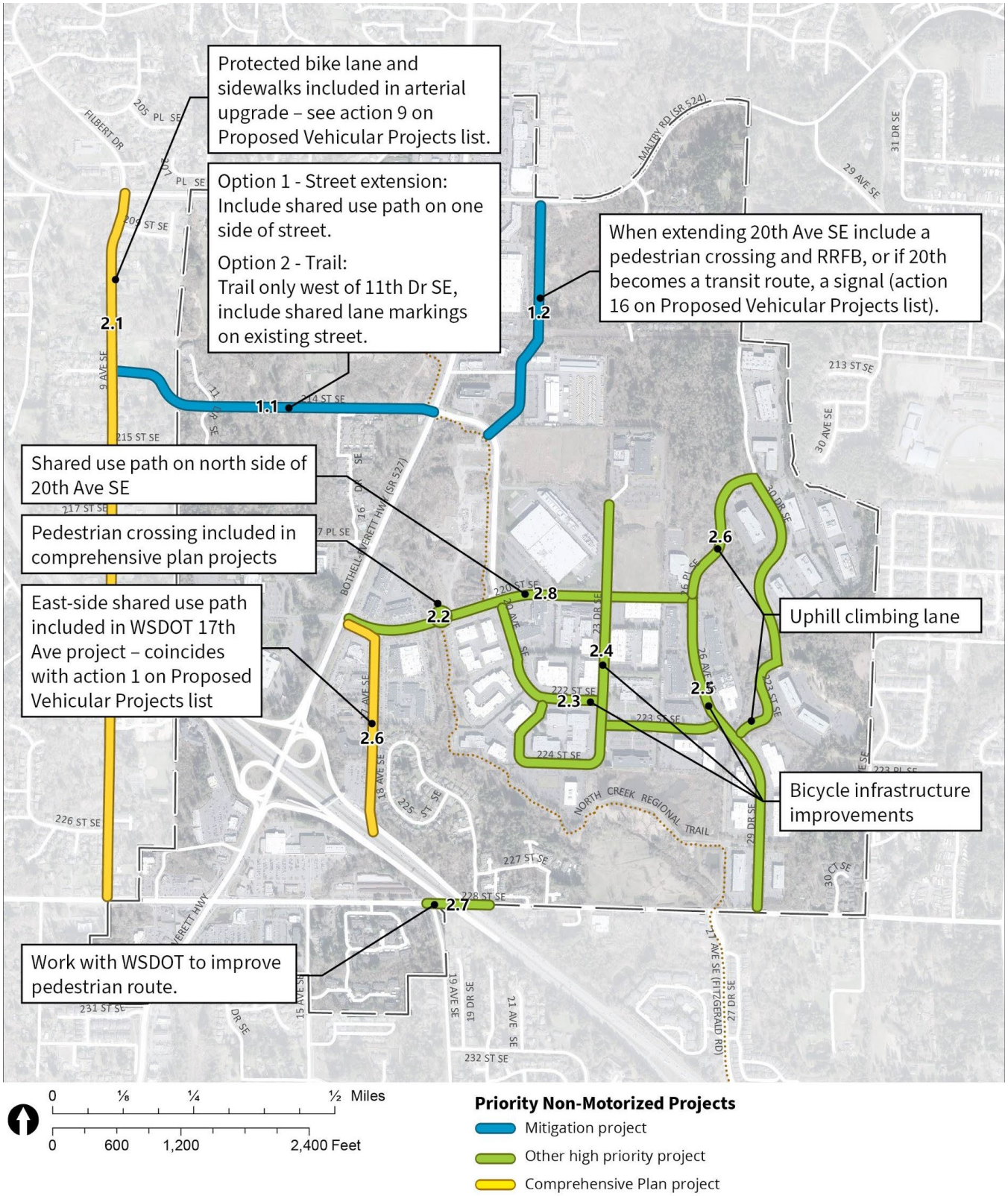

Figure 2. Priority non-motorized transportation projects

BOTHELL CANYON PARK SUBAREA PLAN

Most Applicable Policies

TH-1 Improve multimodal infrastructure and circulation to make transit and non-car modes attractive options.

TH-2 Improve quality, reliability, and access to transit for employees and residents for trips within, to, and from the subarea.

Actions

1. Complete the high priority pedestrian and bike mitigation projects identified on Figure 2:
   - 1.1. As part of the 214th St SE street and/or trail extension, include pedestrian/bicycle facilities to connect 9th Ave SE and Bothell-Everett Highway (SR 527) via 214th St SE. If extending the street (Option 1), include a shared use path on one side of the street. If extending a trail only, add sharrows to the existing street. This project requires right-of-way acquisition and wetland mitigation.
   - 1.2. Construct a new street extending 20th Ave SE to SR 524. Include bike lanes and a sidewalk north of 213th St SE, paint shared lane markings (sharrows) south of 213th St SE, and add pedestrian-activated crosswalks at 214th St SE (and Maltby Rd if possible) concurrent with the street extension. This project also requires right-of-way acquisition and wetland mitigation.
2. Complete the high priority pedestrian and bike projects identified on Figure 2 through normal city processes and as opportunities arise.
   - 2.1. Install protected bike lanes and buffered sidewalks on both sides of 9th Ave SE from 228th St SE to 208th St SE (SR 524) (pre-existing Comprehensive Plan project).
   - 2.2. Install a pedestrian/bicycle crossing with Rectangular Rapid Flashing Beacons (RRFB) on 220th St SE for the North Creek Trail. Extend the existing northside trail westward to the crossing to complete this missing link (pre-existing Comprehensive Plan project).
   - 2.3. Add sharrows (shared bike/vehicular lane markings) to 20th Ave SE (between 220th and 222nd), 222nd St SE, and 223rd St SE as marked on Figure 2.
   - 2.4. Add protected bike lanes to 23rd Dr SE, 224th St SE, and 20th Ave SE south of 222nd St SE as marked on Figure 2.
   - 2.5. Add protected bike lanes to 26th/29th Ave SE between 220th St SE and 228th St SE.
   - 2.6. Add uphill climbing lanes to the east side of 26th Pl SE, 30th Dr SE, and 223rd St SE between 30th Dr SE and 29th Dr SE as marked on Figure 2. Further improvements may be pursued per the Street Design cross sections F and G.
   - 2.7. Work with WSDOT to complete the eastside cycle track, sidewalks, and safe pedestrian/bike crossings on 17th Ave SE as part of the 17th Ave SE Express Toll Lane (ETL) improvements project (pre-existing Comprehensive Plan and WSDOT project).
   - 2.8. Work with WSDOT to improve the pedestrian/bike experience on 228th St SE under I-405 (e.g., bollards protecting bike lanes and/or path added behind columns).
   - 2.9. Install a shared use path on the north side of 220th St SE.
3. Require a cycle track and sidewalks on the west side of 17th Ave SE with redevelopment (through frontage improvement standards).

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4. Require redevelopment (through frontage improvement standards) on 220th St SE to accommodate shared use paths (see Figures X street cross section B).
5. As through-block connections are developed (see Urban Design and Livability Action X), pursue opportunities to extend them through parcels not yet redeveloping to reduce piece-meal segments and achieve formal connections sooner.
6. Complete other Canyon Park Pedestrian/Bicycle Plan (Figure 1) projects.

Through-block Connections

Large blocks, dead-end streets, and geographical barriers limit mobility by all modes through the subarea except along the principal streets through the park. These limitations negatively impact business and neighborhood vitality by reducing the diversity of paths between destinations. A network of through-block connections will shorten travel distances, create a more dynamic, complex, and resilient urban environment, and will improve circulation options for businesses. See the Through-block Connections Policies and Actions in the Urban Design Element.

Transit

Recent Swift Green Line improvements and planned Sound Transit I-405 BRT investments will significantly improve the speed and reliability of transit-based commutes to and from the area in the coming years. This will help to mitigate traffic congestion, reduce greenhouse gas emissions, and improve the efficiency of public infrastructure.

Two BRT projects have the potential to make transit an important mode in what has traditionally been an automobile-oriented area:

- Community Transit's Swift Green Line service between Canyon Park Park-and-Ride and Everett, which began in 2019 and will extend to downtown Bothell in a future phase.
- Sound Transit's Stride I-405 BRT line will connect the Park-and-Ride to Lynnwood, Bellevue, and the rest of the I-405 corridor is projected to begin service in 2024.

To maximize the value of regional investments in BRT, and other transportation improvements, the following policies should be pursued.

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Transit Priority

Key to increasing the effectiveness and desirability of transit is providing a fast alternative to driving. By prioritizing transit, buses will be able to move more quickly through congested areas.

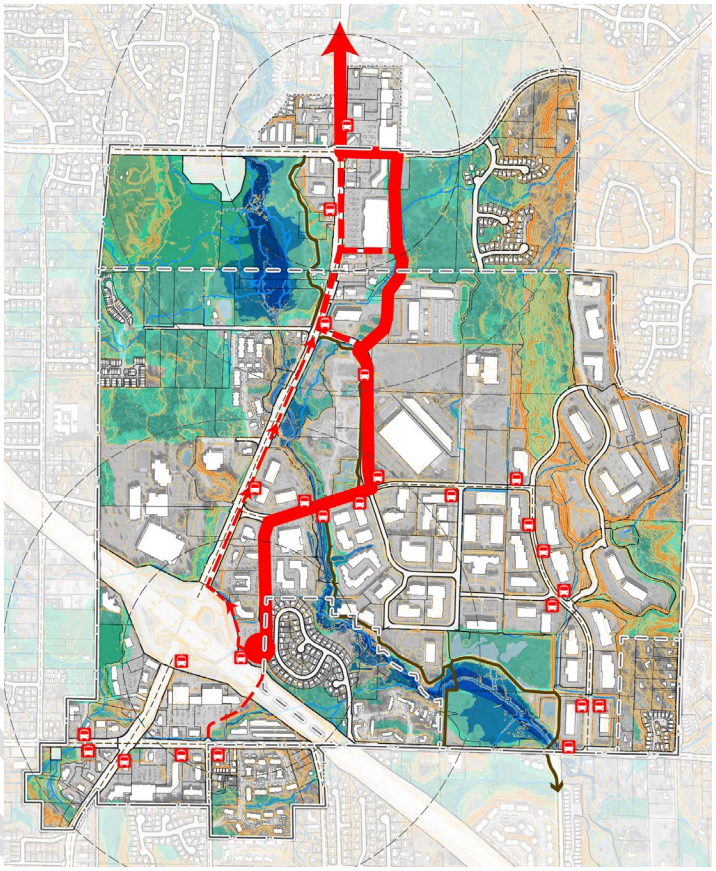

Figure 3. Alternate transit route

The subarea planning process explored the feasibility and benefits of alternative BRT options, including:

1. **Transit signal priority (TSP)** to Bothell-Everett Highway. This option keeps bus routing and operations similar to today but improves transit travel times.
2. **Business Access and Transit (BAT) lanes** in Bothell-Everett Highway's outside lanes.
    a. An early proposal to widen Bothell-Everett Highway to 9 lanes to accommodate new BAT lanes without impacting existing general purpose lanes was infeasible due to property, ecological, and City financial impacts.
    b. An option to convert the existing outside general purpose lanes to BAT lanes, combined with a planned project to complete the 7-lane configuration of Bothell-Everett Highway north of I-405, was feasible and favorable for its great travel time savings for transit, but negatively impacted general purpose travel times.
3. **Reversible bus-only center lane.** This option puts transit in the center lane, and the direction changes with the peak traffic direction. This is operationally challenging, more expensive than traditional BAT lanes, and complex for riders.
4. **Parallel BRT route** east of Bothell-Everett Highway. This option was relatively feasible, especially combined with the 20th Ave St extension project under consideration in this plan, could serve the business center with better "door-to-door" service, and had mild travel time savings for transit. However, though Community Transit supports this route for local service, iit does not meet their standards for BRT corridors.

[Insert chart comparing these options with their travel times and agency input

PRELIMINA

Policies

4.1. Improve multimodal infrastructure and circulation to make transit and non-car modes attractive options.

4.2. Improve quality, reliability, and access to transit for employees and residents for trips to and from the subarea and within the subarea.

Actions

1. Complete the planned addition of one lane to Bothell-Everett Highway (SR 527) (Project #XX on Figure XX) and, if determined feasible, provide transit signal priority (TSP) for the Swift Green Line and other local routes.
2. Coordinate with Community Transit, WSDOT, and Snohomish County to understand feasibility for BAT lanes and transit signal priority (TSP) on Bothell-Everett Highway through Bothell and Snohomish County. When these agencies are ready to implement Business Access and Transit (BAT) lanes regionally, convert the outside general purpose lanes to BAT lanes.
3. Coordinate with Community Transit to understand opportunities and needs for local transit to use a parallel route east of Bothell-Everett Highway. Include bus needs (i.e., do not preclude transit) in roadway and intersection design when extending 20th Ave SE to Maltby Rd (SR 524).

Park-and-rides

Land use and transit patterns in suburban areas like Canyon Park often make it challenging for nearby residents to easily access transit stops by means other than driving. Park-and-rides expand transit access by allowing people to drive and park near high-quality transit service. However, the existing Canyon Park Park-and-Ride, a surface lot with 309 spaces, is typically filled to 99% of its capacity on an average weekday. A new structured park-and-ride south of I-405 would prevent unnecessary trips into the business center for transit riders coming from south of Canyon Park, increase access to transit, and support a lively neighborhood close to transit if designed well. More intense development over the existing lot would also increase access to transit and improve the pedestrian/bike connection from the future I-405 BRT station and 17th Ave SE.

Most Applicable Policies

TH-10 Expand access to park-and-rides in Canyon Park to ease the transition from suburban, auto-oriented travel to other modes.

TH-11 Encourage catalyst redevelopment projects that support transit ridership.

Actions

1. Work with WSDOT and Community Transit to pursue a public-private redevelopment of the existing Canyon Park park-and-ride that preserves (and potentially expands) existing parking spaces. See design recommendations in Park-and-Ride Redevelopment and Design on page X.
2. Facilitate public-private partnerships (Sound Transit, Community Transit, WSDOT, and private developer) to explore the creation of a new park-and-ride on the south side of I-405 near the

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freeway transit station. See design recommendations in Park-and-Ride Redevelopment and Design on page X.

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Vehicular Travel

The majority of daily travel through the subarea takes place in private SOVs. This travel mode provides flexibility for people to reach destinations in the order and time they need and reflects the lack of reliable transit options historically available. However, when a large proportion of SOV trips occur in the same direction at the same time, roads and highways become congested and travel speeds decrease substantially. Vehicular travel will continue to be an important feature of Canyon Park mobility in the future. Nevertheless, strategies to preserve solo driving's flexibility and ease of movement should be balanced with the per-person space efficiencies, infrastructure costs, public health, and greenhouse-gas (GHG) emissions benefits of other travel modes. Reducing the growth of traffic congestion ensures private vehicle travel remains a viable option for those who need it and allows freight, transit, and emergency vehicles to operate efficiently.

Transportation Demand Management/Commute Trip Reduction

The primary source of traffic congestion in the subarea is morning and evening commute trips. Because so many trips occur in SOV motor vehicles over a short period of time, road capacity is overwhelmed. For most commuters, mode choices are made based on the convenience, cost, availability, and travel time of different options. Programs that provide benefits to commuters who travel via transit, walking, biking, or carpooling, or encourage staggered work shifts, can help shift commuters away from single-occupancy vehicle commutes and reduce congestion.

Transportation demand management programs are an effective approach for reducing SOV commutes. These programs set goals and develop voluntary programs with employers, encouraging employees to use transit or active transportation (walking, biking, etc.), telecommuting, carpooling, or commuting at off-peak hours. Typical programs include compensating employees who don't drive based on the typical cost to the employer of providing free parking.

Most Applicable Policies

TH-5 Work with the private sector and agency partners to reduce commuters' dependency on single occupancy vehicles (e.g., through a transportation demand management (TDM) or commute trip reduction (CTR) program).

TH-6 Encourage options for fast, easy "last-mile" trips between transit stops and job sites/residences.

TH-7 Encourage shared parking solutions between businesses.

Actions

a. Work with employers, Community Transit, and other regional transportation organizations to develop and implement transportation demand management/commute trip reduction programs, including transit pass subsidies, staggered shifts and telecommuting options, paid parking, reduced parking, and improved "last mile" options.

b. Facilitate partnerships and advocate for flexible travel options within the subarea, especially "last mile" trips between Canyon Park park-and-ride and major employers, like on-demand bicycle or

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e-scooter rentals (i.e., bike share), a circulator shuttle, app-based ride-hailing service, or other options.

c. Facilitate conversations amongst businesses and authorize a shared parking program to allow parking lot owners to share or rent out any excess parking stalls.

d. Require bicycle, e-bike, scooter, and other micromobility device parking with development and public gathering space.

Proposed Vehicular Projects

The vehicular circulation system has choke points that limit capacity. The *Imagine Bothell…* 2015 Comprehensive Plan proposed 11 projects to improve vehicular circulation in Canyon Park as Bothell and surrounding areas grow in population. This plan recommends additional projects to mitigate increased vehicular trips caused by the increased growth proposed in this plan. These projects were selected because they increase capacity and/or connectivity of the street network without impractical ramifications to City funds, ecological functions, and private property. Wetlands and streams, steep slopes, and neighborhood considerations also constrain system improvements.

Note that this plan presents the 214th St SE extension (project #X) between 11th Dr SE and 9th Ave SE as the preferred option. If this is deemed infeasible or undesirable, Bothell will need to update its LOS policy or identify other mitigation measures to meet current LOS standards.

Most Applicable Policies

TH-8 Strategically expand road/intersection capacity to improve traffic flows within the subarea. Minimize business, resident, and ecological impacts to the maximum extent feasible.

TH-9 Improve street network connectivity by extending select Canyon Park streets to relieve congestion on Bothell-Everett Highway and at choke points. Minimize business, resident, and ecological impacts to the maximum extent feasible.

Actions

Implement the following projects, which include projects already planned through the Comprehensive Plan and this Subarea Plan's new recommendations (see Figure X for project locations):

Comprehensive Plan Projects

1. Work with WSDOT to complete the proposed express toll lane (ETL) direct access ramps at 17th Ave SE and I-405, street improvements to 17th Ave SE, and intersection improvements at 17th Ave SE and 220th St SE.
2. At 220th St SE and Bothell-Everett Highway add an eastbound left turn lane.
3. Add a third southbound lane to SR 527 between SR 524/Maltby Rd and 220th St SE. Make associated intersection improvements.
4. At 214th Ave SE and SR 527 re-channelize the westbound through/left lane to a through/right lane.
5. At 9th Ave SE and SR 524 add a second northbound left turn lane.
6. At 228th St SE and Fitzgerald Rd add an eastbound right turn pocket.

PRELIMINARY DRAFT

7. At 228th St SE and 29th Dr SE add a westbound right turn pocket.
8. Support WSDOT in widening I-405 and adding a second Express Toll lane from SR 522 to I-5 in Lynnwood and making improvements to the SR 527/I-405 interchange ramps.
9. Widen 9th Ave SE from 228th St SE to SR 524 to upgrade the street to a Collector Arterial standard (3-lanes) with improved pedestrian/bike facilities and improvements to the 228th St SE and SR 524 intersections.
10. Add a westbound dedicated right turn lane on 228th St SE where it meets 31st Ave SE.
11. Widen Fitzgerald Road and add curb, gutter, and sidewalks from 240th St SE to 228th St SE.
12. Add a third northbound through lane to SR 527 from 211th to north of SR 524 (Maltby Rd) and add a southbound left turn lane at SR 524.

Mitigation Projects

13. At 214th St SE and SR 527 add a channelized westbound right turn lane and dual westbound left turn lane.
14. Modify the SR 524 (Maltby Rd) and SR 527 intersection to include two westbound left turn lanes and two westbound through lanes.
15. Extend 214th St SE west to 9th Ave SE, including pedestrian/bicycle facilities (preferred option). Alternatively, extend a trail only westward from 11th Dr SE to 9th Ave SE.
16. Extend 20th Ave SE north to Maltby Road and install a signal at the 20th Ave SE/214th St SE intersection. Consider transit signal priority (TSP) capability.

Other Operational Standards Projects

17. Allow private property owners to improve 219th Pl SE and open access to the properties northwest of the I-405/527 interchange.
18. At the 17th Ave SE/220th St SE intersection, add westbound dual left-turn lanes and a new southbound receiving lane on 17th Ave SE.
19. Require new traffic signals for at least three intersections in the CPBC as shown in Figure 2.

Future Exploration or Study

20. Work with WSDOT to pursue and expedite the plan for ETL and bus access on the south side of I-405.
21. At Bothell Everett Highway and 228th St SE study the feasibility of a “displaced left turn lane” intersection concept.

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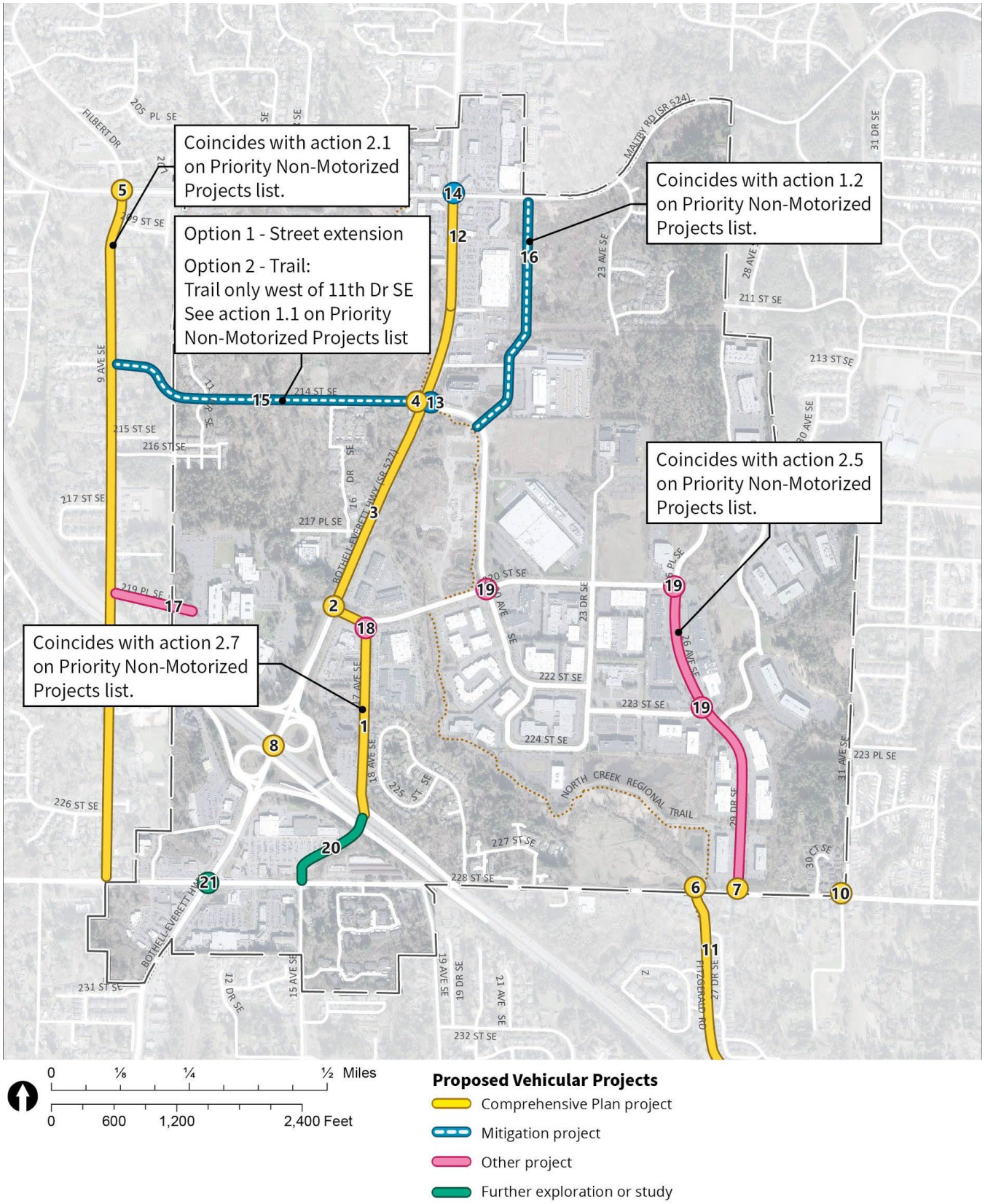
BOTHELL CANYON PARK SUBAREA PLAN

Figure 3. Proposed vehicular projects



228th St SE/Bothell-Everett Highway (SR 527) Intersection Design

Intersection modifications at 228th St SE and Bothell-Everett Highway (SR 527) could potentially improve traffic flows. A future study is needed to consider, among other options, a "displaced left turn" concept. The study will be used to better understand benefits of potential designs and associated impacts to adjacent properties and pedestrian/bicycle facilities.

Most Applicable Policies

TH-1 Improve multimodal infrastructure and circulation to make transit and non-car modes attractive options.

TH-2 Improve quality, reliability, and access to transit for employees and residents for trips within, to, and from the subarea.

TH-3 Improve quality, connectivity, and access to safe routes for people walking, biking, and rolling throughout the subarea.

TH-6 Encourage options for fast, easy "last-mile" trips between transit stops and job sites/residences.

TH-8 Strategically expand road/intersection capacity to improve traffic flows within the subarea. Minimize business, resident, and ecological impacts to the maximum extent feasible.

ED-5 Retain existing businesses in Canyon Park even as development occurs (i.e., prevent displacement).

Action

1. Study a displaced left turn lane intersection concept for the 228th St SE/Bothell-Everett Highway (SR 527) intersection.

North Creek Crossing in Business Center

This plan recommends implementing an east-west neighborhood center street with redevelopment through the (approximately) 22140 17th Ave SE and 22042 20th Ave SE blocks aligned with the existing bridge (see Concept and Urban Design). At a minimum, this future connection would provide a pedestrian and bicycle path to link transit riders and businesses further east and accommodate emergency vehicles and deliveries on either side of North Creek.

To support future transit, Bothell might also consider a vehicular crossing over North Creek at or near the existing bridge in the Canyon Park Business Center. Accommodating transit and even general purpose traffic could better distribute trips, especially relieving congestion at the 17th Ave SE/220th St SE intersection, and make transit more reliable. Thus, any design of this street and adjacent public gathering space should not preclude transit.

[update graphic showing this route with the parallel transit route]

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BOTHELL CANYON PARK SUBAREA PLAN

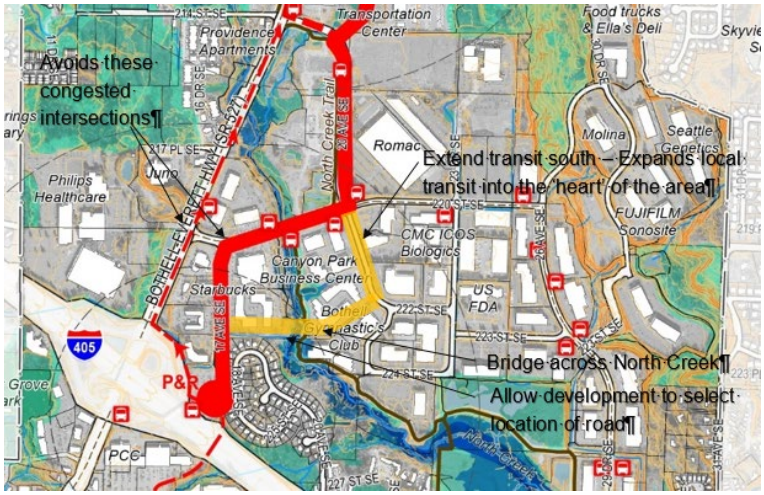

Figure 4. Potential transit and/or general purpose route connecting 17th Ave SE to 20th Ave SE

Most Applicable Policies

TH-1 Improve multimodal infrastructure and circulation to make transit and non-car modes attractive options.

TH-2 Improve quality, reliability, and access to transit for employees and residents for trips within, to, and from the subarea.

TH-3 Improve quality, connectivity, and access to safe routes for people walking, biking, and rolling throughout the subarea.

TH-9 Improve street network connectivity by extending select Canyon Park streets to relieve congestion on Bothell-Everett Highway and at choke points. Minimize business, resident, and ecological impacts to the maximum extent feasible.

TH-9 Improve street network connectivity by extending select Canyon Park streets to relieve congestion on Bothell-Everett Highway and at choke points. Minimize business, resident, and ecological impacts to the maximum extent feasible.

Actions

1. Study the feasibility of a long-term auto/bus route and bridge connecting 17th Ave SE and 20th Ave SE aligned near the existing North Creek Bridge (see Figure XX).
2. If redevelopment occurs prior to the study identified above require that the redevelopment does not preclude automobile and bus travel on the future east-west neighborhood center street. This recommendation applies to the street segments west and east of North Creek.
3. If including a transit route with redevelopment, require that the route locate in a manner that accommodates development on the north and south sides of the neighborhood center street. In other words, do not add a bus route that would occupy developable area without adding a "there" to this neighborhood center. In two cases, a route on the south edges of these properties would be acceptable:

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a. If it is an interim step with a plan for a permanent neighborhood center street as part of a future development.
b. If the neighborhood south of this property redevelops with more intense uses and orients toward the new street.

Emergency Services

Emergency Services must often seek alternative routes during emergency calls and periods of heavy congestion. To ensure that emergency vehicles can use alternative routes, any street extension must accommodate emergency service vehicles, even when such access is only through private property. Likewise, any future through-block connections must provide for emergency vehicle service.

Most Applicable Policies

ED-8 Functionally support businesses with continued emergency, delivery, and other access.

Actions

1. Design new street extensions to accommodate Emergency Service vehicles.
2. In the through-block connections design standards, include a provision to accommodate Emergency Service vehicles either directly on the street or at an agreed-upon distance.
3. Require that street extensions must be open for emergency services access.

Other Streets Design

The designs of Bothell-Everett Highway (SR 527), 20th Ave SE extension to Maltby Rd (SR 524), 214th St SE extension to 9th Ave SE, 219th Pl SE, and 9th Ave SE are discussed in the Proposed Vehicular Projects section. In addition, this Subarea Plan explored a vision for streets internal to the Canyon Park Business Center with business representatives and nearby residents. The overarching themes included:

- Keep the existing tree-lined streets; their character attracts businesses to Canyon Park.
- Add bicycle and pedestrian paths throughout (on existing streets and by forging new connections) to facilitate a shift away from car travel and be a recreational amenity for employees.
- Better connect the upper and lower business center areas across the steep topography, especially for people bicycling.
- Address stormwater flooding issues.

The following map and subsequent street cross-sections present a vision for this area's existing streets. Most include simple paint on the street to formalize bicycle routes. A few missing sidewalks and crosswalks are noted on the map and should be completed with redevelopment. The suburban nature of these streets with wide landscaped easements makes them suitable for enhanced green stormwater infrastructure where feasible. Unless otherwise noted as a "high priority project," projects are to be implemented with redevelopment.

Most Applicable Policies

MN-7 Improve access to and crossings of North Creek to make it a unifying element of Canyon Park.

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MN-14 Encourage pedestrian, bicycle, para-transit, and micromobility (e.g., scooters, electric assist bikes, shared bikes, electric skateboards) connections between residences, businesses, commercial services, and amenities to create a more cohesive community.

TH-1 Improve multimodal infrastructure and circulation to make transit and non-car modes attractive options.

TH-2 Improve quality, reliability, and access to transit for employees and residents for trips within, to, and from the subarea.

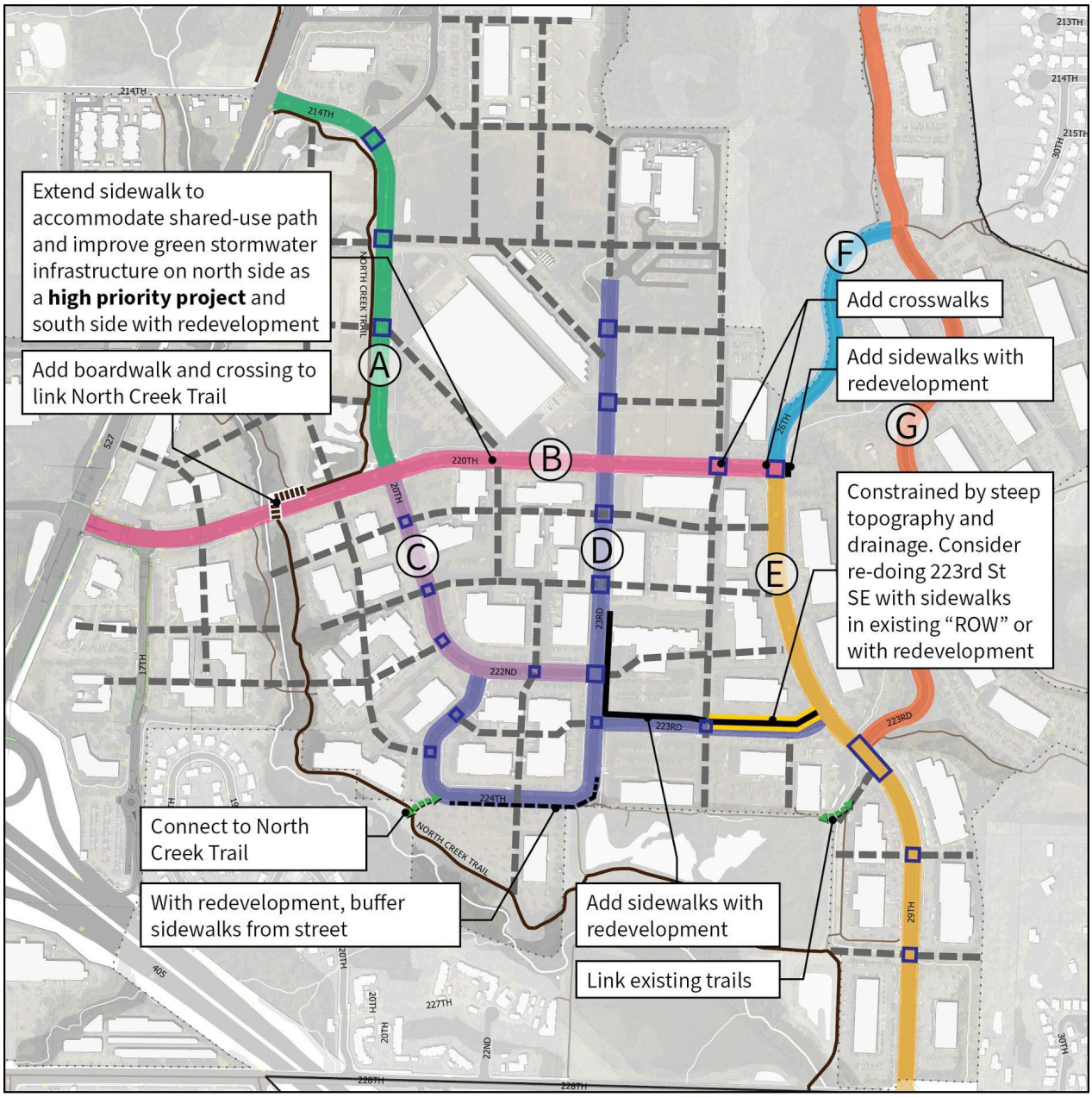
TH-6 Encourage options for fast, easy "last-mile" trips between transit stops and job sites/residences.

Actions

1. Implement the **high priority projects** indicated on Figures X-X.
2. Implement other curb-to-curb improvements as feasible.
3. Apply development design standards to back-of-curb improvements.

PRELIMINARY DRAFT

Figure X. Internal Streets: Street Types and Ped/Bike Improvements



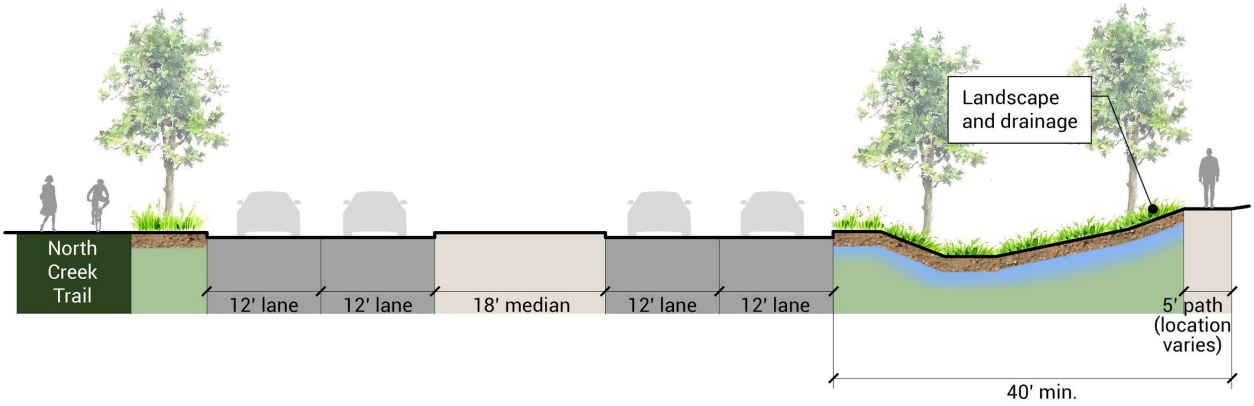
0 ⅛ ¼ mile
0 300 600 1200 feet

Internal Streets Elements
- Future pedestrian crossing
- Future through-block connection
- Street type

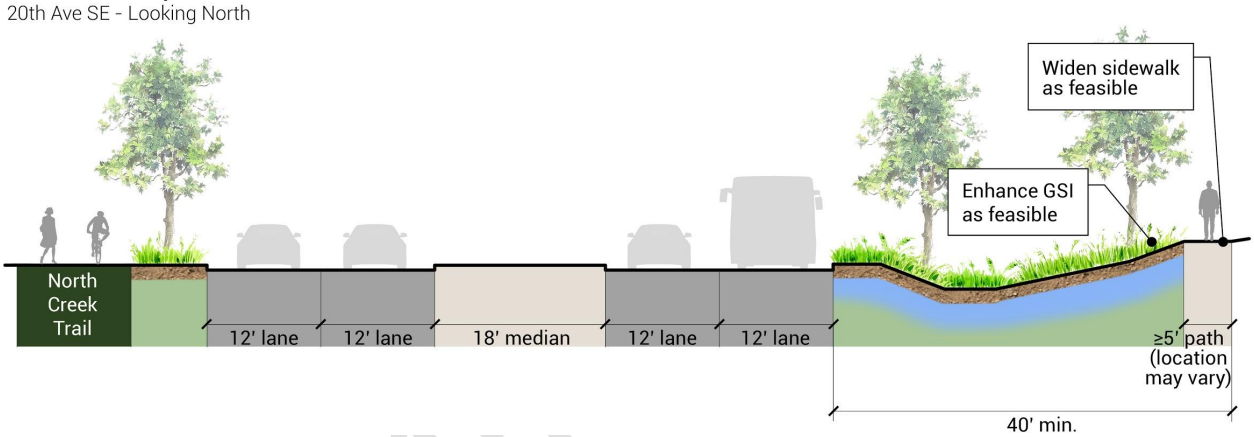
Existing Gaps
- Missing sidewalk
- Missing sidewalk with constraints
- Missing trail link

Section A

Section A - Existing
20th Ave SE - Looking North



Section A - Proposed
20th Ave SE - Looking North



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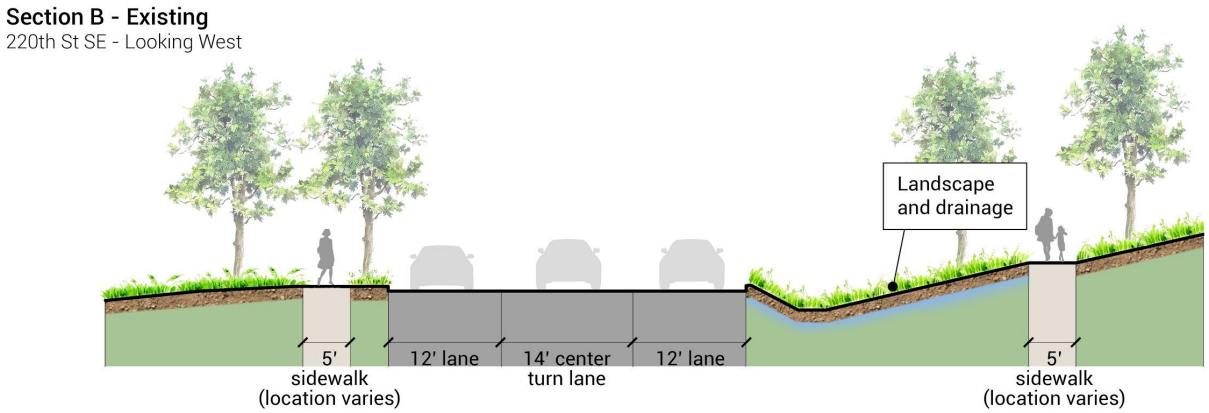
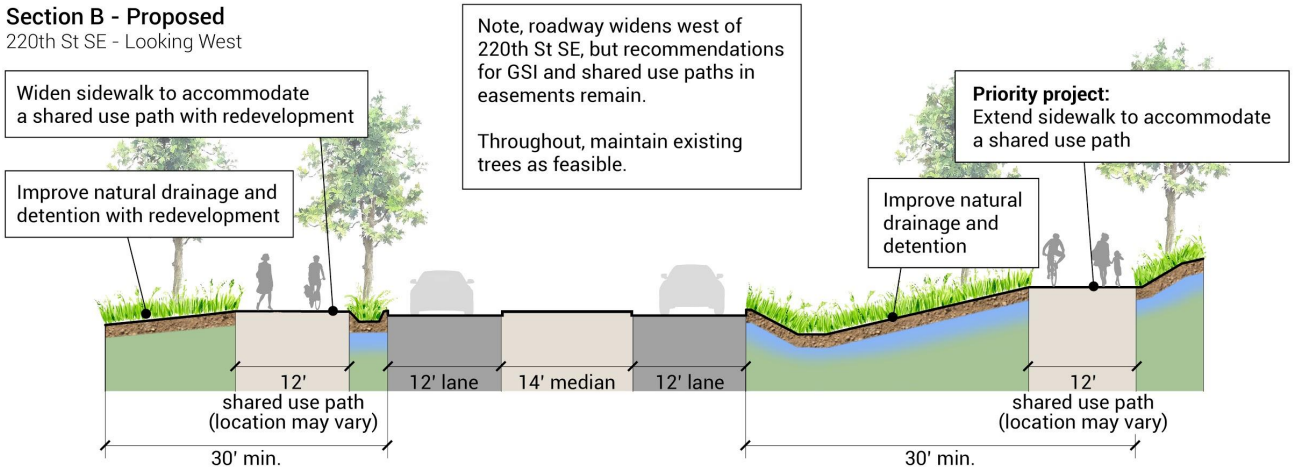
Section B

Note, installing a shared use path on the north side of 220th St SE is a **high priority**.





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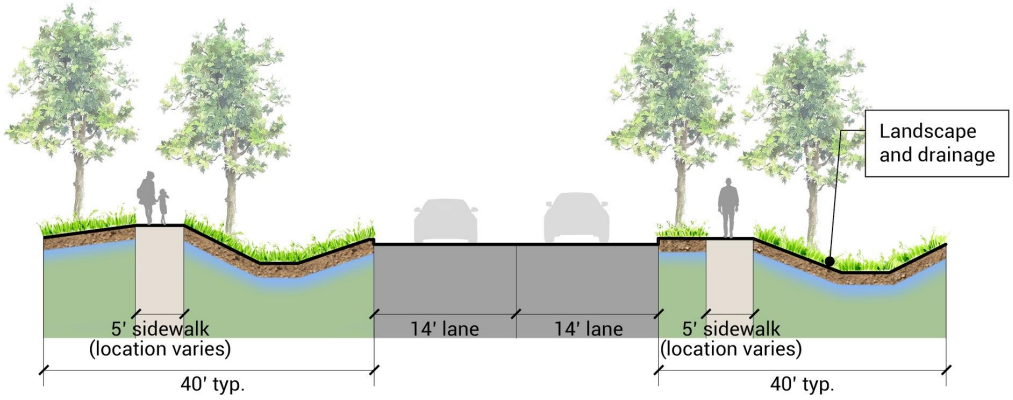
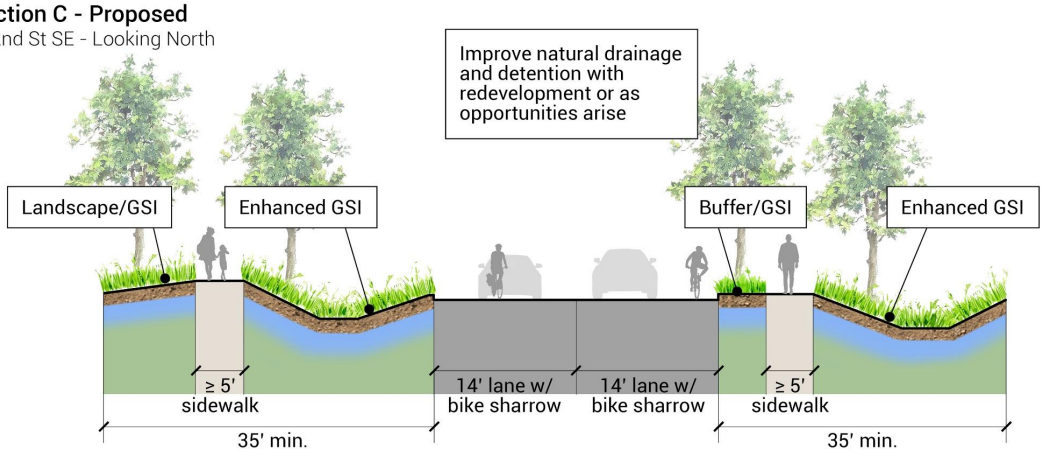
BOTHELL CANYON PARK SUBAREA PLAN

Section C

Section C - Existing
222nd St SE - Looking North



Section C - Proposed
222nd St SE - Looking North



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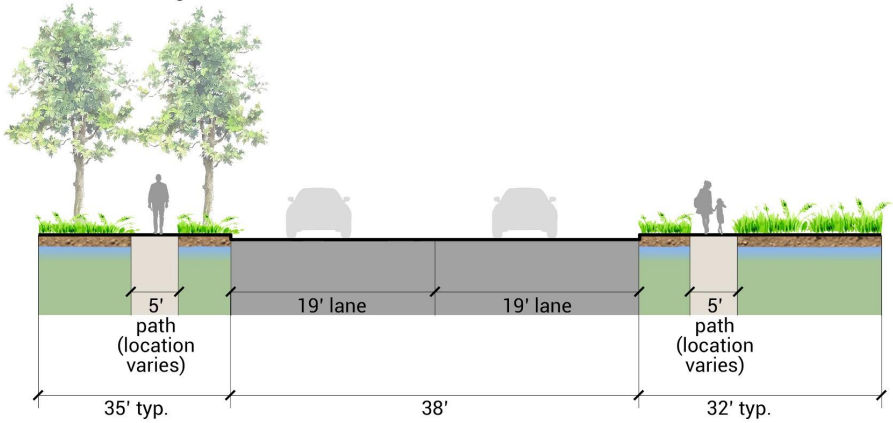
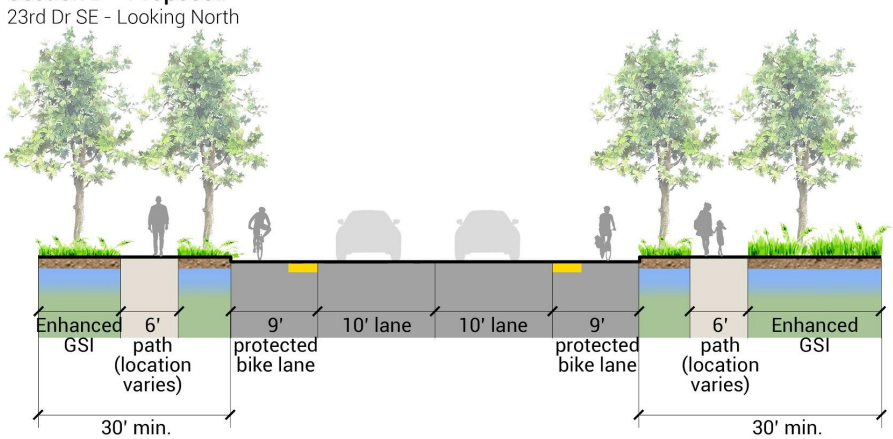
BOTHELL CANYON PARK SUBAREA PLAN

Section D

Section D - Existing
23rd Dr SE - Looking North



Section D - Proposed
23rd Dr SE - Looking North



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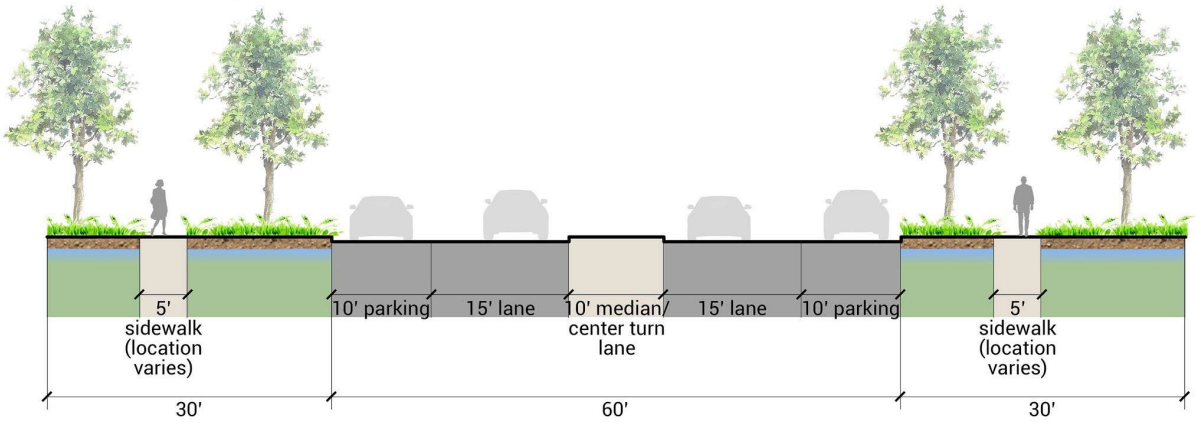
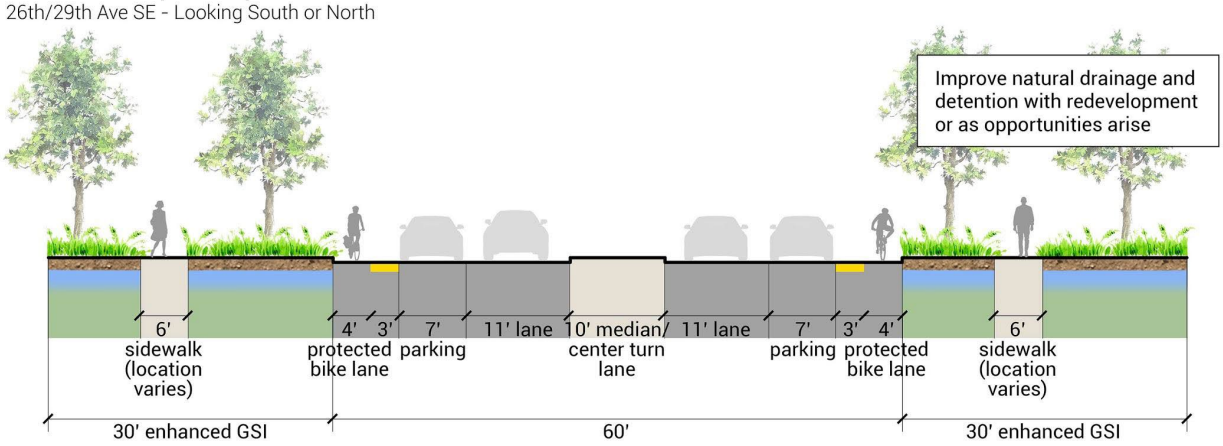
Section E

Note, installing bicycle facilities on 26th/29th Ave SE is a **high priority project**.

Section E - Existing
26th/29th Ave SE - Looking South or North



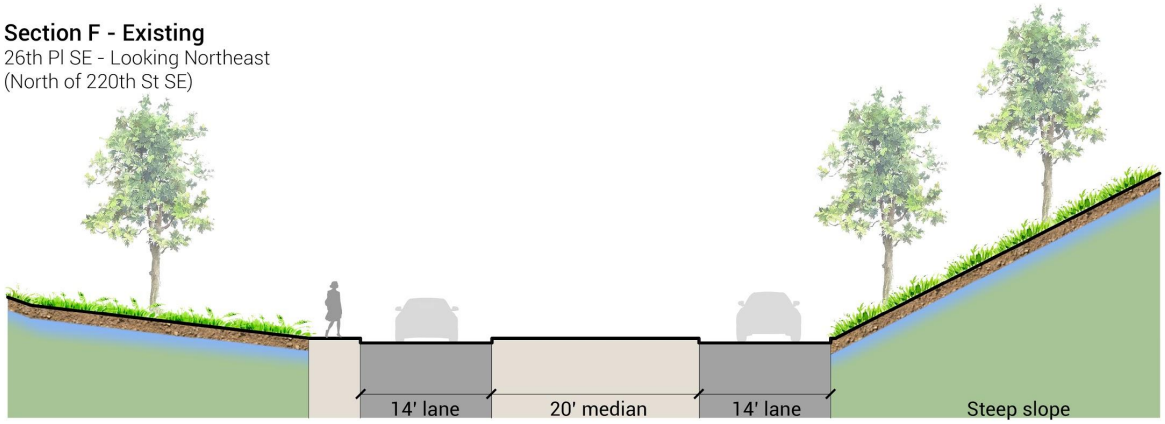
Section E - Proposed Option 1
26th/29th Ave SE - Looking South or North

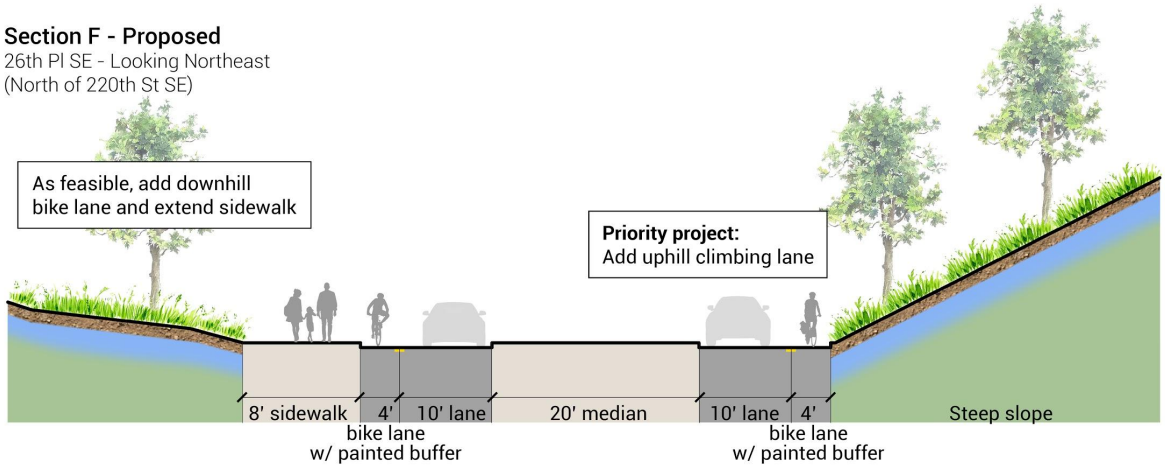


PRELIM

Section F

Note, adding the uphill climbing bike lane is a **high priority**.





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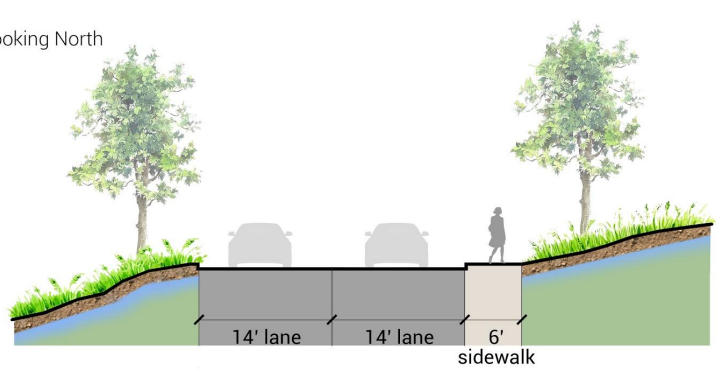
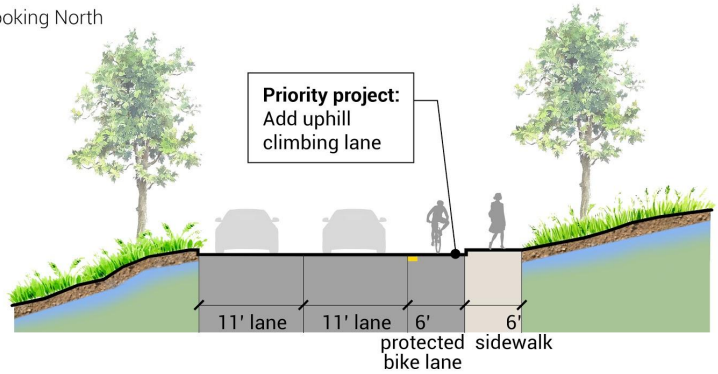
Section G

Note, adding the uphill climbing bike lane is a **high priority**.

Section G - Existing
30th Dr SE/223rd St SE - Looking North



Section G - Proposed
30th Dr SE/223rd St SE - Looking North



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Project Phasing

Street Extensions and 9th Ave SE Safety Improvements

214th St SE extension. One of the potential transportation mitigation strategies would be to extend 214th St SE from the BEH to 9th Avenue SE as a means of distributing traffic throughout the system. This link could add approximately 1,000 PM peak hour vehicle trips to 9th Avenue SE. However, 9th Avenue SE lacks many safety features such as sidewalks, protected bike lanes and a center turn lane or pockets and is not ready to accommodate these increased traffic levels particularly because of the presence of Crystal Creek Elementary School.

219th Pl SE extension. Another potential transportation mitigation strategy would be to extend 219th Pl SE from the parking lot of the properties located northwest of the 405 and 527 interchange (Phillips) to 9th Avenue SE. However, because this connection would serve a limited area and is projected to

generate no more than 150 PM peak hour trips, 219th Pl SE may be extended to 9th Ave SE without the need to construct safety improvements on 9th Avenue SE or 219th St SE.

Most Applicable Policy

MN-15 Phase projects for least negative impacts and greatest benefits to residents, businesses, and ecological systems.

Action

Install 9th Ave SE safety improvements such as sidewalks, protected bike lanes, center turn lanes or pockets and a traffic signal at the new 214th St SE/9th Ave SE intersection prior to connecting 214th St SE to 9th Ave SE (vehicular projects 5 and 9 and high priority non-motorized project 2.1).

LOS Policy

The *Imagine Bothell...* Comprehensive Plan adopted a "concurrency corridor" LOS standard for traffic operations. The LOS standard is based on the average delay vehicles experience at identified intersections along concurrency corridors during the peak hour (typically 5-6pm). Three concurrency corridors have been identified within the Canyon Park Study area:

- Maltby Road/SR 524
- SR 527
- 228th Street SW/SE

The adopted average corridor delay for these corridors is LOS E. While a specific intersection along these corridors may operate with a longer delay, the goal of this standard is to evaluate the average delay drivers experience along the entire arterial corridor.

As stated in the Transportation Approach, Bothell may have to consider updating its LOS policy if 214th St SE is not extended to 9th Ave SE and/or if Bothell-Everett Highway general purpose lanes convert to BAT lanes (in the long term and pending regional support). These changes combined with the expected growth (by the year 2044) would likely extend SOV delays on Bothell-Everett Highway past Bothell's currently accepted LOS. Under adopted concurrency regulations, when a corridor exceeds an LOS of "E" the City cannot issue permits for new projects.

Accordingly, the City may be faced with having to accept an LOS that exceeds E for the Bothell-Everett Highway between 228th St SE and SR 524 (Maltby Road). Options include:

- Except the intersections on Bothell-Everett Highway between 228th St SE and Maltby road (SR-524) from the City's corridor concurrency calculation, **or**
- Revise the standard to increase the allowable delay. The City would accept a maximum LOS of "F" with a delay up to, for example, 120 seconds for the portion of the Bothell-Everett Highway between 228th St SE and Maltby Road (SR 524).

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Note that an LOS policy based on person, rather than vehicle, delay is another long term option. This type of measure would better recognize the multimodal goals for Canyon Park. However, at this time, the number of people using transit and non-motorized options does not outweigh the number of general purpose drivers. In the long term as transit service increases, Bothell could consider a per-person-based standard. The Highway Capacity Manual outlines a methodology, which would recognize the contributions of transit priority infrastructure in reducing overall delay (https://americawalks.org/analyze-person-delay-instead-of-vehicle-delay/). See additional options in *Appendix X: Memorandum: Canyon Park Subarea Plan - Transportation Level of Service (LOS) Considerations.*

Most Applicable Policy

TH-12 If needed, consider updating Bothell's LOS policy to recognize "ultimate capacity" of Canyon Park corridors and better support transit and other travel modes.

PRELIMINARY DRAFT

Limited Parking Reductions & Height Allowances Code Amendments Study Session

MEMORANDUM
Community Development Department

City of Bothell

DATE: July 1, 2020

TO: Planning Commission

FROM: Dave Boyd, Senior Planner

SUBJECT: Limited Parking Reduction and Height Allowance Code Amendments Study Session

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Purpose/Action

The purpose of this study session is to consider Limited Parking Reductions & Height Allowances Code Amendments to comply with State law regarding parking minimums to certain types of developments near frequent transit service and provide height incentives for affordable and/or senior housing within the heights analyzed in the Downtown Subarea Planned Action Environmental Impact Study.

There is no action required for the Commission at this time. Staff will bring proposed code amendments and findings for consideration and recommendation at a July 15 public hearing, so any direction with regard to either the amendments or findings would be appreciated at this time.

Background

Limited parking reductions: In 2019 the Washington State Legislature passed HB 1923, which, among other things, established upper limits to the minimum parking requirements jurisdictions could place on affordable and senior housing within one quarter mile of frequent transit stops. In 2020, the legislature passed HB 2343 which amended those limits and added provisions for market rate housing near frequent transit. Because of the way the legislation is worded, some, but not all, of the areas in Bothell where these could apply are in compliance, so there is a need to amend the code to fully comply with State law, and an opportunity to consider reductions that would encourage affordable housing.

Height allowances: Many of the provisions in HB 1923 are intended to address the need for affordable housing, and the Bothell Housing Strategy recommends exploring incentives to encourage affordable housing. The Downtown Plan initially proposed and studied the environmental impacts of building heights that were taller and in some cases allowed more floors than what was eventually adopted. To date, the City has amended some of the allowed building heights, keeping within the heights analyzed in the Downtown Subarea Planned Action Environmental Impact Statement (PAEIS), in some cases adding affordable housing *requirements* where the increase heights provided capacity for additional housing units. These potential code amendments would add *incentives* for affordable housing projects by allowing additional height, within the limits analyzed in the PAEIS.

Both of these code amendments are related to a proposed affordable senior housing development on one of the surplus City properties, Block A (former Bothell Ski & Bike and adjacent property), but would also apply more broadly. That site is under contract to Imagine Housing, who have indicated that these amendments are necessary for their

development, and would need to be adopted by early September for the project to get required funding and approvals.

Analysis: Limited Parking Reductions

The Washington Department of Commerce has summarized the new parking requirements below:

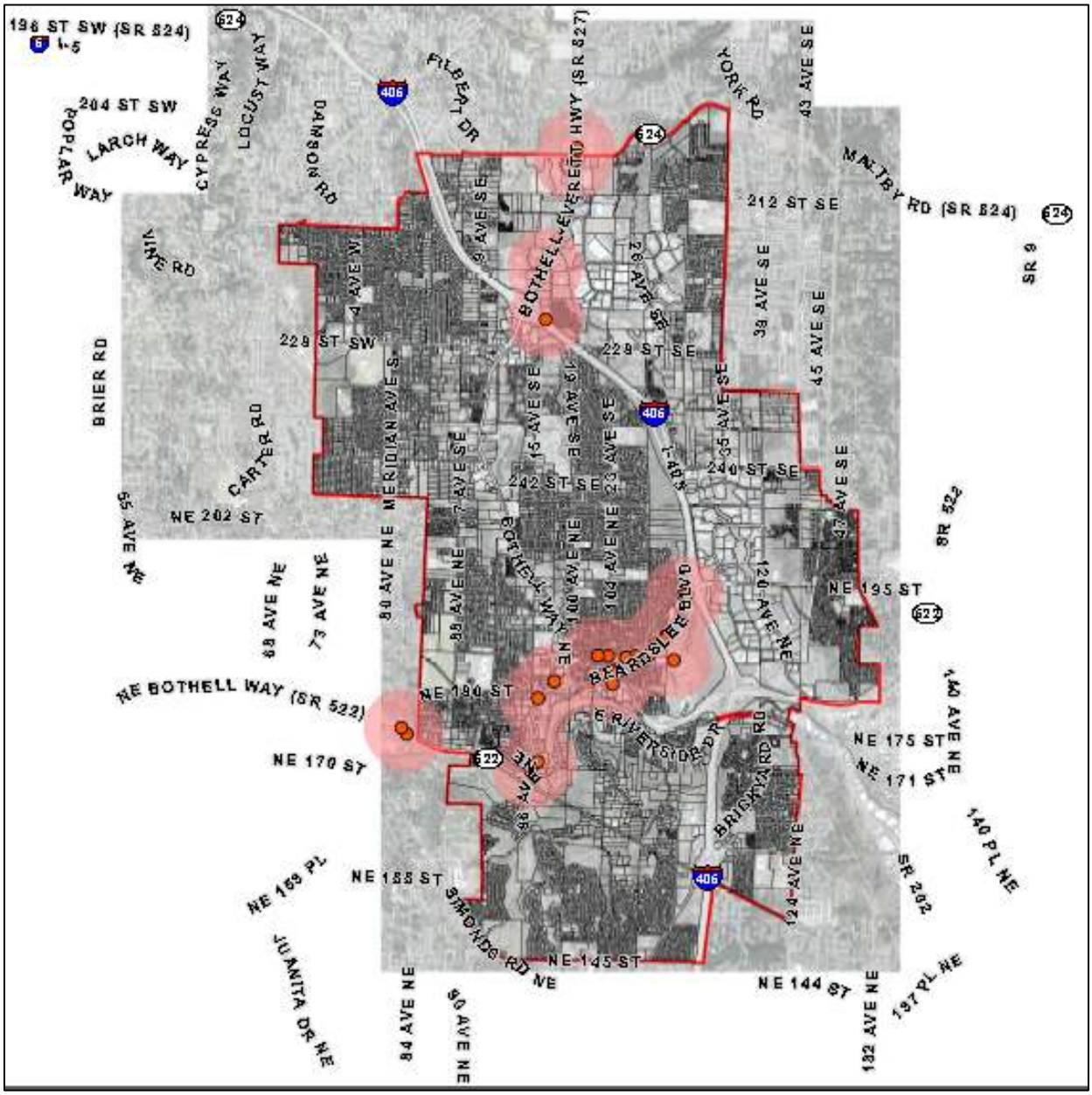
1. For housing units that are affordable to ***very low-income or extremely low-income individuals***, located within 1/4 mile of a transit stop that receives transit service at least two times per hour for twelve or more hours per day, minimum residential parking requirements may be no greater than one parking space per bedroom or .75 space per unit. A city may require a developer to record a covenant that prohibits the rental of a unit subject to this parking restriction for any purpose other than providing for housing for very low-income or extremely low-income individuals. The covenant must address price restrictions and household income limits and policies if the property is converted to a use other than for low-income housing. A city may establish a requirement for the provision of more than one parking space per bedroom or .75 space per unit if the jurisdiction has determined a particular housing unit to be in an area with a lack of access to street parking capacity, physical space impediments, or other reasons supported by evidence that would make on-street parking infeasible for the unit. Applies to all units constructed after July 1, 2019.

2. For housing units that are specifically for ***seniors or people with disabilities***, that are located within 1/4 mile of a transit stop that receives transit service at least four times per hour for twelve or more hours per day, a city may not impose minimum residential parking requirements for the residents of such housing units, subject to the exceptions provided in this subsection. A city may establish parking requirements for staff and visitors of such housing units. A city may establish a requirement for the provision of one or more parking spaces per bedroom if the jurisdiction has determined a particular housing unit to be in an area with a lack of access to street parking capacity, physical space impediments, or other reasons supported by evidence that would make on-street parking infeasible for the unit. A city may require a developer to record a covenant that prohibits the rental of a unit subject to this parking restriction for any purpose other than providing for housing for seniors or people with disabilities. Applies to all units constructed after July 1, 2019.

3. For ***market rate multifamily housing units*** that are located within 1/4 mile of a transit stop that receives transit service from at least one route that provides service at least four times per hour for twelve or more hours per day, minimum residential parking requirements may be no greater than one parking space per bedroom or .75 space per unit. A city or county may establish a requirement for the provision of more than one parking space per bedroom or .75 space per unit if the jurisdiction has determined a particular housing unit to be in an area with a lack of access to street parking capacity, physical space impediments, or other reasons supported by evidence that would make on-street parking infeasible for the unit. Applies to all units constructed after July 1, 2019.

All of the multifamily-zoned districts in Downtown have parking requirements no greater than one space per bedroom, as allowed in 1 and 3 above. The lowest parking requirement available citywide for senior housing is two-thirds of a space per unit as allowed for Specialized Senior Housing. Outside of Downtown, there are no zones that would meet the parking allowances for any of these new state requirements.

Currently there are two general areas of the city with bus service meeting the levels specified in these new state requirements, along the SR 522 corridor (mostly Downtown) and Canyon Park / Thrasher's Corner. As bus service is increased, through the proposed new Bus Rapid Transit lines in Sound Transit 3, additional areas will qualify. See below for the ¼ mile circles in pink around frequent bus stops in orange.



Frequent bus stops (orange) with ¼ mile buffers (pink)

Rather than trying to tailor parking requirements to fit the areas within ¼ mile of current frequent bus stops through rezones or overlays, staff proposes to provide for parking exceptions to comply with these new state provisions, requiring applicants to request the exceptions, providing parking studies to demonstrate how they would meet the requirements. That way, the provisions will not need to be changed as bus service changes, and it will be the responsibility of the applicant to analyze bus service, street parking capacity and required parking for staff and guests based on their proposed developments.

Analysis: Height Allowances

The *Imagine Bothell…*Comprehensive Plan's Housing and Human Services Element includes the following Goal and Policy, providing the basis for affordable housing incentives:

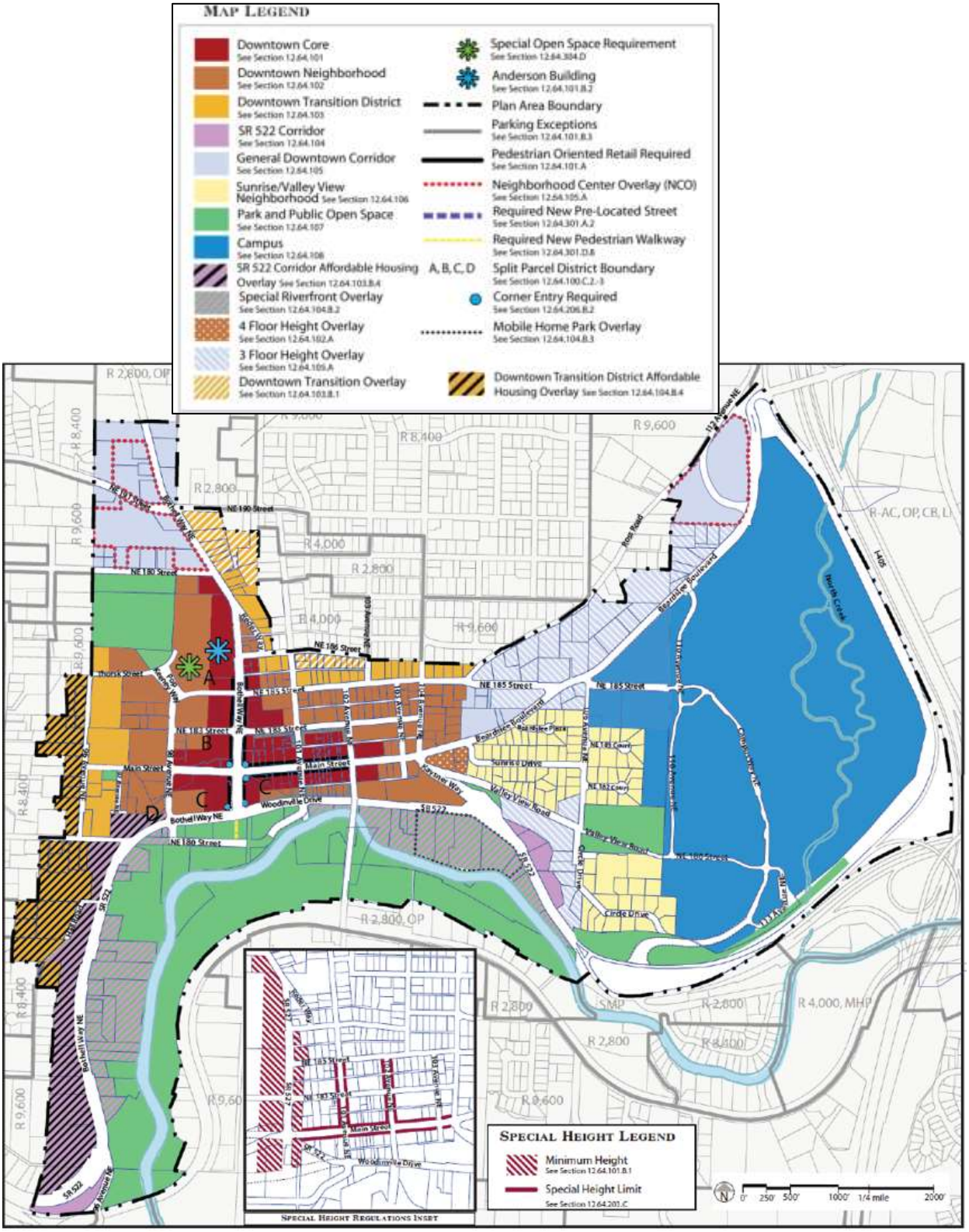
> HHS-G3 To ensure opportunities exist throughout the community for housing affordable to all economic segments of the population.
>
> HHS-P17 Consider market incentives to encourage and/or require affordable housing to meet the needs of people who work and desire to live in Bothell.

The Bothell Housing Strategy goes further:

> Consider multiple approaches to linking increased development capacity with providing affordable housing. Could include standards for providing affordable housing with actions such as rezones that result in increased development capacity, and voluntary developer incentives, especially near existing and planned transportation and employment centers. Encourage use of multiple (layered) incentives to maximize affordability.
>
> Specific examples include "Height and other incentives that increase development capacity."

In 2018, the City established "inclusionary zoning" for the first time, combining increases in capacity with affordable housing requirements for new development in two downtown overlay areas. Those require a percentage of affordable housing at specific affordability levels for all new development in those areas. To date, the City has not established voluntary developer incentives for providing affordable housing, as is being proposed here. Doing so will add another tool for promoting affordable housing development.

Since the environmental study for the downtown plan analyzed the aesthetic impacts of building heights based on the originally proposed heights, which were subsequently reduced, we have been able to increase height limits up to those originally proposed and studied heights without doing additional environmental analysis. This was done when heights in the Downtown Core and Downtown Neighborhood districts were raised from 6 floors & 65 feet and five floors & 55 feet to six floors & 76 feet and five floors & 65 feet, respectively. It was also the case when the General Commercial zone on the west side of SR 522 between 180th and Wayne Curve, with a 35 foot height limit, was rezoned to the originally proposed SR 522 Corridor District, with a 4 floor and 45 foot height limit.



Downtown Districts Map

The Downtown Subarea Planned Action EIS analyzed aesthetic impacts based on the originally proposed 4 floor & 54 foot height allowances for the Downtown Transition, General Downtown Corridor and SR 522 Corridor districts. Those heights were

subsequently reduced to three floors and 35 feet for the Downtown Transition district and four floors and 45 feet in the Corridor districts, with some exceptions, in the adopted plan.

Environmental impacts based on density or built capacity are addressed in the Downtown Traffic analysis and by the development thresholds established for the Downtown Subarea as a whole: an additional 2,736 housing units, 248,500 square feet of office development and 397,000 square feet of retail development.

Since the aesthetic impacts of the taller heights have already been analyzed, and the capacity impacts of allowing an additional story are regulated by the overall capacity thresholds, we have the ability under the PAEIS to allow an additional story and height up to the studied height limit as an incentive for affordable housing. The impacts to adjacent single family areas are mitigated by special height and setback regulations, which will remain in place.

Affordability considerations: The affordability levels for the recently established inclusionary zoning overlays had to be proportional to the capacity added, so they were set at “moderate” levels, with 5-10 percent of the dwelling units serving households earning up to 60 or 80 percent of the Area Median Income (AMI). The intent is that these relatively modest levels can be achieved through private for-profit development.

Since the proposed incentives are a voluntary program, staff proposes to use them to achieve greater affordability, with a higher percentage of a projects’ units providing a deeper level of affordability. The expectation is that these incentives will most likely be used by affordable housing developers relying on a variety of public funding sources, from land donations or discounts to grants and tax exemptions. The Imagine Housing proposal for Block A, as currently proposed, will provide housing for senior households earning 30 to 60 percent of AMI, though the exact mix could vary depending on the funding they are able to obtain. An additional floor of height, which they can do within the 54 foot height limit, will make the project much more competitive for grant funds and more economically viable, as well as increasing the number of affordable housing units.

Staff is still working with ARCH and others to determine the exact percentage of units and affordability levels needed to qualify for an additional floor of housing. Given that the ground level will include a number of service areas, adding a fifth floor will likely increase the unit count by about 20 percent. It is also possible, while perhaps not likely, that an office development could take advantage of a height incentive by providing a floor of affordable housing units. One possible requirement could be that to qualify for an extra floor, the development would have to provide 25 percent of the total units, or the number of units on a single floor of housing, whichever is greater.

To provide some flexibility to developers, like Imagine Housing, who may not have all of their financing in hand, staff proposes an average affordability level of 50 percent of AMI. That would allow developers to provide a mix of units at affordability levels between 30 and 60% AMI, the range target by affordable housing bond programs.

Staff proposes allowing one additional floor of housing, with heights up to the 54 feet that was analyzed in the PAEIS, for affordable housing projects meeting these standards in portions of the SR 522 Corridor district that does not already have an affordable housing overlay. In the future, it could be expanded to include other districts and layered onto

existing affordable housing overlays, but that would require more time to analyze than is available in the timeframe for these amendments. An incremental approach will allow the Imagine Housing project to proceed and provide time to evaluate how this incentive program may work for other sites in the portion of the district without the affordable housing overlay.

Action

No action is requested at this time, but staff requests feedback on the proposed approaches and direction on potential findings. Proposed code amendments and findings will be provided for the July 15 public hearing.